

SOUTH WEBER PLANNING COMMISSION AGENDA

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PUBLIC NOTICE is hereby given that the Planning Commission of SOUTH WEBER CITY, Utah, will meet in an electronic meeting on Thursday, August 13, 2020 streamed live on YouTube, commencing at 6:00 p.m.

OPEN (Agenda items may be moved in order or sequence to meet the needs of the Commission.)

1. Pledge of Allegiance: Commissioner Grubb
2. Public Comment: Anyone requesting to comment live via Zoom must pre-register at the following <https://forms.gle/PMJFhYFJsD3KCi899> before 5 pm on the meeting date. Comments will also be accepted at publiccomment@southwebercity.com
 - a. Individuals may speak once for 3 minutes or less
 - b. State your name and address
 - c. Direct comments to the entire Commission
 - d. Note Planning Commission will not respond during the public comment period
3. Approval of Consent Agenda
 - a. 2020-06-03 Minutes (amended to include public comments)
 - b. 2020-06-11 Minutes (amended to include public comments)
 - c. 2020-07-09 Minutes
 - d. 2020-07-14 Minutes
4. Harvest Park Phase 3 Final Recommendation located at approx. 700 E 6750 S (Parcel 13-275-0020) 8.66 acres.
5. **Public Hearing and Action on Short Term Rental Conditional Use for Snowbasin Destination operated by Lori Drake located at 2345 E 8100 S.**
6. Discussion: 2020 General Plan
7. Planning Commission Comments (Boatright, Grubb, Johnson, Osborne, Walton)
8. Adjourn

In compliance with the Americans With Disabilities Act, individuals needing special accommodations during this meeting should notify the City Recorder, 1600 East South Weber Drive, South Weber, Utah 84405 (801-479-3177) at least two days prior to the meeting.

THE UNDERSIGNED DULY APPOINTED DEVELOPMENT COORDINATOR FOR THE MUNICIPALITY OF SOUTH WEBER CITY HEREBY CERTIFIES THAT A COPY OF THE FOREGOING NOTICE WAS MAILED, EMAILED, OR POSTED TO: 1. CITY OFFICE BUILDING 2. FAMILY ACTIVITY CENTER 3. CITY WEBSITE www.southwebercity.com 4. UTAH PUBLIC NOTICE WEBSITE www.pmn.utah.gov 5. THE GOVERNING BODY MEMBERS 6. OTHERS ON THE AGENDA

DATE: August 7, 2020

DEVELOPMENT COORDINATOR: Kimberli Guill

SOUTH WEBER CITY PLANNING COMMISSION MEETING

DATE OF MEETING: 3 June 2020

TIME COMMENCED: 6:03 p.m.

LOCATION: Electronic Meeting through Zoom

PRESENT: COMMISSIONERS:

Tim Grubb
Gary Boatright
Rob Osborne
Wes Johnson
Taylor Walton

CITY PLANNER: Barry Burton

CITY ENGINEER: Brandon Jones

DEVELOPMENT COORDINATOR: Kimberli Guill

Transcriber: Minutes transcribed by Michelle Clark

ATTENDEES: Dan Murray, Scott Mortensen, and Blair Halverson.

PLEDGE OF ALLEGIANCE: Commissioner Grubb

Public Comment: Written public comments must be submitted by email to publiccomment@southwebercity.com. Comments must be received prior to the meeting start time. Subject line should include meeting date, item# (or general comment), first and last name. Comments without first and last name will not be included in the public record.

Public Comments through Zoom are as follows:

- a. Individuals may speak once for 3 minutes or less
- b. State your name and address
- c. Direct comments to the entire Commission
- d. Note Planning Commission will not respond during the public comment period

Jeffery Eddings, 2645 E. 7800 S., voiced his concerns with the proposed Morty's Car Wash. He is concerned about the lighting and location of the business sign – static sign, flashing sign, etc. He would like to know how much lighting the bays will create and if they are on a timer. He is concerned about the noise from the car wash late at night. After he reviewed the plans, he noticed temporary fencing. He would like to see something more permanent. He requested shade trees be planted.

Amy Mitchell, 1923 Deer Run Drive, read from her recent email which was sent to the Planning Commission. She has reviewed the packet and she has several concerns in regards to

Morty's Car Wash. She brought up the inconsistency in the documents in which it stated there are three self-serve bays and three automatic bays, yet the drawings show four self-serve bays and three automatic bays. She is concerned about access by Maverik since it is near the dump station. She feels the car wash should have its own entrance and exit and should be a standalone business. She requested clarification on the type of fencing between the school and carwash. She hopes the sign is not big and bright. She also read Corinne Johnson's comments, 8020 S. 2500 E., who is concerned about east end of building that has no drawings and would like to know more about the landscaping.

Paul Sturm, 2527 Deer Run Drive, sent an email concerning the carwash. He questioned the easements from the pipeline company and storm drain. He would like to know if Brandon Jones, City Engineer, concerns have been addressed. He is concerned about increased traffic on 2700 East. He asked if an assessment of Reeves & Associates analysis has taken place. He is concerned about light & noise from the car wash. He would like to know how South Weber City is going to enforce the lighting. He asked who paid for the sound study. He is concerned about the hours of operation. He would like to know when the final letter from South Weber Water District be signed as well as the agreements with the pipeline companies. He is concerned about the distance for a vehicle to exit the premise.

Approval of Consent Agenda

- **Minutes of 9 April 2020**

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

Final Subdivision Plat: South Weber Transition Subdivision (1 Lot & Remainder Parcel) approx. 4.2 acres zoned CH located at approx. 7700 S 2700 E on Parcel (13-034-0065).

Applicant Dan Murray: Commissioner Osborne asked if the Planning Commission has any comments concerning this agenda item. Commissioner Grubb pointed out this is a one lot development but there is still a remainder parcel. He asked if there are any improvements that need to be required or escrowed, because there is an opportunity right now and that parcel may never be developed. Brandon Jones, City Engineer, suggested waiting. Barry Burton, City Planner, agreed to leave it be until a plan is submitted for that parcel.

Brandon pointed out the original legal description does not match the lot. The legal description for the rezone request should be used so that they match. Scott Mortensen stated he doesn't have a problem with that.

Blair Halverson suggested updating the plans. Barry explained the site plan, landscape plan, grading plan, etc. shows the correct boundary and matches the lot line as it has been expanded out. Commissioner Grubb read the legal description and it matched. Barry explained the rezone request description matched the lot line. Dan Murray stated he wants it to match and will make those adjustments.

Commissioner Walton asked if it is okay to approve a subdivision plat when the City Council has not approved the rezone request yet. Barry remarked the subdividing of the land is not dependent on rezoning in any way.

Barry Burton, City Planner's, memo of 13 May 2020 is as follows:

PL 1: The proposal has been altered from 3 lots to one lot with a remainder parcel. Lot 1, intended for a car wash, has been slightly enlarged to accommodate all the necessary vehicular circulation and access improvements.

PL 2: Curb, gutter and sidewalk are existing on 2700 East. Utility connections will be part of the conditional use/site plan for the car wash.

PL 3: I advise the Planning Commission forward this final plat to the City Council with a recommendation of approval.

Brandon Jones, City Engineer's, read his review of 22 May 2020 is as follows:

Our office has completed a review of the Final Plat for the South Weber Transition Subdivision, dated May 20, 2020. We recommend approval subject to the following being addressed prior to final approval from the City Council.

PLAT

E1. It is our understanding that there are two petroleum line easements: one for Phillips 66 (Pioneer Pipeline) and one for Holly Energy (formerly Plains All American Pipeline, formerly Rocky Mountain Pipeline).

a. The final plat needs to be submitted to both companies for their review. An approval letter from both companies is needed to verify that the easements have been shown correctly.

b. A signature line is needed in the Easement Approval block for both companies.

E2. The new storm drain easement needs additional information to clearly describe its location (e.g. dimensions along boundary, hatching, dimension of width, etc.)

Scott Mortensen reported the pipeline companies will be signing the final plat this Friday.

Commissioner Grubb moved to recommend approval to the City Council for the Final Subdivision Plat: South Weber Transition Subdivision (1 Lot & Remainder Parcel) approx. 4.2 acres zoned CH located at approx. 7700 S 2700 E on Parcel (13-034-0065) for applicant, Dan Murray subject to the following:

- 1. Barry Burton's review of 13 May 2020.**
- 2. Brandon Jones review of 22 May 2020.**
- 3. Previous request from C-H to C- Zone be changed to match lot 1 description.**

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

Final Site & Improvement Plans: South Weber Transition Subdivision Lot 1 (Morty's Car Wash). Applicant Scott Mortensen: Commissioner Osborne asked if the Planning Commission has any questions concerning this agenda item. Barry addressed the mistake on the

plans concerning the number of bays. He communicated the developer is requesting three automatic bays and four self-serve bays. Commissioner Osborne is okay with the entrance from Maverik. Barry stated there is a signed access easement from Maverik. He pointed out a traffic engineer would agree it is better to have this entrance versus creating another entrance on 2700 East. Brandon agreed there can be confusion if there are two entrances. Commissioner Osborne is not sure how the dump station is Mr. Mortensen's problem. He is okay with the fencing because it meets the city code. Barry pointed out there is no code requirement for fence because it is not residential property. Commissioner Osborne does not feel a privacy fence makes sense when there is a chain link fence along Maverik. Commissioner Walton asked if there is a buffer yard requirement in between the school and the carwash. Barry stated there is no requirement. Commissioner Osborne stated the sign meets the city code. He asked Scott what type of sign it is. Scott explained it is within city code, and there is a LED monument display to update individuals of certain specials. Commissioner Walton is concerned about the light emissions coming off LED lights and being close to the roadway. Commissioner Johnson does not feel the distance is important next to the roadway, but there seems to be more concern with the residents. Commissioner Walton suggested at night not using white LED lights. Commissioner Osborne is not sure the size of this sign will be as blinding as other signs around the City. Commissioner Boatright agreed. He discussed the landscape plan on page 28. Barry pointed out there is a lot of rock mulch, sod along park strip, etc. He thinks it is a decent design; however, he is concerned about the plants along the pipeline easements and he doubts the pipeline companies will allow the large shrubs. Commissioner Grubb identified the northeast corner having a couple of trees. Commissioner Osborne discussed the turning radius and has not seen any evidence that it is not adequate. Barry stated the plans show the turning radius for large vehicles. He feels the turning radius is adequate. Brandon discussed the sewer handling what is being discharged. Commissioner Osborne noted Dan Murray has the will serve letter from the South Weber Water Improvement District. Brandon is requiring an approval letter from South Weber Water Improvement District stating how the developer is proposing to connect is okay. Discussion took place regarding the packet sent out today and the lack of some of the schematic elevations. Scott will forward that information to City staff. Commissioner Walton appreciates the aesthetics being carried over from Burly Burger & Little Caesars across the street. Scott reviewed the elevations on the screen. He also explained the lighting for the 24/7 bays. Discussion took place regarding the sound study. Commissioner Grubb asked about the sound study. Scott reported the sound study compared decibels from busy street traffic 70 dB, rustling leaves 10 dB, military jet takeoff 140 dB, and large orchestra 98 dB. He stated the air dryer will be located inside the bay which minimizes the sound. He discussed hours of operation being 24/7. Barry asked if the automatic bays and vacuums can be shut down at a certain time. Scott discussed the need for hours of operation to be 24/7. Barry asked if there will be dryers installed in the self-serve bays. Brandon asked about the location of the vacuums. Scott stated they looked at different locations and felt aesthetically they should go where they are currently located on the plan.

Discussion took place regarding the traffic study. Brandon explained the traffic study addresses increased traffic at the intersection of South Weber Drive & 2700 East as well as the entrances. Brandon was hoping that Nate Reeve, of Reeve & Associates, was in attendance to explain the traffic study, but he is out of town. Brandon referred to the traffic study which was conducted by Reeve & Associates. He reported the level of service is a range and the existing level of service is Level of Service C at the intersection. After the car wash is constructed, the proposed level of service is also a C. At the two access points the level of service is B, and after the car wash is

constructed the level of service is also B. He pointed out the numbers do not increase much at all. Brandon commented this is a study that has been stamped by a professional engineer, and he did not see anything in the study that would cause him to question the numbers. Brandon remarked the width of 2700 East is going to need to be increased. It has three lanes at the intersection, but it narrows down as you head south. He pointed out long term this road will need to have three lanes; however, this proposed development does not require 2700 East to go from two to three lanes. Brandon stated as property develops along 2700 East, the aggregate result is that it will need to be widened. He then discussed the importance of impact fees. He suggested once the general plan is updated and completed, he would recommend updating the Transportation Impact Study. This particular use does not require the widening of 2700 East right now, but future development along that street will require three lanes. Commissioner Osborne reiterated according to Reeves & Associates traffic study this development will not impact 2700 East. Commissioner Grubb addressed the width of the exit onto 2700 East. Brandon explained the southern access onto 2700 East is 32' wide. For a commercial application like this, especially contemplating future use on the rest of the property, he feels that the access should be as wide as the Maverik access (approx. 38'), and allow for two lanes out and one lane in. Barry commented what the developer is proposing with the access of 32' wide is adequate for this particular development. Brandon agreed and understands 32' is adequate. Commissioner Grubb discussed the Landscape Plan indicates 13.7% landscaping. The City Code (10-7-5B) requires 15%. Commissioner Boatright feels the 15% was put into the code for a reason. Dan Murray suggested if Scott increases the landscape buffer on the side by the school by 3' that will increase it to 15%.

Barry Burton, City Planner's, review of 22 May 2020 is as follows:

PL 1: The proposal is to establish a car wash with 3 automatic bays and 3 self-serve bays on Lot 1 of the South Weber Transition Subdivision. The Planning Commission previously recommended approval of a rezone on the property from C-H to C and granted preliminary conditional use/architectural site plan approval.

PL 2: Curb, gutter and sidewalk are existing on 2700 East. A water connection in 2700 East will be required. Sewer and storm drain are already stubbed into the site.

PL 3: Standards for approval are found in Section 10-7-3 D of the South Weber City Code. They are as follows:

1. The proposed use shall not generate enough traffic to be detrimental to the immediate neighborhood.

The Traffic Impact Study performed by Reeve and Associates indicates there will be no change in the level of service on 2700 E. nor at the intersection of South Weber Drive and 2700 E.

2. The proposed development shall not overload the carrying capacity for which local streets were designed.

See the comment above.

3. Internal traffic circulation shall not adversely affect adjacent residential properties.

There are no adjacent residential properties.

4. *Parking facilities location shall not adversely affect adjacent residential properties.*

There are no adjacent residential properties.

5. *Parking facilities shall be effectively screened from adjacent residential properties.*

There are no adjacent residential properties.

6. *The relationship of structures and parking shall be complementary to the aesthetics of the general area.*

This structure and its parking will be complimentary to Maverik adjacent to the north and should have no ill effect on any other adjacent property.

7. *The proposed sign(s) shall not adversely affect the development itself or the overall aesthetics of the general area.*

The proposed sign is a pole sign 16' in height and 48 square feet in area. That area is for one side, but according to our ordinance, we only count one side of a two-sided sign. Both height and area are well within Class 5 sign allowances. The sign is placed so that it will be blocked from view from nearby homes by the building. The sign will be similar in character to other signs in the area.

8. *The proposed landscaping shall be sufficient to enhance the aesthetic acceptability of the development.*

The landscape plan will provide for an aesthetically pleasing yard with an interesting design, a variety of appropriate plantings and good use of different rock mulches.

9. *The project shall be landscaped and maintained with a sprinkler system.*

An irrigation plan has been submitted that provides for appropriate plant watering throughout the site. Except for the grass park strip, the site will all be drip irrigated for a water-wise design.

PL 4: I recommend this proposal be forwarded to the City Council with a recommendation of approval as submitted.

Brandon Jones, City Engineer's review of 22 May 2020 is as follows:

Our office has completed a review of the following plans and studies:

- Final Site and Improvement Plans for Morty's Car Wash from Reeve & Associates, dated May 20, 2020
- Geotechnical Report from CMT Engineering, dated March 24, 2020
- Trip Generation Study from Reeve & Associates, dated January 27, 2020
- Traffic Impact Study from Reeve & Associates, dated March 23, 2020

- Photometric Study from Nichols Taylor, dated January 22, 2020
- Sound Study from Supreme West, dated March 1, 2020

STUDIES / EVALUATIONS

- Geotechnical Study. No unresolved detrimental impacts were identified. Construction must comply with the recommendations of the study.
- Traffic Impact Study. The results of the TIS indicate no change in the Level of Service (LOS): “LOS of the existing accesses and roadways are projected to remain the same post construction.”
- Photometric (Light) Study. No significant detrimental impacts to the surrounding residential properties were identified.
- Sound Study. No significant detrimental impacts to the surrounding residential properties were identified.
- Sewer. Based on the 265,000 gal/month usage amount provided by Scott Mortensen, we have calculated 25 ERU’s for sewer. The existing sewer system has excess capacity sufficient to carry these projected flows.
- Parking. If a high intensity use is assumed, Section 10-8-5 of the City Code would require 14 stalls for the car wash. 25 are being provided. Therefore, sufficient parking is being provided.

RECOMMENDATION

We recommend approval subject to the following items being addressed prior to final approval from the City Council.

GENERAL

- E1.** Subdivision Plat. The car wash is proposed to be located on Lot 1 of the South Weber Transition Subdivision. The subdivision needs to be approved prior to approval of this site plan.
- E2.** SWWID Approval Letter. A Will-Serve letter has been received. Final plans need to be submitted to the South Weber Water Improvement District and an approval letter provided indicating that the improvement plans meet their requirements.
- E3.** Petroleum Lines Approval Letters. There are three petroleum lines that cross the property. Holly Energy (formerly Plains All American, formerly Rocky Mountain Pipeline) owns two lines, and Phillips 66 (Pioneer Pipeline) owns one. Final Plans need to be submitted to both companies and approval letters from both companies will be required.
- E4.** Architectural Review. According to Title 10, Chapter 12 of the City Code, the Planning Commission “shall determine if the proposed architectural and development plans submitted are consistent with this Chapter and with the purpose and objectives of this Title.”
- E5.** Conditional Use Permit (CUP). If there are specific conditions that the Planning Commission feel are required to mitigate any detrimental impacts of this development, these should be specified and made part of the recommendation to the City Council.

IMPROVEMENT PLANS

- E6.** The southern access onto 2700 East is 32’ wide. For a commercial application like this, especially contemplating future use on the rest of the property, we feel that the access should be as wide as the Maverik access (approx. 38’), and allow for two lanes out and one lane in.
- E7.** The Landscape Plan shows using culinary water. Secondary water is being provided by the SWWID. The correct connection and service location needs to be shown. If connection into the road needs to be made, the City Standard patching requirements must be followed.

E8. The Landscape Plan indicates 13.7% landscaping. The City Code (10-7-5B) requires 15%. However, if the Planning Commission determines that “exceptional design and materials” have been used, then the requirement can be reduced to 10%, and the proposed plan would comply.

Commissioner Grubb moved to recommend approval to the City Council for the Final Site & Improvement Plans: South Weber Transition Subdivision Lot 1 (Morty’s Car Wash) for applicant, Scott Mortensen subject to the following:

- 1. Barry Burton’s review of 22 May 2020. Amending to three automatic bays and four self-serve bays.**
- 2. Brandon Jones review of 22 May 2020.**
- 3. Developer reach 15% landscaping as required by code.**
- 4. Recommend the color scheme of the gray tones be included on all four elevations.**
- 5. Recommendation based on rezone from C-H to C Zone.**

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

Conditional Use Permit: South Weber Transition Subdivision Lot 1 (Morty’s Car Wash).

Applicant Scott Mortensen: This conditional use permit application is for car wash located south of 2577 East South Weber Dr. The anticipated number of employees is two with the anticipation of 200 customer daily. There are 27 available parking spaces. The hours of operation include open 24 hours a day, 7 days week.

Commissioner Osborne is concerned about the hours of operation. He was under the understanding that it would be closed at night. Commissioner Boatright agreed and pointed out several newly installed carwashes are not open during the night. He thinks the residents have concerns about that as well. Commissioner Johnson suggested setting a time of 6:00 a.m. to 10:00 p.m. at night. Scott explained there are individuals who have different schedules and might want to wash their cars at 5:00 a.m. He pointed out they have security cameras. Commissioner Osborne asked how many people are really washing their vehicles in the middle of the night. Scott estimated 5%. He suggested going with allowing the carwash to be open 5:00 a.m. to 11:00 p.m. Commissioner Walton discussed a sound study was completed and there is considerable distance to the nearest resident. Commissioner Grubb asked if this can be reviewed in six months based on sound or complaints. Commissioner Boatright does not see the need to keep it open 24/7. Scott would like to have the same rights or abilities that Maverik has of being open 24/7. Commissioner Osborne suggested being open 6:00 a.m. to 10:30 p.m. and in six months from opening the hours of operation be reviewed. Scott suggested the hours of operation from 5:00 a.m. to 11:00 p.m. Commissioner Grubb pointed out the self-serve bays will be open 24/7. Commissioner Osborne is okay with operating hours from 5:00 a.m. to 11:00 p.m. for the automatic bays with a review in six months. Commissioner Boatright is concerned about how this will affect the residents and the noise will be a concern. Commissioner Osborne suggested the self-serve and automatic bays operating hours from 5:00 a.m. to 11:00 p.m. and six months from open date there will be a review. Discussion took place regarding the lighting. Commissioner Osborne is okay with the lighting and is not in favor of having any dark areas. It was stated the location of the sign is optimal. Commissioner Walton is concerned about the LED

lighting. *He indicated the LED lighting was not included in the light study. Commissioner Walton asked if there will be any type of car show sponsored. Commissioner Osborne does not think that applies here.

Commissioner Grubb moved to recommend approval to the City Council of the Conditional Use Permit: South Weber Transition Subdivision Lot 1 (Morty's Car Wash) for applicant, Scott Mortensen subject to the following:

- 1. Barry Burton's review of 22 May 2020 amendment of number of bays.**
- 2. Brandon Jones review of 22 May 2020.**
- 3. Hours of operation of automatic bays and vacuums to be closed from 11:00 p.m. to 5:00 a.m.**
- 4. Six month review of CUP hours of operation from date of opening.**
- 5. Self-serve bays to be open 24/7.**

Commissioner Johnson seconded the motion. Commissioners Grubb, Osborne, Walton, and Johnson voted aye. Commissioner Boatright voted no. The motion carried 4 to 1.

PLANNING COMMISSION COMMENTS:

Commissioner Boatright: He thanked the City staff for all they are doing during this COVID pandemic to keep everyone safe.

Commissioner Walton: He asked about the general plan update. There was an email on 22 May 2020 from David Larson, City Manager explaining the dates. He suggested reviewing City ordinances that need to be updated. Barry agrees. Commissioner Osborne suggested each Planning Commission member look at ordinances that they want Barry to update and submit them to him for review.

Commissioner Osborne: He reported the Uintah/South Weber Boundary Evaluation Committee, consisting of Blair Halverson, Barry Burton, Mayor Sjoblom, and himself met this last week to determine the best alignment for boundaries between Uintah and South Weber. It has been determined that the boundary should cross I-84 at the east end of the northernmost Geneva Gravel Pit, follow along the north side of I-84 (next to the freeway) west until it reaches the east end of the McKay Winkel property, and follow the current river alignment until approximately Adams Ave where it follows a section line westward to the rear lot line of the last house on the north side of the west end of Harper Way. At that point, it would follow the south right-of-way line of I-84 to the Riverdale City boundary.

City Planner, Barry Burton: He discussed if the cities agreed on a boundary line then the counties would agree with that. Weber County will have their surveyor put together a description. He discussed the county line going to Adams Avenue Bridge, but there are properties in Heather Cove Subdivision that are in both counties. He will be meeting with the Weber County Surveyor to amend those properties and annex into Davis County.

ADJOURNED: Commissioner Johnson moved to adjourn the Planning Commission meeting at 8:46 p.m. Commissioner Grubb seconded the motion. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

APPROVED: _____ Date
Chairperson: Rob Osborne

Transcriber: Michelle Clark

Attest: Development Coordinator: Kimberli Guill

*Amended as requested by Commissioner Taylor.

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Amy Mitchell
1923 Deer Run Drive

Planning Commission Members-

I have looked through the packet and I have several concerns in regards to Morty's Car Wash. In looking through the documents there are several times it refers to the car wash in having 3 self serve bays and 3 automatic bays, yet in the drawings it shows 4 self serve bays and 3 automatic. I hope this is just an oversight, but I think it needs to be corrected before moving forward so there is no confusion when it comes time for it to be built and they are putting in 4 because that is what is approved. We need to make sure that what is approved and what is built are the same thing!

I am also wondering how the city plans to address the parking issue at Maverick along the south side by the dump station with having an access to the car wash in the same area. I brought up that concern several months ago and now that summer is here and Maverick is getting more and more busy, I think we need to find a solution before plans are approved. We already see trucks with trailers and RV's lining up to use the dump station and delivery trucks all trying to find a spot behind the store. This is a huge concern as there is already limited access there. Adding an entrance to the car wash seems like a huge mistake!! Please reconsider allowing the entrance to be placed there!! Make them have their own entrance and exit, not piggy back off of a busy gas station that already sees a lot of traffic!!

Lastly, I would like some clarification as to the type of fencing being put in between there and the school. I would hope that it is not just a chain link fence, but something that can not only buffer the sound, but also provide privacy to protect students from whoever might use the car wash.

We have one good chance to have this look it's very best as this is what will greet people as they enter the city. I hope that the sign is not so big and bright that it is seen from miles away and all night, but that it is tastefully done and inviting. Our nearby residents who have to look at it all the time deserve to have it be appealing as well!

Is the subdivision and warehouse getting addressed as well? I am confused as to why it is included at this time.

Thank you for your time,
Sincerely,
Amy Mitchell

I've read the packet posted on the city's website for tonight's meeting including the potential final plan approval submitted for the new Morty's Car Wash.

I'm not opposed to this project. I think South Weber needs a better commercial base and car washes do have a proven business model. I'm glad they pulled the other 2 phases of this development out, because I am opposed to developers wasting our commercial zones by turning them into residential.

I've read through the packet a number of times and there are a few issues remaining from the initial presentation, that are still open and a few new concerns. I do not feel like this is ready to go to the City Council. I understand COVID-19 maybe making things difficult for everyone, but this submission is a mess. The included plans, previously submitted and described by Barry Burton on page 9 PL:1 as a car wash with 3 automatic bays and 3 self-serve bays, no longer match the new images or maps. Some of the plans still show 3 self washing bays, others now show 4. Was this change presented to the planning commission previously or was this just a developer change? We're not talking about landscaping, we're talking about adding a whole new additional self serve bay, which changes all the earlier size projections and their impacts – including the submitted usage and resource demands. This is also a new level of potential customers utilizing the space at any given time and could put even more stress on the frontage road which is near or beyond its limit. If the city was involved and aware of this change, it needs to be correctly stated in Mr Burton's recommendations and/or a statement referring to which parts of the plan still need to be reassessed with this new addition. This document needs to be clear in what is being requested, assessed and potentially approved or denied. It is a legal document after all.

My biggest concern with the plan itself, is that the attached conditional use permit clearly states 24-7 operation and specifically calls out self and auto operations which is different from what they said during their initial presentation. That means, at 4 am, the sprayers will spray, the pumps will pump and the 6 powerful 80+ dB vacuums will roar! A business making that loud of noise, should NOT be allowed to make that same level of noise and disruption at 4 am! To me this is a project killer! This isn't down in the pit - this is a hundred yards from existing and proposed homes. This was brought up at the previous PC meeting and they said they would not be running all of it 24/7, but then they submit this application with it specifically stating it will run both self and automated machines 24/7. This needs to be addressed and it needs to be spelled out in the conditional use permit or in city code and the project put on hold until we have something binding. Since these hours are spelled out in the conditional use permit, approving it will tie the city's hand when it comes to any real enforcement of it. 10:00 pm – 8:00 am should be required down times for the automated bays with its blowers and most importantly the row of vacuums. The amount of customers during these times would be minimal when it comes to the profitability of the business but have a huge impact on the homes in the surrounding area.

My next concern is about the noise. The sound study was done by Supreme Car Wash Specialists and Distributors? And as such recommendations from it should be taken with a grain of salt. One vacuum at

10 feet was reported as 86 dB, which Purdue University equates to a garbage disposal or food blender, which they also point out can cause hearing damage over an 8 hr period. At 70 ft, it would still be 70 dB and at 150 ft 62 dB. To compare that to background noise because of a nearby highway is silly. 70 dB which is where their proposed town homes will be, is equal in loudness of standing next to a large vehicle driving highway speeds. Keep in mind that's only 1 of 6 vacuums, imagine having all 6 of them going at the same time. I would HATE to be the neighbors listening to that constant high pitch roar all day and night. Some better form of sound barrier needs to be set up to lower the sounds impact. There are sound proofing and damping measures they could take, including walling in the vacuum's area and using plants to dampen the noise. Keep in mind, at 150 ft, 60 db is comparable to listening to a TV or radio in your room. That's not huge, but 6 of them in the same room is what the citizens living near it will hear all day long. In the packet it mentions they are using the commercial storage they "plan" to build, as a noise reduction method, but there is NOTHING requiring the units be built, so in effect, the city would be giving them a free pass if you will, until they are built, which maybe years or never. Allowing this would be incredibly poor city planning as each approval needs to stand on its own merits.

Traffic - The Traffic Impact Study performed by Reeve and Associates indicates there will be no change in the level of service on 2700 E. nor at the intersection of South Weber Drive and 2700 E. Was a copy of this study and the numbers used provided to the city and if so why was it not included in the packet? Especially now, with a possible increase due to an additional bay which changes the amount of traffic. a large successful carwash will increase the traffic on the frontage road which should be expanded to handle the larger volumes. Larger vehicles and tucks pulling trailers, boats or ATV's will also have a difficult time pulling out onto the narrow frontage road. The City council will be dealing with this road and the nearby intersection for years to come, and as such should have a copy of the traffic study and why Reeve's indicated a business that relies solely on vehicles driving in and out of this location will not impact the flow of traffic.

Signage – a lit 16 ft tall 8 ½ ft sign is reasonable but I don't see it included in the light pollution study, so we don't know its impact on the area. Why was this excluded? How many lumens is this sign going to put off? Is it not going to be a back lit sign? Its placement, is so that it will be blocked from view from nearby homes by the building, but I see no due diligence done as to a line of sight drawing indicating the raised sign's location or if that is even feasible. What's required to show this has been meet? If the 16 ft tall, extremely bright sign's placement is going to be shinning in the windows of the existing homes and even proposed townhomes, it needs to be identified as such so the City Council has all the facts needed to make its decision and to not be left holding the bag when the agreed upon placement wont work. The sign should not be lit if its going to have that kind of negative impact, and it would be good to have some kind of proof that it will not before granting a conditional use permit. With more commercial projects fast approaching, signage and its impacts need to be address better in the submitted plans as its impact to the city and its residents is critical.

Fence - I didn't see a full description of the slated fence separating the school playground and the cars that could park there. Could be creepy. Would like further details on height and distance between slats. I'm sure it will be a solid fence, but school grounds always need special considerations.

As the Planning Commission discusses this project, I would hope they examine each plan individually and require it meet all the city's requirements without the other proposed phased developments - it needs to be able to stand on its own. If this isn't code or policy, then it needs to be. Since we have no idea when or if they will be building a commercial storage and town homes portion, we have to assume they will not. This means the flow of customer traffic MUST be considered only to how it relates to this property and project, not a possible phase 2. Vehicles need to be able to safely navigate and make the sharp exit out of the bays and onto the road, without the extra space the commercial storage units may someday provide or more likely, be in competition for. There are many tools online to calculate the required turn radius of a vehicle based on its size if needed.

Overall, I think it looks good and should make money for the owner and the city, with very little chance of it becoming blight. I think if we can reduce the noise and control the hours of operation for the vacuums and blowers, this car wash could be a win-win. The approval process is a legally binding agreement, and needs to be treated as such. This submission is missing too much information. I recommend it be cleaned up and the issues addressed before putting the Planning Commission's seal of approval on it.

Thank you,

Joel Dills

7749 s 2100 e

South Weber

To: Public Comment <publiccomment@southwebercity.com>

Subject: Car Wash Discussion points for Planning Commission meeting on 5/28/2020

Dear Members of the Planning Commission,

I truly dislike that these comments can not be made in person in a public setting for only the commission members to read (hopefully). The citizens should be able to hear what other citizens thoughts are as well, but I guess we have to work with the constraints being imposed for the time being.

My comments this evening are specific to Agenda Items #5 & #6 of the Planning Commission Agenda for 5/28/2020.

I have very strong concerns over the proposed driveway/access from the Maverick(South Boundry)/North side of the car wash property. More often than not there are semi's with trailers, trucks with trailers and larger vehicles parked and/or unloading or campers/RV's waiting to use the RV dump. Cars turning into and out of Maverick are either waiting on 2700 E to turn into or out of Maverick onto 2700 E heading in either direction (either North or South). and now we want to add in the additional traffic and access of cars, trucks, campers and trailers into and out of the car wash. I just don't see how there is going to be enough room and feel that this is a huge problem waiting to happen, if additional discussion isn't had regarding the proposed access points. Add on to this my concerns over the increasing congestion at 2700 E and South Weber Drive through out the day and the slow down and potential back-up into the intersection. (BTW - this already occurs anytime someone is turning into Maverik from 2700 E.)

I have concerns regarding the landscaping plan for the proposed car wash project provided in the packet. Given the issues we have on the west end of town with the soccer complex and complete lack of a thorough landscaping plan and the many frustrations expressed from the people who live and have to drive by that area on the daily, I would hope additional discussion can take place and clear expectations established from the start, before any conditional use permit is approved for the car wash, especially given the location of this project being right at the "Gateway" to our city. It needs to be a reflection of what the Citizens, in many different forums, have expressed they want our city to be like. Also, given the location and the likelihood of high winds (daily), I would hope that maintenance of landscaping and securing of the trees and shrubs to ensure they "take root" is maintained and expectations determined from the get go. Side note - I'm not sure why the light industrial proposal and town home proposed plans have been included in the packet and hope that the discussion on the plans for those 2 lots are not under Planning Commission review/discussion at this time. I'll state for the record, just in case - I do not want any light industrial in this area. Its a bad fit for the vision of this area and not the best use of this property - In my opinion.

I am not ok with the 24-7 operation referenced in the conditional use permit - this was changed from the original permit and goes against what was said in a previous Planning Commission meeting by the developers and is not an improvement. The people who currently live right next to this development (and any future residents, should a town home development be approved) should not have to worry about vacuums turning on or washing bays engaging, be they self or automatic, at 2:00 am in the morning.

Finally - just my personal opinion, but the signage needs a major conceptual overhaul - what's being presented is not in line with what I would hope South Weber represents and projects out into the community and those driving by and through it.

To leave on a positive comment - I think the color and material schemes being presented look nice. Maybe the developer can design a sign that is more in line with the building/materials itself. Stone base, lower height, etc. Just please don't place it too close to the access point off 2700 and make it a visual obstacle/hinderance for drivers turning south or north onto 2700 E!!

Thank you for listening!

Julie Losee
2541 E. 8200 S.

Presentation to the South Weber City Planning Commission - 28May20

Questions and Comments on the Planning Commission Packet

for the 28May20 Meeting

by Paul A. Sturm

Packet Page 9 - Barry Burton Letter of 22May20:

PL 3: Standards for approval are found in Section 10-7-3 D of the South Weber City Code. They are as follows:

1. The proposed use shall not generate enough traffic to be detrimental to the immediate neighborhood. The Traffic Impact Study performed by Reeve and Associates indicates there will be no change in the level of service on 2700 E. nor at the intersection of South Weber Drive and 2700 E.

Questions:

- 1) Regarding the Traffic Impact Study, the report states that "there will be no change in level of service on 2700 E. ...", yet there will be increased traffic on 2700 E. by the very presence of the car wash.
- 2) Why is the level of traffic at the intersection of 2700 E. and South Weber Drive when it is over 50 yards away from any exit?
- 3) Reeve and Associates is being paid by the developer, has any independent assessment of the reasonableness of the numbers been done?

Packet Page 7 - Brandon Jones Letter of 22May20 #1:

Have Brandon's concerns been addressed?

PLAT

E1. It is our understanding that there are two petroleum line easements: one for Phillips 66 (Pioneer Pipeline) and one for Holly Energy (formerly Plains All American Pipeline, formerly Rocky Mountain Pipeline). a. The final plat needs to be submitted to both companies for their review. An approval letter from both companies is needed to verify that the easements have

been shown correctly. b. A signature line is needed in the Easement Approval block for both companies.

E2. The new storm drain easement needs additional information in order to clearly describe its location (e.g. dimensions along boundary, hatching, dimension of width, etc.).

Packet Page 11 - Brandon Jones Letter of 22May20 #2:

Questions:

1) Under the introductory paragraph - Reeve and Associates apparently formally submitted their package to SWC on 20May20 as indicated in Brandon's letter. Yet, both Barry's and Brandon's letters are dated 22May20. How did Barry and Brandon both provide their responses in the intervening 1-2 days? It appears that the project is are being pushed through rather quickly.

2) Under STUDIES/EVALUATIONS - Bullet 2 - Traffic Impact Study - What is the source of the quote, "LOS of the existing accesses and roadways are projected to remain the same postconstruction."? Is this from the Reeve and Associates report?

3) Under GENERAL -

E2. SWWID Approval Letter. A Will-Serve letter has been received. Final plans need to be submitted to the South Weber Water Improvement District and an approval letter provided indicating that the improvement plans meet their requirements. **Note:** This conditional letter is attached in the packet.

E3. Petroleum Lines Approval Letters. There are three petroleum lines that cross the property. Holly Energy (formerly Plains All American, formerly Rocky Mountain Pipeline) owns two lines, and Phillips 66 (Pioneer Pipeline) owns one. Final Plans need to be submitted to both companies and approval letters from both companies will be required. There is no such approval letters in the packet from the three pipeline companies. **Note:** Without this approval how can SWC proceed with any approval of this project?

Packet Page 19 - Reeve and Associates draw Sheet 4 of 9:

Comment:

There does not appear to be sufficient distance between the automatic car wash exit and the southeast property line for a long vehicle to turn to exit the premises.

Presentation to the South Weber City Planning Commission - 03Jun20

Questions and Comments on the Planning Commission's Meeting

Amended Packet from the Cancelled 28May20 Meeting

for the 03Jun20 Meeting

by Paul A. Sturm (Amended Comments)

Note: Comments below that were added from the 28May20 Meeting Comments version previously submitted are underlined

Packet Page 7 - Brandon Jones Letter of 22May20 #1:

PLAT

E1. It is our understanding that there are two petroleum line easements: one for Phillips 66 (Pioneer Pipeline) and one for Holly Energy (formerly Plains All American Pipeline, formerly Rocky Mountain Pipeline). a. The final plat needs to be submitted to both companies for their review. An approval letter from both companies is needed to verify that the easements have been shown correctly. b. A signature line is needed in the Easement Approval block for both companies.

E2. The new storm drain easement needs additional information in order to clearly describe its location (e.g. dimensions along boundary, hatching, dimension of width, etc.).

Have Brandon's concerns been addressed? If not, where and when will they be addressed **PRIOR** to the PLAT approval?

Packet Page 9 - Barry Burton Letter of 22May20:

PL 3: Standards for approval are found in Section 10-7-3 D of the South Weber City Code. They are as follows:

1. The proposed use shall not generate enough traffic to be detrimental to the immediate neighborhood. The Traffic Impact Study performed by Reeve & Associates indicates there will be no change in the level of service on 2700 E. nor at the intersection of South Weber Drive and 2700 E.

Questions:

- 1) Regarding the Traffic Impact Study, the report states that "there will be no change in level of service on 2700 E. ...", yet there will be increased traffic on 2700 E. by the very presence of the car wash. How can there be no change in the LOS? with the possibility of an additional 100+ cars per day?
- 2) Why is the level of traffic at the intersection of 2700 E. and South Weber Drive of issue/concern when it is over 50 yards away from any exit?
- 3) Reeve and Associates is being paid by the developer. Has any independent assessment of the relative values of their analyses been done?

Packet Pages 11 & 12 - Brandon Jones Letter of 22May20:

Questions:

1) Under the intro paragraph - Reeve & Associates apparently formally submitted their package to SWC on 20May20 as indicated in Brandon's letter. Yet, both Barry's and Brandon's letters are dated 22May20. The material provided on 20May20 is approximately 55 pages of text and drawings (some revised). How did both Barry and Brandon both provide their responses in the intervening 1-2 days? (Comment: It appears that the project is are being pushed through rather quickly.)

2) Under **STUDIES/EVALUATIONS**

Bullet 2 - Traffic Impact Study - What is the source of the quote, "LOS of the existing accesses and roadways are projected to remain the same postconstruction."? Is this from the Reeve & Associates report? How can that be true since there will be an additional entrance/exit onto 2700 E. as shown on the Reeve & Associates drawings? Also, won't there be an additional 100+ cars per day using these 2700 E. access points and the road itself?

Bullet 3 - Photometric (Light) Study. How can there be no detrimental impacts to the surrounding residential properties? (Please see pp. 45-47 of the 03Jun20 Packet.) The proposed sign would face the adjacent neighborhood near/on 7800

South. If the LED lights are of a moving/flashing design, this will be a constant distraction/annoyance to this neighborhood. The developer can say what they want, but how will SWC hold them to that agreement? Was informed that a similar situation happened with Maverik where Maverik agreed that their sign on the very tall pole would not flash, yet today it is flashing and is readily observed from the 7800 South neighborhood. How can SWC enforce any light annoyance, either from the sign or the bays?

Bullet 4 - Sound Study - What recourse does SWC have if the Sound Study performed by Supreme West (pp. 48-49) turns out to be inaccurate?.. It appears that their calculations are based upon static conditions. What happens when the frequent wind in that area carries the sound to the adjacent neighborhoods? Also, it is my understanding the hours of operation for the automatic car wash bays will be restricted. Will the self-serve bays also be regulated? There is the potential for noise/crowds, etc. at that location as is seen at other car wash locations. Has this been considered?

3) Under **GENERAL** -

E2. SWWID Approval Letter. A Will-Serve letter has been received. Final plans need to be submitted to the South Weber Water Improvement District and an approval letter provided indicating that the improvement plans meet their requirements. **Note:** This conditional letter is attached in the packet. When will the final letter be signed?

E3. Petroleum Lines Approval Letters. There are three petroleum lines that cross the property. Holly Energy (formerly Plains All American, formerly Rocky Mountain Pipeline) owns two lines, and Phillips 66 (Pioneer Pipeline) owns one. Final Plans need to be submitted to both companies and approval letters from both companies will be required. There is no such approval letters in the packet from any of the three pipeline companies. Without this approval how can SWC proceed with any approval of this project? Will not the lack of approval completely scuttle the car wash as it presently sits because the entrances to the bays directly crosses the pipeline right-of-way?

Packet Page 19 - Reeve & Associates drawing Sheet 4 of 9:

Comment:

There does not appear to be sufficient distance between the automatic car wash exit and the southeast property line for a long vehicle to turn to safely exit the premises.

SOUTH WEBER CITY PLANNING COMMISSION MEETING

DATE OF MEETING: 11 June 2020

TIME COMMENCED: 6:01 p.m.

LOCATION: Electronic Meeting through Zoom

PRESENT: COMMISSIONERS:

Tim Grubb
Gary Boatright
Rob Osborne
Wes Johnson
Taylor Walton

CITY PLANNER:

Barry Burton

CITY ENGINEER:

Brandon Jones

DEVELOPMENT COORDINATOR:

Kimberli Guill

Transcriber: Minutes transcribed by Michelle Clark

ATTENDEES: Blair Halverson, Nate Harbertson, Carter Randall, Marty McFadden

PLEDGE OF ALLEGIANCE: Commissioner Grubb

Public Comment: Written public comments must be submitted by email to publiccomment@southwebercity.com. Comments must be received prior to the meeting start time. Subject line should include meeting date, item# (or general comment), first and last name. Comments without first and last name will not be included in the public record.

Public Comments through Zoom are as follows:

- a. Individuals may speak once for 3 minutes or less
- b. State your name and address
- c. Direct comments to the entire Commission
- d. Note Planning Commission will not respond during the public comment period

Fran 6901 S. 679 E. understands development will eventually happen but suggested the Planning Commission look at development that the City does not need; specifically, high density housing. She discussed concerns with school buses being full. South Weber is geographically small and narrow, which creates difficulty with high traffic. She would like to know what type of hotel. The plan appears to be too congested. South Weber does not have a grocery store, gym, animal hospital etc. She asked the Planning Commission Please to listen to the South Weber citizens.

Doug Miller, 302 E. Old Maple Road, thinks there are a lot of people who are concerned about high density housing. He discussed the issue of speeding and whatever is constructed will increase the traffic. He suggested installing speed bumps to help individuals to slow down.

Commissioner Osborne pointed out the Planning Commission has received public comments via email prior to this meeting.

Presentation: Development at approximately 475 E 6650 S (17 acres) by Blue Ox

Development: Marty McFadden, of Blue Ox Development, addressed the Planning Commission. He lives in South Weber City and has a vested interest in the community. Marty reviewed their goal and objective which include bringing commercial services to the I-84/Adams Road interchange. They would like to provide services that best serve the community, provide essential services, and generate stable commercial city tax base. He is concerned about bringing the right mix of commercial services to the I-84/Adams Rd interchange. They have contacted several different types of commercial businesses. It is important that tenants are able to make it at this location.

Marty described the Stephens property and stated it currently has 2 zones (Highway Commercial (C-H) & Agricultural (A)). He discussed the C-H Zone not being the right mix. After studying this location, the C-H zoned portion of the parcel is too small. He suggested more of the A zoned portion of the parcel needs to be C-H. He pointed out the new City General Plan suggests converting the whole parcel to C-H.

Marty explained all C-H does not work because there is not enough traffic count to justify that much commercial. By forcing all C-H it would lead to high vacancy and turnover, or vacant, undeveloped land for a long time.

Marty proposed the property be zoned C-H and R-7. This would bring commercial to this location and add a residential component that fits the current residential market needs. He explained the residential component: Zoning code – R-7; 7 units/AC which would allow for maintain common areas, design attractive unit clusters with elements that look and feel like single-family dwellings, work within a density and zoning that is part of South Weber City's code, and allow for a private community feel without a private community infrastructure.

Marty reviewed the layout which includes: (1) Commercial along street fronts and (2) Residential behind commercial

Examples of the Residential Units:

- These are photos of Daybreak in South Ogden:
6 AC with 46 units.
About 7.8 units/AC.

Solution Summary:

- Gas Station & Convenience Store: 2.28 AC
 - Hotel: 3.28 AC
 - Strip Mall: 1.02 AC
 - Rentable Public Storage: 2.42 AC
- Total Commercial Subtotal: 9.00 AC

- Residential R-7 & Green Space: 9.00 AC with 48 units: 5.33 units/AC
Total Parcel Acreage: 18.00 AC

Marty understands there have been several public comments concerning the Morrisite War Site. They are willing to provide a location to preserve the area for this. They have suggested names of the development being Kingston Fort. They are open to bringing in the elements that the community feels would be a benefit. For example, pickle ball courts for green space, trails, or creating a sense of place. He discussed the possibility of a development agreement.

Commissioner Walton asked what type of hotel chain. Carter Randall stated there has not been a specific hotel. He sees the hotel eventually down the road and will probably be the last parcel developed. He feels the location to Snow Basin and being close to a freeway entrance will be used. Commissioner Walton pointed out the public's concerns with the right type of hotel. Carter imagines more of a Spring Hill Suite versus a truck stop motel. He has read a lot of the comments from the citizens, in which a lot of them contradict themselves, but the initial curve of the road will take a large portion of the traffic. He does not see them adding to a lot of interior traffic within the City.

Nate Harbertson discussed the concept of the hotel. He pointed out the Best Western in lower Uintah is usually full. There are not a lot of options for hotel stays in that area.

Jessica Presswedge, of Sierra Homes, lives in North Ogden. She discussed townhomes being the way people are going right now with it being a lot less maintenance, appealing for the older generation who want to downsize. She stated Sierra Homes is a partner in the development.

Commissioner Johnson expressed if there is a hotel, there needs to be a restaurant to support it. Carter agreed but stated they do not have any tenants lined up for the strip mall area right now. He explained there will be four maybe five 2,000 sq. ft. units in the strip mall. Commissioner Walton asked about the financial impact of the development if the storage units are not allowed. Marty stated it is a critical piece to have that there but is willing to have a discussion on that. He expressed there are storage units that are attractive, and that can be addressed. He understands the stigma, but it is a community need. Carter discussed large storage units for recreational storage, as well as those townhomes to the west who need storage. He discussed the possibility of a wall type barrier or concrete treatments to give them an upper class feel. Commissioner Osborne questioned why the storage units are not located closer to the freeway. Commissioner Boatright recommended using the townhomes as more of a buffer. He asked the developer what the first two phases are. Marty discussed starting with the gas station and storage unit but reiterated the need for the residential to make it all work. He explained the residential component is purely there to make the commercial work.

Commissioner Osborne asked if the hotel is dropped, and a Daybreak type environment is created. Marty feels that is possible. Commissioner Osborne discussed the housing being difficult because this property has been identified for commercial, but he feels the community would like to see something more unique such as a bike shop, bakery, etc. Commissioner Johnson discussed the 2008 development plan relating to what Commissioner Osborne is suggesting. He identified businesses such as Patagonia, REI, etc. that people must drive to Salt Lake City. Carter discussed the days of large retailers being over. Marty explained these types of companies will not come to South Weber based on the charm, but they are looking for

locations with high traffic. Commissioner Boatright pointed out there is nothing in this development that is for the residents in South Weber City. He thinks most of them would rather the property stay a field. Marty pointed out listening to residents in his community, it needs to come down to let the data speak. Commissioner Boatright understands the City doesn't own this property, and they want to work with the developer, but there are people who moved to South Weber for a certain reason. He explained the community is going to be here forever.

Commissioner Walton asked if there is a fuel station interested in the property. Carter stated there is a tenant interested in the fuel station and storage units; however, the hotel is unknown. He stated there will be individually owned retail like what is on the east end of the City.

Commissioner Osborne suggested putting together something more like Daybreak with a gas station, drop the hotel, small retail, move location of storage units, maybe small pond, etc. He suggested something cool that nobody else has. Commissioner Walton feels the citizens want a place for them. Marty is willing to put together a different concept. Commissioner Walton is curious about the revenue generated off storage units. He pointed out this is a critical piece of commercial property for the City to create revenue and he questioned what kind of tax revenue will be generated from a hotel, storage units, etc. Barry Burton, City Planner, stated storage units do not generate sales tax and there is no real revenue gain for the City. A hotel creates a transient room tax for the City, and the potential for revenue would be great. Commissioner Walton suggested the hotel being scaled and the right brand. He does not think a hotel should be totally removed.

Commissioner Grubb commented this entire parcel has been designated for commercial for at least 20 years in the general plan. He is hesitant to put in residential and does not see the need for it as well as storage units. He understands the interest in a fuel station and then another business feeding off that business, etc. He suggested phasing businesses that service the residents of South Weber and feed off I-84. He is not completely convinced the City needs more residents and storage units. He hopes citizens will get involved and let the developer know that they would like to see. Commissioner Walton understands the direction from the City Council is to allow developers to present ideas to the Planning Commission. Carter expressed he is not trying to maximize residential because it is the most lucrative, but it is the most realistic.

Commissioner Johnson expressed in the last three years when the Planning Commission and City Council meet, it has been decided this parcel is best for the City to be commercial.

Commissioner Boatright pointed out this location is an historical site and a lot of the residents want to preserve and commemorate that history. He suggested the landowner allow students to perform some archaeology on this site prior to any construction. Commissioner Johnson agreed. Marty commented they are interested in doing something to commemorate the site. He doesn't see this 18 acres of land supporting commercial. Commissioner Grubb feels there needs to be some expansion to allow for a restaurant. He does not think the plan should be all strip mall either. He pointed out this design does not have a unique feel at all. Commissioner Osborne suggested the developer go back and redesign. Carter expressed without the storage units and residential the plan does not work. He stated they will go back and rework and modify the site plan to be something more appealing for the City. Commissioner Grubb asked the Planning Commission what they would like to see as far as residential. Commissioner Boatright likes this look better than an apartment complex. He stated if housing must be a part of this development, he would like to see it on the south end. Commissioner Walton is more concerned about aesthetics and feels the density is appropriate. Commissioner Grubb discussed mixed use being when commercial and residential complimentary of each other. He addressed clustering allowing more open space area for a historical area.

PLANNING COMMISSION COMMENTS:

Commissioner Osborne: stated the general plan open house is scheduled for June 24th & June 25th at the FAC. He asked the Planning Commission members how they feel about attending this open house with the COVID-19 Pandemic. He does not want anyone to do something they don't want to do. Commissioner Boatright stated as the numbers rise the more concerned, he is about meeting publicly together. Commissioner Johnson agreed. Commissioner Walton is okay with attending the open house. Commissioner Osborne does not understand the purpose of the open house because there may be the same comments. Commissioner Walton feels it is important for individuals to be heard. Commissioner Grubb will be out of town. Commissioner Walton will be attending.

Commissioner Osborne suggested continuing with the Zoom meetings at least through July. The majority of the Planning Commission agreed. Kim stated as long as Governor Herbert is allowing electronic meetings, we can continue with Zoom.

Commissioner Johnson: The Parks & Trails Committee met and discussed disposal of items. He will coordinate with Councilwoman Petty and Kim. He suggested looking at merging certain zones. He would like more clarification on mixed use and specific guidelines. Commissioner Osborne pointed out there are parcels that have been identified for mixed use discussions. Commissioner Walton explained we are hoping for the developer present ideas. Barry suggested the Planning Commission discuss this item at the next Planning Commission meeting and include a list of zones where they see problems and issues that need to be amended. Kim will include this item on the next agenda.

ADJOURNED: Commissioner Grubb moved to adjourn the Planning Commission meeting at 8:32 p.m. Commissioner Boatright seconded the motion. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

APPROVED: _____ **Date**

Chairperson: Rob Osborne

Transcriber: Michelle Clark

Attest: Development Coordinator: Kimberli Guill

Amy Mitchell

1923 Deer Run Drive

Dear Planning Commission-

I have spent some time looking over the proposed ideas for the Stevens Parcel. It doesn't seem much different than the last plan. I have included some pictures of some of the things I have seen in surrounding cities that will not only create a fun place for visitors, but enhance the area for residents as well and make us more of a destination to enjoy.

When we moved to South Weber in almost 20 years ago, this piece of land is one of the things that drew us here. I grew up in Morgan and loved the wide open fields that surrounded us on all sides. I wanted to live a little closer to the city and some of the variety that it gives, but I still wanted green space. South Weber was perfect because it provided it all. We have been losing our green space little by little. This beautiful piece of property has so much potential to make it a destination, not just another hotel and gas station off the freeway. We have one good chance to get this right. We have this one chance to make it eclectic, appealing and really utilize our only commercial parcels. Adding in residential doesn't accomplish what we need the most of, which is commercial. This could be a destination to draw in people from all surrounding cities as well as bring in people from out of town to stay and play.

What about putting in some kind of small time shares or a hotel that isn't a big chain, but maybe it's more like the Sweetwater Lift Lodge in Park City? We are just down the canyon from some of the best skiing in Utah! And there aren't many unique places to stay, but rather chains with every room looking the same!



I think if this area is done well it can include shopping, dining, maybe a venue for live music and make it a place where we can celebrate holidays and other events. What about a fun place to shop like Gardner Village? It has unique shopping that always draws a crowd! Witchfest in October is crazy busy and just think about it in the winter?? A beautiful gathering place where weddings could be hosted year round as well as retreats and corporate events.



With the right kind of shopping space available we could draw in smaller businesses like a Bike shop, Fishing and tackle, Book Store, Quilt Shop, Boutiques for clothing and/or novelty items, Sandwich shops and a Bakery. We are right next to a beautiful river and having the trails connect will provide more opportunities than ever. The possibilities are endless and I think we need to get way more creative!



When you drive a little ways up Weber Canyon, you can eat at one of the best and busiest restaurants around... Taggart's Grill! Let's add to our already amazing Burly Burger and bring in a few other things. Good food is always sought after!



Rather than putting in the same plain buildings as everywhere else, let's ask for more! We have plenty of residential in our city, but the one thing we are sorely lacking is commercial. Let's pay attention to how things look and build something the neighbors who surround it can enjoy, rather than dread! We need to create a buffer between the current residential and this commercial property. We don't need mixed use in this area, we aren't an urban area, we need something beautiful and unique that is just like our city. If Covid has taught us anything, it's that living right on top of each other is not a good thing! It's also taught us the value of community!! We have a beautiful large piece of land in our city. We should be focusing on the historic value of it and highlight it in some way to pay respect to the past. We need to ask for mature landscaping and plenty of it!!

That brings me to our city codes. I'm really glad it was mentioned in the last meeting for you to start working on revamping some of our codes! We need to define our codes quickly, before more proposals come in, so we can demand that our city is cohesive and well thought out. Not a hodge podge of whatever. We need to expect them to be well written and easy to enforce. I look forward to what gets developed here.

Thank you,

Amy Mitchell

Dear Commissioners,

I have looked over The Stephen's development proposal and I'd like to share some of my thoughts.

First, I acknowledge that the developer has made it clear that in order to lower the financial risk of this development they would like to include housing. I understand where they're coming from however, this is not a good use of this commercial property. We have very little viable commercial in our city and we are dependent on developing that commercial in order to lower the tax burden on our residents. Although developers may be less inclined to take the risk, we've shown through the success of our other commercial businesses that we can support commercial and South Weber Residents are wanting and willing to continue that support.

I believe that mixed use developments like this are a trend, popular right now, but did not even exist five years ago. To fall into this trend and give up our largest piece of commercial would be a huge mistake.

I would also like to point out the historical significance this site has to our community, which has been overlooked in every single presentation by this developer. We currently have a monument to mark this as the site of Kinston Fort and the Moorrisite War. Not only is this site important to our city but to the region. There is a long-held expectation that any development would incorporate that history and create a space in the development for the community to gather, shop, dine, and bring much-needed charm and historical elements to our community.

We've never envisioned this space as a big empty parking lot with few stores but a well designed community space with commercial that will allow people from outside and inside our community to gather.

If the developers are willing to invest in us, invest in our vision, and invest in our community I guarantee we will intern invest in them.

I have a few additional thoughts for the planning commission. First I'm asking that you read the public comment sent in through email tonight for the benefit of the citizens watching as well as for the benefit of the developers. They asked for feedback and they will not be able to get this feedback if the comments are not read aloud. Please grant the citizens this consideration.

It has been stated by the City Council, the planning commission and our city planner that reviewing and updating our city codes is of the utmost importance. As a planning commission you only meet monthly and I feel that it is crucial for you to take some time every month to work on the code in every meeting. If not done, I am afraid this crucial task will not be completed in the timely manner that South Weber needs in order to protect themselves and the citizens from the future developments that are rapidly coming down the pipe.

As I have looked at new development proposal I've also noticed that we have some serious issues with our buffer zone codes and fencing codes. Please add these to the top of your priority list.

Thank You for volunteering your time to serve the citizens of South Weber.

Corinne Johnson

Seriously what has this town come to??? A hotel and strip mall??? Come on hasn't there been ENOUGH changes to this once nice little town??? I understand citizens don't have a say in ANYTHING anymore, but quit destroying our town!!!! Move to a city if that's what you want and leave our town alone!!

Kaila Alvey

Hello! I am a resident of South Weber writing in regards to the new proposal to bring commercial buildings to our city which is very close to my neighborhood. I think the biggest concern a lot of us are going to have is the issue with traffic coming through the residential neighborhoods and the speed at which people will be going. There are already so many people as is who come through going way over the speed limit and from what I have seen, a lot of us have brought that to the attention of the city already. How will this problem be solved? Speed bumps, radar speed signs? Aside from that, the thought of a motel in our area leaves me feeling a little weary, I think a hotel would be better suited for the community. Thank you for reading my personal concerns.

Kylie Shepherd

Dear Planning Committee, Mayor, and Council. PLEASE! Hear us, Listen to the citizens of South weber. This is not our vision for the city we love, the city we grew up in, the city we raised our children in and the city we plan to grow old in. Why do you continue to ignore us and give in to developers and developments? I don't understand... Please I am begging you on behalf of all residents of South Weber THIS IS NOT WHAT WE WANT.

Are you aware that you are proposing this on the most historical site in all of South Weber, Do you care? WHat do you plan to do to preserve some of this historical site or highlight it in any way or just ignore it?

Lacee Westbroek

7475 Jace Ln, South Weber, UT 84405

A few thoughts on the proposed development in South Weber near I-84.

> I grew up in South Weber and my family has been here for generations. There are many families in the same position. I'd hate for future planning of the city to create a situation where families start to leave the place they've called home for so long.

>

> Hotels and strip malls do create the type of community most of us want to live in. South Weber is a bit of an oasis from the surrounding communities. South Weber is a highly desired community because we do NOT have these things. The planning commission is making decisions without the input of the community and are honestly starting to systematically destroy the things we love about living here. Yes, we need income, but this isn't a race. Let the community have more of a voice and brainstorm different ideas than those presented.

>

> That said, I believe the planning commission and city counsel did us all a great disservice by putting in that confusing and incredibly ill planned intersection off of 475. It was done to make way for a road to Layton that the citizens weren't even aware and have since had a majority vote against!

>

> Someone will be seriously hurt if not killed at the intersection. If you are headed north on 475 with the intention of turning left towards Adams, you sit at the stop sign waiting to see where the oncoming traffic is going. But here's the thing. The cars going straight onto 475 rarely if ever use a blinker because they are essentially going straight. The cars continuing to follow the road left don't use a blinker because the lines on the road continue in that direction. Then you must look to right and watch for cars from that direction as well. Once you finally feel like you have an inkling of what directions cars coming from your left are doing, when you finally turn left you have no middle turn lane pause in while you merge into the lane.

>

> A left turn there is already precarious at times now, it will be incredibly difficult once homes in progress are moved have residents living in them. And when the road connects to the East side of South Weber as is currently planned for the future, it will be incredibly dangerous and nearly impossible.

>

> Can you see the issue here? Now imagine everyone from the proposed hotel, strip mall, homes, and storage facility. Someone will be hurt or killed and the city will not only lose a citizen but will be subject to lawsuits for constructing a confusing, poorly conceived intersection. My sister literally saw a man headed south from Adams stop in the road not sure if he could even continue straight onto 475 because the drawn lines look like they are for a bike lane. And the yield area right after that is also confusing. I have only heard complaints about the area. The ONLY positive thing anyone has mentioned are the lights.

>

> I do not believe the argument that a roundabout was impossible because it took more property. There are roundabouts implemented all over Layton and Riverdale using smaller or equal space as what is there now. I realize money has been spent, it has already been built. But what will be the city's financial loss when it is sued after an accident or death?

>

> I just don't see how the city can move forward with creating more traffic in that area when the current situation.

>

> Thank you,

>

> Marci Poll

> 970 E 7375 S

I am a resident in this neighborhood. I vote for no hotels, apartments, or shopping centers.

Maria DiCaro
8019101613
385 E. Old Maple Rd.
South Weber, 84405

To Whom It May Concern,

I have multiple concerns with the proposed development of the Stephens Property. Although this area is just off of the freeway it is a beautiful area surrounded by thick groups of trees and beautiful vegetation. This area is seeped with history. My family members have had one of the cannonballs that was shot off of the hill during the Morrisite War. My wonderful Grandma, Alberta Peek is actually holding this ball in a picture in the South Weber history book. Throughout my life I have heard and learned about this Morrisite War which is part of South Weber's Heritage.

This is where my concern lies. What are we doing to preserve this precious heritage? My husband is a history buff and we have filled our family vacations with visiting multiple battle sights of the Civil War as well as those from WWII in France. In all of these areas we have visited, their history is what makes them special. This wonderful part of our city is what sets our city apart and gives us our own story, it's what makes us special. I would encourage all of you to read about this Morrisite War and familiarize yourselves with this part of South Weber's history.

I do recognize that property owners want to develop and make the most amount of money that they can. My request from all of you as our Planning Commission is to expect more! Our Planning Commission needs a paradigm shift. Although we need to work with developers, your primary and most important job is serving the residents of South Weber. Your responsibility is to keep it a wonderful place to live and raise families. During the past few years we have sold ourselves short and been somewhat of a cheap date! We have not expected much from others but have given a lot in return. You owe more to the people of South Weber whom you serve. I will use examples of the Timbermine Restaurant nestled among the trees in Ogden Canyon and Gardner Village in Murray. These places do phenomenal businesses but are not cheap dates. I suggest that we set our sights higher than a strip mall, cheap hotel and gas station. This is now your responsibility and I hope you feel the weight of your decision as it affects the entire feel of this great city in which we have all decided to make our homes.

Sincerely,

Natalie Browning

Summer Newin
6535 S 390 E

I would like to see something like a grocery store (such as Trader Joe's which has the closest in salt lake that people are willing to drive to) occupy that area. Restaurants seem to be on residents radars as well. If it is a hotel my concern is which chain and would they offer extended stays? Thanks!

Hi my name is Tani Lynch 7336 S 1250 E.

I understand that we need some business revenue for our city but what we don't need is transit type business, you have already made a HUGE mistake by approving the RV park and adding a hotel and more multi family will not keep our city a nice quite place to live. I have children building in the new Neilson Homes subdivision- the homes are quite expensive and I am sure that the value of these homes will only go down with having storage sheds, and a hotel so close.

South Weber is a place that we all want our children to be able to live in but they need to earn that right, I grew up here and when I first got married I had to move away save money before I could move back, this is a community that needs to be protected! Please don't add any more high density housing or business IE: storage units, hotels that just bring in higher crime to our back yard!

Thank you

Tani Lynch

Dear Planning Committee, Mayor, and Council. PLEASE! Hear us, Listen to the citizens of South Weber. This is not our vision for the city we love. Why do you continue to ignore us and give in to developers and developments? I dont understand... Please I am begging you on behalf of all residents of South Weber, listen to your constituents.

Teresa Maass
1581 E. Sandalwood Dr

Hello,

My name is Toshia Hansen I'm at 103 Harper way. Regarding the plan for tonight I appreciate the developers changes in removing the apartment complex. I do have concerns with leaving the hotel as an open approval though. If we place a hotel on the property there is a big difference between a long term stay, motel 6 or a Marriott. The type of hotel you place can adversely effect the type of individuals that stay in our city. I would propose we have an agreement in place with a hotel chain before saying yes or no. I could live with a Marriott or Hilton I would not be ok with a long term stay or a motel. What if we approve this and no hotel wants to go in there then what happens? Does it turn into an apartment anyways? All things I think we should consider.

I like the idea of duplexes over apartments but hasn't the city been saying we need more commercial not more residential? This seems like a prime area for commercial to want to go. Wouldn't this be better use for a dealership a retail store, a restaurant or a small shopping Center? That would all bring more revenue for the city. Not more residential.

Thanks

Tosh

From: [Fran Ols](#)
To: [Public Comment](#)
Cc: [Chad Olson](#)
Subject: Planning Commission 6/11/2020_please use this email instead
Date: Thursday, June 11, 2020 4:54:51 PM

Dear Planning Commission Members

Many of South Weber residents bought houses in South Weber because they were attracted to the beauty and the peaceful feeling of our city. Other residents live in South Weber for a long time, and they love the same things!

We understand that development will eventually happen, and we respectfully ask the planning commission to notice what we don't have and need in South Weber. Please don't approve what we don't need, and please make sure developers offer solutions to our problems and not bring new ones.

We don't need the following:

1. High density housing, apartments or multi-family units.
 - a. One of the reasons is that we have ONE elementary school.
 - i. My house is far away from the school and we *almost* qualify for a school bus, but we don't. When we moved to South Weber there was enough extra space in the bus and our son was able to take the bus to school, but not anymore. Our school is getting full.
 - b. South Weber is geographically small and narrow, extra traffic is simply not safe for pedestrians and cyclists.
2. I don't think we need a storage unit or a hotel.
 - a. I understand the storage brings good revenue to developers but it doesn't offer much to residents, and it doesn't beautify the city.
3. We don't know what kind of hotel is in the plan, there is no picture. Are we talking about a Marriott or a Super 8?
4. The plan shows too many items on a small area, it will certainly increase traffic to our small city.

-

We need in South Weber:

Employment/Entertainment:

Our teenagers need employment; adding high-density housing will not bring employment or entertainment to our city.

Commercial Areas:

We don't have a grocery store, restaurants, shopping mall, gym, doctor's office, or an animal hospital in South Weber.

We reject the idea that we don't have enough traffic to justify a commercial area. We have many houses in South Weber, The Uintas all the traffic from highway I-84.

The closest commercial area by us is up to the toll road and we have to pay each and every time we go there. For example; I was looking for a gym close to us, I found one up to the toll road. Then, I realized the high price we would be paying between the gym membership and the toll road fees.

City Council members, please note the things we need, don't have in South Weber, and the things that will bring or solve problems for our residents. Thanks. _

From: [Lindsey Stark](#)
To: [Public Comment](#)
Subject: Planning Commission Meeting 6/11/2020
Date: Thursday, June 11, 2020 3:51:37 PM

Lindsey Stark at 372 E 6650 S

I really hope that this is being looked at really carefully! This should not be changed to a mix use! This property should remain as commercial property. It is one of the last few commercial properties we have in south Weber. There is plenty of high density housing on our west end the 475 and old maple farms road cannot handle the traffic of more high density housing, it would be unsafe. And our lovely sweeping T we have no one knows how to work it, and more traffic is not the answer! This piece of land is part of South Weber History it should be honored as such! We have bowed down to developers for far to long it is not our job as a city to make them money! It is there job to enhance our city for our community! As I look over the plan there seems to be very little green space for public use and I can't think of anyone that would want to live between a hotel and a storage unit! Keep the residential In places people will love to live and make a home for! Not just theirs is good enough for a short time! South Weber is a long term community we are not a stop in while you figure out your next life's move! Please vote No on the proposal! Have them come back with something that will befit the community and that we all can take pride in! Thank You
Lindsey Stark

Sent from my iPhone

From: [Paul](#)
To: [Public Comment](#)
Subject: 11Jun20 Planning Commission Meeting - General - Paul Sturm
Date: Thursday, June 11, 2020 4:43:09 PM

Questions:

- 1) Who/what is Blue Ox Development?
- 2) Are the principals in Blue Ox Development the same as those who previously presented their concepts to both the SWC City Council and SWC Planning Commission?
- 3) What are the changes in their plans from the prior renderings?

Thank you ,

Paul Sturm
801-920-1428 (C)

SOUTH WEBER CITY PLANNING COMMISSION MEETING

DATE OF MEETING: 9 July 2020

TIME COMMENCED: 6:01 p.m.

LOCATION: Electronic Meeting through Zoom

PRESENT:

COMMISSIONERS:

Gary Boatright
Tim Grubb
Wes Johnson
Rob Osborne
Taylor Walton

CITY PLANNER:

Barry Burton

CITY RECORDER:

Lisa Smith

Transcriber: Minutes transcribed by Michelle Clark

ATTENDEES: Hollie Dance, Trevor Schenk, Nate Kendell, Jay Ralls, Blair Halverson, Sam Sorenson, Kelly Parke, and Fred Gunderson.

1. PLEDGE OF ALLEGIANCE: Commissioner Walton

Development Coordinator, Kimberli Guill, was excused from tonight's meeting.

- 2. Public Comment:** Written public comments must be submitted by email to publiccomment@southwebercity.com. Comments must be received prior to the meeting start time. Subject line should include meeting date, item# (or general comment), first and last name. Comments without first and last name will not be included in the public record.

Public Comments through Zoom are as follows:

- a. Individuals may speak once for 3 minutes or less
- b. State your name and address
- c. Direct comments to the entire Commission
- d. Note Planning Commission will not respond during the public comment period

Hollie Dance, 6608 S. Silver Oak Lane, was concerned about soccer tournaments at La Roca as she thought it was only a practice facility. She also spoke about the hours of operation and high volume of people using it. She expressed her worries with 6650 South not having sidewalks.

Trevor Schenk, 6455 Raymond Drive, indicated the soccer complex was approved with a buffer yard. He had a contract with Mr. Parke stating the buffer zone would continue to the end of his property. He addressed hours of operation and stated the facility has been open until

midnight. He would like to see the 10:00 p.m. closure enforced. He echoed the traffic issues on 6650 South and opined there is a safety issue there.

Nate Kendell, 220 E. 6650 S., stated he is concerned about the speeding on 6650 South. He felt the soccer complex should be held accountable. He remarked there is a lot of traffic travelling in and out of the soccer complex.

3. Approval of Consent Agenda
a. 3 June 2020 Minutes
b. 11 June 2020 Minutes

Commissioner Walton moved to approve the minutes of 3 June 2020 and 11 June 2020 with an amendment to the 3 June 2020 minutes to include his comment that the LED lights were not included in the light study for Morty's Car Wash. Commissioner Johnson seconded the motion. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

4. Conditional Use Permit Review: CU 16-05 South Weber Soccer Facility by Kelly Parke

Conditional use permit (CUP) 16-05 was approved by the planning commission on September 8, 2016 and approved by the city council on September 13, 2016. A review meeting on April 10, 2018 brought additional clarifications and conditions to the permit (see CUP 16-05) which was approved by the planning commission on May 10, 2018. An official form was then created that documented the conditions.

Neighboring residents of the facility have expressed concerns regarding the facility operations, including but not limited to noise from use of the outdoor fields and trespassing to retrieve soccer balls that go over the fence. State law and the opinion of the property rights ombudsman's office provides for a review of the conditions on a CUP to mitigate legitimate nuisance complaints as brought forward by neighbors. The planning commission can review the current conditions on the CUP and recommend any amendments if they feel they would better mitigate nuisance issues. A recommendation of the planning commission would move to the city council for final review and decision.

Kelly Parke, owner of the soccer facility, stated he fulfilled the buffer yard requirement.

Barry Burton, city planner, explained Buffer Yard C applied at the time of the CUP. Kelly discussed the difficulty with understanding Buffer Yard C. Blair Halverson, city councilman, explained citizens have brought up nuisances and should be a part of the discussion.

Commissioner Grubb asked what Buffer Yard C included. Barry explained he didn't have that document anymore as it has been updated. Commissioner Grubb indicated the approved plan was for the 50' buffer yard. He mentioned Councilman Hyer, city councilman at the time, made a motion to include neighbor approval of the type of plants for Buffer Yard C. Kelly expressed he shouldn't need approval if he followed the code at the time. Commissioner Grubb stated the motion was made that included the requirement so if there isn't an agreement in place, one needs to be arranged. He did visit the location and there are dead plants and plants that are not growing that need to be replaced. The reasons for a buffer are for visual and sound buffer. Commissioner

Boatright asked why it hadn't been completed. Kelly acknowledged he met with Chris Tremea, city code enforcer, and Trevor Schenk to discuss the buffer. He requested the commission examine Chris's notes for proof. Commissioner Walton read from the current city code concerning buffer yard landscaping. He recommended going with the current code. Kelly would rather go with the new code because it is easier to understand. Barry stated the current code requires landscape and a masonry wall.

City code section 10-15-8 Failure to Comply points out if the buffer is not maintained, the business license can be revoked. Commissioner Boatright advised choice of plants can help with citizens not being able to see the soccer complex. Commissioner Grubb mentioned the existing vinyl fence has some holes and needs to be repaired.

Commissioner Osborne discussed the difficulty with the city getting involved with every neighbor dispute. He commented there is a conditional use permit that has conditions that need to be followed. Kelly discussed his frustrations with his property being deliberately damaged. Commissioner Osborne recommended David Larson meet with the parties involved to discuss further. Commissioner Grubb suggested Mr. Parks submit a buffer yard plan and what he is going to do to comply.

Comments proceeded regarding the hours of operation being 6:00 a.m. to 10:00 p.m. Monday through Saturday. Kelly charged conditional use permit #16-05 doesn't state the hours of operation. Brandon Jones, city engineer, clarified the motion in the minutes of 13 September 2016 included the hours of operation to be 6:00 a.m. to 10:00 p.m. He explained because there have been recent complaints about the hours of operation, the planning commission can review the CUP and make changes. Commissioner Osborne asked if there is a problem with the time limits. Kelly announced they are rarely there until midnight. He stated if the hours of operation were limited from 6:00 a.m. to 10:00 p.m., he wouldn't have built the facility. Commissioner Grubb reviewed the hours of operation and practice facility use were all discussed prior to the conditional use permit being approved. Brandon indicated in 2018 the CUP went before the planning commission and city council and was approved without the hours of operation, practice facility only, etc.

The planning commission requested more information concerning the timeline of events and approvals and specific complaints from citizens. Commissioner Osborne asked for more evidence. He suggested tabling to get more information and advice from David Larson and the city attorney.

The matter moved on to traffic issues. Commissioner Johnson suggested moving the barriers 100' west of Silver Oak Lane. Commissioner Osborne was concerned about removing another connection. Kelly declared parents are continuously reminded not to use the neighborhood access. Commissioner Grubb discussed the level of impact on the adjacent neighborhood was more than anticipated. He stated there is no speed limit sign on 6650 South or Silver Lake. Also, there is no sidewalk on 6650 South. Commissioner Grubb requested more discussion and information. Commissioner Osborne wanted a bullet point document. Commissioner Walton called for a list of the complaints. Commissioner Grubb encouraged Barry and Brandon present ideas for lessening the traffic issues.

Commissioner Johnson moved to table Conditional Use Permit Review: CU 16-05 South Weber Soccer Facility by Kelly Parke. Commissioner Walton seconded the motion. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

5. Discussion: Style Studios (similar & compatible use discussion by Tanya Jensen) located in Dan Murray South Weber Drive Commercial Subdivision at approx. 2530 E South Weber Drive:

Barry Burton, City Planner's review of 30 June 2020:

PL1 – Project: The applicants would like to construct a hair and beauty salon in the C-H zone west of Little Caesar's and the approved Alpha Coffee in the South Weber Commercial Subdivision. The salon would accommodate 10 stylists in separately leased spaces within the building.

PL2 - Ordinance Considerations: The C-H zone does not list hair and beauty salons as a permitted or a conditional use. There is a provision in the zone that allows the Planning Commission to determine if a proposed use is "similar and compatible" to other listed permitted uses and allow that use. This was done to allow two other nearby land uses; the insurance office and the physical therapy office. The applicants would like to know if their proposed use will be allowed prior to design and engineering.

PL3 - Recommendation: This proposal would be beneficial to residents of the city and would not negatively impact adjacent properties. I recommend a determination that this proposed use is similar and compatible to listed permitted uses.

PL4 – Process Forward: If the use is allowed, the project will proceed through review by the Sketch Plan Committee, then be brought back for final staff review and then will be presented to the Planning Commission for architectural site plan approval. The project would be under an acre in area, therefore not a conditional use and not subject to City Council approval.

Tanya Jensen explained she would like to construct a studio suite salon on the property west of Little Caesar's. The proposed building is approximately 2,000 sq. ft. to 2,500 sq. ft. Each suite would be privately owned by individual hair stylists. She indicated the C-H Zone doesn't specify this type of business. She would like direction whether she would need to request a rezone to Commercial. Nicholas Jensen discussed the design of the building and the possibility of the building over time converting to a restaurant or other use.

Commissioner Grubb suggested the C-H Zone is acceptable because of the surrounding properties. The planning commission agreed the proposed use is similar and compatible with other uses in the area and could be in the C-H Zone.

6. Discussion: Mountainside Plaza (buffer yard & setback discussion by Sam Sorensen & Fred Gunderson) located at approx. 2550 E 8200 S (East Frontage Road)

Barry Burton, City Planner's, review of 30 June 2020 is as follows:

PL1 - Project: Mountainside Plaza is a proposal to establish a gymnastics gym and retail commercial space in a one building on a C-H zoned parcel on 2725 East (frontage road east of Hwy. 89) at approximately 7900 south. A very similar proposal was made about 10 years ago on the same property by the same person, Mr. Fred Gunderson. That project received conditional use approval but was never built.

PL2 - Ordinance Considerations: At the time of the previous approval, a buffer yard was required between the building and the residential zone/neighborhood to the east. One of the options the ordinance then allowed was a 10' buffer yard with a significant number of shrubs and trees. This was the approved buffer yard. Since then the buffer yard requirements have been amended requiring a minimum of 20' width with far fewer plantings.

PL3 - Variance Requested: Due to terrain and site constraints, the difference between a 10' and a 20' buffer yard could create major site plan changes. Because of this, Mr. Gunderson is seeking a deviation from the buffer yard requirements prior to completing design and engineering. The current proposal is to establish a 10' buffer yard on the east side of the property. They would still be installing the required number and type of trees and the 6' masonry wall.

There also is a residence on the north side of the property that sits well below the level of this project site. There is a thick stand of native oak trees on the north side of the site that, along with the elevation difference, provides an effective natural screen and barrier between the two properties. The applicant would like to leave that natural screen in place and not put in the required 6' wall or trees.

PL4 - Recommendation: The purpose of the buffer yard requirements is to protect adjacent residential properties from the impacts of commercial development. Applicants have stated they have contacted adjacent residents to the east and claim they have no objection to the 10' setback on that side. If they can provide evidence, either written or by personal appearance, that all adjacent neighbors to the east do not object to the proposed deviations, I would recommend approval of that deviation. If such evidence is not provided, I would recommend denial.

I recommend approval of the request to leave existing vegetation on the north side in place of the required buffer yard. It is an effective existing buffer.

PL5 – Process Forward: Once the buffer yard questions are answered, the applicant will proceed with design and engineering and the entire project will be brought before the Planning Commission for preliminary conditional use/architectural site plan approval. If preliminary approval is granted, it will be back before the PC and then the City Council for final approval.

Sam Sorensen, engineer for the project, explained Fred would like to construct a gymnasium with retail development in front. They met in a sketch plan meeting where the need for more parking was discussed. They want commission feedback on a possible variance to a 10' rear setback on east side so that they can add more parking in the front.

Fred Gunderson, Elite Gymnastics owner, discussed the benefit of the retail. He contacted the surrounding property owners. The neighbors weren't really concerned with the 10' buffer, but

had other questions about lighting, secondary water, garbage, etc. He mentioned the neighbor directly to the east towers higher than the prospective building. Sam stated before completing the design, they would like an indication of the commission’s leanings. He then presented a site plan to identify the location of the building, parking, etc. Brandon specified the need for enough parking so that there isn’t any parking along the road. Sam identified the retention pond located in between the two entrances. He commented the north side slopes too much to put the retention pond there. Commissioner Boatright wasn’t opposed to the variance, but he suggested Fred provide affidavits from the neighbors.

Jay Ralls, 7917 S. Lincoln Lane, asked if the 20’ is unique to the zone. Barry stated the buffer zone is required between any commercial property and residential property throughout the city. Jay was mostly concerned about setting a precedent of allowing variances for developers. He asked for consistency.

Mr. Ralls and Commissioner Walton had several questions about the final design. Commissioner Grubb charged the plan is not at the stage to answer more than basic questions. He believed the property owner heard the commission’s discussion and will ultimately decide whether to move forward with the project.

7. Planning Commission Comments

Commissioner Grubb: He wasn’t sure he could attend the meetings next week as he has some family issues.

Commissioner Walton: He discussed reviewing and updating ordinances. Commissioner Johnson discussed looking at the landscape ordinance and reviewing what is native to the area. Commissioner Osborne suggested getting the general plan completed and then move on to the city ordinances. Barry requested everyone write down their concerns and submit them to him.

ADJOURNED: Commissioner Grubb moved to adjourn the planning commission meeting at 8:23 p.m. Commissioner Johnson seconded the motion. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

APPROVED: _____ Date
Chairperson: Rob Osborne

Transcriber: Michelle Clark

Attest: Dev Coord: Kimberli Guill

Public Comment

From: Hollie Dance <hollie.dance@gmail.com>
Sent: Thursday, July 9, 2020 3:34 PM
To: Public Comment
Subject: Public Comment for Tonights Planning Commission Meeting

Hi,

As a neighbor that is affected by the traffic to and from La Roca Soccer Practice facility I would like to voice my concern regarding their conditional use permit.

It was stated in previous planning meetings that this was to be used only as a practice facility and that there would never be more than 60 people at the complex at one time.

I would like to see that enforced so they do not continue to have tournaments and events late into the evening and with more than 60 people.

6650 is not safe with that amount of traffic that passes through there and we'd like to see the barricade closing part of 6650 removed and 6650 widened with sidewalks added.

Hollie Dance

Realtor® | Business Coach

Dance Moves Real Estate | Ascent Real Estate Group

M: (801) 721-8615

Start Your Home Search Here: www.DanceMovesRealEstate.com

www.HollieDance.com

Public Comment

From: Jordan Skeen <jordanskeen2@gmail.com>
Sent: Tuesday, July 7, 2020 3:15 PM
To: Public Comment
Subject: Planning commission meeting in regards to La Roca Soccer complex

Residents of 286 E Old Maple Road.

My husband and I have recently built in the Old Maple Farms subdivision near the La Roca Soccer complex. During our search to find where we wanted to move, what enticed us with this area was the community. The quietness and ability to raise our kids with similar experiences we had as children, which included playing outside with the neighbors frequently.

During the Pandemic lockdown we noticed a significant decrease in traffic around our home, we couldn't figure it out, but loved it. Once the lock down was over we noticed what the change was. The La Roca soccer complex was back open. Within the first week of them back to open during their practice times our street was not only flooded with an increase in traffic, but unsafe traffic. We counted a minimum of 10 people in one night, continuing through the stop sign on the corner of old maple and silver oak lane, with no intentions of stopping.

In addition to that, we have seen countless speeding problems, especially during the practice hours in the evening. We have yelled at cars driving by to slow down many times only to be ignored and have them speed by and/or blow through the stop sign.

We have noticed people trying to toss things into the dumpsters as they drive by and if they miss, they don't care. They leave the garbage for our neighborhood to pick up the mess.

When we met with builders, looked at planning maps, etc we were told, shown, and under the impression that the temporary barrier on 6650 was just that, temporary. As of now the barrier has yet to come down, even though the road construction on 6650 has finished.

Because of that our "quiet and safe" neighborhood has become a high traffic shortcut for the La Roca soccer complex. We as citizens of the city who help maintain, contribute, and love the area would like nothing more than a solution to the constant problem we are faced with. So that our children, like us, can grow up playing outside with the neighborhood kids without the fear of being hit by a speeding car getting to soccer practice.

Solutions we would be open to include, but are not limited to, speed bumps, no La Roca Traffic, the removal of the "temporary" barrier, etc.

We thank you for your time and hearing our concerns.

Public Comment

From: Skylee Bowden <skylee.bowden@gmail.com>
Sent: Tuesday, July 7, 2020 3:11 PM
To: Public Comment
Subject: Planning commission meeting in regards to La Roca Soccer complex

Residents of 286 E Old Maple Road.

My husband and I have recently built in the Old Maple Farms subdivision near the La Roca Soccer complex. During our search to find where we wanted to move, what enticed us with this area was the community. The quietness and ability to raise our kids with similar experiences we had as children, which included playing outside with the neighbors frequently.

During the Pandemic lockdown we noticed a significant decrease in traffic around our home, we couldn't figure it out, but loved it. Once the lock down was over we noticed what the change was. The La Roca soccer complex was back open. Within the first week of them back to open during their practice times our street was not only flooded with an increase in traffic, but unsafe traffic. We counted a minimum of 10 people in one night, continuing through the stop sign on the corner of old maple and silver oak lane, with no intentions of stopping.

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Solutions we would be open to include, but are not limited to, speed bumps, no La Roca Traffic, the removal of the "temporary" barrier, etc.

We thank you for your time and hearing our concerns.

Public Comment

From: sw.tinkerbell@gmail.com
Sent: Monday, July 6, 2020 1:56 PM
To: Public Comment
Subject: Soccer gym

A concern I would like to state is the speeding and traffic on Old Maple Road. Many use it as a short cut to get to the soccer facility. People are frequently speeding through this area when they do use it. Due to the construction multiple families are walking on the side of the road during this time and I don't want anyone to get hit. Thanks!

Summer Newin
6535 S 390 E
South Weber

SOUTH WEBER CITY PLANNING COMMISSION MEETING

DATE OF MEETING: 14 July 2020

TIME COMMENCED: 6:03 p.m.

LOCATION: Electronic Meeting through Zoom

PRESENT: COMMISSIONERS:

Tim Grubb
Gary Boatright
Rob Osborne
Wes Johnson
Taylor Walton

CITY PLANNER:

Barry Burton

CITY MANAGER:

David Larson

DEVELOPMENT COORDINATOR:

Kimberli Guill

Transcriber: Minutes transcribed by Michelle Clark

ATTENDEES:

- 1. PLEDGE OF ALLEGIANCE:** Commissioner Boatright

ACTION ITEMS:

2. General Plan Survey Review and Final Revision

David Larson, City Manager, thanked all those involved with reviewing and amending the general plan. The survey results have been published. He explained tonight's goal is to review each map and discuss possible amendments the Planning Commission would like to see for this plan and then move this forward to the City Council for their review and approval.

Projected Land Use Map Review: David asked if there are specific adjustments on the projected land use map. He asked if the Ray property across from City Hall should remain commercial or residential. He pointed out the new property owner is requesting the R-7 Zone. Commissioner Johnson commented there is not enough property for R-7. Commissioner Osborne and Commissioner Grubb suggested amending it to Residential Moderate (R-M Zone). Commissioner Boatright expressed according to the surrounding property, it really does not fit for commercial. Discussion took place concerning which zone should be designated for the City Hall property. Barry pointed out if the Ray property is changed to residential, the homes will need to front South Weber Drive, which can be a concern. Commissioner Boatright suggested including that language in the narrative of the general plan.

1900 East to the Mountain: Commissioner Walton suggested cross-hatching the property surrounding the intersection of 2700 East and South Weber Drive so that this area can be master planned. Barry suggested only cross-hatching the two pieces that front Highway 89. Commissioner Grubb mentioned this will allow for a development agreement as well as a development plan. It was stated this will create more of a cohesive development. The Planning Commission agreed to crosshatch the two properties.

Commissioner Walton asked if it is necessary to have the Transitional Light Industrial Zone west of Parsons Gravel Pit, because that is the only area in the city identified as such. Barry discussed the history of this area and the intent for a buffer from the gravel pit. David pointed out this property is currently zoned T-1.

Vehicle Transportation Map: David identified the three options (Option 2A, 2B, & 2C) for transportation on the undevelopable property located in the area between Harvest Park Subdivision and DR Horton Subdivision to the east. Commissioners Osborne, Johnson, and Boatright were in favor of Option 2B. Commissioners Grubb and Walton preferred Option 2C.

The Planning Commission reviewed the vehicle transportation map showing the connection from 1900 East to Layton City. Discussion took place as to whether the master plan language should include the possible connection or not. It was stated this language has been in the master plan for several years. David suggested using language that includes the road remains as a dirt road, and in the case of an emergency may be used to exit the City. Commissioner Walton discussed the map showing it as a dirt road. He suggested the narrative include there is a dirt access connection, but even as a dirt access it can be used as an emergency and the city would like the road to connect into residential neighborhood. David commented there have been discussions with Layton City concerning a connection, but in the case of emergency, he does not think South Weber City would want residents to drive into a neighborhood. Commissioner Walton commented he is conflicted because he is a planner and we do not know what we don't know. He feels the road could possibly work as a connection from neighborhood to neighborhood. Commissioner Grubb stated a possible connection can always be discussed down the road by other Planning Commissions or City Councils. Commissioner Johnson brought up the traffic study from 2010. Commissioner Walton pointed out if you drive that road, there are not a lot of homes fronting that road. He is not in favor of the connection from 1900 East. He understands most citizens who completed the survey do not want the connection to Layton City, but he is concerned about not planning for future use. David pointed out one of the reasons why the connection was put into the master plan is so that resources (impact fees, etc.) would be put into place. He understands right now the political climate does not want the connection. Commissioner Walton discussed maintaining the integrity of 1900 East if there is a connection. Commissioner Boatright suggested documenting why it is no longer on the plan and let a future Planning Commission or City Council address it. Commissioner Osborne suggested going with Option 2E and end it there. He remarked it is a dirt road and is used as an access to the city water tank. David suggested rather than putting this into the narrative of the master plan, include it in the emergency plan. It was suggested to identify it as an access road with no color or comments in the narrative. Commissioner Osborne thinks the road needs an explanation of the history. Commissioner Boatright suggested leaving the road on the map, remove the color, and put in a short paragraph explaining the road was a connector in a previous general plan, but is no longer.

Commissioner Osborne discussed not connecting the road on 7600 South past the Stark's home because the top of hill it is only a 50' wide road. Barry pointed out one of the reasons why it is on the plan is for emergency access for fire and ambulance to get across town, if for some reason South Weber Drive was not available. Discussion took place concerning the need for a connection either on 7600 South or 7775 South. It was decided to remove the orange on 7600 South, but leave a red dash through the Stark property, and add a dashed orange line connecting to 7775 South. Discussion took place regarding the orange dash connection on 7800 South, which currently leads to a dead end. The city received a petition from residents in this area requesting the orange dashed line be removed. Commissioner Osborne expressed there is no reason to connect View Drive to 7800 South. Commissioner Boatright agreed. It was decided to remove the connection on 7800 South and View Drive.

Commissioner Johnson does not see any value in the possible road connection to Uintah. Commissioner Osborne and Grubb disagreed. It was decided to keep it on the general plan map.

Active Transportation and Parks Map: Discussion took place regarding the Canal Trail. Barry discussed the need for both the Canal Trail and the South Hillside Trail along the bluff. Commissioner Osborne suggested a possible trail on the east side of Highway 89 to connect to the Bonneville Shoreline Trail. Barry stated there is private property in this area. Commissioner Walton pointed out most citizens, who completed the survey, suggested the trails remain natural and not asphalted. David commented the general plan identifies future trails but doesn't give the specifics of when and how. Commissioner Grubb discussed the possibility of a bike path from 1900 East to Layton City. This allows for an alternate route of riding a bike on Highway 89. It was stated the Parks and Trails Committee is reviewing the map and will probably make suggestions later. Commissioner Grubb pointed out safety and liability will all be considered for trails.

Annexation Map: There is currently discussions taking place concerning the county boundary lines. If those lines change, the map will be amended. Barry will clean up the narrative in the annexation section as per discussion at the open house. Discussion took place regarding the land on top of the bluff. Some questioned if the city should be interested in annexing these areas into city boundaries as open space. David pointed out the minimal plan would be open space, but if the property owner develops, they would have to present a plan to the city.

Sensitive Lands Map: No changes.

David reported the narrative will be updated according to the maps. The Planning Commission will be able to review and recommend to City Council. There will be no meeting held tomorrow night.

REPORTS:

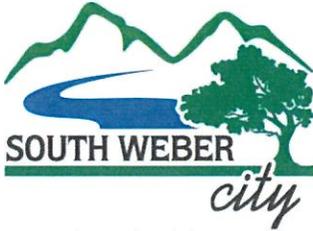
Planning Commission Comments: None

ADJOURNED: Commissioner Johnson moved to adjourn the Planning Commission meeting at 9:00 p.m. Commissioner Grubb seconded the motion. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

APPROVED: _____ Date
Chairperson: Rob Osborne

Transcriber: Michelle Clark

Attest: Development Coordinator, Kimberli Guill



1600 E. South Weber Drive
 South Weber, UT 84405

www.southwebercity.com

801-479-3177
 FAX 801-479-0066

Approved by PC _____
 Approved by CC _____

OFFICE USE ONLY

	1-10 lots	11 + lots	Amt Pd	Date	Rcpt #	Mtg date
Concept	\$ 200.00	\$ 400.00				
Sketch	\$ 400.00	\$ 700.00				
2nd Sketch	\$ 300.00	\$ 350.00				
Prelim	\$ 600.00	\$ 900.00				
Final	\$ 700.00	\$ 1,100.00				

SUBDIVISION/LAND USE PROCESS APPLICATION

Project/Subdivision Name: Harvest Park Phase 3
 Approx. Location: 700 E. 6750 So.
 Parcel Number(s): 13-275-0020 Total Acres: 8.66
 Current Zone: R-M & RP If Rezoning, to what zone: — Bordering Zones: same
 Surrounding Land Uses: Residential
 Number of Lots: 28 # of Lots Per Acre: .31 PUD: Yes No

Developer or Agent

Name: Harvest Park 2 Community LLC
 Company: Nilson Homes
 Address: 5617 S. 1475 E.
 City/State/Zip: So. Ogden, UT 84403
 Phone: 801-392-8100
 Email: land@nilsonhomes.com

Developer's Engineer

Name: Reeve & Associates
 Company: Chris Cave
 Address: 5160 S. 1500 W.
 City/State/Zip: Riverview, UT 84405
 Phone: 801-621-3100
 Email: ccave@reeve-assoc.com
 State License # 375328

Property Owner, if not Developer

Name: N/A
 Company: _____
 Address: _____
 City/State/Zip: _____
 Phone: _____
 Email: _____

Surveyor, if not Engineer

Name: Trevor Hatch
 Company: Reeve's Associates
 Address: _____
 City/State/Zip: _____
 Phone: same
 Email: _____

Development Signs:

Please note that a building permit is required for all temporary subdivision signs. Signs cannot obstruct clear and free vision and must comply with all City Codes. Failure to comply will result in sign removal.

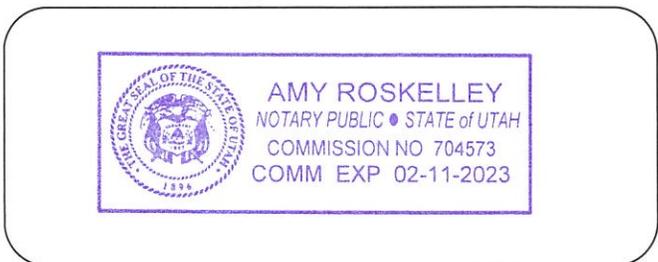
Applicant Certification

I swear the statements and answers contained herein, in the attached plans, and other exhibits, thoroughly, to the best of my/our ability, present the argument in behalf of the application requested herewith, and that the statements and information above referred to are in all respects true and correct to the best of my/our knowledge and belief. I also certify that I am the owner of the subject property and that the authorized agent noted in this application has my consent to represent me with respect to this application and to appear on my/our behalf before any city commission, board or council considering this application. Should any of the information or representations submitted be incorrect or untrue, I understand that The City of South Weber may rescind any approval or take any other legal or appropriate action. I also acknowledge that I have reviewed the applicable sections of the South Weber City Land Development Code (SWMC 11) and that items and checklists contained in this application are basic and minimum requirements only and that other requirements may be imposed that are unique to individual projects or uses. Additionally, I agree to pay all fees associated with this project, as set by the current adopted Consolidated Fee Schedule as well as **any fees associated with any City Consultant (i.e. engineer, attorney)**. The applicant shall also be responsible for all collection fees incurred including a collection fee of up to 40% (pursuant to the provisions of the Utah Code Ann. §12-1-11). I also agree to allow the Staff, Planning Commission, or City Council or appointed agent(s) of the City to enter the subject property to make any necessary inspections thereof.

Applicant's Signature: [Signature] Date: 6-18-20

State of Utah, County of ~~Davis~~ ^{Weber}
Subscribed and sworn to before me on this 18th day of June, 2020
By Steve Bingham

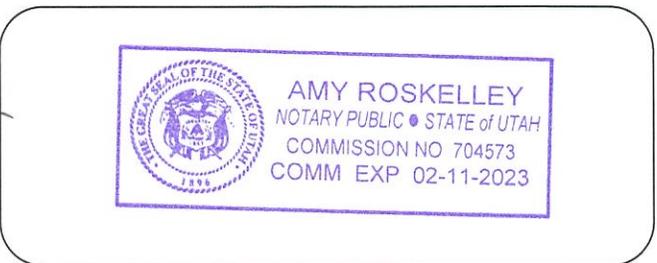
Notary [Signature]



Property Owner's Signature: [Signature] Date: 6-18-20

State of Utah, County of ~~Davis~~ ^{Weber}
Subscribed and sworn to before me on this 18th day of June, 2020
By Steve Bingham

Notary [Signature]



Seal

- Location and sizes of culinary water facilities
- Location and size of storm drainage facilities and detention basins
- Wetland Delineation if recommended at Sketch Plan
- Boundaries of areas subject to flooding or storm water overflow in accordance with FEMA's flood plain mapping
 - Width and direction of flow of all watercourses
 - Include existing and proposed irrigation and natural runoff channels/courses
- Location, proposed names, widths and typical cross section of streets, curbs, gutter, sidewalks, and other improvements of proposed street rights-of-way and access easements
- Dimensions and locations of all existing or proposed dedications, easements, and deed restrictions
- Location of any improvements that may be required to be constructed beyond the boundaries of the subdivision (as appropriate)
- Type and size of fencing shown along canals, waterways, and agricultural land

Final Plan Requirements *

- Complete all conditions/requirements set by the Planning Commission at Preliminary Approval
- Finalized Draft of Covenants, Conditions, and Restrictions (if applicable)
- Finalized Storm Drain Calculations
- Any applicable agreements finalized, signed, and proof of recording with county provided (agreements with South Weber City must be finalized and remain unsigned)
- Electronic finalized set of certified, stamped construction drawings and specifications as prepared by a licensed civil engineer**

One electronic PDF form shall be submitted of the following (the north area to point up or to the left):

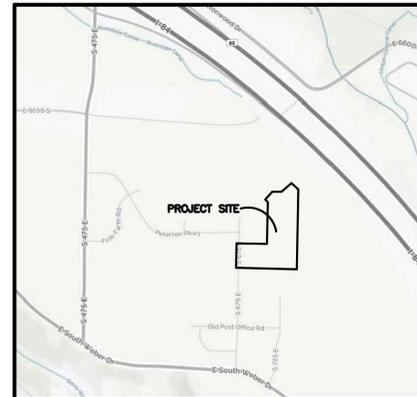
- Format of Final Plat for Recording Required by the County

**All plans must be prepared and stamped by a licensed and/or certified professional including, but not limited to, architects, landscape architects, land planners, engineers, surveyors, transportation engineers or other professionals as deemed necessary by the City Planner.*

HARVEST PARK PHASE 3

AMENDING STAN COOK SUBDIVISION PHASE II AMENDED

PART OF LOT 6 STAN COOK SUBDIVISION PHASE II AMENDED
 PART OF THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 5 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY
 CITY OF SOUTH WEBER, DAVIS COUNTY, UTAH



VICINITY MAP
 SCALE: NONE

SURVEYOR'S CERTIFICATE
 I, **TREVOR J. HATCH**, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS ACT; AND THAT I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17-23-17 AND HAVE VERIFIED ALL MEASUREMENTS, AND HAVE PLACED MONUMENTS AS REPRESENTED ON THIS PLAT, AND THAT THIS PLAT OF **HARVEST PARK PHASE 3** IN **SOUTH WEBER CITY, DAVIS COUNTY, UTAH**, HAS BEEN DRAWN CORRECTLY TO THE DESIGNATED SCALE AND IS A TRUE AND CORRECT REPRESENTATION OF THE HEREIN DESCRIBED LANDS INCLUDED IN SAID SUBDIVISION, BASED UPON DATA COMPILED FROM RECORDS IN THE **DAVIS COUNTY** RECORDER'S OFFICE AND FROM SAID SURVEY MADE BY ME ON THE GROUND, I FURTHER CERTIFY THAT THE REQUIREMENTS OF ALL APPLICABLE STATUTES AND ORDINANCES OF **SOUTH WEBER CITY, DAVIS COUNTY** CONCERNING ZONING REQUIREMENTS REGARDING LOT MEASUREMENTS HAVE BEEN COMPLIED WITH.

SIGNED THIS _____ DAY OF _____, 20____.

9031945
 UTAH LICENSE NUMBER

BOUNDARY DESCRIPTION

A PORTION OF LOT 6 OF THE STAN COOK SUBDIVISION PHASE II AMENDED, LOCATED IN THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 5 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 112 OF HARVEST PARK PHASE 1, SAID POINT BEING S00°36'39"W ALONG THE SECTION LINE, 1877.17 FEET AND S89°23'21"E 1478.49 FEET FROM THE NORTHWEST CORNER OF SAID SECTION 28; THENCE ALONG HARVEST PARK PHASE 1 THE FOLLOWING EIGHT (8) COURSES: (1) S88°37'55"E 130.42 FEET; (2) S89°55'11"E 70.02 FEET; (3) S88°37'55"E 130.81 FEET; (4) N01°22'05"E 455.00 FEET; (5) N45°05'02"W 41.74 FEET; (6) N41°57'50"E 115.00 FEET; (7) N89°49'50"E 101.70 FEET; AND (8) N49°22'03"E 142.96 FEET; THENCE S48°02'10"E 101.25 FEET; THENCE S01°06'20"W 871.97 FEET; THENCE N88°37'55"W 664.59 FEET; THENCE N01°22'05"E 266.81 FEET TO THE POINT OF BEGINNING.

CONTAINING 377225 SQUARE FEET OR 8.660 ACRES MORE OR LESS.

NARRATIVE

THE PURPOSE OF THIS PLAT IS TO DIVIDE THIS PROPERTY INTO LOTS AND STREETS. THE BOUNDARY WAS DETERMINED BY RETRACING AND MATCHING A PORTION OF LOT 6, STAN COOK SUBDIVISION PHASE 2 AMENDED PLAT (ENTRY #1630605, BK-2728 PG-689, RECORDED ON DECEMBER 22, 2000 IN THE OFFICE OF THE DAVIS COUNTY RECORDER). ALL BOUNDARY CORNERS AND REAR LOT CORNERS WERE SET WITH A 3/8" REBAR AND PLASTIC CAP STAMPED "REEVE & ASSOCIATES". ALL FRONT LOT CORNERS WERE SET WITH A LEAD PLUG IN THE TOP BACK OF CURB AT THE EXTENSION OF THE SIDE LOT LINES.

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS PLAT IS THE MEASURED LINE BETWEEN THE NORTHWEST CORNER AND THE WEST QUARTER CORNER OF SECTION 28, TOWNSHIP 5 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY. SHOWN HEREON AS S00°36'39"W.

NOTES

- ALL LOTS ARE SUBJECT TO THE REQUIREMENTS OF THE GEOTECHNICAL REPORT PREPARED BY CMT ENGINEERING LABORATORIES, DATED MARCH 8, 2018, AND THE SUBSEQUENT LETTER, DATED AUGUST 6, 2020 REGARDING BASEMENT DEPTHS.
- ALL GENERAL UTILITY EASEMENTS ARE 10' UNLESS NOTED OTHERWISE
- ALL PROPERTY OWNERS ARE RESPONSIBLE TO KEEP STORM WATER RUNOFF GENERATED FROM THEIR PROPERTY, ON THEIR PROPERTY. THEY MAY NOT DIRECT RUNOFF ONTO ADJACENT PROPERTY OWNERS. ANY GRADING OR LANDSCAPING SHOULD BE DONE IN SUCH A WAY AS TO KEEP ALL STORM WATER RUNOFF ON THEIR LOT.

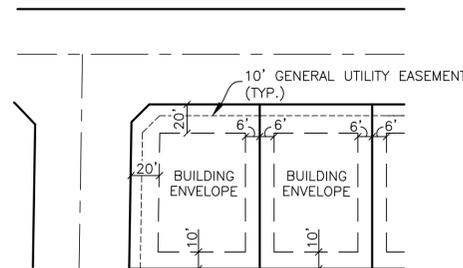
BASEMENT TABLE

LOT	TOP OF FLOOR SLAB DEPTH BELOW TOP BACK OF CURB BASED ON LAND DRAIN (FEET)
301	5.60
302	4.83
303	4.49
304	4.80
305	5.11
306	5.43
307	5.75
308	6.09
309	5.59
310	5.80
311	5.34
312	5.70
313	5.73
314	5.71
315	6.12
316	6.29
317	5.51
318	5.84
319	6.31
320	6.56
321	6.24
322	5.90
323	5.57
324	5.25
325	4.93
326	5.23
327	5.47
328	5.72

ROCKY MOUNTAIN POWER NOTES

PURSUANT TO UTAH CODE ANNEXATION 54-3-27 THIS PLAT CONVEYS TO THE OWNER(S) OR OPERATORS OF UTILITY FACILITIES A PUBLIC UTILITY EASEMENT ALONG WITH ALL THE RIGHTS AND DUTIES DESCRIBED THEREIN.

PURSUANT TO UTAH CODE ANNEXATION 17-27A-603(4)(C)(II) ROCKY MOUNTAIN POWER ACCEPTS DELIVERY OF THE P.U.E. AS DESCRIBED IN THIS PLAT AND APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS AND APPROXIMATES THE LOCATION OF THE PUBLIC UTILITY EASEMENTS, BUT DOES NOT WARRANT THEIR PRECISE LOCATION. ROCKY MOUNTAIN POWER MAY REQUIRE OTHER EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT AFFECT ANY RIGHT THAT ROCKY MOUNTAIN HAS UNDER (1) A RECORDED EASEMENT OR RIGHT-OF-WAY (2) THE LAW APPLICABLE TO PRESCRIPTIVE RIGHTS (3) TITLE 54, CHAPTER 8A, DAMAGE TO UNDERGROUND FACILITIES OR (4) ANY OTHER PROVISION OF LAW.



TYPICAL SETBACK DETAIL
 SCALE: NONE
 ZONE R-M

OWNERS DEDICATION AND CERTIFICATION
 WE THE UNDERSIGNED OWNERS OF THE HEREIN DESCRIBED TRACT OF LAND, DO HEREBY SET APART AND SUBDIVIDE THE SAME INTO LOTS AND PUBLIC STREETS AS SHOWN ON THE PLAT AND NAME SAID TRACT **HARVEST PARK PHASE 3**, AND DO HEREBY DEDICATE, GRANT AND CONVEY TO SOUTH WEBER CITY, DAVIS COUNTY, UTAH, ALL PARTS OF SAID TRACT OF LAND DESIGNATED AS PUBLIC STREETS, THE SAME TO BE USED AS PUBLIC THOROUGHFARES FOREVER; AND ALSO DEDICATE TO SOUTH WEBER CITY THOSE CERTAIN STRIPS AS EASEMENTS FOR GENERAL UTILITY AND DRAINAGE PURPOSES AS SHOWN HEREON, THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF GENERAL UTILITY SERVICE LINES AND DRAINAGE AS MAY BE AUTHORIZED BY SOUTH WEBER CITY; AND ALSO DEDICATE, OR CONFIRM AS EXISTING, THE EASEMENTS FOR THE RESPECTIVE UTILITY COMPANIES AS SHOWN HEREON, WITH NO BUILDINGS OR STRUCTURES BEING ERRECTED WITHIN ANY EASEMENT DESCRIBED HEREON.

SIGNED THIS _____ DAY OF _____, 20____.

BY: BRUCE L. NILSON, MANAGER FOR: HARVEST PARK, LLC

ACKNOWLEDGMENT
 STATE OF UTAH)
 COUNTY OF _____)
 ON THE _____ DAY OF _____, 20____,
 PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, _____ (AND _____) BEING BY ME DULY SWORN, ACKNOWLEDGED TO ME THEY ARE _____ AND _____ OF SAID COMPANY AND THAT THEY SIGNED THE ABOVE OWNER'S DEDICATION AND CERTIFICATION FREELY, VOLUNTARILY, AND IN BEHALF OF SAID COMPANY FOR THE PURPOSES THEREIN MENTIONED.

NOTARY PUBLIC _____
 MY COMMISSION EXPIRES: _____
 RESIDING IN _____ COUNTY, _____

DEVELOPER

HARVEST PARK, LLC
 5617 S. 1475 E.
 OGDEN, UT. 84403

PROJECT INFORMATION

Surveyor: T. HATCH	Project Name: HARVEST PARK PHASE 3
Designer: N. ANDERSON	Number: 1301-D25
Begin Date: 6-3-2020	Scale: 1"=50'
	Revision: _____
	Checked: _____

DAVIS COUNTY RECORDER

ENTRY NO. _____ FEE PAID _____
 _____ FILED FOR RECORD
 AND RECORDED, _____ AT
 _____ IN BOOK _____ OF
 THE OFFICIAL RECORDS, PAGE _____

SOUTH WEBER CITY PLANNING COMMISSION
 APPROVED BY THE SOUTH WEBER PLANNING COMMISSION ON THIS THE _____ DAY OF _____, 20____.

 CHAIRMAN, SOUTH WEBER CITY PLANNING COMMISSION

SOUTH WEBER CITY ENGINEER
 I HEREBY CERTIFY THAT THIS OFFICE HAS EXAMINED THIS PLAT AND IT IS CORRECT IN ACCORDANCE WITH INFORMATION ON FILE IN THIS OFFICE.

 SOUTH WEBER CITY ENGINEER DATE _____

SOUTH WEBER CITY COUNCIL
 PRESENTED TO THE SOUTH WEBER CITY COUNCIL THIS THE _____ DAY OF _____, 20____, AT WHICH TIME THIS SUBDIVISION WAS APPROVED AND ACCEPTED.

ATTEST: _____
 SOUTH WEBER CITY MAYOR CITY RECORDER

SOUTH WEBER CITY ATTORNEY
 APPROVED BY THE SOUTH WEBER CITY ATTORNEY THIS THE _____ DAY OF _____, 20____.

 SOUTH WEBER CITY ATTORNEY



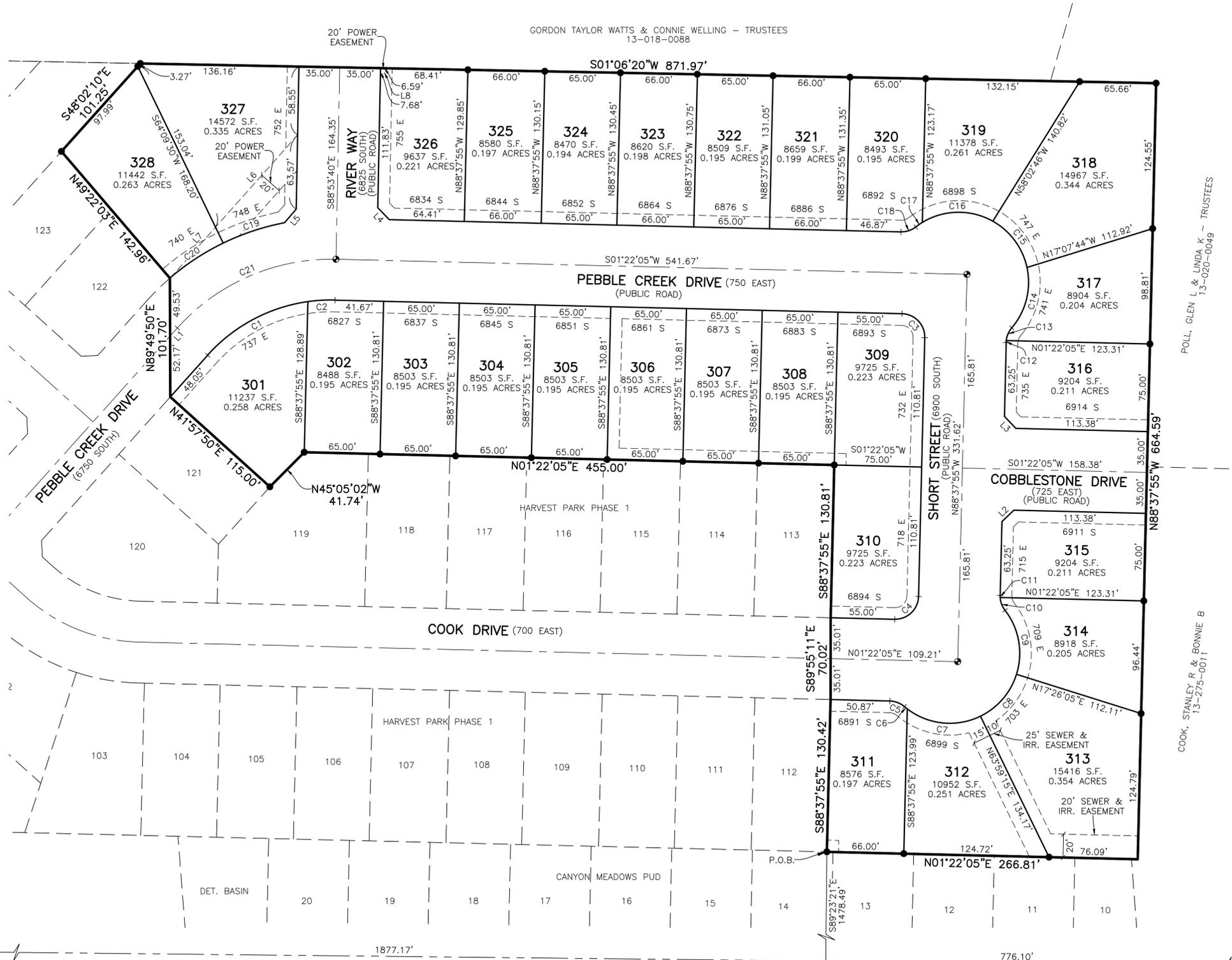
RECORDED FOR:

 DAVIS COUNTY RECORDER
 _____ DEPUTY.

HARVEST PARK PHASE 3

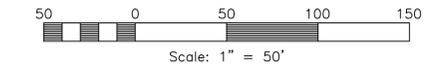
AMENDING STAN COOK SUBDIVISION PHASE II AMENDED

PART OF LOT 6 STAN COOK SUBDIVISION PHASE II AMENDED
 PART OF THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 5 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY
 CITY OF SOUTH WEBER, DAVIS COUNTY, UTAH



LEGEND

- = SECTION CORNER
- = SET CENTERLINE MONUMENT
- = SET 5/8" REBAR AND PLASTIC CAP STAMPED "REEVE & ASSOCIATES"
- = BOUNDARY LINE
- = LOT LINE
- = ADJOINING PROPERTY
- = EASEMENTS
- = SECTION TIE LINE
- = ROAD CENTERLINE



LINE TABLE

LINE	BEARING	DISTANCE
L1	S48°02'10"E	9.36'
L2	S43°37'55"E	14.14'
L3	N46°22'05"E	14.14'
L4	N46°14'12"E	14.17'
L5	N49°11'58"W	15.39'
L6	N48°15'50"W	105.88'
L7	N48°15'50"W	57.37'
L8	S48°15'50"E	10.12'

CURVE TABLE

#	RADIUS	ARC LENGTH	CHD LENGTH	TANGENT	CHD BEARING	DELTA
C1	142.42'	99.37'	97.36'	51.80'	S28°02'54"E	39°58'31"
C2	142.42'	23.44'	23.41'	11.75'	S03°20'47"E	9°25'43"
C3	20.00'	31.42'	28.28'	20.00'	S46°22'05"W	90°00'00"
C4	20.00'	31.42'	28.28'	20.00'	N43°37'55"W	90°00'00"
C5	20.00'	13.68'	13.42'	7.12'	S20°57'56"W	39°11'42"
C6	60.00'	3.15'	3.15'	1.57'	S39°03'35"W	3°00'24"
C7	60.00'	66.57'	63.21'	37.18'	S05°46'19"W	63°34'08"
C8	60.00'	48.75'	47.42'	25.81'	S49°17'20"E	46°33'10"
C9	60.00'	57.87'	55.65'	31.41'	N79°48'14"E	55°15'42"
C10	20.00'	11.93'	11.76'	6.15'	N69°15'54"E	34°11'03"
C11	20.00'	1.74'	1.74'	0.87'	N88°52'20"E	4°59'31"
C12	20.00'	1.75'	1.75'	0.88'	S86°07'35"E	5°00'39"
C13	20.00'	11.93'	11.76'	6.15'	S66°31'44"E	34°11'03"
C14	60.00'	55.36'	53.42'	29.83'	S75°52'10"E	52°51'54"
C15	60.00'	50.72'	49.22'	26.99'	N53°28'51"E	48°26'04"
C16	60.00'	63.47'	60.55'	35.06'	N01°02'20"W	60°36'17"
C17	60.00'	6.79'	6.79'	3.40'	N34°35'03"W	6°29'09"
C18	20.00'	13.68'	13.42'	7.12'	N18°13'46"W	39°11'42"
C19	212.42'	55.57'	55.41'	27.94'	N18°20'51"W	14°59'17"
C20	212.42'	54.84'	54.68'	27.57'	N33°14'13"W	14°47'28"
C21	177.42'	152.98'	148.29'	81.61'	S23°20'02"E	149°24'15"

PROJECT INFORMATION

Surveyor:	T. HATCH	Project Name:	HARVEST PARK PHASE 3
Designer:	N. ANDERSON	Number:	1301-D25
Begin Date:	6-3-2020	Scale:	1"=50'
		Revision:	
		Checked:	

DAVIS COUNTY RECORDER

ENTRY NO. _____ FEE PAID _____

Number: _____ FILED FOR RECORD _____

Scale: _____ AND RECORDED, _____ AT _____

Revision: _____ IN BOOK _____ OF _____

Checked: _____ THE OFFICIAL RECORDS, PAGE _____



Reeve & Associates, Inc.

5100 S 1500 W, ORIONDALE, UTAH 84043

TEL: (801) 621-3100 FAX: (801) 621-2666 www.reeve-associ.com

LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS

TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

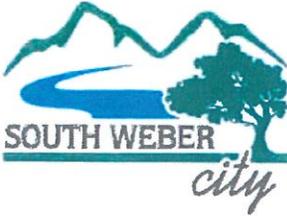
RECORDED FOR:

DAVIS COUNTY RECORDER

_____ DEPUTY,

NORTHWEST CORNER OF SECTION 28, TOWNSHIP 5 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY (FOUND BRASS CAP MONUMENT MARKED 1941)

WEST QUARTER CORNER OF SECTION 28, TOWNSHIP 5 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY (FOUND BRASS CAP MONUMENT MARKED 1941)



1600 E. South Weber Drive
South Weber, UT 84405

www.southwebercity.com

801-479-3177
FAX 801-479-0066

UTILITY NOTIFICATION FORM

If a utility cannot be reached to sign this form, a letter stating service will be provided from that utility is acceptable, provided the same plans have been shown to all utilities. Utilities will be notified by email when the preconstruction meeting is being held.

Developer: Harvest Park 2 Community LLC Phone: 801-392-8100
Subdivision: Harvest Park Phase 3 Phase 3 of Total 3
Approximate location: 700 E. 10750 S. Number of Lots: 28
Parcel Number (s): 13-275-0020
Type: Residential Commercial PUD: yes no

Century Link

Name: N/A Title: _____
Phone: _____ Email: _____
Signature: _____ Date: _____

Comcast Cable TV

Name: Elysia Valdez Title: Coordinator
Phone: 801-401-3017 Email: JointTrench_Utah@comcast.com
Signature: Elysia Valdez Date: 6/18/20

Dominion Energy

Name: CALVIN OLSON Title: JOURNEYMAN ESTIMATOR
Phone: 801-623-4450 Email: CALVIN.OLSON@ROCKY MOUNTAIN POWER.NET
Signature: [Signature] Date: 6/19/2020

Rocky Mountain Power (PacifiCorp)

Name: see letter Title: _____
Phone: _____ Email: _____
Signature: _____ Date: _____

Plans presented should present the following date and stamp:

6.4.20

June 22, 2020

Nilson Homes
5617 S 1475 E
Ogden, UT 84403

Attn. Amy Roskelley:

Re: Natural Gas Service Availability Letter

Natural gas can be made available to serve Harvest Park Subdivision Phase 3 (6750 S 725 E, South Weber, UT) when the following requirements are met:

1. Developer provides plat maps, drawings, construction schedules and/or buildings that will be served by natural gas, and all other relevant information regarding commercial and residential uses, including but not limited to, proposed natural gas appliances (number and type of appliances per unit, homes, building).
2. Review by Dominion Energy' Engineering and/or Pre-Construction Department to determine load requirements. System reinforcement requirements and estimated costs to bring natural gas to the development.

Upon completion of Dominion Energy' review of the development's natural gas requirements, agreements will be prepared, as necessary, for high pressure, intermediate high pressure and/or service line extensions required to serve the development. These service extensions must be paid in advance.

To accommodate your construction schedule and provide cost estimates to you, please contact me at your earliest convenience.

Sincerely,



Matthew Glasmann
Pre-Construction Representative
Dominion Energy

MEMORANDUM

TO: South Weber City Planning Commission

FROM: Brandon K. Jones, P.E.
South Weber City Engineer 

CC: Barry Burton – South Weber City Planner

RE: **HARVEST PARK SUBDIVISION – PHASE 3, Plat & Improvement Plans Engineering Review (Final)**

Date: August 6, 2020

Our office has completed a review of the Final Plat and Improvement Plans for the Harvest Park Subdivision Phase 3, dated August 6, 2020. We recommend approval subject to the following items being addressed prior to being considered by the City Council. Some items are mentioned for information purposes only.

GENERAL

- E1. Final plans need to be submitted to the South Weber Irrigation Company and an approval letter provided indicating that the improvement plans meet their requirements.

PLAT

- E2. Pebble Creek Drive needs to be the stub road continuing East (currently labeled as River Way). The longer North-South road (currently labeled as Pebble Creek Drive needs to be a different name, perhaps River Way).
- E3. In order to avoid confusion, we would recommend adding an address table that lists the lot, lot address, and street name for each frontage of each lot (as where the street changes names may not be obvious).

IMPROVEMENT PLANS

- E4. We have a few minor revisions that we will provide on a redline set of drawings to the developer's engineer.

HARVEST PARK PHASE 3 FINAL REVIEW
By Barry Burton 8.6.20
For the Planning Commission

Zoning Compliance:

PL1 – All lots are in compliance with the requirements of the R-P zone for those lots within that zone and are in compliance with the R-M zone with the PUD overlay for those lots in that zone.

PL2 – This phase, though not that same as shown on the approved preliminary plat, is in conformance with the preliminary as far as the number and size of lots in that given area. (Originally there were only two phases. The change in phasing issue was covered and approved with Phase 2.)

PL3 – The typical setback detail on the subdivision plat complies with requirements of the R-P zone and PUD overlay.

Final Plat:

PL4 – Formatting of the plat looks good. There are two street names that need to be decided and added. (If looking for address grid coordinates for street names, the City Engineer can provide.)

PL5 – The basement chart describing maximum basement depths on each lot will need to be completed prior of final approval by the City Council.

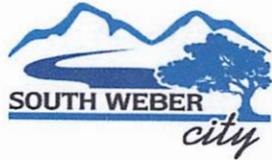
Recommendation:

I advise the Planning Commission to recommend Harvest Park Subdivision Phase 3 final Plat to the City Council for approval.

Office Use Only CU: _____
Max Occupancy: _____ Approved or Denied (circle one) Date: _____
Fire Inspection Completion Date: _____ Approved or Denied (circle one)
[Conditional Use Fee: \$200] [Business License Fee: \$50] [Fire Inspection Fee: \$40]
Total Fee: \$290 Receipt# _____ Date Paid: _____

Short Term Rental Conditional Use Application

Property Owner: Lori Drake Owner Email: ldrake@weber.edu
Full Mailing Address: 2345 E 8100 S
Daytime Phone: 801 391-8559 Nighttime Phone: same
Property Address: 2345 E 8100 S South Weber
Is Property to be Owner Occupied: yes {If "NO" fill out Local Responsible Party Lines Below}
Local Responsible Party: Lori Drake Local Party Email: ldrake@weber.edu
Local Responsible Party Mailing Address: 2345 E 8100 S South Weber
Local Party Daytime Phone: 801 391-8559 Nighttime Phone: same
Proposed Use: Short Term Rental Parcel Number(s): 13-149-0053
Total Acres: .33 Current Zone: RE Surrounding Land Uses: residential
Business Name (if applicable): Snow Basin Destination
Anticipated # of Employees: 0 Anticipated # of Customers (Daily): 1
Hours of Operation: 24 hours a day Days of Operation: 7 days a week
of Bedrooms: 3 # of Parking Stalls: 4 # of Smoke Detectors: 2
of Carbon Monoxide Detectors: 1 # of Fire Extinguishers: 1



APPLICATION PROCESS: Please submit all requested items and answer all questions as completely as possible, omissions may delay processing. If there are any questions, contact the City Office at (801) 479-3177.

- _____ Application with fees (fees listed on Conditional Use Application) (cash or check)
- _____ Copy of the recorded plat showing subject property (clearly marked) and all properties within 300 feet (front, back and sides). This information is available at the Davis County Recorder's Office.
- _____ One set of labels with names and mailing addresses of all property owners within 300 feet of the outer boundary of subject property. Including "Or current resident" is recommended. Names are available at Davis County Assessor's Office. Allow 2 days for processing. The Assessor can also provide the labels for an additional fee.
- _____ A list of the above names and addresses.
- _____ Register Business with the State of Utah (provide # on Business License Application)
- _____ Obtain a Utah State Sales Tax Id Number (provide # on Business License Application)
- _____ Completed South Weber City Business License Application (License will be issued after Conditional Use Permit is granted).
- _____ Agree to ensure that no more than one short-term or vacation rental agreement per Dwelling unit is in use at any one time.

Re: Snowbasin Destination Short Term Rental

On Thursday the 6th of August 2020 at 6pm, I Chris Tremea conducted an short term rental inspection at the address of 2345 E 8100 S, South Weber, Utah 84405. On arrival, I was welcomed by Miss Lori Drake who walked me through her house and around the back to a separate residential entrance. I was informed by Miss Drake that she lived on site full time.

The property was welcoming and secluded for another private entrance and secured in a rear yard. **There were sleeping areas for 6 persons** and **parking areas for 4 off street stalls**. Ms. Drake had a book outlined for operation and safety guidelines for the occupants to read as they arrived. In the book was the STR ordinance and other specific information with the property.

I gave Ms. Drake my personal contact information to be reached for questions and exited the property.

Chris Tremea
Code Enforcement
South Weber City

Inspection No:	200807006
Inspection Date:	08/07/2020
Inspection Time:	1.1
Inspected By:	Fessler, Cole

SOUTH WEBER FIRE DEPARTMENT
FIRE INSPECTION REPORT



Inspection and Compliance Orders

Facility:	Snowbasin Destination	Address:	2345 East 8100 South		
Phone:					
Fax:		City:	City of South Weber		
Email:		State:	UT	Postal Code:	84405

Primary Contact

Contact:	, Lori	Work:	801-391-8559		
Email:	ldrake@weber.edu	Cell:			

Inspection Type:	Annual Inspection
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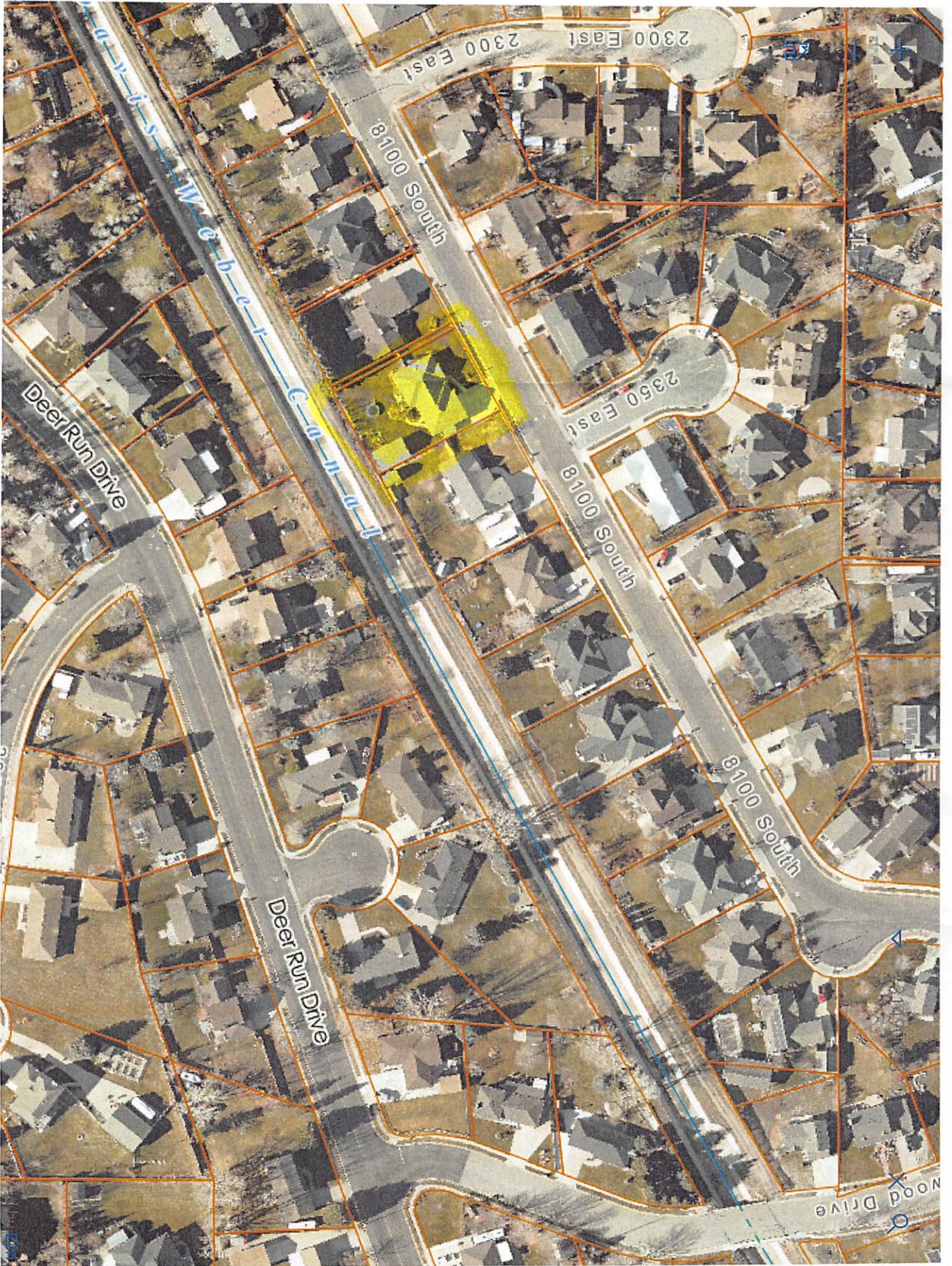
Violation Code	Days to Correct*	Violation	Notes	Location
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Inspection Notes:

Passed

* Number of days to correct from date inspected.

A variance procedure is available. Please contact the inspector named for further assistance with this or any other matter.



5560 Laser

Address Labels

Address Labels

Smooth Feed Sheets™

Use template for 5160®

Gary & Tina Sanzone
2353 E 8100 S
So Weber UT 84405

~~Adrian Drake~~
2352 E 8100 S

Joni Williams
2323 E 8100 S
So Weber UT 84405

Cindy Mansell
2337 E 8100 S
So Weber UT 84405

Avon Drake
2356 E 8100 S
So Weber UT 84405

Lonny & Lynette
Wintertor
2357 E 8100 S
So Weber UT 84405

Zach & Dawnyle
Haugen
2342 E 8100 S
So Weber UT 84405

Ken Biely
2332 E 8100 S
So Weber UT 84405

NAET, John
2312 E 8100 S
SOUTH WEBER UT 84405

Butler, Larry
2361 E 8100 S
SOUTH WEBER UT 84405

Sanzone, Gary
2353 E 8100 S
SOUTH WEBER UT 84405

Wesley, Charles
2328 E DEER RUN
SOUTH WEBER UT 84405

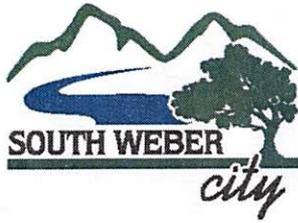
Bowditch, Jeanne
2318 E 8100 S
SOUTH WEBER UT 84405

STREPPER, RONALD
2475 2350 E
SOUTH WEBER UT 84405

RALEIGH, Jonathan
2372 E DEER RUN
SOUTH WEBER UT 84405

GREGG, THOMAS
2348 E DEER RUN
SOUTH WEBER UT 84405

STUBBS, JENNIFER
2318 E DEER RUN
SOUTH WEBER UT 84405



1600 E. South Weber Drive
South Weber, UT 84405

www.southwebercity.com

801-479-3177
FAX 801-479-0066

PUBLIC HEARINGS NOTICE

Notice is hereby given that on Thursday, August 13, 2020 at approx. 6:00 pm., in a Zoom meeting Online which can be viewed at https://www.youtube.com/channel/UCRspzALN_AoHXhK_CC0PnbA , the following public hearings will be held before the Planning Commission:

1. * A Public Hearing and Action on Short Term Rental Conditional Use for Snowbasin Destination operated by Lori Drake located at 2345 E 8100 S.

A copy of the associated information for the hearings is on file for review at the South Weber City Office. The public is invited to attend the hearing and make comments.

Anyone requesting to comment live via Zoom must pre-register at the following <https://forms.gle/PMJFhYFJsD3KCi899> before 5 pm on the meeting date. Comments will also be accepted at publiccomment@southwebercity.com In compliance with the Americans with Disabilities Act, individuals needing special accommodation during the public hearings should notify the City at 801-479-3177 two days prior to the meeting date.

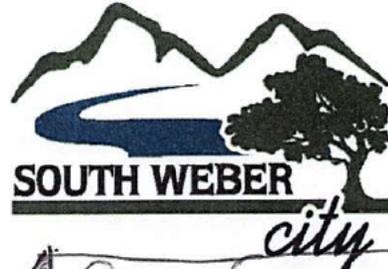
*This notice is given to owners of property within 300 feet from the outer boundary of the subject property being discussed.

Kimberli Guill

Kimberli Guill
Development Coordinator

For Office Use Only

Application/License #: _____
Approved By: _____ Date: _____
License Fee: \$ 50 Receipt #: S.000443
Fire Inspection Fee: \$ 20 Receipt #: S.000443
Initial Fire Inspection: 8/7/20 Next: Annually
PC Meeting Date: 8/13/2020
Conditional Use Permit Approval Date: _____



Cam Fire Inspections

SHORT TERM RENTAL BUSINESS LICENSE APPLICATION

Applicant	Business
Name: <u>Lori Drake</u>	Name: <u>Snowbasin Destination</u>
Mailing Address: <u>7345 E 8100 S</u>	Brief Description: <u>Downstairs Airbnb</u>
City/State/Zip: <u>So Weber UT 84405</u>	Owner's Name: <u>Lori Drake</u>
Phone: <u>801391-8559</u> Fax: _____	State License #: <u>11698573</u> - Entity #: <u>0160</u>
Email: <u>ldrake@weber.edu</u>	State Sales _____ Federal ID: _____
Best Way/Preferred Method of Contact:	Address: <u>7345 E 8100 S</u>
<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> Mail	City/State/Zip: <u>South Weber UT 84409</u>
	Parcel #: <u>13-149-0053</u> Zone: <u>RE</u>
	Phone: <u>801391-8559</u> Fax: <u>✓</u>
	Email: <u>ldrake@weber.edu</u>
	Emergency Contact: <u>Aaron Drake</u> <u>8018666884</u>
	Name Phone

Short Term/Vacation Rentals Only:

Square Footage of Business: 1500 Total Square Footage of Residence: 3600

Will this business include a part-time full-time (circle one) employee (other than applicant)? Yes No

➤ If yes, is the employee a bona fide resident of the dwelling? Yes No

➤ Number of hours part-time employee will work: 8

APPLICANT'S AFFIDAVIT

State of Utah)
County of DAVIS)

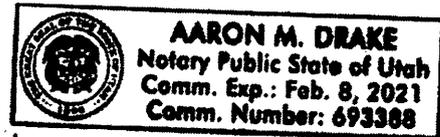
I, Lori Drake, the sole owner or Authorized Agent of the Owner of the property involved in this application, swear the statements and answers contained herein, in the attached plans, and other exhibits, and that the statements and information above referred to are in all respects true and correct to the best of my knowledge and belief. By signing below, I am agreeing to abide by ALL terms and conditions set forth in: **South Weber City Code Chapter 10.18 Enacting Regulations Pertaining to Short-Term or Vacation Rentals.**

I do also hereby give permission to South Weber City to place a city "public notice" sign on the property contained in this application for public notification of the conditional use application and to enter the property to conduct any inspections related to this application.

Date 4 AUG 2020 Owner or Agent's Signature [Signature]

Subscribed and sworn to before me on 4 AUG 2020

Notary Public [Signature]



If someone will be acting on behalf of the owner, fill out the information below.

AGENT AUTHORIZATION

State of Utah)
County of _____)

I, _____, the sole owner(s) of the real property in this application hereby appoint _____ as my agent with regard to this application and authorize said agent to appear on my behalf before any city commission, board or council considering this application.

Date _____ Owner's Signature _____

Subscribed and sworn to before me on _____

Notary Public _____

Return to South Weber City with Application

ASSESSOR'S USE ONLY

DIST _____ ACCOUNT # _____ PARCEL _____ AREA _____

DAVIS COUNTY ASSESSOR
NEW BUSINESS INFORMATION RECORD
PHONE (801)451-3249 FAX (801)451-3134

BUSINESS NAME:

Snowbasin Destination

MAILING ADDRESS

2345 E 8100 S

South Weber UT 84405

BUSINESS LOCATION:

2345 E 8100 S South Weber UT 84405

BUSINESS LICENSE #:

[REDACTED]

NATURE OF BUSINESS:

short-term rental

FEDERAL TAX ID # (NO SOCIAL SECURITY #):

[REDACTED]

PHONE NUMBER:

801 391-8559

DATE OPENED:

Dec. 12, 2019

TYPE OF BUSINESS (CHECK ONE):

_____ SOLE PROP.

_____ PARTNERSHIP

_____ CORPORATION

L.L.C

STATE THE VALUE OF PERSONAL PROPERTY USED IN YOUR BUSINESS: \$

1,000.⁰⁰

(DO NOT INCLUDE INVENTORY FOR SALE)

OWNER OR REGISTERED AGENT:

Lori Drake

OWNER/AGENT ADDRESS:

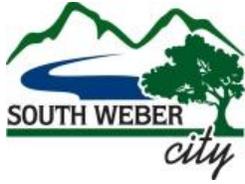
2345 E 8100 S

South Weber UT 84405

STAMP

PLEASE RETURN THIS FORM WITHIN TEN DAYS TO:

DAVIS COUNTY ASSESSOR
PERSONAL PROPERTY DIVISION
P.O. BOX 618
FARMINGTON, UT 84025-0618



Planning Commission Meeting Date: August 13, 2020

Name: David Larson

Agenda Item: General Plan Discussion

Background: Planning Commission met on July 14, 2020 in a work session to discuss the General Plan second draft public comments and prepare the General Plan maps and narrative for final recommendation to the City Council. Amendments were decided and city staff has since updated the General Plan maps and narrative and called it the third draft General Plan based on those decisions. Tonight's discussion item is a chance to review the third draft General Plan and finalize it for Planning Commission's recommendation to the City Council.

Summary: Finalize the third draft General Plan for Planning Commission recommendation

Attachments: General Plan Third DRAFT
General Plan Third DRAFT Maps
General Plan DRAFT Third – Second Track Changes

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South Weber City General Plan Update 2020

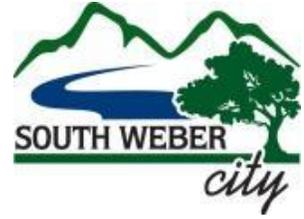


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58

59

60 **INTRODUCTION**

61 South Weber City has experienced rapid growth and continues to transform from
62 primarily an agricultural community to a residential community. Included in this growth
63 is the first significant commercial development in decades. Along with this, the
64 development community continues to press for higher density housing in residential
65 areas. This growth, both residential and commercial, along with the loss of agricultural
66 areas, continues to change the character of the city.

67
68 South Weber City recognizes the need to regularly reevaluate planning and respond to
69 current issues and trends. The city updated the General Plan in 1996, 2001, 2006,
70 2007, 2010, and in 2014. In 2019, the City Council tasked the Planning Commission to
71 once again review and recommend updates of the General Plan. During this most
72 recent update, city leaders and staff strived to obtain citizen input and to incorporate
73 feedback into this update of the General Plan as possible.

74
75 As with previous updates, this version of the General Plan builds upon and enhances
76 previous plans by incorporating contemporary data and current thinking. By nature, the
77 General Plan is a living document, subject to revision and change with the intention to
78 guide planning efforts now and into the future.

79

80 **MASTER GOAL**

81 Appropriately managing growth is a key focus of this plan. Between 1980 and 1990
82 South Weber's population increased by 82 percent, growing from 1,575 residents to
83 2,863. The next decade, the 1990s, saw a 49 percent increase, bringing the total
84 population in 2000 to 4,260. The 2000s saw the population grow to 6,145 by 2010. The
85 2017 estimates place the population of the city at 7,310 residents. This growth has
86 resulted in major changes in the character of the city. A primary goal of the city is to
87 maintain a portion of its historic rural character, while acknowledging that agriculture
88 plays a minimal role in the current and future economic base of the community.

89
90 Even though the character of the community is changing, South Weber's geographic
91 location buffers the community from surrounding urban areas. Nestled in the Weber
92 River drainage basin, the community is separated from neighboring cities by I-84 and
93 the Weber River to the north, high bluffs to the south, the Wasatch Mountains to the
94 east and a narrow band of land between the freeway and the bluff to the west. This
95 geography gives the community a distinct advantage in maintaining a clear identity as it
96 continues to grow. Though the city still has area that can sustain growth, the city will
97 likely remain a small, distinct community.

98
99 As the city continues to grow, South Weber should vigorously pursue the retention of
100 the small-town charm that is its hallmark. City officials, staff, and residents should work
101 to maintain a safe and neighborly environment and promote a network of trails and
102 bike paths for the good of its residents. Located at the mouth of Weber Canyon, South
103 Weber is positioned to be a gateway to northern Utah recreation. This provides the city
104 opportunities to capitalize on local recreational activities. The city should seek ways to
105 promote itself as the **Gateway to Northern Utah Recreation**.

106
107 The city should frequently consult the principles contained in the Wasatch Choices 2050
108 plan as adopted by the Wasatch Front Regional Council. This can be found at
109 www.envisionutah.org.

110

111 **SECTION 1: CITIZEN INVOLVEMENT**

112

113 Participation and input from residents are important to ensure a General Plan that
114 reflects the attitudes and desires of city residents. For this document to be an effective
115 planning tool, the public needs an opportunity to provide feedback on the proposed
116 contents prior to adoption. To facilitate this, the city made the first draft available online
117 where residents could view the draft and leave feedback. The city held two open
118 houses to allow residents and property owners the opportunity to see detailed maps,
119 ask questions of City Staff, and submit written comments. The city also solicited
120 feedback through an online survey made available to residents. Additionally, residents
121 were invited to several public joint work meetings of the Planning Commission and City
122 Council where the General Plan was the only agenda item. The city collected, organized
123 and incorporated much of the feedback into a revised draft which was also published
124 online and open for comment. Prior to its adoption, the General Plan was the topic for
125 an official public hearing held before the City Council.

126

127 **SECTION 2: EXISTING ENVIRONMENT**

128
129 It is important to analyze the existing characteristics of the community — land use,
130 population, development limitations and opportunities — when undertaking any
131 planning effort. By obtaining a full understanding of the current South Weber
132 community, we can better understand and prepare for its future.
133

134 **LAND USE:**

135 Historically an agricultural area, South Weber has transformed into a predominantly
136 residential community. Agricultural land that once provided the rural small-town
137 character is being developed, primarily into housing. The community is shifting away
138 from preserving agricultural land to ensuring there is enough open space for adequate
139 recreational opportunities. Additionally, there is a focus to promote South Weber as a
140 gateway to many outdoor recreational opportunities, with specific attention given to
141 Weber Canyon and the Weber River.
142

143 South Weber has seen its first commercial development in many years. These
144 commercial enterprises provide much needed services to residents. There are a few
145 industrial type land uses, primarily the sand and gravel mining operations in the
146 northeastern area of the city. A few construction companies, self-storage complexes,
147 and one significant manufacturing business add to the South Weber economy. The
148 gravel pits are a source of constant frustration to adjacent residents. However, the city
149 has worked with the Staker-Parsons gravel pit operators to significantly lessen
150 nuisances caused by its operations. It is believed these measures are reducing negative
151 impacts to neighboring properties. There is indication that one gravel pit may be
152 nearing the end of its production as a mining operation.
153

154 The city is also home to several institutional uses including four churches, a recreation
155 center, an elementary school (comprised of two main buildings and multiple modular
156 classrooms), a charter school, a fire station, and a city administration building. One
157 institutional use that impacts the city is the Weber Basin Job Corp whose campus
158 neighbors the city to the east just outside the city boundary. Five developed
159 neighborhood style parks, an outdoor equestrian arena (known locally as the posse
160 grounds), and a 4 ½ mile section of the Weber River Trail comprise the major
161 developed recreational uses.
162

163 **POPULATION:**

164 One of the major factors contributing to changes in the community is increased
165 population. As population rises so does the amount of land devoted to residential use.
166 The demand for municipal services – police, fire, water, sewer, etc – increases, creating
167 strain on city resources. It is impossible to predict changes in the population, but we

168 can get an idea of the final buildout population through making some reasonable
 169 projections by analyzing past growth.

170

171 As of January 7, 2020, new population projections were generated for South Weber
 172 based on population estimates by the U.S. Census Bureau and the University of Utah
 173 Gardner Policy Institute for 2017. At the end of 2017, South Weber had **1,878 lots or**
 174 **dwelling units**. Add to that the number of residential lots/units approved since 2017,
 175 plus the **382 lots or dwellings** that applied for approval or that presented concept
 176 plans as of January 7, 2020, and the current **total existing, approved or proposed**
 177 **dwelling units is 2,260.**

178

179 If we assume that most vacant land remaining in the city will be developed, with
 180 limitations on some land, it is possible to estimate the potential population growth of
 181 South Weber. An analysis of vacant developable lands determined the total area in each
 182 residential density category and the number of dwelling units (D.U.) each could
 183 generate. For each density category the total number of acres of vacant land was
 184 decreased by 10 percent to allow for inefficiencies in platting of lots and odd shaped
 185 parcels which may result in fewer lots than the zone allows. The analysis follows:

186

187 1. 7.04 ac. in Very Low Density – 10% = $6.34 \times .90$ D.U./ac. = 5 D.U.

188

189 2. 45.46 ac. in Low Density – 10% = 40.91×1.45 D.U./ac. = 59 D.U.

190

191 3. 207.46 ac. in Low-Moderate Density – 10% = 186.71×1.85 D.U./ac. = 345 D.U.

192

193 4. 193.68 ac. in Moderate Density – 10% = 174.31×2.8 D.U./ac. = 488 D.U.

194

195 5. 16.88 ac. in Residential Patio – 10% = 15.19×4 D.U./ac. = 60 D.U.

196

197 6. 4.34 ac. in Multi-Family – 10% = 3.91×7 D.U./ac. = 27 D.U.

198

199 7. 2.91 ac. in potential Mixed-Use x 25 D.U./ac. = 72 D.U.

200

201 **Total Dwelling Units on Vacant Land = 1,056 D.U.**

202

203 Add 2,260 existing and approved dwellings with 1,056 potential dwelling units on
 204 vacant land and arrive at a potential build-out dwelling unit count of 3,316. The most
 205 recent persons per household number for South Weber is 3.89 based on Gardner Policy
 206 Institute and 2017 U.S. Census estimates. Multiply that by the build-out dwelling unit
 207 count and you arrive at a **build-out population of 12,900**. At an average growth
 208 rate of 3 percent per year, build out will take approximately 20 years.

209

ENVIRONMENTAL CONDITIONS:

There are several known natural and human caused environmental hazards in South Weber. Natural hazards include earthquakes, fire, high wind, flooding, and landslides. Human caused hazards are associated with the two gravel pits, the Davis and Weber Counties Canal which runs the entire length of the city from the east end to the west end with potential for flooding. Noise, accident potential from low flying aircraft, and toxic waste disposal sites all originate from Hill Air Force Base, which borders the city on its south side to the west. Proximity to US-89 and I-84 provide and increase risk as personal and commercial traffic increases.

It is critical that any environmental hazards are mitigated on properties where they exist prior to development. It is recommended that any proposed development within the areas identified on the Sensitive Lands Map #5 be required to mitigate potential environmental hazards in accordance with the Sensitive Lands Ordinance (Ord. 10-14). If this is not possible or feasible, some types of development may not be permitted.

EARTHQUAKES: The Wasatch Fault runs through the east end of the city in an area envisioned for future annexation. The fault is not a single fissure in the earth's surface, but a series of several faults running in a north/south direction. So far as these fault lines have been identified, they are mostly located in fields and affect very few existing structures directly. The Weber Basin Job Corp is the only development known to have fault lines running through it.

As development pressure increases for the area between US-89 and the mountains to the east, it will be imperative to locate any future structures away from these fault lines.

FLOODING: The Federal Emergency Management Agency (FEMA) has identified the Weber River, the northern border of South Weber, as a potential flood source to low-lying lands adjacent to the river. Notwithstanding several dams along its course the river can still flood due to melting of a high snowpack that may exceed the capacity of the reservoirs. Localized heavy rain or landslides which could dam the river may also cause flooding. FEMA has produced Flood Insurance Rate Maps (FIRM) which identify potential flood areas. FEMA does not identify any other potential flood source.

As development occurs, additional hard surfacing creates the potential for localized flooding resulting from heavy rain and excessive snow melt. It is recommended the city continue to maintain its Capital Facilities Plan related to Storm Water flood control facilities (both existing and future) and review and update the plan regularly.

LAND SLIDES: South Weber is in a river valley formed in ancient times as the Weber River cut through an alluvial fan deposited by the receding Lake

252 Bonneville which once covered the entire region. Steep banks formed on both sides of
253 the river as it cut through the alluvial fan. The bluff on the south side runs the entire
254 length of the city. Geologists have identified this area as a very high risk for potential
255 landslides.¹² Ample evidence exist of both ancient and more recent slope failure along
256 this bluff. It is important to analyze the feasibility of any development proposed on or
257 near this bluff.

258
259 **WETLANDS:** There are several areas of wetlands and suspected wetlands within
260 South Weber, most of which lies along the Weber River. These wetlands include
261 sandbars, meadows, swamps, ditches, marshes, and low spots that are periodically wet.
262 They usually have wet soil, water, and marshy vegetation for a period or year-round.
263 Open space is also characteristic of wetlands.

264
265 All wetlands are considered sensitive lands. Therefore, any development occurring on
266 suspected or verified wetlands are required to comply with the permitting process of
267 the Army Corps of Engineers.

268
269 **HIGH WIND:** High winds blow consistently out of the Weber Canyon contributing to
270 fugitive debris from the gravel pits. The design standards in high wind areas of the city
271 must account for the amount and level of wind.

272
273 **FIRE:** The city is nearly surrounded by wildland, creating large areas of wildland/urban
274 interface. This creates a high fire hazard requiring building codes to employ the
275 wildland/urban interface standards. The city should encourage developers and residents
276 to follow Utah state guidelines for hazard mitigation in the wildland-urban interface.

277
278 **STEEP SLOPES:** Steep slopes are found along the south bench of the city, the foothill
279 area of the Wasatch Mountains on the east side of the city, and at other locations
280 throughout the city. These slopes should be considered fragile from a development
281 standpoint and developers must comply with the Sensitive Lands Ordinance (Ord 10-
282 14). Building roads and subdivisions within these areas can cause environmental
283 damage, destabilize hillsides, and create a hillside scar/eyesore resulting from needed
284 cuts and/or fills to make the property developable. Stripping the land of vegetation may
285 significantly increase erosion and flooding if mitigation efforts are not applied. These
286 areas are important habitat for wildlife, including high value deer winter range. These
287 areas also represent a significant fire hazard to structures which might be tucked within
288 the heavy vegetation located on or along steep slopes. These steep foothills provide an
289 important view shed for residents and those traveling through. The mountains are a
290 prominent feature of the landscape and any development or other impact will likely
291 reduce the community's overall quality of life.

¹ Landslide Hazard Map by Mike Lowe, Davis County Geologist, 1989 Geologic Hazard Map by Bruce N. Kaliser, U.G.M.S., 1976

² Geologic Hazards Reconnaissance, South Weber Reservoir #4, Mr. Jay Yahne, P.E., Western GeoLogic, LLC.

292

293 **GRAVEL PITS:** Two large gravel mining operations are located on the east side of
294 South Weber. The Staker Parson pit adjacent to and west of US-89 and north of South
295 Weber Drive, and the Geneva pit adjacent to and east of US-89 between the Weber
296 River and Cornia Drive. These gravel mining operations create potential hazards due to
297 the dust and sand that blows out of them as strong winds blow out of Weber Canyon.
298 The dust can be hazardous to breathe and creates a nuisance as it is deposited in the
299 residential neighborhoods west of the pits. The city should continue their collaboration
300 with the operators to minimize the fugitive dust.

301

302 These mining operations have a limited lifespan due to depletion of the resource,
303 although recycling of concrete and asphalt may extend the operations. Rehabilitating of
304 steep slopes and disturbed soils and mitigating any remaining hazardous conditions is
305 critical before their operations terminate.

306

307 There has been a considerable speculation that the pits might become recreational
308 lakes when mining operations cease. Though an attractive idea, it is not feasible.³

309

310 **I-84/US-89 HIGHWAYS:** Two major highways traverse the city. Due to their
311 proximity to homes and businesses, the transportation of various of goods and
312 materials create the potential for accidents, spills, and hazardous material incidents.
313 Both highways contribute to potential economic development in South Weber.

314

315 **DAVIS & WEBER COUNTIES CANAL:** The canal traverses the length of the city
316 from east to west through residential neighborhoods, open lands, and hillside. The open
317 nature of sections of the canal present potential danger if the water were to flood into
318 the city or contribute to slope instability and slides. Deterioration of the canal may pose
319 a hazard and lead to a canal break, like what occurred in Riverdale in 1999 along the
320 same canal.

321

322 **NOISE HAZARDS:** Hill Air Force Base (HAFB) is located directly southwest of the city
323 at the top of the bluff previously discussed. At times, aircraft flying over South Weber
324 cause significantly increased levels of noise. In its Air Installation Compatible Use Zone
325 (AICUZ) report, the Air Force designates specific zones where noise may cause a
326 negative impact to the quality of life. These noise zones are produced by a computer
327 model which takes many variables into account, including the types of aircraft, flight
328 paths, frequency and time of flights. These noise zones are 65-70 Ldn, 70-75 Ldn, 75-
329 80 Ldn, 80-85 Ldn and 85+ Ldn. Ldn is a unit of noise measurement roughly equivalent
330 to decibels but with other weighted factors considered. The most recent official AICUZ
331 report was published in 1993. A Department of Defense (DOD) contract updated the
332 noise contours in 2006. With the recent arrival and operations of F-35 aircraft, a new

³ "Feasibility Study for the Parsons Pit ASR and Recreation Facility", September 2014, prepared for Weber Basin Water Conservancy District by Bowen Collins & Associates, Inc.

333 AICUZ study is under development. Preliminary noise modeling indicates a dramatic
334 reduction in the noise impact to South Weber. This is not a result of a reduction in
335 actual aircraft noise, but due to the use of a new computer model. The F-35s are
336 noisier than the F-16 previously stationed at the base. Despite the initial results,
337 feedback from residents indicate an increase in aircraft noise since the arrival of the F-
338 35.

339
340 This creates a dilemma for the city. The noise zone has significantly affected land use
341 planning for the past 40 years. Previous studies indicate a major portion of the city lay
342 within the 75 Ldn noise contour, the threshold noise zone for restricting land uses. If
343 the preliminary noise modeling is adopted as part of the Official AICUZ report, it will
344 show essentially no area in the city is negatively impacted by noise from HAFB aircraft.
345 Yet, during the mid-1990s, the State of Utah purchased easements on most of the
346 properties within the 75 Ldn noise zone which significantly limits development on those
347 properties. These easements will remain in place even if the preliminary noise modeling
348 becomes official and the modeled noise impact to South Weber is largely eliminated.
349 These easements will continue to affect land use planning, much more so than the
350 modeled noise zones.

351
352 As technology advances, it's anticipated the type of aircraft stationed at HAFB will
353 change as the current aircraft are phased out. The recommended course of action is to
354 continue to utilize the noise zones that are currently adopted and upon which our
355 historical land use planning has relied. This will protect the residents of South Weber
356 from undue noise impacts and will help support the mission of HAFB, a very important
357 part of the local economy. It is recommended that no residential development be
358 allowed within the 75+ Ldn noise zone as currently adopted even should the noise
359 zones officially change in the future.

360
361 **ACCIDENT POTENTIAL:** The same AICUZ study discussed above designates "Crash
362 Zones" and "Accident Potential Zones" within the city limits. The Crash Zone is the area
363 immediately off the north end of the runway. The Accident Potential Zones (APZ)
364 extend northward along the flight path. The APZ 1, adjacent to the Crash Zone on the
365 north end of Hill's runway, overlays the very west end of South Weber.

366
367 Careful consideration should be given to any development proposals in this area.
368 Residential development in this area should be prohibited. Agriculture and open space
369 are encouraged in these zones as much as possible.

370
371 **HILL AIR FORCE BASE ENVIRONMENTAL IMPACT:** Isolated areas of shallow
372 groundwater and surface water in the southwest portion of South Weber are
373 contaminated with low levels of various chemicals from former activities at HAFB. The
374 areas affected are known as Operable Units (OUs) 1, 2, and 4, and are shown on plume
375 maps provided from HAFB.

376

377 Since the early 1990s, the area has been closely monitored as part of the federal
378 Superfund (or CERCLA) program. HAFB continuously monitors OUs 1, 2, and 4 through
379 remediations technology.

380

381 Since many contaminants evaporate easily, the chemicals can move up into basements
382 and other overlying structures in the affected areas. Drinking water is not
383 contaminated.

384

385 Areas of known contamination are identified using plume maps (See Sensitive Lands
386 Map #5). When using these maps, it is important to note that plume boundaries are
387 inexact and are based on available data. The plume images illustrate the maximum
388 extent of groundwater contamination that is above the clean-up level imposed by the
389 regulatory Superfund process for the most widespread contaminant.

390

391 Planners, developers, property owners, and residents can obtain additional information
392 from the following:

393

- 394 HAFB Restoration Advisory Board, www.hillrab.org
- 395 HAFB Environmental Restoration Branch, (801) 777-6919
- 396 State of Utah, Department of Environmental Quality, (801) 536-4100

397

398 Development in the area of contamination should be conducted in a manner that
399 minimizes chemical exposure. Building requirements could include prohibiting
400 basements, requiring field drains, adding vapor removal systems, etc. Builders should
401 be aware of alternate building standards to mitigate potential hazards from vapor or
402 ground water contaminates. Those living or planning to live above or near the areas of
403 contamination need to familiarize themselves with this information, be aware of
404 possible issues and associated health problems, and be accountable for their own
405 health and safety after studying all the available records.

406 **SECTION 3: LAND USE GOALS AND PROJECTIONS**

407
408 This section discusses the various recognized major land use categories and other
409 important factors that may affect the future of South Weber. Citizen recommendations
410 and sound planning principles are integrated with physical and cultural constraints to
411 project the most beneficial uses for the community. In most cases, these
412 recommendations are general in nature and will be subject to refinement by the city as
413 proposed changes in land use or zoning are made.

414
415 Projected Land Use Map #1 shows specific locations and information concerning
416 projected land uses. Please note, there is no date at which time these projections
417 should be realized. Many variables make it difficult to predict future use.

418
419 (See Projected Land Use Map #1 for more detail on the recommendations of this
420 Section.)

421

422 **AGRICULTURE, RURAL CHARACTER AND OPEN SPACE:**

423 Agriculture is still important to the community, but perhaps in a different way than it
424 was historically. Agriculture will always be a welcome part of the community. If
425 agricultural use significantly declines, other means must be used to preserve open
426 space to provide the rural feel to the community. The city should take measures to
427 protect existing agricultural practices by not enacting restrictions on its use due to
428 encroaching residential uses.

429

430 A goal of the city and community is to keep the rural feel of South Weber. One
431 challenge with this is the remaining agricultural lands are privately owned. A
432 landowner's prerogative may differ with the community's goal. In South Weber and
433 surrounding areas, high land values deter agricultural uses. Children and grandchildren
434 of agriculture-based families are primarily seeking careers outside of agriculture. As a
435 result, aging farm owners have no one to take over farm operations upon retirement.
436 It is difficult to preserve farmland except by extraordinary means, such as government
437 purchase of the agricultural lands for preservation purposes. This is not a realistic
438 option to preserve farmland in South Weber. The city should examine creating
439 incentives for landowners/developers to preserve key pieces of open space to preserve
440 the desired rural feel of the community.

441

442 Natural open space is also an important asset to the community. For the purposes of
443 this plan, open space is defined as undeveloped land with few or no structures and
444 allows residents the ability to move about or view large outdoor areas, to experience
445 nature, to recreate in a safe and peaceful outdoor setting, or which can be used for
446 organized recreational activities. (See Recreation Section for more on this subject).
447 Some of the valued open spaces within South Weber are the Weber River corridor,
448 wooded and open areas along I-84, the steep hillsides above and below the Davis and

449 Weber Canal, and the steep and wooded hillsides on the east side of the city adjacent
450 to forest lands.

451
452 Since it is beyond the city's resources to purchase property to maintain a rural character
453 or preserve open space, other methods should be used. The city should make every
454 effort not to interfere with, or allow adjacent land uses to inhibit, ongoing agricultural
455 pursuits and should consider annexing hillside property adjacent to current city
456 boundaries and consider incentives to develop properties with large amounts of open
457 space, specifically available for public use.

458

459 **RESIDENTIAL:**

460 The existing residential development trend in South Weber is largely single-family units.
461 In recent years the city has seen a few multi-family developments built. This trend of
462 mostly single-family residential development on moderate size lots is an acceptable and
463 desirable trend to maintain, provided that some areas of open space are preserved. It is
464 advantageous to encourage variety in lot size and housing types to allow the city to
465 accommodate residents of all ages, lifestyles, and income levels.

466

467 Multi-family residential areas should be spread out as much as practical to minimize any
468 associated impacts in any given area. Multi-family residential areas should be located
469 where they have direct access to collector or arterial roads. These multi-family
470 residential areas could be acceptable if adequate protections or buffers to nearby lower
471 density housing are included in the development.

472

473 It is important to reserve adequate space for moderate income housing which in the
474 current market will take the form of multi-family residential areas (See most recently
475 adopted Moderate Income Housing Plan on City website).

476

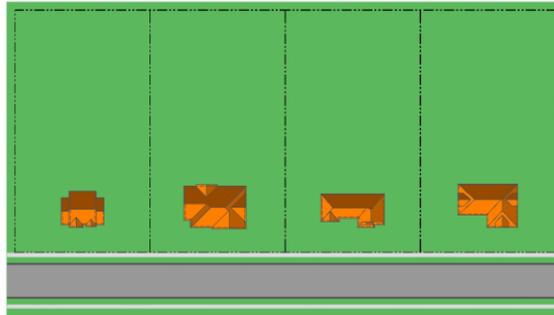
477 The following are graphical representations of the current densities allowed in
478 residential zones. *For comparison purposes, each block of land represented in all the*
479 *graphics is 5 acres.*

480

481
482
483

1. Very Low Density allows 0.90 dwelling units per gross acre⁴ or less.

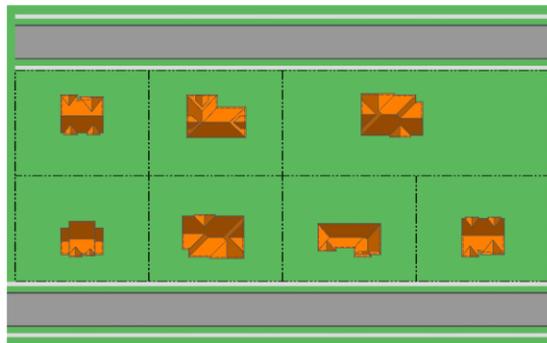
VERY LOW DENSITY RESIDENTIAL
(AGRICULTURAL ZONE)
0.9 UNITS/ACRE



484
485
486
487

2. Low Density allows 0.91 to 1.45 dwelling units per gross acre.

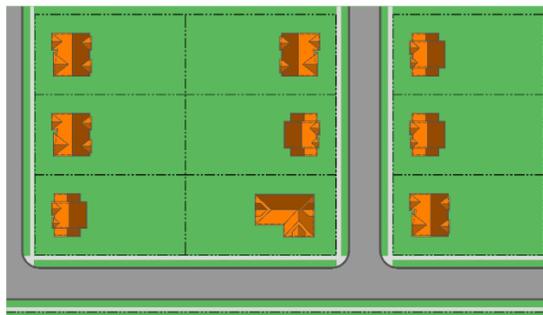
LOW DENSITY RESIDENTIAL (R-L)
1.45 UNITS/ACRE



488
489
490
491
492

3. Low-Moderate Density allows 1.46 to 1.85 dwelling units per gross acre.

LOW MODERATE DENSITY RESIDENTIAL
1.85 UNITS/ACRE

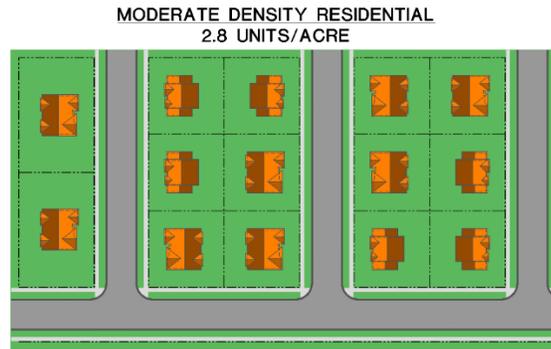


493
494

⁴ Gross acreage is defined as all property within a defined area including lots, streets, parking areas, open space, and recreational uses. For the purposes of calculating new development densities, all area within the development boundaries will be included.

495
496

4. Moderate Density allows 1.86 to 2.8 dwelling units per gross acre.



497
498
499
500

5. Residential Patio allows 2.81 to 4.0 dwelling units per gross acre.



501
502
503
504

6. Multi-Family allows 4.1 to 7.0 dwelling units per gross acre.



505
506
507

508 These dwelling densities have been incorporated into the color-coded Projected Land
509 Use Map (Map #2). These recommended densities are intended as a guide for the given
510 colored area. Zoning requests or development approval requests for lower densities
511 than that recommended are always acceptable in terms of their density. Densities

512 greater than those contained on the Projected Land Use Map may be granted in
513 exchange for such amenities as trails, buffers, etc. as deemed in the best interest of the
514 city. The Zoning Ordinance has been structured so that a specific residential zone
515 corresponds with each of the density categories and the maximum density allowed
516 within that zone falls within the range described above.
517

518 **MODERATE INCOME HOUSING:**

519 See the most recently adopted South Weber Moderate Income Housing Plan on the City
520 website at www.southwebercity.com.
521

522 **INDUSTRIAL:**

523 Current industrial uses are limited to gravel pits, a few areas near the gravel pits, and a
524 few businesses scattered throughout the community. As previously noted, the mining
525 operations have some negative impacts to the community. We also acknowledge that
526 the pits also provide a substantial monetary benefit to the community and that
527 resources extracted by the gravel pits are important to the health and growth of the
528 area in and around South Weber.
529

530 It is recommended the industrial area currently located on Cornia Drive be designated
531 as such and expanded to both sides of the road.
532

533 **COMMERCIAL:**

534 Existing commercial developments are limited to a few businesses near the South
535 Weber Drive/US-89 interchange. Previous businesses in the center of town are out of
536 business.
537

538 For the convenience to residents and the financial health of the city, it is recommended
539 that appropriate commercial development is encouraged. The area in the vicinity of the
540 US-89/South Weber Drive interchange is the primary area designated for commercial
541 development, thus limiting commercial impacts to residents of the area. The city should
542 protect the land near the interchange for future commercial developments. The city has
543 designated all the land shown on the Projected Land Use Map in the vicinity of the US-
544 89/South Weber Drive interchange as Commercial Highway zone to encourage
545 commercial development there. All retail type and uses that provide locally needed
546 goods and services should be encouraged.
547

548 Other commercial development should be supported in the vicinity of the I-84/Old Fort
549 Road interchange. Development of this area should be done in a manner that does not
550 negatively impact surrounding neighborhoods.
551

552 Care should be given to any commercial development adjacent to a residential or
553 planned residential area. A buffer between the two land uses which reduces the
554 negative impacts of the commercial development is strongly encouraged.
555 Design standards for commercial development exist to ensure compatibility and a sense
556 of community among various potential commercial enterprises.
557

558 **RECREATION:**

559 South Weber city currently maintains recreational facilities at the following areas: Byram
560 Estates Holding Pond, Canyon Meadows, Cedar Cove, Central Park, Cherry Farms,
561 Nathan Tyler Looch Memorial, and the Posse Grounds. The city also has several grassed
562 detention basins that function as park space.
563

564 Additional development of recreational spaces should be included in budgets and parks
565 improvement plans, before new parks are developed. The city should continue to use
566 grassed detention basins as park space as they are created with additional
567 development.
568

569 The presence of the Weber River on the north boundary of the city presents an
570 opportunity for a river recreation corridor reaching into Weber County. The Wasatch
571 National Forest to the east of town presents abundant recreation possibilities which are
572 important to residents of South Weber and many others.
573

574 The Trails Foundation of Northern Utah, a private non-profit organization, has been
575 very active in securing access rights and in constructing the Weber River Parkway Trail.
576 South Weber should work closely with them and others in securing additional access,
577 extending the trail, and improving and maintaining existing facilities. The river corridor
578 should be protected as an important recreational resource in South Weber and as
579 valuable wildlife habitat.
580

581 As development along the east bench area occurs, the city should ensure that public
582 has access to the National Forest. The forest provides hunting, hiking, mountain biking,
583 and nature appreciation opportunities different from other recreation sites. It is critical
584 to maintain access to these public lands.
585

586 South Weber can become a more bicycle friendly community. The city should consider
587 areas to create bicycle lanes. The possibility of a bicycle path along the Davis & Weber
588 Canal should be explored.
589

590 Improved access to Cherry Farms Park should be accomplished via a pedestrian bridge
591 across the canal connecting the 2020 East holding pond to Cherry Farms Park.
592

593 The Projected Land Use Map (Map #1) shows recommended locations for recreational
594 use due to existing or projected residential growth in the area. There may be other
595 areas suitable for recreational uses which are not designated on the map. Designation

596 of a property in the recreational category is not meant to limit the use of the property
597 exclusively to recreational use but is indicative of a recreational resource to protect.
598

599 **INSTITUTIONAL:**

600 The only current institutional uses in South Weber are schools and churches.
601 South Weber Elementary School and Highmark Charter School are the only schools in
602 the community. The city should assist Davis School District in locating any future school
603 sites. This will assure the most advantageous site for both the District and the city. The
604 city should be open to the development of additional church sites. It's also important to
605 note that just outside City boundaries on the north end of Cornia Drive, the U.S. Forest
606 Service operates the Weber Basin Job Corps.
607

608 **OPEN LANDS:**

609 Undeveloped properties may have a designation of Open Lands. Unlike other land use
610 designations, this designation does not imply any potential zoning classification.
611 Properties may be so designated because they are unbuildable due to terrain, may be
612 inaccessible or may just have no recommended use.
613

614 **SECTION 4: TRANSPORTATION**

615
616 This section outlines the existing state of the transportation system and provides
617 recommendations to improve safety while meeting the demands of future growth. This
618 plan does not attempt to provide exact locations of every local or residential access
619 street in the city, but does look at all critical transportation routes, specifically
620 concentrating on those streets the city is the steward of. Streets currently stubbed are
621 shown with an intended connecting location, thus informing any future developers the
622 city's intent for connecting streets (See Vehicle Transportation Map #5). In order to
623 encourage connectivity between developments, cul-de-sacs or turnarounds are only
624 considered if topography or other constraints prohibit the connection to a thru street.
625 Temporary turnarounds must be provided at all stubbed street locations where a thru
626 street is eventually planned.

627
628 It is important that major transportation routes through South Weber are protected
629 from unnecessary traffic motion. Issues arise when too many driveways are allowed
630 access directly onto a street, resulting in slower traffic as vehicles maneuver in and out
631 of driveways. To reduce this concern and to preserve the full functionality of major
632 transportation routes, the number of direct access driveways should be limited to as
633 few as reasonably possible.

634
635 It is also important that public streets within the city be maintained in a reasonable and
636 acceptable condition. To this end, all new roads developed in South Weber are public
637 streets. Private streets are strongly discouraged. Some leeway is allowed in the design
638 of public roads within planned unit developments, to allow more ingenuity in providing
639 public improvements. This can be done in how park strips and foot traffic are handled.

640
641 (See Vehicle Transportation Map #2 for more detail on the recommendations of this
642 Section.)

643

644 **US-89 (Highway 89):**

645 The State is in the beginning stages of a major upgrade of US-89 that will turn it into a
646 limited access expressway. The projects northern terminus is the US-89/I-84
647 interchange. The city fully supports this project, though it will create some known
648 issues that affect South Weber. It is critical that direct access from South Weber Drive
649 onto US-89 is maintained for both north and south directions. As US-89 transitions from
650 a limited access facility to a restricted access highway in South Weber, it will likely
651 create an increase in backup of northbound traffic. Currently, traffic congestion on US-
652 89 is somewhat spread out along the route south of South Weber due to the traffic
653 lights found between South Weber and Farmington, though northbound congestion
654 sometimes occurs in South Weber when cars stop at the traffic lights in Uintah City.

655

656 The city strongly encourages UDOT to consider solutions to the increasing traffic near
657 the US-89/I-84 interchange, anticipating additional slowdowns along US-89 once the
658 expressway project is completed.

659
660 The US-89 project creates an opportunity to install an underpass for the continuation of
661 the Weber River Parkway Trail/Bonneville Shoreline Trail (BST). This is critical to the
662 extension of the Weber River Parkway Trail to the mouth of Weber Canyon, thus
663 connecting the BST in Davis County with that in Weber County. The city strongly
664 supports an underpass and should continue to encourage its completion in every
665 possible way.

667 **1900 EAST STREET:**

668 1900 East Street is an extremely important collector road. It has a serious safety hazard
669 at approximately 7550 South. Here it traverses a steep bluff which reduces sight
670 distance at the intersection with 7600 South and encourages traffic to speed as cars
671 travel north down the hill. It should be a priority to evaluate the possibility to mitigate
672 this safety hazard.

673

674 **SOUTH WEBER DRIVE (State Route 60):**

675 South Weber Drive, a State controlled road, is an arterial street which serves as the
676 transportation backbone of the community. It is important to note that numerous
677 homes front the road somewhat reducing its effectiveness as an artery. It is anticipated
678 the road will need to be widened from the current 66-foot right-of-way (in many
679 locations). The city should continue its current policy of requiring curb and gutter of all
680 new development along this road. Widening of the road should include enough room to
681 add bike lanes. The road is wide enough to add bike lanes in the eastern part of the
682 city. The city should pursue adding these lanes. Driveway access to this road should be
683 limited as much as possible to protect its arterial status and usage. This should be done
684 in conjunction with UDOT standards.

685

686 Analysis indicates traffic signals will eventually be needed at the intersections of South
687 Weber Drive with 1900 East and 2100 East. The city should encourage UDOT to install
688 traffic lights at these locations as soon as traffic warrants them.

689

690 **OLD FORT ROAD:**

691 Old Fort Road is intended to be a minor collector road with limited access. Currently,
692 the first phase of the road is constructed on the west end which runs eastward from
693 475 East, utilizing the old alignment of 6650 South past the Posse Grounds. This road
694 will eventually continue eastward through farmland near the freeway. It is believed this
695 new roadway will provide increased opportunity for commercial development near the I-
696 84 interchange by establishing direct access to that site from the interchange.

697

698 1650 EAST STREET / 7775 SOUTH STREET:

699 A high priority road project should be connecting 1650 East with 7775 South. This will
700 provide an important alternative route, other than South Weber Drive, between the
701 central and eastern parts of the city. This would become extremely important in the
702 event of a South Weber Drive closure in this area.
703

704 6650 SOUTH STREET / 475 EAST STREET:

705 6650 South is a very narrow street with houses fronting it, some of which were built
706 extremely close the edge of the asphalt, which would not happen if these houses were
707 constructed today. A temporary dead-end exists at the west end of the houses fronting
708 it. As properties north of 6650 South continue to develop an alternate east/west route
709 (already begun) should be established to take all but local traffic off this substandard
710 road. Only minimal widening and improvement of the road should occur between 475
711 East and South Weber Drive due to feasibility challenges.
712

713 475 East Street is the main route from South Weber Drive to I-84. As development of
714 the west end of town occurs, it is important that most of the traffic in that area find an
715 alternative route to 475 East Street. The development of Old Fort Road to the east and
716 the eventual extension of Old Maple Road to the west are steps to accomplishing this
717 goal.
718

719 VIEW DRIVE:

720 View Drive currently dead ends on its east end at approximately 2370 East. To facilitate
721 better traffic flow in the area, this road should connect through to 7800 South. This
722 should be done by developers as adjacent properties are developed. Due to the
723 narrowness of 7800 South, it is important that strong consideration be given to the
724 public's safety as road connections and improvements are made to the streets in this
725 area.
726

727 **SECTION 5: ACTIVE TRANSPORTATION**

728

729 A recent survey by Utah State University on recreational activities and programs
730 indicates trails are the number one priority of South Weber residents. In order to
731 promote the health and general welfare of the citizens of South Weber, it is the intent
732 of the city to develop a network of non-motorized trails throughout the community.
733 These trails should be readily accessible to all residents and others so much as possible
734 with trailheads and access points located throughout the city.

735

736 Trails should provide a variety of walking, jogging, running, biking and equestrian
737 experiences by utilizing different widths, surface material, and degree of difficulty. Trails
738 should generally be off-street and not sidewalks in the street right-of-way. There may
739 be locations where trails and sidewalks are concurrent for a short distance where other
740 options are not practical. Where potential trails cross private property, the city should
741 work with landowners to protect property rights and provide incentives to allow the trail
742 to be established on their land. Specific trail recommendations follow.

743

744 (See Active Transportation and Parks Map #3 for more detail on the recommendations
745 of this Section.)

746

747 **BONNEVILLE SHORELINE TRAIL:**

748 The Bonneville Shoreline Trail (BST) is a regional trail based along the high-water level
749 of ancient Lake Bonneville conceptually traversing the entire Wasatch Front and
750 extending into Cache County. A portion of this trail runs along the foothills east of the
751 city at approximately 5,200 ft. elevation. Though most of the trail is outside of city
752 boundaries, it is a great asset to the residents of South Weber. The city should
753 collaborate with and encourage Davis County and other stakeholders to complete the
754 trail.

755

756 This trail should be approximately 4 ft. in width and have a natural surface. Special care
757 to reduce impacts and keep grades manageable will need to be taken when crossing
758 Corbet Creek and other ravines. It is encouraged that the trail be located above the
759 Weber Basin Job Corps. This trail needs to transition from the 5,200 ft. level to the
760 proposed Weber Canyon Trailhead just above river level at the mouth of the canyon.
761 This trailhead will support and provide cross access to the proposed Canal and Weber
762 River Parkway Trails.

763

764 **WEBER RIVER PARKWAY TRAIL:**

765 The proposed Weber River Parkway Trail is an extension of an existing trail in Riverdale
766 and South Weber currently terminating at Cottonwood Drive. In the Cottonwood Drive
767 area, the trail will run between Cottonwood Drive and I-84 due to the existing
768 residential lots that back onto the river. From the bend where Cottonwood Drive crosses

769 the river, the proposed trail will run along the south bank of the river between the river
770 and I-84.

771
772 Multiple property owners hold the land where the trail is proposed, including UDOT, the
773 Utah Division of Natural Resources, Trails Foundation of Northern Utah, and private
774 owners. The city should collaborate with other interested parties in securing easements
775 or rights-of-way for the proposed trail. Due to the regional nature of this trail, it is
776 recommended an entity such as the Trails Foundation of Northern Utah be responsible
777 for management and maintenance of the trail.

778
779 It is recommended that the South Weber section of the trail be approximately 10 ft.
780 wide with a compacted granular surface, with possible consideration to paving the trail
781 at some point in the future.

782
783 Pedestrian access from the Canyon Drive Trailhead at Canyon Drive and 1325 East
784 across I-84 to the Weber River Parkway should be a high priority trail improvement.

785

786 **CANAL TRAIL:**

787 The Canal Trail is proposed to run adjacent to or on top of the Davis and Weber
788 Counties Canal running the length of the city on the south side. The city should seek an
789 agreement with the Davis and Weber Counties Canal Company and any private property
790 owners along the route to allow public access and development of the trail. Safety
791 precautions should be used in designing a trail along open portions of the canal. The
792 city should also encourage Riverdale City officials to continue this trail in their
793 community.

794

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

801

802 **VIEW DRIVE TRAIL:**

803 This new trail is proposed to extend from View Drive to South Weber Drive near the
804 west side of the Highmark charter school property. This will better facilitate pedestrian
805 access from the south to the school and commercial services in the area.

806

807 **OLD FORT TRAIL:**

808 This trail is intended to be a 10 ft. wide paved trail running from approximately 1200
809 East to near the west end of the city along the south side of I-84. Special attention to
810 safety is warranted at the trail crossing of Old Fort Road. The stewardship of this trail

811 should rest with the city. It is anticipated that developers of adjacent property will
812 construct this trail. As developments are proposed, the city should ensure that a
813 continuous trail is established with a consistent width and surface material.
814

815 **SOUTH HILLSIDE TRAIL:**

816 This proposed trail is intended to be a natural surface trail beginning at the Petersen
817 Trailhead on the west, run south across the Canal Trail, turn eastward on the hillside,
818 and run to the Pea Vinery Trailhead near 1900 East. From there it would continue
819 eastward along the hillside behind (south of) the South Weber residences to near the
820 Highway 89 right-of-way where it would turn southward making its way to top of the
821 bluff near Weber Basin Water Conservancy District facilities.
822

823 **OTHER TRAILS:**

824 If the Staker-Parson Gravel Pit closes and becomes open to development, it is
825 recommended that a trail be developed through the property connecting 7400 South to
826 the commercial area at the intersection on South Weber Drive and 2700 East.
827

828 The city should consider developing trails and/or bicycle lanes to connect its various
829 parks.
830

831 **SECTION 6: ANNEXATION POLICY PLAN**

832

833 This section is set forth to comply with Section 10-2-400 Utah Code Annotated. This
834 section generally identifies areas the city may consider for annexation at some point in
835 the future and defines the criteria that will guide the city's decision to grant or deny
836 future annexation petitions.

837

838 (See Annexation Map #4 for more detail on the recommendations of this Section.)

839

840 **CHARACTER OF THE COMMUNITY:**

841 South Weber is a community to some extent isolated from the communities surrounding
842 it. This isolation is due to its geographic location in the Weber River drainage basin, the
843 Weber River and I-84 to the north, high bluffs to the south, the Wasatch Mountains to
844 the east, and a narrowing band of land between the freeway and the bluff to the west.
845 This isolation fosters cohesiveness to the community which promotes a safe, neighborly
846 environment.

847

848 The city was founded on an agricultural economy. Agriculture is a diminishing land use
849 but remains an important factor in the character of South Weber. There is an emerging
850 commercial center near the intersection of South Weber Drive and US-89 and a planned
851 future commercial center near the I-84 interchange. If build-out projections are
852 accurate, South Weber will always be a small city. With careful planning, the city will
853 retain its charm and rural character.

854

855 **EAST & SOUTH BENCH AREAS**

856 The East & South Bench areas of the annexation plan should be considered differently
857 than other annexation areas due to their steep slopes and designation as open space in
858 the Projected Land Use Map #1. South Weber is interested in annexing these areas into
859 city boundaries to leave them as open space.

860

861 **NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED**

862 **UNINCORPORATED AREAS:**

863 The areas considered for annexation are illustrated on Annexation Area Map (Map #4).
864 If annexed to South Weber, these lands would likely accommodate some type of
865 development requiring full municipal services and possibly those from Weber Basin
866 Water Conservancy District, South Weber Irrigation District, and Davis School District.
867 Infrastructure expansion (i.e. water, sewer, and storm drain systems) could be
868 extended into these areas on an as needed basis.

869

870 Financing for infrastructure expansion would primarily be carried by developers of these
871 properties. There may be the need for the city to participate in the financing some

872 facilities to improve service to existing development. These costs will be met through
873 various means. The city may choose to use general funds, impact fees, special
874 improvement districts, bonding, or other types of funding.

875

876 There are no existing developed areas within the expansion area, so adequacy or
877 purchase of existing service systems is not an issue.

878

879 **TAX CONSEQUENCES OF ANNEXATIONS:**

880 It is well known that property taxes from residential properties generally do not cover
881 the full costs of services provided to those residents. If the development in these areas
882 was limited to residential use, the annexation and development of these properties
883 would result in an increase in the city's financial burden for the required services.

884

885 It is anticipated that development of planned commercial areas within the city will
886 produce enough tax revenues to offset remaining deficiencies in tax revenue from
887 existing and potential future residential properties. The consequences of annexation of
888 expansion areas, when considered alone, will increase the tax burden of all city
889 residences. But, when considered with potential commercial development, the entire
890 city should receive either a reduction in tax burden or an increase in quality and amount
891 of services from the city.

892

893 **INTEREST OF ALL AFFECTED ENTITIES:**

894 Prior to adoption of this section of the South Weber General Plan, discussions were held
895 with representatives of Davis County, Uintah City and Layton City. The Davis School
896 District likely has interest in residential development as it relates to an increase in
897 student population. The Central Weber Sewer District may be impacted due to a
898 possible increased sewage volume from South Weber. Some of these areas may also
899 require services of the Weber Basin Water Conservancy District.

900

901 All affected entities as defined in the Utah Code Annotated, Section 10-2-401(1)(a) may
902 review the proposed annexation policy plan or any amendments thereto and may
903 submit oral or written comments and recommendations to the city. The city shall
904 address any comments made by affected entities prior to adoption.

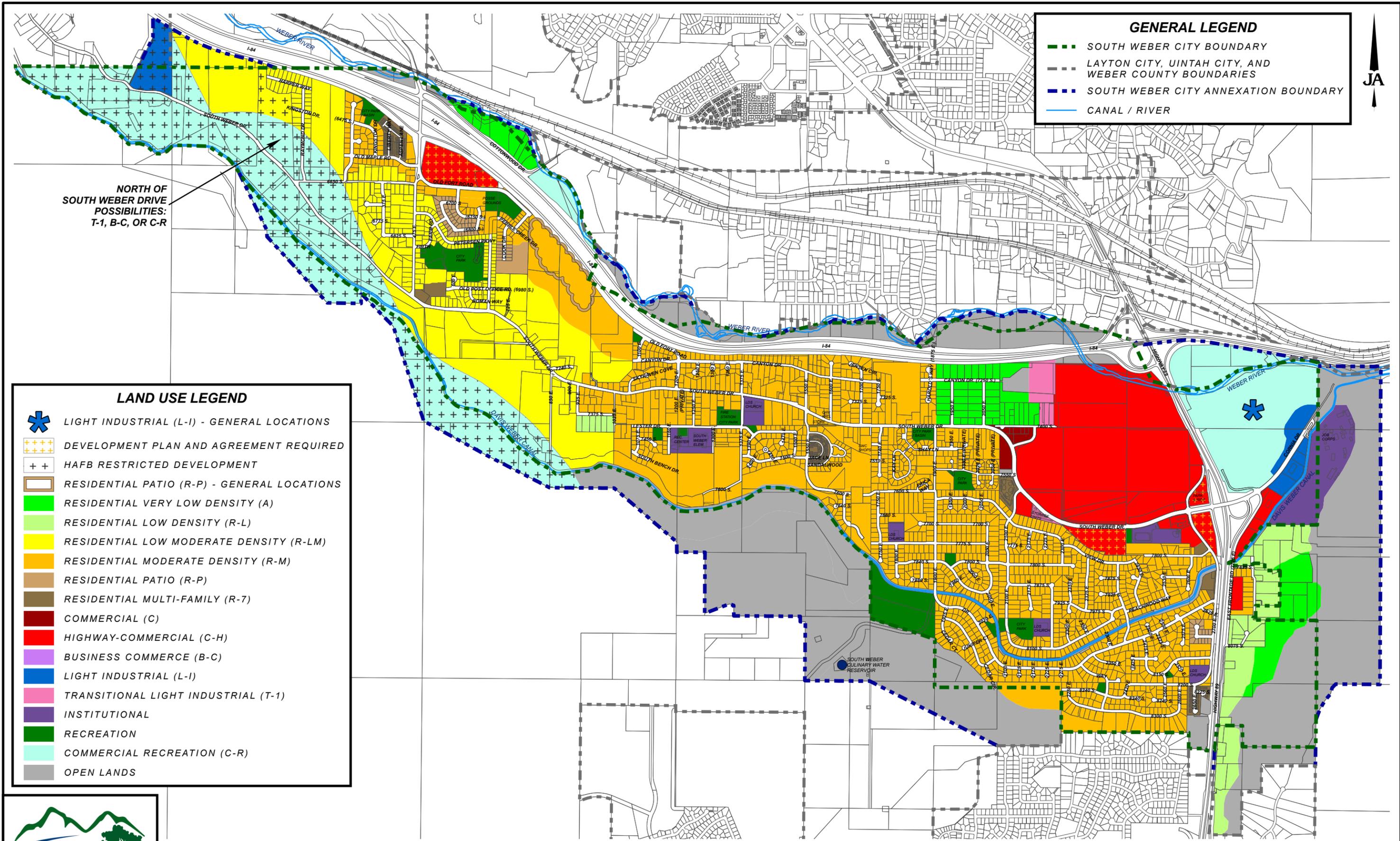
905

906 **URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:**

907 The Utah State Code Annotated, Section 10-2-401.5 encourages all urban development
908 within proximity of a city's boundary to be included in that city's expansion area.

909 There are no areas of urban development within proximity to South Weber's boundary
910 that are not already within an existing city except for that found on HAFB. Land within
911 HAFB is not under the jurisdiction of South Weber even if it were within the city limits;
912 therefore, none of that urban development was included in the expansion area.

913



GENERAL LEGEND

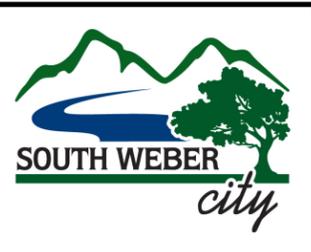
- - - SOUTH WEBER CITY BOUNDARY
- - - LAYTON CITY, UINTAH CITY, AND WEBER COUNTY BOUNDARIES
- - - SOUTH WEBER CITY ANNEXATION BOUNDARY
- CANAL / RIVER



NORTH OF SOUTH WEBER DRIVE
POSSIBILITIES:
T-1, B-C, OR C-R

LAND USE LEGEND

- LIGHT INDUSTRIAL (L-I) - GENERAL LOCATIONS
- DEVELOPMENT PLAN AND AGREEMENT REQUIRED
- HAFB RESTRICTED DEVELOPMENT
- RESIDENTIAL PATIO (R-P) - GENERAL LOCATIONS
- RESIDENTIAL VERY LOW DENSITY (A)
- RESIDENTIAL LOW DENSITY (R-L)
- RESIDENTIAL LOW MODERATE DENSITY (R-LM)
- RESIDENTIAL MODERATE DENSITY (R-M)
- RESIDENTIAL PATIO (R-P)
- RESIDENTIAL MULTI-FAMILY (R-7)
- COMMERCIAL (C)
- HIGHWAY-COMMERCIAL (C-H)
- BUSINESS COMMERCE (B-C)
- LIGHT INDUSTRIAL (L-I)
- TRANSITIONAL LIGHT INDUSTRIAL (T-1)
- INSTITUTIONAL
- RECREATION
- COMMERCIAL RECREATION (C-R)
- OPEN LANDS



NOTES:
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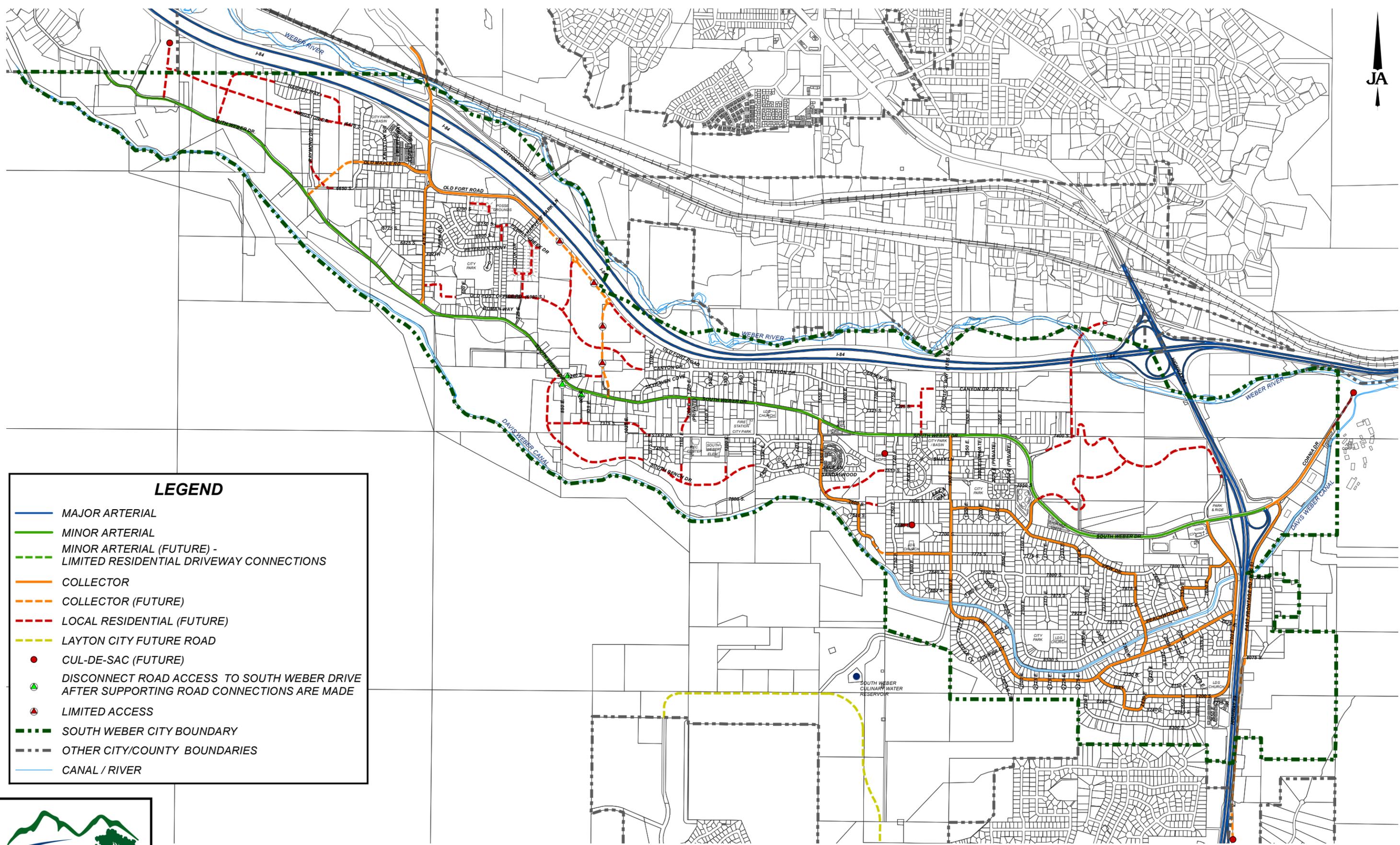
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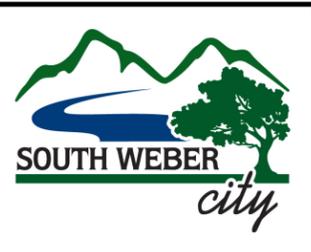
SOUTH WEBER CITY CORPORATION
GENERAL PLAN
PROJECTED LAND USE MAP

SHEET:
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LEGEND

- MAJOR ARTERIAL
- MINOR ARTERIAL
- - - MINOR ARTERIAL (FUTURE) - LIMITED RESIDENTIAL DRIVEWAY CONNECTIONS
- COLLECTOR
- - - COLLECTOR (FUTURE)
- - - LOCAL RESIDENTIAL (FUTURE)
- - - LAYTON CITY FUTURE ROAD
- CUL-DE-SAC (FUTURE)
- ▲ DISCONNECT ROAD ACCESS TO SOUTH WEBER DRIVE AFTER SUPPORTING ROAD CONNECTIONS ARE MADE
- ▲ LIMITED ACCESS
- - - SOUTH WEBER CITY BOUNDARY
- - - OTHER CITY/COUNTY BOUNDARIES
- CANAL / RIVER



NOTES: FUTURE ROADS ARE INTENDED TO SHOW GENERAL CONNECTION. EXACT LOCATION TO BE DETERMINED AT TIME OF DEVELOPMENT.

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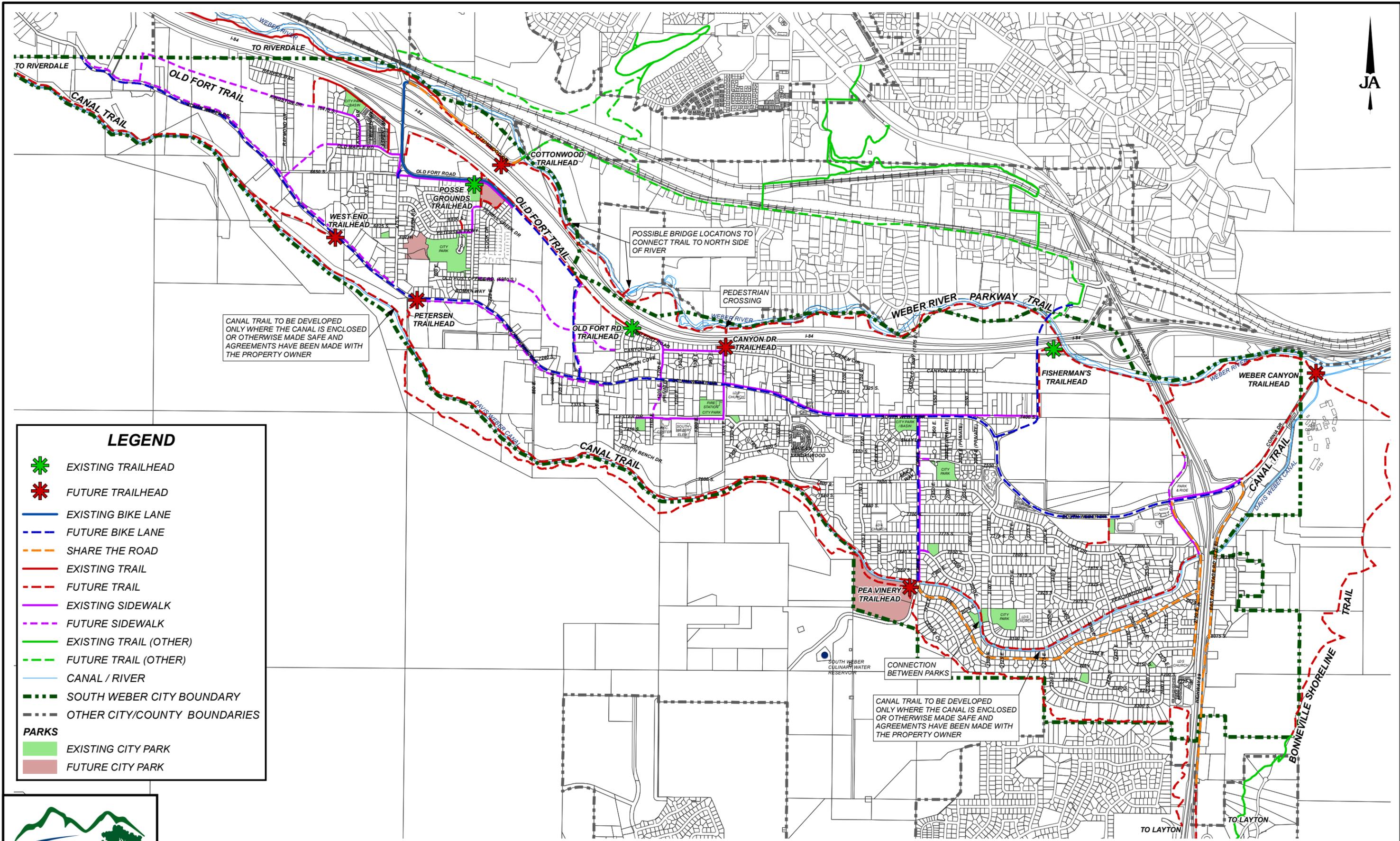
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SOUTH WEBER CITY CORPORATION
GENERAL PLAN
VEHICLE TRANSPORTATION MAP

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CANAL TRAIL TO BE DEVELOPED ONLY WHERE THE CANAL IS ENCLOSED OR OTHERWISE MADE SAFE AND AGREEMENTS HAVE BEEN MADE WITH THE PROPERTY OWNER

POSSIBLE BRIDGE LOCATIONS TO CONNECT TRAIL TO NORTH SIDE OF RIVER

PEDESTRIAN CROSSING

CONNECTION BETWEEN PARKS

CANAL TRAIL TO BE DEVELOPED ONLY WHERE THE CANAL IS ENCLOSED OR OTHERWISE MADE SAFE AND AGREEMENTS HAVE BEEN MADE WITH THE PROPERTY OWNER

LEGEND

- EXISTING TRAILHEAD
- FUTURE TRAILHEAD
- EXISTING BIKE LANE
- FUTURE BIKE LANE
- SHARE THE ROAD
- EXISTING TRAIL
- FUTURE TRAIL
- EXISTING SIDEWALK
- FUTURE SIDEWALK
- EXISTING TRAIL (OTHER)
- FUTURE TRAIL (OTHER)
- CANAL / RIVER
- SOUTH WEBER CITY BOUNDARY
- OTHER CITY/COUNTY BOUNDARIES

PARKS

- EXISTING CITY PARK
- FUTURE CITY PARK

NOTES: THIS PLAN DOES NOT SHOW ALL EXISTING SIDEWALKS. THE EXISTING / FUTURE SIDEWALKS SHOWN ARE INCLUDED TO MAP CONNECTIVITY BETWEEN TRAILHEADS AND PARKS.

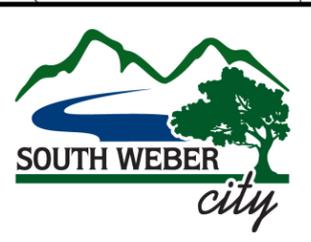
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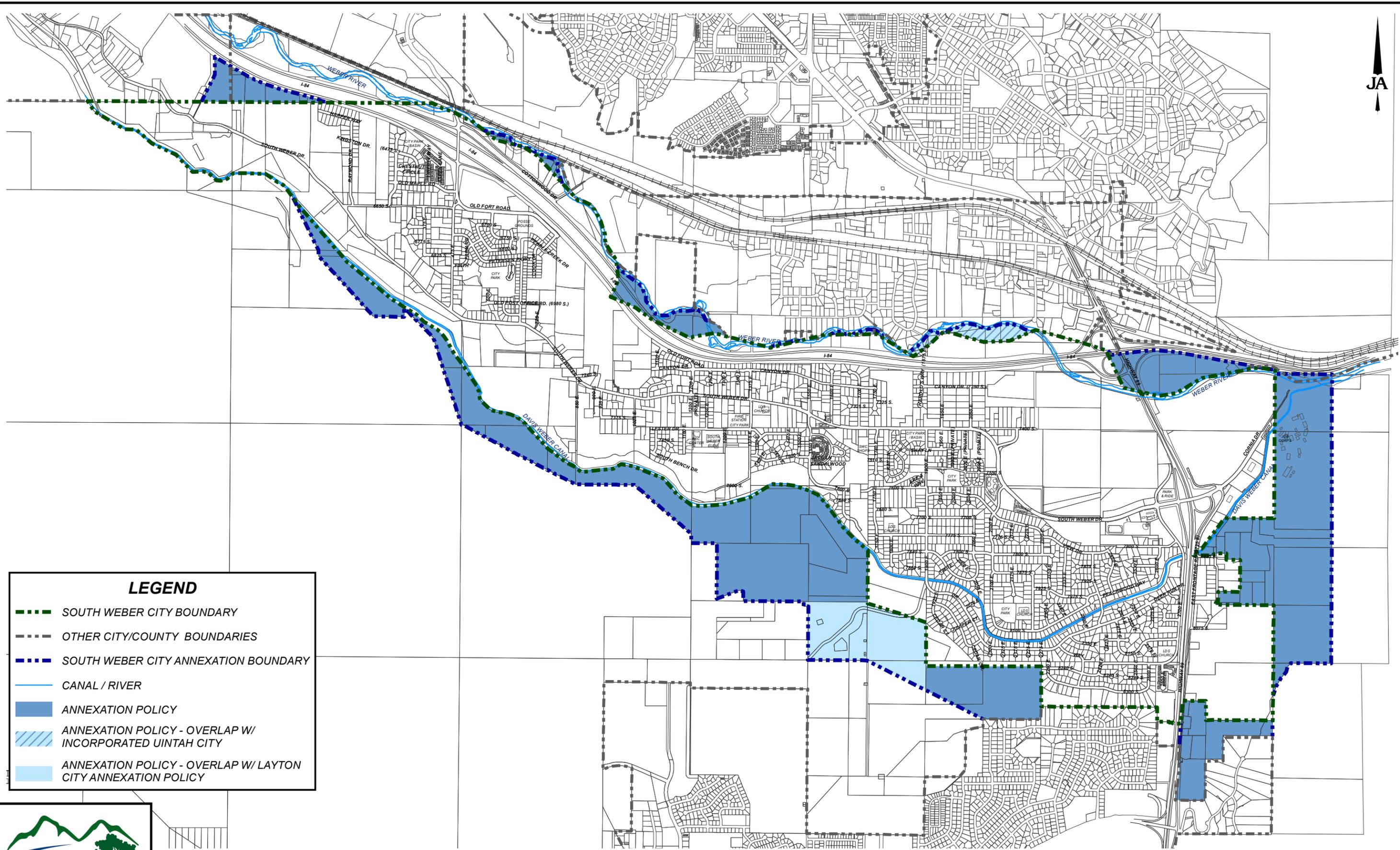
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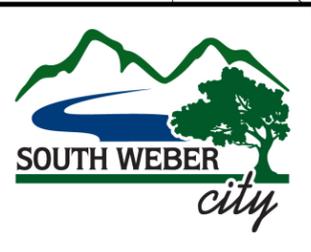
SOUTH WEBER CITY CORPORATION
GENERAL PLAN
ACTIVE TRANSPORTATION AND PARKS MAP





LEGEND

- SOUTH WEBER CITY BOUNDARY
- OTHER CITY/COUNTY BOUNDARIES
- SOUTH WEBER CITY ANNEXATION BOUNDARY
- CANAL / RIVER
- ANNEXATION POLICY
- ANNEXATION POLICY - OVERLAP W/ INCORPORATED UINTAH CITY
- ANNEXATION POLICY - OVERLAP W/ LAYTON CITY ANNEXATION POLICY



NOTES:

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SOUTH WEBER CITY CORPORATION

GENERAL PLAN

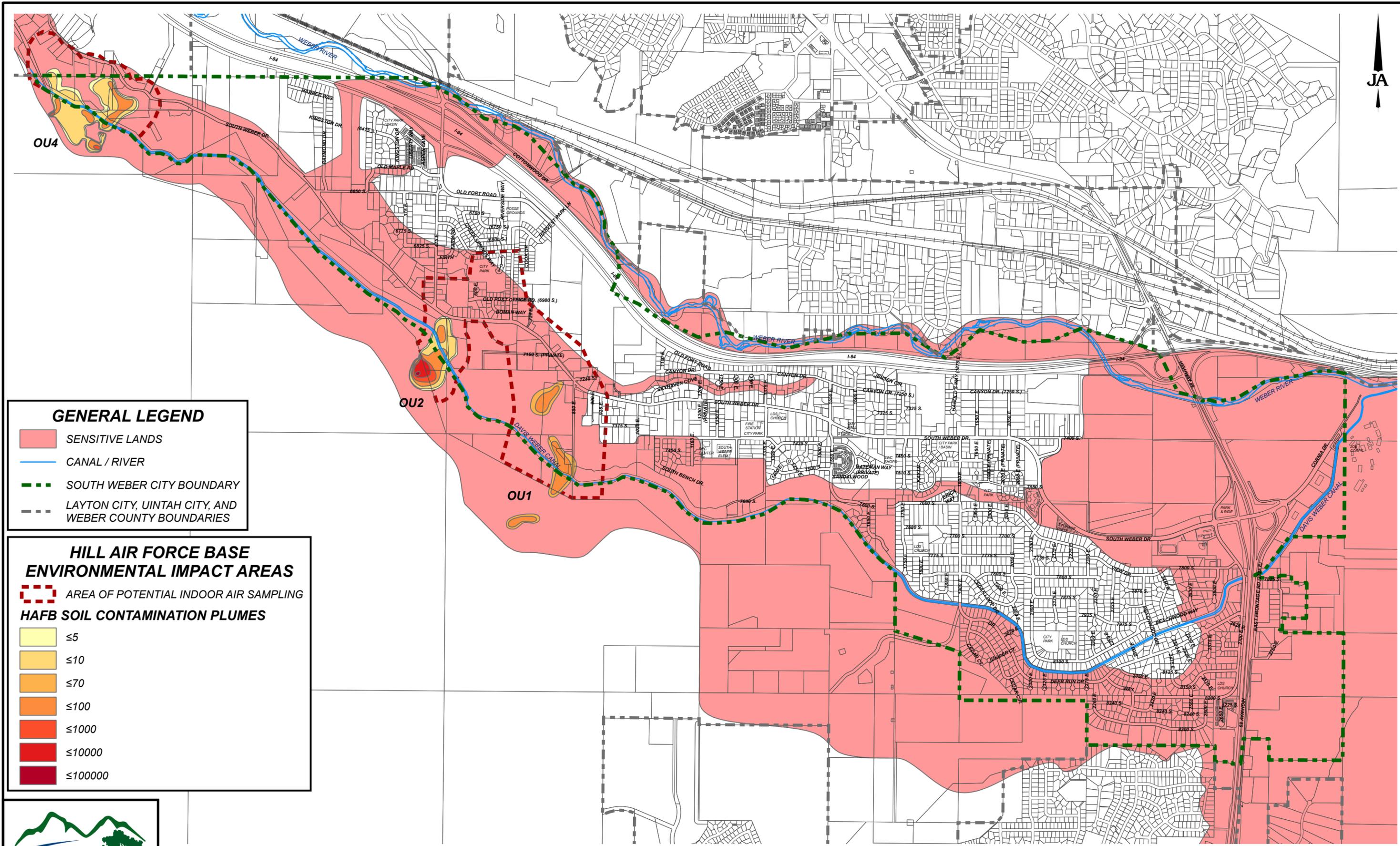
ANNEXATION MAP

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GENERAL LEGEND

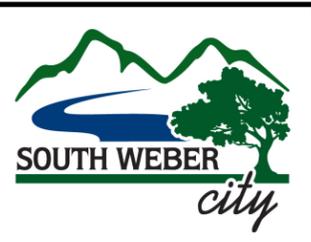
- SENSITIVE LANDS
- CANAL / RIVER
- SOUTH WEBER CITY BOUNDARY
- LAYTON CITY, UINTAH CITY, AND WEBER COUNTY BOUNDARIES

HILL AIR FORCE BASE ENVIRONMENTAL IMPACT AREAS

 AREA OF POTENTIAL INDOOR AIR SAMPLING

HAFB SOIL CONTAMINATION PLUMES

- ≤5
- ≤10
- ≤70
- ≤100
- ≤1000
- ≤10000
- ≤100000



NOTES: THE HAFB DATA SHOWN ON THIS MAP WAS PROVIDED TO SWC ON 8/16/2019 AND ONLY REPRESENTS THE CURRENT INFORMATION AT THAT TIME.

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SOUTH WEBER CITY CORPORATION
GENERAL PLAN
SENSITIVE LANDS MAP

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South Weber City General Plan Update 2020

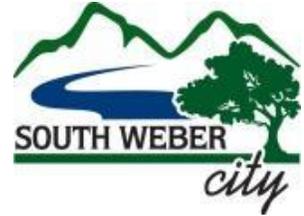


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39	7600 SOUTH STREET / 1550 EAST STREET:	24
40	6650 SOUTH STREET / 475 EAST STREET:	24
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109

110

111 INTRODUCTION

112 South Weber City has experienced rapid growth and continues to transform from
 113 primarily an agricultural [community](#) to a residential community. Included in this growth
 114 is the first significant commercial development in decades. Along with this, the
 115 development community continues to press for higher density housing in residential
 116 areas. This growth, both residential and commercial, along with the loss of agricultural
 117 areas, continues to change the character of the city.

118

119 South Weber City recognizes the need to regularly reevaluate planning and respond to
 120 current issues and trends. The city updated the General Plan in 1996, 2001, 2006,
 121 2007, 2010, and in 2014. In 2019, the City Council tasked the Planning Commission to
 122 once again review and recommend updates of the General Plan. During this most
 123 recent update, city leaders and staff strived to obtain citizen input and to incorporate
 124 feedback into this update of the General Plan as possible.

125

126 As with previous updates, this version of the General Plan builds upon and enhances
 127 previous plans by incorporating contemporary data and current thinking. By nature, the

128 General Plan is a living document, subject to revision and change with the intention to
129 guide planning efforts now and into the future.
130

131 **MASTER GOAL**

132 Appropriately managing growth is a key focus of this plan. Between 1980 and 1990
133 South Weber's population increased by 82 percent, growing from 1,575 residents to
134 2,863. The next decade, the 1990s, saw a 49 percent increase, bringing the total
135 population in 2000 to 4,260. The 2000s saw the population grow to 6,145 by 2010. The
136 2017 estimates place the population of the city at 7,310 residents. This growth has
137 resulted in major changes in the character of the city. A primary goal of the city is to
138 maintain a portion of its historic rural character, while acknowledging that agriculture
139 plays a minimal role in the current and future economic base of the community.

140
141 Even though the character of the community is changing, South Weber's geographic
142 location buffers the community from surrounding urban areas. Nestled in the Weber
143 River drainage basin, the community is separated from neighboring cities by I-84 and
144 the Weber River to the north, high bluffs to the south, the Wasatch Mountains to the
145 east and a narrow band of land between the freeway and the bluff to the west. This
146 geography gives the community a distinct advantage in maintaining a clear identity as it
147 continues to grow. Though the city still has area that can sustain growth, the city will
148 likely remain a small, distinct community.

149
150 As the city continues to grow, South Weber should vigorously pursue the retention of
151 the small-town charm that is its hallmark. City officials, staff, and residents should work
152 to maintain a safe and neighborly environment and promote a network of trails and
153 bike paths for the good of its residents. Located at the mouth of Weber Canyon, South
154 Weber is positioned to be a gateway to northern Utah recreation. This provides the city
155 opportunities to capitalize on local recreational activities. The city should seek ways to
156 promote itself as the **Gateway to Northern Utah Recreation**.

157
158 The city should frequently consult the principles contained in the Wasatch Choices 2050
159 plan as adopted by the Wasatch Front Regional Council. This can be found at
160 www.envisionutah.org.

161

162 **SECTION 1: CITIZEN INVOLVEMENT**

163

164 Participation and input from residents are important to ensure a General Plan that
165 reflects the attitudes and desires of city residents. For this document to be an effective
166 planning tool, the public needs an opportunity to provide feedback on the proposed
167 contents prior to adoption. To facilitate this, the city made the first draft available online
168 where residents could view the draft and leave feedback. The city held two open
169 houses to allow residents and property owners the opportunity to see detailed maps,
170 ask questions of City Staff, and submit written comments. The city also solicited
171 feedback through an online survey made available to residents. Additionally, residents
172 were invited to several public joint work meetings of the Planning Commission and City
173 Council where the General Plan was the only agenda item. The city collected, organized
174 and incorporated much of the feedback into a revised draft which was also published
175 online and open for comment. Prior to its adoption, the General Plan was the topic for
176 an official public hearing held before the City Council.

177

178 SECTION 2: EXISTING ENVIRONMENT

179

180 It is important to analyze the existing characteristics of the community — land use,
181 population, development limitations and opportunities — when undertaking any
182 planning effort. By obtaining a full understanding of the current South Weber
183 community, we can better understand and prepare for its future.

184

185 LAND USE:

186 Historically an agricultural area, South Weber has transformed into a predominantly
187 residential community. Agricultural land that once provided the rural small-town
188 character is being developed, primarily into housing. The community is shifting away
189 from preserving agricultural land to ensuring there is enough open space for adequate
190 recreational opportunities. Additionally, there is a focus to promote South Weber as a
191 gateway to many outdoor recreational opportunities, with specific attention given to
192 Weber Canyon and the Weber River.

193

194 South Weber has seen its first commercial development in many years. These
195 commercial enterprises provide much needed services to residents. There are a few
196 industrial type land uses, primarily the sand and gravel mining operations in the
197 northeastern area of the city. A few construction companies, self-storage complexes,
198 and one significant manufacturing business add to the South Weber economy. The
199 gravel pits are a source of constant frustration to adjacent residents. However, the city
200 has worked with the Staker-Parsons gravel pit operators to significantly lessen
201 nuisances caused by its operations. It is believed these measures are reducing negative
202 impacts to neighboring properties. There is indication that one gravel pit may be
203 nearing the end of its production as a mining operation.

204

205 The city is also home to several institutional uses including four churches, a recreation
206 center, an elementary school (comprised of two main buildings and multiple modular
207 classrooms), a charter school, a fire station, and a city administration building. One
208 institutional use that impacts the city is the Weber Basin Job Corp whose campus
209 neighbors the city to the east just outside the city boundary. Five developed
210 neighborhood style parks, an outdoor equestrian arena (known locally as the posse
211 grounds), and a 4 ½ mile section of the Weber River Trail comprise the major
212 developed recreational uses.

213

214 POPULATION:

215 One of the major factors contributing to changes in the community is increased
216 population. As population rises so does the amount of land devoted to residential use.
217 The demand for municipal services – police, fire, water, sewer, etc – increases, creating
218 strain on city resources. It is impossible to predict changes in the population, but we

219 can get an idea of the final buildout population through making some reasonable
220 projections by analyzing past growth.

221
222 As of January 7, 2020, new population projections were generated for South Weber
223 based on population estimates by the U.S. Census Bureau and the University of Utah
224 Gardner Policy Institute for 2017. At the end of 2017, South Weber had **1,878 lots or**
225 **dwelling units**. Add to that the number of residential lots/units approved since 2017,
226 plus the **382 lots or dwellings** that applied for approval or that presented concept
227 plans as of January 7, 2020, and the current **total existing, approved or proposed**
228 **dwelling units is 2,260**.

229
230 If we assume that most vacant land remaining in the city will be developed, with
231 limitations on some land, it is possible to estimate the potential population growth of
232 South Weber. An analysis of vacant developable lands determined the total area in each
233 residential density category and the number of dwelling units (D.U.) each could
234 generate. For each density category the total number of acres of vacant land was
235 decreased by 10 percent to allow for inefficiencies in platting of lots and odd shaped
236 parcels which may result in fewer lots than the zone allows. The analysis follows:

- 237
238 1. 7.04 ac. in Very Low Density – 10% = 6.34 x .90 D.U./ac. = 5 D.U.
239
240 2. 45.46 ac. in Low Density – 10% = 40.91 x 1.45 D.U./ac. = 59 D.U.
241
242 3. 207.46 ac. in Low-Moderate Density – 10% = 186.71 x 1.85 D.U./ac. = 345 D.U.
243
244 4. ~~188.26~~193.68 ac. in Moderate Density – 10% = ~~169.43~~174.31 x 2.8 D.U./ac. =
245 ~~474~~488 D.U.
246
247 5. 16.88 ac. in Residential Patio – 10% = 15.19 x 4 D.U./ac. = 60 D.U.
248
249 6. 4.34 ac. in Multi-Family – 10% = 3.91 x 7 D.U./ac. = 27 D.U.
250
251 7. 2.91 ac. in potential Mixed-Use x 25 D.U./ac. = 72 D.U.

252
253 **Total Dwelling Units on Vacant Land = 1,042056 D.U.**

254
255 Add 2,260 existing and approved dwellings with 1,042056 potential dwelling units on
256 vacant land and arrive at a potential build-out dwelling unit count of 3,302316. The
257 most recent persons per household number for South Weber is 3.89 based on Gardner
258 Policy Institute and 2017 U.S. Census estimates. Multiply that by the build-out dwelling
259 unit count and you arrive at a **build-out population of 12,844900**. At an average
260 growth rate of 3 percent per year, build out will take approximately 20 years.

261

262 **ENVIRONMENTAL CONDITIONS:**

263 There are several known natural and human caused environmental hazards in South
264 Weber. Natural hazards include earthquakes, fire, high wind, flooding, and landslides.
265 Human caused hazards are associated with the two gravel pits, the Davis and Weber
266 Counties Canal which runs the entire length of the city from the east end to the west
267 end with potential for flooding. Noise, accident potential from low flying aircraft, and
268 toxic waste disposal sites all originate from Hill Air Force Base, which borders the city
269 on its south side to the west. Proximity to US-89 and I-84 provide and increase risk as
270 personal and commercial traffic increases.

271
272 It is critical that any environmental hazards are mitigated on properties where they
273 exist prior to development. It is recommended that any proposed development within
274 the areas identified on the Sensitive Lands Map #5 be required to mitigate potential
275 environmental hazards in accordance with the Sensitive Lands Ordinance (Ord. 10-14).
276 If this is not possible or feasible, some types of development may not be permitted.

277
278 **EARTHQUAKES:** The Wasatch Fault runs through the east end of the city in an area
279 envisioned for future annexation. The fault is not a single fissure in the earth's surface,
280 but a series of several faults running in a north/south direction. So far as these fault
281 lines have been identified, they are mostly located in fields and affect very few existing
282 structures directly. The Weber Basin Job Corp is the only development known to have
283 fault lines running through it.

284
285 As development pressure increases for the area between US-89 and the mountains to
286 the east, it will be imperative to locate any future structures away from these fault
287 lines.

288
289 **FLOODING:** The Federal Emergency Management Agency (FEMA) has identified the
290 Weber River, the northern border of South Weber, as a potential flood source to low-
291 lying lands adjacent to the river. Notwithstanding several dams along its course the
292 river can still flood due to melting of a high snowpack that may exceed the capacity of
293 the reservoirs. Localized heavy rain or landslides which could dam the river may also
294 cause flooding. FEMA has produced Flood Insurance Rate Maps (FIRM) which identify
295 potential flood areas. FEMA does not identify any other potential flood source.

296
297 As development occurs, additional hard surfacing creates the potential for localized
298 flooding resulting from heavy rain and excessive snow melt. It is recommended the city
299 continue to maintain its Capital Facilities Plan related to Storm Water flood control
300 facilities (both existing and future) and review and update the plan regularly.

301
302 **LAND SLIDES:** South Weber is in a river valley formed in ancient times as the Weber
303 River cut through an alluvial fan deposited by the receding Lake

304 Bonneville which once covered the entire region. Steep banks formed on both sides of
305 the river as it cut through the alluvial fan. The bluff on the south side runs the entire
306 length of the city. ~~Geologist~~[Geologists](#) have identified this area as a very high risk for
307 potential landslides.^{1,2} Ample evidence exist of both ancient and more recent slope
308 failure along this bluff. It is important to analyze the feasibility of any development
309 proposed on or near this bluff.

310

311 **WETLANDS:** There are several areas of wetlands and suspected wetlands within
312 South Weber, most of which lies along the Weber River. These wetlands include
313 sandbars, meadows, swamps, ditches, marshes, and low spots that are periodically wet.
314 They usually have wet soil, water, and marshy vegetation for a period or year-round.
315 Open space is also characteristic of wetlands.

316

317 All wetlands are considered sensitive lands. Therefore, any development occurring on
318 suspected or verified wetlands are required to comply with the permitting process of
319 the Army Corps of Engineers.

320

321 **HIGH WIND:** High winds blow consistently out of the Weber Canyon contributing to
322 fugitive debris from the gravel pits. The design standards in high wind areas of the city
323 must account for the amount and level of wind.

324

325 **FIRE:** The city is nearly surrounded by wildland, creating large areas of wildland/urban
326 interface. This creates a high fire hazard requiring building codes to employ the
327 wildland/urban interface standards. The city should encourage developers and residents
328 to follow Utah state guidelines for hazard mitigation in the wildland-urban interface.

329

330 **STEEP SLOPES:** Steep slopes are found along the south bench of the city, the foothill
331 area of the Wasatch Mountains on the east side of the city, and at other locations
332 throughout the city. These slopes should be considered fragile from a development
333 standpoint and developers must comply with the Sensitive Lands Ordinance (Ord 10-
334 14). Building roads and subdivisions within these areas can cause environmental
335 damage, destabilize hillsides, and create a hillside scar/eyesore resulting from needed
336 cuts and/or fills to make the property developable. Stripping the land of vegetation may
337 significantly increase erosion and flooding if mitigation efforts are not applied. These
338 areas are important habitat for wildlife, including high value deer winter range. These
339 areas also represent a significant fire hazard to structures which might be tucked within
340 the heavy vegetation located on or along steep slopes. These steep foothills provide an
341 important view shed for residents and those traveling through. The mountains are a
342 prominent feature of the landscape and any development or other impact will likely
343 reduce the community's overall quality of life.

¹ Landslide Hazard Map by Mike Lowe, Davis County Geologist, 1989

² Geologic Hazard Map by Bruce N. Kaliser, U.G.M.S., 1976

² [Geologic Hazards Reconnaissance, South Weber Reservoir #4, Mr. Jay Yahne, P.E., Western GeoLogic, LLC.](#)

344

345 **GRAVEL PITS:** Two large gravel mining operations are located on the east side of
346 South Weber. The Staker Parson pit adjacent to and west of US-89 and north of South
347 Weber Drive, and the Geneva pit adjacent to and east of US-89 between the Weber
348 River and Cornia Drive. These gravel mining operations create potential hazards due to
349 the dust and sand that blows out of them as strong winds blow out of Weber Canyon.
350 The dust can be hazardous to breathe and creates a nuisance as it is deposited in the
351 residential neighborhoods west of the pits. The city should continue their collaboration
352 with the operators to minimize the fugitive dust.

353

354 These mining operations have a limited lifespan due to depletion of the resource,
355 although recycling of concrete and asphalt may extend the operations. Rehabilitating of
356 steep slopes and disturbed soils and mitigating any remaining hazardous conditions is
357 critical before their operations terminate.

358

359 There has been a considerable speculation that the pits might become recreational
360 lakes when mining operations cease. Though an attractive idea, it is not feasible.³

361

362 **I-84/US-89 HIGHWAYS:** Two major highways traverse the city. Due to their
363 proximity to homes and businesses, the transportation of various of goods and
364 materials create the potential for accidents, spills, and hazardous material incidents.
365 Both highways contribute to potential economic development in South Weber.

366

367 **DAVIS & WEBER COUNTIES CANAL:** The canal traverses the length of the city
368 from east to west through residential neighborhoods, open lands, and hillside. The open
369 nature of sections of the canal present potential danger if the water were to flood into
370 the city or contribute to slope instability and slides. Deterioration of the canal may pose
371 a hazard and lead to a canal break, like what occurred in Riverdale in 1999 along the
372 same canal.

373

374 **NOISE HAZARDS:** Hill Air Force Base (HAFB) is located directly southwest of the city
375 at the top of the bluff previously discussed. At times, aircraft flying over South Weber
376 cause significantly increased levels of noise. In its Air Installation Compatible Use Zone
377 (AICUZ) report, the Air Force designates specific zones where noise may cause a
378 negative impact to the quality of life. These noise zones are produced by a computer
379 model which takes many variables into account, including the types of aircraft, flight
380 paths, frequency and time of flights. These noise zones are 65-70 Ldn, 70-75 Ldn, 75-
381 80 Ldn, 80-85 Ldn and 85+ Ldn. Ldn is a unit of noise measurement roughly equivalent
382 to decibels but with other weighted factors considered. The most recent official AICUZ
383 report was published in 1993. A Department of Defense (DOD) contract updated the
384 noise contours in 2006. With the recent arrival and operations of F-35 aircraft, a new

³ "Feasibility Study for the Parsons Pit ASR and Recreation Facility", September 2014, prepared for Weber Basin Water Conservancy District by Bowen Collins & Associates, Inc.

385 AICUZ study is under development. Preliminary noise modeling indicates a dramatic
386 reduction in the noise impact to South Weber. This is not a result of a reduction in
387 actual aircraft noise, but due to the use of a new computer model. The F-35s are
388 noisier than the F-16 previously stationed at the base. Despite the initial results,
389 feedback from residents indicate an increase in aircraft noise since the arrival of the F-
390 35.

391
392 This creates a dilemma for the city. The noise zone has significantly affected land use
393 planning for the past 40 years. Previous studies indicate a major portion of the city lay
394 within the 75 Ldn noise contour, the threshold noise zone for restricting land uses. If
395 the preliminary noise modeling is adopted as part of the Official AICUZ report, it will
396 show essentially no area in the city is negatively impacted by noise from HAFB aircraft.
397 Yet, during the mid-1990s, the State of Utah purchased easements on most of the
398 properties within the 75 Ldn noise zone which significantly limits development on those
399 properties. These easements will remain in place even if the preliminary noise modeling
400 becomes official and the modeled noise impact to South Weber is largely eliminated.
401 These easements will continue to affect land use planning, much more so than the
402 modeled noise zones.

403
404 As technology advances, it's anticipated the type of aircraft stationed at HAFB will
405 change as the current aircraft are phased out. The recommended course of action is to
406 continue to utilize the noise zones that are currently adopted and upon which our
407 historical land use planning has relied. This will protect the residents of South Weber
408 from undue noise impacts and will help support the mission of HAFB, a very important
409 part of the local economy. It is recommended that no residential development be
410 allowed within the 75+ Ldn noise zone as currently adopted even should the noise
411 zones officially change in the future.

412
413 **ACCIDENT POTENTIAL:** The same AICUZ study discussed above designates "Crash
414 Zones" and "Accident Potential Zones" within the city limits. The Crash Zone is the area
415 immediately off the north end of the runway. The Accident Potential Zones (APZ)
416 extend northward along the flight path. The APZ 1, adjacent to the Crash Zone on the
417 north end of Hill's runway, overlays the very west end of South Weber.

418
419 Careful consideration should be given to any development proposals in this area.
420 Residential development in this area should be prohibited. Agriculture and open space
421 are encouraged in these zones as much as possible.

422
423 **HILL AIR FORCE BASE ENVIRONMENTAL IMPACT:** Isolated areas of shallow
424 groundwater and surface water in the southwest portion of South Weber are
425 contaminated with low levels of various chemicals from former activities at HAFB. The
426 areas affected are known as Operable Units (OUs) 1, 2, and 4, and are shown on plume
427 maps provided from HAFB.

428

429 Since the early 1990s, the area has been closely monitored as part of the federal
430 Superfund (or CERCLA) program. HAFB continuously monitors OUs 1, 2, and 4 through
431 remediations technology.

432

433 Since many contaminants evaporate easily, the chemicals can move up into basements
434 and other overlying structures in the affected areas. Drinking water is not
435 contaminated.

436

437 Areas of known contamination are identified using plume maps (See Sensitive Lands
438 Map #5). When using these maps, it is important to note that plume boundaries are
439 inexact and are based on available data. The plume images illustrate the maximum
440 extent of groundwater contamination that is above the clean-up level imposed by the
441 regulatory Superfund process for the most widespread contaminant.

442

443 Planners, developers, property owners, and residents can obtain additional information
444 from the following:

445

- 446 HAFB Restoration Advisory Board, www.hillrab.org
- 447 HAFB Environmental Restoration Branch, (801) 777-6919
- 448 State of Utah, Department of Environmental Quality, (801) 536-4100

449

450 Development in the area of contamination should be conducted in a manner that
451 minimizes chemical exposure. Building requirements could include prohibiting
452 basements, requiring field drains, adding vapor removal systems, etc. Builders should
453 be aware of alternate building standards to mitigate potential hazards from vapor or
454 ground water contaminates. Those living or planning to live above or near the areas of
455 contamination need to familiarize themselves with this information, be aware of
456 possible issues and associated health problems, and be accountable for their own
457 health and safety after studying all the available records.

458 **SECTION 3: LAND USE GOALS AND PROJECTIONS**

459
460 This section discusses the various recognized major land use categories and other
461 important factors that may affect the future of South Weber. Citizen recommendations
462 and sound planning principles are integrated with physical and cultural constraints to
463 project the most beneficial uses for the community. In most cases, these
464 recommendations are general in nature and will be subject to refinement by the city as
465 proposed changes in land use or zoning are made.

466
467 Projected Land Use Map #1 shows specific locations and information concerning
468 projected land uses. Please note, there is no date at which time these projections
469 should be realized. Many variables make it difficult to predict future use.

470
471 (See Projected Land Use Map #1 for more detail on the recommendations of this
472 Section.)
473

474 **AGRICULTURE, RURAL CHARACTER AND OPEN SPACE:**

475 Agriculture is still important to the community, but perhaps in a different way than it
476 was historically. Agriculture will always be a welcome part of the community. If
477 agricultural use significantly declines, other means must be used to preserve open
478 space to provide the rural feel to the community. The city should take measures to
479 protect existing agricultural practices by not enacting restrictions on its use due to
480 encroaching residential uses.

481
482 A goal of the city and community is to keep the rural feel of South Weber. One
483 challenge with this is the remaining agricultural lands are privately owned. A
484 landowner's prerogative may differ with the community's goal. In South Weber and
485 surrounding areas, high land values deter agricultural uses. Children and grandchildren
486 of agriculture-based families are primarily seeking careers outside of agriculture. As a
487 result, aging farm owners have no one to take over farm operations upon retirement.
488 It is difficult to preserve farmland except by extraordinary means, such as government
489 purchase of the agricultural lands for preservation purposes. This is not a realistic
490 option to preserve farmland in South Weber. The city should examine creating
491 incentives for landowners/developers to preserve key pieces of open space to preserve
492 the desired rural feel of the community.

493
494 Natural open space is also an important asset to the community. For the purposes of
495 this plan, open space is defined as undeveloped land with few or no structures and
496 allows residents the ability to move about or view large outdoor areas, to experience
497 nature, to recreate in a safe and peaceful outdoor setting, or which can be used for
498 organized recreational activities. (See Recreation Section for more on this subject).
499 Some of the valued open spaces within South Weber are the Weber River corridor,
500 wooded and open areas along I-84, the steep hillsides above and below the Davis and

501 Weber Canal, and the steep and wooded hillsides on the east side of the city adjacent
502 to forest lands.

503
504 Since it is beyond the city's resources to purchase property to maintain a rural character
505 or preserve open space, other methods should be used. The city should make every
506 effort not to interfere with, or allow adjacent land uses to inhibit, ongoing agricultural
507 pursuits and should consider annexing hillside property adjacent to current city
508 boundaries and consider incentives to develop properties with large amounts of open
509 space, specifically available for public use.

510

511 **RESIDENTIAL:**

512 The existing residential development trend in South Weber is largely single-family units.
513 In recent years the city has seen a few multi-family developments built. This trend of
514 mostly single-family residential development on moderate size lots is an acceptable and
515 desirable trend to maintain, provided that some areas of open space are preserved. It is
516 advantageous to encourage variety in lot size and housing types to allow the city to
517 accommodate residents of all ages, lifestyles, and income levels.

518

519 Multi-family residential areas should be spread out as much as practical to minimize any
520 associated impacts in any given area. Multi-family residential areas should be located
521 where they have direct access to collector or arterial roads. These multi-family
522 residential areas could be acceptable if adequate protections or buffers to nearby lower
523 density housing are included in the development.

524

525 It is important to reserve adequate space for moderate income housing which in the
526 current market will take the form of multi-family residential areas (See most recently
527 adopted Moderate Income Housing Plan on City website).

528

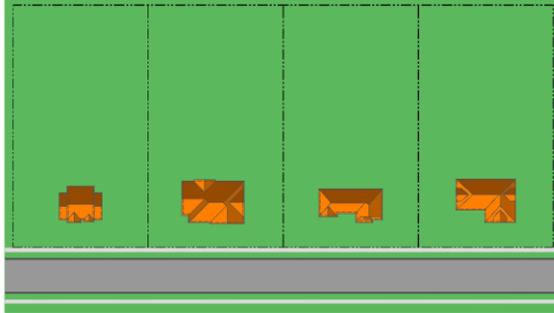
529 The following are graphical representations of the current densities allowed in
530 residential zones. *For comparison purposes, each block of land represented in all the*
531 *graphics is 5 acres.*

532

533
534
535

1. Very Low Density allows 0.90 dwelling units per gross acre⁴ or less.

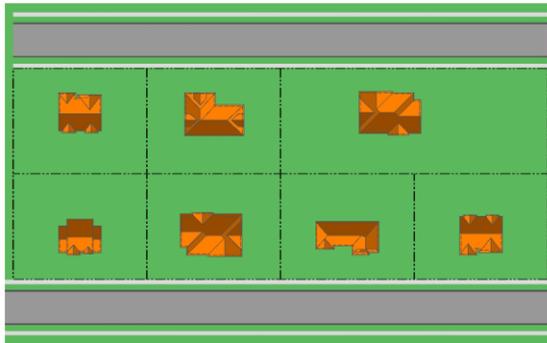
VERY LOW DENSITY RESIDENTIAL
(AGRICULTURAL ZONE)
0.9 UNITS/ACRE



536
537
538
539

2. Low Density allows 0.91 to 1.45 dwelling units per gross acre.

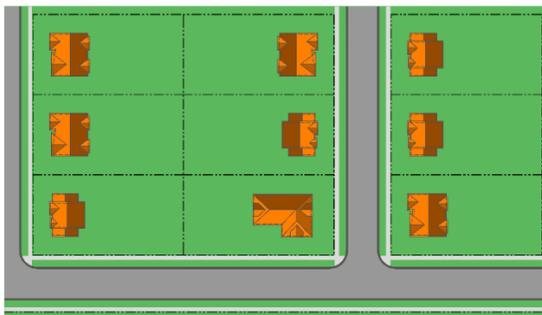
LOW DENSITY RESIDENTIAL (R-L)
1.45 UNITS/ACRE



540
541
542
543
544

3. Low-Moderate Density allows 1.46 to 1.85 dwelling units per gross acre.

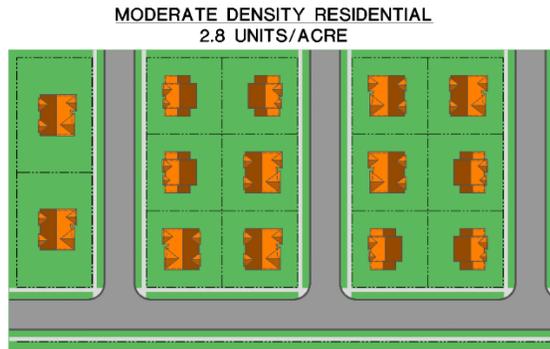
LOW MODERATE DENSITY RESIDENTIAL
1.85 UNITS/ACRE



545
546

⁴ Gross acreage is defined as all property within a defined area including lots, streets, parking areas, open space, and recreational uses. For the purposes of calculating new development densities, all area within the development boundaries will be included.

- 547 4. Moderate Density allows 1.86 to 2.8 dwelling units per gross acre.
- 548



- 549
- 550
- 551 5. Residential Patio allows 2.81 to 4.0 dwelling units per gross acre.
- 552



- 553
- 554
- 555 6. Multi-Family allows 4.1 to 7.0 dwelling units per gross acre.
- 556



- 557
- 558
- 559
- 560 These dwelling densities have been incorporated into the color-coded Projected Land
- 561 Use Map (Map #2). These recommended densities are intended as a guide for the given
- 562 colored area. Zoning requests or development approval requests for lower densities
- 563 than that recommended are always acceptable in terms of their density. Densities

564 greater than those contained on the Projected Land Use Map may be granted in
565 exchange for such amenities as trails, buffers, etc. as deemed in the best interest of the
566 city. The Zoning Ordinance has been structured so that a specific residential zone
567 corresponds with each of the density categories and the maximum density allowed
568 within that zone falls within the range described above.
569

570 **MODERATE INCOME HOUSING:**

571 See the most recently adopted South Weber Moderate Income Housing Plan on the City
572 website at www.southwebercity.com.
573

574 **INDUSTRIAL:**

575 Current industrial uses are limited to gravel pits, a few areas near the gravel pits, and a
576 few businesses scattered throughout the community. As previously noted, the mining
577 operations have some negative impacts to the community. We also acknowledge that
578 the pits also provide a substantial monetary benefit to the community and that
579 resources extracted by the gravel pits are important to the health and growth of the
580 area in and around South Weber.
581

582 It is recommended the industrial area currently located on Cornia Drive be designated
583 as such and expanded to both sides of the road.
584

585 **COMMERCIAL:**

586 Existing commercial developments are limited to a few businesses near the South
587 Weber Drive/US-89 interchange. Previous businesses in the center of town are out of
588 business.
589

590 For the convenience to residents and the financial health of the city, it is recommended
591 that appropriate commercial development is encouraged. The area in the vicinity of the
592 US-89/South Weber Drive interchange is the primary area designated for commercial
593 development, thus limiting commercial impacts to residents of the area. The city should
594 protect the land near the interchange for future commercial developments. The city has
595 designated all the land shown on the Projected Land Use Map in the vicinity of the US-
596 89/South Weber Drive interchange as Commercial Highway zone to encourage
597 commercial development there. All retail type and uses that provide locally needed
598 goods and services should be encouraged.
599

600 Other commercial development should be supported in the vicinity of the I-84/Old Fort
601 Road interchange. Development of this area should be done in a manner that does not
602 negatively impact surrounding neighborhoods.
603

604 Care should be given to any commercial development adjacent to a residential or
605 planned residential area. A buffer between the two land uses which reduces the
606 negative impacts of the commercial development is strongly encouraged.
607 Design standards for commercial development exist to ensure compatibility and a sense
608 of community among various potential commercial enterprises.
609

610 **RECREATION:**

611 South Weber city currently maintains recreational facilities at the following areas: Byram
612 Estates Holding Pond, Canyon Meadows, Cedar Cove, Central Park, Cherry Farms,
613 Nathan Tyler Looch Memorial, and the Posse Grounds. The city also has several grassed
614 detention basins that function as park space.
615

616 Additional development of recreational spaces should be included in budgets and parks
617 improvement plans, before new parks are developed. The city should continue to use
618 grassed detention basins as park space as they are created with additional
619 development.
620

621 The presence of the Weber River on the north boundary of the city presents an
622 opportunity for a river recreation corridor reaching into Weber County. The Wasatch
623 National Forest to the east of town presents abundant recreation possibilities which are
624 important to residents of South Weber and many others.
625

626 The Trails Foundation of Northern Utah, a private non-profit organization, has been
627 very active in securing access rights and in constructing the Weber River Parkway Trail.
628 South Weber should work closely with them and others in securing additional access,
629 extending the trail, and improving and maintaining existing facilities. The river corridor
630 should be protected as an important recreational resource in South Weber and as
631 valuable wildlife habitat.
632

633 As development along the east bench area occurs, the city should ensure that public
634 has access to the National Forest. The forest provides hunting, hiking, mountain biking,
635 and nature appreciation opportunities different from other recreation sites. It is critical
636 to maintain access to these public lands.
637

638 South Weber can become a more bicycle friendly community. The city should consider
639 areas to create bicycle lanes. The possibility of a bicycle path along the Davis & Weber
640 Canal should be explored.
641

642 Improved access to Cherry Farms Park should be accomplished via a pedestrian bridge
643 across the canal connecting the 2020 East holding pond to Cherry Farms Park.
644

645 The Projected Land Use Map (Map #1) shows recommended locations for recreational
646 use due to existing or projected residential growth in the area. There may be other
647 areas suitable for recreational uses which are not designated on the map. Designation

648 of a property in the recreational category is not meant to limit the use of the property
649 exclusively to recreational use but is indicative of a recreational resource to protect.
650

651 **INSTITUTIONAL:**

652 The only current institutional uses in South Weber are schools and churches.
653 South Weber Elementary School and Highmark Charter School are the only schools in
654 the community. The city should assist Davis School District in locating any future school
655 sites. This will assure the most advantageous site for both the District and the city. The
656 city should be open to the development of additional church sites. [It's also important to](#)
657 [note that just outside City boundaries on the north end of Cornia Drive, the U.S. Forest](#)
658 [Service operates the Weber Basin Job Corps.](#)
659

660 **OPEN LANDS:**

661 [Undeveloped properties may have a designation of Open Lands. Unlike other land use](#)
662 [designations, this designation does not imply any potential zoning classification.](#)
663 [Properties may be so designated because they are unbuildable due to terrain, may be](#)
664 [inaccessible or may just have no recommended use.](#)
665

666 SECTION 4: TRANSPORTATION

667
668 This section outlines the existing state of the transportation system and provides
669 recommendations to improve safety while meeting the demands of future growth. This
670 plan does not attempt to provide exact locations of every local or residential access
671 street in the city, but does look at all critical transportation routes, specifically
672 concentrating on those streets the city is the steward of. Streets currently stubbed are
673 shown with an intended connecting location, thus informing any future developers the
674 city's intent for connecting streets (See Vehicle Transportation Map #5). In order to
675 encourage connectivity between developments, cul-de-sacs or turnarounds are only
676 considered if topography or other constraints prohibit the connection to a thru street.
677 Temporary turnarounds must be provided at all stubbed street locations where a thru
678 street is eventually planned.

679
680 It is important that major transportation routes through South Weber are protected
681 from unnecessary traffic motion. Issues arise when too many driveways are allowed
682 access directly onto a street, resulting in slower traffic as vehicles maneuver in and out
683 of driveways. To reduce this concern and to preserve the full functionality of major
684 transportation routes, the number of direct access driveways should be limited to as
685 few as reasonably possible.

686
687 It is also important that public streets within the city be maintained in a reasonable and
688 acceptable condition. To this end, all new roads developed in South Weber are public
689 streets. Private streets are strongly discouraged. Some leeway is allowed in the design
690 of public roads within planned unit developments, to allow more ingenuity in providing
691 public improvements. This can be done in how park strips and foot traffic are handled.

692
693 (See Vehicle Transportation Map #2 for more detail on the recommendations of this
694 Section.)

695

696 US-89 (Highway 89):

697 The State is in the beginning stages of a major upgrade of US-89 that will turn it into a
698 limited access expressway. The projects northern terminus is the US-89/I-84
699 interchange. The city fully supports this project, though it will create some known
700 issues that affect South Weber. It is critical that direct access from South Weber Drive
701 onto US-89 is maintained for both north and south directions. As US-89 transitions from
702 a limited access facility to a restricted access highway in South Weber, it will likely
703 create an increase in backup of northbound traffic. Currently, traffic congestion on US-
704 89 is somewhat spread out along the route south of South Weber due to the traffic
705 lights found between South Weber and Farmington, though northbound congestion
706 sometimes occurs in South Weber when cars stop at the traffic lights in Uintah City.

707

708 The city strongly encourages UDOT to consider solutions to the increasing traffic near
709 the US-89/I-84 interchange, anticipating additional slowdowns along US-89 once the
710 expressway project is completed.

711
712 The US-89 project creates an opportunity to install an underpass for the continuation of
713 the Weber River Parkway Trail/Bonneville Shoreline Trail (BST). This is critical to the
714 extension of the Weber River Parkway Trail to the mouth of Weber Canyon, thus
715 connecting the BST in Davis County with that in Weber County. The city strongly
716 supports an underpass and should continue to encourage its completion in every
717 possible way.

718

719 **1900 EAST STREET:**

720 1900 East Street is an extremely important collector road. It has a serious safety hazard
721 at approximately 7550 South. Here it traverses a steep bluff which reduces sight
722 distance at the intersection with 7600 South and encourages traffic to speed as cars
723 travel north down the hill. It should be a priority to evaluate the possibility to mitigate
724 this safety hazard.

725

726 **SOUTH WEBER DRIVE (State Route 60):**

727 South Weber Drive, a State controlled road, is an arterial street which serves as the
728 transportation backbone of the community. It is important to note that numerous
729 homes front the road somewhat reducing its effectiveness as an artery. It is anticipated
730 the road will need to be widened from the current 66-foot right-of-way (in many
731 locations). The city should continue its current policy of requiring curb and gutter of all
732 new development along this road. Widening of the road should include enough room to
733 add bike lanes. The road is wide enough to add bike lanes in the eastern part of the
734 city. The city should pursue adding these lanes. [AccessDriveway access](#) to this road
735 should be limited as much as possible to protect its arterial status and usage. This
736 should be done in conjunction with UDOT standards.

737

738 Analysis indicates traffic signals will eventually be needed at the intersections of South
739 Weber Drive with 1900 East and 2100 East. The city should encourage UDOT to install
740 traffic lights at these locations as soon as traffic warrants them.

741

742 **OLD FORT ROAD:**

743 Old Fort Road is intended to be a minor collector road with limited access. Currently,
744 the first phase of the road is constructed on the west end which runs eastward from
745 475 East, utilizing the old alignment of 6650 South past the Posse Grounds. This road
746 will eventually continue eastward through farmland near the freeway. It is believed this
747 new roadway will provide increased opportunity for commercial development near the I-
748 84 interchange by establishing direct access to that site from the interchange.

749

750 ~~7600~~ **1650 EAST STREET / 7775 SOUTH STREET / 1550 EAST**
 751 **STREET:**

752 A high priority road project should be ~~to connect (plat and construct) the remaining~~
 753 ~~portion of 7600~~ connecting 1650 East with 7775 South. ~~Presently, this is not dedicated~~
 754 ~~as a public right-of-way (approx. 250 ft.) and connection will make this a through~~
 755 ~~street. This should be developed with standard street improvements and a 60 ft. right-~~
 756 ~~of-way. This road is necessary to~~ will provide a more direct and much safer an important
 757 alternative route ~~to the elementary school, as well the as~~ , other than South Weber
 758 Drive, between the central ~~part~~ and eastern parts of the city ~~and~~. This would become
 759 extremely important in the event of a South Weber Drive ~~closure in this area.~~

761 **6650 SOUTH STREET / 475 EAST STREET:**

762 6650 South is a very narrow street with houses fronting it, some of which were built
 763 extremely close the edge of the asphalt, which would not happen if these houses were
 764 constructed today. A temporary dead-end exists at the west end of the houses fronting
 765 it. As properties north of 6650 South continue to develop an alternate east/west route
 766 (already begun) should be established to take all but local traffic off this substandard
 767 road. Only minimal widening and improvement of the road should occur between 475
 768 East and South Weber Drive due to feasibility challenges.

769
 770 475 East Street is the main route from South Weber Drive to I-84. As development of
 771 the west end of town occurs, it is important that most of the traffic in that area find an
 772 alternative route to 475 East Street. The development of Old Fort Road to the east and
 773 the eventual extension of Old Maple Road to the west are steps to accomplishing this
 774 goal.

776 **VIEW DRIVE:**

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

783

784 **SECTION 5: ACTIVE TRANSPORTATION**

785

786 A recent survey by Utah State University on recreational activities and programs
787 indicates trails are the number one priority of South Weber residents. In order to
788 promote the health and general welfare of the citizens of South Weber, it is the intent
789 of the city to develop a network of non-motorized trails throughout the community.
790 These trails should be readily accessible to all residents and others so much as possible
791 with trailheads and access points located throughout the city.

792

793 Trails should provide a variety of walking, jogging, running, biking and equestrian
794 experiences by utilizing different widths, surface material, and degree of difficulty. Trails
795 should generally be off-street and not sidewalks in the street right-of-way. There may
796 be locations where trails and sidewalks are concurrent for a short distance where other
797 options are not practical. Where potential trails cross private property, the city should
798 work with landowners to protect property rights and provide incentives to allow the trail
799 to be established on their land. Specific trail recommendations follow.

800

801 (See Active Transportation and Parks Map #3 for more detail on the recommendations
802 of this Section.)

803

804 **BONNEVILLE SHORELINE TRAIL:**

805 The Bonneville Shoreline Trail (BST) is a regional trail based along the high-water level
806 of ancient Lake Bonneville conceptually traversing the entire Wasatch Front and
807 extending into Cache County. A portion of this trail runs along the foothills east of the
808 city at approximately 5,200 ft. elevation. Though most of the trail is outside of city
809 boundaries, it is a great asset to the residents of South Weber. The city should
810 collaborate with and encourage Davis County and other stakeholders to complete the
811 trail.

812

813 This trail should be approximately 4 ft. in width and have a natural surface. Special care
814 to reduce impacts and keep grades manageable will need to be taken when crossing
815 Corbet Creek and other ravines. It is encouraged that the trail be located above the
816 Weber Basin Job Corps. This trail needs to transition from the 5,200 ft. level to the
817 proposed Weber Canyon Trailhead just above river level at the mouth of the canyon.
818 This trailhead will support and provide cross access to the proposed Canal and Weber
819 River Parkway Trails.

820

821 **WEBER RIVER PARKWAY TRAIL:**

822 The proposed Weber River Parkway Trail is an extension of an existing trail in Riverdale
823 and South Weber currently terminating at Cottonwood Drive. In the Cottonwood Drive
824 area, the trail will run between Cottonwood Drive and I-84 due to the existing
825 residential lots that back onto the river. From the bend where Cottonwood Drive crosses

826 the river, the proposed trail will run along the south bank of the river between the river
827 and I-84.

828
829 Multiple property owners hold the land where the trail is proposed, including UDOT, the
830 Utah Division of Natural Resources, Trails Foundation of Northern Utah, and private
831 owners. The city should collaborate with other interested parties in securing easements
832 or rights-of-way for the proposed trail. Due to the regional nature of this trail, it is
833 recommended an entity such as the Trails Foundation of Northern Utah be responsible
834 for management and maintenance of the trail. ~~South Weber and other affected cities
835 should participate to some proportionate level in the maintenance costs.~~

836
837 It is recommended that the South Weber section of the trail be approximately 10 ft.
838 wide with a compacted granular surface, with possible consideration to paving the trail
839 at some point in the future.

840
841 Pedestrian access from the Canyon Drive Trailhead at Canyon Drive and 1325 East
842 across I-84 to the Weber River Parkway should be a high priority trail improvement.

843

844 **CANAL TRAIL:**

845 The Canal Trail is proposed to run adjacent to or on top of the Davis and Weber
846 Counties Canal running the length of the city on the south side. The city should seek an
847 agreement with the Davis and Weber Counties Canal Company and any private property
848 owners along the route to allow public access and development of the trail. Safety
849 precautions should be used in designing a trail along open portions of the canal. The
850 city should also encourage Riverdale City officials to continue this trail in their
851 community.

852

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

859

860 **VIEW DRIVE TRAIL:**

861 This new trail is proposed to extend from View Drive to South Weber Drive near the
862 west side of the Highmark charter school property. This will better facilitate pedestrian
863 access from the south to the school and commercial services in the area.

864

865 **OLD FORT TRAIL:**

866 This trail is intended to be a 10 ft. wide paved trail running from approximately 1200
867 East to near the west end of the city along the south side of I-84. Special attention to

868 safety is warranted at the trail crossing of Old Fort Road. The stewardship of this trail
869 should rest with the city. It is anticipated that developers of adjacent property will
870 construct this trail. As developments are proposed, the city should ensure that a
871 continuous trail is established with a consistent width and surface material.

872

873 **SOUTH HILLSIDE TRAIL:**

874 This proposed trail is intended to ~~begin~~be a natural surface trail beginning at the
875 Petersen Trailhead on the west, run south across the Canal Trail, turn eastward on the
876 hillside, and run to the Pea Vinery Trailhead near 1900 East. ~~It will continue to the west~~
877 ~~side of US-89 to connect with a trail from Layton~~From there it would continue eastward
878 along the hillside behind (south of) the South Weber residences to near the Highway 89
879 right-of-way where it would turn southward making its way to top of the bluff near
880 Weber Basin Water Conservancy District facilities.

881

882 **OTHER TRAILS:**

883 If the Staker-Parson Gravel Pit closes and becomes open to development, it is
884 recommended that a trail be developed through the property connecting 7400 South to
885 the commercial area at the intersection on South Weber Drive and 2700 East.

886

887 The city should consider developing trails and/or bicycle lanes to connect its various
888 parks.

889

890 **SECTION 6: ANNEXATION POLICY PLAN**

891
892 This section is set forth to comply with Section 10-2-400 Utah Code Annotated. This
893 section generally identifies areas the city may consider for annexation at some point in
894 the future and defines the criteria that will guide the city's decision to grant or deny
895 future annexation petitions.

896
897 (See Annexation Map #4 for more detail on the recommendations of this Section.)
898

899 **CHARACTER OF THE COMMUNITY:**

900 South Weber is a community to some extent isolated from the communities surrounding
901 it. This isolation is due to its geographic location in the Weber River drainage basin, the
902 Weber River and I-84 to the north, high bluffs to the south, the Wasatch Mountains to
903 the east, and a narrowing band of land between the freeway and the bluff to the west.
904 This isolation fosters cohesiveness to the community which promotes a safe, neighborly
905 environment.

906
907 The city was founded on an agricultural economy. Agriculture is a diminishing land use
908 but remains an important factor in the character of South Weber. There is an emerging
909 commercial center near the intersection of South Weber Drive and US-89 and a planned
910 future commercial center near the I-84 interchange. If build-out projections are
911 accurate, South Weber will always be a small city. With careful planning, the city will
912 retain its charm and rural character.
913

914 **EAST & SOUTH BENCH AREAS**

915 The East & South Bench areas of the annexation plan should be considered differently
916 than other annexation areas due to their steep slopes and designation as open space in
917 the Projected Land Use Map #1. South Weber is interested in annexing these areas into
918 city boundaries to leave them as open space.
919

920 **NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED**

921 **UNINCORPORATED AREAS:**

922 The areas considered for annexation are illustrated on Annexation Area Map (Map #4).
923 If annexed to South Weber, these lands would likely accommodate some type of
924 development requiring full municipal services and possibly those from Weber Basin
925 Water Conservancy District, South Weber Irrigation District, and Davis School District.
926 Infrastructure expansion (i.e. water, sewer, and storm drain systems) could be
927 extended into these areas on an as needed basis.
928

929 Financing for infrastructure expansion would primarily be carried by developers of these
930 properties. There may be the need for the city to participate in the financing some

931 facilities to improve service to existing development. These costs will be met through
932 various means. The city may choose to use general funds, impact fees, special
933 improvement districts, bonding, or other types of funding.

934

935 There are no existing developed areas within the expansion area, so adequacy or
936 purchase of existing service systems is not an issue.

937

938 **TAX CONSEQUENCES OF ANNEXATIONS:**

939 It is well known that property taxes from residential properties generally do not cover
940 the full costs of services provided to those residents. If the development in these areas
941 was limited to residential use, the annexation and development of these properties
942 would result in an increase in the city's financial burden for the required services. ~~To
943 help defray the increased tax burden, some of the proposed expansion area may be
944 appropriately developed as a mix of commercial and residential uses.~~

945

946 It is anticipated that development of planned commercial areas within the city will
947 produce enough tax revenues to offset remaining deficiencies in tax revenue from
948 existing and potential future residential properties. The consequences of annexation of
949 expansion areas, when considered alone, will increase the tax burden of all city
950 residences. But, when considered with potential commercial development, the entire
951 city should receive either a reduction in tax burden or an increase in quality and amount
952 of services from the city.

953

954 **INTEREST OF ALL AFFECTED ENTITIES:**

955 Prior to adoption of this section of the South Weber General Plan, discussions were held
956 with representatives of Davis County, Uintah City and Layton City. The Davis School
957 District likely has interest in residential development as it relates to an increase in
958 student population. The Central Weber Sewer District may be impacted due to a
959 possible increased sewage volume from South Weber. Some of these areas may also
960 require services of the Weber Basin Water Conservancy District.

961

962 All affected entities as defined in the Utah Code Annotated, Section 10-2-401(1)(a) may
963 review the proposed annexation policy plan or any amendments thereto and may
964 submit oral or written comments and recommendations to the city. The city shall
965 address any comments made by affected entities prior to adoption.

966

967 **URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:**

968 The Utah State Code Annotated, Section 10-2-401.5 encourages all urban development
969 within proximity of a city's boundary to be included in that city's expansion area.
970 There are no areas of urban development within proximity to South Weber's boundary
971 that are not already within an existing city except for that found on HAFB. Land within

972 HAFB is not under the jurisdiction of South Weber even if it were within the city limits;
973 therefore, none of that urban development was included in the expansion area.
974