

CC 2026-03-10 CI #1 Decker

Name

Stacey Decker

Email

Dropdown

City Council & Planning Commission



Subject

New development

Comment or Message

I just want to make it clear that I am extremely opposed to anything but low density housing in the area west of Old Fort Rd. We need better city infrastructure and that should be the priority. |

Name

Amy Mitchell

Email**Dropdown**

City Council

Subject

Quick Trip

Comment or Message

Hello Mayor and City Council members-

I want to be clear that this is not opposition to business or development. It is concern about how this specific proposal changes the function of this area and shifts lasting harm onto neighbors and existing businesses.

Today, Maverick and Morty's Car Wash both operate safely with FULL ACCESS to turn both right and left. To my knowledge, there have been no documented safety failures at those locations. This proposal removes that access- not to fix an existing problem- but to accommodate a new gas station with 13 pumps.

That decision creates a chain reaction:

- Existing businesses are forced to right-turn only or to wind through Maverick parking lot to use the South exit
- Drivers are pushed into U-turns or onto neighborhood streets
- Now the city is considering a roundabout to manage traffic issues the project itself creates

If existing left-turn access were preserved, there would be no need for U-turns mitigation and no need for a roundabout.

The proposed roundabout is especially concerning because it would be placed on a road that is currently only two lanes and directly across from existing homes, forcing them to lose direct access to their own driveways.

For me, this raises a serious property-rights issue.

Utah has a strong tradition of respecting private property rights, and residents should not be asked to sacrifice property, value, or livability so a new commercial development can maintain convenience,

Why should a resident lose yard space, privacy, quiet enjoyment, or property value

so a new gas station can operate more efficiently?

That homeowner did not create problem, yet they would bear:

- Continuous headlight sweep into their home
- Increased braking and acceleration noise
- Higher traffic volumes at all hours including large trucks
- Potential loss of frontage or usable yard space

These are direct and permanent harms. This proposal also pushes traffic pressure into nearby neighborhoods. When access becomes more difficult, drivers adapt. They cut through residential streets, affecting the safety and quality of life for families who live there.

There is also a fairness issue. Infrastructure decisions should not advantage one business while disadvantaging others, nor should they shift the burden of commercial access onto residents. Adding medians to 2700 E would create a disadvantage to Maverick, while pushing cars to Quick Trip. That seems totally unfair to a business that has served our community well for so long!

Finally, this sets precedent. If development-created access problems can be solved by adding intrusive infrastructure and impacting residential property, the character of this area- and city- changes permanently.

I respectfully ask the council to:

- Reject the roundabout concept
- Preserve existing left-turn access
- protect the property rights and livability of South Weber residents

South Weber is a residential community. Decisions here should reflect that and ensure residents are not asked to give up access, property, or value to accommodate commercial convenience.

Thank you so much for your consideration and time.

Amy Mitchell

South Weber Resident

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Amy Mitchell
South Weber Resident

**Comments to South Weber City Council
for 10Mar26 Meeting
by Paul A. Sturm**

**Public Comments and Questions for Agenda Item #6 - Conditional Use
Permit 26-01: QuikTrip**

ACTION ITEM

6. Conditional Use Permit 26-01: QuikTrip

Questions:

I have continuing questions regarding the thoroughness of responses provided to the numerous concerns raised for this QuikTrip development, over the past several months, both internally and by SWC citizens. Questions were presented to the Planning Commission on two occasions, and it appears that they were not fully addressed in the responses provided, on a one for one basis, of questions asked versus answers provided.

Once again, it appears that this QuikTrip project, and its associated Conditional Use Permit (CUP) requirements, are being rushed through the SWC approval process as currently being presented to the City Council. In the detailed Engineering Analysis performed, regarding the status of responses requested and provided, there are numerous unanswered questions.

Please see the following analysis:

Analysis & Status of QuikTrip Engineering Assessments		
		Percentage of Total
Total Assessments Performed	36	
Assessments Shown As Completed	18	50%
Assessments Shown As Not Completed	15	42%
Assessments Shown As Pending	3	8%

Thus, the City Council is being asked to approve a CUP, that will significantly impact many East-end residents and local businesses, with only **one half** of the questions that were asked over many months, being answered in the engineering analysis of the CUP requirements.