

SOUTH WEBER PLANNING COMMISSION AGENDA

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PUBLIC NOTICE is hereby given that the Planning Commission of SOUTH WEBER CITY, Utah, will meet in an electronic meeting on Thursday, August 13, 2020 streamed live on YouTube, commencing at 6:00 p.m.

OPEN (Agenda items may be moved in order or sequence to meet the needs of the Commission.)

1. Pledge of Allegiance: Commissioner Grubb
2. Public Comment: Anyone requesting to comment live via Zoom must pre-register at the following <https://forms.gle/PMJFhYFJsD3KCi899> before 5 pm on the meeting date. Comments will also be accepted at publiccomment@southwebercity.com
 - a. Individuals may speak once for 3 minutes or less
 - b. State your name and address
 - c. Direct comments to the entire Commission
 - d. Note Planning Commission will not respond during the public comment period
3. Approval of Consent Agenda
 - a. 2020-06-03 Minutes (amended to include public comments)
 - b. 2020-06-11 Minutes (amended to include public comments)
 - c. 2020-07-09 Minutes
 - d. 2020-07-14 Minutes
4. Harvest Park Phase 3 Final Recommendation located at approx. 700 E 6750 S (Parcel 13-275-0020) 8.66 acres.
5. **Public Hearing and Action on Short Term Rental Conditional Use for Snowbasin Destination operated by Lori Drake located at 2345 E 8100 S.**
6. Discussion: 2020 General Plan
7. Planning Commission Comments (Boatright, Grubb, Johnson, Osborne, Walton)
8. Adjourn

In compliance with the Americans With Disabilities Act, individuals needing special accommodations during this meeting should notify the City Recorder, 1600 East South Weber Drive, South Weber, Utah 84405 (801-479-3177) at least two days prior to the meeting.

THE UNDERSIGNED DULY APPOINTED DEVELOPMENT COORDINATOR FOR THE MUNICIPALITY OF SOUTH WEBER CITY HEREBY CERTIFIES THAT A COPY OF THE FOREGOING NOTICE WAS MAILED, EMAILED, OR POSTED TO: 1. CITY OFFICE BUILDING 2. FAMILY ACTIVITY CENTER 3. CITY WEBSITE www.southwebercity.com 4. UTAH PUBLIC NOTICE WEBSITE www.pmn.utah.gov 5. THE GOVERNING BODY MEMBERS 6. OTHERS ON THE AGENDA

DATE: August 7, 2020

DEVELOPMENT COORDINATOR: Kimberli Guill

SOUTH WEBER CITY PLANNING COMMISSION MEETING

DATE OF MEETING: 3 June 2020

TIME COMMENCED: 6:03 p.m.

LOCATION: Electronic Meeting through Zoom

PRESENT: COMMISSIONERS:

Tim Grubb
Gary Boatright
Rob Osborne
Wes Johnson
Taylor Walton

CITY PLANNER: Barry Burton

CITY ENGINEER: Brandon Jones

DEVELOPMENT COORDINATOR: Kimberli Guill

Transcriber: Minutes transcribed by Michelle Clark

ATTENDEES: Dan Murray, Scott Mortensen, and Blair Halverson.

PLEDGE OF ALLEGIANCE: Commissioner Grubb

Public Comment: Written public comments must be submitted by email to publiccomment@southwebercity.com. Comments must be received prior to the meeting start time. Subject line should include meeting date, item# (or general comment), first and last name. Comments without first and last name will not be included in the public record.

Public Comments through Zoom are as follows:

- Individuals may speak once for 3 minutes or less
- State your name and address
- Direct comments to the entire Commission
- Note Planning Commission will not respond during the public comment period

Jeffery Eddings, 2645 E. 7800 S., voiced his concerns with the proposed Morty's Car Wash. He is concerned about the lighting and location of the business sign – static sign, flashing sign, etc. He would like to know how much lighting the bays will create and if they are on a timer. He is concerned about the noise from the car wash late at night. After he reviewed the plans, he noticed temporary fencing. He would like to see something more permanent. He requested shade trees be planted.

Amy Mitchell, 1923 Deer Run Drive, read from her recent email which was sent to the Planning Commission. She has reviewed the packet and she has several concerns in regards to

Morty's Car Wash. She brought up the inconsistency in the documents in which it stated there are three self-serve bays and three automatic bays, yet the drawings show four self-serve bays and three automatic bays. She is concerned about access by Maverik since it is near the dump station. She feels the car wash should have its own entrance and exit and should be a standalone business. She requested clarification on the type of fencing between the school and carwash. She hopes the sign is not big and bright. She also read Corinne Johnson's comments, 8020 S. 2500 E., who is concerned about east end of building that has no drawings and would like to know more about the landscaping.

Paul Sturm, 2527 Deer Run Drive, sent an email concerning the carwash. He questioned the easements from the pipeline company and storm drain. He would like to know if Brandon Jones, City Engineer, concerns have been addressed. He is concerned about increased traffic on 2700 East. He asked if an assessment of Reeves & Associates analysis has taken place. He is concerned about light & noise from the car wash. He would like to know how South Weber City is going to enforce the lighting. He asked who paid for the sound study. He is concerned about the hours of operation. He would like to know when the final letter from South Weber Water District be signed as well as the agreements with the pipeline companies. He is concerned about the distance for a vehicle to exit the premise.

Approval of Consent Agenda

- **Minutes of 9 April 2020**

Commissioner Grubb moved to approve the consent agenda. Commissioner Johnson seconded the motion. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

Final Subdivision Plat: South Weber Transition Subdivision (1 Lot & Remainder Parcel) approx. 4.2 acres zoned CH located at approx. 7700 S 2700 E on Parcel (13-034-0065).

Applicant Dan Murray: Commissioner Osborne asked if the Planning Commission has any comments concerning this agenda item. Commissioner Grubb pointed out this is a one lot development but there is still a remainder parcel. He asked if there are any improvements that need to be required or escrowed, because there is an opportunity right now and that parcel may never be developed. Brandon Jones, City Engineer, suggested waiting. Barry Burton, City Planner, agreed to leave it be until a plan is submitted for that parcel.

Brandon pointed out the original legal description does not match the lot. The legal description for the rezone request should be used so that they match. Scott Mortensen stated he doesn't have a problem with that.

Blair Halverson suggested updating the plans. Barry explained the site plan, landscape plan, grading plan, etc. shows the correct boundary and matches the lot line as it has been expanded out. Commissioner Grubb read the legal description and it matched. Barry explained the rezone request description matched the lot line. Dan Murray stated he wants it to match and will make those adjustments.

Commissioner Walton asked if it is okay to approve a subdivision plat when the City Council has not approved the rezone request yet. Barry remarked the subdividing of the land is not dependent on rezoning in any way.

Barry Burton, City Planner's, memo of 13 May 2020 is as follows:

PL 1: The proposal has been altered from 3 lots to one lot with a remainder parcel. Lot 1, intended for a car wash, has been slightly enlarged to accommodate all the necessary vehicular circulation and access improvements.

PL 2: Curb, gutter and sidewalk are existing on 2700 East. Utility connections will be part of the conditional use/site plan for the car wash.

PL 3: I advise the Planning Commission forward this final plat to the City Council with a recommendation of approval.

Brandon Jones, City Engineer's, read his review of 22 May 2020 is as follows:

Our office has completed a review of the Final Plat for the South Weber Transition Subdivision, dated May 20, 2020. We recommend approval subject to the following being addressed prior to final approval from the City Council.

PLAT

E1. It is our understanding that there are two petroleum line easements: one for Phillips 66 (Pioneer Pipeline) and one for Holly Energy (formerly Plains All American Pipeline, formerly Rocky Mountain Pipeline).

a. The final plat needs to be submitted to both companies for their review. An approval letter from both companies is needed to verify that the easements have been shown correctly.

b. A signature line is needed in the Easement Approval block for both companies.

E2. The new storm drain easement needs additional information to clearly describe its location (e.g. dimensions along boundary, hatching, dimension of width, etc.)

Scott Mortensen reported the pipeline companies will be signing the final plat this Friday.

Commissioner Grubb moved to recommend approval to the City Council for the Final Subdivision Plat: South Weber Transition Subdivision (1 Lot & Remainder Parcel) approx. 4.2 acres zoned CH located at approx. 7700 S 2700 E on Parcel (13-034-0065) for applicant, Dan Murray subject to the following:

- 1. Barry Burton's review of 13 May 2020.**
- 2. Brandon Jones review of 22 May 2020.**
- 3. Previous request from C-H to C- Zone be changed to match lot 1 description.**

Commissioner Boatright seconded the motion. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

Final Site & Improvement Plans: South Weber Transition Subdivision Lot 1 (Morty's Car Wash). Applicant Scott Mortensen: Commissioner Osborne asked if the Planning Commission has any questions concerning this agenda item. Barry addressed the mistake on the

plans concerning the number of bays. He communicated the developer is requesting three automatic bays and four self-serve bays. Commissioner Osborne is okay with the entrance from Maverik. Barry stated there is a signed access easement from Maverik. He pointed out a traffic engineer would agree it is better to have this entrance verses creating another entrance on 2700 East. Brandon agreed there can be confusion if there are two entrances. Commissioner Osborne is not sure how the dump station is Mr. Mortensen's problem. He is okay with the fencing because it meets the city code. Barry pointed out there is no code requirement for fence because it is not residential property. Commissioner Osborne does not feel a privacy fence makes sense when there is a chain link fence along Maverik. Commissioner Walton asked if there is a buffer yard requirement in between the school and the carwash. Barry stated there is no requirement. Commissioner Osborne stated the sign meets the city code. He asked Scott what type of sign it is. Scott explained it is within city code, and there is a LED monument display to update individuals of certain specials. Commissioner Walton is concerned about the light emissions coming off LED lights and being close to the roadway. Commissioner Johnson does not feel the distance is important next to the roadway, but there seems to be more concern with the residents. Commissioner Walton suggested at night not using white LED lights. Commissioner Osborne is not sure the size of this sign will be as blinding as other signs around the City. Commissioner Boatright agreed. He discussed the landscape plan on page 28. Barry pointed out there is a lot of rock mulch, sod along park strip, etc. He thinks it is a decent design; however, he is concerned about the plants along the pipeline easements and he doubts the pipeline companies will allow the large shrubs. Commissioner Grubb identified the northeast corner having a couple of trees. Commissioner Osborne discussed the turning radius and has not seen any evidence that it is not adequate. Barry stated the plans show the turning radius for large vehicles. He feels the turning radius is adequate. Brandon discussed the sewer handling what is being discharged. Commissioner Osborne noted Dan Murray has the will serve letter from the South Weber Water Improvement District. Brandon is requiring an approval letter from South Weber Water Improvement District stating how the developer is proposing to connect is okay. Discussion took place regarding the packet sent out today and the lack of some of the schematic elevations. Scott will forward that information to City staff. Commissioner Walton appreciates the aesthetics being carried over from Burly Burger & Little Caesars across the street. Scott reviewed the elevations on the screen. He also explained the lighting for the 24/7 bays. Discussion took place regarding the sound study. Commissioner Grubb asked about the sound study. Scott reported the sound study compared decibels from busy street traffic 70 dB, rustling leaves 10 dB, military jet takeoff 140 dB, and large orchestra 98 dB. He stated the air dryer will be located inside the bay which minimizes the sound. He discussed hours of operation being 24/7. Barry asked if the automatic bays and vacuums can be shut down at a certain time. Scott discussed the need for hours of operation to be 24/7. Barry asked if there will be dryers installed in the self-serve bays. Brandon asked about the location of the vacuums. Scott stated they looked at different locations and felt aesthetically they should go where they are currently located on the plan.

Discussion took place regarding the traffic study. Brandon explained the traffic study addresses increased traffic at the intersection of South Weber Drive & 2700 East as well as the entrances. Brandon was hoping that Nate Reeve, of Reeve & Associates, was in attendance to explain the traffic study, but he is out of town. Brandon referred to the traffic study which was conducted by Reeve & Associates. He reported the level of service is a range and the existing level of service is Level of Service C at the intersection. After the car wash is constructed, the proposed level of service is also a C. At the two access points the level of service is B, and after the car wash is

constructed the level of service is also B. He pointed out the numbers do not increase much at all. Brandon commented this is a study that has been stamped by a professional engineer, and he did not see anything in the study that would cause him to question the numbers. Brandon remarked the width of 2700 East is going to need to be increased. It has three lanes at the intersection, but it narrows down as you head south. He pointed out long term this road will need to have three lanes; however, this proposed development does not require 2700 East to go from two to three lanes. Brandon stated as property develops along 2700 East, the aggregate result is that it will need to be widened. He then discussed the importance of impact fees. He suggested once the general plan is updated and completed, he would recommend updating the Transportation Impact Study. This particular use does not require the widening of 2700 East right now, but future development along that street will require three lanes. Commissioner Osborne reiterated according to Reeves & Associates traffic study this development will not impact 2700 East. Commissioner Grubb addressed the width of the exit onto 2700 East. Brandon explained the southern access onto 2700 East is 32' wide. For a commercial application like this, especially contemplating future use on the rest of the property, he feels that the access should be as wide as the Maverik access (approx. 38'), and allow for two lanes out and one lane in. Barry commented what the developer is proposing with the access of 32' wide is adequate for this particular development. Brandon agreed and understands 32' is adequate. Commissioner Grubb discussed the Landscape Plan indicates 13.7% landscaping. The City Code (10-7-5B) requires 15%. Commissioner Boatright feels the 15% was put into the code for a reason. Dan Murray suggested if Scott increases the landscape buffer on the side by the school by 3' that will increase it to 15%.

Barry Burton, City Planner's, review of 22 May 2020 is as follows:

PL 1: The proposal is to establish a car wash with 3 automatic bays and 3 self-serve bays on Lot 1 of the South Weber Transition Subdivision. The Planning Commission previously recommended approval of a rezone on the property from C-H to C and granted preliminary conditional use/architectural site plan approval.

PL 2: Curb, gutter and sidewalk are existing on 2700 East. A water connection in 2700 East will be required. Sewer and storm drain are already stubbed into the site.

PL 3: Standards for approval are found in Section 10-7-3 D of the South Weber City Code. They are as follows:

1. The proposed use shall not generate enough traffic to be detrimental to the immediate neighborhood.

The Traffic Impact Study performed by Reeve and Associates indicates there will be no change in the level of service on 2700 E. nor at the intersection of South Weber Drive and 2700 E.

2. The proposed development shall not overload the carrying capacity for which local streets were designed.

See the comment above.

3. Internal traffic circulation shall not adversely affect adjacent residential properties.

There are no adjacent residential properties.

4. Parking facilities location shall not adversely affect adjacent residential properties.

There are no adjacent residential properties.

5. Parking facilities shall be effectively screened from adjacent residential properties.

There are no adjacent residential properties.

6. The relationship of structures and parking shall be complementary to the aesthetics of the general area.

This structure and its parking will be complimentary to Maverik adjacent to the north and should have no ill effect on any other adjacent property.

7. The proposed sign(s) shall not adversely affect the development itself or the overall aesthetics of the general area.

The proposed sign is a pole sign 16' in height and 48 square feet in area. That area is for one side, but according to our ordinance, we only count one side of a two-sided sign. Both height and area are well within Class 5 sign allowances. The sign is placed so that it will be blocked from view from nearby homes by the building. The sign will be similar in character to other signs in the area.

8. The proposed landscaping shall be sufficient to enhance the aesthetic acceptability of the development.

The landscape plan will provide for an aesthetically pleasing yard with an interesting design, a variety of appropriate plantings and good use of different rock mulches.

9. The project shall be landscaped and maintained with a sprinkler system.

An irrigation plan has been submitted that provides for appropriate plant watering throughout the site. Except for the grass park strip, the site will all be drip irrigated for a water-wise design.

PL 4: I recommend this proposal be forwarded to the City Council with a recommendation of approval as submitted.

Brandon Jones, City Engineer's review of 22 May 2020 is as follows:

Our office has completed a review of the following plans and studies:

- Final Site and Improvement Plans for Morty's Car Wash from Reeve & Associates, dated May 20, 2020
- Geotechnical Report from CMT Engineering, dated March 24, 2020
- Trip Generation Study from Reeve & Associates, dated January 27, 2020
- Traffic Impact Study from Reeve & Associates, dated March 23, 2020

- Photometric Study from Nichols Taylor, dated January 22, 2020
- Sound Study from Supreme West, dated March 1, 2020

STUDIES / EVALUATIONS

- Geotechnical Study. No unresolved detrimental impacts were identified. Construction must comply with the recommendations of the study.
- Traffic Impact Study. The results of the TIS indicate no change in the Level of Service (LOS): “LOS of the existing accesses and roadways are projected to remain the same post construction.”
- Photometric (Light) Study. No significant detrimental impacts to the surrounding residential properties were identified.
- Sound Study. No significant detrimental impacts to the surrounding residential properties were identified.
- Sewer. Based on the 265,000 gal/month usage amount provided by Scott Mortensen, we have calculated 25 ERU’s for sewer. The existing sewer system has excess capacity sufficient to carry these projected flows.
- Parking. If a high intensity use is assumed, Section 10-8-5 of the City Code would require 14 stalls for the car wash. 25 are being provided. Therefore, sufficient parking is being provided.

RECOMMENDATION

We recommend approval subject to the following items being addressed prior to final approval from the City Council.

GENERAL

- E1.** Subdivision Plat. The car wash is proposed to be located on Lot 1 of the South Weber Transition Subdivision. The subdivision needs to be approved prior to approval of this site plan.
- E2.** SWWID Approval Letter. A Will-Serve letter has been received. Final plans need to be submitted to the South Weber Water Improvement District and an approval letter provided indicating that the improvement plans meet their requirements.
- E3.** Petroleum Lines Approval Letters. There are three petroleum lines that cross the property. Holly Energy (formerly Plains All American, formerly Rocky Mountain Pipeline) owns two lines, and Phillips 66 (Pioneer Pipeline) owns one. Final Plans need to be submitted to both companies and approval letters from both companies will be required.
- E4.** Architectural Review. According to Title 10, Chapter 12 of the City Code, the Planning Commission “shall determine if the proposed architectural and development plans submitted are consistent with this Chapter and with the purpose and objectives of this Title.”
- E5.** Conditional Use Permit (CUP). If there are specific conditions that the Planning Commission feel are required to mitigate any detrimental impacts of this development, these should be specified and made part of the recommendation to the City Council.

IMPROVEMENT PLANS

- E6.** The southern access onto 2700 East is 32’ wide. For a commercial application like this, especially contemplating future use on the rest of the property, we feel that the access should be as wide as the Maverik access (approx. 38’), and allow for two lanes out and one lane in.
- E7.** The Landscape Plan shows using culinary water. Secondary water is being provided by the SWWID. The correct connection and service location needs to be shown. If connection into the road needs to be made, the City Standard patching requirements must be followed.

E8. The Landscape Plan indicates 13.7% landscaping. The City Code (10-7-5B) requires 15%. However, if the Planning Commission determines that “exceptional design and materials” have been used, then the requirement can be reduced to 10%, and the proposed plan would comply.

Commissioner Grubb moved to recommend approval to the City Council for the Final Site & Improvement Plans: South Weber Transition Subdivision Lot 1 (Morty’s Car Wash) for applicant, Scott Mortensen subject to the following:

- 1. Barry Burton’s review of 22 May 2020. Amending to three automatic bays and four self-serve bays.**
- 2. Brandon Jones review of 22 May 2020.**
- 3. Developer reach 15% landscaping as required by code.**
- 4. Recommend the color scheme of the gray tones be included on all four elevations.**
- 5. Recommendation based on rezone from C-H to C Zone.**

Commissioner Boatright seconded the motion. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

Conditional Use Permit: South Weber Transition Subdivision Lot 1 (Morty’s Car Wash).

Applicant Scott Mortensen: This conditional use permit application is for car wash located south of 2577 East South Weber Dr. The anticipated number of employees is two with the anticipation of 200 customer daily. There are 27 available parking spaces. The hours of operation include open 24 hours a day, 7 days week.

Commissioner Osborne is concerned about the hours of operation. He was under the understanding that it would be closed at night. Commissioner Boatright agreed and pointed out several newly installed carwashes are not open during the night. He thinks the residents have concerns about that as well. Commissioner Johnson suggested setting a time of 6:00 a.m. to 10:00 p.m. at night. Scott explained there are individuals who have different schedules and might want to wash their cars at 5:00 a.m. He pointed out they have security cameras. Commissioner Osborne asked how many people are really washing their vehicles in the middle of the night. Scott estimated 5%. He suggested going with allowing the carwash to be open 5:00 a.m. to 11:00 p.m. Commissioner Walton discussed a sound study was completed and there is considerable distance to the nearest resident. Commissioner Grubb asked if this can be reviewed in six months based on sound or complaints. Commissioner Boatright does not see the need to keep it open 24/7. Scott would like to have the same rights or abilities that Maverik has of being open 24/7. Commissioner Osborne suggested being open 6:00 a.m. to 10:30 p.m. and in six months from opening the hours of operation be reviewed. Scott suggested the hours of operation from 5:00 a.m. to 11:00 p.m. Commissioner Grubb pointed out the self-serve bays will be open 24/7. Commissioner Osborne is okay with operating hours from 5:00 a.m. to 11:00 p.m. for the automatic bays with a review in six months. Commissioner Boatright is concerned about how this will affect the residents and the noise will be a concern. Commissioner Osborne suggested the self-serve and automatic bays operating hours from 5:00 a.m. to 11:00 p.m. and six months from open date there will be a review. Discussion took place regarding the lighting. Commissioner Osborne is okay with the lighting and is not in favor of having any dark areas. It was stated the location of the sign is optimal. Commissioner Walton is concerned about the LED

lighting. *He indicated the LED lighting was not included in the light study. Commissioner Walton asked if there will be any type of car show sponsored. Commissioner Osborne does not think that applies here.

Commissioner Grubb moved to recommend approval to the City Council of the Conditional Use Permit: South Weber Transition Subdivision Lot 1 (Morty's Car Wash) for applicant, Scott Mortensen subject to the following:

1. Barry Burton's review of 22 May 2020 amendment of number of bays.
2. Brandon Jones review of 22 May 2020.
3. Hours of operation of automatic bays and vacuums to be closed from 11:00 p.m. to 5:00 a.m.
4. Six month review of CUP hours of operation from date of opening.
5. Self-serve bays to be open 24/7.

Commissioner Johnson seconded the motion. Commissioners Grubb, Osborne, Walton, and Johnson voted aye. Commissioner Boatright voted no. The motion carried 4 to 1.

PLANNING COMMISSION COMMENTS:

Commissioner Boatright: He thanked the City staff for all they are doing during this COVID pandemic to keep everyone safe.

Commissioner Walton: He asked about the general plan update. There was an email on 22 May 2020 from David Larson, City Manager explaining the dates. He suggested reviewing City ordinances that need to be updated. Barry agrees. Commissioner Osborne suggested each Planning Commission member look at ordinances that they want Barry to update and submit them to him for review.

Commissioner Osborne: He reported the Uintah/South Weber Boundary Evaluation Committee, consisting of Blair Halverson, Barry Burton, Mayor Sjoblom, and himself met this last week to determine the best alignment for boundaries between Uintah and South Weber. It has been determined that the boundary should cross I-84 at the east end of the northernmost Geneva Gravel Pit, follow along the north side of I-84 (next to the freeway) west until it reaches the east end of the McKay Winkel property, and follow the current river alignment until approximately Adams Ave where it follows a section line westward to the rear lot line of the last house on the north side of the west end of Harper Way. At that point, it would follow the south right-of-way line of I-84 to the Riverdale City boundary.

City Planner, Barry Burton: He discussed if the cities agreed on a boundary line then the counties would agree with that. Weber County will have their surveyor put together a description. He discussed the county line going to Adams Avenue Bridge, but there are properties in Heather Cove Subdivision that are in both counties. He will be meeting with the Weber County Surveyor to amend those properties and annex into Davis County.

ADJOURNED: Commissioner Johnson moved to adjourn the Planning Commission meeting at 8:46 p.m. Commissioner Grubb seconded the motion. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

APPROVED: _____ Date
Chairperson: Rob Osborne

Transcriber: Michelle Clark

Attest: Development Coordinator: Kimberli Guill

*Amended as requested by Commissioner Taylor.

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Amy Mitchell
1923 Deer Run Drive

Planning Commission Members-

I have looked through the packet and I have several concerns in regards to Morty's Car Wash. In looking through the documents there are several times it refers to the car wash in having 3 self serve bays and 3 automatic bays, yet in the drawings it shows 4 self serve bays and 3 automatic. I hope this is just an oversight, but I think it needs to be corrected before moving forward so there is no confusion when it comes time for it to be built and they are putting in 4 because that is what is approved. We need to make sure that what is approved and what is built are the same thing!

I am also wondering how the city plans to address the parking issue at Maverick along the south side by the dump station with having an access to the car wash in the same area. I brought up that concern several months ago and now that summer is here and Maverick is getting more and more busy, I think we need to find a solution before plans are approved. We already see trucks with trailers and Rv's lining up to use the dump station and delivery trucks all trying to find a spot behind the store. This is a huge concern as there is already limited access there. Adding an entrance to the car wash seems like a huge mistake!! Please reconsider allowing the entrance to be placed there!! Make them have their own entrance and exit, not piggy back off of a busy gas station that already sees a lot of traffic!!

Lastly, I would like some clarification as to the type of fencing being put in between there and the school. I would hope that it is not just a chain link fence, but something that can not only buffer the sound, but also provide privacy to protect students from whoever might use the car wash.

We have one good chance to have this look it's very best as this is what will greet people as they enter the city. I hope that the sign is not so big and bright that it is seen from miles away and all night, but that it is tastefully done and inviting. Our nearby residents who have to look at it all the time deserve to have it be appealing as well!

Is the subdivision and warehouse getting addressed as well? I am confused as to why it is included at this time.

Thank you for your time,
Sincerely,
Amy Mitchell

I've read the packet posted on the city's website for tonight's meeting including the potential final plan approval submitted for the new Morty's Car Wash.

I'm not opposed to this project. I think South Weber needs a better commercial base and car washes do have a proven business model. I'm glad they pulled the other 2 phases of this development out, because I am opposed to developers wasting our commercial zones by turning them into residential.

I've read through the packet a number of times and there are a few issues remaining from the initial presentation, that are still open and a few new concerns. I do not feel like this is ready to go to the City Council. I understand COVID-19 maybe making things difficult for everyone, but this submission is a mess. The included plans, previously submitted and described by Barry Burton on page 9 PL:1 as a car wash with 3 automatic bays and 3 self-serve bays, no longer match the new images or maps. Some of the plans still show 3 self washing bays, others now show 4. Was this change presented to the planning commission previously or was this just a developer change? We're not talking about landscaping, we're talking about adding a whole new additional self serve bay, which changes all the earlier size projections and their impacts – including the submitted usage and resource demands. This is also a new level of potential customers utilizing the space at any given time and could put even more stress on the frontage road which is near or beyond its limit. If the city was involved and aware of this change, it needs to be correctly stated in Mr Burton's recommendations and/or a statement referring to which parts of the plan still need to be reassessed with this new addition. This document needs to be clear in what is being requested, assessed and potentially approved or denied. It is a legal document after all.

My biggest concern with the plan itself, is that the attached conditional use permit clearly states 24-7 operation and specifically calls out self and auto operations which is different from what they said during their initial presentation. That means, at 4 am, the sprayers will spray, the pumps will pump and the 6 powerful 80+ dB vacuums will roar! A business making that loud of noise, should NOT be allowed to make that same level of noise and disruption at 4 am! To me this is a project killer! This isn't down in the pit - this is a hundred yards from existing and proposed homes. This was brought up at the previous PC meeting and they said they would not be running all of it 24/7, but then they submit this application with it specifically stating it will run both self and automated machines 24/7. This needs to be addressed and it needs to be spelled out in the conditional use permit or in city code and the project put on hold until we have something binding. Since these hours are spelled out in the conditional use permit, approving it will tie the city's hand when it comes to any real enforcement of it. 10:00 pm – 8:00 am should be required down times for the automated bays with its blowers and most importantly the row of vacuums. The amount of customers during these times would be minimal when it comes to the profitability of the business but have a huge impact on the homes in the surrounding area.

My next concern is about the noise. The sound study was done by Supreme Car Wash Specialists and Distributors? And as such recommendations from it should be taken with a grain of salt. One vacuum at

10 feet was reported as 86 dB, which Purdue University equates to a garbage disposal or food blender, which they also point out can cause hearing damage over an 8 hr period. At 70 ft, it would still be 70 dB and at 150 ft 62 dB. To compare that to background noise because of a nearby highway is silly. 70 dB which is where their proposed town homes will be, is equal in loudness of standing next to a large vehicle driving highway speeds. Keep in mind that's only 1 of 6 vacuums, imagine having all 6 of them going at the same time. I would HATE to be the neighbors listening to that constant high pitch roar all day and night. Some better form of sound barrier needs to be set up to lower the sounds impact. There are sound proofing and damping measures they could take, including walling in the vacuum's area and using plants to dampen the noise. Keep in mind, at 150 ft, 60 db is comparable to listening to a TV or radio in your room. That's not huge, but 6 of them in the same room is what the citizens living near it will hear all day long. In the packet it mentions they are using the commercial storage they "plan" to build, as a noise reduction method, but there is NOTHING requiring the units be built, so in effect, the city would be giving them a free pass if you will, until they are built, which maybe years or never. Allowing this would be incredibly poor city planning as each approval needs to stand on its own merits.

Traffic - The Traffic Impact Study performed by Reeve and Associates indicates there will be no change in the level of service on 2700 E. nor at the intersection of South Weber Drive and 2700 E. Was a copy of this study and the numbers used provided to the city and if so why was it not included in the packet? Especially now, with a possible increase due to an additional bay which changes the amount of traffic. a large successful carwash will increase the traffic on the frontage road which should be expanded to handle the larger volumes. Larger vehicles and tucks pulling trailers, boats or ATV's will also have a difficult time pulling out onto the narrow frontage road. The City council will be dealing with this road and the nearby intersection for years to come, and as such should have a copy of the traffic study and why Reeve's indicated a business that relies solely on vehicles driving in and out of this location will not impact the flow of traffic.

Signage – a lit 16 ft tall 8 ½ ft sign is reasonable but I don't see it included in the light pollution study, so we don't know its impact on the area. Why was this excluded? How many lumens is this sign going to put off? Is it not going to be a back lit sign? Its placement, is so that it will be blocked from view from nearby homes by the building, but I see no due diligence done as to a line of sight drawing indicating the raised sign's location or if that is even feasible. What's required to show this has been meet? If the 16 ft tall, extremely bright sign's placement is going to be shining in the windows of the existing homes and even proposed townhomes, it needs to be identified as such so the City Council has all the facts needed to make its decision and to not be left holding the bag when the agreed upon placement wont work. The sign should not be lit if its going to have that kind of negative impact, and it would be good to have some kind of proof that it will not before granting a conditional use permit. With more commercial projects fast approaching, signage and its impacts need to be address better in the submitted plans as its impact to the city and its residents is critical.

Fence - I didn't see a full description of the slated fence separating the school playground and the cars that could park there. Could be creepy. Would like further details on height and distance between slats. I'm sure it will be a solid fence, but school grounds always need special considerations.

As the Planning Commission discusses this project, I would hope they examine each plan individually and require it meet all the city's requirements without the other proposed phased developments - it needs to be able to stand on its own. If this isn't code or policy, then it needs to be. Since we have no idea when or if they will be building a commercial storage and town homes portion, we have to assume they will not. This means the flow of customer traffic MUST be considered only to how it relates to this property and project, not a possible phase 2. Vehicles need to be able to safely navigate and make the sharp exit out of the bays and onto the road, without the extra space the commercial storage units may someday provide or more likely, be in competition for. There are many tools online to calculate the required turn radius of a vehicle based on its size if needed.

Overall, I think it looks good and should make money for the owner and the city, with very little chance of it becoming blight. I think if we can reduce the noise and control the hours of operation for the vacuums and blowers, this car wash could be a win-win. The approval process is a legally binding agreement, and needs to be treated as such. This submission is missing too much information. I recommend it be cleaned up and the issues addressed before putting the Planning Commission's seal of approval on it.

Thank you,

Joel Dills

7749 s 2100 e

South Weber

To: Public Comment <publiccomment@southwebercity.com>

Subject: Car Wash Discussion points for Planning Commission meeting on 5/28/2020

Dear Members of the Planning Commission,

I truly dislike that these comments can not be made in person in a public setting for only the commission members to read (hopefully). The citizens should be able to hear what other citizens thoughts are as well, but I guess we have to work with the constraints being imposed for the time being.

My comments this evening are specific to Agenda Items #5 & #6 of the Planning Commission Agenda for 5/28/2020.

I have very strong concerns over the proposed driveway/access from the Maverick(South Boundry)/North side of the car wash property. More often than not there are semi's with trailers, trucks with trailers and larger vehicles parked and/or unloading or campers/RV's waiting to use the RV dump. Cars turning into and out of Maverick are either waiting on 2700 E to turn into or out of Maverick onto 2700 E heading in either direction (either North or South). and now we want to add in the additional traffic and access of cars, trucks, campers and trailers into and out of the car wash. I just don't see how there is going to be enough room and feel that this is a huge problem waiting to happen, if additional discussion isn't had regarding the proposed access points. Add on to this my concerns over the increasing congestion at 2700 E and South Weber Drive through out the day and the slow down and potential back-up into the intersection. (BTW - this already occurs anytime someone is turning into Maverik from 2700 E.)

I have concerns regarding the landscaping plan for the proposed car wash project provided in the packet. Given the issues we have on the west end of town with the soccer complex and complete lack of a thorough landscaping plan and the many frustrations expressed from the people who live and have to drive by that area on the daily, I would hope additional discussion can take place and clear expectations established from the start, before any conditional use permit is approved for the car wash, especially given the location of this project being right at the "Gateway" to our city. It needs to be a reflection of what the Citizens, in many different forums, have expressed they want our city to be like. Also, given the location and the likelihood of high winds (daily), I would hope that maintenance of landscaping and securing of the trees and shrubs to ensure they "take root" is maintained and expectations determined from the get go. Side note - I'm not sure why the light industrial proposal and town home proposed plans have been included in the packet and hope that the discussion on the plans for those 2 lots are not under Planning Commission review/discussion at this time. I'll state for the record, just in case - I do not want any light industrial in this area. Its a bad fit for the vision of this area and not the best use of this property - In my opinion.

I am not ok with the 24-7 operation referenced in the conditional use permit - this was changed from the original permit and goes against what was said in a previous Planning Commission meeting by the developers and is not an improvement. The people who currently live right next to this development (and any future residents, should a town home development be approved) should not have to worry about vacuums turning on or washing bays engaging, be they self or automatic, at 2:00 am in the morning.

Finally - just my personal opinion, but the signage needs a major conceptual overhaul - what's being presented is not in line with what I would hope South Weber represents and projects out into the community and those driving by and through it.

To leave on a positive comment - I think the color and material schemes being presented look nice. Maybe the developer can design a sign that is more in line with the building/materials itself. Stone base, lower height, etc. Just please don't place it too close to the access point off 2700 and make it a visual obstacle/hinderance for drivers turning south or north onto 2700 E!!

Thank you for listening!

Julie Losee
2541 E. 8200 S.

Presentation to the South Weber City Planning Commission - 28May20

Questions and Comments on the Planning Commission Packet

for the 28May20 Meeting

by Paul A. Sturm

Packet Page 9 - Barry Burton Letter of 22May20:

PL 3: Standards for approval are found in Section 10-7-3 D of the South Weber City Code. They are as follows:

1. The proposed use shall not generate enough traffic to be detrimental to the immediate neighborhood. The Traffic Impact Study performed by Reeve and Associates indicates there will be no change in the level of service on 2700 E. nor at the intersection of South Weber Drive and 2700 E.

Questions:

- 1) Regarding the Traffic Impact Study, the report states that "there will be no change in level of service on 2700 E. ...", yet there will be increased traffic on 2700 E. by the very presence of the car wash.
- 2) Why is the level of traffic at the intersection of 2700 E. and South Weber Drive when it is over 50 yards away from any exit?
- 3) Reeve and Associates is being paid by the developer, has any independent assessment of the reasonableness of the numbers been done?

Packet Page 7 - Brandon Jones Letter of 22May20 #1:

Have Brandon's concerns been addressed?

PLAT

E1. It is our understanding that there are two petroleum line easements: one for Phillips 66 (Pioneer Pipeline) and one for Holly Energy (formerly Plains All American Pipeline, formerly Rocky Mountain Pipeline). a. The final plat needs to be submitted to both companies for their review. An approval letter from both companies is needed to verify that the easements have

been shown correctly. b. A signature line is needed in the Easement Approval block for both companies.

E2. The new storm drain easement needs additional information in order to clearly describe its location (e.g. dimensions along boundary, hatching, dimension of width, etc.).

Packet Page 11 - Brandon Jones Letter of 22May20 #2:

Questions:

1) Under the introductory paragraph - Reeve and Associates apparently formally submitted their package to SWC on 20May20 as indicated in Brandon's letter. Yet, both Barry's and Brandon's letters are dated 22May20. How did Barry and Brandon both provide their responses in the intervening 1-2 days? It appears that the project is are being pushed through rather quickly.

2) Under STUDIES/EVALUATIONS - Bullet 2 - Traffic Impact Study - What is the source of the quote, "LOS of the existing accesses and roadways are projected to remain the same postconstruction."? Is this from the Reeve and Associates report?

3) Under GENERAL -

E2. SWWID Approval Letter. A Will-Serve letter has been received. Final plans need to be submitted to the South Weber Water Improvement District and an approval letter provided indicating that the improvement plans meet their requirements. **Note:** This conditional letter is attached in the packet.

E3. Petroleum Lines Approval Letters. There are three petroleum lines that cross the property. Holly Energy (formerly Plains All American, formerly Rocky Mountain Pipeline) owns two lines, and Phillips 66 (Pioneer Pipeline) owns one. Final Plans need to be submitted to both companies and approval letters from both companies will be required. There is no such approval letters in the packet from the three pipeline companies. **Note:** Without this approval how can SWC proceed with any approval of this project?

Packet Page 19 - Reeve and Associates draw Sheet 4 of 9:

Comment:

There does not appear to be sufficient distance between the automatic car wash exit and the southeast property line for a long vehicle to turn to exit the premises.

Presentation to the South Weber City Planning Commission - 03Jun20

Questions and Comments on the Planning Commission's Meeting

Amended Packet from the Cancelled 28May20 Meeting

for the 03Jun20 Meeting

by Paul A. Sturm (Amended Comments)

Note: Comments below that were added from the 28May20 Meeting Comments version previously submitted are underlined

Packet Page 7 - Brandon Jones Letter of 22May20 #1:

PLAT

E1. It is our understanding that there are two petroleum line easements: one for Phillips 66 (Pioneer Pipeline) and one for Holly Energy (formerly Plains All American Pipeline, formerly Rocky Mountain Pipeline). a. The final plat needs to be submitted to both companies for their review. An approval letter from both companies is needed to verify that the easements have been shown correctly. b. A signature line is needed in the Easement Approval block for both companies.

E2. The new storm drain easement needs additional information in order to clearly describe its location (e.g. dimensions along boundary, hatching, dimension of width, etc.).

Have Brandon's concerns been addressed? If not, where and when will they be addressed **PRIOR** to the PLAT approval?

Packet Page 9 - Barry Burton Letter of 22May20:

PL 3: Standards for approval are found in Section 10-7-3 D of the South Weber City Code. They are as follows:

1. The proposed use shall not generate enough traffic to be detrimental to the immediate neighborhood. The Traffic Impact Study performed by Reeve & Associates indicates there will be no change in the level of service on 2700 E. nor at the intersection of South Weber Drive and 2700 E.

Questions:

- 1) Regarding the Traffic Impact Study, the report states that "there will be no change in level of service on 2700 E. ...", yet there will be increased traffic on 2700 E. by the very presence of the car wash. How can there be no change in the LOS? with the possibility of an additional 100+ cars per day?
- 2) Why is the level of traffic at the intersection of 2700 E. and South Weber Drive of issue/concern when it is over 50 yards away from any exit?
- 3) Reeve and Associates is being paid by the developer. Has any independent assessment of the relative values of their analyses been done?

Packet Pages 11 & 12 - Brandon Jones Letter of 22May20:

Questions:

- 1) Under the intro paragraph - Reeve & Associates apparently formally submitted their package to SWC on 20May20 as indicated in Brandon's letter. Yet, both Barry's and Brandon's letters are dated 22May20. The material provided on 20May20 is approximately 55 pages of text and drawings (some revised). How did both Barry and Brandon both provide their responses in the intervening 1-2 days? (Comment: It appears that the project is are being pushed through rather quickly.)

2) Under **STUDIES/EVALUATIONS**

Bullet 2 - Traffic Impact Study - What is the source of the quote, "LOS of the existing accesses and roadways are projected to remain the same postconstruction."? Is this from the Reeve & Associates report? How can that be true since there will be an additional entrance/exit onto 2700 E. as shown on the Reeve & Associates drawings? Also, won't there be an additional 100+ cars per day using these 2700 E. access points and the road itself?

Bullet 3 - Photometric (Light) Study. How can there be no detrimental impacts to the surrounding residential properties? (Please see pp. 45-47 of the 03Jun20 Packet.) The proposed sign would face the adjacent neighborhood near/on 7800

South. If the LED lights are of a moving/flashing design, this will be a constant distraction/annoyance to this neighborhood. The developer can say what they want, but how will SWC hold them to that agreement? Was informed that a similar situation happened with Maverik where Maverik agreed that their sign on the very tall pole would not flash, yet today it is flashing and is readily observed from the 7800 South neighborhood. How can SWC enforce any light annoyance, either from the sign or the bays?

Bullet 4 - Sound Study - What recourse does SWC have if the Sound Study performed by Supreme West (pp. 48-49) turns out to be inaccurate?.. It appears that their calculations are based upon static conditions. What happens when the frequent wind in that area carries the sound to the adjacent neighborhoods? Also, it is my understanding the hours of operation for the automatic car wash bays will be restricted. Will the self-serve bays also be regulated? There is the potential for noise/crowds, etc. at that location as is seen at other car wash locations. Has this been considered?

3) Under **GENERAL** -

E2. SWWID Approval Letter. A Will-Serve letter has been received. Final plans need to be submitted to the South Weber Water Improvement District and an approval letter provided indicating that the improvement plans meet their requirements. **Note:** This conditional letter is attached in the packet. When will the final letter be signed?

E3. Petroleum Lines Approval Letters. There are three petroleum lines that cross the property. Holly Energy (formerly Plains All American, formerly Rocky Mountain Pipeline) owns two lines, and Phillips 66 (Pioneer Pipeline) owns one. Final Plans need to be submitted to both companies and approval letters from both companies will be required. There is no such approval letters in the packet from any of the three pipeline companies. Without this approval how can SWC proceed with any approval of this project? Will not the lack of approval completely scuttle the car wash as it presently sits because the entrances to the bays directly crosses the pipeline right-of-way?

Packet Page 19 - Reeve & Associates drawing Sheet 4 of 9:

Comment:

There does not appear to be sufficient distance between the automatic car wash exit and the southeast property line for a long vehicle to turn to safely exit the premises.

SOUTH WEBER CITY PLANNING COMMISSION MEETING

DATE OF MEETING: 11 June 2020

TIME COMMENCED: 6:01 p.m.

LOCATION: Electronic Meeting through Zoom

PRESENT: **COMMISSIONERS:**

Tim Grubb
Gary Boatright
Rob Osborne
Wes Johnson
Taylor Walton

CITY PLANNER:

Barry Burton

CITY ENGINEER:

Brandon Jones

DEVELOPMENT COORDINATOR:

Kimberli Guill

Transcriber: Minutes transcribed by Michelle Clark

ATTENDEES: Blair Halverson, Nate Harbertson, Carter Randall, Marty McFadden

PLEDGE OF ALLEGIANCE: Commissioner Grubb

Public Comment: Written public comments must be submitted by email to publiccomment@southwebercity.com. Comments must be received prior to the meeting start time. Subject line should include meeting date, item# (or general comment), first and last name. Comments without first and last name will not be included in the public record.

Public Comments through Zoom are as follows:

- a. Individuals may speak once for 3 minutes or less
- b. State your name and address
- c. Direct comments to the entire Commission
- d. Note Planning Commission will not respond during the public comment period

Fran 6901 S. 679 E. understands development will eventually happen but suggested the Planning Commission look at development that the City does not need; specifically, high density housing. She discussed concerns with school buses being full. South Weber is geographically small and narrow, which creates difficulty with high traffic. She would like to know what type of hotel. The plan appears to be too congested. South Weber does not have a grocery store, gym, animal hospital etc. She asked the Planning Commission Please to listen to the South Weber citizens.

Doug Miller, 302 E. Old Maple Road, thinks there are a lot of people who are concerned about high density housing. He discussed the issue of speeding and whatever is constructed will increase the traffic. He suggested installing speed bumps to help individuals to slow down.

Commissioner Osborne pointed out the Planning Commission has received public comments via email prior to this meeting.

Presentation: Development at approximately 475 E 6650 S (17 acres) by Blue Ox

Development: Marty McFadden, of Blue Ox Development, addressed the Planning Commission. He lives in South Weber City and has a vested interest in the community. Marty reviewed their goal and objective which include bringing commercial services to the I-84/Adams Road interchange. They would like to provide services that best serve the community, provide essential services, and generate stable commercial city tax base. He is concerned about bringing the right mix of commercial services to the I-84/Adams Rd interchange. They have contacted several different types of commercial businesses. It is important that tenants are able to make it at this location.

Marty described the Stephens property and stated it currently has 2 zones (Highway Commercial (C-H) & Agricultural (A). He discussed the C-H Zone not being the right mix. After studying this location, the C-H zoned portion of the parcel is too small. He suggested more of the A zoned portion of the parcel needs to be C-H. He pointed out the new City General Plan suggests converting the whole parcel to C-H.

Marty explained all C-H does not work because there is not enough traffic count to justify that much commercial. By forcing all C-H it would lead to high vacancy and turnover, or vacant, undeveloped land for a long time.

Marty proposed the property be zoned C-H and R-7. This would bring commercial to this location and add a residential component that fits the current residential market needs. He explained the residential component: Zoning code – R-7; 7 units/AC which would allow for maintain common areas, design attractive unit clusters with elements that look and feel like single-family dwellings, work within a density and zoning that is part of South Weber City's code, and allow for a private community feel without a private community infrastructure.

Marty reviewed the layout which includes: (1) Commercial along street fronts and (2) Residential behind commercial

Examples of the Residential Units:

- These are photos of Daybreak in South Ogden:
6 AC with 46 units.
About 7.8 units/AC.

Solution Summary:

- Gas Station & Convenience Store: 2.28 AC
 - Hotel: 3.28 AC
 - Strip Mall: 1.02 AC
 - Rentable Public Storage: 2.42 AC
- Total Commercial Subtotal: 9.00 AC

- Residential R-7 & Green Space: 9.00 AC with 48 units: 5.33 units/AC
Total Parcel Acreage: 18.00 AC

Marty understands there have been several public comments concerning the Morrisite War Site. They are willing to provide a location to preserve the area for this. They have suggested names of the development being Kingston Fort. They are open to bringing in the elements that the community feels would be a benefit. For example, pickle ball courts for green space, trails, or creating a sense of place. He discussed the possibility of a development agreement.

Commissioner Walton asked what type of hotel chain. Carter Randall stated there has not been a specific hotel. He sees the hotel eventually down the road and will probably be the last parcel developed. He feels the location to Snow Basin and being close to a freeway entrance will be used. Commissioner Walton pointed out the public's concerns with the right type of hotel. Carter imagines more of a Spring Hill Suite versus a truck stop motel. He has read a lot of the comments from the citizens, in which a lot of them contradict themselves, but the initial curve of the road will take a large portion of the traffic. He does not see them adding to a lot of interior traffic within the City.

Nate Harbertson discussed the concept of the hotel. He pointed out the Best Western in lower Uintah is usually full. There are not a lot of options for hotel stays in that area.

Jessica Presswedge, of Sierra Homes, lives in North Ogden. She discussed townhomes being the way people are going right now with it being a lot less maintenance, appealing for the older generation who want to downsize. She stated Sierra Homes is a partner in the development.

Commissioner Johnson expressed if there is a hotel, there needs to be a restaurant to support it. Carter agreed but stated they do not have any tenants lined up for the strip mall area right now. He explained there will be four maybe five 2,000 sq. ft. units in the strip mall. Commissioner Walton asked about the financial impact of the development if the storage units are not allowed. Marty stated it is a critical piece to have that there but is willing to have a discussion on that. He expressed there are storage units that are attractive, and that can be addressed. He understands the stigma, but it is a community need. Carter discussed large storage units for recreational storage, as well as those townhomes to the west who need storage. He discussed the possibility of a wall type barrier or concrete treatments to give them an upper class feel. Commissioner Osborne questioned why the storage units are not located closer to the freeway. Commissioner Boatright recommended using the townhomes as more of a buffer. He asked the developer what the first two phases are. Marty discussed starting with the gas station and storage unit but reiterated the need for the residential to make it all work. He explained the residential component is purely there to make the commercial work.

Commissioner Osborne asked if the hotel is dropped, and a Daybreak type environment is created. Marty feels that is possible. Commissioner Osborne discussed the housing being difficult because this property has been identified for commercial, but he feels the community would like to see something more unique such as a bike shop, bakery, etc. Commissioner Johnson discussed the 2008 development plan relating to what Commissioner Osborne is suggesting. He identified businesses such as Patagonia, REI, etc. that people must drive to Salt Lake City. Carter discussed the days of large retailers being over. Marty explained these types of companies will not come to South Weber based on the charm, but they are looking for

locations with high traffic. Commissioner Boatright pointed out there is nothing in this development that is for the residents in South Weber City. He thinks most of them would rather the property stay a field. Marty pointed out listening to residents in his community, it needs to come down to let the data speak. Commissioner Boatright understands the City doesn't own this property, and they want to work with the developer, but there are people who moved to South Weber for a certain reason. He explained the community is going to be here forever. Commissioner Walton asked if there is a fuel station interested in the property. Carter stated there is a tenant interested in the fuel station and storage units; however, the hotel is unknown. He stated there will be individually owned retail like what is on the east end of the City. Commissioner Osborne suggested putting together something more like Daybreak with a gas station, drop the hotel, small retail, move location of storage units, maybe small pond, etc. He suggested something cool that nobody else has. Commissioner Walton feels the citizens want a place for them. Marty is willing to put together a different concept. Commissioner Walton is curious about the revenue generated off storage units. He pointed out this is a critical piece of commercial property for the City to create revenue and he questioned what kind of tax revenue will be generated from a hotel, storage units, etc. Barry Burton, City Planner, stated storage units do not generate sales tax and there is no real revenue gain for the City. A hotel creates a transient room tax for the City, and the potential for revenue would be great. Commissioner Walton suggested the hotel being scaled and the right brand. He does not think a hotel should be totally removed.

Commissioner Grubb commented this entire parcel has been designated for commercial for at least 20 years in the general plan. He is hesitant to put in residential and does not see the need for it as well as storage units. He understands the interest in a fuel station and then another business feeding off that business, etc. He suggested phasing businesses that service the residents of South Weber and feed off I-84. He is not completely convinced the City needs more residents and storage units. He hopes citizens will get involved and let the developer know that they would like to see. Commissioner Walton understands the direction from the City Council is to allow developers to present ideas to the Planning Commission. Carter expressed he is not trying to maximize residential because it is the most lucrative, but it is the most realistic. Commissioner Johnson expressed in the last three years when the Planning Commission and City Council meet, it has been decided this parcel is best for the City to be commercial. Commissioner Boatright pointed out this location is an historical site and a lot of the residents want to preserve and commemorate that history. He suggested the landowner allow students to perform some archaeology on this site prior to any construction. Commissioner Johnson agreed. Marty commented they are interested in doing something to commemorate the site. He doesn't see this 18 acres of land supporting commercial. Commissioner Grubb feels there needs to be some expansion to allow for a restaurant. He does not think the plan should be all strip mall either. He pointed out this design does not have a unique feel at all. Commissioner Osborne suggested the developer go back and redesign. Carter expressed without the storage units and residential the plan does not work. He stated they will go back and rework and modify the site plan to be something more appealing for the City. Commissioner Grubb asked the Planning Commission what they would like to see as far as residential. Commissioner Boatright likes this look better than an apartment complex. He stated if housing must be a part of this development, he would like to see it on the south end. Commissioner Walton is more concerned about aesthetics and feels the density is appropriate. Commissioner Grubb discussed mixed use being when commercial and residential complimentary of each other. He addressed clustering allowing more open space area for a historical area.

PLANNING COMMISSION COMMENTS:

Commissioner Osborne: stated the general plan open house is scheduled for June 24th & June 25th at the FAC. He asked the Planning Commission members how they feel about attending this open house with the COVID-19 Pandemic. He does not want anyone to do something they don't want to do. Commissioner Boatright stated as the numbers rise the more concerned, he is about meeting publicly together. Commissioner Johnson agreed. Commissioner Walton is okay with attending the open house. Commissioner Osborne does not understand the purpose of the open house because there may be the same comments. Commissioner Walton feels it is important for individuals to be heard. Commissioner Grubb will be out of town. Commissioner Walton will be attending.

Commissioner Osborne suggested continuing with the Zoom meetings at least through July. The majority of the Planning Commission agreed. Kim stated as long as Governor Herbert is allowing electronic meetings, we can continue with Zoom.

Commissioner Johnson: The Parks & Trails Committee met and discussed disposal of items. He will coordinate with Councilwoman Petty and Kim. He suggested looking at merging certain zones. He would like more clarification on mixed use and specific guidelines. Commissioner Osborne pointed out there are parcels that have been identified for mixed use discussions. Commissioner Walton explained we are hoping for the developer present ideas. Barry suggested the Planning Commission discuss this item at the next Planning Commission meeting and include a list of zones where they see problems and issues that need to be amended. Kim will include this item on the next agenda.

ADJOURNED: Commissioner Grubb moved to adjourn the Planning Commission meeting at 8:32 p.m. Commissioner Boatright seconded the motion. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

APPROVED: _____ **Date**

Chairperson: Rob Osborne

Transcriber: Michelle Clark

Attest: Development Coordinator: Kimberli Guill

Amy Mitchell

1923 Deer Run Drive

Dear Planning Commission-

I have spent some time looking over the proposed ideas for the Stevens Parcel. It doesn't seem much different than the last plan. I have included some pictures of some of the things I have seen in surrounding cities that will not only create a fun place for visitors, but enhance the area for residents as well and make us more of a destination to enjoy.

When we moved to South Weber in almost 20 years ago, this piece of land is one of the things that drew us here. I grew up in Morgan and loved the wide open fields that surrounded us on all sides. I wanted to live a little closer to the city and some of the variety that it gives, but I still wanted green space. South Weber was perfect because it provided it all. We have been losing our green space little by little. This beautiful piece of property has so much potential to make it a destination, not just another hotel and gas station off the freeway. We have one good chance to get this right. We have this one chance to make it eclectic, appealing and really utilize our only commercial parcels. Adding in residential doesn't accomplish what we need the most of, which is commercial. This could be a destination to draw in people from all surrounding cities as well as bring in people from out of town to stay and play.

What about putting in some kind of small time shares or a hotel that isn't a big chain, but maybe it's more like the Sweetwater Lift Lodge in Park City? We are just down the canyon from some of the best skiing in Utah! And there aren't many unique places to stay, but rather chains with every room looking the same!



I think if this area is done well it can include shopping, dining, maybe a venue for live music and make it a place where we can celebrate holidays and other events. What about a fun place to shop like Gardner Village? It has unique shopping that always draws a crowd! Witchfest in October is crazy busy and just think about it in the winter?? A beautiful gathering place where weddings could be hosted year round as well as retreats and corporate events.



With the right kind of shopping space available we could draw in smaller businesses like a Bike shop, Fishing and tackle, Book Store, Quilt Shop, Boutiques for clothing and/or novelty items, Sandwich shops and a Bakery. We are right next to a beautiful river and having the trails connect will provide more opportunities than ever. The possibilities are endless and I think we need to get way more creative!



When you drive a little ways up Weber Canyon, you can eat at one of the best and busiest restaurants around... Taggart's Grill! Let's add to our already amazing Burly Burger and bring in a few other things. Good food is always sought after!



Rather than putting in the same plain buildings as everywhere else, let's ask for more! We have plenty of residential in our city, but the one thing we are sorely lacking is commercial. Let's pay attention to how things look and build something the neighbors who surround it can enjoy, rather than dread! We need to create a buffer between the current residential and this commercial property. We don't need mixed use in this area, we aren't an urban area, we need something beautiful and unique that is just like our city. If Covid has taught us anything, it's that living right on top of each other is not a good thing! It's also taught us the value of community!! We have a beautiful large piece of land in our city. We should be focusing on the historic value of it and highlight it in some way to pay respect to the past. We need to ask for mature landscaping and plenty of it!!

That brings me to our city codes. I'm really glad it was mentioned in the last meeting for you to start working on revamping some of our codes! We need to define our codes quickly, before more proposals come in, so we can demand that our city is cohesive and well thought out. Not a hodge podge of whatever. We need to expect them to be well written and easy to enforce. I look forward to what gets developed here.

Thank you,

Amy Mitchell

Dear Commissioners,

I have looked over The Stephen's development proposal and I'd like to share some of my thoughts.

First, I acknowledge that the developer has made it clear that in order to lower the financial risk of this development they would like to include housing. I understand where they're coming from however, this is not a good use of this commercial property. We have very little viable commercial in our city and we are dependent on developing that commercial in order to lower the tax burden on our residents. Although developers may be less inclined to take the risk, we've shown through the success of our other commercial businesses that we can support commercial and South Weber Residents are wanting and willing to continue that support.

I believe that mixed use developments like this are a trend, popular right now, but did not even exist five years ago. To fall into this trend and give up our largest piece of commercial would be a huge mistake.

I would also like to point out the historical significance this site has to our community, which has been overlooked in every single presentation by this developer. We currently have a monument to mark this as the site of Kinston Fort and the Moorsite War. Not only is this site important to our city but to the region. There is a long-held expectation that any development would incorporate that history and create a space in the development for the community to gather, shop, dine, and bring much-needed charm and historical elements to our community.

We've never envisioned this space as a big empty parking lot with few stores but a well designed community space with commercial that will allow people from outside and inside our community to gather.

If the developers are willing to invest in us, invest in our vision, and invest in our community I guarantee we will intern invest in them.

I have a few additional thoughts for the planning commission. First I'm asking that you read the public comment sent in through email tonight for the benefit of the citizens watching as well as for the benefit of the developers. They asked for feedback and they will not be able to get this feedback if the comments are not read aloud. Please grant the citizens this consideration.

It has been stated by the City Council, the planning commission and our city planner that reviewing and updating our city codes is of the utmost importance. As a planning commission you only meet monthly and I feel that it is crucial for you to take some time every month to work on the code in every meeting. If not done, I am afraid this crucial task will not be completed in the timely manner that South Weber needs in order to protect themselves and the citizens from the future developments that are rapidly coming down the pipe.

As I have looked at new development proposal I've also noticed that we have some serious issues with our buffer zone codes and fencing codes. Please add these to the top of your priority list.

Thank You for volunteering your time to serve the citizens of South Weber.

Corinne Johnson

Seriously what has this town come to??? A hotel and strip mall??? Come on hasn't there been ENOUGH changes to this once nice little town??? I understand citizens don't have a say in ANYTHING anymore, but quit destroying our town!!!! Move to a city if that's what you want and leave our town alone!!

Kaila Alvey

Hello! I am a resident of South Weber writing in regards to the new proposal to bring commercial buildings to our city which is very close to my neighborhood. I think the biggest concern a lot of us are going to have is the issue with traffic coming through the residential neighborhoods and the speed at which people will be going. There are already so many people as is who come through going way over the speed limit and from what I have seen, a lot of us have brought that to the attention of the city already. How will this problem be solved? Speed bumps, radar speed signs? Aside from that, the thought of a motel in our area leaves me feeling a little weary, I think a hotel would be better suited for the community. Thank you for reading my personal concerns.

Kylie Shepherd

Dear Planning Committee, Mayor, and Council. PLEASE! Hear us, Listen to the citizens of South weber. This is not our vision for the city we love, the city we grew up in, the city we raised our children in and the city we plan to grow old in. Why do you continue to ignore us and give in to developers and developments? I don't understand... Please I am begging you on behalf of all residents of South Weber THIS IS NOT WHAT WE WANT.

Are you aware that you are proposing this on the most historical site in all of South Weber, Do you care? WHat do you plan to do to preserve some of this historical site or highlight it in any way or just ignore it?

Lacee Westbroek

7475 Jace Ln, South Weber, UT 84405

A few thoughts on the proposed development in South Weber near I-84.

> I grew up in South Weber and my family has been here for generations. There are many families in the same position. I'd hate for future planning of the city to create a situation where families start to leave the place they've called home for so long.

>

> Hotels and strip malls do create the type of community most of us want to live in. South Weber is a bit of an oasis from the surrounding communities. South Weber is a highly desired community because we do NOT have these things. The planning commission is making decisions without the input of the community and are honestly starting to systematically destroy the things we love about living here. Yes, we need income, but this isn't a race. Let the community have more of a voice and brainstorm different ideas than those presented.

>

> That said, I believe the planning commission and city counsel did us all a great disservice by putting in that confusing and incredibly ill planned intersection off of 475. It was done to make way for a road to Layton that the citizens weren't even aware and have since had a majority vote against!

>

> Someone will be seriously hurt if not killed at the intersection. If you are headed north on 475 with the intention of turning left towards Adams, you sit at the stop sign waiting to see where the oncoming traffic is going. But here's the thing. The cars going straight onto 475 rarely if ever use a blinker because they are essentially going straight. The cars continuing to follow the road left don't use a blinker because the lines on the road continue in that direction. Then you must look to right and watch for cars from that direction as well. Once you finally feel like you have an inkling of what directions cars coming from your left are doing, when you finally turn left you have no middle turn lane pause in while you merge into the lane.

>

> A left turn there is already precarious at times now, it will be incredibly difficult once homes in progress are moved have residents living in them. And when the road connects to the East side of South Weber as is currently planned for the future, it will be incredibly dangerous and nearly impossible.

>

> Can you see the issue here? Now imagine everyone from the proposed hotel, strip mall, homes, and storage facility. Someone will be hurt or killed and the city will not only lose a citizen but will be subject to lawsuits for constructing a confusing, poorly conceived intersection. My sister literally saw a man headed south from Adams stop in the road not sure if he could even continue straight onto 475 because the drawn lines look like they are for a bike lane. And the yield area right after that is also confusing. I have only heard complaints about the area. The ONLY positive thing anyone has mentioned are the lights.

>

> I do not believe the argument that a roundabout was impossible because it took more property. There are roundabouts implemented all over Layton and Riverdale using smaller or equal space as what is there now. I realize money has been spent, it has already been built. But what will be the city's financial loss when it is sued after an accident or death?

>

> I just don't see how the city can move forward with creating more traffic in that area when the current situation.

>

> Thank you,

>

> Marci Poll

> 970 E 7375 S

I am a resident in this neighborhood. I vote for no hotels, apartments, or shopping centers.

Maria DiCaro
8019101613
385 E. Old Maple Rd.
South Weber, 84405

To Whom It May Concern,

I have multiple concerns with the proposed development of the Stephens Property. Although this area is just off of the freeway it is a beautiful area surrounded by thick groups of trees and beautiful vegetation. This area is seeped with history. My family members have had one of the cannonballs that was shot off of the hill during the Morrisite War. My wonderful Grandma, Alberta Peek is actually holding this ball in a picture in the South Weber history book. Throughout my life I have heard and learned about this Morrisite War which is part of South Weber's Heritage.

This is where my concern lies. What are we doing to preserve this precious heritage? My husband is a history buff and we have filled our family vacations with visiting multiple battle sights of the Civil War as well as those from WWII in France. In all of these areas we have visited, their history is what makes them special. This wonderful part of our city is what sets our city apart and gives us our own story, it's what makes us special. I would encourage all of you to read about this Morrisite War and familiarize yourselves with this part of South Weber's history.

I do recognize that property owners want to develop and make the most amount of money that they can. My request from all of you as our Planning Commission is to expect more! Our Planning Commission needs a paradigm shift. Although we need to work with developers, your primary and most important job is serving the residents of South Weber. Your responsibility is to keep it a wonderful place to live and raise families. During the past few years we have sold ourselves short and been somewhat of a cheap date! We have not expected much from others but have given a lot in return. You owe more to the people of South Weber whom you serve. I will use examples of the Timbermine Restaurant nestled among the trees in Ogden Canyon and Gardner Village in Murray. These places do phenomenal businesses but are not cheap dates. I suggest that we set our sights higher than a strip mall, cheap hotel and gas station. This is now your responsibility and I hope you feel the weight of your decision as it affects the entire feel of this great city in which we have all decided to make our homes.

Sincerely,

Natalie Browning

Summer Newin
6535 S 390 E

I would like to see something like a grocery store (such as Trader Joe's which has the closest in salt lake that people are willing to drive to) occupy that area. Restaurants seem to be on residents radars as well. If it is a hotel my concern is which chain and would they offer extended stays? Thanks!

Hi my name is Tani Lynch 7336 S 1250 E.

I understand that we need some business revenue for our city but what we don't need is transit type business, you have already made a HUGE mistake by approving the RV park and adding a hotel and more multi family will not keep our city a nice quite place to live. I have children building in the new Neilson Homes subdivision- the homes are quite expensive and I am sure that the value of these homes will only go down with having storage sheds, and a hotel so close.

South Weber is a place that we all want our children to be able to live in but they need to earn that right, I grew up here and when I first got married I had to move away save money before I could move back, this is a community that needs to be protected! Please don't add any more high density housing or business IE: storage units, hotels that just bring in higher crime to our back yard!

Thank you

Tani Lynch

Dear Planning Committee, Mayor, and Council. PLEASE! Hear us, Listen to the citizens of South Weber. This is not our vision for the city we love. Why do you continue to ignore us and give in to developers and developments? I don't understand... Please I am begging you on behalf of all residents of South Weber, listen to your constituents.

Teresa Maass
1581 E. Sandalwood Dr

Hello,

My name is Toshia Hansen I'm at 103 Harper way. Regarding the plan for tonight I appreciate the developers changes in removing the apartment complex. I do have concerns with leaving the hotel as an open approval though. If we place a hotel on the property there is a big difference between a long term stay, motel 6 or a Marriott. The type of hotel you place can adversely effect the type of individuals that stay in our city. I would propose we have an agreement in place with a hotel chain before saying yes or no. I could live with a Marriott or Hilton I would not be ok with a long term stay or a motel. What if we approve this and no hotel wants to go in there then what happens? Does it turn into an apartment anyways? All things I think we should consider.

I like the idea of duplexes over apartments but hasn't the city been saying we need more commercial not more residential? This seems like a prime area for commercial to want to go. Wouldn't this be better use for a dealership a retail store, a restaurant or a small shopping Center? That would all bring more revenue for the city. Not more residential.

Thanks

Tosh

From: [Fran Ols](#)
To: [Public Comment](#)
Cc: [Chad Olson](#)
Subject: Planning Commission 6/11/2020 _please use this email instead
Date: Thursday, June 11, 2020 4:54:51 PM

Dear Planning Commission Members

Many of South Weber residents bought houses in South Weber because they were attracted to the beauty and the peaceful feeling of our city. Other residents live in South Weber for a long time, and they love the same things!

We understand that development will eventually happen, and we respectfully ask the planning commission to notice what we don't have and need in South Weber. Please don't approve what we don't need, and please make sure developers offer solutions to our problems and not bring new ones.

We don't need the following:

1. High density housing, apartments or multi-family units.
 - a. One of the reasons is that we have ONE elementary school.
 - i. My house is far away from the school and we *almost* qualify for a school bus, but we don't. When we moved to South Weber there was enough extra space in the bus and our son was able to take the bus to school, but not anymore. Our school is getting full.
 - b. South Weber is geographically small and narrow, extra traffic is simply not safe for pedestrians and cyclists.
2. I don't think we need a storage unit or a hotel.
 - a. I understand the storage brings good revenue to developers but it doesn't offer much to residents, and it doesn't beautify the city.
3. We don't know what kind of hotel is in the plan, there is no picture. Are we talking about a Marriott or a Super 8?
4. The plan shows too many items on a small area, it will certainly increase traffic to our small city.

-

We need in South Weber:

Employment/Entertainment:

Our teenagers need employment; adding high-density housing will not bring employment or entertainment to our city.

Commercial Areas:

We don't have a grocery store, restaurants, shopping mall, gym, doctor's office, or an animal hospital in South Weber.

We reject the idea that we don't have enough traffic to justify a commercial area. We have many houses in South Weber, The Uintas all the traffic from highway I-84.

The closest commercial area by us is up to the toll road and we have to pay each and every time we go there. For example; I was looking for a gym close to us, I found one up to the toll road. Then, I realized the high price we would be paying between the gym membership and the toll road fees.

City Council members, please note the things we need, don't have in South Weber, and the things that will bring or solve problems for our residents. Thanks. _

From: [Lindsey Stark](#)
To: [Public Comment](#)
Subject: Planning Commission Meeting 6/11/2020
Date: Thursday, June 11, 2020 3:51:37 PM

Lindsey Stark at 372 E 6650 S

I really hope that this is being looked at really carefully! This should not be changed to a mix use! This property should remain as commercial property. It is one of the last few commercial properties we have in south Weber. There is plenty of high density housing on our west end the 475 and old maple farms road cannot handle the traffic of more high density housing, it would be unsafe. And our lovely sweeping T we have no one knows how to work it, and more traffic is not the answer! This piece of land is part of South Weber History it should be honored as such! We have bowed down to developers for far to long it is not our job as a city to make them money! It is there job to enhance our city for our community! As I look over the plan there seems to be very little green space for public use and I can't think of anyone that would want to live between a hotel and a storage unit! Keep the residential In places people will love to live and make a home for! Not just theirs is good enough for a short time! South Weber is a long term community we are not a stop in while you figure out your next life's move! Please vote No on the proposal! Have them come back with something that will befit the community and that we all can take pride in! Thank You
Lindsey Stark

Sent from my iPhone

From: [Paul](#)
To: [Public Comment](#)
Subject: 11Jun20 Planning Commission Meeting - General - Paul Sturm
Date: Thursday, June 11, 2020 4:43:09 PM

Questions:

- 1) Who/what is Blue Ox Development?
- 2) Are the principals in Blue Ox Development the same as those who previously presented their concepts to both the SWC City Council and SWC Planning Commission?
- 3) What are the changes in their plans from the prior renderings?

Thank you ,

Paul Sturm
801-920-1428 (C)

SOUTH WEBER CITY PLANNING COMMISSION MEETING

DATE OF MEETING: 9 July 2020

TIME COMMENCED: 6:01 p.m.

LOCATION: Electronic Meeting through Zoom

PRESENT:

COMMISSIONERS:

Gary Boatright
Tim Grubb
Wes Johnson
Rob Osborne
Taylor Walton

CITY PLANNER:

Barry Burton

CITY RECORDER:

Lisa Smith

Transcriber: Minutes transcribed by Michelle Clark

ATTENDEES: Hollie Dance, Trevor Schenk, Nate Kendell, Jay Ralls, Blair Halverson, Sam Sorenson, Kelly Parke, and Fred Gunderson.

1. PLEDGE OF ALLEGIANCE: Commissioner Walton

Development Coordinator, Kimberli Guill, was excused from tonight's meeting.

- 2. Public Comment:** Written public comments must be submitted by email to publiccomment@southwebercity.com. Comments must be received prior to the meeting start time. Subject line should include meeting date, item# (or general comment), first and last name. Comments without first and last name will not be included in the public record.

Public Comments through Zoom are as follows:

- a. Individuals may speak once for 3 minutes or less
- b. State your name and address
- c. Direct comments to the entire Commission
- d. Note Planning Commission will not respond during the public comment period

Hollie Dance, 6608 S. Silver Oak Lane, was concerned about soccer tournaments at La Roca as she thought it was only a practice facility. She also spoke about the hours of operation and high volume of people using it. She expressed her worries with 6650 South not having sidewalks.

Trevor Schenk, 6455 Raymond Drive, indicated the soccer complex was approved with a buffer yard. He had a contract with Mr. Parke stating the buffer zone would continue to the end of his property. He addressed hours of operation and stated the facility has been open until

midnight. He would like to see the 10:00 p.m. closure enforced. He echoed the traffic issues on 6650 South and opined there is a safety issue there.

Nate Kendell, 220 E. 6650 S., stated he is concerned about the speeding on 6650 South. He felt the soccer complex should be held accountable. He remarked there is a lot of traffic travelling in and out of the soccer complex.

3. Approval of Consent Agenda
a. 3 June 2020 Minutes
b. 11 June 2020 Minutes

Commissioner Walton moved to approve the minutes of 3 June 2020 and 11 June 2020 with an amendment to the 3 June 2020 minutes to include his comment that the LED lights were not included in the light study for Morty's Car Wash. Commissioner Johnson seconded the motion. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

4. Conditional Use Permit Review: CU 16-05 South Weber Soccer Facility by Kelly Parke

Conditional use permit (CUP) 16-05 was approved by the planning commission on September 8, 2016 and approved by the city council on September 13, 2016. A review meeting on April 10, 2018 brought additional clarifications and conditions to the permit (see CUP 16-05) which was approved by the planning commission on May 10, 2018. An official form was then created that documented the conditions.

Neighboring residents of the facility have expressed concerns regarding the facility operations, including but not limited to noise from use of the outdoor fields and trespassing to retrieve soccer balls that go over the fence. State law and the opinion of the property rights ombudsman's office provides for a review of the conditions on a CUP to mitigate legitimate nuisance complaints as brought forward by neighbors. The planning commission can review the current conditions on the CUP and recommend any amendments if they feel they would better mitigate nuisance issues. A recommendation of the planning commission would move to the city council for final review and decision.

Kelly Parke, owner of the soccer facility, stated he fulfilled the buffer yard requirement.

Barry Burton, city planner, explained Buffer Yard C applied at the time of the CUP. Kelly discussed the difficulty with understanding Buffer Yard C. Blair Halverson, city councilman, explained citizens have brought up nuisances and should be a part of the discussion.

Commissioner Grubb asked what Buffer Yard C included. Barry explained he didn't have that document anymore as it has been updated. Commissioner Grubb indicated the approved plan was for the 50' buffer yard. He mentioned Councilman Hyer, city councilman at the time, made a motion to include neighbor approval of the type of plants for Buffer Yard C. Kelly expressed he shouldn't need approval if he followed the code at the time. Commissioner Grubb stated the motion was made that included the requirement so if there isn't an agreement in place, one needs to be arranged. He did visit the location and there are dead plants and plants that are not growing that need to be replaced. The reasons for a buffer are for visual and sound buffer. Commissioner

Boatright asked why it hadn't been completed. Kelly acknowledged he met with Chris Tremea, city code enforcer, and Trevor Schenk to discuss the buffer. He requested the commission examine Chris's notes for proof. Commissioner Walton read from the current city code concerning buffer yard landscaping. He recommended going with the current code. Kelly would rather go with the new code because it is easier to understand. Barry stated the current code requires landscape and a masonry wall.

City code section 10-15-8 Failure to Comply points out if the buffer is not maintained, the business license can be revoked. Commissioner Boatright advised choice of plants can help with citizens not being able to see the soccer complex. Commissioner Grubb mentioned the existing vinyl fence has some holes and needs to be repaired.

Commissioner Osborne discussed the difficulty with the city getting involved with every neighbor dispute. He commented there is a conditional use permit that has conditions that need to be followed. Kelly discussed his frustrations with his property being deliberately damaged. Commissioner Osborne recommended David Larson meet with the parties involved to discuss further. Commissioner Grubb suggested Mr. Parks submit a buffer yard plan and what he is going to do to comply.

Comments proceeded regarding the hours of operation being 6:00 a.m. to 10:00 p.m. Monday through Saturday. Kelly charged conditional use permit #16-05 doesn't state the hours of operation. Brandon Jones, city engineer, clarified the motion in the minutes of 13 September 2016 included the hours of operation to be 6:00 a.m. to 10:00 p.m. He explained because there have been recent complaints about the hours of operation, the planning commission can review the CUP and make changes. Commissioner Osborne asked if there is a problem with the time limits. Kelly announced they are rarely there until midnight. He stated if the hours of operation were limited from 6:00 a.m. to 10:00 p.m., he wouldn't have built the facility. Commissioner Grubb reviewed the hours of operation and practice facility use were all discussed prior to the conditional use permit being approved. Brandon indicated in 2018 the CUP went before the planning commission and city council and was approved without the hours of operation, practice facility only, etc.

The planning commission requested more information concerning the timeline of events and approvals and specific complaints from citizens. Commissioner Osborne asked for more evidence. He suggested tabling to get more information and advice from David Larson and the city attorney.

The matter moved on to traffic issues. Commissioner Johnson suggested moving the barriers 100' west of Silver Oak Lane. Commissioner Osborne was concerned about removing another connection. Kelly declared parents are continuously reminded not to use the neighborhood access. Commissioner Grubb discussed the level of impact on the adjacent neighborhood was more than anticipated. He stated there is no speed limit sign on 6650 South or Silver Lake. Also, there is no sidewalk on 6650 South. Commissioner Grubb requested more discussion and information. Commissioner Osborne wanted a bullet point document. Commissioner Walton called for a list of the complaints. Commissioner Grubb encouraged Barry and Brandon present ideas for lessening the traffic issues.

Commissioner Johnson moved to table Conditional Use Permit Review: CU 16-05 South Weber Soccer Facility by Kelly Parke. Commissioner Walton seconded the motion. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

5. Discussion: Style Studios (similar & compatible use discussion by Tanya Jensen) located in Dan Murray South Weber Drive Commercial Subdivision at approx. 2530 E South Weber Drive:

Barry Burton, City Planner's review of 30 June 2020:

PL1 – Project: The applicants would like to construct a hair and beauty salon in the C-H zone west of Little Caesar's and the approved Alpha Coffee in the South Weber Commercial Subdivision. The salon would accommodate 10 stylists in separately leased spaces within the building.

PL2 - Ordinance Considerations: The C-H zone does not list hair and beauty salons as a permitted or a conditional use. There is a provision in the zone that allows the Planning Commission to determine if a proposed use is "similar and compatible" to other listed permitted uses and allow that use. This was done to allow two other nearby land uses; the insurance office and the physical therapy office. The applicants would like to know if their proposed use will be allowed prior to design and engineering.

PL3 - Recommendation: This proposal would be beneficial to residents of the city and would not negatively impact adjacent properties. I recommend a determination that this proposed use is similar and compatible to listed permitted uses.

PL4 – Process Forward: If the use is allowed, the project will proceed through review by the Sketch Plan Committee, then be brought back for final staff review and then will be presented to the Planning Commission for architectural site plan approval. The project would be under an acre in area, therefore not a conditional use and not subject to City Council approval.

Tanya Jensen explained she would like to construct a studio suite salon on the property west of Little Caesar's. The proposed building is approximately 2,000 sq. ft. to 2,500 sq. ft. Each suite would be privately owned by individual hair stylists. She indicated the C-H Zone doesn't specify this type of business. She would like direction whether she would need to request a rezone to Commercial. Nicholas Jensen discussed the design of the building and the possibility of the building over time converting to a restaurant or other use.

Commissioner Grubb suggested the C-H Zone is acceptable because of the surrounding properties. The planning commission agreed the proposed use is similar and compatible with other uses in the area and could be in the C-H Zone.

6. Discussion: Mountainside Plaza (buffer yard & setback discussion by Sam Sorensen & Fred Gunderson) located at approx. 2550 E 8200 S (East Frontage Road)

Barry Burton, City Planner's, review of 30 June 2020 is as follows:

PL1 - Project: Mountainside Plaza is a proposal to establish a gymnastics gym and retail commercial space in a one building on a C-H zoned parcel on 2725 East (frontage road east of Hwy. 89) at approximately 7900 south. A very similar proposal was made about 10 years ago on the same property by the same person, Mr. Fred Gunderson. That project received conditional use approval but was never built.

PL2 - Ordinance Considerations: At the time of the previous approval, a buffer yard was required between the building and the residential zone/neighborhood to the east. One of the options the ordinance then allowed was a 10' buffer yard with a significant number of shrubs and trees. This was the approved buffer yard. Since then the buffer yard requirements have been amended requiring a minimum of 20' width with far fewer plantings.

PL3 - Variance Requested: Due to terrain and site constraints, the difference between a 10' and a 20' buffer yard could create major site plan changes. Because of this, Mr. Gunderson is seeking a deviation from the buffer yard requirements prior to completing design and engineering. The current proposal is to establish a 10' buffer yard on the east side of the property. They would still be installing the required number and type of trees and the 6' masonry wall.

There also is a residence on the north side of the property that sits well below the level of this project site. There is a thick stand of native oak trees on the north side of the site that, along with the elevation difference, provides an effective natural screen and barrier between the two properties. The applicant would like to leave that natural screen in place and not put in the required 6' wall or trees.

PL4 - Recommendation: The purpose of the buffer yard requirements is to protect adjacent residential properties from the impacts of commercial development. Applicants have stated they have contacted adjacent residents to the east and claim they have no objection to the 10' setback on that side. If they can provide evidence, either written or by personal appearance, that all adjacent neighbors to the east do not object to the proposed deviations, I would recommend approval of that deviation. If such evidence is not provided, I would recommend denial.

I recommend approval of the request to leave existing vegetation on the north side in place of the required buffer yard. It is an effective existing buffer.

PL5 – Process Forward: Once the buffer yard questions are answered, the applicant will proceed with design and engineering and the entire project will be brought before the Planning Commission for preliminary conditional use/architectural site plan approval. If preliminary approval is granted, it will be back before the PC and then the City Council for final approval.

Sam Sorensen, engineer for the project, explained Fred would like to construct a gymnasium with retail development in front. They met in a sketch plan meeting where the need for more parking was discussed. They want commission feedback on a possible variance to a 10' rear setback on east side so that they can add more parking in the front.

Fred Gunderson, Elite Gymnastics owner, discussed the benefit of the retail. He contacted the surrounding property owners. The neighbors weren't really concerned with the 10' buffer, but

had other questions about lighting, secondary water, garbage, etc. He mentioned the neighbor directly to the east towers higher than the prospective building. Sam stated before completing the design, they would like an indication of the commission's leanings. He then presented a site plan to identify the location of the building, parking, etc. Brandon specified the need for enough parking so that there isn't any parking along the road. Sam identified the retention pond located in between the two entrances. He commented the north side slopes too much to put the retention pond there. Commissioner Boatright wasn't opposed to the variance, but he suggested Fred provide affidavits from the neighbors.

Jay Ralls, 7917 S. Lincoln Lane, asked if the 20' is unique to the zone. Barry stated the buffer zone is required between any commercial property and residential property throughout the city. Jay was mostly concerned about setting a precedent of allowing variances for developers. He asked for consistency.

Mr. Ralls and Commissioner Walton had several questions about the final design. Commissioner Grubb charged the plan is not at the stage to answer more than basic questions. He believed the property owner heard the commission's discussion and will ultimately decide whether to move forward with the project.

7. Planning Commission Comments

Commissioner Grubb: He wasn't sure he could attend the meetings next week as he has some family issues.

Commissioner Walton: He discussed reviewing and updating ordinances. Commissioner Johnson discussed looking at the landscape ordinance and reviewing what is native to the area. Commissioner Osborne suggested getting the general plan completed and then move on to the city ordinances. Barry requested everyone write down their concerns and submit them to him.

ADJOURNED: Commissioner Grubb moved to adjourn the planning commission meeting at 8:23 p.m. Commissioner Johnson seconded the motion. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

APPROVED: _____ **Date**
Chairperson: Rob Osborne

Transcriber: Michelle Clark

Attest: Dev Coord: Kimberli Guill

Public Comment

From: Hollie Dance <hollie.dance@gmail.com>
Sent: Thursday, July 9, 2020 3:34 PM
To: Public Comment
Subject: Public Comment for Tonights Planning Commission Meeting

Hi,

As a neighbor that is affected by the traffic to and from La Roca Soccer Practice facility I would like to voice my concern regarding their conditional use permit.

It was stated in previous planning meetings that this was to be used only as a practice facility and that there would never be more than 60 people at the complex at one time.

I would like to see that enforced so they do not continue to have tournaments and events late into the evening and with more than 60 people.

6650 is not safe with that amount of traffic that passes through there and we'd like to see the barricade closing part of 6650 removed and 6650 widened with sidewalks added.

Hollie Dance

Realtor® | Business Coach

Dance Moves Real Estate | Ascent Real Estate Group

M: (801) 721-8615

Start Your Home Search Here: www.DanceMovesRealEstate.com

www.HollieDance.com

Public Comment

From: Jordan Skeen <jordanskeen2@gmail.com>
Sent: Tuesday, July 7, 2020 3:15 PM
To: Public Comment
Subject: Planning commission meeting in regards to La Roca Soccer complex

Residents of 286 E Old Maple Road.

My husband and I have recently built in the Old Maple Farms subdivision near the La Roca Soccer complex. During our search to find where we wanted to move, what enticed us with this area was the community. The quietness and ability to raise our kids with similar experiences we had as children, which included playing outside with the neighbors frequently.

During the Pandemic lockdown we noticed a significant decrease in traffic around our home, we couldn't figure it out, but loved it. Once the lock down was over we noticed what the change was. The La Roca soccer complex was back open. Within the first week of them back to open during their practice times our street was not only flooded with an increase in traffic, but unsafe traffic. We counted a minimum of 10 people in one night, continuing through the stop sign on the corner of old maple and silver oak lane, with no intentions of stopping.

In addition to that, we have seen countless speeding problems, especially during the practice hours in the evening. We have yelled at cars driving by to slow down many times only to be ignored and have them speed by and/or blow through the stop sign.

We have noticed people trying to toss things into the dumpsters as they drive by and if they miss, they don't care. They leave the garbage for our neighborhood to pick up the mess.

When we met with builders, looked at planning maps, etc we were told, shown, and under the impression that the temporary barrier on 6650 was just that, temporary. As of now the barrier has yet to come down, even though the road construction on 6650 has finished.

Because of that our "quiet and safe" neighborhood has become a high traffic shortcut for the La Roca soccer complex. We as citizens of the city who help maintain, contribute, and love the area would like nothing more than a solution to the constant problem we are faced with. So that our children, like us, can grow up playing outside with the neighborhood kids without the fear of being hit by a speeding car getting to soccer practice.

Solutions we would be open to include, but are not limited to, speed bumps, no La Roca Traffic, the removal of the "temporary" barrier, etc.

We thank you for your time and hearing our concerns.

Public Comment

From: Skylee Bowden <skylee.bowden@gmail.com>
Sent: Tuesday, July 7, 2020 3:11 PM
To: Public Comment
Subject: Planning commission meeting in regards to La Roca Soccer complex

Residents of 286 E Old Maple Road.

My husband and I have recently built in the Old Maple Farms subdivision near the La Roca Soccer complex. During our search to find where we wanted to move, what enticed us with this area was the community. The quietness and ability to raise our kids with similar experiences we had as children, which included playing outside with the neighbors frequently.

During the Pandemic lockdown we noticed a significant decrease in traffic around our home, we couldn't figure it out, but loved it. Once the lock down was over we noticed what the change was. The La Roca soccer complex was back open. Within the first week of them back to open during their practice times our street was not only flooded with an increase in traffic, but unsafe traffic. We counted a minimum of 10 people in one night, continuing through the stop sign on the corner of old maple and silver oak lane, with no intentions of stopping.

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Solutions we would be open to include, but are not limited to, speed bumps, no La Roca Traffic, the removal of the "temporary" barrier, etc.

We thank you for your time and hearing our concerns.

Public Comment

From: sw.tinkerbelle@gmail.com
Sent: Monday, July 6, 2020 1:56 PM
To: Public Comment
Subject: Soccer gym

A concern I would like to state is the speeding and traffic on Old Maple Road. Many use it as a short cut to get to the soccer facility. People are frequently speeding through this area when they do use it. Due to the construction multiple families are walking on the side of the road during this time and I don't want anyone to get hit. Thanks!

Summer Newin
6535 S 390 E
South Weber

SOUTH WEBER CITY PLANNING COMMISSION MEETING

DATE OF MEETING: 14 July 2020

TIME COMMENCED: 6:03 p.m.

LOCATION: Electronic Meeting through Zoom

PRESENT: COMMISSIONERS:

Tim Grubb
Gary Boatright
Rob Osborne
Wes Johnson
Taylor Walton

CITY PLANNER:

Barry Burton

CITY MANAGER:

David Larson

DEVELOPMENT COORDINATOR:

Kimberli Guill

Transcriber: Minutes transcribed by Michelle Clark

ATTENDEES:

- 1. PLEDGE OF ALLEGIANCE:** Commissioner Boatright

ACTION ITEMS:

2. General Plan Survey Review and Final Revision

David Larson, City Manager, thanked all those involved with reviewing and amending the general plan. The survey results have been published. He explained tonight's goal is to review each map and discuss possible amendments the Planning Commission would like to see for this plan and then move this forward to the City Council for their review and approval.

Projected Land Use Map Review: David asked if there are specifics adjustments on the projected land use map. He asked if the Ray property across from City Hall should remain commercial or residential. He pointed out the new property owner is requesting the R-7 Zone. Commissioner Johnson commented there is not enough property for R-7. Commissioner Osborne and Commissioner Grubb suggested amending it to Residential Moderate (R-M Zone). Commissioner Boatright expressed according to the surrounding property, it really does not fit for commercial. Discussion took place concerning which zone should be designated for the City Hall property. Barry pointed out if the Ray property is changed to residential, the homes will need to front South Weber Drive, which can be a concern. Commissioner Boatright suggested including that language in the narrative of the general plan.

1900 East to the Mountain: Commissioner Walton suggested cross-hatching the property surrounding the intersection of 2700 East and South Weber Drive so that this area can be master planned. Barry suggested only cross-hatching the two pieces that front Highway 89. Commissioner Grubb mentioned this will allow for a development agreement as well as a development plan. It was stated this will create more of a cohesive development. The Planning Commission agreed to crosshatch the two properties.

Commissioner Walton asked if it is necessary to have the Transitional Light Industrial Zone west of Parsons Gravel Pit, because that is the only area in the city identified as such. Barry discussed the history of this area and the intent for a buffer from the gravel pit. David pointed out this property is currently zoned T-1.

Vehicle Transportation Map: David identified the three options (Option 2A, 2B, & 2C) for transportation on the undevelopable property located in the area between Harvest Park Subdivision and DR Horton Subdivision to the east. Commissioners Osborne, Johnson, and Boatright were in favor of Option 2B. Commissioners Grubb and Walton preferred Option 2C.

The Planning Commission reviewed the vehicle transportation map showing the connection from 1900 East to Layton City. Discussion took place as to whether the master plan language should include the possible connection or not. It was stated this language has been in the master plan for several years. David suggested using language that includes the road remains as a dirt road, and in the case of an emergency may be used to exit the City. Commissioner Walton discussed the map showing it as a dirt road. He suggested the narrative include there is a dirt access connection, but even as a dirt access it can be used as an emergency and the city would like the road to connect into residential neighborhood. David commented there have been discussions with Layton City concerning a connection, but in the case of emergency, he does not think South Weber City would want residents to drive into a neighborhood. Commissioner Walton commented he is conflicted because he is a planner and we do not know what we don't know. He feels the road could possibly work as a connection from neighborhood to neighborhood. Commissioner Grubb stated a possible connection can always be discussed down the road by other Planning Commissions or City Councils. Commissioner Johnson brought up the traffic study from 2010. Commissioner Walton pointed out if you drive that road, there are not a lot of homes fronting that road. He is not in favor of the connection from 1900 East. He understands most citizens who completed the survey do not want the connection to Layton City, but he is concerned about not planning for future use. David pointed out one of the reasons why the connection was put into the master plan is so that resources (impact fees, etc.) would be put into place. He understands right now the political climate does not want the connection. Commissioner Walton discussed maintaining the integrity of 1900 East if there is a connection. Commissioner Boatright suggested documenting why it is no longer on the plan and let a future Planning Commission or City Council address it. Commissioner Osborne suggested going with Option 2E and end it there. He remarked it is a dirt road and is used as an access to the city water tank. David suggested rather than putting this into the narrative of the master plan, include it in the emergency plan. It was suggested to identify it as an access road with no color or comments in the narrative. Commissioner Osborne thinks the road needs an explanation of the history. Commissioner Boatright suggested leaving the road on the map, remove the color, and put in a short paragraph explaining the road was a connector in a previous general plan, but is no longer.

Commissioner Osborne discussed not connecting the road on 7600 South past the Stark's home because the top of hill it is only a 50' wide road. Barry pointed out one of the reasons why it is on the plan is for emergency access for fire and ambulance to get across town, if for some reason South Weber Drive was not available. Discussion took place concerning the need for a connection either on 7600 South or 7775 South. It was decided to remove the orange on 7600 South, but leave a red dash through the Stark property, and add a dashed orange line connecting to 7775 South. Discussion took place regarding the orange dash connection on 7800 South, which currently leads to a dead end. The city received a petition from residents in this area requesting the orange dashed line be removed. Commissioner Osborne expressed there is no reason to connect View Drive to 7800 South. Commissioner Boatright agreed. It was decided to remove the connection on 7800 South and View Drive.

Commissioner Johnson does not see any value in the possible road connection to Uintah. Commissioner Osborne and Grubb disagreed. It was decided to keep it on the general plan map.

Active Transportation and Parks Map: Discussion took place regarding the Canal Trail. Barry discussed the need for both the Canal Trail and the South Hillside Trail along the bluff. Commissioner Osborne suggested a possible trail on the east side of Highway 89 to connect to the Bonneville Shoreline Trail. Barry stated there is private property in this area. Commissioner Walton pointed out most citizens, who completed the survey, suggested the trails remain natural and not asphalted. David commented the general plan identifies future trails but doesn't give the specifics of when and how. Commissioner Grubb discussed the possibility of a bike path from 1900 East to Layton City. This allows for an alternate route of riding a bike on Highway 89. It was stated the Parks and Trails Committee is reviewing the map and will probably make suggestions later. Commissioner Grubb pointed out safety and liability will all be considered for trails.

Annexation Map: There is currently discussions taking place concerning the county boundary lines. If those lines change, the map will be amended. Barry will clean up the narrative in the annexation section as per discussion at the open house. Discussion took place regarding the land on top of the bluff. Some questioned if the city should be interested in annexing these areas into city boundaries as open space. David pointed out the minimal plan would be open space, but if the property owner develops, they would have to present a plan to the city.

Sensitive Lands Map: No changes.

David reported the narrative will be updated according to the maps. The Planning Commission will be able to review and recommend to City Council. There will be no meeting held tomorrow night.

REPORTS:

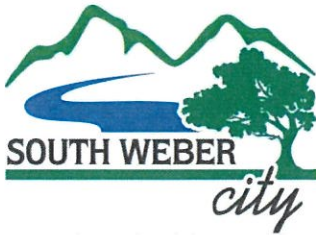
Planning Commission Comments: None

ADJOURNED: Commissioner Johnson moved to adjourn the Planning Commission meeting at 9:00 p.m. Commissioner Grubb seconded the motion. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

APPROVED: _____ Date
Chairperson: Rob Osborne

Transcriber: Michelle Clark

Attest: Development Coordinator, Kimberli Guill



1600 E. South Weber Drive
South Weber, UT 84405

www.southwebercity.com

801-479-3177
FAX 801-479-0066

Approved by PC _____
Approved by CC _____

OFFICE USE ONLY

	1-10 lots	11 + lots	Amt Pd	Date	Rcpt #	Mtg date
Concept	\$ 200.00	\$ 400.00				
Sketch	\$ 400.00	\$ 700.00				
2nd Sketch	\$ 300.00	\$ 350.00				
Prelim	\$ 600.00	\$ 900.00				
Final	\$ 700.00	\$ 1,100.00				

SUBDIVISION/LAND USE PROCESS APPLICATION

Project/Subdivision Name: Harvest Park Phase 3
Approx. Location: 700 E. 6750 So.
Parcel Number(s): 13-275-0020 Total Acres: 8.66
Current Zone: R-M & R-P If Rezoning, to what zone: — Bordering Zones: Same
Surrounding Land Uses: Residential
Number of Lots: 28 # of Lots Per Acre: .31 PUD: Yes ☐ No ☒

Developer or Agent

Name: Harvest Park 2 Community LLC
Company: Nilson Homes
Address: 5617 S. 1475 E.
City/State/Zip: So. Ogden, UT 84403
Phone: 801-392-8100
Email: land@nilsonhomes.com

Developer's Engineer

Name: Reeve & Associates
Company: Chris Cave
Address: 5160 S. 1500 W.
City/State/Zip: Riverview, UT 84405
Phone: 801-621-3100
Email: ccave@reeve-assoc.com
State License # 375328

Property Owner, if not Developer

Name: N/A
Company: _____
Address: _____
City/State/Zip: _____
Phone: _____
Email: _____

Surveyor, if not Engineer

Name: Trevor Hatch
Company: Reeve & Associates
Address: _____
City/State/Zip: _____
Phone: Same
Email: _____

Development Signs:

Please note that a building permit is required for all temporary subdivision signs. Signs cannot obstruct clear and free vision and must comply with all City Codes. Failure to comply will result in sign removal.

Applicant Certification

I swear the statements and answers contained herein, in the attached plans, and other exhibits, thoroughly, to the best of my/our ability, present the argument in behalf of the application requested herewith, and that the statements and information above referred to are in all respects true and correct to the best of my/our knowledge and belief. I also certify that I am the owner of the subject property and that the authorized agent noted in this application has my consent to represent me with respect to this application and to appear on my/our behalf before any city commission, board or council considering this application. Should any of the information or representations submitted be incorrect or untrue, I understand that The City of South Weber may rescind any approval or take any other legal or appropriate action. I also acknowledge that I have reviewed the applicable sections of the South Weber City Land Development Code (SWMC 11) and that items and checklists contained in this application are basic and minimum requirements only and that other requirements may be imposed that are unique to individual projects or uses. Additionally, I agree to pay all fees associated with this project, as set by the current adopted Consolidated Fee Schedule as well as **any fees associated with any City Consultant (i.e. engineer, attorney)**. The applicant shall also be responsible for all collection fees incurred including a collection fee of up to 40% (pursuant to the provisions of the Utah Code Ann. §12-1-11). I also agree to allow the Staff, Planning Commission, or City Council or appointed agent(s) of the City to enter the subject property to make any necessary inspections thereof.

Applicant's Signature: _____

Date: _____

State of Utah, County of ~~Davis~~ ^{Weber}

Subscribed and sworn to before me on this 18th day of June, 2020

By Steve Bingham

Notary _____



AMY ROSKELLEY
NOTARY PUBLIC • STATE OF UTAH
COMMISSION NO 704573
COMM EXP 02-11-2023

Property Owner's Signature: _____

Seal

Date: _____

State of Utah, County of ~~Davis~~ ^{Weber}

Subscribed and sworn to before me on this 18th day of June, 2020

By Steve Bingham

Notary _____



AMY ROSKELLEY
NOTARY PUBLIC • STATE OF UTAH
COMMISSION NO 704573
COMM EXP 02-11-2023

Seal

- Location and sizes of culinary water facilities
- Location and size of storm drainage facilities and detention basins
- Wetland Delineation if recommended at Sketch Plan
- Boundaries of areas subject to flooding or storm water overflow in accordance with FEMA's flood plain mapping
 - Width and direction of flow of all watercourses
 - Include existing and proposed irrigation and natural runoff channels/courses
- Location, proposed names, widths and typical cross section of streets, curbs, gutter, sidewalks, and other improvements of proposed street rights-of-way and access easements
- Dimensions and locations of all existing or proposed dedications, easements, and deed restrictions
- Location of any improvements that may be required to be constructed beyond the boundaries of the subdivision (as appropriate)
- Type and size of fencing shown along canals, waterways, and agricultural land

Final Plan Requirements *

- ☒ Complete all conditions/requirements set by the Planning Commission at Preliminary Approval
- ☐ Finalized Draft of Covenants, Conditions, and Restrictions (if applicable)
- ☒ Finalized Storm Drain Calculations
- ☐ Any applicable agreements finalized, signed, and proof of recording with county provided (agreements with South Weber City must be finalized and remain unsigned)
- ☒ Electronic finalized set of certified, stamped construction drawings and specifications as prepared by a licensed civil engineer**

One electronic PDF form shall be submitted of the following (the north area to point up or to the left):

- ☒ Format of Final Plat for Recording Required by the County

**All plans must be prepared and stamped by a licensed and/or certified professional including, but not limited to, architects, landscape architects, land planners, engineers, surveyors, transportation engineers or other professionals as deemed necessary by the City Planner.*

HARVEST PARK PHASE 3
AMENDING STAN COOK SUBDIVISION PHASE II AMENDED

PART OF LOT 6 STAN COOK SUBDIVISION PHASE II AMENDED
PART OF THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 5 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY
CITY OF SOUTH WEBER, DAVIS COUNTY, UTAH

BOUNDARY DESCRIPTION

A PORTION OF LOT 6 OF THE STAN COOK SUBDIVISION PHASE II AMENDED, LOCATED IN THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 5 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 112 OF HARVEST PARK PHASE 1, SAID POINT BEING S00°36'39"W ALONG THE SECTION LINE, 1877.17 FEET AND S89°23'21"E 1478.49 FEET FROM THE NORTHWEST CORNER OF SAID SECTION 28; THENCE ALONG HARVEST PARK PHASE 1 THE FOLLOWING EIGHT (8) COURSES: (1) S88°37'55"E 130.42 FEET; (2) S89°55'11"E 70.02 FEET; (3) S88°37'55"E 130.81 FEET; (4) N01°22'05"E 455.00 FEET; (5) N45°05'02"W 41.74 FEET; (6) N41°57'50"E 115.00 FEET; (7) N89°49'50"E 101.70 FEET; AND (8) N49°22'03"E 142.96 FEET; THENCE S48°02'10"E 101.25 FEET; THENCE S01°06'20"W 871.97 FEET; THENCE N88°37'55"W 664.59 FEET; THENCE N01°22'05"E 266.81 FEET TO THE POINT OF BEGINNING.

CONTAINING 377225 SQUARE FEET OR 8.660 ACRES MORE OR LESS.

NARRATIVE

THE PURPOSE OF THIS PLAT IS TO DIVIDE THIS PROPERTY INTO LOTS AND STREETS. THE BOUNDARY WAS DETERMINED BY RETRACING AND MATCHING A PORTION OF LOT 6, STAN COOK SUBDIVISION PHASE 2 AMENDED PLAT (ENTRY #1630605, BK-2728 PG-689, RECORDED ON DECEMBER 22, 2000 IN THE OFFICE OF THE DAVIS COUNTY RECORDER). ALL BOUNDARY CORNERS AND REAR LOT CORNERS WERE SET WITH A ¾" REBAR AND PLASTIC CAP STAMPED "REEVE & ASSOCIATES". ALL FRONT LOT CORNERS WERE SET WITH A LEAD PLUG IN THE TOP BACK OF CURB AT THE EXTENSION OF THE SIDE LOT LINES.

BASIS OF BEARINGS

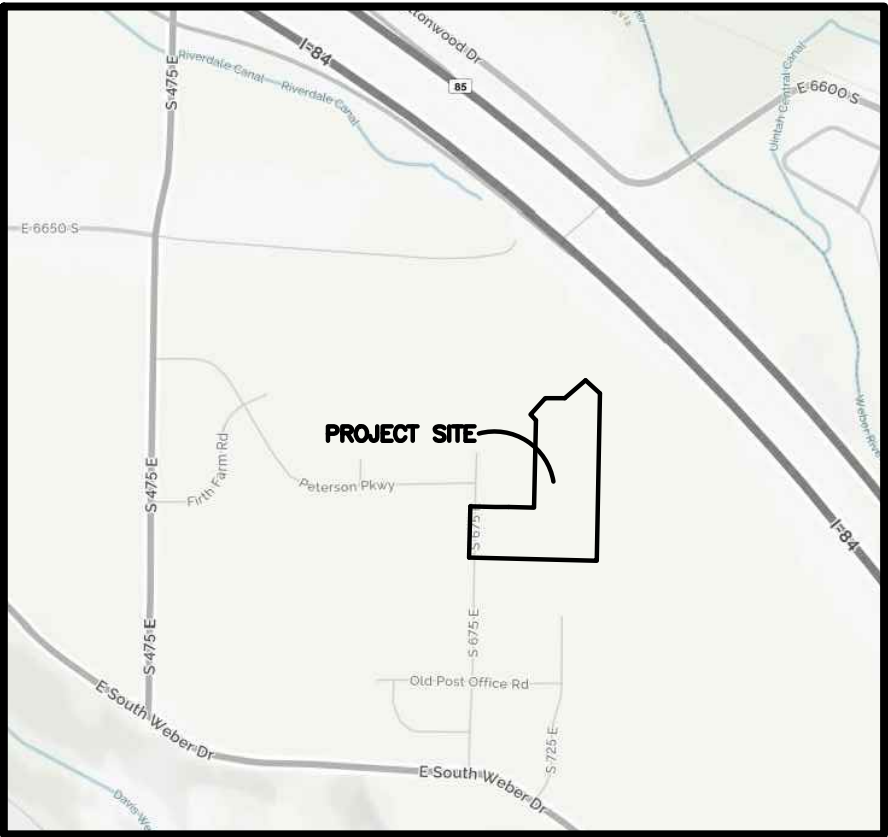
THE BASIS OF BEARINGS FOR THIS PLAT IS THE MEASURED LINE BETWEEN THE NORTHWEST CORNER AND THE WEST QUARTER CORNER OF SECTION 28, TOWNSHIP 5 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY. SHOWN HEREON AS S00°36'39"W.

NOTES

- ALL LOTS ARE SUBJECT TO THE REQUIREMENTS OF THE GEOTECHNICAL REPORT PREPARED BY CMT ENGINEERING LABORATORIES, DATED MARCH 8, 2018, AND THE SUBSEQUENT LETTER, DATED AUGUST 6, 2020 REGARDING BASEMENT DEPTHS.
- ALL GENERAL UTILITY EASEMENTS ARE 10' UNLESS NOTED OTHERWISE
- ALL PROPERTY OWNERS ARE RESPONSIBLE TO KEEP STORM WATER RUNOFF GENERATED FROM THEIR PROPERTY, ON THEIR PROPERTY. THEY MAY NOT DIRECT RUNOFF ONTO ADJACENT PROPERTY OWNERS. ANY GRADING OR LANDSCAPING SHOULD BE DONE IN SUCH A WAY AS TO KEEP ALL STORM WATER RUNOFF ON THEIR LOT.

BASEMENT TABLE

LOT	TOP OF FLOOR SLAB DEPTH BELOW TOP BACK OF CURB BASED ON LAND DRAIN (FEET)
301	5.60
302	4.83
303	4.49
304	4.80
305	5.11
306	5.43
307	5.75
308	6.09
309	5.59
310	5.80
311	5.34
312	5.70
313	5.73
314	5.71
315	6.12
316	6.29
317	5.51
318	5.84
319	6.31
320	6.56
321	6.24
322	5.90
323	5.57
324	5.25
325	4.93
326	5.23
327	5.47
328	5.72



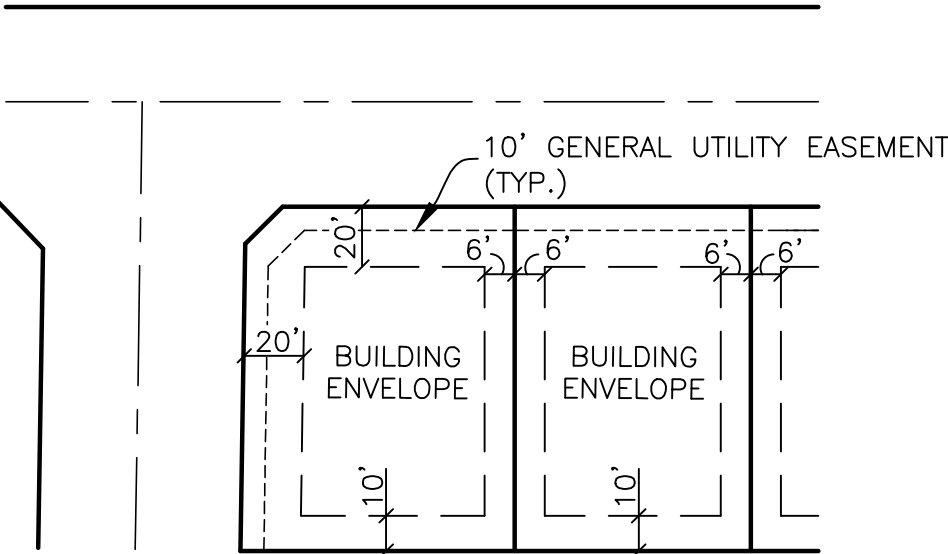
VICINITY MAP

SCALE: NONE

ROCKY MOUNTAIN POWER NOTES

PURSUANT TO UTAH CODE ANNEXATION 54-3-27 THIS PLAT CONVEYS TO THE OWNER(S) OR OPERATORS OF UTILITY FACILITIES A PUBLIC UTILITY EASEMENT ALONG WITH ALL THE RIGHTS AND DUTIES DESCRIBED THEREIN.

PURSUANT TO UTAH CODE ANNEXATION 17-27A-603(4)(C)(II) ROCKY MOUNTAIN POWER ACCEPTS DELIVERY OF THE P.U.E. AS DESCRIBED IN THIS PLAT AND APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS AND APPROXIMATES THE LOCATION OF THE PUBLIC UTILITY EASEMENTS, BUT DOES NOT WARRANT THEIR PRECISE LOCATION. ROCKY MOUNTAIN POWER MAY REQUIRE OTHER EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT AFFECT ANY RIGHT THAT ROCKY MOUNTAIN HAS UNDER (1) A RECORDED EASEMENT OR RIGHT-OF-WAY (2) THE LAW APPLICABLE TO PRESCRIPTIVE RIGHTS (3) TITLE 54, CHAPTER 8A, DAMAGE TO UNDERGROUND FACILITIES OR (4) ANY OTHER PROVISION OF LAY.



TYPICAL SETBACK DETAIL

SCALE: NONE

ZONE R-M

DEVELOPER

HARVEST PARK, LLC
5617 S. 1475 E.
ODGEN, UT. 84403

SOUTH WEBER CITY ATTORNEY

APPROVED BY THE SOUTH WEBER CITY ATTORNEY
THIS THE ____ DAY OF _____, 20____.

SOUTH WEBER CITY ATTORNEY

SOUTH WEBER CITY COUNCIL

PRESENTED TO THE SOUTH WEBER CITY COUNCIL THIS
THE ____ DAY OF _____, 20____, AT
WHICH TIME THIS SUBDIVISION WAS APPROVED AND
ACCEPTED.

ATTEST:

SOUTH WEBER CITY MAYOR

CITY RECORDER

SOUTH WEBER CITY ENGINEER

I HEREBY CERTIFY THAT THIS OFFICE HAS EXAMINED
THIS PLAT AND IT IS CORRECT IN ACCORDANCE
WITH INFORMATION ON FILE IN THIS OFFICE.

SOUTH WEBER CITY ENGINEER

DATE

SOUTH WEBER CITY PLANNING COMMISSION

APPROVED BY THE SOUTH WEBER PLANNING
COMMISSION ON
THIS THE ____ DAY OF _____, 20____.

CHAIRMAN, SOUTH WEBER CITY PLANNING COMMISSION

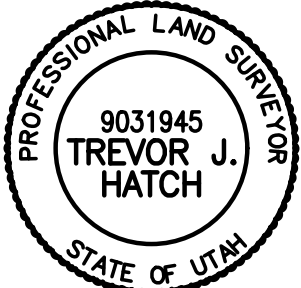
SURVEYOR'S CERTIFICATE

I, **TREVOR J. HATCH**, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS ACT; AND THAT I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17-23-17 AND HAVE VERIFIED ALL MEASUREMENTS, AND HAVE PLACED MONUMENTS AS REPRESENTED ON THIS PLAT, AND THAT THIS PLAT OF **HARVEST PARK PHASE 3** IN **SOUTH WEBER CITY, DAVIS COUNTY**, UTAH, HAS BEEN DRAWN CORRECTLY TO THE DESIGNATED SCALE AND IS A TRUE AND CORRECT REPRESENTATION OF THE HEREIN DESCRIBED LANDS INCLUDED IN SAID SUBDIVISION, BASED UPON DATA COMPILED FROM RECORDS IN THE **DAVIS COUNTY** RECORDER'S OFFICE AND FROM SAID SURVEY MADE BY ME ON THE GROUND, I FURTHER CERTIFY THAT THE REQUIREMENTS OF ALL APPLICABLE STATUTES AND ORDINANCES OF **SOUTH WEBER CITY, DAVIS COUNTY** CONCERNING ZONING REQUIREMENTS REGARDING LOT MEASUREMENTS HAVE BEEN COMPLIED WITH.

SIGNED THIS ____ DAY OF _____, 20____.

9031945

UTAH LICENSE NUMBER



OWNERS DEDICATION AND CERTIFICATION

WE THE UNDERSIGNED OWNERS OF THE HEREIN DESCRIBED TRACT OF LAND, DO HEREBY SET APART AND SUBDIVIDE THE SAME INTO LOTS AND PUBLIC STREETS AS SHOWN ON THE PLAT AND NAME SAID TRACT **HARVEST PARK PHASE 3**, AND DO HEREBY DEDICATE, GRANT AND CONVEY TO SOUTH WEBER CITY, DAVIS COUNTY, UTAH, ALL PARTS OF SAID TRACT OF LAND DESIGNATED AS PUBLIC STREETS, THE SAME TO BE USED AS PUBLIC THOROUGHFARES FOREVER; AND ALSO DEDICATE TO SOUTH WEBER CITY THOSE CERTAIN STRIPS AS EASEMENTS FOR GENERAL UTILITY AND DRAINAGE PURPOSES AS SHOWN HEREON, THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF GENERAL UTILITY SERVICE LINES AND DRAINAGE AS MAY BE AUTHORIZED BY SOUTH WEBER CITY; AND ALSO DEDICATE, OR CONFIRM AS EXISTING, THE EASEMENTS FOR THE RESPECTIVE UTILITY COMPANIES AS SHOWN HEREON, WITH NO BUILDINGS OR STRUCTURES BEING ERRECTED WITHIN ANY EASEMENT DESCRIBED HEREON.

SIGNED THIS ____ DAY OF _____, 20____.

BY: BRUCE L. NILSON, MANAGER

FOR: HARVEST PARK, LLC

ACKNOWLEDGMENT

STATE OF UTAH)
COUNTY OF _____)SS.

ON THE ____ DAY OF _____, 20____,
PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC,
(AND) _____ BEING BY ME DULY SWORN,
ACKNOWLEDGED TO ME THEY ARE _____ AND
_____ OF SAID COMPANY AND THAT THEY SIGNED THE ABOVE
OWNER'S DEDICATION AND CERTIFICATION FREELY, VOLUNTARILY, AND IN
BEHALF OF SAID COMPANY FOR THE PURPOSES THEREIN MENTIONED.

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

RESIDING IN _____ COUNTY, _____

PROJECT INFORMATION

Surveyor: **T. HATCH** Project Name: **HARVEST PARK PHASE 3**
Designer: **N. ANDERSON** Number: **1301-D25**
Scale: **1"=50'**
Begin Date: **6-3-2020** Revision: _____
Checked: _____



Reeve & Associates, Inc.
2140 S 1500 W, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 FAX: (801) 621-2666 www.reeve-associ.com
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

DAVIS COUNTY RECORDER

ENTRY NO. _____ FEE PAID
_____ FILED FOR RECORD
AND RECORDED, _____ AT
_____ IN BOOK _____ OF
THE OFFICIAL RECORDS, PAGE _____

RECORDED FOR:

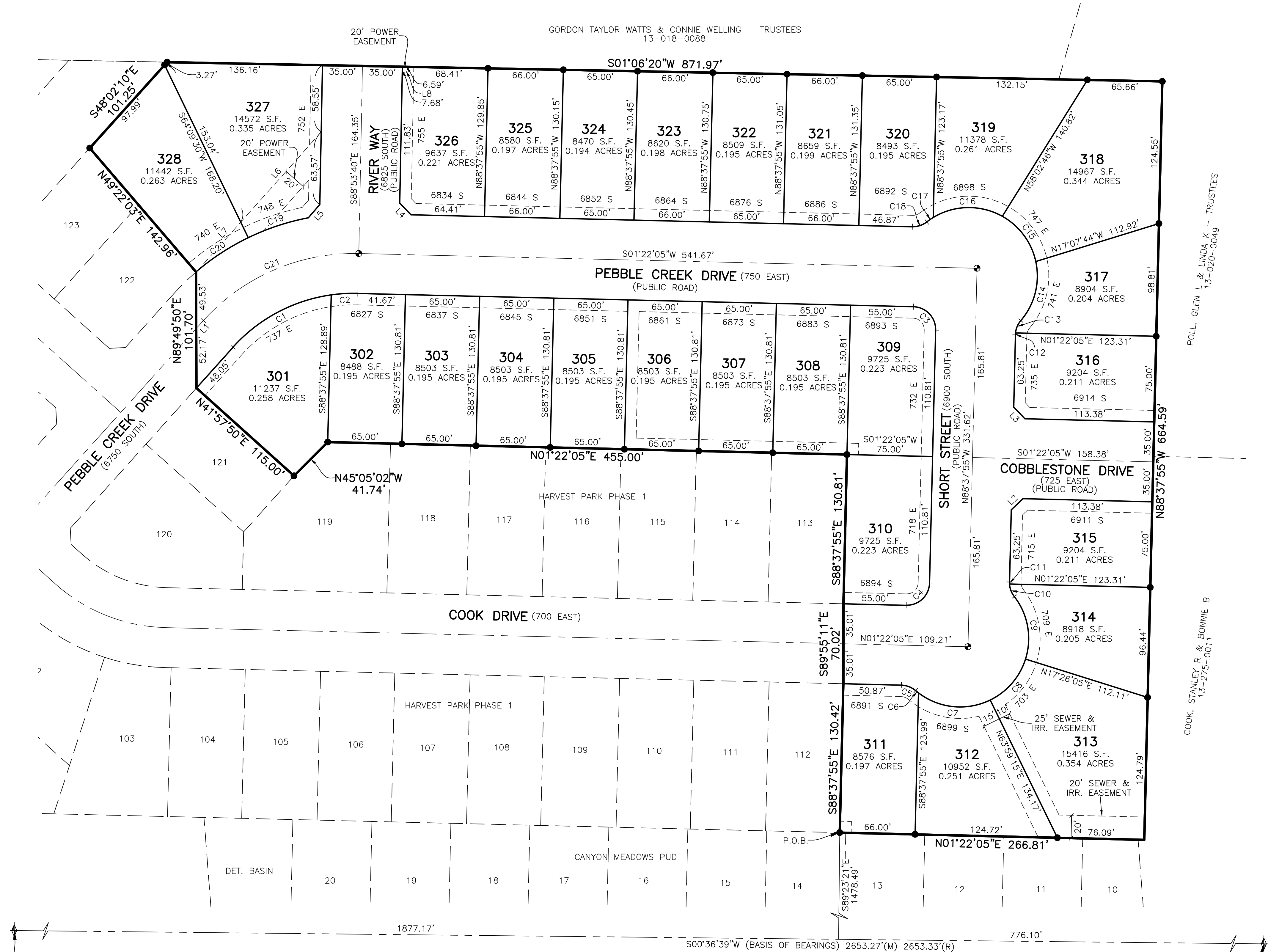
DAVIS COUNTY RECORDER

DEPUTY,

HARVEST PARK PHASE 3

AMENDING STAN COOK SUBDIVISION PHASE II AMENDED

PART OF LOT 6 STAN COOK SUBDIVISION PHASE II AMENDED
PART OF THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 5 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY
CITY OF SOUTH WEBER, DAVIS COUNTY, UTAH

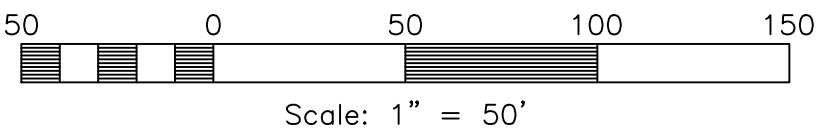


NORTHWEST CORNER OF SECTION 28,
TOWNSHIP 5 NORTH, RANGE 1 WEST,
SALT LAKE BASE AND MERIDIAN, U.S.
SURVEY (FOUND BRASS CAP
MONUMENT MARKED 1941)

WEST QUARTER CORNER OF SECTION
28, TOWNSHIP 5 NORTH, RANGE 1
WEST, SALT LAKE BASE AND MERIDIAN,
U.S. SURVEY (FOUND BRASS CAP
MONUMENT MARKED 1941)

LEGEND

- SECTION CORNER
- SET CENTERLINE MONUMENT
- SET 5/8" REBAR AND PLASTIC CAP
STAMPED "REEVE & ASSOCIATES"
- BOUNDARY LINE
- LOT LINE
- ADJOINING PROPERTY
- EASEMENTS
- SECTION TIE LINE
- ROAD CENTERLINE



LINE TABLE

LINE	BEARING	DISTANCE
L1	S48°02'10"E	9.36'
L2	S43°37'55"E	14.14'
L3	N46°22'05"E	14.14'
L4	N46°14'12"E	14.17'
L5	N49°11'58"W	15.39'
L6	N48°15'50"W	105.88'
L7	N48°15'50"W	57.37'
L8	S48°15'50"E	10.12'

CURVE TABLE

#	RADIUS	ARC LENGTH	CHD LENGTH	TANGENT	CHD BEARING	DELTA
C1	142.42'	99.37'	97.36'	51.80'	S28°02'54"E	39°58'31"
C2	142.42'	23.44'	23.41'	11.75'	S03°20'47"E	9°25'43"
C3	20.00'	31.42'	28.28'	20.00'	S46°22'05"W	90°00'00"
C4	20.00'	31.42'	28.28'	20.00'	N43°37'55"W	90°00'00"
C5	20.00'	13.68'	13.42'	7.12'	S20°57'56"W	39°11'42"
C6	60.00'	3.15'	3.15'	1.57'	S39°03'35"W	3°00'24"
C7	60.00'	66.57'	63.21'	37.18'	S05°46'19"W	63°34'08"
C8	60.00'	48.75'	47.42'	25.81'	S49°17'20"E	46°33'10"
C9	60.00'	57.87'	55.65'	31.41'	N79°48'14"E	55°15'42"
C10	20.00'	11.93'	11.76'	6.15'	N69°15'54"E	34°11'03"
C11	20.00'	1.74'	1.74'	0.87'	N88°52'20"E	4°59'31"
C12	20.00'	1.75'	1.75'	0.88'	S86°07'35"E	5°00'39"
C13	20.00'	11.93'	11.76'	6.15'	S66°31'44"E	34°11'03"
C14	60.00'	55.36'	53.42'	29.83'	S75°52'10"E	52°51'54"
C15	60.00'	50.72'	49.22'	26.99'	N53°28'51"E	48°26'04"
C16	60.00'	63.47'	60.55'	35.06'	N01°02'20"W	60°36'17"
C17	60.00'	6.79'	6.79'	3.40'	N34°35'03"W	6°29'09"
C18	20.00'	13.68'	13.42'	7.12'	N18°13'46"W	39°11'42"
C19	212.42'	55.57'	55.41'	27.94'	N18°20'51"W	14°59'17"
C20	212.42'	54.84'	54.68'	27.57'	N33°14'13"W	14°47'28"
C21	177.42'	152.98'	148.29'	81.61'	S23°20'02"E	49°24'15"

PROJECT INFORMATION

Surveyor: T. HATCH
Designer: N. ANDERSON
Begin Date: 6-3-2020
Project Name: HARVEST PARK PHASE 3
Number: 1301-D25
Scale: 1"=50'
Revision:
Checked:

DAVIS COUNTY RECORDER

ENTRY NO. _____ FEE PAID
_____ FILED FOR RECORD
AND RECORDED, _____ AT
_____ IN BOOK _____ OF
THE OFFICIAL RECORDS, PAGE

RECORDED FOR:

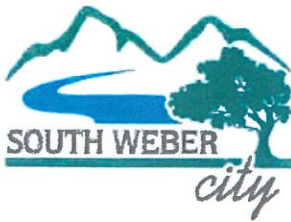
DAVIS COUNTY RECORDER

DEPUTY,



Reeve & Associates, Inc.

9140 S 1500 W, RIVINGTON, UT 84405
TEL: (801) 621-3100 FAX: (801) 621-2666 www.reeve-associates.com
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS



1600 E. South Weber Drive
South Weber, UT 84405

www.southwebercity.com

801-479-3177
FAX 801-479-0066

UTILITY NOTIFICATION FORM

If a utility cannot be reached to sign this form, a letter stating service will be provided from that utility is acceptable, provided the same plans have been shown to all utilities. Utilities will be notified by email when the preconstruction meeting is being held.

Developer: Harvest Park 2 Community LLC Phone: 801-392-8100
Subdivision: Harvest Park Phase 3 Phase 3 of Total 3
Approximate location: 700 E. 10750 S. Number of Lots: 28
Parcel Number (s): 13-275-0020
Type: ☒ Residential ☐ Commercial PUD: ☐ yes ☒ no

Century Link

Name: N/A Title: _____
Phone: _____ Email: _____
Signature: _____ Date: _____

Comcast Cable TV

Name: Elysia Valdez Title: Coordinator
Phone: 801-401-3017 Email: JointTrench_Utah@comcast.com
Signature: Elysia Valdez Date: 6/18/20

Dominion Energy

Name: CALVIN OLSON Title: JOURNEYMAN ESTIMATOR
Phone: 801-629-4430 Email: CALVIN.OLSON@ROCKY MOUNTAIN POWER.NET
Signature: [Signature] Date: 6/19/2020

Rocky Mountain Power (PacifiCorp)

Name: See letter Title: _____
Phone: _____ Email: _____
Signature: _____ Date: _____

Plans presented should present the following date and stamp:

6.4.20

June 22, 2020

Nilson Homes
5617 S 1475 E
Ogden, UT 84403

Attn. Amy Roskelley:

Re: Natural Gas Service Availability Letter

Natural gas can be made available to serve Harvest Park Subdivision Phase 3 (6750 S 725 E, South Weber, UT) when the following requirements are met:

1. Developer provides plat maps, drawings, construction schedules and/or buildings that will be served by natural gas, and all other relevant information regarding commercial and residential uses, including but not limited to, proposed natural gas appliances (number and type of appliances per unit, homes, building).
2. Review by Dominion Energy' Engineering and/or Pre-Construction Department to determine load requirements. System reinforcement requirements and estimated costs to bring natural gas to the development.

Upon completion of Dominion Energy' review of the development's natural gas requirements, agreements will be prepared, as necessary, for high pressure, intermediate high pressure and/or service line extensions required to serve the development. These service extensions must be paid in advance.

To accommodate your construction schedule and provide cost estimates to you, please contact me at your earliest convenience.


Sincerely,

A handwritten signature in black ink, appearing to read "Matthew Glasmann", with a long, sweeping horizontal line extending to the right.

Matthew Glasmann
Pre-Construction Representative
Dominion Energy

MEMORANDUM

TO: South Weber City Planning Commission

FROM: Brandon K. Jones, P.E.
South Weber City Engineer 

CC: Barry Burton – South Weber City Planner

RE: **HARVEST PARK SUBDIVISION – PHASE 3, Plat & Improvement Plans Engineering Review (Final)**

Date: August 6, 2020

Our office has completed a review of the Final Plat and Improvement Plans for the Harvest Park Subdivision Phase 3, dated August 6, 2020. We recommend approval subject to the following items being addressed prior to being considered by the City Council. Some items are mentioned for information purposes only.

GENERAL

- E1. Final plans need to be submitted to the South Weber Irrigation Company and an approval letter provided indicating that the improvement plans meet their requirements.

PLAT

- E2. Pebble Creek Drive needs to be the stub road continuing East (currently labeled as River Way). The longer North-South road (currently labeled as Pebble Creek Drive needs to be a different name, perhaps River Way).
- E3. In order to avoid confusion, we would recommend adding an address table that lists the lot, lot address, and street name for each frontage of each lot (as where the street changes names may not be obvious).

IMPROVEMENT PLANS

- E4. We have a few minor revisions that we will provide on a redline set of drawings to the developer's engineer.

HARVEST PARK PHASE 3 FINAL REVIEW

By Barry Burton 8.6.20
For the Planning Commission

Zoning Compliance:

PL1 – All lots are in compliance with the requirements of the R-P zone for those lots within that zone and are in compliance with the R-M zone with the PUD overlay for those lots in that zone.

PL2 – This phase, though not that same as shown on the approved preliminary plat, is in conformance with the preliminary as far as the number and size of lots in that given area. (Originally there were only two phases. The change in phasing issue was covered and approved with Phase 2.)

PL3 – The typical setback detail on the subdivision plat complies with requirements of the R-P zone and PUD overlay.

Final Plat:

PL4 – Formatting of the plat looks good. There are two street names that need to be decided and added. (If looking for address grid coordinates for street names, the City Engineer can provide.)

PL5 – The basement chart describing maximum basement depths on each lot will need to be completed prior of final approval by the City Council.

Recommendation:

I advise the Planning Commission to recommend Harvest Park Subdivision Phase 3 final Plat to the City Council for approval.

Office Use Only

CU: _____

Max Occupancy: _____ Approved or Denied (circle one) Date: _____

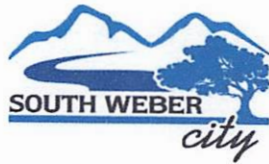
Fire Inspection Completion Date: _____ Approved or Denied (circle one)

[Conditional Use Fee: \$200] [Business License Fee: \$50] [Fire Inspection Fee: \$40]

Total Fee: \$290 Receipt# _____ Date Paid: _____

Short Term Rental Conditional Use Application

Property Owner: Lori Drake Owner Email: ldrake@weber.edu
Full Mailing Address: 2345 E 8100 S
Daytime Phone: 801 391-8559 Nighttime Phone: same
Property Address: 2345 E 8100 S South Weber
Is Property to be Owner Occupied: yes {If "NO" fill out Local Responsible Party Lines Below}
Local Responsible Party: Lori Drake Local Party Email: ldrake@weber.edu
Local Responsible Party Mailing Address: 2345 E 8100 S South Weber
Local Party Daytime Phone: 801 391-8559 Nighttime Phone: same
Proposed Use: Short Term Rental Parcel Number(s): 13-149-0053
Total Acres: .33 Current Zone: RE Surrounding Land Uses: residential
Business Name (if applicable): Snow Basin Destination
Anticipated # of Employees: 0 Anticipated # of Customers (Daily): 1
Hours of Operation: 24 hours a day Days of Operation: 7 days a week
of Bedrooms: 3 # of Parking Stalls: 4 # of Smoke Detectors: 2
of Carbon Monoxide Detectors: 1 # of Fire Extinguishers: 1



APPLICATION PROCESS: Please submit all requested items and answer all questions as completely as possible, omissions may delay processing. If there are any questions, contact the City Office at (801) 479-3177.

✓
_____ Application with fees (fees listed on Conditional Use Application) (cash or check)

✓
_____ Copy of the recorded plat showing subject property (clearly marked) and all properties within 300 feet (front, back and sides). This information is available at the Davis County Recorder's Office.

✓
_____ One set of labels with names and mailing addresses of all property owners within 300 feet of the outer boundary of subject property. Including "Or current resident" is recommended. Names are available at Davis County Assessor's Office. Allow 2 days for processing. The Assessor can also provide the labels for an additional fee.

✓
_____ A list of the above names and addresses.

✓
_____ Register Business with the State of Utah (provide # on Business License Application)

✓
_____ Obtain a Utah State Sales Tax Id Number (provide # on Business License Application)

✓
_____ Completed South Weber City Business License Application (License will be issued after Conditional Use Permit is granted).

✓
_____ Agree to ensure that no more than one short-term or vacation rental agreement per Dwelling unit is in use at any one time.

Re: Snowbasin Destination Short Term Rental

On Thursday the 6th of August 2020 at 6pm, I Chris Tremea conducted an short term rental inspection at the address of 2345 E 8100 S, South Weber, Utah 84405. On arrival, I was welcomed by Miss Lori Drake who walked me through her house and around the back to a separate residential entrance. I was informed by Miss Drake that she lived on site full time.

The property was welcoming and secluded for another private entrance and secured in a rear yard. **There were sleeping areas for 6 persons** and **parking areas for 4 off street stalls**. Ms. Drake had a book outlined for operation and safety guidelines for the occupants to read as they arrived. In the book was the STR ordinance and other specific information with the property.

I gave Ms. Drake my personal contact information to be reached for questions and exited the property.

Chris Tremea
Code Enforcement
South Weber City

Inspection No:	200807006
Inspection Date:	08/07/2020
Inspection Time:	1.1
Inspected By:	Fessler, Cole

SOUTH WEBER FIRE DEPARTMENT FIRE INSPECTION REPORT



Inspection and Compliance Orders				
Facility:	Snowbasin Destination		Address:	2345 East 8100 South
Phone:				
Fax:			City:	City of South Weber
Email:			State:	UT
			Postal Code:	84405
Primary Contact				
Contact:	, Lori		Work:	801-391-8559
Email:	ldrake@weber.edu		Cell:	
Inspection Type: Annual Inspection				
Violation Code	Days to Correct*	Violation	Notes	Location
Inspection Notes:				
Passed				

* Number of days to correct from date inspected.

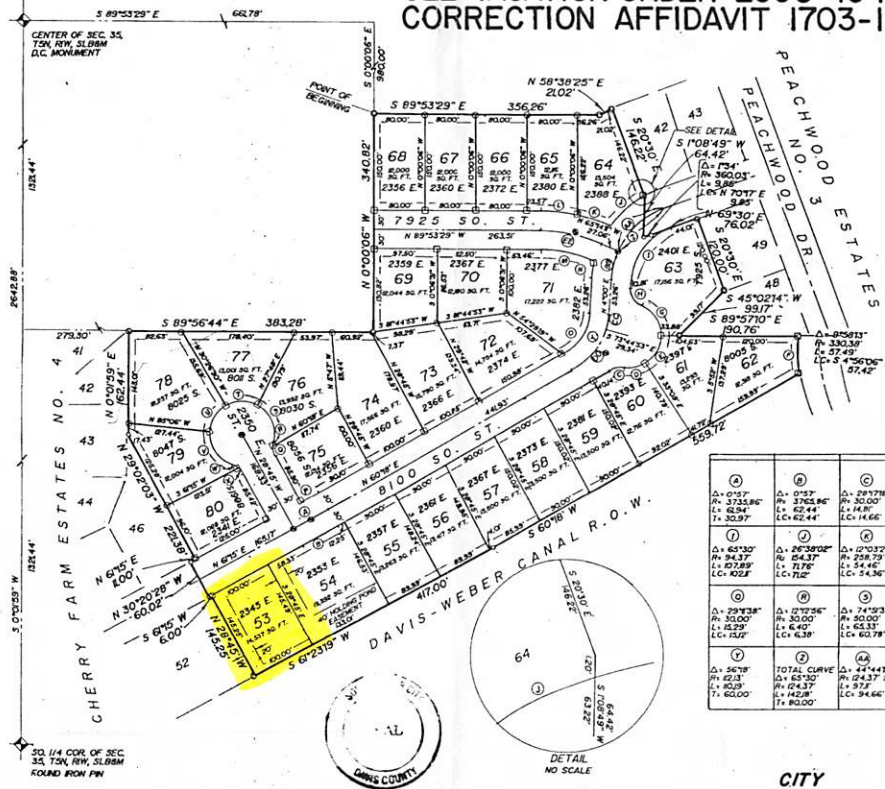
A variance procedure is available. Please contact the inspector named for further assistance with this or any other matter.

218P

CHERRY FARM ESTATES NO. 5

ALL OF LOT 50, PEACHWOOD ESTATES NO. 3 &
PART OF THE S.E. 1/4 OF SEC. 35, T5N, R1W, S188M, U.S. SURVEY
SOUTH WEBER CITY, DAVIS COUNTY, UTAH

SEE VACATION ORDER 2990-494,
CORRECTION AFFIDAVIT 1703-1 & 1797-52



SCALE 1" = 100'

CURVE DATA

①	②	③	④	⑤	⑥	⑦	⑧
Δ: 0°13'7"	Δ: 0°13'7"	Δ: 2°17'18"	Δ: 3°44'18"	Δ: 55°30'36"	Δ: 5°38'13"	Δ: 62°36'49"	Δ: 64°36'45"
P: 373.88'	P: 376.86'	P: 30.00'	P: 50.00'	P: 50.00'	P: 330.38'	P: 50.00'	P: 30.00'
L: 62.84'	L: 62.44'	L: 14.80'	L: 27.70'	L: 49.6'	L: 57.49'	L: 54.64'	L: 34.00'
LC: 30.97'	LC: 62.44'	LC: 14.66'	LC: 27.34'	LC: 46.32'	LC: 57.42'	LC: 53.96'	LC: 32.28'
⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯
Δ: 62°30'30"	Δ: 2°38'02"	Δ: 0°32'59"	Δ: 0°32'59"	Δ: 24°35'49"	Δ: 9°33'28"	Δ: 56°7'	Δ: 0°29'30"
P: 94.37'	P: 64.37'	P: 258.79'	P: 258.79'	P: 50.00'	P: 54.77'	P: 50.00'	P: 310.58'
L: 62.89'	L: 62.44'	L: 71.76'	L: 54.46'	L: 54.90'	L: 52.57'	L: 50.00'	L: 34.44'
LC: 62.89'	LC: 62.44'	LC: 71.76'	LC: 54.46'	LC: 54.90'	LC: 52.57'	LC: 50.00'	LC: 34.44'
⑰	⑱	⑲	⑳	㉑	㉒	㉓	㉔
Δ: 29°43'38"	Δ: 0°17'56"	Δ: 74°53'35"	Δ: 58°43'30"	Δ: 75°03'35"	Δ: 20°33'13"	Δ: 30°00'	Δ: 20°52'22"
P: 30.00'	P: 30.00'	P: 30.00'	P: 50.00'	P: 50.00'	P: 30.00'	P: 30.00'	P: 30.00'
L: 62.89'	L: 62.44'	L: 63.38'	L: 43.32'	L: 43.32'	L: 43.32'	L: 43.32'	L: 43.32'
LC: 62.89'	LC: 62.44'	LC: 63.38'	LC: 43.32'	LC: 43.32'	LC: 43.32'	LC: 43.32'	LC: 43.32'
㉕	㉖	㉗	㉘	㉙	㉚	㉛	㉜
Δ: 56°7'	Δ: 62°30'	Δ: 44°44'	Δ: 20°45'47"	Δ: 0°25'07"	Δ: 44°02'53"	Δ: 24°33'18"	Δ: 24°33'18"
P: 62.89'	P: 62.30'	P: 24.37'	P: 24.37'	P: 21.8'	P: 21.8'	P: 226.79'	P: 226.79'
L: 62.89'	L: 62.30'	L: 24.37'	L: 24.37'	L: 21.8'	L: 21.8'	L: 226.79'	L: 226.79'
LC: 62.89'	LC: 62.30'	LC: 24.37'	LC: 24.37'	LC: 21.8'	LC: 21.8'	LC: 226.79'	LC: 226.79'

CITY ENGINEER
I HEREBY CERTIFY THAT I HAVE REVIEWED THIS SUBDIVISION PLAT
AND FIND IT TO BE IN GENERAL COMPLIANCE WITH THE CURRENT
CITY ORDINANCES AND STANDARDS. I BASED ON DEVELOPERS
AGREEMENT TO OBTAIN APPROVED
DRAINAGE PLAN.
Signed this 17th day of MAY, 1993
Gregory J. Pook
UTAH PROFESSIONAL ENGINEER NO. 6323
INTERMOUNTAIN SURVEYING

CITY APPROVAL
This is to certify that this plat and dedication of
this plat were duly approved and accepted by the
City Council of SOUTH WEBER City on this 18th day of
MAY, 1993
Attest: Susan J. Runt
Title City Recorder

CITY PLANNING COMMISSION
Approved by the Planning Commission
of SOUTH WEBER City on this 18th day of
MAY, 1993
Susan J. Runt
Signature

CITY ATTORNEY
APPROVED BY THE SOUTH WEBER CITY ATTORNEY
ON THIS 19th day of MAY, 1993
Michael V. Hunt
Signature

SURVEYORS CERTIFICATE
I, GLENN HAYEMER, A Registered Land Surveyor in the State of Utah, do
hereby certify that this plat of CHERRY FARM ESTATES NO. 5, and
SOUTH WEBER CITY, DAVIS COUNTY, UTAH, has been correctly drawn to the designated
same and is a true and correct representation of the following description
of land included in said subdivision shown on said subdivision plat recorded
on file in the DAVIS County Recorder's Office and is a true and correct
ground.
Signed this 17th day of MAY, 1993
3835
License No.
Glenn Hayemer
Surveyor

OWNERS DEDICATION
We the undersigned owners of the herein described tract of land hereby set
apart and dedicate to the public, for the use and benefit of said city and
name said CHERRY FARM ESTATES NO. 5, and hereby dedicate, grant and convey
to SOUTH WEBER City, DAVIS County, Utah, all those portions of said tract of land
designated as streets, the same to be used as public thoroughfares, avenues,
and also dedicate to SOUTH WEBER City, DAVIS County, Utah, those certain strips shown as easements for
drainage and drainage purposes as shown hereon, the same to be used for
the installation, maintenance and operation of public utility service lines and
drainage as may be authorized by SOUTH WEBER City.
Signed this 17th day of MAY, 1993
Edward J. Hunt
President Elk Valley Coal Co. Inc.

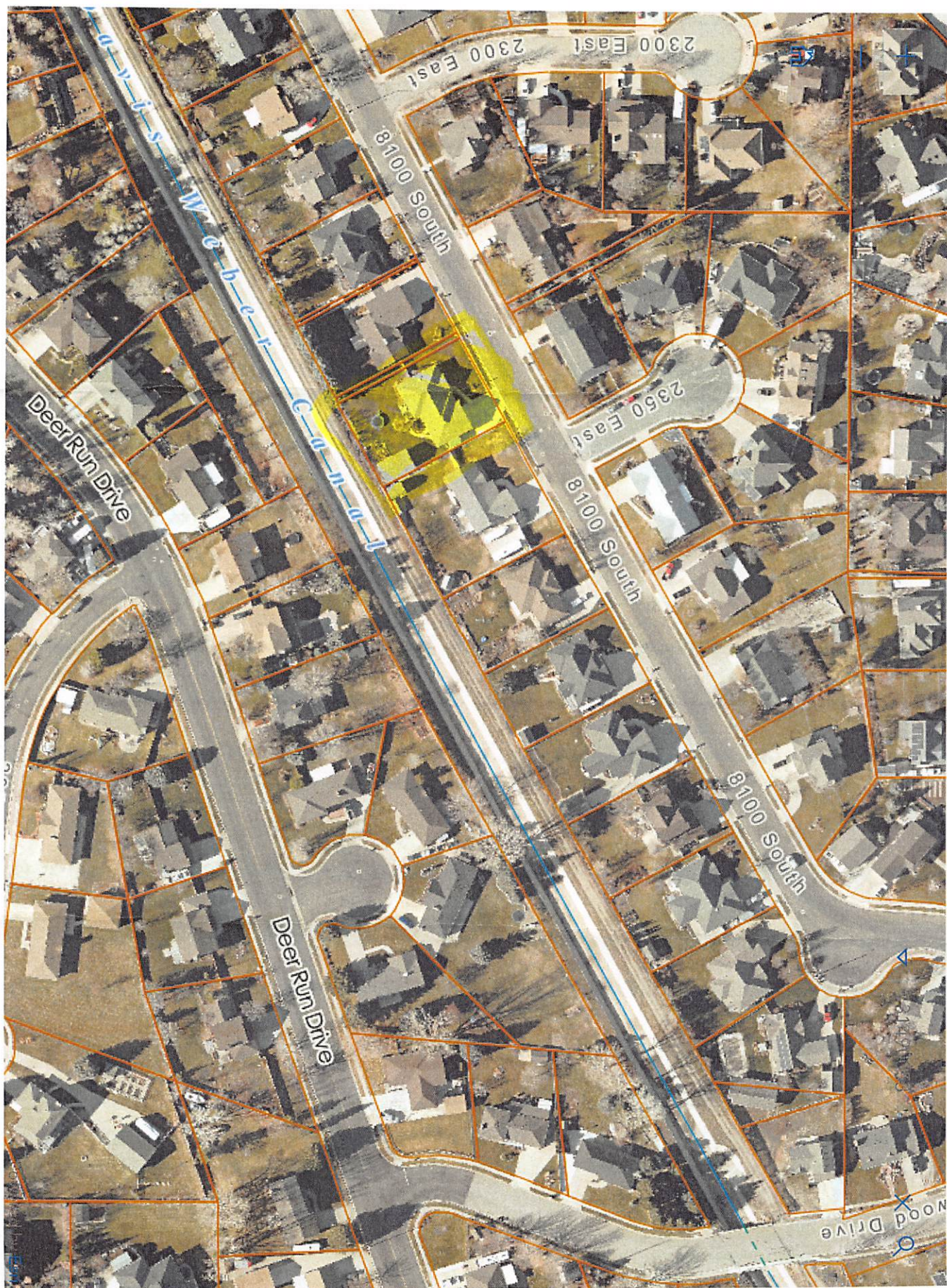
ACKNOWLEDGEMENT
State of Utah
County of Davis
On this 17th day of May, 1993, personally appeared before me the
undersigned County Clerk, the 18th day of May, 1993, the following persons,
in number who duly acknowledged to me that they signed in freely and
voluntarily and for the purposes therein mentioned.
Commissioner: Susan J. Runt
Notary Public: Susan J. Runt
State of Utah
County of Davis
On this 17th day of May, 1993, personally appeared before me the
undersigned County Clerk, the 18th day of May, 1993, the following persons,
in number who duly acknowledged to me that they signed in freely and
voluntarily and for the purposes therein mentioned.
Commissioner: Susan J. Runt
Notary Public: Susan J. Runt

BOUNDARY DESCRIPTION PEACHWOOD ESTATES NO. 3 &
A PART OF THE SOUTHEAST QUARTER OF SECTION 35, T5N, R1W, S188M, U.S. SURVEY, BEGINNING AT A
POINT WHICH IS SOUTH 89°33'29" EAST 66.78 FT. ALONG THE QUARTER SECTION LINE, AND SOUTH
0°00'00" EAST 80.00 FT. FROM THE NORTHWEST CORNER OF SAID SOUTHEAST QUARTER SECTION, AND
RANING THENCE SOUTH 89°33'29" EAST 356.26 FT. THENCE NORTH 58°32'25" EAST 20.02 FT. TO THE
NORTHWEST CORNER OF LOT 42, PEACHWOOD ESTATES NO. 3, THENCE TWO COURSES ALONG THE
WEST LINE OF SAID SUBDIVISION AS FOLLOWS: SOUTH 20°30' EAST 146.22 FT. THENCE SOUTH 108°49'
WEST 64.42 FT. THENCE EAST ALONG THE ARC OF A 360.03 FT. RADIUS CURVE TO THE LEFT 8.85 FT.
LC BEARS NORTH 70°17' EAST 8.85 FT. THENCE NORTH 60°30' EAST 76.02 FT. TO THE NORTHWEST
CORNER OF LOT 49 OF SAID PEACHWOOD ESTATES NO. 3, THENCE SOUTH 20°30' EAST 100.00 FT.
THENCE SOUTH 42°34' WEST 98.17 FT. TO THE MOST WESTERLY CORNER OF LOT 49 OF SAID
PEACHWOOD ESTATES NO. 3, THENCE SOUTH 89°33'29" EAST 80.76 FT. TO THE WEST LINE OF 2500
EAST STREET, THENCE SOUTHERLY ALONG THE ARC OF A 350.38 FT. RADIUS CURVE TO THE LEFT 57.49
FT. LC BEARS SOUTH 45°50' EAST 57.49 FT. ALONG SAID WEST LINE TO THE NORTH LINE OF THE
DAVIS-WEBER CANAL RIGHT OF WAY, THENCE TWO COURSES ALONG SAID NORTH LINE AS FOLLOWS:
SOUTH 60°30' WEST 550.72 FT. AND SOUTH 60°30' WEST 170.00 FT. THENCE NORTH 58°45' WEST 145.25
FT. THENCE SOUTH 60°30' WEST 6.00 FT. TO THE NORTHEAST CORNER OF LOT 52, CHERRY FARM
ESTATES NO. 4, THENCE NORTH 50°00'28" WEST 60.02 FT. THENCE NORTH 60°30' EAST 6.00 FT.
THENCE NORTH 29°02'03" WEST 22.38 FT. THENCE NORTH 0°00'00" EAST 82.84 FT. TO THE NORTHEAST
CORNER OF LOT 41 OF CHERRY FARM ESTATES NO. 4, THENCE SOUTH 89°36'44" EAST 383.28 FT. THENCE
NORTH 0°00'00" WEST 340.82 FT. TO THE POINT OF BEGINNING.
CONTAINS 1/4 ACRES

COUNTY RECORDER
Entry No. 1033317 Fee Paid 50.00
Received this 22nd day of June, 1993, at 12:11 PM
Page 289 of the Official Records
Deputy County Recorder

218P

218P



Smooth Feed Sheets™

Use template for 5160®

Gary & Tina Sanzone
2353 E 8100 S
So Weber UT 84405

~~Adrian Drake~~
~~2352 E 8100 S~~

Joni Williams
2323 E 8100 S
So Weber UT 84405

Cindy Mansell
2337 E 8100 S
So Weber UT 84405

Aaron Drake
2352 E 8100 S
So Weber UT 84405

Lonny & Lynette
Wintert
2357 E 8100 S
So Weber UT 84405

Zach & Dawnyle
Haugen
2342 E 8100 S
So Weber UT 84405

Ken Biely
2332 E 8100 S
So Weber UT 84405

Walt, John
2312 E 8100 S
SOUTH WEBER UT 84405

Butler, Larry
2361 E 8100 S
SOUTH WEBER UT 84405

Sanzone, Gary
2353 E 8100 S
SOUTH WEBER UT 84405

Wesley, Charles
2328 E DEER RUN
SOUTH WEBER UT 84405

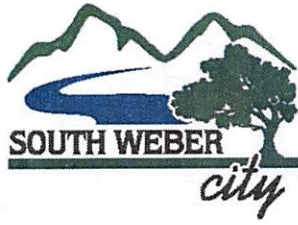
Bowditch, Jeanne
2318 E 8100 S
SOUTH WEBER UT 84405

STREETER, RONALD
2347 S 2350 E
SOUTH WEBER UT 84405

RALEIGH, Jonathan
2332 E DEER RUN
SOUTH WEBER UT 84405

GREGG, THOMAS
2348 E DEER RUN
SOUTH WEBER UT 84405

STUBBS, JOHN, JR.
2318 E DEER RUN
SOUTH WEBER UT 84405



1600 E. South Weber Drive
South Weber, UT 84405

www.southwebercity.com

801-479-3177
FAX 801-479-0066

PUBLIC HEARINGS NOTICE

Notice is hereby given that on Thursday, August 13, 2020 at approx. 6:00 pm., in a Zoom meeting Online which can be viewed at https://www.youtube.com/channel/UCRspzALN_AoHXhK_CC0PnbA, the following public hearings will be held before the Planning Commission:

1. * A Public Hearing and Action on Short Term Rental Conditional Use for Snowbasin Destination operated by Lori Drake located at 2345 E 8100 S.

A copy of the associated information for the hearings is on file for review at the South Weber City Office. The public is invited to attend the hearing and make comments.

Anyone requesting to comment live via Zoom must pre-register at the following <https://forms.gle/PMJFhYFJsD3KCj899> before 5 pm on the meeting date. Comments will also be accepted at publiccomment@southwebercity.com In compliance with the Americans with Disabilities Act, individuals needing special accommodation during the public hearings should notify the City at 801-479-3177 two days prior to the meeting date.

*This notice is given to owners of property within 300 feet from the outer boundary of the subject property being discussed.

Kimberli Guill

Kimberli Guill
Development Coordinator

For Office Use Only

Application/License #: _____

Approved By: _____ Date: _____

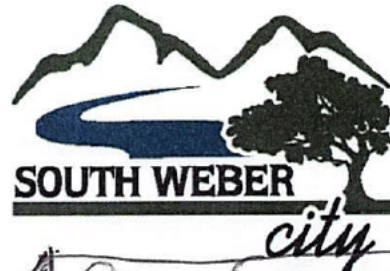
License Fee: \$ 50 Receipt #: 5.000443

Fire Inspection Fee: \$ 20 Receipt #: 5.000443

Initial Fire Inspection: 8/7/20 Next: ☒ Annually

PC Meeting Date: 8/13/2020

Conditional Use Permit Approval Date: _____



Am fire inspection

SHORT TERM RENTAL BUSINESS LICENSE APPLICATION

Applicant

Name: Lori Drake
Mailing Address: 2345 E 8100 S
City/State/Zip: So Weber UT 84405
Phone: 801391-8559 Fax: _____
Email: ldrake@weber.edu

Best Way/Preferred Method of Contact:

☒ Email ☐ Phone ☐ Mail

Business

Name: Snowbasin Destination
Brief Description: Downtown Airbnb
Owner's Name: Lori Drake
State License #: 11698573 Entity #: 0160
State Sales _____
Federal ID: _____
Address: 2345 E 8100 S
City/State/Zip: South Weber UT 84409
Parcel #: 13-149-0053 Zone: RE
Phone: 801391-8559 Fax: 0
Email: ldrake@weber.edu
Emergency Contact: Aaron Drake 8018666884
Name Phone

Short Term/Vacation Rentals Only:

Square Footage of Business: 1500

Total Square Footage of Residence: 3600

Will this business include a part-time full-time (circle one) employee (other than applicant)? ☐ Yes ☒ No

➤ If yes, is the employee a bona fide resident of the dwelling? ☐ Yes ☐ No

➤ Number of hours part-time employee will work: 8

APPLICANT'S AFFIDAVIT

State of Utah)
County of DAVIS)

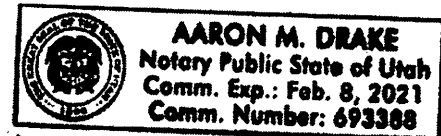
I, Lori Drake, the sole owner or Authorized Agent of the Owner of the property involved in this application, swear the statements and answers contained herein, in the attached plans, and other exhibits, and that the statements and information above referred to are in all respects true and correct to the best of my knowledge and belief. By signing below, I am agreeing to abide by ALL terms and conditions set forth in: South Weber City Code Chapter 10.18 Enacting Regulations Pertaining to Short-Term or Vacation Rentals.

I do also hereby give permission to South Weber City to place a city "public notice" sign on the property contained in this application for public notification of the conditional use application and to enter the property to conduct any inspections related to this application.

Date 4 AUG 2020 Owner or Agent's Signature L Drake

Subscribed and sworn to before me on 4 AUG 2020

Notary Public [Signature]



If someone will be acting on behalf of the owner, fill out the information below.

AGENT AUTHORIZATION

State of Utah)
County of _____)

I, _____, the sole owner(s) of the real property in this application hereby appoint _____ as my agent with regard to this application and authorize said agent to appear on my behalf before any city commission, board or council considering this application.

Date _____ Owner's Signature _____

Subscribed and sworn to before me on _____

Notary Public _____

Return to South Weber City with Application

ASSESSOR'S USE ONLY

DIST _____ ACCOUNT # _____ PARCEL _____ AREA _____

DAVIS COUNTY ASSESSOR
NEW BUSINESS INFORMATION RECORD
PHONE (801)451-3249 FAX (801)451-3134

BUSINESS NAME:

Snowbasin Destination

MAILING ADDRESS

2345 E 8100 S

South Weber UT 84405

BUSINESS LOCATION:

2345 E 8100 S South Weber UT 84405

BUSINESS LICENSE #:

[REDACTED]

NATURE OF BUSINESS:

short-term rental

FEDERAL TAX ID # (NO SOCIAL SECURITY #):

[REDACTED]

PHONE NUMBER:

801 391-8559

DATE OPENED:

Dec. 12, 2019

TYPE OF BUSINESS (CHECK ONE):

_____SOLE PROP._____

_____PARTNERSHIP_____

_____CORPORATION_____

X

_____L.L.C_____

STATE THE VALUE OF PERSONAL PROPERTY USED IN YOUR BUSINESS: \$

1,000.00

(DO NOT INCLUDE INVENTORY FOR SALE)

OWNER OR REGISTERED AGENT:

Lori Drake

OWNER/AGENT ADDRESS:

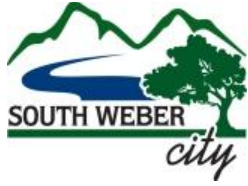
2345 E 8100 S

South Weber UT 84405

STAMP

PLEASE RETURN THIS FORM WITHIN TEN DAYS TO:

DAVIS COUNTY ASSESSOR
PERSONAL PROPERTY DIVISION
P.O. BOX 618
FARMINGTON, UT 84025-0618



Planning Commission Meeting Date: August 13, 2020

Name: David Larson

Agenda Item: General Plan Discussion

Background: Planning Commission met on July 14, 2020 in a work session to discuss the General Plan second draft public comments and prepare the General Plan maps and narrative for final recommendation to the City Council. Amendments were decided and city staff has since updated the General Plan maps and narrative and called it the third draft General Plan based on those decisions. Tonight's discussion item is a chance to review the third draft General Plan and finalize it for Planning Commission's recommendation to the City Council.

Summary: Finalize the third draft General Plan for Planning Commission recommendation

Attachments: General Plan Third DRAFT
General Plan Third DRAFT Maps
General Plan DRAFT Third – Second Track Changes

South Weber City General Plan Update 2020

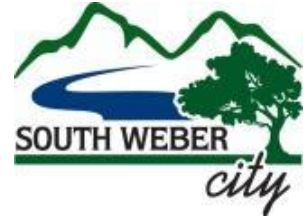


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INTRODUCTION

South Weber City has experienced rapid growth and continues to transform from primarily an agricultural community to a residential community. Included in this growth is the first significant commercial development in decades. Along with this, the development community continues to press for higher density housing in residential areas. This growth, both residential and commercial, along with the loss of agricultural areas, continues to change the character of the city.

South Weber City recognizes the need to regularly reevaluate planning and respond to current issues and trends. The city updated the General Plan in 1996, 2001, 2006, 2007, 2010, and in 2014. In 2019, the City Council tasked the Planning Commission to once again review and recommend updates of the General Plan. During this most recent update, city leaders and staff strived to obtain citizen input and to incorporate feedback into this update of the General Plan as possible.

As with previous updates, this version of the General Plan builds upon and enhances previous plans by incorporating contemporary data and current thinking. By nature, the General Plan is a living document, subject to revision and change with the intention to guide planning efforts now and into the future.

MASTER GOAL

Appropriately managing growth is a key focus of this plan. Between 1980 and 1990 South Weber's population increased by 82 percent, growing from 1,575 residents to 2,863. The next decade, the 1990s, saw a 49 percent increase, bringing the total population in 2000 to 4,260. The 2000s saw the population grow to 6,145 by 2010. The 2017 estimates place the population of the city at 7,310 residents. This growth has resulted in major changes in the character of the city. A primary goal of the city is to maintain a portion of its historic rural character, while acknowledging that agriculture plays a minimal role in the current and future economic base of the community.

Even though the character of the community is changing, South Weber's geographic location buffers the community from surrounding urban areas. Nestled in the Weber River drainage basin, the community is separated from neighboring cities by I-84 and the Weber River to the north, high bluffs to the south, the Wasatch Mountains to the east and a narrow band of land between the freeway and the bluff to the west. This geography gives the community a distinct advantage in maintaining a clear identity as it continues to grow. Though the city still has area that can sustain growth, the city will likely remain a small, distinct community.

As the city continues to grow, South Weber should vigorously pursue the retention of the small-town charm that is its hallmark. City officials, staff, and residents should work to maintain a safe and neighborly environment and promote a network of trails and bike paths for the good of its residents. Located at the mouth of Weber Canyon, South Weber is positioned to be a gateway to northern Utah recreation. This provides the city opportunities to capitalize on local recreational activities. The city should seek ways to promote itself as the **Gateway to Northern Utah Recreation**.

The city should frequently consult the principles contained in the Wasatch Choices 2050 plan as adopted by the Wasatch Front Regional Council. This can be found at www.envisionutah.org.

SECTION 1: CITIZEN INVOLVEMENT

Participation and input from residents are important to ensure a General Plan that reflects the attitudes and desires of city residents. For this document to be an effective planning tool, the public needs an opportunity to provide feedback on the proposed contents prior to adoption. To facilitate this, the city made the first draft available online where residents could view the draft and leave feedback. The city held two open houses to allow residents and property owners the opportunity to see detailed maps, ask questions of City Staff, and submit written comments. The city also solicited feedback through an online survey made available to residents. Additionally, residents were invited to several public joint work meetings of the Planning Commission and City Council where the General Plan was the only agenda item. The city collected, organized and incorporated much of the feedback into a revised draft which was also published online and open for comment. Prior to its adoption, the General Plan was the topic for an official public hearing held before the City Council.

SECTION 2: EXISTING ENVIRONMENT

It is important to analyze the existing characteristics of the community — land use, population, development limitations and opportunities — when undertaking any planning effort. By obtaining a full understanding of the current South Weber community, we can better understand and prepare for its future.

LAND USE:

Historically an agricultural area, South Weber has transformed into a predominantly residential community. Agricultural land that once provided the rural small-town character is being developed, primarily into housing. The community is shifting away from preserving agricultural land to ensuring there is enough open space for adequate recreational opportunities. Additionally, there is a focus to promote South Weber as a gateway to many outdoor recreational opportunities, with specific attention given to Weber Canyon and the Weber River.

South Weber has seen its first commercial development in many years. These commercial enterprises provide much needed services to residents. There are a few industrial type land uses, primarily the sand and gravel mining operations in the northeastern area of the city. A few construction companies, self-storage complexes, and one significant manufacturing business add to the South Weber economy. The gravel pits are a source of constant frustration to adjacent residents. However, the city has worked with the Staker-Parsons gravel pit operators to significantly lessen nuisances caused by its operations. It is believed these measures are reducing negative impacts to neighboring properties. There is indication that one gravel pit may be nearing the end of its production as a mining operation.

The city is also home to several institutional uses including four churches, a recreation center, an elementary school (comprised of two main buildings and multiple modular classrooms), a charter school, a fire station, and a city administration building. One institutional use that impacts the city is the Weber Basin Job Corp whose campus neighbors the city to the east just outside the city boundary. Five developed neighborhood style parks, an outdoor equestrian arena (known locally as the posse grounds), and a 4 ½ mile section of the Weber River Trail comprise the major developed recreational uses.

POPULATION:

One of the major factors contributing to changes in the community is increased population. As population rises so does the amount of land devoted to residential use. The demand for municipal services – police, fire, water, sewer, etc – increases, creating strain on city resources. It is impossible to predict changes in the population, but we

can get an idea of the final buildout population through making some reasonable projections by analyzing past growth.

As of January 7, 2020, new population projections were generated for South Weber based on population estimates by the U.S. Census Bureau and the University of Utah Gardner Policy Institute for 2017. At the end of 2017, South Weber had **1,878 lots or dwelling units**. Add to that the number of residential lots/units approved since 2017, plus the **382 lots or dwellings** that applied for approval or that presented concept plans as of January 7, 2020, and the current **total existing, approved or proposed dwelling units is 2,260**.

If we assume that most vacant land remaining in the city will be developed, with limitations on some land, it is possible to estimate the potential population growth of South Weber. An analysis of vacant developable lands determined the total area in each residential density category and the number of dwelling units (D.U.) each could generate. For each density category the total number of acres of vacant land was decreased by 10 percent to allow for inefficiencies in platting of lots and odd shaped parcels which may result in fewer lots than the zone allows. The analysis follows:

1. 7.04 ac. in Very Low Density – 10% = $6.34 \times .90$ D.U./ac. = 5 D.U.
2. 45.46 ac. in Low Density – 10% = 40.91×1.45 D.U./ac. = 59 D.U.
3. 207.46 ac. in Low-Moderate Density – 10% = 186.71×1.85 D.U./ac. = 345 D.U.
4. 193.68 ac. in Moderate Density – 10% = 174.31×2.8 D.U./ac. = 488 D.U.
5. 16.88 ac. in Residential Patio – 10% = 15.19×4 D.U./ac. = 60 D.U.
6. 4.34 ac. in Multi-Family – 10% = 3.91×7 D.U./ac. = 27 D.U.
7. 2.91 ac. in potential Mixed-Use x 25 D.U./ac. = 72 D.U.

Total Dwelling Units on Vacant Land = 1,056 D.U.

Add 2,260 existing and approved dwellings with 1,056 potential dwelling units on vacant land and arrive at a potential build-out dwelling unit count of 3,316. The most recent persons per household number for South Weber is 3.89 based on Gardner Policy Institute and 2017 U.S. Census estimates. Multiply that by the build-out dwelling unit count and you arrive at a **build-out population of 12,900**. At an average growth rate of 3 percent per year, build out will take approximately 20 years.

ENVIRONMENTAL CONDITIONS:

There are several known natural and human caused environmental hazards in South Weber. Natural hazards include earthquakes, fire, high wind, flooding, and landslides. Human caused hazards are associated with the two gravel pits, the Davis and Weber Counties Canal which runs the entire length of the city from the east end to the west end with potential for flooding. Noise, accident potential from low flying aircraft, and toxic waste disposal sites all originate from Hill Air Force Base, which borders the city on its south side to the west. Proximity to US-89 and I-84 provide and increase risk as personal and commercial traffic increases.

It is critical that any environmental hazards are mitigated on properties where they exist prior to development. It is recommended that any proposed development within the areas identified on the Sensitive Lands Map #5 be required to mitigate potential environmental hazards in accordance with the Sensitive Lands Ordinance (Ord. 10-14). If this is not possible or feasible, some types of development may not be permitted.

EARTHQUAKES: The Wasatch Fault runs through the east end of the city in an area envisioned for future annexation. The fault is not a single fissure in the earth's surface, but a series of several faults running in a north/south direction. So far as these fault lines have been identified, they are mostly located in fields and affect very few existing structures directly. The Weber Basin Job Corp is the only development known to have fault lines running through it.

As development pressure increases for the area between US-89 and the mountains to the east, it will be imperative to locate any future structures away from these fault lines.

FLOODING: The Federal Emergency Management Agency (FEMA) has identified the Weber River, the northern border of South Weber, as a potential flood source to low-lying lands adjacent to the river. Notwithstanding several dams along its course the river can still flood due to melting of a high snowpack that may exceed the capacity of the reservoirs. Localized heavy rain or landslides which could dam the river may also cause flooding. FEMA has produced Flood Insurance Rate Maps (FIRM) which identify potential flood areas. FEMA does not identify any other potential flood source.

As development occurs, additional hard surfacing creates the potential for localized flooding resulting from heavy rain and excessive snow melt. It is recommended the city continue to maintain its Capital Facilities Plan related to Storm Water flood control facilities (both existing and future) and review and update the plan regularly.

LAND SLIDES: South Weber is in a river valley formed in ancient times as the Weber River cut through an alluvial fan deposited by the receding Lake

Bonneville which once covered the entire region. Steep banks formed on both sides of the river as it cut through the alluvial fan. The bluff on the south side runs the entire length of the city. Geologists have identified this area as a very high risk for potential landslides.¹² Ample evidence exist of both ancient and more recent slope failure along this bluff. It is important to analyze the feasibility of any development proposed on or near this bluff.

WETLANDS: There are several areas of wetlands and suspected wetlands within South Weber, most of which lies along the Weber River. These wetlands include sandbars, meadows, swamps, ditches, marshes, and low spots that are periodically wet. They usually have wet soil, water, and marshy vegetation for a period or year-round. Open space is also characteristic of wetlands.

All wetlands are considered sensitive lands. Therefore, any development occurring on suspected or verified wetlands are required to comply with the permitting process of the Army Corps of Engineers.

HIGH WIND: High winds blow consistently out of the Weber Canyon contributing to fugitive debris from the gravel pits. The design standards in high wind areas of the city must account for the amount and level of wind.

FIRE: The city is nearly surrounded by wildland, creating large areas of wildland/urban interface. This creates a high fire hazard requiring building codes to employ the wildland/urban interface standards. The city should encourage developers and residents to follow Utah state guidelines for hazard mitigation in the wildland-urban interface.

STEEP SLOPES: Steep slopes are found along the south bench of the city, the foothill area of the Wasatch Mountains on the east side of the city, and at other locations throughout the city. These slopes should be considered fragile from a development standpoint and developers must comply with the Sensitive Lands Ordinance (Ord 10-14). Building roads and subdivisions within these areas can cause environmental damage, destabilize hillsides, and create a hillside scar/eyesore resulting from needed cuts and/or fills to make the property developable. Stripping the land of vegetation may significantly increase erosion and flooding if mitigation efforts are not applied. These areas are important habitat for wildlife, including high value deer winter range. These areas also represent a significant fire hazard to structures which might be tucked within the heavy vegetation located on or along steep slopes. These steep foothills provide an important view shed for residents and those traveling through. The mountains are a prominent feature of the landscape and any development or other impact will likely reduce the community's overall quality of life.

¹ Landslide Hazard Map by Mike Lowe, Davis County Geologist, 1989 Geologic Hazard Map by Bruce N. Kaliser, U.G.M.S., 1976

² Geologic Hazards Reconnaissance, South Weber Reservoir #4, Mr. Jay Yahne, P.E., Western GeoLogic, LLC.

GRAVEL PITS: Two large gravel mining operations are located on the east side of South Weber. The Staker Parson pit adjacent to and west of US-89 and north of South Weber Drive, and the Geneva pit adjacent to and east of US-89 between the Weber River and Cornia Drive. These gravel mining operations create potential hazards due to the dust and sand that blows out of them as strong winds blow out of Weber Canyon. The dust can be hazardous to breathe and creates a nuisance as it is deposited in the residential neighborhoods west of the pits. The city should continue their collaboration with the operators to minimize the fugitive dust.

These mining operations have a limited lifespan due to depletion of the resource, although recycling of concrete and asphalt may extend the operations. Rehabilitating of steep slopes and disturbed soils and mitigating any remaining hazardous conditions is critical before their operations terminate.

There has been a considerable speculation that the pits might become recreational lakes when mining operations cease. Though an attractive idea, it is not feasible.³

I-84/US-89 HIGHWAYS: Two major highways traverse the city. Due to their proximity to homes and businesses, the transportation of various of goods and materials create the potential for accidents, spills, and hazardous material incidents. Both highways contribute to potential economic development in South Weber.

DAVIS & WEBER COUNTIES CANAL: The canal traverses the length of the city from east to west through residential neighborhoods, open lands, and hillside. The open nature of sections of the canal present potential danger if the water were to flood into the city or contribute to slope instability and slides. Deterioration of the canal may pose a hazard and lead to a canal break, like what occurred in Riverdale in 1999 along the same canal.

NOISE HAZARDS: Hill Air Force Base (HAFB) is located directly southwest of the city at the top of the bluff previously discussed. At times, aircraft flying over South Weber cause significantly increased levels of noise. In its Air Installation Compatible Use Zone (AICUZ) report, the Air Force designates specific zones where noise may cause a negative impact to the quality of life. These noise zones are produced by a computer model which takes many variables into account, including the types of aircraft, flight paths, frequency and time of flights. These noise zones are 65-70 Ldn, 70-75 Ldn, 75-80 Ldn, 80-85 Ldn and 85+ Ldn. Ldn is a unit of noise measurement roughly equivalent to decibels but with other weighted factors considered. The most recent official AICUZ report was published in 1993. A Department of Defense (DOD) contract updated the noise contours in 2006. With the recent arrival and operations of F-35 aircraft, a new

³ "Feasibility Study for the Parsons Pit ASR and Recreation Facility", September 2014, prepared for Weber Basin Water Conservancy District by Bowen Collins & Associates, Inc.

AICUZ study is under development. Preliminary noise modeling indicates a dramatic reduction in the noise impact to South Weber. This is not a result of a reduction in actual aircraft noise, but due to the use of a new computer model. The F-35s are noisier than the F-16 previously stationed at the base. Despite the initial results, feedback from residents indicate an increase in aircraft noise since the arrival of the F-35.

This creates a dilemma for the city. The noise zone has significantly affected land use planning for the past 40 years. Previous studies indicate a major portion of the city lay within the 75 Ldn noise contour, the threshold noise zone for restricting land uses. If the preliminary noise modeling is adopted as part of the Official AICUZ report, it will show essentially no area in the city is negatively impacted by noise from HAFB aircraft. Yet, during the mid-1990s, the State of Utah purchased easements on most of the properties within the 75 Ldn noise zone which significantly limits development on those properties. These easements will remain in place even if the preliminary noise modeling becomes official and the modeled noise impact to South Weber is largely eliminated. These easements will continue to affect land use planning, much more so than the modeled noise zones.

As technology advances, it's anticipated the type of aircraft stationed at HAFB will change as the current aircraft are phased out. The recommended course of action is to continue to utilize the noise zones that are currently adopted and upon which our historical land use planning has relied. This will protect the residents of South Weber from undue noise impacts and will help support the mission of HAFB, a very important part of the local economy. It is recommended that no residential development be allowed within the 75+ Ldn noise zone as currently adopted even should the noise zones officially change in the future.

ACCIDENT POTENTIAL: The same AICUZ study discussed above designates "Crash Zones" and "Accident Potential Zones" within the city limits. The Crash Zone is the area immediately off the north end of the runway. The Accident Potential Zones (APZ) extend northward along the flight path. The APZ 1, adjacent to the Crash Zone on the north end of Hill's runway, overlays the very west end of South Weber.

Careful consideration should be given to any development proposals in this area. Residential development in this area should be prohibited. Agriculture and open space are encouraged in these zones as much as possible.

HILL AIR FORCE BASE ENVIRONMENTAL IMPACT: Isolated areas of shallow groundwater and surface water in the southwest portion of South Weber are contaminated with low levels of various chemicals from former activities at HAFB. The areas affected are known as Operable Units (OUs) 1, 2, and 4, and are shown on plume maps provided from HAFB.

Since the early 1990s, the area has been closely monitored as part of the federal Superfund (or CERCLA) program. HAFB continuously monitors OUs 1, 2, and 4 through remediations technology.

Since many contaminants evaporate easily, the chemicals can move up into basements and other overlying structures in the affected areas. Drinking water is not contaminated.

Areas of known contamination are identified using plume maps (See Sensitive Lands Map #5). When using these maps, it is important to note that plume boundaries are inexact and are based on available data. The plume images illustrate the maximum extent of groundwater contamination that is above the clean-up level imposed by the regulatory Superfund process for the most widespread contaminant.

Planners, developers, property owners, and residents can obtain additional information from the following:

- ☐ HAFB Restoration Advisory Board, www.hillrab.org
- ☐ HAFB Environmental Restoration Branch, (801) 777-6919
- ☐ State of Utah, Department of Environmental Quality, (801) 536-4100

Development in the area of contamination should be conducted in a manner that minimizes chemical exposure. Building requirements could include prohibiting basements, requiring field drains, adding vapor removal systems, etc. Builders should be aware of alternate building standards to mitigate potential hazards from vapor or ground water contaminates. Those living or planning to live above or near the areas of contamination need to familiarize themselves with this information, be aware of possible issues and associated health problems, and be accountable for their own health and safety after studying all the available records.

SECTION 3: LAND USE GOALS AND PROJECTIONS

This section discusses the various recognized major land use categories and other important factors that may affect the future of South Weber. Citizen recommendations and sound planning principles are integrated with physical and cultural constraints to project the most beneficial uses for the community. In most cases, these recommendations are general in nature and will be subject to refinement by the city as proposed changes in land use or zoning are made.

Projected Land Use Map #1 shows specific locations and information concerning projected land uses. Please note, there is no date at which time these projections should be realized. Many variables make it difficult to predict future use.

(See Projected Land Use Map #1 for more detail on the recommendations of this Section.)

AGRICULTURE, RURAL CHARACTER AND OPEN SPACE:

Agriculture is still important to the community, but perhaps in a different way than it was historically. Agriculture will always be a welcome part of the community. If agricultural use significantly declines, other means must be used to preserve open space to provide the rural feel to the community. The city should take measures to protect existing agricultural practices by not enacting restrictions on its use due to encroaching residential uses.

A goal of the city and community is to keep the rural feel of South Weber. One challenge with this is the remaining agricultural lands are privately owned. A landowner's prerogative may differ with the community's goal. In South Weber and surrounding areas, high land values deter agricultural uses. Children and grandchildren of agriculture-based families are primarily seeking careers outside of agriculture. As a result, aging farm owners have no one to take over farm operations upon retirement. It is difficult to preserve farmland except by extraordinary means, such as government purchase of the agricultural lands for preservation purposes. This is not a realistic option to preserve farmland in South Weber. The city should examine creating incentives for landowners/developers to preserve key pieces of open space to preserve the desired rural feel of the community.

Natural open space is also an important asset to the community. For the purposes of this plan, open space is defined as undeveloped land with few or no structures and allows residents the ability to move about or view large outdoor areas, to experience nature, to recreate in a safe and peaceful outdoor setting, or which can be used for organized recreational activities. (See Recreation Section for more on this subject). Some of the valued open spaces within South Weber are the Weber River corridor, wooded and open areas along I-84, the steep hillsides above and below the Davis and

Weber Canal, and the steep and wooded hillsides on the east side of the city adjacent to forest lands.

Since it is beyond the city's resources to purchase property to maintain a rural character or preserve open space, other methods should be used. The city should make every effort not to interfere with, or allow adjacent land uses to inhibit, ongoing agricultural pursuits and should consider annexing hillside property adjacent to current city boundaries and consider incentives to develop properties with large amounts of open space, specifically available for public use.

RESIDENTIAL:

The existing residential development trend in South Weber is largely single-family units. In recent years the city has seen a few multi-family developments built. This trend of mostly single-family residential development on moderate size lots is an acceptable and desirable trend to maintain, provided that some areas of open space are preserved. It is advantageous to encourage variety in lot size and housing types to allow the city to accommodate residents of all ages, lifestyles, and income levels.

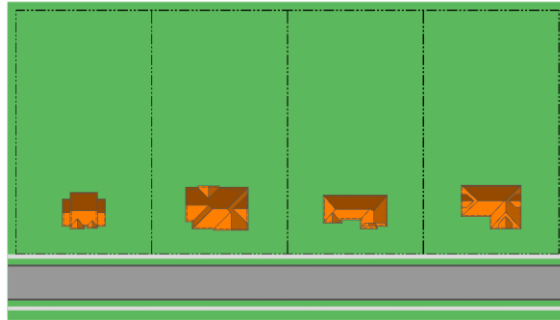
Multi-family residential areas should be spread out as much as practical to minimize any associated impacts in any given area. Multi-family residential areas should be located where they have direct access to collector or arterial roads. These multi-family residential areas could be acceptable if adequate protections or buffers to nearby lower density housing are included in the development.

It is important to reserve adequate space for moderate income housing which in the current market will take the form of multi-family residential areas (See most recently adopted Moderate Income Housing Plan on City website).

The following are graphical representations of the current densities allowed in residential zones. *For comparison purposes, each block of land represented in all the graphics is 5 acres.*

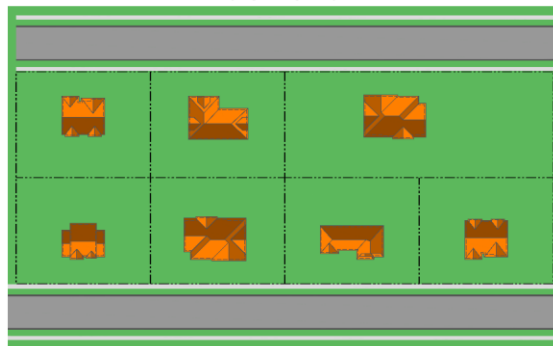
1. Very Low Density allows 0.90 dwelling units per gross acre⁴ or less.

VERY LOW DENSITY RESIDENTIAL
(AGRICULTURAL ZONE)
0.9 UNITS/ACRE



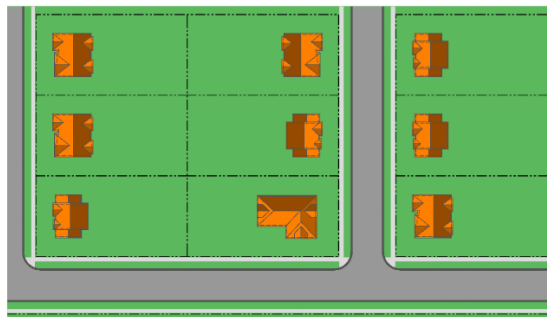
2. Low Density allows 0.91 to 1.45 dwelling units per gross acre.

LOW DENSITY RESIDENTIAL (R-L)
1.45 UNITS/ACRE



3. Low-Moderate Density allows 1.46 to 1.85 dwelling units per gross acre.

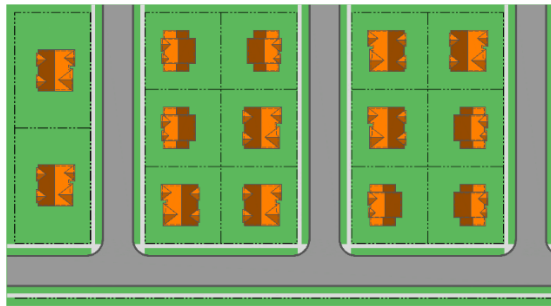
LOW MODERATE DENSITY RESIDENTIAL
1.85 UNITS/ACRE



⁴ Gross acreage is defined as all property within a defined area including lots, streets, parking areas, open space, and recreational uses. For the purposes of calculating new development densities, all area within the development boundaries will be included.

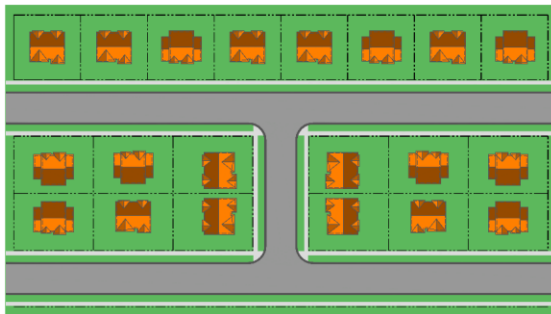
4. Moderate Density allows 1.86 to 2.8 dwelling units per gross acre.

MODERATE DENSITY RESIDENTIAL
2.8 UNITS/ACRE



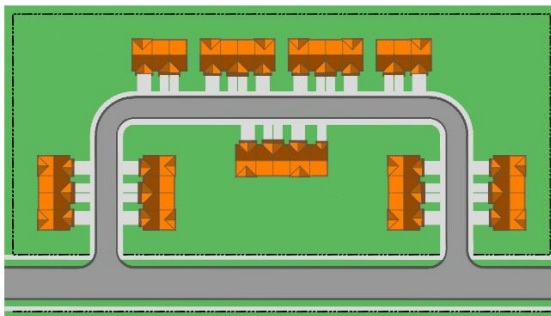
5. Residential Patio allows 2.81 to 4.0 dwelling units per gross acre.

RESIDENTIAL PATIO
4 UNITS/ACRE



6. Multi-Family allows 4.1 to 7.0 dwelling units per gross acre.

MULTI-FAMILY RESIDENTIAL (7 UNITS/ACRE)
35 TOWNHOMES WITH SMALLER PRIVATE STREETS



These dwelling densities have been incorporated into the color-coded Projected Land Use Map (Map #2). These recommended densities are intended as a guide for the given colored area. Zoning requests or development approval requests for lower densities than that recommended are always acceptable in terms of their density. Densities

greater than those contained on the Projected Land Use Map may be granted in exchange for such amenities as trails, buffers, etc. as deemed in the best interest of the city. The Zoning Ordinance has been structured so that a specific residential zone corresponds with each of the density categories and the maximum density allowed within that zone falls within the range described above.

MODERATE INCOME HOUSING:

See the most recently adopted South Weber Moderate Income Housing Plan on the City website at www.southwebercity.com.

INDUSTRIAL:

Current industrial uses are limited to gravel pits, a few areas near the gravel pits, and a few businesses scattered throughout the community. As previously noted, the mining operations have some negative impacts to the community. We also acknowledge that the pits also provide a substantial monetary benefit to the community and that resources extracted by the gravel pits are important to the health and growth of the area in and around South Weber.

It is recommended the industrial area currently located on Cornia Drive be designated as such and expanded to both sides of the road.

COMMERCIAL:

Existing commercial developments are limited to a few businesses near the South Weber Drive/US-89 interchange. Previous businesses in the center of town are out of business.

For the convenience to residents and the financial health of the city, it is recommended that appropriate commercial development is encouraged. The area in the vicinity of the US-89/South Weber Drive interchange is the primary area designated for commercial development, thus limiting commercial impacts to residents of the area. The city should protect the land near the interchange for future commercial developments. The city has designated all the land shown on the Projected Land Use Map in the vicinity of the US-89/South Weber Drive interchange as Commercial Highway zone to encourage commercial development there. All retail type and uses that provide locally needed goods and services should be encouraged.

Other commercial development should be supported in the vicinity of the I-84/Old Fort Road interchange. Development of this area should be done in a manner that does not negatively impact surrounding neighborhoods.

Care should be given to any commercial development adjacent to a residential or planned residential area. A buffer between the two land uses which reduces the negative impacts of the commercial development is strongly encouraged. Design standards for commercial development exist to ensure compatibility and a sense of community among various potential commercial enterprises.

RECREATION:

South Weber city currently maintains recreational facilities at the following areas: Byram Estates Holding Pond, Canyon Meadows, Cedar Cove, Central Park, Cherry Farms, Nathan Tyler Look Memorial, and the Posse Grounds. The city also has several grassed detention basins that function as park space.

Additional development of recreational spaces should be included in budgets and parks improvement plans, before new parks are developed. The city should continue to use grassed detention basins as park space as they are created with additional development.

The presence of the Weber River on the north boundary of the city presents an opportunity for a river recreation corridor reaching into Weber County. The Wasatch National Forest to the east of town presents abundant recreation possibilities which are important to residents of South Weber and many others.

The Trails Foundation of Northern Utah, a private non-profit organization, has been very active in securing access rights and in constructing the Weber River Parkway Trail. South Weber should work closely with them and others in securing additional access, extending the trail, and improving and maintaining existing facilities. The river corridor should be protected as an important recreational resource in South Weber and as valuable wildlife habitat.

As development along the east bench area occurs, the city should ensure that public has access to the National Forest. The forest provides hunting, hiking, mountain biking, and nature appreciation opportunities different from other recreation sites. It is critical to maintain access to these public lands.

South Weber can become a more bicycle friendly community. The city should consider areas to create bicycle lanes. The possibility of a bicycle path along the Davis & Weber Canal should be explored.

Improved access to Cherry Farms Park should be accomplished via a pedestrian bridge across the canal connecting the 2020 East holding pond to Cherry Farms Park.

The Projected Land Use Map (Map #1) shows recommended locations for recreational use due to existing or projected residential growth in the area. There may be other areas suitable for recreational uses which are not designated on the map. Designation

of a property in the recreational category is not meant to limit the use of the property exclusively to recreational use but is indicative of a recreational resource to protect.

INSTITUTIONAL:

The only current institutional uses in South Weber are schools and churches. South Weber Elementary School and Highmark Charter School are the only schools in the community. The city should assist Davis School District in locating any future school sites. This will assure the most advantageous site for both the District and the city. The city should be open to the development of additional church sites. It's also important to note that just outside City boundaries on the north end of Cornia Drive, the U.S. Forest Service operates the Weber Basin Job Corps.

OPEN LANDS:

Undeveloped properties may have a designation of Open Lands. Unlike other land use designations, this designation does not imply any potential zoning classification. Properties may be so designated because they are unbuildable due to terrain, may be inaccessible or may just have no recommended use.

SECTION 4: TRANSPORTATION

This section outlines the existing state of the transportation system and provides recommendations to improve safety while meeting the demands of future growth. This plan does not attempt to provide exact locations of every local or residential access street in the city, but does look at all critical transportation routes, specifically concentrating on those streets the city is the steward of. Streets currently stubbed are shown with an intended connecting location, thus informing any future developers the city's intent for connecting streets (See Vehicle Transportation Map #5). In order to encourage connectivity between developments, cul-de-sacs or turnarounds are only considered if topography or other constraints prohibit the connection to a thru street. Temporary turnarounds must be provided at all stubbed street locations where a thru street is eventually planned.

It is important that major transportation routes through South Weber are protected from unnecessary traffic motion. Issues arise when too many driveways are allowed access directly onto a street, resulting in slower traffic as vehicles maneuver in and out of driveways. To reduce this concern and to preserve the full functionality of major transportation routes, the number of direct access driveways should be limited to as few as reasonably possible.

It is also important that public streets within the city be maintained in a reasonable and acceptable condition. To this end, all new roads developed in South Weber are public streets. Private streets are strongly discouraged. Some leeway is allowed in the design of public roads within planned unit developments, to allow more ingenuity in providing public improvements. This can be done in how park strips and foot traffic are handled.

(See Vehicle Transportation Map #2 for more detail on the recommendations of this Section.)

US-89 (Highway 89):

The State is in the beginning stages of a major upgrade of US-89 that will turn it into a limited access expressway. The projects northern terminus is the US-89/I-84 interchange. The city fully supports this project, though it will create some known issues that affect South Weber. It is critical that direct access from South Weber Drive onto US-89 is maintained for both north and south directions. As US-89 transitions from a limited access facility to a restricted access highway in South Weber, it will likely create an increase in backup of northbound traffic. Currently, traffic congestion on US-89 is somewhat spread out along the route south of South Weber due to the traffic lights found between South Weber and Farmington, though northbound congestion sometimes occurs in South Weber when cars stop at the traffic lights in Uintah City.

The city strongly encourages UDOT to consider solutions to the increasing traffic near the US-89/I-84 interchange, anticipating additional slowdowns along US-89 once the expressway project is completed.

The US-89 project creates an opportunity to install an underpass for the continuation of the Weber River Parkway Trail/Bonneville Shoreline Trail (BST). This is critical to the extension of the Weber River Parkway Trail to the mouth of Weber Canyon, thus connecting the BST in Davis County with that in Weber County. The city strongly supports an underpass and should continue to encourage its completion in every possible way.

1900 EAST STREET:

1900 East Street is an extremely important collector road. It has a serious safety hazard at approximately 7550 South. Here it traverses a steep bluff which reduces sight distance at the intersection with 7600 South and encourages traffic to speed as cars travel north down the hill. It should be a priority to evaluate the possibility to mitigate this safety hazard.

SOUTH WEBER DRIVE (State Route 60):

South Weber Drive, a State controlled road, is an arterial street which serves as the transportation backbone of the community. It is important to note that numerous homes front the road somewhat reducing its effectiveness as an artery. It is anticipated the road will need to be widened from the current 66-foot right-of-way (in many locations). The city should continue its current policy of requiring curb and gutter of all new development along this road. Widening of the road should include enough room to add bike lanes. The road is wide enough to add bike lanes in the eastern part of the city. The city should pursue adding these lanes. Driveway access to this road should be limited as much as possible to protect its arterial status and usage. This should be done in conjunction with UDOT standards.

Analysis indicates traffic signals will eventually be needed at the intersections of South Weber Drive with 1900 East and 2100 East. The city should encourage UDOT to install traffic lights at these locations as soon as traffic warrants them.

OLD FORT ROAD:

Old Fort Road is intended to be a minor collector road with limited access. Currently, the first phase of the road is constructed on the west end which runs eastward from 475 East, utilizing the old alignment of 6650 South past the Posse Grounds. This road will eventually continue eastward through farmland near the freeway. It is believed this new roadway will provide increased opportunity for commercial development near the I-84 interchange by establishing direct access to that site from the interchange.

1650 EAST STREET / 7775 SOUTH STREET:

A high priority road project should be connecting 1650 East with 7775 South. This will provide an important alternative route, other than South Weber Drive, between the central and eastern parts of the city. This would become extremely important in the event of a South Weber Drive closure in this area.

6650 SOUTH STREET / 475 EAST STREET:

6650 South is a very narrow street with houses fronting it, some of which were built extremely close the edge of the asphalt, which would not happen if these houses were constructed today. A temporary dead-end exists at the west end of the houses fronting it. As properties north of 6650 South continue to develop an alternate east/west route (already begun) should be established to take all but local traffic off this substandard road. Only minimal widening and improvement of the road should occur between 475 East and South Weber Drive due to feasibility challenges.

475 East Street is the main route from South Weber Drive to I-84. As development of the west end of town occurs, it is important that most of the traffic in that area find an alternative route to 475 East Street. The development of Old Fort Road to the east and the eventual extension of Old Maple Road to the west are steps to accomplishing this goal.

VIEW DRIVE:

View Drive currently dead ends on its east end at approximately 2370 East. To facilitate better traffic flow in the area, this road should connect through to 7800 South. This should be done by developers as adjacent properties are developed. Due to the narrowness of 7800 South, it is important that strong consideration be given to the public's safety as road connections and improvements are made to the streets in this area.

SECTION 5: ACTIVE TRANSPORTATION

A recent survey by Utah State University on recreational activities and programs indicates trails are the number one priority of South Weber residents. In order to promote the health and general welfare of the citizens of South Weber, it is the intent of the city to develop a network of non-motorized trails throughout the community. These trails should be readily accessible to all residents and others so much as possible with trailheads and access points located throughout the city.

Trails should provide a variety of walking, jogging, running, biking and equestrian experiences by utilizing different widths, surface material, and degree of difficulty. Trails should generally be off-street and not sidewalks in the street right-of-way. There may be locations where trails and sidewalks are concurrent for a short distance where other options are not practical. Where potential trails cross private property, the city should work with landowners to protect property rights and provide incentives to allow the trail to be established on their land. Specific trail recommendations follow.

(See Active Transportation and Parks Map #3 for more detail on the recommendations of this Section.)

BONNEVILLE SHORELINE TRAIL:

The Bonneville Shoreline Trail (BST) is a regional trail based along the high-water level of ancient Lake Bonneville conceptually traversing the entire Wasatch Front and extending into Cache County. A portion of this trail runs along the foothills east of the city at approximately 5,200 ft. elevation. Though most of the trail is outside of city boundaries, it is a great asset to the residents of South Weber. The city should collaborate with and encourage Davis County and other stakeholders to complete the trail.

This trail should be approximately 4 ft. in width and have a natural surface. Special care to reduce impacts and keep grades manageable will need to be taken when crossing Corbet Creek and other ravines. It is encouraged that the trail be located above the Weber Basin Job Corps. This trail needs to transition from the 5,200 ft. level to the proposed Weber Canyon Trailhead just above river level at the mouth of the canyon. This trailhead will support and provide cross access to the proposed Canal and Weber River Parkway Trails.

WEBER RIVER PARKWAY TRAIL:

The proposed Weber River Parkway Trail is an extension of an existing trail in Riverdale and South Weber currently terminating at Cottonwood Drive. In the Cottonwood Drive area, the trail will run between Cottonwood Drive and I-84 due to the existing residential lots that back onto the river. From the bend where Cottonwood Drive crosses

the river, the proposed trail will run along the south bank of the river between the river and I-84.

Multiple property owners hold the land where the trail is proposed, including UDOT, the Utah Division of Natural Resources, Trails Foundation of Northern Utah, and private owners. The city should collaborate with other interested parties in securing easements or rights-of-way for the proposed trail. Due to the regional nature of this trail, it is recommended an entity such as the Trails Foundation of Northern Utah be responsible for management and maintenance of the trail.

It is recommended that the South Weber section of the trail be approximately 10 ft. wide with a compacted granular surface, with possible consideration to paving the trail at some point in the future.

Pedestrian access from the Canyon Drive Trailhead at Canyon Drive and 1325 East across I-84 to the Weber River Parkway should be a high priority trail improvement.

CANAL TRAIL:

The Canal Trail is proposed to run adjacent to or on top of the Davis and Weber Counties Canal running the length of the city on the south side. The city should seek an agreement with the Davis and Weber Counties Canal Company and any private property owners along the route to allow public access and development of the trail. Safety precautions should be used in designing a trail along open portions of the canal. The city should also encourage Riverdale City officials to continue this trail in their community.

This trail should be developed partly as natural surface trail and partly as a paved trail utilizing the existing maintenance road along the canal or directly on top of the piped sections. This trail should be paved to at least 10 ft. in width where it passes through residential areas from 2700 East to approximately 1550 East. The rest of the trail east of US-89 and west of 1550 East should be graded dirt with some possible surface stabilization where necessary.

VIEW DRIVE TRAIL:

This new trail is proposed to extend from View Drive to South Weber Drive near the west side of the Highmark charter school property. This will better facilitate pedestrian access from the south to the school and commercial services in the area.

OLD FORT TRAIL:

This trail is intended to be a 10 ft. wide paved trail running from approximately 1200 East to near the west end of the city along the south side of I-84. Special attention to safety is warranted at the trail crossing of Old Fort Road. The stewardship of this trail

should rest with the city. It is anticipated that developers of adjacent property will construct this trail. As developments are proposed, the city should ensure that a continuous trail is established with a consistent width and surface material.

SOUTH HILLSIDE TRAIL:

This proposed trail is intended to be a natural surface trail beginning at the Petersen Trailhead on the west, run south across the Canal Trail, turn eastward on the hillside, and run to the Pea Vinery Trailhead near 1900 East. From there it would continue eastward along the hillside behind (south of) the South Weber residences to near the Highway 89 right-of-way where it would turn southward making its way to top of the bluff near Weber Basin Water Conservancy District facilities.

OTHER TRAILS:

If the Staker-Parson Gravel Pit closes and becomes open to development, it is recommended that a trail be developed through the property connecting 7400 South to the commercial area at the intersection on South Weber Drive and 2700 East.

The city should consider developing trails and/or bicycle lanes to connect its various parks.

SECTION 6: ANNEXATION POLICY PLAN

This section is set forth to comply with Section 10-2-400 Utah Code Annotated. This section generally identifies areas the city may consider for annexation at some point in the future and defines the criteria that will guide the city's decision to grant or deny future annexation petitions.

(See Annexation Map #4 for more detail on the recommendations of this Section.)

CHARACTER OF THE COMMUNITY:

South Weber is a community to some extent isolated from the communities surrounding it. This isolation is due to its geographic location in the Weber River drainage basin, the Weber River and I-84 to the north, high bluffs to the south, the Wasatch Mountains to the east, and a narrowing band of land between the freeway and the bluff to the west. This isolation fosters cohesiveness to the community which promotes a safe, neighborly environment.

The city was founded on an agricultural economy. Agriculture is a diminishing land use but remains an important factor in the character of South Weber. There is an emerging commercial center near the intersection of South Weber Drive and US-89 and a planned future commercial center near the I-84 interchange. If build-out projections are accurate, South Weber will always be a small city. With careful planning, the city will retain its charm and rural character.

EAST & SOUTH BENCH AREAS

The East & South Bench areas of the annexation plan should be considered differently than other annexation areas due to their steep slopes and designation as open space in the Projected Land Use Map #1. South Weber is interested in annexing these areas into city boundaries to leave them as open space.

NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED UNINCORPORATED AREAS:

The areas considered for annexation are illustrated on Annexation Area Map (Map #4). If annexed to South Weber, these lands would likely accommodate some type of development requiring full municipal services and possibly those from Weber Basin Water Conservancy District, South Weber Irrigation District, and Davis School District. Infrastructure expansion (i.e. water, sewer, and storm drain systems) could be extended into these areas on an as needed basis.

Financing for infrastructure expansion would primarily be carried by developers of these properties. There may be the need for the city to participate in the financing some

facilities to improve service to existing development. These costs will be met through various means. The city may choose to use general funds, impact fees, special improvement districts, bonding, or other types of funding.

There are no existing developed areas within the expansion area, so adequacy or purchase of existing service systems is not an issue.

TAX CONSEQUENCES OF ANNEXATIONS:

It is well known that property taxes from residential properties generally do not cover the full costs of services provided to those residents. If the development in these areas was limited to residential use, the annexation and development of these properties would result in an increase in the city's financial burden for the required services.

It is anticipated that development of planned commercial areas within the city will produce enough tax revenues to offset remaining deficiencies in tax revenue from existing and potential future residential properties. The consequences of annexation of expansion areas, when considered alone, will increase the tax burden of all city residences. But, when considered with potential commercial development, the entire city should receive either a reduction in tax burden or an increase in quality and amount of services from the city.

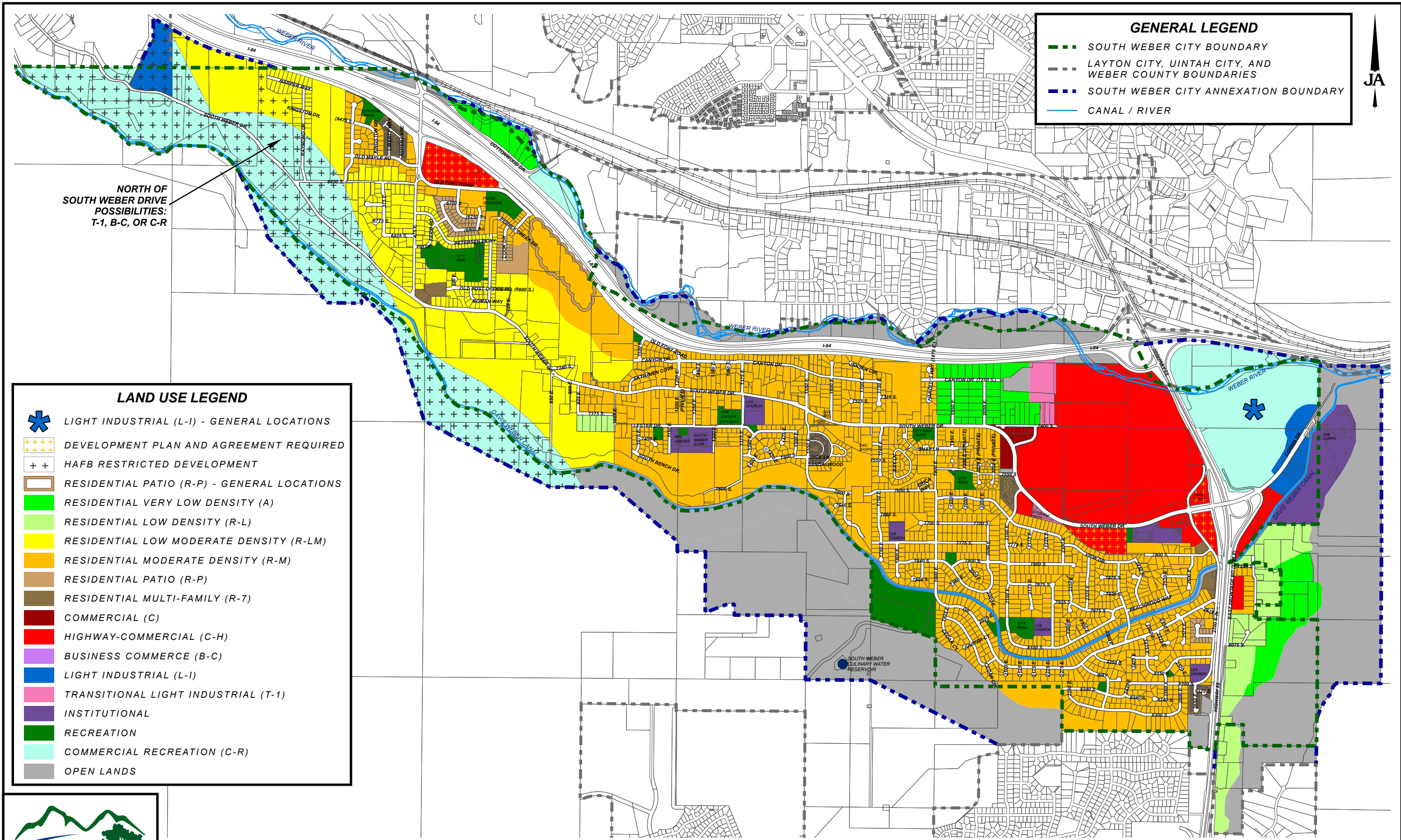
INTEREST OF ALL AFFECTED ENTITIES:

Prior to adoption of this section of the South Weber General Plan, discussions were held with representatives of Davis County, Uintah City and Layton City. The Davis School District likely has interest in residential development as it relates to an increase in student population. The Central Weber Sewer District may be impacted due to a possible increased sewage volume from South Weber. Some of these areas may also require services of the Weber Basin Water Conservancy District.

All affected entities as defined in the Utah Code Annotated, Section 10-2-401(1)(a) may review the proposed annexation policy plan or any amendments thereto and may submit oral or written comments and recommendations to the city. The city shall address any comments made by affected entities prior to adoption.

URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:

The Utah State Code Annotated, Section 10-2-401.5 encourages all urban development within proximity of a city's boundary to be included in that city's expansion area. There are no areas of urban development within proximity to South Weber's boundary that are not already within an existing city except for that found on HAFB. Land within HAFB is not under the jurisdiction of South Weber even if it were within the city limits; therefore, none of that urban development was included in the expansion area.



GENERAL LEGEND

SOUTH WEBER CITY BOUNDARY

LAYTON CITY, UINTAH CITY, AND WEBER COUNTY BOUNDARIES

SOUTH WEBER CITY ANNEXATION BOUNDARY

CANAL / RIVER



LAND USE LEGEND

LIGHT INDUSTRIAL (L-I) - GENERAL LOCATIONS

DEVELOPMENT PLAN AND AGREEMENT REQUIRED

HAFB RESTRICTED DEVELOPMENT

RESIDENTIAL PATIO (R-P) - GENERAL LOCATIONS

RESIDENTIAL VERY LOW DENSITY (A)

RESIDENTIAL LOW DENSITY (R-L)

RESIDENTIAL LOW MODERATE DENSITY (R-LM)

RESIDENTIAL MODERATE DENSITY (R-M)

RESIDENTIAL PATIO (R-P)

RESIDENTIAL MULTI-FAMILY (R-7)

COMMERCIAL (C)

HIGHWAY-COMMERCIAL (C-H)

BUSINESS COMMERCE (B-C)

LIGHT INDUSTRIAL (L-I)

TRANSITIONAL LIGHT INDUSTRIAL (T-1)

INSTITUTIONAL

RECREATION

COMMERCIAL RECREATION (C-R)

OPEN LANDS



NOTES:
DRAFT #3 - 7/31/2020

SCALE:
1 in = 1,800 ft
MM/DD/YYYY
XX/XX/2020

DESIGNED
DRAWN
CHECKED

BEB

BEB

BKJ

JONES & ASSOCIATES

CONSULTING ENGINEERS

6080 Fashion Point Drive
South Ogden, Utah 84403 (801) 476-9767

SOUTH WEBER CITY CORPORATION

GENERAL PLAN

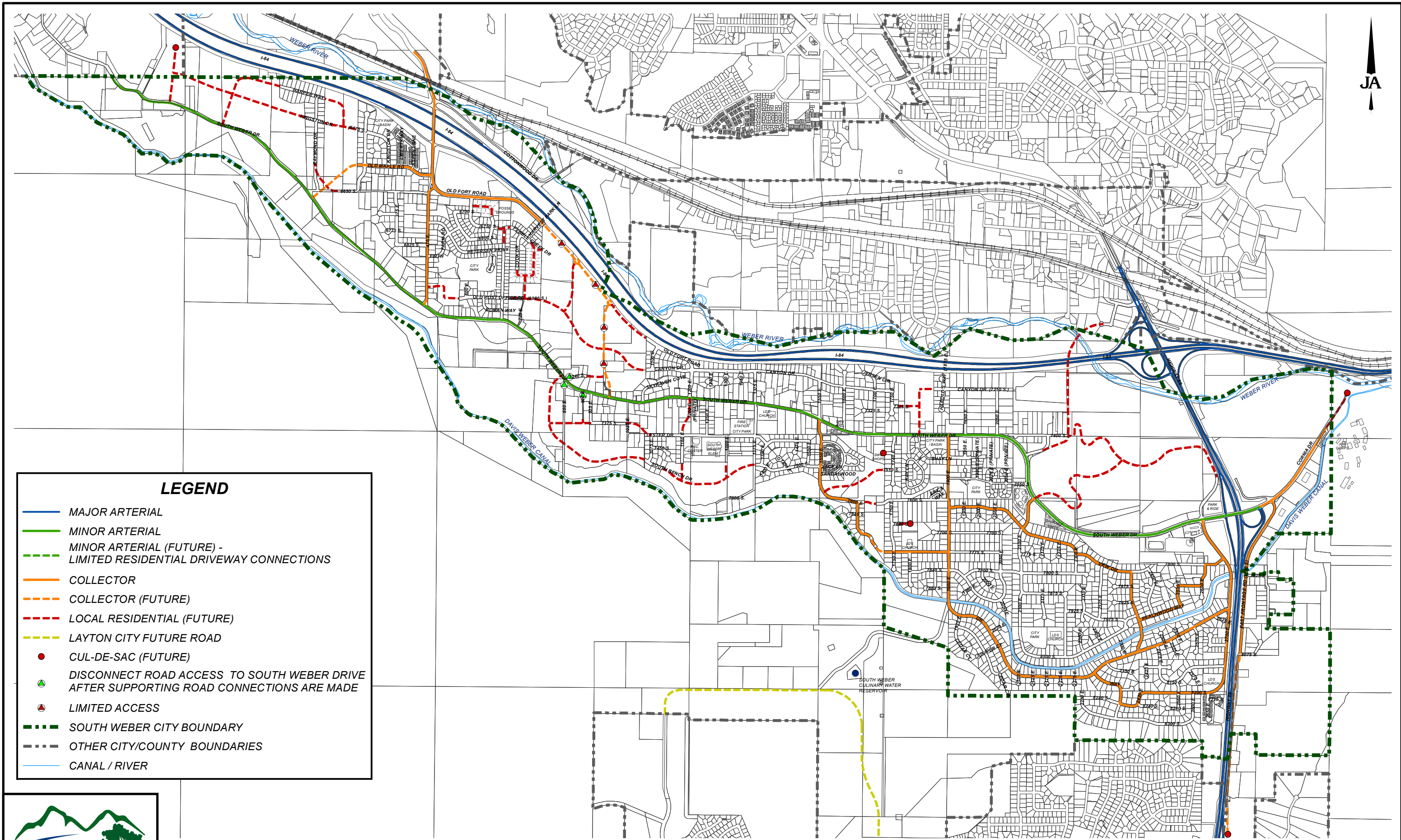
PROJECTED LAND USE MAP

SHEET:

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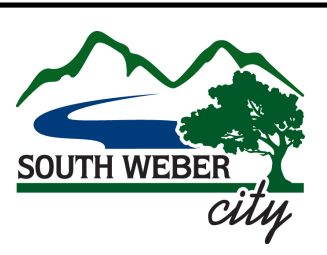
OF SHEETS

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LEGEND

- MAJOR ARTERIAL
- MINOR ARTERIAL
- MINOR ARTERIAL (FUTURE) - LIMITED RESIDENTIAL DRIVEWAY CONNECTIONS
- COLLECTOR
- COLLECTOR (FUTURE)
- LOCAL RESIDENTIAL (FUTURE)
- LAYTON CITY FUTURE ROAD
- CUL-DE-SAC (FUTURE)
- DISCONNECT ROAD ACCESS TO SOUTH WEBER DRIVE AFTER SUPPORTING ROAD CONNECTIONS ARE MADE
- LIMITED ACCESS
- SOUTH WEBER CITY BOUNDARY
- OTHER CITY/COUNTY BOUNDARIES
- CANAL / RIVER



NOTES: FUTURE ROADS ARE INTENDED TO SHOW GENERAL CONNECTION. EXACT LOCATION TO BE DETERMINED AT TIME OF DEVELOPMENT.

DRAFT #3 - 7/31/2020

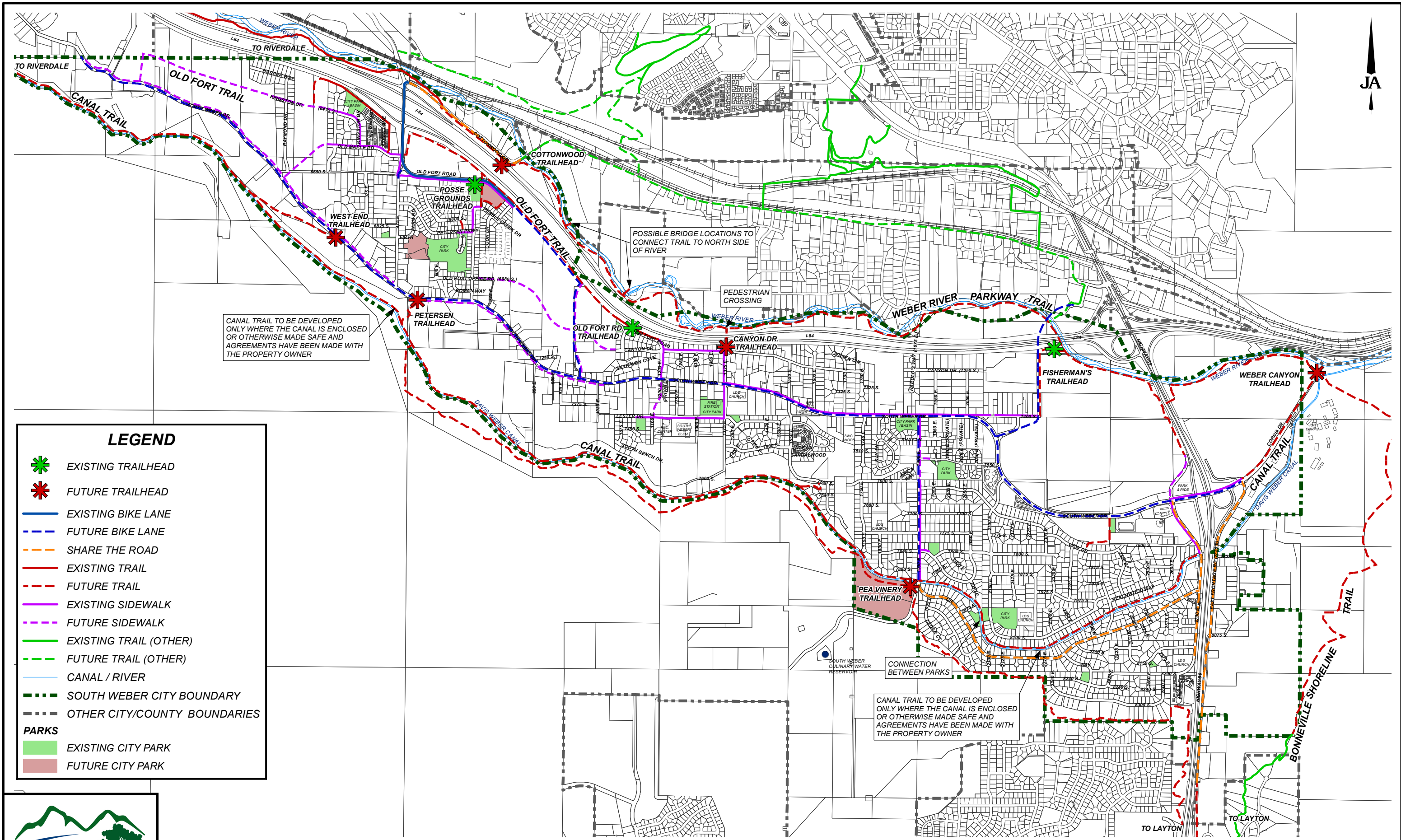
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DESIGNED BEB
DRAWN BEB
CHECKED BKJ

JA CONSULTING ENGINEERS
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South Ogden, Utah 84403 (801) 476-9767

SOUTH WEBER CITY CORPORATION
GENERAL PLAN
VEHICLE TRANSPORTATION MAP

SHEET:
2
OF SHEETS
0



LEGEND

- EXISTING TRAILHEAD
- FUTURE TRAILHEAD
- EXISTING BIKE LANE
- FUTURE BIKE LANE
- SHARE THE ROAD
- EXISTING TRAIL
- FUTURE TRAIL
- EXISTING SIDEWALK
- FUTURE SIDEWALK
- EXISTING TRAIL (OTHER)
- FUTURE TRAIL (OTHER)
- CANAL / RIVER
- SOUTH WEBER CITY BOUNDARY
- OTHER CITY/COUNTY BOUNDARIES
- PARKS**
- EXISTING CITY PARK
- FUTURE CITY PARK

NOTES: THIS PLAN DOES NOT SHOW ALL EXISTING SIDEWALKS. THE EXISTING / FUTURE SIDEWALKS SHOWN ARE INCLUDED TO MAP CONNECTIVITY BETWEEN TRAILHEADS AND PARKS.

DRAFT #3 - 7/31/2020

SCALE:
1 in = 1,800 ft
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xx/xx/2020

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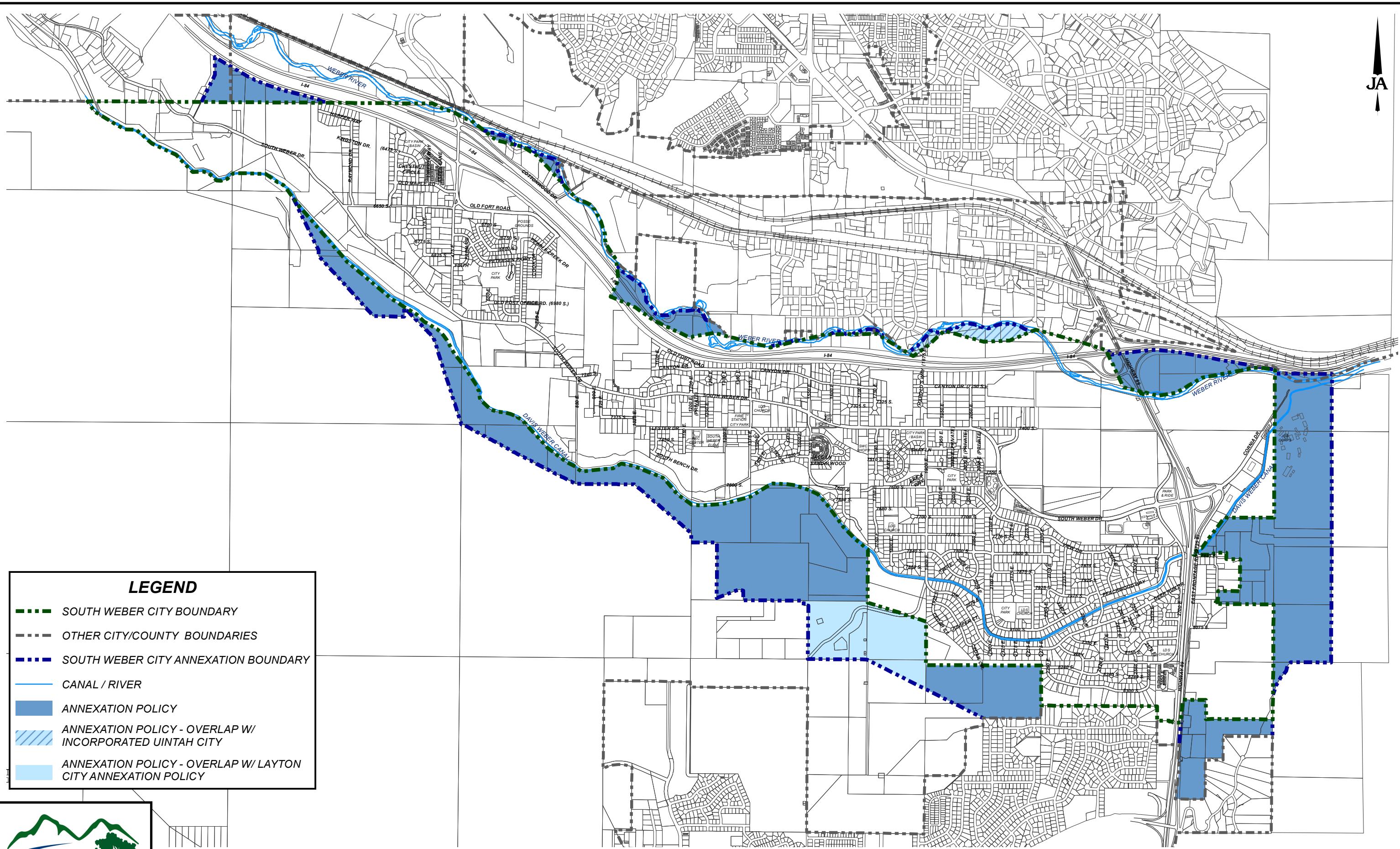
CONSULTING ENGINEERS

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SOUTH WEBER CITY CORPORATION

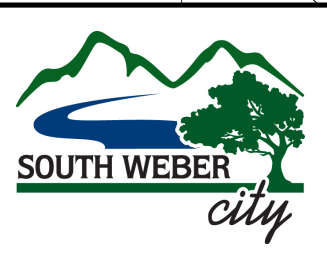
GENERAL PLAN

ACTIVE TRANSPORTATION AND PARKS MAP



LEGEND

- SOUTH WEBER CITY BOUNDARY
- OTHER CITY/COUNTY BOUNDARIES
- SOUTH WEBER CITY ANNEXATION BOUNDARY
- CANAL / RIVER
- ANNEXATION POLICY
- ANNEXATION POLICY - OVERLAP W/ INCORPORATED UTAH CITY
- ANNEXATION POLICY - OVERLAP W/ LAYTON CITY ANNEXATION POLICY



NOTES:

DRAFT #3 - 7/31/2020

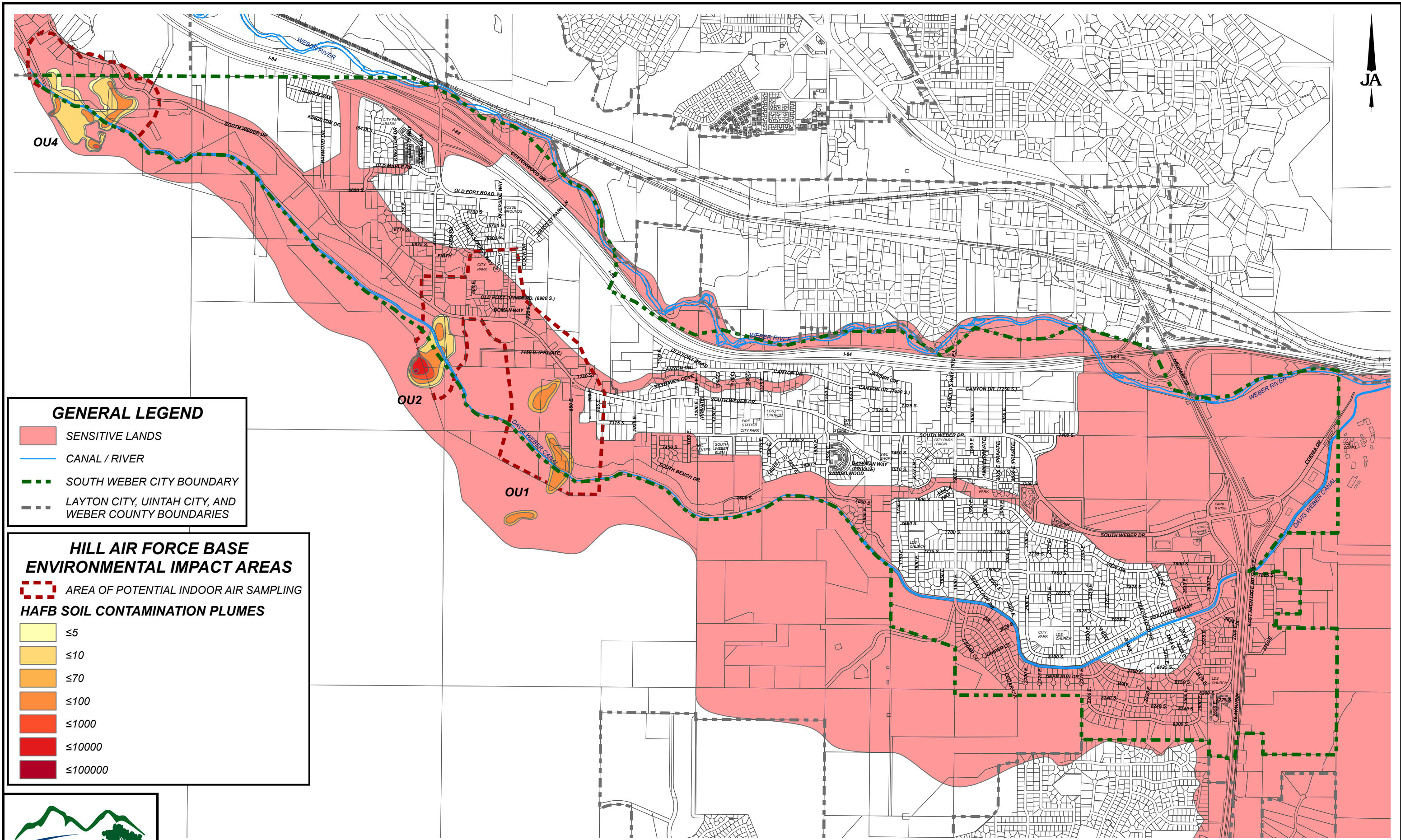
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MM/DD/YYYY
xx/xx/2020

DESIGNED BEB
DRAWN BEB
CHECKED BKJ

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SOUTH WEBER CITY CORPORATION
GENERAL PLAN
ANNEXATION MAP

SHEET:
4
OF SHEETS
0



GENERAL LEGEND

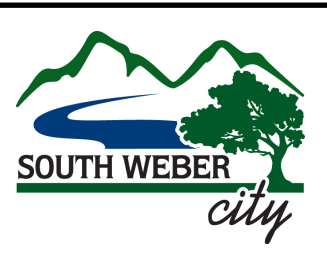
- SENSITIVE LANDS
- CANAL / RIVER
- SOUTH WEBER CITY BOUNDARY
- LAYTON CITY, UINTAH CITY, AND WEBER COUNTY BOUNDARIES

HILL AIR FORCE BASE ENVIRONMENTAL IMPACT AREAS

AREA OF POTENTIAL INDOOR AIR SAMPLING

HAFB SOIL CONTAMINATION PLUMES

- ≤5
- ≤10
- ≤70
- ≤100
- ≤1000
- ≤10000
- ≤100000



NOTES: THE HAFB DATA SHOWN ON THIS MAP WAS PROVIDED TO SWC ON 8/16/2019 AND ONLY REPRESENTS THE CURRENT INFORMATION AT THAT TIME.

DRAFT #3 - 7/31/2020

SCALE:
1 in = 1,800 ft
MM/DD/YYYY
xx/xx/2020

DESIGNED BEB
DRAWN BEB
CHECKED BKJ



CONSULTING ENGINEERS
6080 Fashion Point Drive
South Ogden, Utah 84403 (801) 476-9767

SOUTH WEBER CITY CORPORATION	
GENERAL PLAN	
SENSITIVE LANDS MAP	

South Weber City General Plan Update 2020

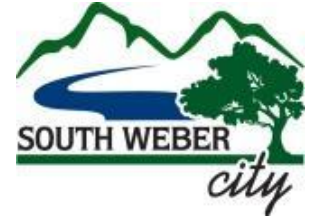


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INTRODUCTION

South Weber City has experienced rapid growth and continues to transform from primarily an agricultural community to a residential community. Included in this growth is the first significant commercial development in decades. Along with this, the development community continues to press for higher density housing in residential areas. This growth, both residential and commercial, along with the loss of agricultural areas, continues to change the character of the city.

South Weber City recognizes the need to regularly reevaluate planning and respond to current issues and trends. The city updated the General Plan in 1996, 2001, 2006, 2007, 2010, and in 2014. In 2019, the City Council tasked the Planning Commission to once again review and recommend updates of the General Plan. During this most recent update, city leaders and staff strived to obtain citizen input and to incorporate feedback into this update of the General Plan as possible.

As with previous updates, this version of the General Plan builds upon and enhances previous plans by incorporating contemporary data and current thinking. By nature, the

128 General Plan is a living document, subject to revision and change with the intention to
129 guide planning efforts now and into the future.
130

MASTER GOAL

Appropriately managing growth is a key focus of this plan. Between 1980 and 1990 South Weber's population increased by 82 percent, growing from 1,575 residents to 2,863. The next decade, the 1990s, saw a 49 percent increase, bringing the total population in 2000 to 4,260. The 2000s saw the population grow to 6,145 by 2010. The 2017 estimates place the population of the city at 7,310 residents. This growth has resulted in major changes in the character of the city. A primary goal of the city is to maintain a portion of its historic rural character, while acknowledging that agriculture plays a minimal role in the current and future economic base of the community.

Even though the character of the community is changing, South Weber's geographic location buffers the community from surrounding urban areas. Nestled in the Weber River drainage basin, the community is separated from neighboring cities by I-84 and the Weber River to the north, high bluffs to the south, the Wasatch Mountains to the east and a narrow band of land between the freeway and the bluff to the west. This geography gives the community a distinct advantage in maintaining a clear identity as it continues to grow. Though the city still has area that can sustain growth, the city will likely remain a small, distinct community.

As the city continues to grow, South Weber should vigorously pursue the retention of the small-town charm that is its hallmark. City officials, staff, and residents should work to maintain a safe and neighborly environment and promote a network of trails and bike paths for the good of its residents. Located at the mouth of Weber Canyon, South Weber is positioned to be a gateway to northern Utah recreation. This provides the city opportunities to capitalize on local recreational activities. The city should seek ways to promote itself as the **Gateway to Northern Utah Recreation**.

The city should frequently consult the principles contained in the Wasatch Choices 2050 plan as adopted by the Wasatch Front Regional Council. This can be found at www.envisionutah.org.

SECTION 1: CITIZEN INVOLVEMENT

Participation and input from residents are important to ensure a General Plan that reflects the attitudes and desires of city residents. For this document to be an effective planning tool, the public needs an opportunity to provide feedback on the proposed contents prior to adoption. To facilitate this, the city made the first draft available online where residents could view the draft and leave feedback. The city held two open houses to allow residents and property owners the opportunity to see detailed maps, ask questions of City Staff, and submit written comments. The city also solicited feedback through an online survey made available to residents. Additionally, residents were invited to several public joint work meetings of the Planning Commission and City Council where the General Plan was the only agenda item. The city collected, organized and incorporated much of the feedback into a revised draft which was also published online and open for comment. Prior to its adoption, the General Plan was the topic for an official public hearing held before the City Council.

SECTION 2: EXISTING ENVIRONMENT

It is important to analyze the existing characteristics of the community — land use, population, development limitations and opportunities — when undertaking any planning effort. By obtaining a full understanding of the current South Weber community, we can better understand and prepare for its future.

LAND USE:

Historically an agricultural area, South Weber has transformed into a predominantly residential community. Agricultural land that once provided the rural small-town character is being developed, primarily into housing. The community is shifting away from preserving agricultural land to ensuring there is enough open space for adequate recreational opportunities. Additionally, there is a focus to promote South Weber as a gateway to many outdoor recreational opportunities, with specific attention given to Weber Canyon and the Weber River.

South Weber has seen its first commercial development in many years. These commercial enterprises provide much needed services to residents. There are a few industrial type land uses, primarily the sand and gravel mining operations in the northeastern area of the city. A few construction companies, self-storage complexes, and one significant manufacturing business add to the South Weber economy. The gravel pits are a source of constant frustration to adjacent residents. However, the city has worked with the Staker-Parsons gravel pit operators to significantly lessen nuisances caused by its operations. It is believed these measures are reducing negative impacts to neighboring properties. There is indication that one gravel pit may be nearing the end of its production as a mining operation.

The city is also home to several institutional uses including four churches, a recreation center, an elementary school (comprised of two main buildings and multiple modular classrooms), a charter school, a fire station, and a city administration building. One institutional use that impacts the city is the Weber Basin Job Corp whose campus neighbors the city to the east just outside the city boundary. Five developed neighborhood style parks, an outdoor equestrian arena (known locally as the posse grounds), and a 4 ½ mile section of the Weber River Trail comprise the major developed recreational uses.

POPULATION:

One of the major factors contributing to changes in the community is increased population. As population rises so does the amount of land devoted to residential use. The demand for municipal services – police, fire, water, sewer, etc – increases, creating strain on city resources. It is impossible to predict changes in the population, but we

can get an idea of the final buildout population through making some reasonable projections by analyzing past growth.

As of January 7, 2020, new population projections were generated for South Weber based on population estimates by the U.S. Census Bureau and the University of Utah Gardner Policy Institute for 2017. At the end of 2017, South Weber had **1,878 lots or dwelling units**. Add to that the number of residential lots/units approved since 2017, plus the **382 lots or dwellings** that applied for approval or that presented concept plans as of January 7, 2020, and the current **total existing, approved or proposed dwelling units is 2,260**.

If we assume that most vacant land remaining in the city will be developed, with limitations on some land, it is possible to estimate the potential population growth of South Weber. An analysis of vacant developable lands determined the total area in each residential density category and the number of dwelling units (D.U.) each could generate. For each density category the total number of acres of vacant land was decreased by 10 percent to allow for inefficiencies in platting of lots and odd shaped parcels which may result in fewer lots than the zone allows. The analysis follows:

1. 7.04 ac. in Very Low Density – 10% = 6.34 x .90 D.U./ac. = 5 D.U.
2. 45.46 ac. in Low Density – 10% = 40.91 x 1.45 D.U./ac. = 59 D.U.
3. 207.46 ac. in Low-Moderate Density – 10% = 186.71 x 1.85 D.U./ac. = 345 D.U.
4. ~~188.26~~193.68 ac. in Moderate Density – 10% = ~~169.43~~174.31 x 2.8 D.U./ac. = ~~474~~488 D.U.
5. 16.88 ac. in Residential Patio – 10% = 15.19 x 4 D.U./ac. = 60 D.U.
6. 4.34 ac. in Multi-Family – 10% = 3.91 x 7 D.U./ac. = 27 D.U.
7. 2.91 ac. in potential Mixed-Use x 25 D.U./ac. = 72 D.U.

Total Dwelling Units on Vacant Land = 1,042056 D.U.

Add 2,260 existing and approved dwellings with 1,042056 potential dwelling units on vacant land and arrive at a potential build-out dwelling unit count of 3,302316. The most recent persons per household number for South Weber is 3.89 based on Gardner Policy Institute and 2017 U.S. Census estimates. Multiply that by the build-out dwelling unit count and you arrive at a **build-out population of 12,844900**. At an average growth rate of 3 percent per year, build out will take approximately 20 years.

ENVIRONMENTAL CONDITIONS:

There are several known natural and human caused environmental hazards in South Weber. Natural hazards include earthquakes, fire, high wind, flooding, and landslides. Human caused hazards are associated with the two gravel pits, the Davis and Weber Counties Canal which runs the entire length of the city from the east end to the west end with potential for flooding. Noise, accident potential from low flying aircraft, and toxic waste disposal sites all originate from Hill Air Force Base, which borders the city on its south side to the west. Proximity to US-89 and I-84 provide and increase risk as personal and commercial traffic increases.

It is critical that any environmental hazards are mitigated on properties where they exist prior to development. It is recommended that any proposed development within the areas identified on the Sensitive Lands Map #5 be required to mitigate potential environmental hazards in accordance with the Sensitive Lands Ordinance (Ord. 10-14). If this is not possible or feasible, some types of development may not be permitted.

EARTHQUAKES: The Wasatch Fault runs through the east end of the city in an area envisioned for future annexation. The fault is not a single fissure in the earth's surface, but a series of several faults running in a north/south direction. So far as these fault lines have been identified, they are mostly located in fields and affect very few existing structures directly. The Weber Basin Job Corp is the only development known to have fault lines running through it.

As development pressure increases for the area between US-89 and the mountains to the east, it will be imperative to locate any future structures away from these fault lines.

FLOODING: The Federal Emergency Management Agency (FEMA) has identified the Weber River, the northern border of South Weber, as a potential flood source to low-lying lands adjacent to the river. Notwithstanding several dams along its course the river can still flood due to melting of a high snowpack that may exceed the capacity of the reservoirs. Localized heavy rain or landslides which could dam the river may also cause flooding. FEMA has produced Flood Insurance Rate Maps (FIRM) which identify potential flood areas. FEMA does not identify any other potential flood source.

As development occurs, additional hard surfacing creates the potential for localized flooding resulting from heavy rain and excessive snow melt. It is recommended the city continue to maintain its Capital Facilities Plan related to Storm Water flood control facilities (both existing and future) and review and update the plan regularly.

LAND SLIDES: South Weber is in a river valley formed in ancient times as the Weber River cut through an alluvial fan deposited by the receding Lake

Bonneville which once covered the entire region. Steep banks formed on both sides of the river as it cut through the alluvial fan. The bluff on the south side runs the entire length of the city. ~~Geologist~~[Geologists](#) have identified this area as a very high risk for potential landslides.¹² Ample evidence exist of both ancient and more recent slope failure along this bluff. It is important to analyze the feasibility of any development proposed on or near this bluff.

WETLANDS: There are several areas of wetlands and suspected wetlands within South Weber, most of which lies along the Weber River. These wetlands include sandbars, meadows, swamps, ditches, marshes, and low spots that are periodically wet. They usually have wet soil, water, and marshy vegetation for a period or year-round. Open space is also characteristic of wetlands.

All wetlands are considered sensitive lands. Therefore, any development occurring on suspected or verified wetlands are required to comply with the permitting process of the Army Corps of Engineers.

HIGH WIND: High winds blow consistently out of the Weber Canyon contributing to fugitive debris from the gravel pits. The design standards in high wind areas of the city must account for the amount and level of wind.

FIRE: The city is nearly surrounded by wildland, creating large areas of wildland/urban interface. This creates a high fire hazard requiring building codes to employ the wildland/urban interface standards. The city should encourage developers and residents to follow Utah state guidelines for hazard mitigation in the wildland-urban interface.

STEEP SLOPES: Steep slopes are found along the south bench of the city, the foothill area of the Wasatch Mountains on the east side of the city, and at other locations throughout the city. These slopes should be considered fragile from a development standpoint and developers must comply with the Sensitive Lands Ordinance (Ord 10-14). Building roads and subdivisions within these areas can cause environmental damage, destabilize hillsides, and create a hillside scar/eyesore resulting from needed cuts and/or fills to make the property developable. Stripping the land of vegetation may significantly increase erosion and flooding if mitigation efforts are not applied. These areas are important habitat for wildlife, including high value deer winter range. These areas also represent a significant fire hazard to structures which might be tucked within the heavy vegetation located on or along steep slopes. These steep foothills provide an important view shed for residents and those traveling through. The mountains are a prominent feature of the landscape and any development or other impact will likely reduce the community's overall quality of life.

¹ Landslide Hazard Map by Mike Lowe, Davis County Geologist, 1989

² ~~Geologic Hazard Map by Bruce N. Kaliser, U.G.M.S., 1976~~

² [Geologic Hazards Reconnaissance, South Weber Reservoir #4, Mr. Jay Yahne, P.E., Western GeoLogic, LLC.](#)

GRAVEL PITS: Two large gravel mining operations are located on the east side of South Weber. The Staker Parson pit adjacent to and west of US-89 and north of South Weber Drive, and the Geneva pit adjacent to and east of US-89 between the Weber River and Cornia Drive. These gravel mining operations create potential hazards due to the dust and sand that blows out of them as strong winds blow out of Weber Canyon. The dust can be hazardous to breathe and creates a nuisance as it is deposited in the residential neighborhoods west of the pits. The city should continue their collaboration with the operators to minimize the fugitive dust.

These mining operations have a limited lifespan due to depletion of the resource, although recycling of concrete and asphalt may extend the operations. Rehabilitating of steep slopes and disturbed soils and mitigating any remaining hazardous conditions is critical before their operations terminate.

There has been a considerable speculation that the pits might become recreational lakes when mining operations cease. Though an attractive idea, it is not feasible.³

I-84/US-89 HIGHWAYS: Two major highways traverse the city. Due to their proximity to homes and businesses, the transportation of various of goods and materials create the potential for accidents, spills, and hazardous material incidents. Both highways contribute to potential economic development in South Weber.

DAVIS & WEBER COUNTIES CANAL: The canal traverses the length of the city from east to west through residential neighborhoods, open lands, and hillside. The open nature of sections of the canal present potential danger if the water were to flood into the city or contribute to slope instability and slides. Deterioration of the canal may pose a hazard and lead to a canal break, like what occurred in Riverdale in 1999 along the same canal.

NOISE HAZARDS: Hill Air Force Base (HAFB) is located directly southwest of the city at the top of the bluff previously discussed. At times, aircraft flying over South Weber cause significantly increased levels of noise. In its Air Installation Compatible Use Zone (AICUZ) report, the Air Force designates specific zones where noise may cause a negative impact to the quality of life. These noise zones are produced by a computer model which takes many variables into account, including the types of aircraft, flight paths, frequency and time of flights. These noise zones are 65-70 Ldn, 70-75 Ldn, 75-80 Ldn, 80-85 Ldn and 85+ Ldn. Ldn is a unit of noise measurement roughly equivalent to decibels but with other weighted factors considered. The most recent official AICUZ report was published in 1993. A Department of Defense (DOD) contract updated the noise contours in 2006. With the recent arrival and operations of F-35 aircraft, a new

³ "Feasibility Study for the Parsons Pit ASR and Recreation Facility", September 2014, prepared for Weber Basin Water Conservancy District by Bowen Collins & Associates, Inc.

AICUZ study is under development. Preliminary noise modeling indicates a dramatic reduction in the noise impact to South Weber. This is not a result of a reduction in actual aircraft noise, but due to the use of a new computer model. The F-35s are noisier than the F-16 previously stationed at the base. Despite the initial results, feedback from residents indicate an increase in aircraft noise since the arrival of the F-35.

This creates a dilemma for the city. The noise zone has significantly affected land use planning for the past 40 years. Previous studies indicate a major portion of the city lay within the 75 Ldn noise contour, the threshold noise zone for restricting land uses. If the preliminary noise modeling is adopted as part of the Official AICUZ report, it will show essentially no area in the city is negatively impacted by noise from HAFB aircraft. Yet, during the mid-1990s, the State of Utah purchased easements on most of the properties within the 75 Ldn noise zone which significantly limits development on those properties. These easements will remain in place even if the preliminary noise modeling becomes official and the modeled noise impact to South Weber is largely eliminated. These easements will continue to affect land use planning, much more so than the modeled noise zones.

As technology advances, it's anticipated the type of aircraft stationed at HAFB will change as the current aircraft are phased out. The recommended course of action is to continue to utilize the noise zones that are currently adopted and upon which our historical land use planning has relied. This will protect the residents of South Weber from undue noise impacts and will help support the mission of HAFB, a very important part of the local economy. It is recommended that no residential development be allowed within the 75+ Ldn noise zone as currently adopted even should the noise zones officially change in the future.

ACCIDENT POTENTIAL: The same AICUZ study discussed above designates "Crash Zones" and "Accident Potential Zones" within the city limits. The Crash Zone is the area immediately off the north end of the runway. The Accident Potential Zones (APZ) extend northward along the flight path. The APZ 1, adjacent to the Crash Zone on the north end of Hill's runway, overlays the very west end of South Weber.

Careful consideration should be given to any development proposals in this area. Residential development in this area should be prohibited. Agriculture and open space are encouraged in these zones as much as possible.

HILL AIR FORCE BASE ENVIRONMENTAL IMPACT: Isolated areas of shallow groundwater and surface water in the southwest portion of South Weber are contaminated with low levels of various chemicals from former activities at HAFB. The areas affected are known as Operable Units (OUs) 1, 2, and 4, and are shown on plume maps provided from HAFB.

Since the early 1990s, the area has been closely monitored as part of the federal Superfund (or CERCLA) program. HAFB continuously monitors OUs 1, 2, and 4 through remediations technology.

Since many contaminants evaporate easily, the chemicals can move up into basements and other overlying structures in the affected areas. Drinking water is not contaminated.

Areas of known contamination are identified using plume maps (See Sensitive Lands Map #5). When using these maps, it is important to note that plume boundaries are inexact and are based on available data. The plume images illustrate the maximum extent of groundwater contamination that is above the clean-up level imposed by the regulatory Superfund process for the most widespread contaminant.

Planners, developers, property owners, and residents can obtain additional information from the following:

- ☐ HAFB Restoration Advisory Board, www.hillrab.org
- ☐ HAFB Environmental Restoration Branch, (801) 777-6919
- ☐ State of Utah, Department of Environmental Quality, (801) 536-4100

Development in the area of contamination should be conducted in a manner that minimizes chemical exposure. Building requirements could include prohibiting basements, requiring field drains, adding vapor removal systems, etc. Builders should be aware of alternate building standards to mitigate potential hazards from vapor or ground water contaminates. Those living or planning to live above or near the areas of contamination need to familiarize themselves with this information, be aware of possible issues and associated health problems, and be accountable for their own health and safety after studying all the available records.

SECTION 3: LAND USE GOALS AND PROJECTIONS

This section discusses the various recognized major land use categories and other important factors that may affect the future of South Weber. Citizen recommendations and sound planning principles are integrated with physical and cultural constraints to project the most beneficial uses for the community. In most cases, these recommendations are general in nature and will be subject to refinement by the city as proposed changes in land use or zoning are made.

Projected Land Use Map #1 shows specific locations and information concerning projected land uses. Please note, there is no date at which time these projections should be realized. Many variables make it difficult to predict future use.

(See Projected Land Use Map #1 for more detail on the recommendations of this Section.)

AGRICULTURE, RURAL CHARACTER AND OPEN SPACE:

Agriculture is still important to the community, but perhaps in a different way than it was historically. Agriculture will always be a welcome part of the community. If agricultural use significantly declines, other means must be used to preserve open space to provide the rural feel to the community. The city should take measures to protect existing agricultural practices by not enacting restrictions on its use due to encroaching residential uses.

A goal of the city and community is to keep the rural feel of South Weber. One challenge with this is the remaining agricultural lands are privately owned. A landowner's prerogative may differ with the community's goal. In South Weber and surrounding areas, high land values deter agricultural uses. Children and grandchildren of agriculture-based families are primarily seeking careers outside of agriculture. As a result, aging farm owners have no one to take over farm operations upon retirement. It is difficult to preserve farmland except by extraordinary means, such as government purchase of the agricultural lands for preservation purposes. This is not a realistic option to preserve farmland in South Weber. The city should examine creating incentives for landowners/developers to preserve key pieces of open space to preserve the desired rural feel of the community.

Natural open space is also an important asset to the community. For the purposes of this plan, open space is defined as undeveloped land with few or no structures and allows residents the ability to move about or view large outdoor areas, to experience nature, to recreate in a safe and peaceful outdoor setting, or which can be used for organized recreational activities. (See Recreation Section for more on this subject). Some of the valued open spaces within South Weber are the Weber River corridor, wooded and open areas along I-84, the steep hillsides above and below the Davis and

Weber Canal, and the steep and wooded hillsides on the east side of the city adjacent to forest lands.

Since it is beyond the city's resources to purchase property to maintain a rural character or preserve open space, other methods should be used. The city should make every effort not to interfere with, or allow adjacent land uses to inhibit, ongoing agricultural pursuits and should consider annexing hillside property adjacent to current city boundaries and consider incentives to develop properties with large amounts of open space, specifically available for public use.

RESIDENTIAL:

The existing residential development trend in South Weber is largely single-family units. In recent years the city has seen a few multi-family developments built. This trend of mostly single-family residential development on moderate size lots is an acceptable and desirable trend to maintain, provided that some areas of open space are preserved. It is advantageous to encourage variety in lot size and housing types to allow the city to accommodate residents of all ages, lifestyles, and income levels.

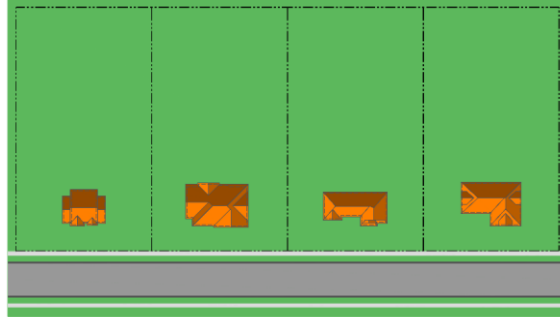
Multi-family residential areas should be spread out as much as practical to minimize any associated impacts in any given area. Multi-family residential areas should be located where they have direct access to collector or arterial roads. These multi-family residential areas could be acceptable if adequate protections or buffers to nearby lower density housing are included in the development.

It is important to reserve adequate space for moderate income housing which in the current market will take the form of multi-family residential areas (See most recently adopted Moderate Income Housing Plan on City website).

The following are graphical representations of the current densities allowed in residential zones. *For comparison purposes, each block of land represented in all the graphics is 5 acres.*

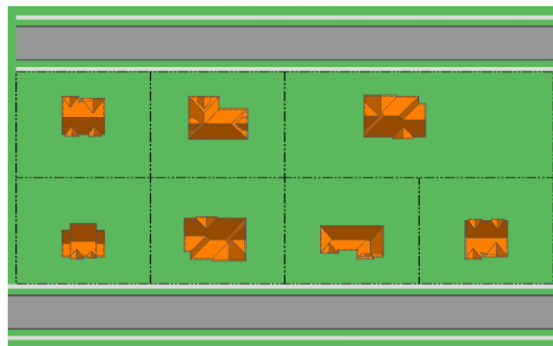
1. Very Low Density allows 0.90 dwelling units per gross acre⁴ or less.

VERY LOW DENSITY RESIDENTIAL
(AGRICULTURAL ZONE)
0.9 UNITS/ACRE



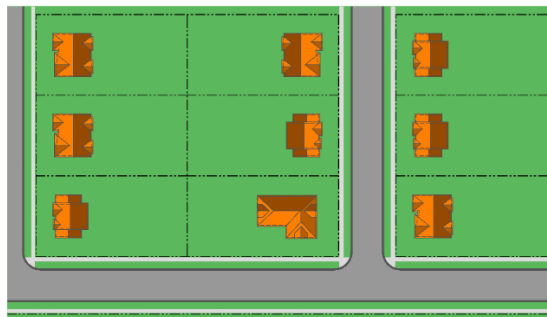
2. Low Density allows 0.91 to 1.45 dwelling units per gross acre.

LOW DENSITY RESIDENTIAL (R-L)
1.45 UNITS/ACRE



3. Low-Moderate Density allows 1.46 to 1.85 dwelling units per gross acre.

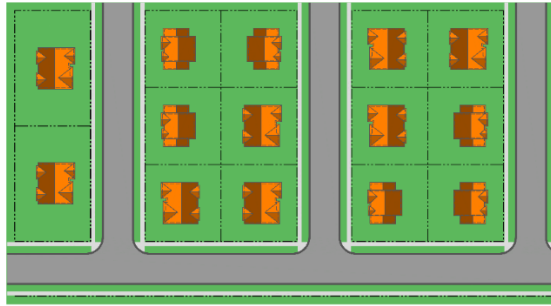
LOW MODERATE DENSITY RESIDENTIAL
1.85 UNITS/ACRE



⁴ Gross acreage is defined as all property within a defined area including lots, streets, parking areas, open space, and recreational uses. For the purposes of calculating new development densities, all area within the development boundaries will be included.

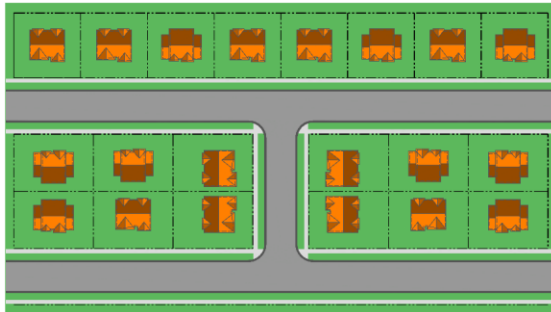
4. Moderate Density allows 1.86 to 2.8 dwelling units per gross acre.

MODERATE DENSITY RESIDENTIAL
2.8 UNITS/ACRE



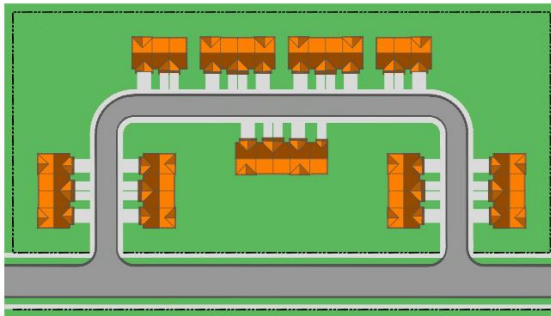
5. Residential Patio allows 2.81 to 4.0 dwelling units per gross acre.

RESIDENTIAL PATIO
4 UNITS/ACRE



6. Multi-Family allows 4.1 to 7.0 dwelling units per gross acre.

MULTI-FAMILY RESIDENTIAL (7 UNITS/ACRE)
35 TOWNHOMES WITH SMALLER PRIVATE STREETS



These dwelling densities have been incorporated into the color-coded Projected Land Use Map (Map #2). These recommended densities are intended as a guide for the given colored area. Zoning requests or development approval requests for lower densities than that recommended are always acceptable in terms of their density. Densities

greater than those contained on the Projected Land Use Map may be granted in exchange for such amenities as trails, buffers, etc. as deemed in the best interest of the city. The Zoning Ordinance has been structured so that a specific residential zone corresponds with each of the density categories and the maximum density allowed within that zone falls within the range described above.

MODERATE INCOME HOUSING:

See the most recently adopted South Weber Moderate Income Housing Plan on the City website at www.southwebercity.com.

INDUSTRIAL:

Current industrial uses are limited to gravel pits, a few areas near the gravel pits, and a few businesses scattered throughout the community. As previously noted, the mining operations have some negative impacts to the community. We also acknowledge that the pits also provide a substantial monetary benefit to the community and that resources extracted by the gravel pits are important to the health and growth of the area in and around South Weber.

It is recommended the industrial area currently located on Cornia Drive be designated as such and expanded to both sides of the road.

COMMERCIAL:

Existing commercial developments are limited to a few businesses near the South Weber Drive/US-89 interchange. Previous businesses in the center of town are out of business.

For the convenience to residents and the financial health of the city, it is recommended that appropriate commercial development is encouraged. The area in the vicinity of the US-89/South Weber Drive interchange is the primary area designated for commercial development, thus limiting commercial impacts to residents of the area. The city should protect the land near the interchange for future commercial developments. The city has designated all the land shown on the Projected Land Use Map in the vicinity of the US-89/South Weber Drive interchange as Commercial Highway zone to encourage commercial development there. All retail type and uses that provide locally needed goods and services should be encouraged.

Other commercial development should be supported in the vicinity of the I-84/Old Fort Road interchange. Development of this area should be done in a manner that does not negatively impact surrounding neighborhoods.

Care should be given to any commercial development adjacent to a residential or planned residential area. A buffer between the two land uses which reduces the negative impacts of the commercial development is strongly encouraged. Design standards for commercial development exist to ensure compatibility and a sense of community among various potential commercial enterprises.

RECREATION:

South Weber city currently maintains recreational facilities at the following areas: Byram Estates Holding Pond, Canyon Meadows, Cedar Cove, Central Park, Cherry Farms, Nathan Tyler Look Memorial, and the Posse Grounds. The city also has several grassed detention basins that function as park space.

Additional development of recreational spaces should be included in budgets and parks improvement plans, before new parks are developed. The city should continue to use grassed detention basins as park space as they are created with additional development.

The presence of the Weber River on the north boundary of the city presents an opportunity for a river recreation corridor reaching into Weber County. The Wasatch National Forest to the east of town presents abundant recreation possibilities which are important to residents of South Weber and many others.

The Trails Foundation of Northern Utah, a private non-profit organization, has been very active in securing access rights and in constructing the Weber River Parkway Trail. South Weber should work closely with them and others in securing additional access, extending the trail, and improving and maintaining existing facilities. The river corridor should be protected as an important recreational resource in South Weber and as valuable wildlife habitat.

As development along the east bench area occurs, the city should ensure that public has access to the National Forest. The forest provides hunting, hiking, mountain biking, and nature appreciation opportunities different from other recreation sites. It is critical to maintain access to these public lands.

South Weber can become a more bicycle friendly community. The city should consider areas to create bicycle lanes. The possibility of a bicycle path along the Davis & Weber Canal should be explored.

Improved access to Cherry Farms Park should be accomplished via a pedestrian bridge across the canal connecting the 2020 East holding pond to Cherry Farms Park.

The Projected Land Use Map (Map #1) shows recommended locations for recreational use due to existing or projected residential growth in the area. There may be other areas suitable for recreational uses which are not designated on the map. Designation

of a property in the recreational category is not meant to limit the use of the property exclusively to recreational use but is indicative of a recreational resource to protect.

INSTITUTIONAL:

The only current institutional uses in South Weber are schools and churches. South Weber Elementary School and Highmark Charter School are the only schools in the community. The city should assist Davis School District in locating any future school sites. This will assure the most advantageous site for both the District and the city. The city should be open to the development of additional church sites. It's also important to note that just outside City boundaries on the north end of Cornia Drive, the U.S. Forest Service operates the Weber Basin Job Corps.

OPEN LANDS:

Undeveloped properties may have a designation of Open Lands. Unlike other land use designations, this designation does not imply any potential zoning classification. Properties may be so designated because they are unbuildable due to terrain, may be inaccessible or may just have no recommended use.

SECTION 4: TRANSPORTATION

This section outlines the existing state of the transportation system and provides recommendations to improve safety while meeting the demands of future growth. This plan does not attempt to provide exact locations of every local or residential access street in the city, but does look at all critical transportation routes, specifically concentrating on those streets the city is the steward of. Streets currently stubbed are shown with an intended connecting location, thus informing any future developers the city's intent for connecting streets (See Vehicle Transportation Map #5). In order to encourage connectivity between developments, cul-de-sacs or turnarounds are only considered if topography or other constraints prohibit the connection to a thru street. Temporary turnarounds must be provided at all stubbed street locations where a thru street is eventually planned.

It is important that major transportation routes through South Weber are protected from unnecessary traffic motion. Issues arise when too many driveways are allowed access directly onto a street, resulting in slower traffic as vehicles maneuver in and out of driveways. To reduce this concern and to preserve the full functionality of major transportation routes, the number of direct access driveways should be limited to as few as reasonably possible.

It is also important that public streets within the city be maintained in a reasonable and acceptable condition. To this end, all new roads developed in South Weber are public streets. Private streets are strongly discouraged. Some leeway is allowed in the design of public roads within planned unit developments, to allow more ingenuity in providing public improvements. This can be done in how park strips and foot traffic are handled.

(See Vehicle Transportation Map #2 for more detail on the recommendations of this Section.)

US-89 (Highway 89):

The State is in the beginning stages of a major upgrade of US-89 that will turn it into a limited access expressway. The project's northern terminus is the US-89/I-84 interchange. The city fully supports this project, though it will create some known issues that affect South Weber. It is critical that direct access from South Weber Drive onto US-89 is maintained for both north and south directions. As US-89 transitions from a limited access facility to a restricted access highway in South Weber, it will likely create an increase in backup of northbound traffic. Currently, traffic congestion on US-89 is somewhat spread out along the route south of South Weber due to the traffic lights found between South Weber and Farmington, though northbound congestion sometimes occurs in South Weber when cars stop at the traffic lights in Uintah City.

The city strongly encourages UDOT to consider solutions to the increasing traffic near the US-89/I-84 interchange, anticipating additional slowdowns along US-89 once the expressway project is completed.

The US-89 project creates an opportunity to install an underpass for the continuation of the Weber River Parkway Trail/Bonneville Shoreline Trail (BST). This is critical to the extension of the Weber River Parkway Trail to the mouth of Weber Canyon, thus connecting the BST in Davis County with that in Weber County. The city strongly supports an underpass and should continue to encourage its completion in every possible way.

1900 EAST STREET:

1900 East Street is an extremely important collector road. It has a serious safety hazard at approximately 7550 South. Here it traverses a steep bluff which reduces sight distance at the intersection with 7600 South and encourages traffic to speed as cars travel north down the hill. It should be a priority to evaluate the possibility to mitigate this safety hazard.

SOUTH WEBER DRIVE (State Route 60):

South Weber Drive, a State controlled road, is an arterial street which serves as the transportation backbone of the community. It is important to note that numerous homes front the road somewhat reducing its effectiveness as an artery. It is anticipated the road will need to be widened from the current 66-foot right-of-way (in many locations). The city should continue its current policy of requiring curb and gutter of all new development along this road. Widening of the road should include enough room to add bike lanes. The road is wide enough to add bike lanes in the eastern part of the city. The city should pursue adding these lanes. [Access Driveway access](#) to this road should be limited as much as possible to protect its arterial status and usage. This should be done in conjunction with UDOT standards.

Analysis indicates traffic signals will eventually be needed at the intersections of South Weber Drive with 1900 East and 2100 East. The city should encourage UDOT to install traffic lights at these locations as soon as traffic warrants them.

OLD FORT ROAD:

Old Fort Road is intended to be a minor collector road with limited access. Currently, the first phase of the road is constructed on the west end which runs eastward from 475 East, utilizing the old alignment of 6650 South past the Posse Grounds. This road will eventually continue eastward through farmland near the freeway. It is believed this new roadway will provide increased opportunity for commercial development near the I-84 interchange by establishing direct access to that site from the interchange.

~~7600~~1650 EAST STREET / 7775 SOUTH STREET / ~~1550 EAST STREET~~:

A high priority road project should be ~~to connect (plat and construct) the remaining portion of 7600~~connecting 1650 East with 7775 South. ~~Presently, this is not dedicated as a public right-of-way (approx. 250 ft.) and connection will make this a through street. This should be developed with standard street improvements and a 60 ft. right-of-way. This road is necessary to~~will provide ~~a more direct and much safer~~an important ~~alternative route to the elementary school, as well the as~~, other than South Weber Drive, between the central ~~part~~and eastern parts of the city ~~and. This would become extremely important in the event of a~~ South Weber Drive. ~~closure in this area.~~

6650 SOUTH STREET / 475 EAST STREET:

6650 South is a very narrow street with houses fronting it, some of which were built extremely close the edge of the asphalt, which would not happen if these houses were constructed today. A temporary dead-end exists at the west end of the houses fronting it. As properties north of 6650 South continue to develop an alternate east/west route (already begun) should be established to take all but local traffic off this substandard road. Only minimal widening and improvement of the road should occur between 475 East and South Weber Drive due to feasibility challenges.

475 East Street is the main route from South Weber Drive to I-84. As development of the west end of town occurs, it is important that most of the traffic in that area find an alternative route to 475 East Street. The development of Old Fort Road to the east and the eventual extension of Old Maple Road to the west are steps to accomplishing this goal.

VIEW DRIVE:

View Drive currently dead ends on its east end at approximately 2370 East. To facilitate better traffic flow in the area, this road should connect through to 7800 South. This should be done by developers as adjacent properties are developed. Due to the narrowness of 7800 South, it is important that strong consideration be given to the public's safety as road connections and improvements are made to the streets in this area.

SECTION 5: ACTIVE TRANSPORTATION

A recent survey by Utah State University on recreational activities and programs indicates trails are the number one priority of South Weber residents. In order to promote the health and general welfare of the citizens of South Weber, it is the intent of the city to develop a network of non-motorized trails throughout the community. These trails should be readily accessible to all residents and others so much as possible with trailheads and access points located throughout the city.

Trails should provide a variety of walking, jogging, running, biking and equestrian experiences by utilizing different widths, surface material, and degree of difficulty. Trails should generally be off-street and not sidewalks in the street right-of-way. There may be locations where trails and sidewalks are concurrent for a short distance where other options are not practical. Where potential trails cross private property, the city should work with landowners to protect property rights and provide incentives to allow the trail to be established on their land. Specific trail recommendations follow.

(See Active Transportation and Parks Map #3 for more detail on the recommendations of this Section.)

BONNEVILLE SHORELINE TRAIL:

The Bonneville Shoreline Trail (BST) is a regional trail based along the high-water level of ancient Lake Bonneville conceptually traversing the entire Wasatch Front and extending into Cache County. A portion of this trail runs along the foothills east of the city at approximately 5,200 ft. elevation. Though most of the trail is outside of city boundaries, it is a great asset to the residents of South Weber. The city should collaborate with and encourage Davis County and other stakeholders to complete the trail.

This trail should be approximately 4 ft. in width and have a natural surface. Special care to reduce impacts and keep grades manageable will need to be taken when crossing Corbet Creek and other ravines. It is encouraged that the trail be located above the Weber Basin Job Corps. This trail needs to transition from the 5,200 ft. level to the proposed Weber Canyon Trailhead just above river level at the mouth of the canyon. This trailhead will support and provide cross access to the proposed Canal and Weber River Parkway Trails.

WEBER RIVER PARKWAY TRAIL:

The proposed Weber River Parkway Trail is an extension of an existing trail in Riverdale and South Weber currently terminating at Cottonwood Drive. In the Cottonwood Drive area, the trail will run between Cottonwood Drive and I-84 due to the existing residential lots that back onto the river. From the bend where Cottonwood Drive crosses

the river, the proposed trail will run along the south bank of the river between the river and I-84.

Multiple property owners hold the land where the trail is proposed, including UDOT, the Utah Division of Natural Resources, Trails Foundation of Northern Utah, and private owners. The city should collaborate with other interested parties in securing easements or rights-of-way for the proposed trail. Due to the regional nature of this trail, it is recommended an entity such as the Trails Foundation of Northern Utah be responsible for management and maintenance of the trail. ~~South Weber and other affected cities should participate to some proportionate level in the maintenance costs.~~

It is recommended that the South Weber section of the trail be approximately 10 ft. wide with a compacted granular surface, with possible consideration to paving the trail at some point in the future.

Pedestrian access from the Canyon Drive Trailhead at Canyon Drive and 1325 East across I-84 to the Weber River Parkway should be a high priority trail improvement.

CANAL TRAIL:

The Canal Trail is proposed to run adjacent to or on top of the Davis and Weber Counties Canal running the length of the city on the south side. The city should seek an agreement with the Davis and Weber Counties Canal Company and any private property owners along the route to allow public access and development of the trail. Safety precautions should be used in designing a trail along open portions of the canal. The city should also encourage Riverdale City officials to continue this trail in their community.

This trail should be developed partly as natural surface trail and partly as a paved trail utilizing the existing maintenance road along the canal or directly on top of the piped sections. This trail should be paved to at least 10 ft. in width where it passes through residential areas from 2700 East to approximately 1550 East. The rest of the trail east of US-89 and west of 1550 East should be graded dirt with some possible surface stabilization where necessary.

VIEW DRIVE TRAIL:

This new trail is proposed to extend from View Drive to South Weber Drive near the west side of the Highmark charter school property. This will better facilitate pedestrian access from the south to the school and commercial services in the area.

OLD FORT TRAIL:

This trail is intended to be a 10 ft. wide paved trail running from approximately 1200 East to near the west end of the city along the south side of I-84. Special attention to

safety is warranted at the trail crossing of Old Fort Road. The stewardship of this trail should rest with the city. It is anticipated that developers of adjacent property will construct this trail. As developments are proposed, the city should ensure that a continuous trail is established with a consistent width and surface material.

SOUTH HILLSIDE TRAIL:

This proposed trail is intended to ~~begin~~be a natural surface trail beginning at the Petersen Trailhead on the west, run south across the Canal Trail, turn eastward on the hillside, and run to the Pea Vinery Trailhead near 1900 East. ~~It will continue to the west side of US-89 to connect with a trail from Layton~~From there it would continue eastward along the hillside behind (south of) the South Weber residences to near the Highway 89 right-of-way where it would turn southward making its way to top of the bluff near Weber Basin Water Conservancy District facilities.

OTHER TRAILS:

If the Staker-Parson Gravel Pit closes and becomes open to development, it is recommended that a trail be developed through the property connecting 7400 South to the commercial area at the intersection on South Weber Drive and 2700 East.

The city should consider developing trails and/or bicycle lanes to connect its various parks.

SECTION 6: ANNEXATION POLICY PLAN

This section is set forth to comply with Section 10-2-400 Utah Code Annotated. This section generally identifies areas the city may consider for annexation at some point in the future and defines the criteria that will guide the city's decision to grant or deny future annexation petitions.

(See Annexation Map #4 for more detail on the recommendations of this Section.)

CHARACTER OF THE COMMUNITY:

South Weber is a community to some extent isolated from the communities surrounding it. This isolation is due to its geographic location in the Weber River drainage basin, the Weber River and I-84 to the north, high bluffs to the south, the Wasatch Mountains to the east, and a narrowing band of land between the freeway and the bluff to the west. This isolation fosters cohesiveness to the community which promotes a safe, neighborly environment.

The city was founded on an agricultural economy. Agriculture is a diminishing land use but remains an important factor in the character of South Weber. There is an emerging commercial center near the intersection of South Weber Drive and US-89 and a planned future commercial center near the I-84 interchange. If build-out projections are accurate, South Weber will always be a small city. With careful planning, the city will retain its charm and rural character.

EAST & SOUTH BENCH AREAS

The East & South Bench areas of the annexation plan should be considered differently than other annexation areas due to their steep slopes and designation as open space in the Projected Land Use Map #1. South Weber is interested in annexing these areas into city boundaries to leave them as open space.

NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED UNINCORPORATED AREAS:

The areas considered for annexation are illustrated on Annexation Area Map (Map #4). If annexed to South Weber, these lands would likely accommodate some type of development requiring full municipal services and possibly those from Weber Basin Water Conservancy District, South Weber Irrigation District, and Davis School District. Infrastructure expansion (i.e. water, sewer, and storm drain systems) could be extended into these areas on an as needed basis.

Financing for infrastructure expansion would primarily be carried by developers of these properties. There may be the need for the city to participate in the financing some

facilities to improve service to existing development. These costs will be met through various means. The city may choose to use general funds, impact fees, special improvement districts, bonding, or other types of funding.

There are no existing developed areas within the expansion area, so adequacy or purchase of existing service systems is not an issue.

TAX CONSEQUENCES OF ANNEXATIONS:

It is well known that property taxes from residential properties generally do not cover the full costs of services provided to those residents. If the development in these areas was limited to residential use, the annexation and development of these properties would result in an increase in the city's financial burden for the required services. ~~To help defray the increased tax burden, some of the proposed expansion area may be appropriately developed as a mix of commercial and residential uses.~~

It is anticipated that development of planned commercial areas within the city will produce enough tax revenues to offset remaining deficiencies in tax revenue from existing and potential future residential properties. The consequences of annexation of expansion areas, when considered alone, will increase the tax burden of all city residences. But, when considered with potential commercial development, the entire city should receive either a reduction in tax burden or an increase in quality and amount of services from the city.

INTEREST OF ALL AFFECTED ENTITIES:

Prior to adoption of this section of the South Weber General Plan, discussions were held with representatives of Davis County, Uintah City and Layton City. The Davis School District likely has interest in residential development as it relates to an increase in student population. The Central Weber Sewer District may be impacted due to a possible increased sewage volume from South Weber. Some of these areas may also require services of the Weber Basin Water Conservancy District.

All affected entities as defined in the Utah Code Annotated, Section 10-2-401(1)(a) may review the proposed annexation policy plan or any amendments thereto and may submit oral or written comments and recommendations to the city. The city shall address any comments made by affected entities prior to adoption.

URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:

The Utah State Code Annotated, Section 10-2-401.5 encourages all urban development within proximity of a city's boundary to be included in that city's expansion area. There are no areas of urban development within proximity to South Weber's boundary that are not already within an existing city except for that found on HAFB. Land within

972 HAFB is not under the jurisdiction of South Weber even if it were within the city limits;
973 therefore, none of that urban development was included in the expansion area.
974