

From: [South Weber City](#)
To: [Lisa Smith](#)
Subject: New Entry: Public Comment for City Council
Date: Monday, February 26, 2024 10:39:02 PM

Name

Ryan Harrus

Email

[REDACTED]

Dropdown

City Council

Subject

Barlow annexation

Comment or Message

The annexation of this property goes against the city plan. Time after time the citizens have let it be known that they do not want a road from South Weber to Layton. This will not benefit South Weber. The annexation of this property will only lead to the road from South Weber to Layton. This will take away the small town feeling we enjoy here in South Weber.

From: [South Weber City](#)
To: [Lisa Smith](#)
Subject: New Entry: Public Comment for Planning Commission
Date: Tuesday, February 27, 2024 8:36:33 AM

Name

Janette McEntire

Email

[REDACTED]

Dropdown

Planning Commission

Subject

Annexation on south hillside

Comment or Message

I am writing about concerns about the annexation on the south hillside of South Weber to again express concern for the possibility of the city trying to put a road to Layton on the hillside. It an unsafe, unstable, possibly polluted site and the grade of the hillside is too steep for a safe road. If Layton wants to develop the land, that is up to them but the citizens of South Weber in the affected area do not need or want a connection to Layton. This would only add increased traffic to our small community which already has a hard time dealing with the amount of traffic that currently exists in our city. Please do not let Layton push for this type of development into our community. Our city streets cannot handle the traffic that a connecting road would bring in for that area.

Thank you.

From: [South Weber City](#)
To: [Lisa Smith](#)
Subject: New Entry: Public Comment for Planning Commission
Date: Tuesday, February 27, 2024 8:04:54 AM

Name

Sharon Rich

Email

[REDACTED]

Dropdown

Planning Commission

Subject

Annex property

Comment or Message

South Weber citizens has voiced there opinion several times strongly against the road going through south Weber from Layton. How long will we have to fight this issue? South Weber drive has so much traffic now it is frustrating. Let alone adding more issues with a through road from Layton. I vote to not annex the south Weber hill property !!! We are such a small town let's keep what little land we have!!

From: [South Weber City](#)
To: [Lisa Smith](#)
Subject: New Entry: Public Comment for Planning Commission
Date: Tuesday, February 27, 2024 9:47:27 AM

Name

Bentley McEntire

Email

[REDACTED]

Dropdown

Planning Commission

Subject

Annexation of hillside

Comment or Message

Hello. My opinion is that we not annex any land on hillsides that would be difficult to access or make us connected to Layton. Let another city connect to it and incur the cost of infrastructure and

From: [South Weber City](#)
To: [Lisa Smith](#)
Subject: New Entry: Public Comment for Planning Commission
Date: Tuesday, February 27, 2024 4:56:42 PM

Name

Craig Layton

Email

[REDACTED]

Dropdown

Planning Commission

Subject

Barlow project

Comment or Message

Not a good idea. Several homes have already had severe damage due to the instability of the hill. The city as well as the developers really need to think hard about this. There's been sufficient evidence presented to the city and the developers know as well of the dangers involved in building on that hill. As always, it comes down to money but at least in this case, there should be legal repercussions if something happens that was so clearly preventable my wife will be submitting information for the public record shortly.

From: [South Weber City](#)
To: [Lisa Smith](#)
Subject: New Entry: Public Comment for City Council & Planning Commission
Date: Tuesday, February 27, 2024 5:07:32 PM

Name

Jacqui Layton

Email

[REDACTED]

Dropdown

City Council & Planning Commission

Subject

Barlow Project

Comment or Message

This is a terrible idea! Our friends and neighbors are going to be in danger of that hillside, coming down on top of them because construction will make it that much more unstable. I didn't have time today to get all of my research out to be submitted, but I will have it and submit it for public record by our next meeting about this project. That hillside is extremely unstable. No one should be building on it.

**Comments to South Weber City Council
for 27Feb24 Meeting
by Paul A. Sturm**

Public Comments on Agenda, Item #5 - Packet Page 2 of 25.

Agenda Item:

Barlow Property Annexation & Development Concept

Purpose:

Property owner wants to have an initial conversation with the Council about a possible development concept of property located on the City's annexation plan on the hill south of the city's boundary

PaS Comments/Questions:

- 1) While researching the location of the proposed property for annexation by Barlow Realty, I looked at the Davis County Property Search and encountered some disturbing facts about changes that have happened since the SWC General Plan was finalized. (Aside #1 - A reminder is, during General Plan development, there was a great concern against the "Road to Layton" concept and was voted down by an 80/20 margin.) (Aside #2 - I made a Public Comment on 21Jul20 (see Appendix) on when the SWC acquired the roadway property. That was never fully answered. It just happened!)
 - A) On the current Property Search map these City-Owned properties are now called a "Driveway". When, how, and by whom did this name change occur?
 - B) Also, since the General Plan was finalized and accepted on 10Nov20, land ownership along most of both sides of the SWC-Owned "road" land appears to have changed, and now is owned by Barlow Realty, in excess of **57 acres!** Is this why Barlow Realty is requesting an annexation of a piece of their non-SWC property into SWC in order to make their SWC land ownership continuous?
- 2) As alluded to earlier, my concern is that this could be the metaphorical "Camels head into the tent" situation, wherein once the camel gets his head in, he finally gets fully inside the tent and takes it over! In this case it would correlate with the possible development of the "Road to Layton" which SWC residents have shown several times that they are opposed to being developed!
- 3 Denying the annexation request would preclude the development of the "Road to Layton" as SWC citizens have shown several times.
- 4) I would like to know when these changes occurred over the past four plus years, and who requested the changes. If needed, I would suggest that SWC file a GRAMA request with Davis County provide a history of the Who, When and Why these changes were made!

Davis County Property Search - 27Feb24



Appendix 1 - Public Comment during City Council meeting of 21Jul20

Presentation to the South Weber City -- City Council -- 21Jul20 ¶

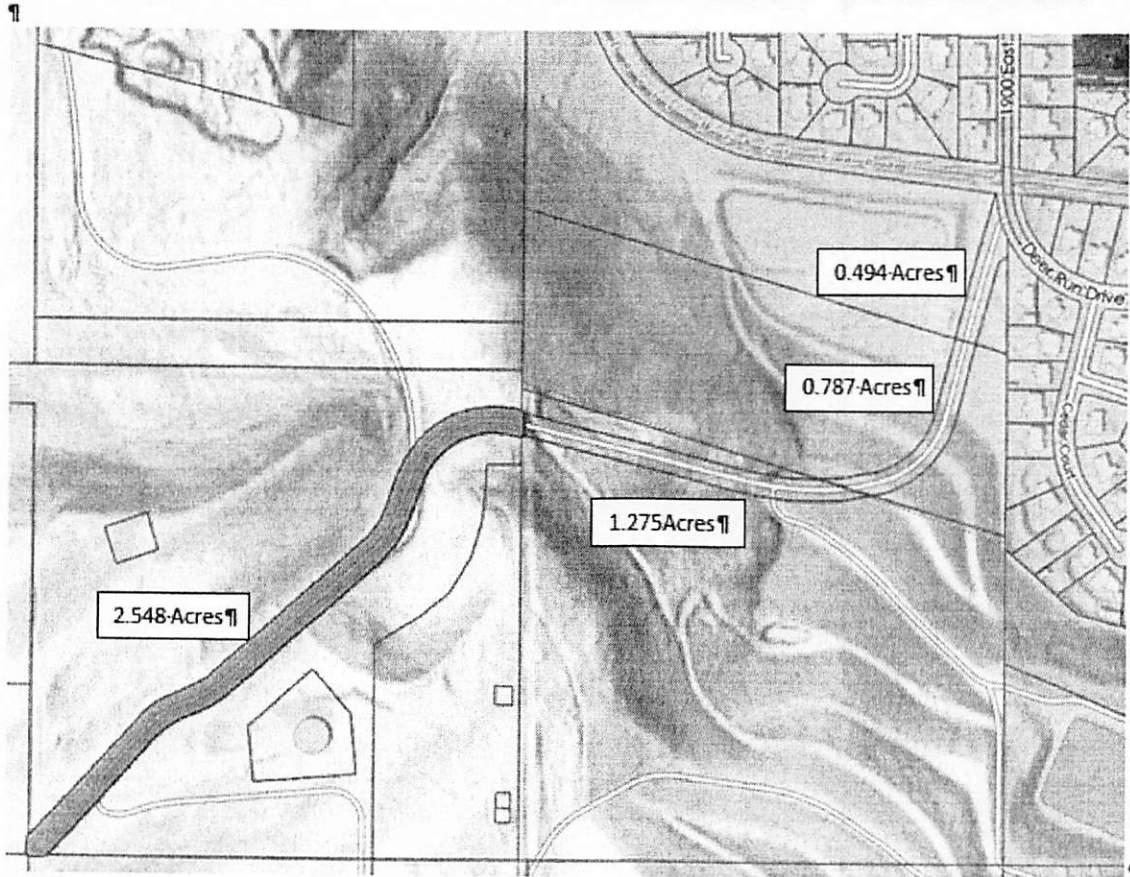
Comments and Questions by Paul A. Sturm ¶

While doing research on the Davis County Property Search (DCPS) website recently, I noticed property ownership changes and have questions/comments regarding those changes: ¶

1) → **When did SWC acquire all of the property needed for the "Road To Layton"?** The last time I looked at this area on the DCPS website was, I believe, in the November/December 2019 timeframe. It showed that the property was owned by Barlow Realty & Insurance, Inc. of Layton (Originally one parcel (2019), now 2 parcels) as well as Davis County Solid Waste Management & Energy Recovery Special Service District (Originally 3 Parcels (2019), now 6 parcels). The doubling of the number of parcels happened because SWC now owns property parcels that bisect each piece of the original property as shown on the following maps. ¶


2) → **How did the transactions occur?** Was it a purchase, trade, donation, or consideration by/to SWC? If a donation, who asked and what do the donors expect in return? If a purchase, it clearly exceeds the purchasing authority of anyone in SWC without City Council approval. ¶

3) → **Why was this transaction not brought to the attention of the SWC City Council in an open meeting (with SWC citizens), especially if anything of value/cost to SWC was involved?** ¶



TOTAL ACREAGE = 5.104 Acres Page Break ¶


Parcel ID: 130320024

PROPERTY OWNERSHIP 

Owner: SOUTH WEBER CITY


Mailing Address: 1600 EAST SOUTH WEBER DR

Mailing City: SOUTH WEBER



Parcel # 130320024 = 0.494 acres


Parcel ID: 130320027

PROPERTY OWNERSHIP 

Owner: SOUTH WEBER CITY


Mailing Address: 1600 EAST SOUTH WEBER DR

Mailing City: SOUTH WEBER



Parcel # 130320027 = 0.787 acres

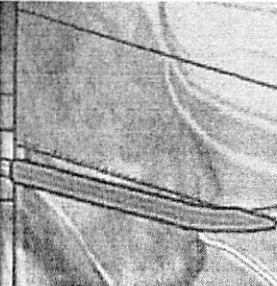
Parcel ID: 130320030

PROPERTY OWNERSHIP 

Owner: SOUTH WEBER CITY


Mailing Address: 1600 EAST SOUTH WEBER DR

Mailing City: SOUTH WEBER



Parcel # 130320030 = 1.275 acres

Parcel ID: 130320034

PROPERTY OWNERSHIP 

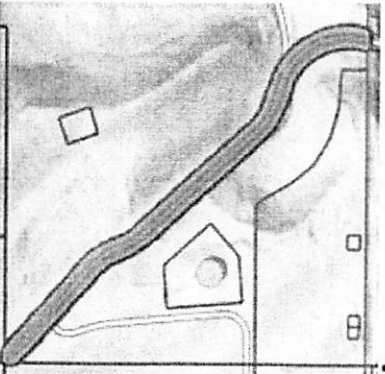
Owner: SOUTH WEBER CITY

Mailing Address: 1600 EAST SOUTH WEBER DR

Mailing City: SOUTH WEBER

Mailing State: UT

Mailing Zip: 84405

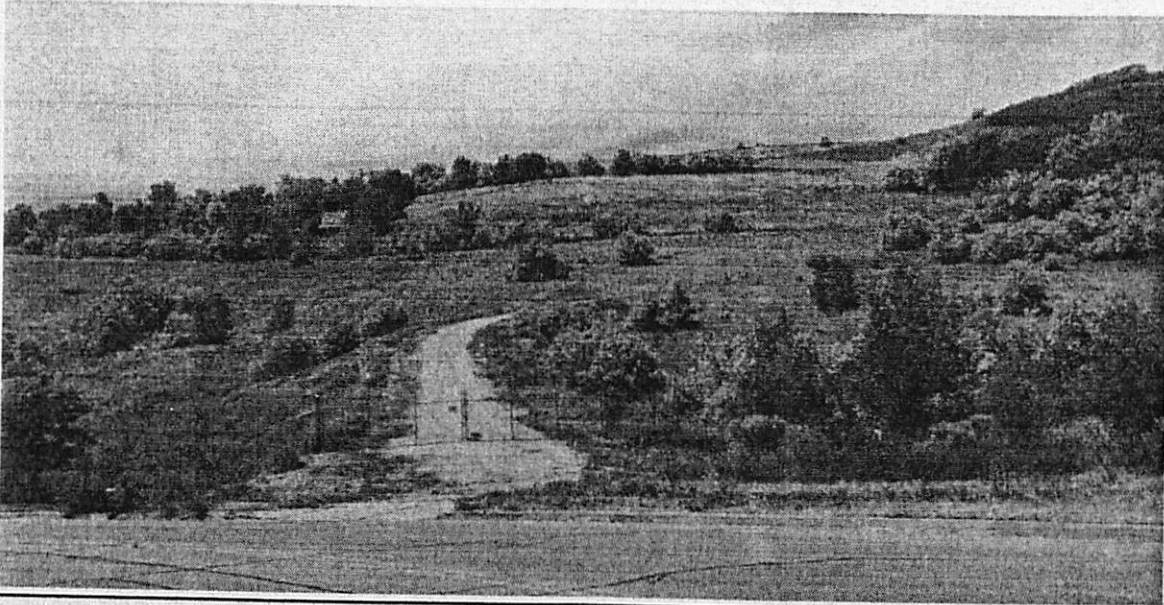


Parcel # 130320034 = 2.548 acres

TOTAL ACREAGE = 5.104 Acres

1900 East FAQ

June 15, 2020



What is the history of the 1900 East "Connection to Layton"?

Discussion of a connection to Layton in this area began in 2008 while planning the City water tank project. As part of the project, a dirt access road was built off 1900 East up to the City's new water tank at the top of the hill and is there currently. The amount of right of way was obtained, the underlying service infrastructure was placed, and the road was constructed in a way that preserved the option for a paved road in the same location sometime in the future.

The General Plan update in 2014 included paving this access road and connecting to Layton City, anticipating the road would function as a minor collector and disperse traffic demand as the City approaches build out. Additional in-depth studies need to be completed to determine the true viability and feasibility of the potential project.

Why did the City have paving of a 1900 East extension up the hill in the 2014 General Plan?

The main discussions regarding this connection centered on additional ingress/egress options for City residents both for safety and convenience. Current limited options will continue to become more congested over time.

Safety – In case of emergency, the City has few options to evacuate the City. The Uintah fire a few years ago highlighted potential emergency situations as sections of the community required evacuation. If larger portions of the City require evacuation, greater distribution of traffic would provide increased safety.

Convenience – Residents looking for a quicker route to and from commercial options in Layton would be able to use this road rather than using US-89. Dispersing some traffic onto this road in and out of the City would also keep current roads less congested than they would be without it.

Inclusion in the General Plan does not guarantee that the road will be paved and does not make it a priority project to be completed soon. Additional study could declare the project impossible or funding may prove unattainable. However, inclusion allows the City to collect impact fees that could go toward the project (see question regarding who will pay for the road on this FAQ).

Why does the 1900 East connection exist on the 2nd Draft 2020 General Plan? –

The City desires additional public comment regarding this specific alternative. The first General Plan draft survey in September 2019 asked about a connection to Layton generally, and many of the comments referenced South Bench Drive, which has been removed from the General Plan second draft. The City hopes to clarify if respondents felt the same regarding paving an extension of 1900 East up the hill to our water tank and potentially beyond. The question on the second draft is specific to whether the road should remain as a dirt access road in perpetuity or be paved sometime in the future.

How wide would the paved road be? –

It would be a two-lane road – one lane going each direction with an anticipated speed limit of 25 or 30 mph. The 2020 Draft General Plan contemplates the connection being a minor collector with traffic patterns similar to Deer Run Drive which carries the same designation.

How much will the road cost? –

Initial cost estimates (in today's dollars) calculate the cost to be approximately \$2,000,000. Other factors could potentially increase the cost to approximately \$2,300,000. See details below.

The Transportation Impact Fee Facilities Plan (IFFP) completed by Horrocks Engineers estimates the 1900 East project at \$1,220,000. See Project #14 titled 1900 East Extension: Deer Run Drive to south Bench Drive (http://southwebercity.com/file/2017/07/2019-03-29-Transportation-IFFP_dated-2019-03-15-Horrocks-Engineers.pdf). The Project #14 estimate is to the connection point with the now discontinued South Bench Drive and not all the way to the Layton connection point.

In order to estimate the entire length of the 1900 East extension based off the IFFP unit costs and approximate length, City staff calculates:

- Total length of Project #14 is approximately 2,300 ft
- $\$1,220,000 / 2,300 \text{ ft} = \$530.44/\text{ft}$
- Total length of 1900 East extension to Layton connection point is approximately 3,720 ft
- $3,720 \text{ ft} * \$530.44/\text{ft} = \$1,973,236.80$

City staff did not use IFFP calculations of the South Bench Drive project segment because the width of asphalt (50 ft) is different than the 1900 East project (36 ft).

The IFFP cost estimate includes:

- Clearing and grubbing
- Roadway Excavation
- Park strip
- Removal of asphalt HMA (asphalt)
- UTBC (road base)
- Curb and Gutter
- Sidewalk (6' width)
- Drainage Infrastructure (although the majority is already in)
- A "T" Intersection at Deer Run/1900 East (not a roundabout)
- 15% Contingency, 10% Mobilization, 10% Preconstruction Engineering and 10% Construction Management (45% in addition to the actual construction costs)

The cost estimate does NOT include:

- **Right of Way:** There is approximately 3,720' of 60' wide ROW from 1900 East to the top of the hill already in the city's name. If Layton puts their loop road where it is shown on the General Plan maps, then no additional ROW will be needed, other than minor adjustments for whatever the intersection configurations might be. If Layton moves their road south, then additional ROW would be needed, along with additional cost for the additional length of the road.
- **Slope stabilizing / mitigation costs:** The road is already graded and has been in use for approximately 10 years. It is unlikely that there would be additional stabilization measures needed. However, an updated geotechnical / geologic study would be needed to confirm this.
- **Any scope changes:** For example, if it was determined that the slope for a portion of the road is unacceptable (either through recommendations from a study or a decision from the staff or Council), then the cost is likely to go up. How much it would increase would be determined by how much of a change was required.
- **Additional studies:** As there has already been a geotechnical / geologic study done, an estimated updated report would be somewhere between \$20K - \$50K, depending on the depth of the study desired. A traffic and design evaluation study may be somewhere between \$10K - \$30K.

Staff feels that an estimation between \$2,000,000 - \$2,300,000 million is a close range based on the current concept plans. In order to be more accurate, project-specific preliminary design would need to be done.

Who will pay for the road?

The City would write the final check in the event the project happened. Funding could come from 3 potential sources: (1) transportation impact fees paid by developers, (2) grant funds from the State and County, and (3) City funds from Class C road money and sales tax.

Impact fees are paid by builders when they apply for a building permit. Impact fees can only be spent on transportation projects included in the General Plan and associated Capital Facilities and Impact Fee Facilities Plans. Including the 1900 East paved connection on the General Plan allows the City to utilize impact fees to fund the project. The Impact Fee Facility Plan identifies 37% of the project cost can be paid utilizing impact fees. Removing the connection from the General Plan means that if the project ever went forward then it cannot receive impact fee funding. Funding would have to come from other sources.

Class C road money is collected by the State of Utah from gasoline tax paid by consumers at the pump. A portion of the tax is distributed by the State to the City based upon the total miles of Class C roads within the City. All City-owned streets within South Weber are categorized as Class C.

State and County grants exist that are specific for road projects, though grant funding is never guaranteed. Grant eligibility for currently known grants requires the road to be functionally classified as a collector by the Utah Department of Transportation and Wasatch Front Regional Council upon request by the City. Classification as a collector is established by the nature and function of the road. For example, 1900 East and Deer Run currently function as collectors since both collect local, neighborhood traffic and connect them to higher capacity arterial roads. If 1900 East were to continue up the hill and eventually connect to roads in Layton, it would naturally function as a collector, regardless of width, inclusion of bike paths, and traffic counts, etc.

When would this road be paved? --

Unknown: The General Plan is a long-term planning tool that anticipates the future build-out of the City. Planning for the road through inclusion in the General Plan does not establish a specific timeline for construction.

Where would it connect into Layton? --

Layton's Transportation Master Plan shows a future extension of Fairfield Road to the north that would loop around to the east then south to connect with Grayhawk Drive or Church Street. The 1900 East extension would connect into the most northeastern part of this loop if/when it is constructed.

Has money already been spent on studying this project? --

Yes. Money was spent for the design and construction of the dirt access road as part of the water tank project which included a slope study analysis, and in July 2010 an additional \$5,649.00 was spent on a traffic impact study by A-Trans Engineering analyzing the potential impacts of a Layton connection. The study is posted below and at this [LINK](#).

1900-

East-Connector-Traffic-Impact-Report2 (1).pdf

What additional study is needed? --

Prior to any paving design and construction, two main areas would need to be studied – geotechnic conditions & traffic modeling. A geotechnical study addresses things such as slope stability, contamination, and pavement design. A traffic study would analyze things such as traffic counts, design elements such as road grade, and safety including weather conditions.

Considerable information is available that indicates general slope instability along many areas of the south bench of the City. Those studies do not specifically address what it would take for the current dirt road to be paved safely. Before a project is undertaken, those specific questions would need to be answered.

Would making the connection require widening 1900 East? --

The City's current Transportation Capital Facilities Plan based on the 2014 General Plan does not indicate 1900 East ever being widened, even if the access road were to be paved and connected to Layton City.

Is this being considered as a main connection to the Hill Air Force Base East Gate? --

No. The City acknowledges that quality transportation networks are all about connection and that people typically communicate along the fastest route to their destination. Plans for Hill Air Force Base (HAFB) include a more robust east gate entrance. This road would provide connection near that entrance and while some traffic may use the road to access HAFB, the City is not working with HAFB to create this connection.

Has the City considered making this a toll road?

Yes. The idea has been considered. A decision would need to be made prior to beginning the actual project.

When the dirt access road extending off 1900 East up to the City's water tank was designed and constructed, the following studies informed the project:

- Geotechnical General Report
- Appendix A - Geologic Hazards Reconnaissance Report
- Appendix B - Wasatch Integrated Waste Site Analysis CPT Files and Plots
- Geotechnical Report Addendum 1 - Slope Stability

An additional study unrelated to the water tank project was completed in 2010 specifically addressing traffic impact of a potential connection to Layton by extending 1900 East:

- A-Trans Engineering 1900 East Connector Traffic Impact Report

A-Trans Engineering 1900 East Connector Traffic Impact Report