

**CITY COUNCIL  
& PLANNING COMMISSION  
Work Meeting**

**DATE OF MEETING:** 12 November 2019

**TIME COMMENCED:** 6:02 p.m.

**LOCATION:** HighMark Charter School, 2467 E. South Weber Dr.

**PRESENT: MAYOR:** Jo Sjoblom

**COUNCIL MEMBERS:** Blair Halverson  
Kent Hyer (excused)  
Angie Petty  
Merv Taylor  
Wayne Winsor

**PLANNING COMMISSION:** Tim Grubb  
Taylor Walton  
Wes Johnson  
Debi Pitts  
Rob Osborne

**CITY PLANNER:** Barry Burton

**CITY ENGINEER:** Brandon Jones

**FINANCE DIRECTOR:** Mark McRae

**CITY RECORDER:** Lisa Smith

**CITY MANAGER:** David Larson

**CITY TREASURER:** Paul Laprevote

**DEVELOPMENT COORD:** Kimberli Guill

**Transcriber:** Minutes transcribed by Michelle Clark

**ATTENDEES:** Terry George, Tim & Terry Childers, Tim DeLamare, Holly Banford, Corinne Johnson, Linda Stark, Brian Poll, Ivan Ray, Ryan Harris, Robin Harris, Doug Dahl, Marlene Poore, Amy Mitchell, Julie Losee, Paul Sturm, Elizabeth Rice, Traci Wiese, Marci Poll David Hoggan, DeAnn Hoggan, Haley Alberts, Jason Thompson, Nick Thompson, Brandyn Bodily, Charles Poll, Sandra Layland, Lynn Poll, Natalie Browning, Farrell Poll, Linda Marvel, and Kathy Devino.

**Mayor Sjoblom called the meeting to order and welcomed those in attendance. She explained this meeting will be the same format as the previous joint City Council and**

**Planning Commission meeting held to discuss the amendments to the General Plan. She requested the public listen quietly, as this is the time for the City Council and Planning Commission to discuss the General Plan. She recommended taking notes, if anyone has any questions, they may speak to the City Council or Planning Commission following tonight's meeting.**

**PLEDGE OF ALLEGIANCE: Councilman Halverson**

**PRAYER: Councilwoman Petty**

**Discussion: General Plan Public Comments Review & Draft Revision**

This work meeting was a continuation of the October 22, 2019 joint work meeting. State law requires a City Council to adopt a General Plan. South Weber City generally updates their General Plan approximately every 5 years. The current update process began in February 2019, 5 years since the previous update in 2014.

Part of any successful General Plan update is public input. The Planning Commission developed a DRAFT General Plan that was published for public comment from September 1, 2019 to October 11, 2019. The City received 489 responses to the General Plan survey published alongside the DRAFT General Plan, as well as comments and suggestions made during the two night General Plan Open House on October 2 & 3, and other one-on-one communications and conversations between Council Members or Planning Commissioners and residents/property owners in the community.

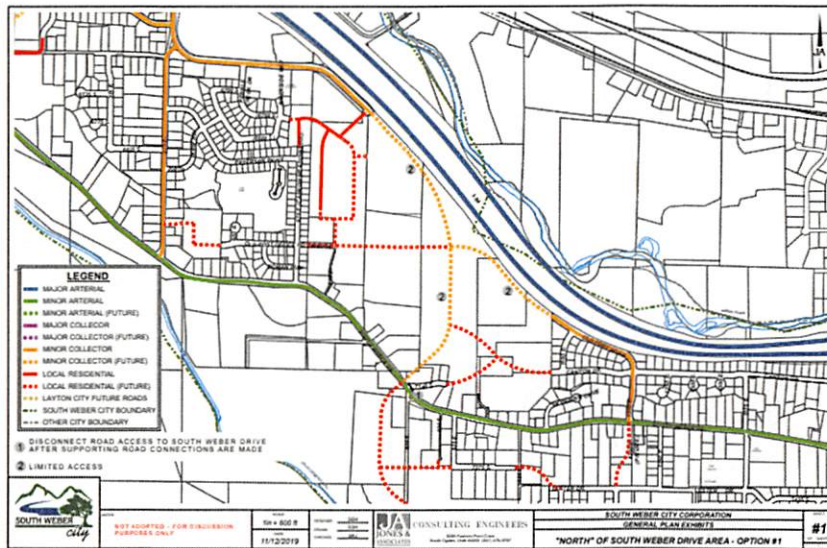
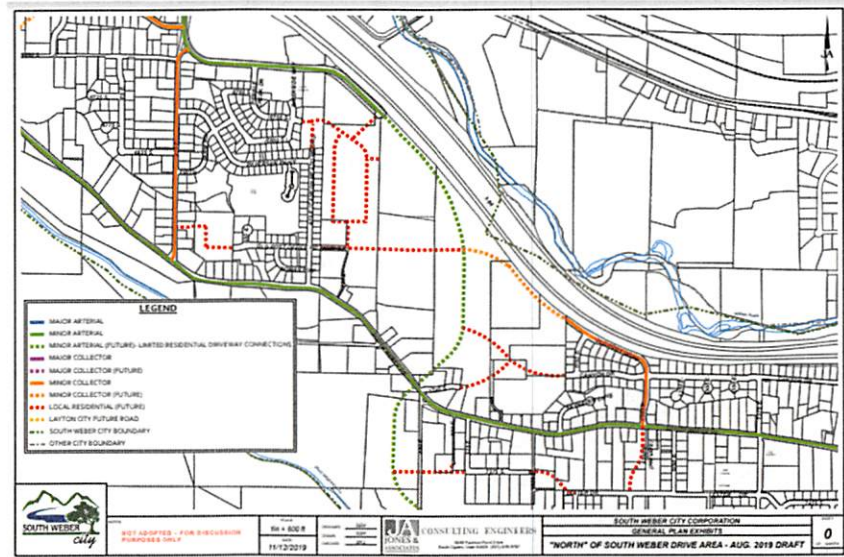
This format was a continued structured review of the public comments for each section of the DRAFT General Plan that will precede a discussion about each section and ultimately generate direction from Council & Planning Commission to staff regarding desired revisions to the DRAFT General Plan that will become DRAFT 2. Once DRAFT 2 is created, it will be published with a survey and another open public comment period--dates to be determined based on time needed to generate DRAFT 2.

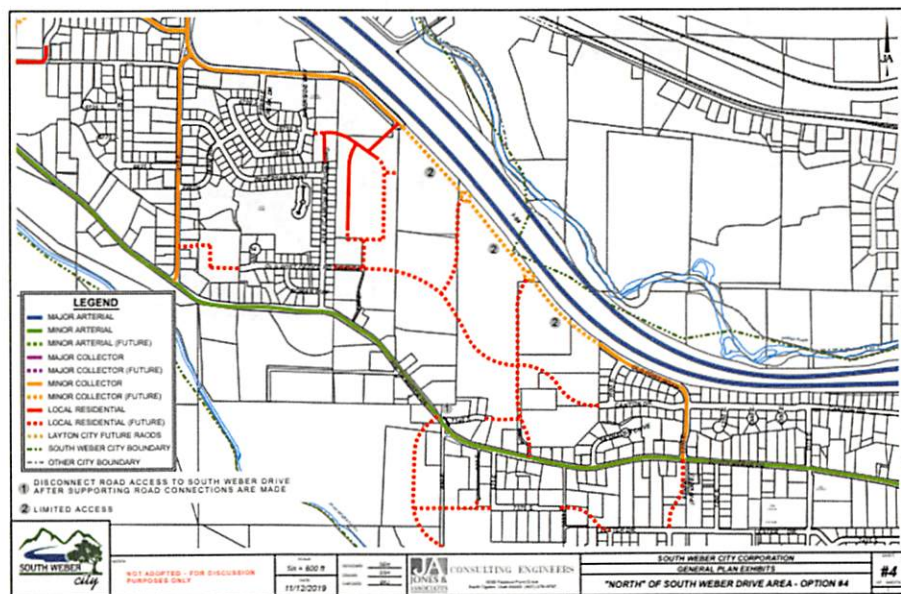
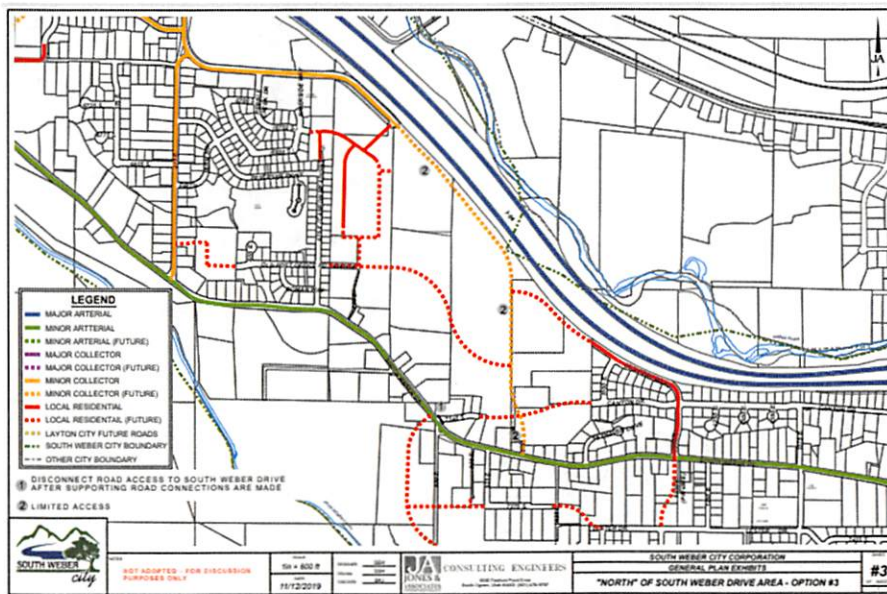
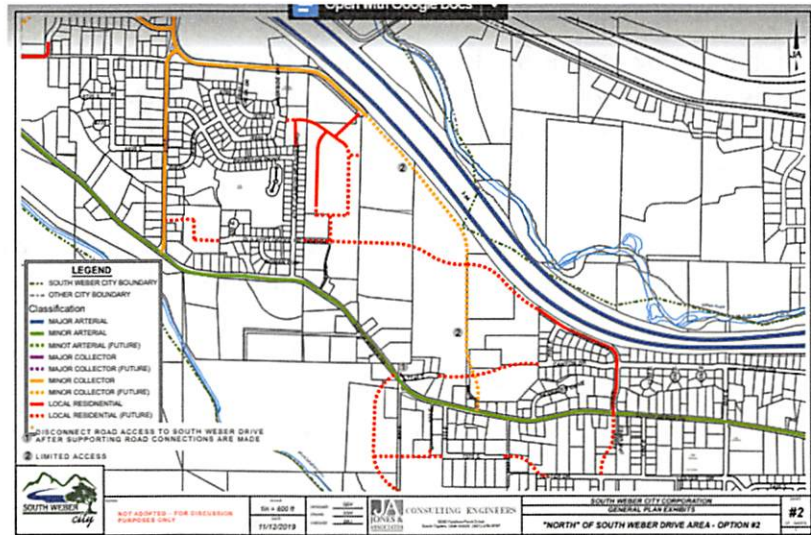
City Manager David Larson discussed the General Plan survey summary regarding transportation. There were 211 responses to this section. After reviewing the survey results the three main responses were: (1) no connection to Layton, (2) want a connection to Layton, and (3) stop South Bench Drive. David reminded Council and Commission that when he came to the City there was already some internal discussion regarding the road idea which became South Bench Drive in the DRAFT General Plan. In 2014 a connection to Layton City was discussed and two alternatives were presented which were: (1) connect to 1900 East where the current dirt road is located, or (2) follow Old Fort Road alignment from I-84 (where South Bench Drive construction is happening now) and continue to parallel I-84 to what is currently Old Fort Road then turn up 1200 East going past the elementary school and then go up the hill where there is an 8% grade. One of the concerns with 1900 East was that the road would connect through a neighborhood as well as the 14% grade of the road. In looking at alternatives, the discussion moved to Old Fort Road. On the 2014 map it showed the road traveling up the hill at an 8% grade. There was discussion at that time about having a collector road instead of a neighborhood level road coming from I-84 and then going directly to Old Fort Road. He explained this began the idea of the current South Bench Drive alignment going through undeveloped land, intersecting South Weber Drive, and then connecting at the toe of the hill with the Old Fort Road alignment going up the hill. He recounted that is how the City ended up with the South Bench



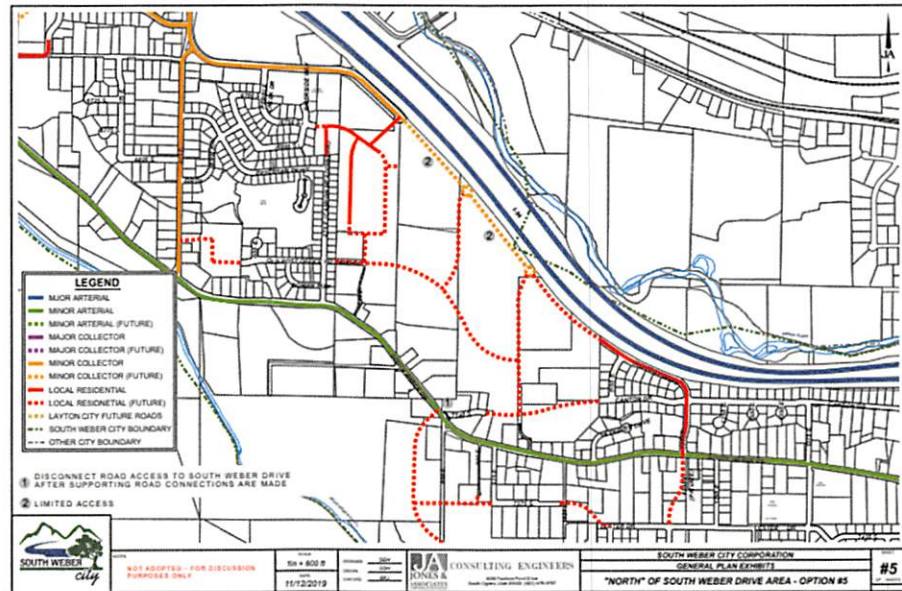
Drive alignment and it was always planned to be discussed at the 2019 General Plan update, which is happening now. He understood there are challenges and needs when it comes to transportation. From his perspective having South Bench Drive go through various parts of the City solved some problems but created other problems which have been clearly identified by the community.

David reviewed the sections of South Bench Drive beginning with the “north” of South Weber Drive area. He presented five possible configurations shown below.









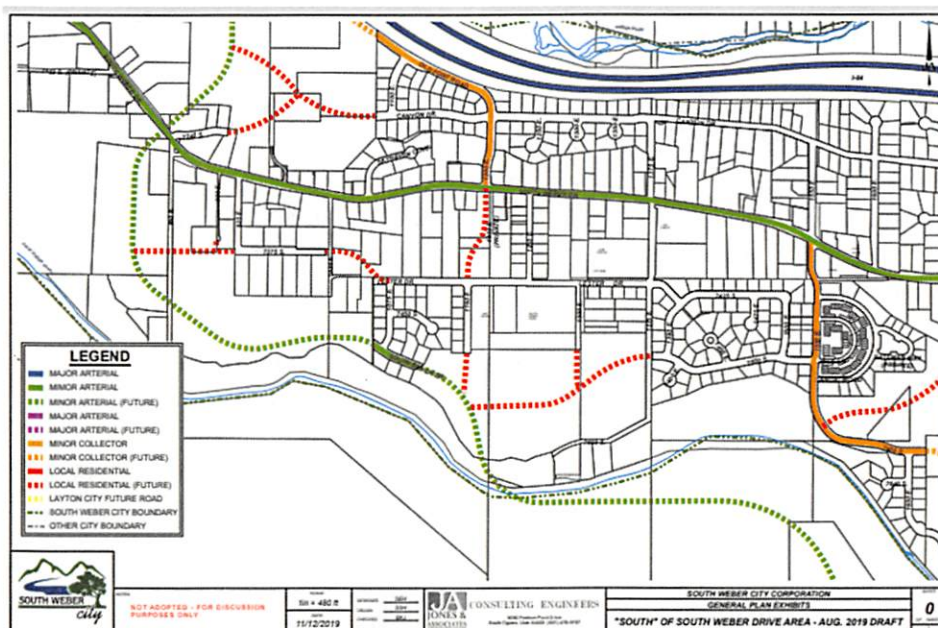
He discussed options of downgrading various streets and limiting the number of driveways that front a street. He communicated planning for a collector maintains the integrity of the neighborhood. He then focused on intersection options with South Weber Drive. He identified item #1 (located at approximately 7240 South) on the map would disconnect access to South Weber Drive after supporting road connections are made. He also presented the possibility of roundabouts on Old Fort Road.

Councilman Taylor was not in favor of Old Fort Road going through the D.R. Horton Subdivision. Councilman Winsor expressed option #1 should be removed from consideration. Councilman Petty agreed. Councilman Halverson favored option #4 or option #5. Councilman Winsor agreed. Commissioner Walton voiced access should be limited on Old Fort Road. David expressed that decisions for transportation changes will tie to the Capital Facilities Plan and the Impact Fee Plan. Commissioner Osborne revealed Option #3 connects to Cottonwood Cove. Commissioner Johnson indicated the current General Plan does not allow homes to have driveways on Old Fort Road which allows for a walking trail. City Engineer Brandon Jones further explained Option #2. Councilman Winsor related the benefit of Option #3 is it will decrease traffic on 475 East, which has current driveways facing the street. David announced the purpose of South Bench Drive is to take traffic off South Weber Drive. Commissioner Osborne questioned why take traffic off South Weber Drive since it is a state road. David discussed the collector being the fastest route for individuals. He suggested planning for access from the east end of the City to the west end and vice versa. Commissioner Johnson suggested looking at an interchange from 1200 East to Interstate 84. He commented as land develops South Weber Drive will become more congested. David proposed narrowing to two options for the citizens to review for the next survey. Commissioner Pitts proposed moving the collector from option #3 to option #4 and changing the Old Fort Road to red (local road) and leaving the roundabouts. City Planner Barry Burton opined roundabouts keep speed down but don't defer individuals from using the road. Some members of the Planning Commission and City Council questioned the need for the roundabouts. Brandon advised roundabouts can be costly and impact fees may be affected. Talk turned to whether it is necessary to construct three lanes all the way down Old Fort Road. It was stated the intersections need a turning lane to help with the flow of traffic. David expressed

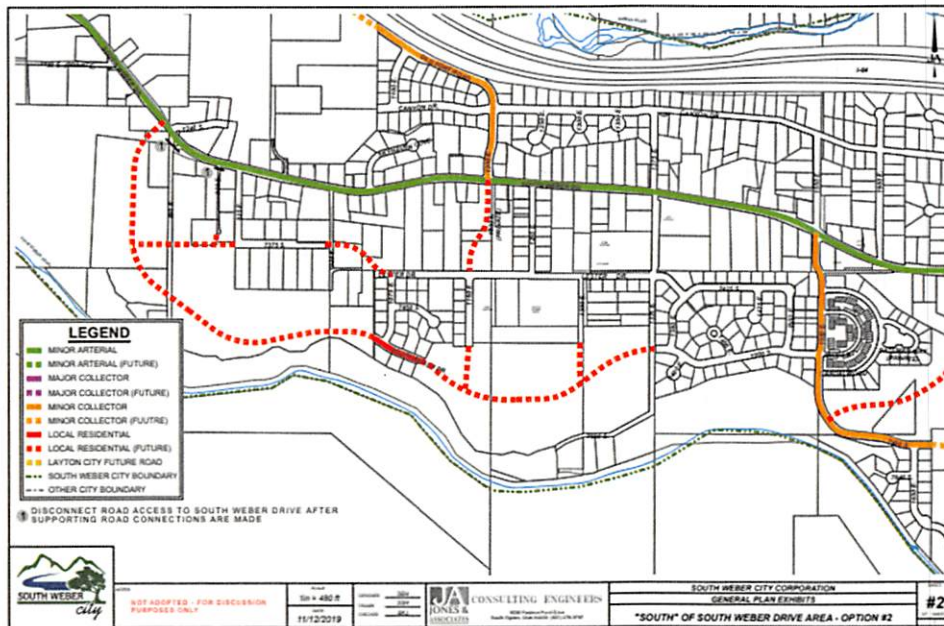
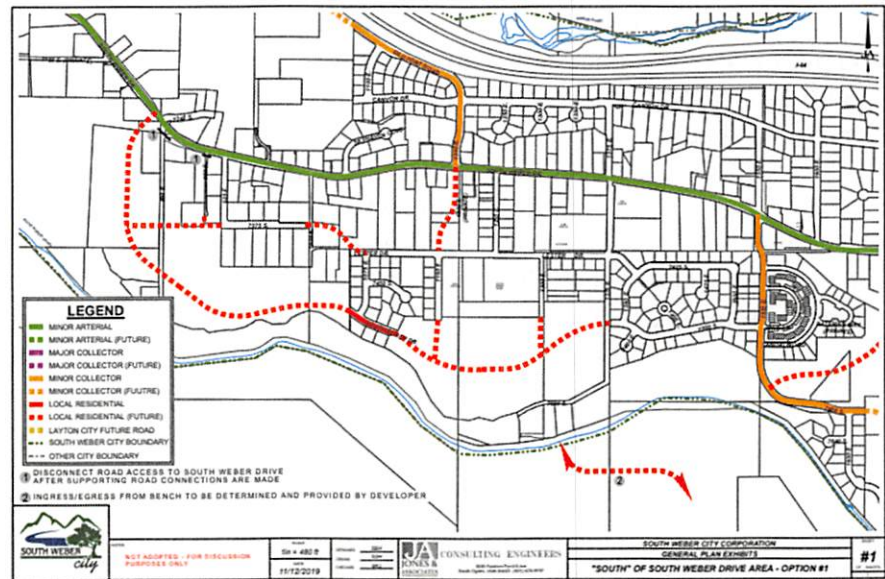
future developments would connect to the collector road and require a turn lane. Commissioner Grubb agreed there needs to be a turning lane. Councilwoman Petty referenced 2700 East as an example of a narrow road and believed having a turning lane in the middle would optimize safety. Brandon recalled the difficulty of driving on South Weber Drive and traffic backing up for cars to turn. By adding a turning lane many issues are eliminated. Councilman Halverson concurred there should be two options from which to choose. Commissioner Walton expressed he didn't like the connection to South Weber Drive in option #5. He announced apprehension with the number of connections to South Weber Drive. Brandon recited the connections at Sky Haven Cove, 1200 East, Canyon Meadows Parkway, and 475 East.

The City Council and Planning Commission decided the two choices would be option #2 (as is) and option #4 (with amendments). David explained the amendments would be made and provided by email for their approval prior to going out in the second survey to the public.

David then reviewed the “south” of South Weber Drive map with two proposals.







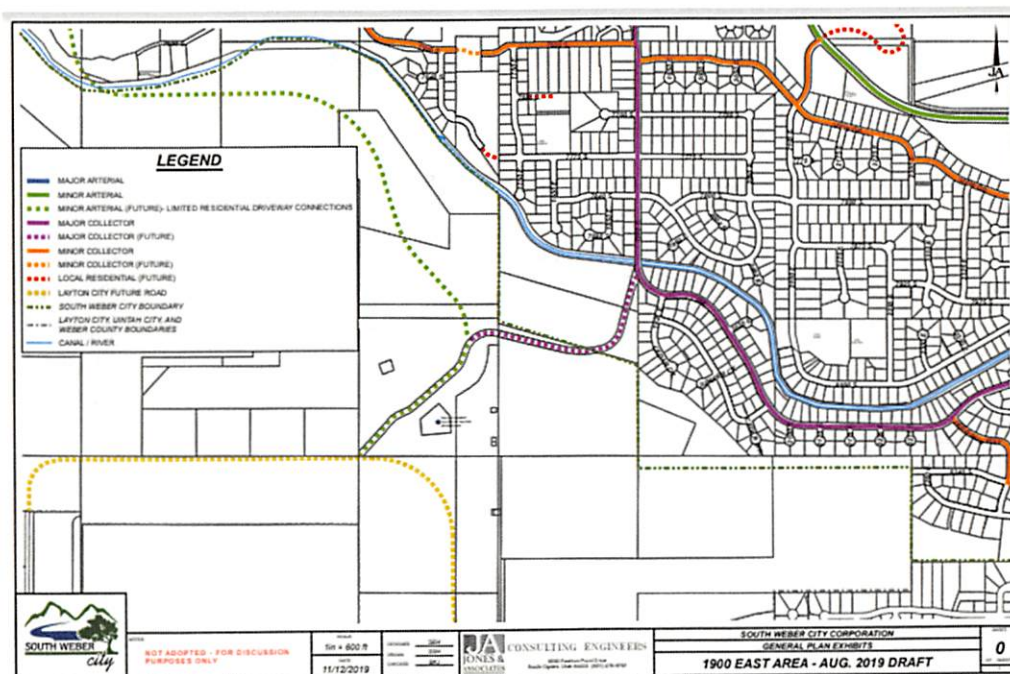
David articulated this map shows South Bench Drive connecting to Layton City. He clarified that the City made application to Wasatch Front Regional Council (WFRC) for two grants. One was for a feasibility study for the potential intersection and the second for a feasibility study for the hillside. There were two reasons the City applied. First, the process takes multiple applications before consideration. The reason it was put in the draft was to see if it were the preferred option, which it clearly was not. Secondly, if the South Bench Drive alignment were preferred, the intersection would need to be engineered to agree with the 2014 General Plan alignment. He stated the city staff didn't feel as though they were stepping out of bounds to seek potential funding. He explained they were looking for money for a road that hadn't been discussed publicly and he apologized for that, but professed they were simply trying to be ahead of the curve and get in line for future grant possibilities. He reported City did not reapply with WFRC.

David noted Option #1 identifies a connection to Layton and Option #2 does not. He explained Option #1 would be necessary for annexation. He discussed the ridgeline being a natural dividing

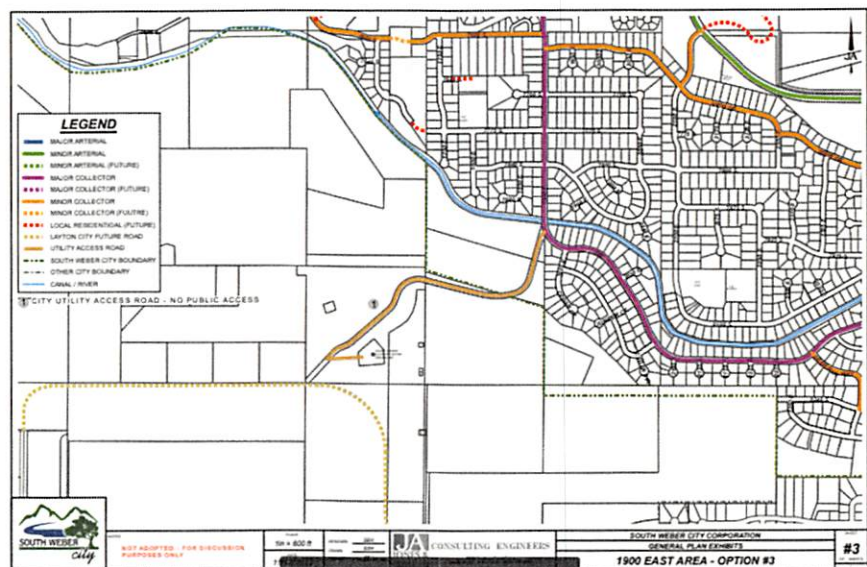
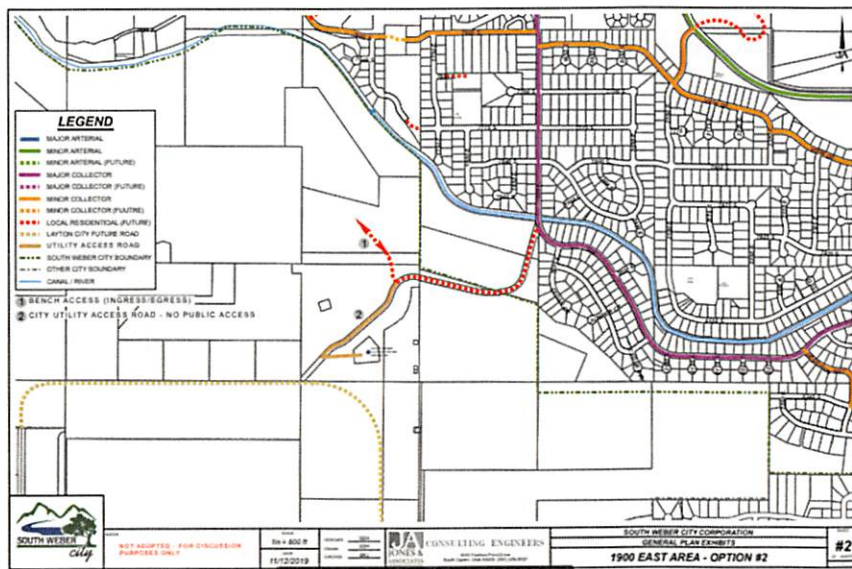
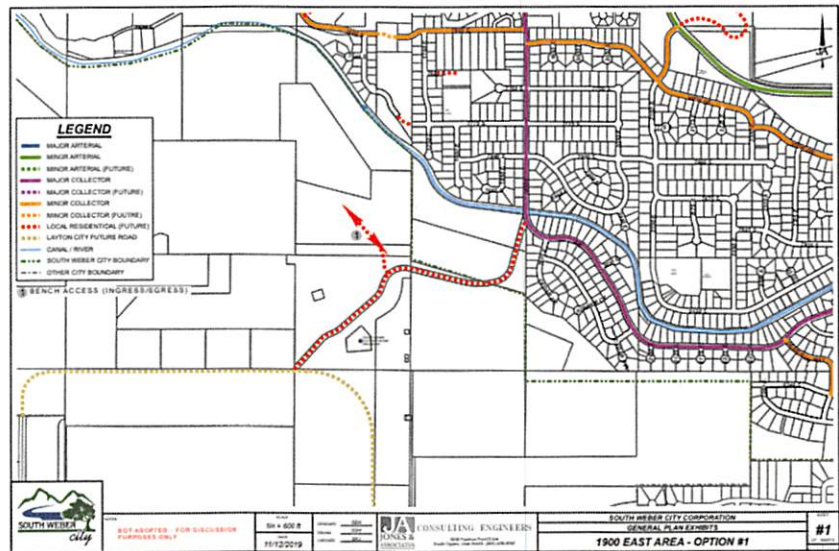


point for services and an area that can be controlled by the City. He was aware there are some property owners who may not want to annex their property into South Weber City. Commissioner Walton queried if the City must have a road to service the bench area. Brandon affirmed yes because the City would need to maintain the roads, snowplow etc. If not, all the city plows would need to travel I-89 and Hwy193 to get to this location. Commissioner Walton inquired if the City should be deciding what type of land use within the annexation before the road connection is decided. David articulated if Council determines that this property will be annexed into South Weber City, they can either plan for connection or not plan for connection, telling the future developer to figure it out. Commissioner Walton remarked he has reviewed Layton City’s General Plan and there is a proposal for an industrial park for this area in their annexation plan. Commissioner Walton reiterated he is not comfortable in land use proposals on this property and felt land use would determine the type of road or need of a road connecting to Layton City. Brandon proclaimed land use, annexation, and the road connection are all closely related, but should be discussed individually. David uttered one reason to include the road connection is because of impact fees. Commissioner Osborne canvassed why this location would be the only option and what it would look like to come through the ACUE zone farther west from 475 East. Commissioner Walton mentioned without the road connection there is no need to propose annexation or land use. David related 1900 East connects on the plan as well. Commissioner Walton wanted the annexation plan to articulate that if this property isn’t annexed into South Weber City, the City loses control over development. He advised the City would be affected by what Layton City does on that hillside. Councilman Halverson offered that developers must figure out the roads when they develop, but he didn’t foresee that happening unless the City came up with an option that prohibits development. Councilwoman Petty called for clarification that the developer is responsible for the road and noted any road would still need to be approved by the City. In conclusion, David voiced it was his understanding that the preference was option #2.

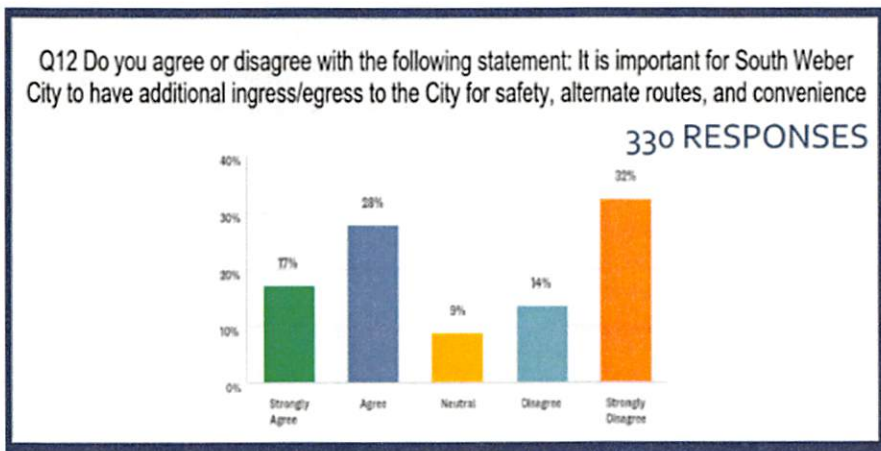
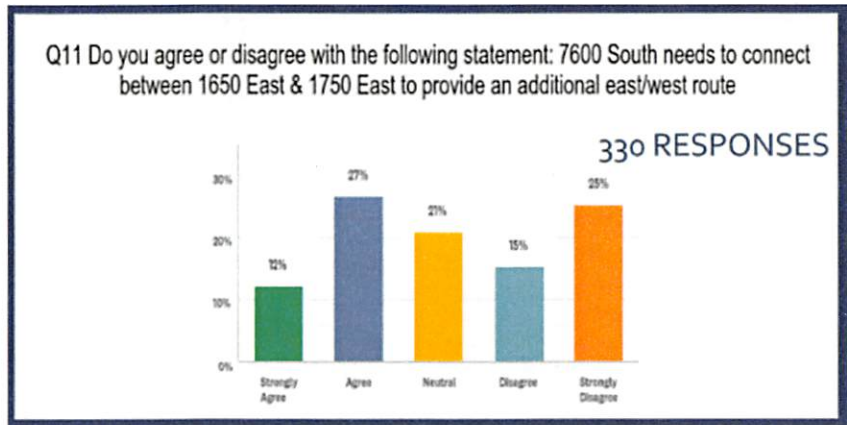
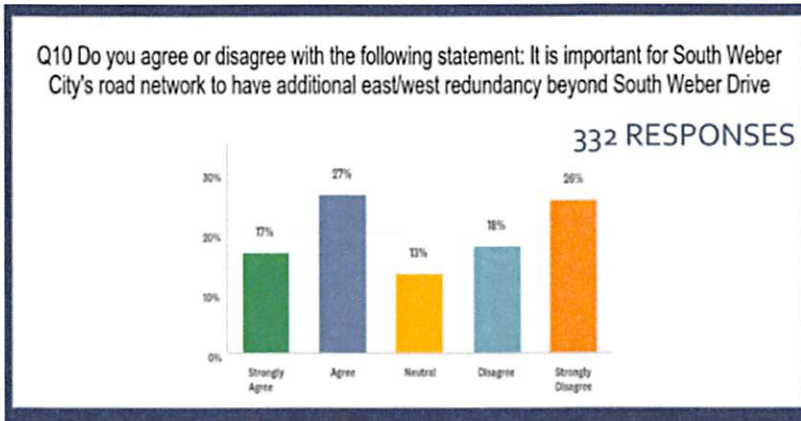
David presented 3 options for the **1900 East map**.



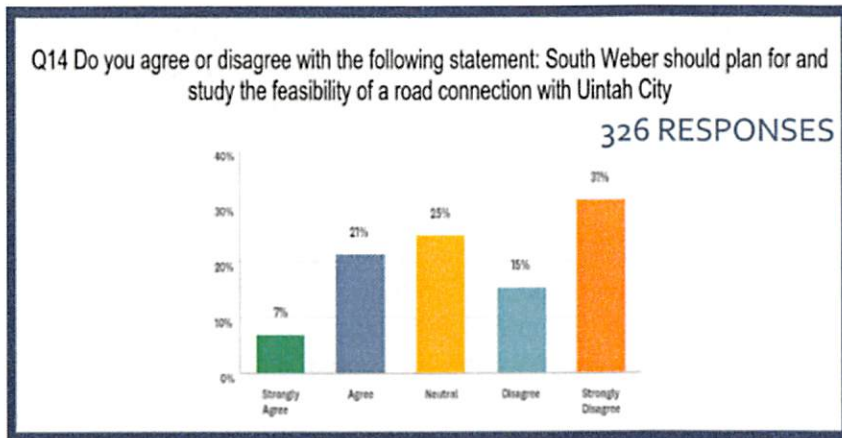
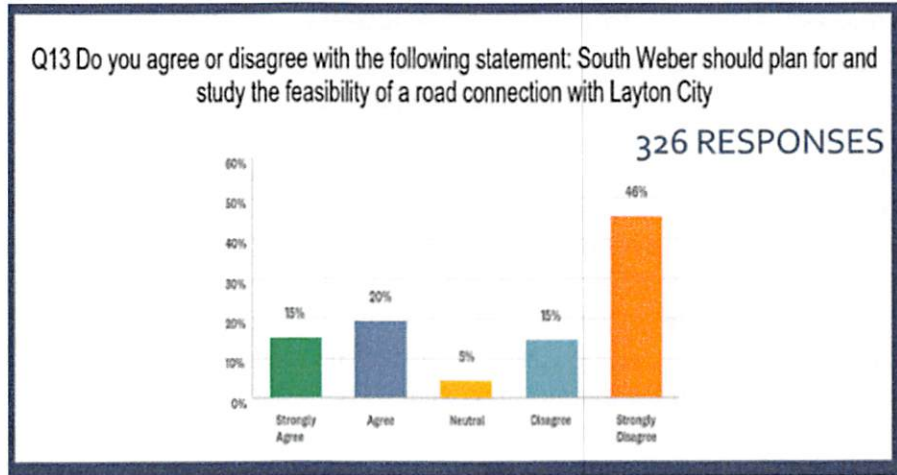




David identified the location of the water tank and connecting dirt road. He conveyed the advantage of emergency evacuation and alleviating general congestion in the City. He reported if the City annexes the property on the bench, there would need to be a road connection for maintenance access. Commissioner Grubb suggested this road be asphalted at a developer's expense to be a service road for public works. Brandon acknowledged an option could be to limit access to public works only. Councilman Halverson relayed the property owners of 7600 South Street/1550 East Street have petitioned these connections not be high priority projects. David submitted the following transportation survey questions:







**Annexation:** Barry discussed annexation being entirely driven by the property owner. He stated cities have no obligation to annex property. Commissioner Walton identified a piece of property for which Layton City can't provide services. He remarked on its beauty. Brandon described the grade between the ridgeline and that property. Barry explained property can be on both cities' annexation plan allowing the owner to choose, but if the property isn't identified on either plan, the City would need to amend their annexation plan to include it. Commissioner Johnson revealed Hill Air Force Base is looking for contractors who are willing to develop property up there and if it isn't on South Weber City's annexation plan, we lose control over what is constructed. David defined the area on the map that is on the City's annexation plan but not on Layton City's plan as well as overlapping areas on both plans. Councilwoman Petty announced the road connection to Layton City is unnecessary at this point and recommended maintaining it as a service road on the General Plan. Brandon cautioned if Council removes it, the City will not plan for it in the Capital Facilities Plan and changing later would be problematic. Councilman Winsor proposed adding it down the road five years from now if it is necessary then. Brandon declared the consequence of not identifying the Layton City connection on the General Plan and the impact it could have on costs down the road. Commissioner Pitts reviewed the property at the top of 1900 East that could be used for a possible nature park and trail with a restroom and parking lot. Brandon communicated that is not City property although the City does have an agreement with Wasatch Integrated Waste and would need to discuss with them what uses they would allow.

Mayor Sjoblom called for a decision concerning the connection to Layton City. Commissioner Osborne had misgivings about those who are saying the road will never go through. He emphasized it will go through someday, and the City needs to plan for it. He didn't understand why the City doesn't go with option #2 so that services can get up there. Councilwoman Petty proclaimed the need to plan for the future but wondered about over-planning. Commissioner Osborne voiced the City must plan now so that it doesn't cost more later. Brandon reminded everyone present he is not pushing for anything but encouraged Council to stick with whatever decision they make because it is difficult to change later. Commissioner Osborne commented the decision was made in 2014 and they are sticking with it. He communicated his frustration with the direction of discussion. David reported the General Plan is planned "until build out" and not just an action plan for the next few years. He iterated Council must plan what the City will become when all the land is developed. He acknowledged that land use changes and the plan helps the City to be smart about planning and using its resources wisely. He reviewed a plan to leave it as a dirt road does not mean it will stay that way. He echoed Brandon's point that changing plans from one level of capacity and infrastructure to another is problematic. He advised the city staff is conveying consequences and not implying plans can never be changed. He conveyed the wise process is to build upon previous work and not completely discount it. He summarized the discussion is should the current plan change and if so, what are the reasons, and is that now more important than the reasons that were there is 2014.

Commissioner Osborne argued there are individuals who do want a connection, and he cautioned the City shouldn't fall prey to public clamor. Councilman Taylor deliberated why there were only 311 responses for the city survey out of a population of 7,000. Discussion took place regarding the City owning a 60 ft. right-of-way on the Wasatch Integrated Waste property. David reviewed the differing opinions concerning the connection. He stated there are legitimate reasons for and against connecting. Councilman Winsor challenged if the existing utilities are adequate or if they would need to be upsized to accommodate for whatever is developed. He further wondered if they need to be upsized, are they paid 100% by the development and the impact fees or does the citizenry of this community have to pay for the increase in the utilities. Brandon verified the current Capital Facilities Plan is business commerce on the bench which is not a high intense use. If what developed were similar there wouldn't be a need to upsize, but if there were something more intense, then there is a chance it will have an impact. If upsizing is needed to agree with the plan, it would be calculated into the impact fee which would pay for it. The challenge with impact fees is always timing with the need being on the front end and the fee collection on the back end. Councilman Winsor clarified if the density stays the same as planned in 2014, the existing utilities are adequate and there would be no added cost to the public. Brandon averred. David elaborated existing infrastructure may not currently have the capacity, but the Capital Facilities Plan addresses deficiencies. Councilman Winsor enjoined if the City must upsize utilities, then it shouldn't be annexing the property. David disclosed the City has a level of services for all residents and if there is a deficiency in the infrastructure that project is not impact fee eligible. He proclaimed you can't charge a developer for an existing deficiency. Councilman Winsor believed if the dirt road were asphalted, people would want to use that path. Commissioner Grubb encouraged a statement be included in the General Plan that there is no intent or desire at this time to connect to Layton City.

Councilman Winsor disagreed noting the City Council and Planning Commission are divided. He suggested polling the residents to discover if they are for or against a connection to Layton City. Commissioner Grubb relayed it should be a service road, one-way road, or emergency access road. Councilman Taylor uttered the City needs more than just 326 responses on the



connection road to Layton City. He recommended putting it to a vote. Councilman Winsor advocated putting option #3 on general plan DRAFT 2 and then put it on the next electoral vote. Councilman Taylor agreed. Commissioner Grubb expressed the City Council has been elected and should vote on it. Mayor Sjoblom revealed presenting a ballot would set a precedent for future decisions.

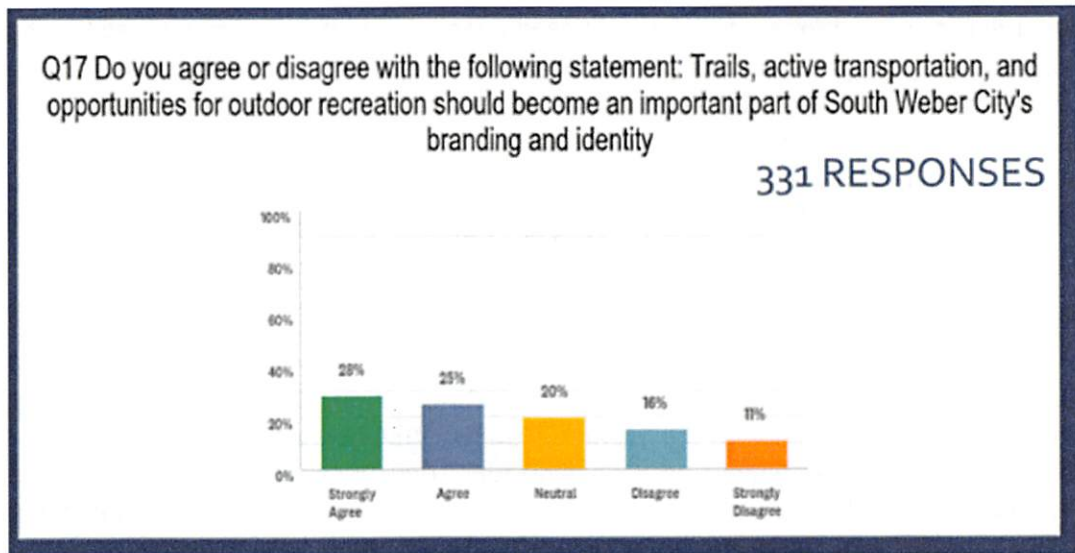
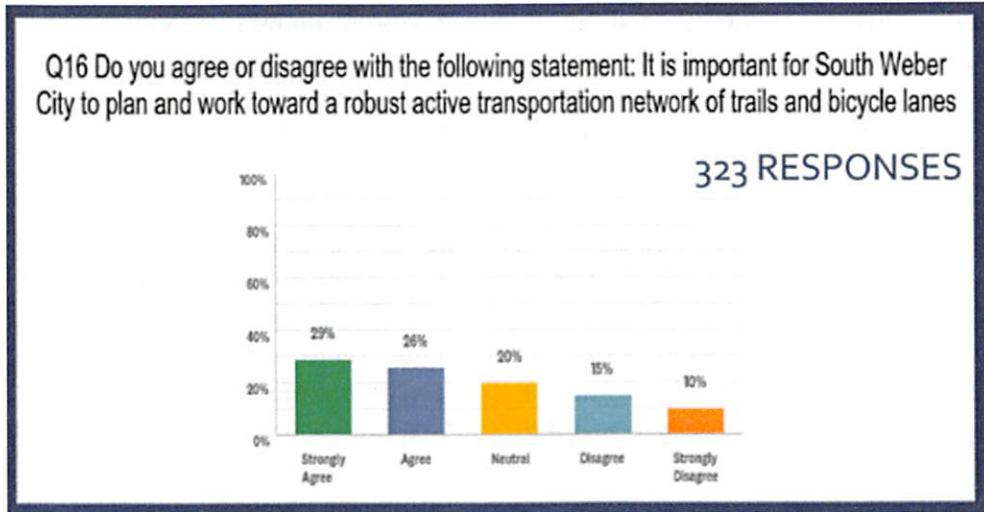
David reviewed question #13 on the survey “should South Weber City plan for and study the feasibility of a connection to Layton City” The outcome was 35% agreeing, 61% disagreeing, and 5% neutral. Councilwoman Petty wasn’t sure how the City could get more people to be involved than already have participated. Mayor Sjoblom commented there were two options being presented to the public on the north side of South Weber Drive and recommended putting two options for this issue as well. She suggested making it the first question on the survey so that if people only wanted to answer one question, it would be this question. Councilman Halverson urged making the questions easier to answer on the survey. Commissioner Osborne noted question #13 talks about a feasibility and offered the possibility that people thought this might cost the City more money. He also proposed people could have been confused with the connection relating it specifically to either South Bench Drive or 1900 East. Commissioner Walton petitioned tying a land use proponent to whatever is chosen. David related when he was hired by the City the need for the road connection to Layton City for traffic congestion and emergency situations was a topic of discussion, and it wasn’t related to annexation or service to the bench area. Mayor Sjoblom suggested placing option #1 and option #3 on the next draft survey.

#### *5-minute recess*

David indicated the overlap of annexation with South Weber City and Uintah and reported on the discussion that was held with the county identifying the boundary as the Weber River. Barry explained the isolated Geneva property isn’t identified Weber County or Davis County. Discussion took place regarding the property north of Interstate 84 along Uintah. Councilman Winsor voiced concern with it being difficult for the City to service that area. Barry mentioned the City might want control to encourage the idea of a recreation corridor. Commissioner Grubb agreed. Mayor Sjoblom contended it should remain on the annexation plan. Brandon asked specifically about the Geneva property. It was decided to leave it on the plan as well as the property along the east side of Interstate 89 as well as the south east. It was decided to remove the property on the west side of Interstate 89. It was decided to keep the area along the bluff on the plan and leave the bench area on the plan. This will also be included on the DRAFT 2 survey.

#### **Active Transportation:**

David reviewed the survey questions for Active Transportation.



David reported the survey summary suggestions were 1) the connection of trails, 2) improvement of parks, 3) questioning cost of additional trails, and 4) requests for more bicycle lanes. He reviewed locations of the Bonneville Shoreline Trail, Weber River Pathway Trail, etc. with future trailheads, existing bike lane, future bike lane, etc. He noted there hadn't been a lot of changes from the 2014 draft. Commissioner Johnson commented UDOT has said there isn't enough space for a bike lane from 475 East. He voiced the Weber/Davis Canal Company has requested removing the trail along the canal from the plan. Barry stated they already have trails elsewhere, but it is a Weber/Davis Canal board decision and doesn't mean a future board wouldn't want it. Commissioner Grubb communicated there is liability for the canal company, but there are ways to fence it etc. Discussion took place regarding if the canal were covered and safe for the community, that it would be a good use for a possible trail. Councilwoman Petty recounted Brent Poll didn't want it identified on his property either. Brandon explained if it is on the plan then the property owner is required to install the trail when it is developed. Discussion took place regarding the Bonneville Shoreline Trail and the alignment which Barry stated is all on public property. Mayor Sjoblom reviewed the meeting with UDOT concerning South Weber Drive bike lanes. She stated it is on the priority list to study. Commissioner Walton asked if there



1945 August 11  
Dear Mr. [Name]:

I have your letter of August 10, 1945, regarding the [Name] [Address] [City] [State] [Zip]. I am sorry that I cannot give you a more definite answer at this time, but I will try to get you a final answer as soon as possible.

Very truly yours,  
[Signature]


[Name]  
[Title]

[Signature]

were interest for a possible bike trail along the bluff. It was decided to create a trail that goes east from the Pea Vinery Trailhead.

David appreciated the difficulty of some of the topics and the brainstorming that took place for the General Plan. He appreciated all the time and effort to help the city staff put together a draft of which the community can be proud.

**ADJOURNED:** Councilman Taylor moved to adjourn the Council Meeting at 9:37 p.m. Councilman Halverson seconded the motion. Council Members Halverson, Petty, Taylor and Winsor voted aye. The motion carried.

**APPROVED:**  Date 12/10/19  
Mayor: Jo Sjoblom

  
Transcriber: Michelle Clark

Attest:   
City Recorder: Lisa Smith