

Name

Alex Christensen

Email

alexc0930@gmail.com

Dropdown

Planning Commission

Subject

QT Gas station

Comment or Message

I don't want to see another gas station there. That intersection is bad enough at peak times. More traffic means more problems. Please reconsider put in something with less traffic

I don't want to see another gas station there. That intersection is bad enough at peak times. More traffic means more problems. Please reconsider put in something with less traffic

Your WPForms license key has expired. In order to continue receiving support and plugin updates you must renew your license key. Please log in to [your WPForms.com account](#) to renew your license.

Sent from [South Weber City](#)

Raelyn Boman

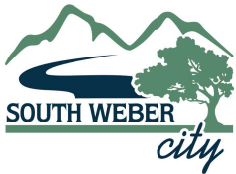
From: Lisa Smith
Sent: Thursday, February 12, 2026 1:55 PM
To: Raelyn Boman; Julie Losee; Marty Mcfadden; Chris Roberts; Chad Skola; Brad Dopp
Cc: Brandon Jones; Angie Petty; Blair Halverson; Joel Dills; Jeremy Davis; Wayne Winsor; Rod Westbroek
Subject: Fw: QuikTrip in South Weber

Lisa

From: David J. Larson <dlarson@southwebercity.gov>
Sent: Thursday, February 12, 2026 1:25 PM
To: Lisa Smith <lsmith@southwebercity.gov>; Lance Evans <levans@southwebercity.gov>
Subject: Fw: QuikTrip in South Weber

David J. Larson

City Manager | South Weber City
o 801-479-3177 x2207 | f 801-479-0066
dlarson@southwebercity.com



From: Brad McDougal <6btmcdougal@gmail.com>
Sent: Monday, February 9, 2026 1:49 PM
To: Public Comment <publiccomment@southwebercity.gov>
Subject: QuikTrip in South Weber

My name Brad McDougal. I live at 2588 E. 8150S. I have a few questions about the proposed Quick Trip in South Weber.

I recognize that landowners have property rights and should be allowed to develop their property within the guidelines given. A gas station is an approved use, but the P&Z and CC get to decide through the CUP how it is built. Below are some items I would encourage you to think about.

Based on the report from Staff the property is zoned a CH in an area where a gas service station is a conditional use. When looking at 10.1.10 under the definitions of a Gasoline Service Station, it refers you to the Definition of a Service Station. Here is that definition:

SERVICE STATION:

An area where fuel (gasoline or diesel) or electricity is dispensed into motor vehicles, and where no repairs are conducted, except work that may be conducted that is closely similar in character to the following: sale and

installation of oil, lubricants, batteries and belts and similar accessories and safety and emission inspections, and sale of pre-packaged propane. This use may include a "convenience store," provided that all of the requirements for such use are also met. A business that maintains an accessory use of providing motor fuel only for use by vehicles operated by that business shall not, by itself, be considered a service station. **This use shall not include activity meeting the definition of a "truck stop."**

If you then look at the definition of a Truck Stop:

TRUCK STOP:

A commercial use that primarily involves providing fuel to tractor-trailer trucks owned by numerous different companies. Such use may also include related retail sales, repair services, laundry services, and showers. It may also include activities associated with a service station.

The very first sentence expressly **prohibits** the fueling of tractor-trailer trucks. Based on the definitions in the code I do not see how the truck portion of this QuikTrip could be allowed without a text amendment.

I am not sure when this language was put into the code, but if it was after the Maverik went in, the argument could be that it was intended to prevent additional semi-fueling stations. If it was before, I would say the P&Z and CC allowed the exception under the CUP for Maverik. That does not mean it should be allowed again. At the first P&Z meeting, truck fueling was a major sticking point for the neighbors near this location, since trucks would be driving farther up the road toward the neighborhoods adding additional noise and light pollution. QuikTrip's ability to have tractor-trailer fuel sales at this location should be eliminated.

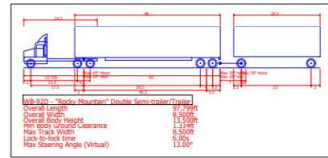
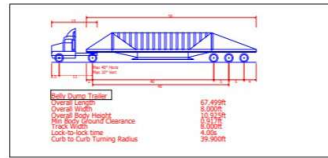
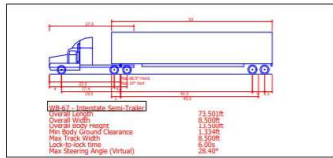
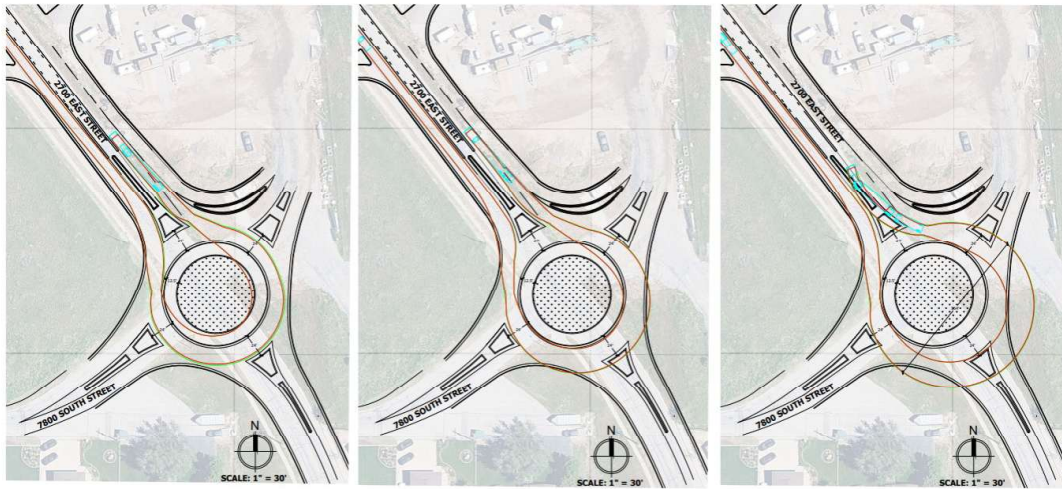
I thought it was interesting in the meeting that the traffic engineer mentioned they were proposing the median because of the City's master traffic plan. If that were the case, wouldn't they also propose the **roundabout** from that same plan? If the traffic flow changes because of the median, it would directly affect Maverik. I could also see a scenario where, with all the traffic challenges from the charter school and the increased traffic to South Weber Drive from the median traffic flow changes, UDOT adds a median that restricts Maverik's access, giving QuikTrip a distinct business advantage.

Below is a representation of what a truck-compatible roundabout might look like at this location. This is just a concept (not engineered but the size is accurate), it shows the roundabout will be problematic because of the grades hillside proximity to the houses, and it would make QT's semi access points extremely difficult to make work. If the City believes the roundabout is needed the new pressure to the road network from QuikTrip is the catalyst for the need. QT should pay for it otherwise it will be expensive to the taxpayers.

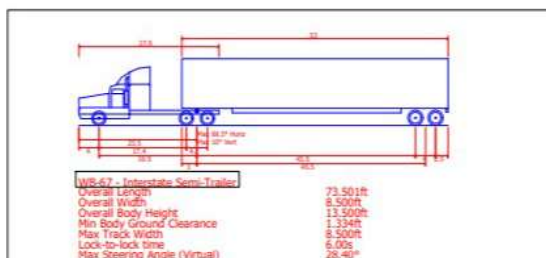
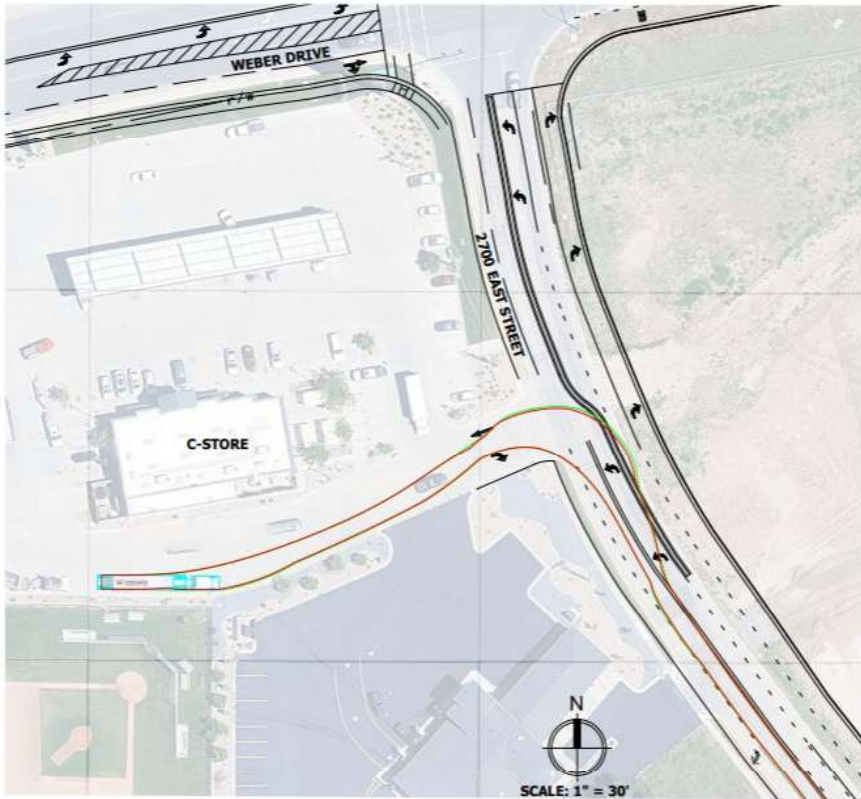
I also wonder whether the median's effect on traffic flow, and the projected increased pressure on South Weber Drive were considered in the traffic and signal study. If these potential changes to traffic flow were not the city should require QT to incorporate this analysis into their proposal to ensure that the intersection works with these impacts in mind.

Below is an additional depiction showing the turning template of a truck that tries to exit on the frontage road. Because of the median, vehicles would have to head south into the neighborhoods to turn around. As shown, it would have to cross over the medians to maneuver. I suspect it would be similar for someone pulling a camper or trailer after using the RV dump.

I believe there is a strong case to restrict diesel sales under the CUP.



7800 SOUTH 2700 EAST ROUNDABOUT - SOUTH WEBER, UTAH



Thanks for your consideration.

Brad McDougal
801.910.7098

From: [Lisa Smith](#)
To: [Julie Losee](#); [Marty Mcfadden](#); [Chris Roberts](#); [Chad Skola](#); [Brad Dopp](#)
Cc: [Raelyn Boman](#); [Brandon Jones](#); [Lance Evans](#); [Angie Petty](#); [Blair Halverson](#); [Joel Dills](#); [Jeremy Davis](#); [Wayne Winsor](#); [Rod Westbroek](#)
Subject: Fw: PUBLIC COMMENT Proposed road connection on 925 E. concerns
Date: Wednesday, February 11, 2026 2:45:34 PM

Lisa

From: Shaelee King <sking@southwebercity.gov>
Sent: Wednesday, February 11, 2026 2:43 PM
To: Lisa Smith <lsmith@southwebercity.gov>
Subject: PUBLIC COMMENT Proposed road connection on 925 E. concerns

From: Traci Wiese <tdwiese@yahoo.com>
Sent: Wednesday, February 11, 2026 1:41 PM
To: Shaelee King <sking@southwebercity.gov>
Subject: Fwd: Proposed road connection on 925 E. concerns

Sent from my iPhone

Begin forwarded message:

From: Traci Wiese <tdwiese@yahoo.com>
Date: February 10, 2026 at 10:07:41 PM MST
To: publiccomment@southwebercity.com
Subject: Proposed road connection on 925 E. concerns

I am writing to express serious safety concerns regarding the proposed road connection to 925 E. Across South Weber Drive.

At the current posted speed limit of 40 miles per hour on SW Drive, exiting 925 E. already presents significant safety challenges. In reality, many drivers travel well above the posted limit. As residents who regularly use this road, we can attest that crossing South Weber Dr. from 925 E. is currently difficult and often feels unsafe due to the speed and volume of traffic.

With the proposed new developments expected to bring hundreds of additional homes to the area, traffic volume will increase substantially. Many of these new households will include school-aged children who will need to use 925 E. to walk or bike to school. Under current conditions, this would create an extremely hazardous situation for children and families.

At this time, we are often unable to safely cross the road due to fast-moving traffic. Adding another road connection without meaningful traffic calming measures, pedestrian crossings, or speed enforcement improvements would significantly increase the risk of accidents and serious injury.

I respectfully urge the City to carefully reconsider the safety implications of this proposed connection and to implement protective measures such as reduced speed limits, crosswalks with signals, traffic calming features, or additional safety infrastructure before moving forward IF the current Kap subdivision road is not used. The Kap road is further east from the blind corner and would allow a few more seconds to safely enter S. Weber Dr. This is a way better option.

The safety of our children and community members must be a top priority.

Thank you for your time and consideration.

Traci Wiese
960 E. 7375 S.
South Weber

Sent from my iPad

Name

Jeni Poll

Email

jjkanoe@aol.com

Dropdown

Planning Commission

Subject

Peek Property- Kap/Peek Lane

Comment or Message

Thank you for reading my letter.

My biggest concern is safety.

If you look at how they've moved proposed Kap/Peek Lane to exit onto South Weber Drive at 925 E instead of where it originally is on the Master Plan, you'll notice that it puts Kap/Peek Lane closer to a dangerous west end corner on South Weber Drive- a blind corner. I live on 925 E, and can attest to the difficulty of exiting West bound onto South Weber Drive because of that blind corner-especially during the morning /afternoon school traffic and evening work traffic. In fact, during school pick up and drop off hours, I can not even exit my driveway. It's borderline insane/comical. I can't even imagine the chaos this will create with over 200 future homes exiting at 925 E onto South Weber Drive, or continuing across 925 E to drop off/pick up children at school. The blind corner is dangerous and moving Kap/Peek Lane closer to it is very troubling.

Another thing to consider is that 925 E is a very narrow road. If you look at the proposed Kap Lane road size (I think it's 90') compared to the narrow 925 E- it's more than double in width. 925 E can't handle more

traffic and it certainly can't be widened to 90'. There is no room. If you drive on 925 E and a two big vehicles (ie: school bus, dump truck, box truck even 2 Ford F350s) meet-it stops traffic and only one vehicle at a time can go.. ESPECIALLY the corner where 925 E turns onto 7375 S. (Lester). Kap/Peek Lane exiting at 925 E really will create more safety AND logistic issues for the residents and the City.

I urge you to please inspect this personally and see for yourself, and keep Kap/Peek Lane further East on South Weber Drive.... As far away from that blind corner as possible.

Sincerely,
Jeni Poll
801.628.0880

Thank you for reading my letter.

My biggest concern is safety.

If you look at how the've moved proposed Kap/Peek Lane to exit onto South Weber Drive at 925 E instead of where it originally is on the Master Plan, you'll notice that it puts Kap/Peek Lane closer to a dangerous west end corner on South Weber Drive- a blind corner. I live on 925 E, and can attest to the difficulty of exiting West bound onto South Weber Drive because of that blind corner-especially during the morning /afternoon school traffic and evening work traffic. In fact, during school pick up and drop off hours, I can not even exit my driveway. It's borderline insane/comical. I can't even imagine the chaos this will create with over 200 future homes exiting at 925 E onto South Weber Drive, or continuing across 925 E to drop off/pick up children at school. The blind corner is dangerous and moving Kap/Peek Lane closer to it is very troubling.

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I urge you to please inspect this personally and see for yourself, and keep Kap/Peek Lane further East on South Weber Drive.... As far away

Raelyn Boman

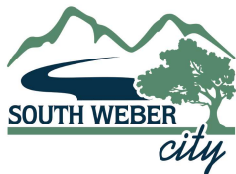
From: Lisa Smith
Sent: Thursday, February 12, 2026 2:19 PM
To: Raelyn Boman; Julie Losee; Marty Mcfadden; Chris Roberts; Chad Skola; Brad Dopp
Cc: Brandon Jones; Angie Petty; Blair Halverson; Joel Dills; Jeremy Davis; Wayne Winsor; Rod Westbroek
Subject: Fw: Proposed road change to Peek Property

Lisa

From: David J. Larson <dlarson@southwebercity.gov>
Sent: Thursday, February 12, 2026 1:26 PM
To: Lisa Smith <lsmith@southwebercity.gov>; Lance Evans <levans@southwebercity.gov>
Subject: Fw: Proposed road change to Peek Property

David J. Larson

City Manager | South Weber City
o 801-479-3177 x2207 | f 801-479-0066
dlarson@southwebercity.com



From: Natalie Browning <natalie_b4@yahoo.com>
Sent: Wednesday, February 11, 2026 6:34 PM
To: Public Comment <publiccomment@southwebercity.gov>
Subject: Fw: Proposed road change to Peek Property

[Yahoo Mail: Search, Organize, Conquer](#)

General Council,

I am writing to express serious concerns regarding the newly proposed changes to Kap Lane. I have multiple safety, planning, and cost-related concerns, and I am genuinely unsettled that this proposal has advanced without stronger pushback from city staff.

South Weber Drive is well known for its curving alignment and limited sightlines. There is currently only one safe north-south connection, located by the church on the straightest portion of South Weber Drive. Introducing a new north-south connecting road at 925 East would be dangerous. I have personally timed vehicle visibility at that location, and once a car

becomes visible from the west, there are only about four seconds before it reaches 925 East when traveling at 40 mph—many vehicles travel even faster. Making this a through street would significantly increase the risk of serious accidents and endanger lives.

The existing road layout along South Weber Drive has been carefully arranged to preserve proper line of sight for vehicles entering from both the north and south. Kap's operations have safely moved large trucks and heavy loads through this area for many years specifically because of these sightline considerations. Shifting a connection closer to the western curve removes that margin of safety and creates a situation that is a recipe for disaster.

Another major concern is that this new roadway is classified as a "major collector." Connecting a major collector to a small city road that can barely accommodate two passing vehicles is both unsafe and unfair. Residents on this road are already experiencing significantly increased traffic since this road was made a through street. Many have previously voiced strong opposition but felt their concerns were dismissed by city staff. Several residents have expressed frustration that decisions are made which dramatically affect their daily lives, only to be told afterward that nothing can be done. These are tax-paying residents who have invested heavily to build homes they love in a community they chose carefully. A major collector adjoining their road would be devastating.

Cost is another issue that should deeply concern everyone involved. At a time when the Utah Legislature is actively working to make housing more affordable, this proposal would do the opposite. The increased cost of this road will inevitably be passed on to homebuyers, further driving up already high prices. This is especially troubling when a safer, less expensive option already exists. Kap Lane has been included in the General Plan for years precisely because it was identified as the safest and most appropriate solution—and it is already in place.

On a personal note, I presented the plan the developer worked with our family on during the October and November Planning Commission meetings. That plan allowed us to preserve the barn area of our family farm—a place where we live and that holds deep personal and practical significance. At that time, the plan included the 6.7 acres we were purchasing. Under the new proposal, that acreage has been reduced to 5.1 acres, and our family barn and associated buildings would be knocked over and replaced with a big roadway. These buildings are a part of our heritage and we love them.

This barn was intentionally built in its current location decades ago due to the presence of natural springs and wetlands that provide water for our cows and other animals. This area remains registered on Utah Geological Survey maps as protected wetlands and continues to produce a substantial amount of water daily. In researching how best to protect these wetlands, the most effective approach is avoidance wherever possible. In this case, avoidance is easily achievable by adhering to the long-standing Kap Lane alignment—an option that is safer, less costly, and far less destructive.

For all of these reasons, I strongly urge the Council to reconsider this proposal and retain the Kap Lane alignment as shown in the General Plan. If any of you would like I would love to meet with you personally and even go to the new proposed road so you will be able to witness for yourselves the dangerous implications this new proposed road will have. Thank you for your time and consideration.

Bruce and Natalie Browning

Raelyn Boman

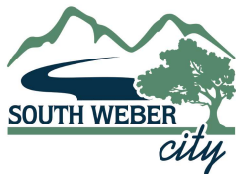
From: Lisa Smith
Sent: Thursday, February 12, 2026 1:56 PM
To: Raelyn Boman; Julie Losee; Marty Mcfadden; Chris Roberts; Chad Skola; Brad Dopp
Cc: Brandon Jones; Angie Petty; Blair Halverson; Joel Dills; Jeremy Davis; Wayne Winsor; Rod Westbroek
Subject: Fw: Road safety concerns

Lisa

From: David J. Larson <dlarson@southwebercity.gov>
Sent: Thursday, February 12, 2026 1:26 PM
To: Lisa Smith <lsmith@southwebercity.gov>; Lance Evans <levans@southwebercity.gov>
Subject: Fw: Road safety concerns

David J. Larson

City Manager | South Weber City
o 801-479-3177 x2207 | f 801-479-0066
dlarson@southwebercity.com



From: Marci Poll <ank1996@gmail.com>
Sent: Tuesday, February 10, 2026 10:05 PM
To: Public Comment <publiccomment@southwebercity.gov>
Subject: Road safety concerns

Hello,

I am writing to express serious safety concerns regarding the proposed road connection to 925 E. Across South Weber Drive.

At the current posted speed limit of 40 miles per hour on SW Drive, exiting 925 E. already presents significant safety challenges. In reality, many drivers travel well above the posted limit. As residents who regularly use this road, we can attest that

crossing South Weber Dr. from 925 E. is currently difficult and often feels unsafe due to the speed and volume of traffic.

With the proposed new developments expected to bring hundreds of additional homes to the area, traffic volume will increase substantially. Many of these new households will include school-aged children who will need to use 925 E. to walk or bike to school. They already have no safe place to walk on 7375 S as it is and crossing SW drive coming out of 925 E is very scary. There is that straight stretch of road in front of my parents at 826 E where many people go very fast and then turn on that blind corner heading East going faster than I believe is safe. Under current conditions, this would create an extremely hazardous situation for children and families.

At this time, we are often unable to safely cross the road due to fast-moving traffic. Adding another road connection without meaningful traffic calming measures, pedestrian crossings, or speed enforcement improvements would significantly increase the risk of accidents and serious injury.

I respectfully urge the City to carefully reconsider the safety implications of this proposed connection and to implement protective measures such as reduced speed limits, crosswalks with signals, traffic calming features, a light somewhere on this stretch would definitely help to slow the traffic down and keep people safe. But anything would be better than nothing before moving forward. The safety of our children and community members must be a top priority.

Thank you for your time and consideration.

Thank you,

**Marci Poll
970 E 7375 S**

Raelyn Boman

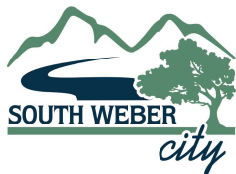
From: Lisa Smith
Sent: Thursday, February 12, 2026 1:56 PM
To: Raelyn Boman; Julie Losee; Marty Mcfadden; Chris Roberts; Chad Skola; Brad Dopp
Cc: Brandon Jones; Angie Petty; Blair Halverson; Joel Dills; Jeremy Davis; Wayne Winsor; Rod Westbroek
Subject: Fw: South Weber developments, Shell companies, state zoning laws

Lisa

From: David J. Larson <dlarson@southwebercity.gov>
Sent: Thursday, February 12, 2026 1:26 PM
To: Lisa Smith <lsmith@southwebercity.gov>; Lance Evans <levans@southwebercity.gov>
Subject: Fw: South Weber developments, Shell companies, state zoning laws

David J. Larson

City Manager | South Weber City
o 801-479-3177 x2207 | f 801-479-0066
dlarson@southwebercity.com



From: Mindi Smith <mindisdroid@gmail.com>
Sent: Wednesday, February 11, 2026 4:23 PM
To: Public Comment <publiccomment@southwebercity.gov>
Cc: Trevor Lee <tlee@le.utah.gov>; Ann Millner <Amillner@le.utah.gov>; khall@le.utah.gov <khall@le.utah.gov>
Subject: South Weber developments, Shell companies, state zoning laws

Dear local and state Elected Officials,

I respectfully submit the following concerns for your consideration regarding some city issues that I believe we are faced with as a direct result of state laws changed in 2016 and other state laws that should be enacted to save our cities.

The concerns listed below represent legitimate, legally grounded facts that could be used as reasons for our city leaders to deny the proposed road change at 925 east, and some of these concerns could and should be incorporated into a CUP with QT.

- Unsafe access points

- Insufficient road capacity
- Increased accident risk
- Inadequate emergency response access
- Road infrastructure unable to safely accommodate heavy, wide and long trucks but especially trucks full of gravel that would be going uphill and around a roundabout.
- Unfair business advantage/lawsuits by either QT or Maverick because of road restructuring that will likely be done after the nightmares of having both are realized
- Potential traffic risks to southbound 89 as traffic backs up from the offramp as cars wait in line to get over 2 lanes of traffic to make a left hand turn onto 2700 E, traffic that will also be increased as more cars will also be taking the 89 northbound exit.
- Potential cost increase for stop lights at both off-ramp intersections.
- Increased safety concerns for kids walking to the charter school through a roundabout on a hill with large gravel trucks l.
- Potential impact on wetlands or nearby waterways, particularly in the 925 East area
- Risk of groundwater contamination
- Stormwater drainage challenges
- Floodplain development concerns
- Air quality compliance issues
- Signage limitations and visual impact
- Building height considerations
- Parking design and circulation safety
- Adequate buffer zones between commercial and residential areas - the road changes will bring random trucks and people up into a quiet residential zone where a bus stop is.
- Could you ban large diesel trucks at QT because of this?
- Excessive noise, particularly from truck brakes as they go downhill after a roundabout
- Traffic is already horrendous at that intersection at certain times of day. Having to wait through 2 or more lights to make a right hand turn onto south Weber drive from 2700 because all of the heavy traffic businesses were put on the same side of town at the same intersection where a charter school is and where everyone goes to get to the high school and work at the very same time - is a sign of very bad planning.
- Impacts of 24-hour operations and increased criminal activity
- Odors associated with fueling and diesel activity
- Heavy truck idling
- Light pollution affecting surrounding neighborhood.

Additionally, I encourage the Council to carefully consider their sources of expert analysis presented during this process. While professional consultants and technical experts and city employees provide important information, it is important to recognize that many are retained by or work closely with developers, and so they should be considered a representative of the developer over a representative of the citizens, as an elected official your purpose is the complete opposite of theirs. (It's not like a city manager can pad his resume with "the citizens were happy with my slow and steady approach to growth that made their community safer therefore I didn't facilitate large new developments during my years of service"). For this and many other reasons, a balanced consideration of independent reviews, objective data, and IMO resident impact statements are of most importance because it is the community members you live amongst who will end up living with the long-term consequences long after the "experts" and developers have moved on to bigger cities and bigger deals.

Putting together a thoughtful and strict CUP for QT that makes public safety, environmental protection, infrastructure capacity, and community compatibility top priority that will serve both the integrity of the Council but also the long-term interests of South Weber is needed more than ever at a time like this

when so many people fear authoritarian style governing, and feel their voices are never heard -even at the local level.

Sticking to the general plan that the citizens fought for, over the proposed changes to 925 east is also another way the CC could easily maintain the public's trust in our elected officials without risk of any lawsuit.

The following might be questions for our state legislators but I think we should all be curious and start asking ourselves if it's actually true that the city will get sued by every developer that is rejected. We are told this over and over again and I know you are too. If so, then what power do city elected officials have anymore? if ultimately your only choice is to approve everything that legally fits the zone? A city manager could do that alone. Has local control already been eliminated by state forced zoning laws that made billion dollar development companies the only developers who can afford to build in Utah? Developers that every city in Utah seems to bend over backwards for. I am worried if cities don't start exercising their power even at the risk of a lawsuit - they are going to lose their power entirely. That's why this isn't just about a gas station and an intersection- it's about our freedoms that are being taken away bit by bit in every city, in every state, it's about the role we each play in allowing that to happen.

I know that the accusations by some that city officials must be benefiting on deals upsets many of you, but I hope you can see that there's several reasons for those accusations, that have nothing to do with you and your ethics.

1. Growth used to be steady and slow and ever since 2016 its not.
2. It's fast, furious and unaffordable
3. Every city in this state suddenly has problematic HDH and mixed use developments - and South Weber is NOT an exemption to this
4. Increasing our taxes 100% - increased our attention to city decisions 100%, increasing traffic, pollution, people, accidents, crime will increase our suspicions as well.
5. In 2016 the state made planning commissions the Land Use Authority which resulted in every piece of land in Utah potentially being worth double what it was with a simple city approved rezone.
6. As we learned with The Lofts, a signed development agreement after that then made that same piece of property worth quadruple what it was originally
7. History and common sense have taught us that Wherever there's a sudden increase in power, money, and insider knowledge, there's also an increase in greed and motives, , add to that opportunities like
8. Shell companies that are legal for both elected and employed city officials to own and/or invest in
9. Shell companies that the state of Utah doesn't force beneficiary disclosures of anywhere.
10. Is it impossible to think that three shell companies deep could give someone enough plausible deniability in case it was ever discovered they benefited from a deal they voted on and what happens then?
11. A slap on the wrist for an ethics violation? After the 3 story problematic building is standing, Is hardly a deterrent or helpful.
12. when the risk is small and the rewards are huge -and many people are already participating - normal every day people could be convinced as well.
13. people we like and know might - maybe each and every one of us would in the same circumstance? "Business is business" "if you can't beat it join it" - are thoughts I've tried to use to dismiss this.

14. Lastly - There's no way to prove you're not gaining from the decisions you make every time you approve a development with an LLC at a lawyers address - without publicly sharing your tax returns, and no one would ask you to do that.

This is why accusations exist and will continue to exist as long as shell company beneficiary privacy exists. I believe it's safer for YOU to assume right along with us that anyone who's pushing you to make decisions on things from within the CC, PC, city offices with zero regard to public input *could* be benefiting from that decision in some way financially or otherwise. Using your power to slow down the process, coming to meetings armed with all of your legal options, seeking public opinions and voting against staff's recommendations evercould help stop some of these accusations and many do that and we are grateful for you, we know it's not easy to stand alone. Shaming & blaming people like me for saying things like this as "horrible accusations" that "I better have proof of before I say them" -is NOT the problem.. the problem is a system that's so corrupt that it makes normal people believe that the person labeling these loopholes corruption and shedding light on them - is somehow the problem. These loopholes weren't put there by accident.

Thank you for your service, time and consideration in these matters.

Sincerely,
Mindi Smith

Yes, I know it's against the city's code of ethics to vote on things you benefit from but proving that someone has "beneficial ownership" without their voluntary disclosure can be difficult because:

-

The federal CTA database is not public

-

Utah does not require public beneficial ownership disclosure

So basically without transparency and a way to check we are just taking peoples word for it.

And without the ability to prove it - we are left with "trust me - I'm honest"

[Treasury Exempts 99 Percent of Entities from Ownership Reporting: Just the FACTs 03/06/25](#)

Raelyn Boman

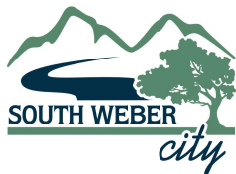
From: Lisa Smith
Sent: Thursday, February 12, 2026 2:20 PM
To: Raelyn Boman; Julie Losee; Marty Mcfadden; Chris Roberts; Chad Skola; Brad Dopp
Cc: Brandon Jones; Angie Petty; Blair Halverson; Joel Dills; Jeremy Davis; Wayne Winsor; Rod Westbroek
Subject: Fw: QT gas station in South Weber, 925 E intersection.

Lisa

From: David J. Larson <dlarson@southwebercity.gov>
Sent: Thursday, February 12, 2026 1:26 PM
To: Lisa Smith <lsmith@southwebercity.gov>; Lance Evans <levans@southwebercity.gov>
Subject: Fw: QT gas station in South Weber, 925 E intersection.

David J. Larson

City Manager | South Weber City
o 801-479-3177 x2207 | f 801-479-0066
dlarson@southwebercity.com



From: Mindi Smith <mindisdroid@gmail.com>
Sent: Wednesday, February 11, 2026 5:52 PM
To: Public Comment <publiccomment@southwebercity.gov>
Subject: QT gas station in South Weber, 925 E intersection.

Dear Elected Officials,

I respectfully submit the following concerns for your consideration regarding the proposed intersection at 925 east, and the CUP for QT.

- Unsafe access points
- Insufficient road capacity
- Increased accident risk
- Inadequate emergency response access
- Road infrastructure unable to safely accommodate heavy, wide and long trucks but especially trucks full of gravel that would be going uphill and around a roundabout.
- Unfair business advantage/lawsuits by either QT or Maverick because of road restructuring that will likely be done after the nightmares of having both are realized

- Potential traffic risks to southbound 89 as traffic backs up from the offramp as cars wait in line to get over 2 lanes of traffic to make a left hand turn onto 2700 E, traffic that will also be increased as more cars will also be taking the 89 northbound exit.
- Potential cost increase for stop lights at both off-ramp intersections.
- Increased safety concerns for kids walking to the charter school through a roundabout on a hill with large gravel trucks l.
- Potential impact on wetlands or nearby waterways, particularly in the 925 East area
- Risk of groundwater contamination
- Stormwater drainage challenges
- Floodplain development concerns
- Air quality compliance issues
- Signage limitations and visual impact
- Building height considerations
- Parking design and circulation safety
- Adequate buffer zones between commercial and residential areas - the road changes will bring random trucks and people up into a quiet residential zone where a bus stop is.
- Could you ban large diesel trucks at QT because of this?
- Excessive noise, particularly from truck brakes as they go downhill after a roundabout
- Traffic is already horrendous at that intersection at certain times of day. Having to wait through 2 or more lights to make a right hand turn onto south Weber drive from 2700 because all of the heavy traffic businesses were put on the same side of town at the same intersection where a charter school is and where everyone goes to get to the high school and work at the very same time - is a sign of very bad planning.
- Impacts of 24-hour operations and increased criminal activity
- Odors associated with fueling and diesel activity
- Heavy truck idling
- Light pollution affecting surrounding neighborhood.

Additionally, I encourage the Council to carefully consider their sources of expert analysis presented during this process. While professional consultants and technical experts and city employees provide important information, it is important to recognize that many are retained by or work closely with developers, and so they should be considered a representative of the developer over a representative of the citizens, as an elected official your purpose is the complete opposite of theirs. (It's not like a city manager can pad a resume with "the citizens were happy with my slow and steady approach to growth that made their community safer"). For this and many other reasons, a balanced consideration of independent reviews, objective data, and IMO resident impact statements are of most importance because it is the community members you live amongst who will end up living with the long-term consequences long after the "experts" and developers have moved on to bigger cities.

Putting together a thoughtful and strict CUP for QT that makes public safety, environmental protection, infrastructure capacity, and community compatibility top priority and that will serve both the integrity of the Council but also the long-term interests of South Weber is needed more than ever at a time like this when so many people fear authoritarian style governing, and feel their voices are never heard.

Sticking to the general plan that the citizens fought for, over the proposed changes to 925 east is also another way the CC could easily maintain the public's trust in our elected officials without risk of any lawsuit.

The following might be questions for our state legislators but I think we should all be curious and start asking ourselves if it's actually true that the city will get sued by every developer that is rejected. We are told this over and over again and I know you are too. If so, then what power do city elected

officials have anymore? if ultimately your only choice is to approve everything that legally fits the zone? A city manager could do that alone. Has local control already been eliminated by state forced zoning laws that made billion dollar development companies the only developers who can afford to build in Utah? Developers that every city in Utah seem to bend over backwards for. I am worried if cities don't start exercising their power even at the risk of a lawsuit - they are going to lose their power entirely. That's why this isn't just about a gas station and an intersection- it's about our freedoms that are being taken away bit by bit.

I know that the accusations by some that city officials must be benefiting on deals upsets many of you, but I hope you can see that there's several reasons for those accusations, that have nothing to do with you and your ethics.

1. Growth used to be steady and slow and ever since 2016 its not.
2. It's all unaffordable.
3. Every city in this state suddenly has problematic HDH and mixed use developments - and South Weber is NOT an exemption to this
4. Increasing our taxes 100% - increased our attention to city decisions 100%, voting to increase our traffic, pollution, people, accidents, and crime will increase our suspicions as well.
5. In 2016 the state made planning commissions the Land Use Authority which resulted in every piece of land in Utah potentially being worth double what it was with a simple city approved rezone.
6. As we learned with The Lofts, a signed development agreement after rezone made that same piece of property worth quadruple what it was originally
7. History and common sense have taught us that Wherever there's a sudden increase in power, money, and insider knowledge, there's also an increase in greed and motives, add to that opportunities like
8. Shell companies that are legal for both elected and employed city officials to own and/or invest in
9. Shell companies that the state of Utah doesn't force beneficiary disclosures of anywhere.
10. Is it impossible to think that someone could feel safe three shell companies deep? And maybe could give someone enough plausible deniability in case it was ever discovered they benefited from a deal they voted on and what happens then?
11. A slap on the wrist for an ethics violation? After the 3 story problematic building is already standing? That's hardly a deterrent or helpful.
12. When the risk is small and the rewards are huge -and many people are already participating - normal every day people could be convinced to do so as well.
13. people we like and know might - maybe even ourselves would in the same circumstance? "Business is business" "if you can't beat it join it"
14. Lastly - There's no way to prove you're not gaining from the decisions you make every time you approve a development with an LLC that's linked to a lawyers address, without publicly sharing your tax returns the following year and no one would ask you to do that.

This is why accusations exist and will continue to exist as long as shell company beneficiary privacy exists. I believe it's safer for YOU to assume right along with us that anyone who's pushing you to make decisions on things from within the CC, PC, city offices with zero regard to public input *could* be benefiting from that decision in some way financially or otherwise. Using your power to slow down the process, coming to meetings armed with all of your legal options, seeking public opinions and voting against staff's recommendations evercould help stop some of these accusations and many do that and we are grateful for you, we know it's not easy to stand alone. Shaming & blaming people like me for saying things like this as "horrible accusations" that "I better have proof of before I say them" -is NOT the problem.. the problem is a system that's so corrupt that it makes normal people believe that the person labeling these loopholes corruption and shedding light on them - is somehow the problem. These loopholes weren't put there by accident.

Thank you for your service, time and consideration in these matters.

Sincerely,
Mindi Smith

Raelyn Boman

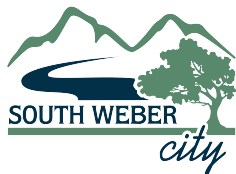
From: Lisa Smith
Sent: Thursday, February 12, 2026 2:19 PM
To: Raelyn Boman; Julie Losee; Marty Mcfadden; Chris Roberts; Chad Skola; Brad Dopp
Cc: Brandon Jones; Angie Petty; Blair Halverson; Joel Dills; Jeremy Davis; Wayne Winsor; Rod Westbroek
Subject: Fw: Concerns about Proposed Road on 925 E.

Lisa

From: David J. Larson <dlarson@southwebercity.gov>
Sent: Thursday, February 12, 2026 1:26 PM
To: Lisa Smith <lsmith@southwebercity.gov>; Lance Evans <levans@southwebercity.gov>
Subject: Fw: Concerns about Proposed Road on 925 E.

David J. Larson

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dlarson@southwebercity.com



From: trudy christopulos <trudychristopulos@yahoo.com>
Sent: Wednesday, February 11, 2026 9:13 PM
To: Public Comment <publiccomment@southwebercity.gov>
Subject: Concerns about Proposed Road on 925 E.

To Whom It May Concern,

Thank you for your time. I am writing to share our concerns about the planned road on 925 E. We live at 905 E. on the corner of that road. We have loved living in South Weber and have lived here for twenty years. Over the years growth has happened (as to be expected) but we are concerned about how the city has handled this growth.

This past fall a road-base sidewalk was added to help with the traffic connecting our house to the school. The sidewalk is uneven and gets muddy. I have nearly tripped on it several times. There is so much traffic around our house around school hours.

Adding a connecting road at 925 E. with nearly 300 houses will only make it worse. We have young kids that play outside and with all the traffic recently, I hesitate to let them. It is now a safety concern for our kids.

The blind corner and narrow roadway already make this stretch unsafe to turn west on. Adding more traffic will only make it more unsafe.

With continued growth in South Weber, I am worried that adequate sidewalks and other safety improvements aren't being provided. We do not want the road to the east of our house to become even more busy than it already is.

Thank you for time.

Aaron Day & Trudy Christopulos