

SOUTH WEBER CITY PLANNING COMMISSION AGENDA

PUBLIC NOTICE is hereby given that the **Planning Commission of SOUTH WEBER CITY**, Utah, will meet in a **REGULAR** public meeting on **Thursday, May 9, 2019** at the **South Weber City Council Chambers, 1600 East South Weber Drive**, commencing at **6:30 p.m.**

A WORK MEETING WILL BE HELD PRIOR TO THE REGULAR PLANNING COMMISSION MEETING AT 6:00 P.M. TO DISCUSS AGENDA ITEMS, CORRESPONDENCE, AND/OR FUTURE AGENDA ITEMS

THE AGENDA FOR THE REGULAR MEETING IS AS FOLLOWS*:

1. Welcome, Pledge of Allegiance—Commissioner Pitts
2. Approval of Consent Agenda
 - a. Minutes 2019-04-11 Meeting, 2019-04-11 Work Meeting
3. **Public Hearing and Action on ORD 19-12: Amending City Code 10-7A-3 and 10-7A-4 Regarding Approval of Conditional Use Permits for Preschools and Day Cares.**
4. General Plan Review: Review Section 4, Transportation
5. Public Comments – Please keep public comments to 3 minutes or less per person
6. Planning Commissioner Comments (Grubb, Walton, Pitts, Johnson, Osborne)
7. Adjourn

THE UNDERSIGNED DEPUTY RECORDER FOR THE MUNICIPALITY OF SOUTH WEBER CITY HEREBY CERTIFIES THAT A COPY OF THE FOREGOING NOTICE WAS MAILED, EMAILED OR POSTED TO THOSE LISTED ON THE AGENDA ALONG WITH THE FOLLOWING:

City Office Building	www.southwebercity.com	Family Activity Center
Utah Public Notice website www.utah.gov/pmn	South Weber Elementary	Each Member of The Planning Commission



KIMBERLI GULL, DEVELOPMENT COORDINATOR

DATE:4/29/2019

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, INDIVIDUALS NEEDING SPECIAL ACCOMMODATIONS DURING THIS MEETING SHOULD NOTIFY LISA SMITH, 1600 EAST SOUTH WEBER DRIVE, SOUTH WEBER, UTAH 84405 (801-479-3177) AT LEAST TWO DAYS PRIOR TO THE MEETING.

*Agenda are flexible and may be moved in order or sequence to meet the needs of the Commission.

SOUTH WEBER CITY PLANNING COMMISSION MEETING

DATE OF MEETING: 11 April 2019

TIME COMMENCED: 6:31 p.m.

LOCATION: South Weber City Office at 1600 East South Weber Drive, South Weber, UT

PRESENT: COMMISSIONERS:

Tim Grubb
Debi Pitts
Rob Osborne
Wes Johnson
Taylor Walton

CITY PLANNER:

Barry Burton

CITY ENGINEER:

Brandon Jones

DEVELOPMENT COORDINATOR:

Kimberli Guill

Transcriber: Minutes transcribed by Michelle Clark

A PUBLIC WORK MEETING was held at 6:00 p.m. to REVIEW AGENDA ITEMS

PLEDGE OF ALLEGIANCE: Commissioner Johnson

ATTENDEES: Kent Hyer and Dan Murray.

APPROVAL OF CONSENT AGENDA

- Minutes of 14 March 2019

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

DECLARATION OF CONFLICT OF INTEREST: (None)

Action on Site Plan- South Weber Drive Commercial- .6 acre at approx. 2562 E South Weber Drive (parcel 13-034-0044) by applicant Dan Murray: Dan Murray approached those in attendance. He said the site plan and building elevations have been submitted to the city. He said Alpha Coffee is owned by a retired military gentleman and they have done a lot of donating of product to the military. He said they currently have a thriving business in Salt Lake City. He

will offer a standard fair of coffee, hot chocolate, and gelato. Barry said there are two landscape plans in the packet. Dan said the Intellis plan is more current. Barry said he likes this one better because it provides a better opportunity for landscape to survive and flow of traffic. Barry explained that Brandon has concern about flow of traffic. He doesn't see it as an issue. Commissioner Pitts is concerned about the entrance to this piece of property because it is where the second lane on South Weber Drive merges. She asked if UDOT can extend the white line further west. Brandon said that is a reasonable request. Discussion took place regarding UDOT's plan to mill and overlay South Weber Drive. It was stated Mr. Murray will need to install a water connection lateral as soon as possible. Commissioner Grubb asked about the architectural plan and said the plan doesn't show specific materials. Mr. Murray said he is willing to commit to the rendering that he has submitted to the city. He explained that he wants to keep a level of continuity down South Weber Drive. He said there is stone, stucco, and some wood shown on the rendering. Commissioner Walton is concerned about the traffic and how the drive thru's are going to come together. Mr. Murray said right now the entry is a standard 40 ft. wide. He said the challenge is that the depth of the property is only 140 ft. Commissioner Grubb said you can install stop signs internally. Brandon has a concern about the function of the traffic but does feel the stop signs will help. He said the water service line needs to be clarified if it is 1 ½" or 1".

Barry Burton, City Planners, memo of 4 April 2019 is as follows:

APPLICANT: Dan Murray

REQUEST: Site Plan approval for a standalone coffee shop in the South Weber Drive Commercial Subdivision.

GENERAL INFORMATION: This a coffee shop is located on Lot 2 of the South Weber Drive Commercial Subdivision. Therefore, we went through public hearings and so forth when the subdivision was approved. This is a permitted use and we only need give it site plan approval.

LAYOUT: The proposed layout is a little confusing in that the site plan and the landscape plan are a little different. The parking layout is different in each; though there are 20 parking spaces associated with each layout. I prefer the site plan layout because there would be fewer cars potentially trying to back out of a parking space into what will be the drive for the que line to the drive-up window. This layout also provides a more substantial landscape area associated with that parking, so there would be a better plant survival rate. That being said, I think either layout will work, we just need to know which one it will be. I also believe the landscape plan can be readily adapted to the site plan layout.

The City Engineer and I have had some discussions on this proposal, and he has a concern I do not share. He feels like the circulation into, through and out of the drive through is a little cumbersome. I think it will work well enough, given that UDOT will only allow the one access form South Weber Drive.

LANDSCAPING: The landscape design is a xeriscape design which is necessary in this location due to the lack of sufficient irrigation water for anything else. The landscaping meets the 15% requirement of our ordinance.

BUILDING: We don't have any architectural plans yet, but Mr. Murray has indicated they are on the way. I expect the look will be similar to his building to the east.

OTHER: The development of this site will require a water connection be made to the main in South Weber Drive. Mr. Murray is aware of the requirement to get this done before May 15th or face significant fees for getting a permit to cut a newly resurfaced road.

STAFF RECOMMENDATION: I recommend the Planning Commission approve this site plan with the proper correlation between the site plan and the landscape plan.

Commissioner Johnson moved to approve Site Plan- South Weber Drive Commercial- .6 acre at approx. 2562 E South Weber Drive (parcel 13-034-0044) by applicant Dan Murray subject to the following:

- 1. Substantially similar building materials, color palette, stone, stucco as indicated on the rendering.**
- 2. Correct the water service line to be consistent.**
- 3. Correct the landscape plan to match the Intellis site.**

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

Mr. Murray asked about the impact fees. Brandon said after the impact fees are adopted by the City Council, it will go into effect in 90 days.

Commissioner Johnson moved to open the public hearing for Resolution 19-15, Ordinance 19-11, Ordinance 19-12, and Resolution 19-16. Commissioner Grubb seconded the motion. Commissioners Grubb, Johnson, Pitts, Osborne, and Walton voted aye. The motion carried.

******* PUBLIC HEARING *******

Commissioner Osborne asked if there is any public comment. There was none.

Public Hearing Resolution 19-15: Amend Transportation Capital Facilities Plan

On July 10, 2018, the City adopted the 2018 Transportation Capital Facilities Plan (CFP) that was prepared by Horrocks Engineers. In this plan, 19 Projects were identified to meet current and future needs. South Bench Drive was included as 5 different projects based upon anticipated construction sequencing and the funding approach. Two of the projects included the road and portions of the intersection at South Weber Drive. We have since identified the need to break the new intersection out as its own project. Horrocks Engineers has done this and amended the original Transportation CFP.

Public Hearing Ordinance 19-11: Amend City Code 11-6: Impact Fees

The City Code Addresses Impact Fees in Chapter 11-6. In reviewing this chapter for the adoption of the proposed Transportation Impact Fee, the City Staff (including the City Attorney) felt that the whole chapter needed to be re-written. The City Attorney has done this, and it has been reviewed by the City Staff.

Public Hearing Ordinance 19-12: Enact City Code 11-6-7: Transportation Impact Fees; Adopt the Transportation Impact Fee Facilities Plan and Impact Fee Analysis and Levy the Transportation Impact Fee. In 2017 and again on 6 March 2019, the City posted notice as to its intention to prepare a Transportation Impact Fee Facilities Plan (IFFP) and Transportation Impact Fee Analysis (IFA) in compliance with UCA Section 11-36a-501. Horrocks Engineers prepared the Transportation IFFP dated 15 March 2019 attached as Exhibit A, and Zions Public Finance, Inc. prepared the Transportation IFA dated 29 March 29, 2019 attached as Exhibit B.

Action on Resolution 19-16: Amend the Transportation Impact Fee and Adopt the Consolidated Fee Schedule: A new Transportation Impact Fee has been enacted and adopted by Ordinance 19-11 and needs to be added to the City’s Consolidated Fee Schedule, and because certain fees within the Consolidated Fee Schedule are based on land use regulations, Utah Code Ann. 10-9a-502 requires they be adopted following a public hearing conducted by the Planning Commission.

Commissioner Pitts moved to close the public hearing. Commissioner Grubb seconded the motion. Commissioners Grubb, Johnson, Pitts, Osborne, and Walton voted aye. The motion carried.

******* PUBLIC HEARING CLOSED *******

Discussion took place regarding the increase in impact fees, and how it could affect commercial development. Brandon said there is a provision that if it doesn’t seem reasonable then we work through that. Commissioner Grubb recommends moving this on to City Council and make sure they have control to continue to invite business and work with these fees. Commissioner Johnson would like to see a parallel diagram and what the ITE impact fee would be. Brandon said the figures are already from ITE. Commissioner Pitts is concerned about the City Manager being the only person who can change the fees. Brandon said the City Attorney is recommending it be administrative and not legislative. Commissioner Pitts asked about Chapter 7 impact fees item #1 parks and trails. Commissioner Osborne isn’t sure the Planning Commission should even be looking at this. Kent Hyer, City Councilmember, said he understands the Planning Commissions concerns. He feels what has been proposed has been identified as the most appropriate way to collect fees and help with cost of new roads. He said the city hasn’t raised taxes. Brandon understands this is the first time the Planning Commission has received this information, but the City Attorney has requested the Planning Commission give their approval. He said in the future he will try to make sure the Planning Commission receives more information during the process.

Commissioner Grubb moved to send Resolution 19-15, Ordinance 19-11, Ordinance 19-12, and Resolution 19-16 to the City Council. Also, the Planning Commission suggested when the City Manager and City Engineer make recommendation of impact fees, they get City Council approval. Commissioner Walton seconded the motion. Commissioners Grubb, Johnson, Pitts, Osborne, and Walton voted aye. The motion carried.

Commissioner Grubb requested the City Attorney review as to why this was sent to the Planning Commission.

Action on addition of Land Drain System in Harvest Park Phase 1: Commissioner Osborne stated this item was discussed in the work meeting with Mark Staples of Nilson Homes. Commissioner Walton suggested looking at the general plan and the high-water tables for this area.

Commissioner Grubb moved to approve the addition of a land drain system in Harvest Park Phase 1. Commissioner Johnson seconded the motion. Commissioners Grubb, Johnson, Pitts, Osborne, and Walton voted aye. The motion carried.

PUBLIC COMMENTS: (None)

PLANNING COMMISSION COMMENTS:

Commissioner Johnson: Commissioner Johnson has put together a wetlands map which he sent to everybody. He discussed landslide potential maps. He also has maps and overlays for wind occurrences. He invited anyone to look at them.

Commissioner Pitts: Commissioner Pitts asked who oversees the Trail Committee. It was stated Mayor Sjoblom, Councilwoman Petty and Commissioner Johnson serve on the Trail Committee. Commissioner Johnson said the city did receive a grant to connect to the Bonneville Shoreline Trail.

Commissioner Osborne: Commissioner Osborne said he has received emails from Brent Poll concerning South Bench Drive. Brandon explained phase 1 of South Bench Drive. He said the city has requested grants. He and the City Manager would like to get a feasibility study concerning a possible connection to Layton City. Commissioner Osborne suggested the study include the 1900 East connection as well.

ADJOURNED: Commissioner Grubb moved to adjourn the Planning Commission meeting at 7:49 p.m. Commissioner Walton seconded the motion. Commissioners Grubb, Johnson, Pitts, Osborne, and Walton voted yes. The motion carried.

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

Transcriber: Michelle Clark

Attest: Development Coordinator: Kimberli Guill

SOUTH WEBER CITY PLANNING COMMISSION MEETING WORK MEETING

DATE OF MEETING: 11 April 2019

TIME COMMENCED: 6:00 p.m.

LOCATION: South Weber City Office at 1600 East South Weber Drive, South Weber, UT

PRESENT: COMMISSIONERS:

**Tim Grubb
Debi Pitts
Rob Osborne
Wes Johnson
Taylor Walton**

CITY ENGINEER:

Brandon Jones

CITY PLANNER:

Barry Burton

DEVELOPMENT COORDINATOR:

Kimberli Guill

Transcriber: Minutes transcribed by Michelle Clark

ATTENDEES: Mark Staples and Kent Hyer.

Approval of Consent Agenda

- **Minutes 14 March 2019**

Action on Site Plan- South Weber Drive Commercial- .6 acre at approx. 2562 E South Weber Drive (parcel 13-034-0044) by applicant Dan Murray: (No discussion on this item)

**Public Hearing Resolution 19-15: Amend Transportation Capital Facilities Plan
Public Hearing Ordinance 19-11: Amend City Code 11-6: Impact Fees
Public Hearing Ordinance 19-12: Enact City Code 11-6-7: Transportation impact Fees;
Adopt the Transportation Impact Fee Facilities Plan and Impact Fee Analysis and Levy the
Transportation Impact Fee.** Brandon sated the Transportation Capital Facilities Plan was completed July 2018, so part of this is amending South Bench Drive. He said the Transportation Impact Fee Facilities Plan is also required to be adopted so that fees are calculated. He said the Planning Commission is required to adopt them by ordinance. Brandon explained that the fee is based off of the number of trips. Commissioner Osborne said he has no clue on these types of items, and feels uncomfortable approving something like this. Commissioner Johnson feels the city should increase the water rates to match the city's growth. Kimberli explained the base rate for water use. Brandon said the part of the consolidated fee schedule is mainly the impact fee and not the entire consolidated fee schedule.

Action on Resolution 19-16: Amend the Transportation Impact Fee and Adopt the

Consolidated Fee Schedule. Commissioner Osborne asked why the Planning Commission is dealing with fees. Brandon Jones, City Engineer, said the City Attorney said his interpretation of the code requires approval from the Planning Commission. Commissioner Johnson asked if the Family Activity free fee is for Planning Commissioners as well.

Action on addition of Land Drain System in Harvest Park Phase 1: Mark Staples, of Nilson Homes, discussed the recent water level at Harvest Park and stated the water level is at 6 or 7 ft. He said a land drain system will need to be installed. He said there is a service road that runs by the posse grounds. He explained it will run along the secondary water line. Mark said apparently we need the city’s blessing. Brandon Jones stated overall it is better for the city if there is a land drain down there. He said nothing will guarantee, but if you don’t put in a land drain, the likelihood of issues is higher. Mark said the depth will be 7 to 7.5 ft. Brandon said the goal is to get the homes down in the ground enough that they aren’t poking up. Mark said each house will have a land drain. Brandon said it doesn’t diminish the city’s storm drain capacity. Brandon said this will be a completely enclosed system that will drain to the Weber River. He said it is in water in filter fabric and is clean. He said the City Attorney suggested this come before the Planning Commission and City Council for approval. Commissioner Osborne said he is good with this. Commissioner Walton suggested including this type of information in the general plan. Brandon feels the city staff addresses these types of concerns with each development.

Other Business:

ADJOURNED: 6:30 p.m.

APPROVED:

_____ Date
Chairperson: Rob Osborne

Transcriber: Michelle Clark

Attest: _____
Development Coordinator: Kimberli Guill

ORDINANCE 19-12

AN ORDINANCE OF THE SOUTH WEBER CITY COUNCIL AMENDING CITY CODE SECTIONS 10-7A-3, 10-7A-4 AND 10-5A-3 REGARDING APPROVAL OF CONDITIONAL USE PERMITS FOR DAYCARE CENTERS AND PRESCHOOLS

WHEREAS, because of significant State regulation over preschool and day care facilities, in 2018 the City Council adopted Ordinance 18-06 allowing conditional use permits for in-home preschools and day cares to be issued administratively rather than by the planning commission; and

WHEREAS, the Council desires to amend Sections 10-7A-3, 10-7A-4 and 10-5A-3 of the South Weber Code to comply with that position and to make other technical amendments to those sections; and

WHEREAS, the Planning Commission, following a public hearing, recommends that this ordinance should be adopted;

NOW, THEREFORE, BE IT ORDAINED by the South Weber City Council as follows:

Section 1. Section Amended. Section 10-7A-3 of the South Weber City Code is hereby amended to read:

10-7A-3: Conditions Required

The following conditions shall be imposed upon and observed at all times by the recipient of a conditional use permit for an in-home daycare center or preschool:

- A. Employment Restricted to Family Members: Only family members related by blood, marriage or adoption to bona fide residents of the dwelling unit may be employed on the premises by the preschool or daycare. Only one part-time employee in addition to the bona fide residents may work in connection with the in-home daycare center or preschool at any time.
- B. Incidental and Secondary Use: Each in-home daycare center or preschool use shall be clearly incidental and secondary to the residential use of the property and shall not physically change the dwelling to the extent that it would alter the residential character of the dwelling or the residential atmosphere of the neighborhood in which it is located. An in-home preschool or daycare shall not unreasonably disturb the neighborhood by reason of color, design, material, construction, odors, lighting, sounds, noise or vibrations.
- C. Conducted within Primary Structure: Each in-home daycare center or preschool shall be conducted principally within the primary structure on the premises.
- D. Signs: Class 2 signs shall be permitted and shall comply with all regulations of chapter 10-09 of this title.
- E. Traffic: Each in-home daycare center or preschool shall generate no greater vehicular traffic than is commonly associated with the neighborhood in which it is located. There

shall be no heavy trucks, delivery or service vehicles. The use shall not occupy the garage area required for two parking spaces.

- F. Parking: All vehicles of customers and residents shall be parked in authorized portions of the lot.
- G. Code Conformance: There shall be complete conformity with fire, building, plumbing, electrical and health codes and to all county ordinances.
- H. Special Recommended Conditions: Any special condition made of record in the conditional use permit to carry out the intent of this chapter shall be met.
- I. Annual Premises Inspection: An annual inspection of the premises by the fire department shall be required before the conditional use permit may be issued or renewed.
- J. Floor Plan and Site Plan: A floor plan and a site plan showing the areas within the home and yard to be used for the daycare center or preschool shall be provided. This may be a simple single-line drawing.
- K. State Requirements: The business shall comply with all State of Utah requirements for daycares and preschools.

Section 2. Section Amended. Section 10-7A-4 of the South Weber City Code is hereby amended to read:

10-7A-4: Renewal of Permit

Conditional use permits for in-home daycare centers and preschools shall be valid for one year unless a lesser time is specified, and shall be renewable at the time the business license is renewed. Conditional use permits may be renewed by designated City staff without additional review unless otherwise specified by the approving staff on the permit, provided there have been no reported violations, complaints or detrimental matters which might require reconsideration of the permit. If the permit is not renewed, then the applicant desiring a permit shall follow the same procedure required for an initial application.

Section 3. Section Amended. Section 10-5A-3 of the South Weber City Code is hereby amended to read:

10-5A-3: Conditional Uses

Conditions for approval shall be determined by the Planning Commission for the following uses:

- A. churches, excluding temporary churches held in the open area or in tents or in temporary structures;
- B. daycare centers and preschools when not in a residence;
- C. excavations of over 200 cubic yards, as allowed by chapter 10-06 of this title;
- D. golf courses, public or privately owned, whether or not operated as a business;

- E. hobby kennels;
- F. planned dwelling groups with a maximum of two dwellings;
- G. planned unit developments;
- H. public buildings and public utility buildings;
- I. public parks or playgrounds, also privately-owned playgrounds and recreational grounds or parks not operated as a business, in whole or in part, and to which no admission charge is made;
- J. schools, public or privately-owned;
- K. small wind energy systems;
- L. temporary businesses only in public parks, on church properties, or on other public properties as approved by the Planning Commission, not to exceed 90 days in length; and
- M. two-family dwellings on corner lots of an intersection involving a collector road.

Section 4. General Repealer. Ordinances in conflict herewith are repealed to the extent of such conflict.

Section 5. Effective Date. The City Council determines that the public health, safety and welfare require this ordinance take effect immediately. Therefore, this ordinance shall become effective immediately upon passage and publication as required by law.

PASSED AND ADOPTED by the City Council of South Weber, Davis County, on the 21st day of May 2019.

Jo Sjoblom, Mayor

ATTEST: Lisa Smith, City Recorder

Roll Call Vote is as Follows:		
Mr. Halverson	Aye	Nay
Mr. Hyer	Aye	Nay
Ms. Petty	Aye	Nay
Mr. Taylor	Aye	Nay
Mr. Winsor	Aye	Nay

CERTIFICATE OF POSTING

I hereby certify that Ordinance 19-12 was posted in the following locations within the city this ____ day of _____, 2019:

- 1. South Weber Elementary, 1285 E. Lester Drive
- 2. South Weber Family Activity Center, 1181 E. Lester Drive
- 3. South Weber City Building, 1600 E. South Weber Drive

Lisa Smith, City Recorder

THOUGHTS ON GENERAL PLAN UPDATE

By Barry Burton 5.2.19

SYNOPSIS OF 4.25 DISCUSSION:

There were only two Planning Commission members at the April General Plan discussion, so I think it is important that we review the discussion for those that weren't there in case there are divergent opinions on the issues.

We first talked about the Agriculture, Rural Character and Open Space section. Discussion revolved around the inescapable fact that agriculture is fast disappearing from our landscape and there really isn't a lot we can do to stop it. It was felt that we may better make recommendations to preserve open space, not agriculture. Open space could be preserved through clustering of residential development and possibly offering incentives to do so. We also need to give more emphasis to the importance of the Weber River corridor.

The current plan says we can rely on the AICUZ noise zones to help protect agriculture. It was stated that we should rely more on the State and USAF easements than on the noise zones. If new noise zones become official they will have little impact on SW. The Air Force should determine the viability of building within their allowances and possibilities.

A lot of time was spent looking at the Projected Land Use Map as it related to commercial, industrial and high-density residential uses. There were many changes recommended to the map (see attachment). It was felt that many areas currently projected for commercial development on the east side of Hwy 89 are better suited to light industrial or even high-density residential. It was also felt that it would be better to designate some commercial areas west of 89 to high-density residential rather than commercial overlay because **this will actually reduce the permitted residential density from 25 to 13 per acre.**

We talked about the future of the gravel pits. It was determined we should designate the Staker/Parsons Pit as commercial recreation with the possibility of commercial highway as future land uses. The Geneva Pit would be designated commercial recreation with light industrial possibilities.

The area of current City Hall and across the street was discussed and it was felt would not be feasible for commercial development and should be changed to high-density residential. We discussed other options for this area, but none seemed plausible given the challenges of the properties involved.

The current commercial overlay zone at the I-84 interchange should be expanded to include the properties immediately on the west and south sides of what will be South Bench Drive adjacent to the existing commercial area. The feeling here is that this will not be a very desirable area for single-family use once the commercial development happens and once South Bench goes through and becomes a major thoroughfare.

Other areas discussed are the RV park property which should be designated commercial recreation and the Castlerock (Lane Kapp) property on the extreme west end of town which should be designated light industrial rather than commercial overlay.

It was also discussed that we should remove the section referring to the Freeway Buffer as previous attempts to facilitate this buffer have not been supported by the City Council.

This was quite a lot of territory to cover and I would hope you would spend some time going over the attached hand marked Projected Land Use Map to help you understand what was discussed. Please be ready to support or recommend alterations to the changes that have been discussed.

SECTION 4 TRANSPORTATION:

Please read the entire section, but I will mention just the areas I see that might need some changes here.

Highway 89; this section should state that improvements are already funded and under way.

1900 East; do we really have a hazard or is it just perceived? If we do have a hazard what should be done about it? Need to mention future connection to South Bench Drive.

South Weber Drive; UDOT says it will never be widened or have bike lanes, so what do we want to say about that?

6650 South; what are we going to say about this street? Will it be permanently dead-ended? The residents don't want any changes to the width or have sidewalks.

We need to include a section on South Bench Drive and the need to connect to Layton. We have met with Layton representatives to discuss how and where. They agree that we need the connection.

View Drive; are we giving up on the idea that it should be connected to 7800 South?

TRAILS:

I believe we should separate trails into a separate section from vehicle transportation.

Bonneville Shoreline Trail; we are currently working to solidify the alignment and contacting property owners.

Canal Trail; continue to support the possibility which may become a little more feasible with the extension of South Bench Drive through a difficult area for the trail, due to property owner reluctance.

Old Fort Trail; continue to support its expansion. We now have more in existence, but there is a lot to do. We are meeting soon with UDOT to explore the possibility of extending this trail east to Hwy 89 utilizing the I-84 right-of-way.

Weber River Trail; we have already addressed this somewhat in the open space section, but the importance of this trail needs to be emphasized. Also, we need to express our willingness to cooperate with Weber Pathways, Uintah City and others.

Are there other trails that need to be added that have not been considered previously?

PROPOSED AMENDMENTS TO THE SOUTH WEBER CODE
February 13, 2019

The production of a general plan or an update to one may seem like a very daunting task. I admit to having some of those feelings myself, but I firmly believe that if we set out a course and methodically proceed along that course, we can do the job in a timely manner and produce something that will be of real value to our community.

There are an unlimited number of ways we can proceed with the task and I would like to propose what I think will be one of the best for South Weber. I do this to promote some discussion with the Planning Commission about what you believe about how we accomplish our task. There is no one right way to do this and I am not adamant about this particular procedure.

The General Plan consists of four sections that are all text plus the maps. I would like to schedule monthly special Planning Commission meetings for the next 5 – 6 months where we can review the sections along with any proposed updates/changes in some detail. I propose the following schedule:

March – Send out all required notifications that the City intends to modify it’s general plan.

March – Planning Commission reviews the Master Goal along with Section 1, Existing Environment. Particular emphases needs to be placed on Noise Hazards, Accident Potential and HAFB Environmental Impact.

Briefly Recap from
4/25

April – Planning Commission reviews Section 3, Land Use Goals and Projections. I think we may need to separate out the Moderate Income Housing Section and the Recreation/Trails Section for a separate review.

Topic of Discussion
for 5/9

May – Planning Commission reviews Section 4, Transportation. Here we will be responding to the needs that changes in the land use recommendations may generate as well as potential changes due to UDOT plans and activities.

June – Planning Commission reviews Recreation/Trails and Moderate Income Housing sections. We will also need to discuss methods of public outreach.

July - Planning Commission and City Council meets to determine if all are agreement to proceed to public notifications and determine best ways to get the word out to residents. Planning Commission finalizes public outreach materials.

August – Public response period. This may include surveys, open houses, etc.

September – Staff and Planning Commission finalize draft Plan with City Council advise and after considering public response.

October – Official public hearing held by Planning Commission. This could be done at the regular PC meeting or, if desired, at a special meeting.

November – City Council presentation and adoption.

SECTION 4: TRANSPORTATION

VEHICLE TRANSPORTATION:

In our vehicle oriented society one of the items having a great effect on the quality of our lives and on our ability to reach many of the goals stated to previous sections of this Plan, is the transportation system. In this Section we will look at the existing state of the transportation system and what should be done to improve it to meet current safety needs and future growth needs. This plan does not attempt give exact locations of every local or residential access street in the City. What it will do is look at all critical transportation routes concentrating on those that are City streets and over which the City has control. All the streets that are currently stubbed are shown with an intended connecting location so that all future development is aware of the City's intent for connecting streets (See Vehicle Transportation Map #5). In order to encourage connectivity between developments, cul-de-sacs or turnarounds are only to be considered if topographic or other constraints prohibit the connection to a thru street. Temporary turnarounds must be provided at all stubbed street locations where a thru street is eventually planned.

It is important that all major transportation routes through South Weber, whether city streets or state highways, are protected from unnecessary traffic "motion." Friction results mainly when too many driveways are allowed access directly onto a street, causing traffic to slow as vehicles maneuver in and out of the driveways. To reduce this motion and preserve the full functionality of these major transportation routes, the number of direct access driveways should be limited to as few as reasonably possible. It is also important that streets within the City that serve the general public or that have no restrictions to ingress and egress by the public be maintained in a reasonable and acceptable condition. To this end, all new roads developed in South Weber are public streets and no private streets are allowed. There should be some leeway allowed in the design of public roads within planned unit developments, to allow more creativity in providing public improvements. In that case, the area of flexibility in the road standards should come in how park strips and foot traffic are handled.

HIGHWAY 89:

Proposed changes to Highway 89 have already been discussed to some extent in other sections. This road is not controlled by the City, but the City can exert some influence on plans for the future of this facility and has done so. The City Council has officially endorsed a limited access expressway concept.

1900 EAST STREET:

1900 East Street is an extremely important collector road. It has a serious safety hazard at approximately 7550 South where it traverses a steep bluff. The bluff both reduces sight distance at the intersection with 7600 South St. and encourages traffic to speed. The correction of, or reduction of, this safety hazard should be a high priority for South Weber road projects. It is also important that as properties along this road are developed, the City should require 60 ft. of right-of-way.

SOUTH WEBER DRIVE:

South Weber Drive is an arterial street and serves as the transportation backbone of the community. This road also is a State controlled facility. It is also anticipated that the road will someday need to be widened from the current 65 ft. right-of-way (in many locations) and the City should continue its current policy of requiring curb and gutter of all new development along this road. Widening of the road should include sufficient room for a bike lane. Access to this road should be limited to protect its arterial status and usage. This should be done in conjunction with UDOT standards for access onto a State Road.

Growth in the City has increased traffic at the intersection of 2700 East (the westerly Hwy 89 frontage road) and South Weber Drive significantly. Anticipated future growth in the area will further increase traffic at this intersection. The City should encourage UDOT to install a traffic light at this location to mitigate traffic hazards.

7600 SOUTH STREET/1550 EAST STREET:

A high priority road project should be to connect (plat and construct) the remaining portion of 7600 South that is not currently dedicated as a public right-of-way (approx. 250 ft.) in order to provide that this street become a thru street. This should all be developed with standard street improvements and a 60 ft. right-of-way. This road is necessary to provide a more direct and much safer route to the elementary school, as well as the central part of the city and South Weber Drive.

6650 SOUTH STREET AND 475 EAST STREET:

6650 South St. is a very narrow street with existing houses fronting it, some of which are not set back very far from the edge of the asphalt. Only minimal widening of the road should occur between 475 East and South Weber Drive at 6650 South, due to feasibility challenges. As development occurs to the North of this area, it is imperative that a collector road be constructed that would connect 475 East to South Weber Drive and draw the majority of traffic away from 6650. As development to the south of this section of 6650 South occurs, secondary access could be allowed, provided there is a primary access onto South Weber Drive or 475 East.

The area east of 475 East on 6650 South has the potential of being widened to the north side. A right-of-way consistent with a major collector should be acquired when the adjacent property to the north develops. This road is intended to be a frontage road

connecting 475 East to South Weber Drive (See Vehicle Transportation Map #5). Traffic friction on this road should be reduced by restricting the number of access points, particularly residential driveways. Bicycle lanes should be incorporated along the entire length from South Weber Drive to 475 East.

475 East Street is also somewhat narrow, with only a 50' wide right-of-way. It is currently the main route from South Weber Drive to Interstate 84. As development of the west end of town occurs, it is imperative that the majority of traffic in that area find an alternative route to 475 East St. The continued development of Old Fort Rd. and the development of a new future road connecting 475 East from a point near the freeway off ramp westward to South Weber Drive are imperative to direct traffic away from 475 East. See Vehicle Transportation Map #5 for suggested routes for these roads.

It is also recommended that existing 6650 St. be improved. The extent of the improvements and the additional right-of-way needed to accommodate that improvement is dependent on the feasibility of the associated improvements. If there is little or no additional traffic generated by adjacent development, then only minor improvement need be done. In that case, it is recommended that the asphalt be widened to a minimum of 24 feet with curb and gutter, but no on-street parking would be allowed. Other options for increasing safety should also be considered, such as making it a one-way road or closing it to thru traffic.

VIEW DRIVE:

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

CONNECTION TO LAYTON:

Layton City is currently working on developing the north end of their City by Hill Air Force Base, a large portion of which is currently unincorporated Davis County, into a business/light industrial district currently entitled the East Gate Development. South Weber City has constructed a new culinary water reservoir at the top of the bluff and adjacent to this East Gate Development in order to meet the current needs of the city. An access road is associated with this reservoir. This road will tie into 1900 East and continue to function as a minor collector. It is recommended that before this road is constructed with asphalt pavement, curb, gutter, and sidewalk that a traffic study be performed by a traffic engineer to evaluate the impact of this connection. Due to South Weber City's limited means of ingress and egress (South Weber Drive: Highway 89 and Riverdale, and Interstate 84 at 475 East), this connection should be strongly considered as the city develops and becomes built out. Increased population will lead to an

increase in traffic. A connection to the south will add an additional critical means of ingress and egress, thus helping to disperse the anticipated increased traffic.

Furthermore, it is also recommended that another access to the same area be provided by extending Old Fort Rd. south across South Weber Dr. connecting with 1160 East and continuing southward and eastward up the bluff. Other recommendations for the City wide transportation system can be found on the Vehicle Transportation Recommendations Map #5.

TRAILS

In order to promote the health and general welfare of the citizens of South Weber, it is the intent of the City to develop a network of non-motorized trails throughout the community. These trails should be readily available to all residents and others so far as possible with trailheads and access points located all through the city. These trails should provide a variety of walking, jogging, running, biking and equestrian experiences through use of different widths, surfaces and degrees of difficulty. Trails should generally be off-street, not sidewalks in the street right-of-way. There may be locations where trails and sidewalks are coterminous for a short distance where other options are not practical. Specific trail recommendations follow.

BONNEVILLE SHORELINE TRAIL:

The Bonneville Shoreline Trail (BST) is a regional trail conceptually traversing the entire Wasatch Front and extending into Cache County approximately along the high water level of ancient Lake Bonneville. A portion of this trail runs along the foothills east of the City at approximately 5200 ft. elevation. Though most of this trail lies outside the city boundaries, it is nevertheless of great importance to the residents of South Weber. The City should cooperate and encourage Davis County and others to complete the trail.

This trail should be constructed at approximately 4 ft. in width and have a natural material surface. Special care to reduce impacts and keep grades manageable will need to be taken in crossing Corbet Creek and other ravines. At some point above the Weber Basin Job Corps this trail needs to transition from the 5200 ft. level to the proposed Weber Canyon Trailhead just above river level at the mouth of the canyon. This trailhead will support and provide cross access to two other trails, the proposed Canal Trail and the proposed Weber River Parkway Trail.

CANAL TRAIL:

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

The City should also encourage Riverdale City officials to continue this trail through their city as well.

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

CHATER SCHOOL TRAIL:

This proposed new trail should extend from View Drive to South Weber Drive near the west side of the charter school property. This will better facilitate pedestrian access to the school from the south.

OLD FORT TRAIL:

This trail is intended to be a 10 ft. wide paved trail running from approximately 1200 East to near the west end of the City following along the south side of I-84. It should run within the buffer zone proposed previously in this document so far as practical. Special attention to safety will be warranted at the trail crossing of 475 East. This trail should become the responsibility of the City for maintenance and control.

It is anticipated that the majority of this trail will be constructed by developers of adjacent property. As these developments are proposed, the City should see that a continuous trail is established with consistent width and surface.

WEBER RIVER PARKWAY TRAIL:

The Weber River Parkway Trail is proposed extension of an existing trail in Riverdale. In general this trail will run along the south bank of the river between the river and I-84. At the west end of the City this will vary due to existing residences abutting the river. In this area it will run between Cottonwood Dr. and I-84 going under Adams Ave. toll bridge and run along the south river bank again westward.

Some of the property involved is privately owned and some is owned by the Utah Department of Transportation. The City should work with other interested groups in securing the easements or right-of-ways for this trail. South Weber seems to be the most likely candidate to maintain this section of the trail and should consider accepting responsibility for Weber River Parkway Trail within its borders.

Because the existing trail in Riverdale is paved, it is recommended that this section of the trail be paved at the time of construction. It should be approximately 10ft. wide with a compacted granular surface. It could be paved at some point in the future, should that prove to be a wise course of action.

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

Other recommendations for the City wide pedestrian transportation system can be found on the Parks and Trails Map #6.