

Mayor
Kenneth Romney

**City Engineer/
Zoning
Administrator**
Ben White

City Recorder
Cathy Brightwell

WEST BOUNTIFUL PLANNING COMMISSION

550 North 800 West
West Bountiful, Utah 84087

Phone (801) 292-4486
FAX (801) 292-6355

Chairman
Denis Hopkinson

Commissioners
Laura Charchenko
Mike Cottle
Alan Malan
Corey Sweat
Dennis Vest, Alternate

THE WEST BOUNTIFUL PLANNING COMMISSION WILL HOLD ITS REGULAR MEETING AT 7:30 PM ON TUESDAY, MAY 28, 2019 AT THE CITY OFFICES

Prayer/Thought by Invitation

1. Accept Agenda.
2. Cancel Public Hearing for a Zone Change from A-1 to L-I for Property West of Legacy Parkway.
3. Discuss Future Conditional Use for Canyon Pipeline.
4. Consider Conditional Use Application from Dominion Energy to Relocate a High-Pressure Regulator Station at 1140 W 400 N.
5. Discuss Moderate Income Housing Requirements for General Plan.
6. Review Previous Updates to General Plan
 - a. Section II – Land Use
 - b. Section IV - Transportation
 - c. Section VII – Annexation
 - d. Section VIII – Public Utilities
7. Staff report.
8. Consider Approval of Minutes from the May 14, 2019 Meeting.
9. Adjourn.

Individuals needing special accommodations including auxiliary communicative aids and services during the meeting should notify Cathy Brightwell at 801-292-4486 twenty-four (24) hours before the meeting.

This notice has been sent to the Clipper Publishing Company and was posted on the State Public Notice website and the City's website on May 24, 2019 by Cathy Brightwell, City Recorder.

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**NOTICE
OF
PUBLIC HEARING
- Canceled -**

The Public Hearing scheduled for Tuesday, May 28, 2019 at 7:30 p.m. by the West Bountiful Planning Commission regarding a Request for Zone Change for Property west of Legacy Parkway, has been canceled.

Cathy Brightwell
City Recorder

MEMORANDUM



TO: Planning Commission

DATE: May 24, 2019

FROM: Ben White

RE: South Davis Sewer District Rezone Request

During the May 10th Planning Commission meeting, the request to rezone property South Davis Sewer District owns west of Legacy Highway was discussed. Since that meeting, the City has received additional information regarding Canyon Pipeline who is leasing portions of the Sewer District property on west of Legacy Highway.

Canyon Pipeline is a general contractor doing work for Dominion Energy replacing gas pipelines throughout Davis County. Canyon Pipeline is owned by Southwest Gas Holdings which is a regulated utility providing gas service to over two million customers in Arizona, California and Nevada. Also, Canyon Pipeline's only client is Dominion Energy.

As Canyon Pipeline is owned by a quasi-public entity and only contracts with a quasi-public entity, they meet the requirements to be considered a "quasi-public" use which requires a Conditional Use permit to operate in the A-1 zone.

Canyon Pipeline is working on a Conditional Use permit application which staff will present when it becomes available.



MEMORANDUM

TO: Planning Commission

DATE: May 24, 2019

FROM: Ben White

RE: Dominion Energy Conditional Use Permit at 1140 West 400 North

Dominion Energy operates a natural gas pressure regulating station along the 400 North street shoulder just west of 1100 West. As a follow up project to the recent gas transmission pipeline replacement project, the regulator station also needs to be replaced.

Dominion Energy has acquired an easement from the adjoining property owner to relocate the regulator station to the rear (north) property line behind the existing house. In return, the existing building in front of the house along 400 North will be completely removed.

Staff conducted an analysis to determine whether Dominion Energy's proposal was a "permitted" or a "conditional" use. The determination is that since Dominion is constructing a building above ground in a location other than where they currently operate, it is considered a change in land use which requires a conditional use permit.

The design proposal includes a six-foot masonry wall with rod iron gate. The proposed building is smaller than the 200 square foot threshold which would require a building permit. Included with this memo is a site plan of the proposed facilities and a photo of a similar building in a different location.

In considering the proposed application and the health, safety and welfare of the community staff has identified the following criteria that should be noted.

1. Drainage: Storm drainage should not negatively impact surrounding properties. Mitigation: The proposal includes a storm detention as well as a gravel surface to help dissipate storm water.
2. Noise: Noise should be kept to the levels of those emitted from typical residential properties. Mitigation: No noise is expected from the normal operations of the facility.
3. Odors: Noxious odors should be controlled and not permitted to leave the property. Mitigation: No odors are expected from the normal operation of the facility.
4. Light: Security and site lighting should not negatively impact neighboring properties. Mitigation: Any proposed lighting is to be "down lighting" and be restricted to the fenced area.
5. Traffic: Traffic kept to residential standards. Mitigation: No employees will be stationed at this location. Maintenance staff will periodically visit the site.



CONDITIONAL USE PERMIT APPLICATION

West Bountiful City
PLANNING AND ZONING
550 N 800 W, West Bountiful, UT 84087
Phone: (801) 292-4486
www.wbcity.org

PROPERTY ADDRESS: _____

PARCEL NUMBER: _____ **ZONE:** _____ **DATE OF APPLICATION:** _____

Name of Business: _____

Applicant Name: _____

Applicant Address: _____

Primary phone: _____ Fax Number: _____

E-mail address: _____

Describe in detail the conditional use for which this application is being submitted. Attach a site plan which clearly illustrates the proposal. A separate sheet with additional information may be submitted if necessary.

The Applicant(s) hereby acknowledges that they have read and are familiar with the applicable requirements of Title 17.60 of the West Bountiful City Code, pertaining to the issuance of Conditional Use Permits. If the applicant is a corporation, partnership or other entity other than an individual, this application must be in the name of said entity, and the person signing on behalf of the Applicant hereby represents that they are duly authorized to execute this Application on behalf of said entity.

Fee must accompany this application - \$20 for Residential Zone, \$50 for Business Zone

I hereby apply for a Conditional Use Permit from West Bountiful City in accordance with the provisions of Title 17, West Bountiful Municipal Code. I certify that the above information is true and correct to the best of my knowledge. I understand the information on this application may be made available to the public upon request

Date: _____ Applicant Signature: _____

FOR OFFICIAL USE ONLY

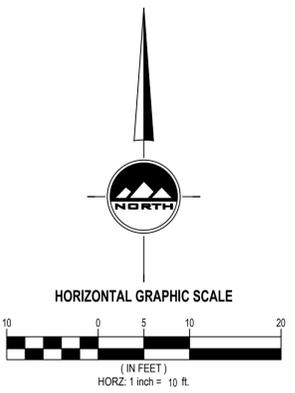
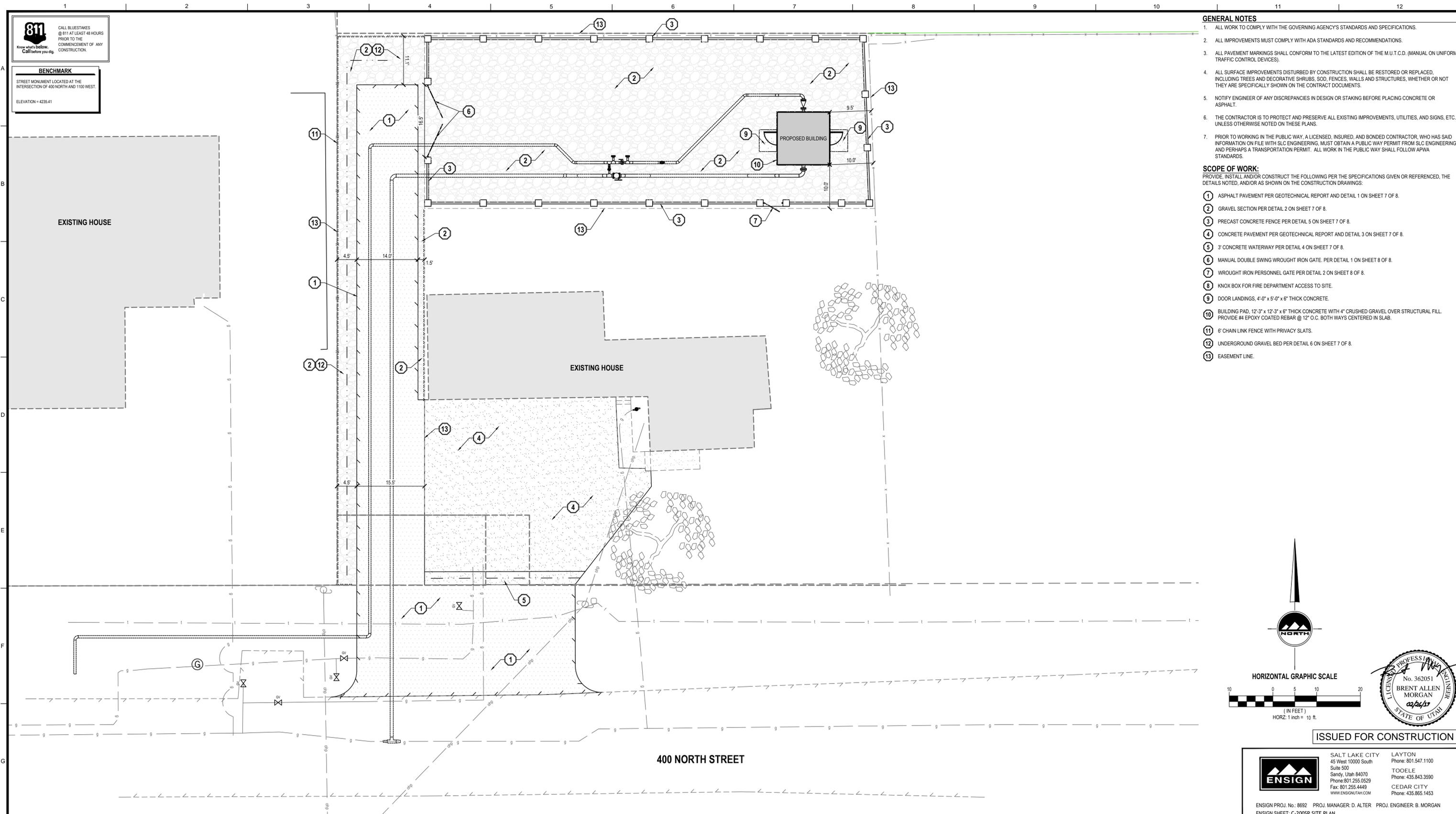
Application Received Date: _____ Permit Number: _____
Application Fee Received Date: _____ Permit Approval Date: _____
Fee: ___\$20 Residential ___\$50 Commercial

811 CALL BLUESTAKES @ 811 AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.
 Know what's below. Call before you dig.

BENCHMARK
 STREET MONUMENT LOCATED AT THE INTERSECTION OF 400 NORTH AND 1100 WEST.
 ELEVATION = 4235.41

- GENERAL NOTES**
- ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
 - ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
 - ALL PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
 - ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SOD, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.
 - NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR ASPHALT.
 - THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
 - PRIOR TO WORKING IN THE PUBLIC WAY, A LICENSED, INSURED, AND BONDED CONTRACTOR, WHO HAS SAID INFORMATION ON FILE WITH SLC ENGINEERING, MUST OBTAIN A PUBLIC WAY PERMIT FROM SLC ENGINEERING AND PERHAPS A TRANSPORTATION PERMIT. ALL WORK IN THE PUBLIC WAY SHALL FOLLOW APWA STANDARDS.

- SCOPE OF WORK:**
 PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
- ASPHALT PAVEMENT PER GEOTECHNICAL REPORT AND DETAIL 1 ON SHEET 7 OF 8.
 - GRAVEL SECTION PER DETAIL 2 ON SHEET 7 OF 8.
 - PRECAST CONCRETE FENCE PER DETAIL 5 ON SHEET 7 OF 8.
 - CONCRETE PAVEMENT PER GEOTECHNICAL REPORT AND DETAIL 3 ON SHEET 7 OF 8.
 - 3' CONCRETE WATERWAY PER DETAIL 4 ON SHEET 7 OF 8.
 - MANUAL DOUBLE SWING WROUGHT IRON GATE. PER DETAIL 1 ON SHEET 8 OF 8.
 - WROUGHT IRON PERSONNEL GATE PER DETAIL 2 ON SHEET 8 OF 8.
 - KNOX BOX FOR FIRE DEPARTMENT ACCESS TO SITE.
 - DOOR LANDINGS, 4'-0" x 5'-0" x 6" THICK CONCRETE.
 - BUILDING PAD, 12'-3" x 12'-3" x 6" THICK CONCRETE WITH 4" CRUSHED GRAVEL OVER STRUCTURAL FILL. PROVIDE #4 EPOXY COATED REBAR @ 12" O.C. BOTH WAYS CENTERED IN SLAB.
 - 6' CHAIN LINK FENCE WITH PRIVACY SLATS.
 - UNDERGROUND GRAVEL BED PER DETAIL 6 ON SHEET 7 OF 8.
 - EASEMENT LINE.



ISSUED FOR CONSTRUCTION

ENSGN
 SALT LAKE CITY 45 West 10000 South Suite 500 Sandy, Utah 84070 Phone: 801.255.0629 Fax: 801.255.4449 WWW.ENSGNUTAH.COM
 LAYTON Phone: 801.547.1100 TOOELE Phone: 435.843.3590 CEDAR CITY Phone: 435.865.1453
 ENSGN PROJ. No.: 8692 PROJ. MANAGER: D. ALTER PROJ. ENGINEER: B. MORGAN
 ENSGN SHEET: C-2005P SITE PLAN

REFERENCE DRAWINGS			WORK ORDERS		REVISIONS				ENGINEERING RECORD				
DRAWING NUMBER	REV	DRAWING DESCRIPTION	WO NUMBER	DESCRIPTION	NO	DESCRIPTION	DATE	BY	CHECK	DRAWN BY: J. SMITH (ENSGN)			
DE-STD-REG-PIP-001	1	STD DRAWING, 2x2 MOONEY REGULATOR STATION	01046171	INSTALL DR STATION BF0006	A	DRAFT CHECK	12/10/18	JWS	DBA	CHECKED BY: D. BROX			
			01046215	INSTALL HP TAPLINE	0	ISSUED FOR CONSTRUCTION	02/26/19	JWS	DBA	PROJECT ENGINEER: S. FANKHAUSER			
										SURVEYOR: B. PARK			
										ENGINEERING MNGR: W. RADFORD			
										CONSTR MNGR: D. FRANCIS			
										PROJECT MNGR:			

Dominion Energy
 DOMINION ENERGY UTAH
 SECTION: 23 T2N R 1W
 ELEVATION: 4243.00'
 LAT: 40.8943 LONG: -111.9133
 SCALE:

LINE NUMBER:	FL-122		
FACILITY:	DISTRICT REGULATOR STATION BF0006		
TITLE:	INSTALL 2x2 MOONEY STATION		
DESCRIPTION:	SITE PLAN		
ADDRESS:	400 NORTH 1140 WEST		
CITY	COUNTY	STATE	
BOUNTIFUL	DAVIS	UTAH	
DRAWING NUMBER			SHEET
DEU-R-BF0006-CCS-001			4 OF 8
			REVISION
			0

THE INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE CONFIDENTIAL AND THE PROPERTY OF DOMINION ENERGY AND/OR THE CLIENT IDENTIFIED. DUPLICATION OR USE OF THIS INFORMATION AND/OR CONSTRUCTION OF SYSTEMS BASED ON THIS DOCUMENT ARE STRICTLY PROHIBITED WITHOUT WRITTEN AUTHORIZATION FROM QUESTAR.

C:\0038\Reg-01\02019-10\0219m

DOMINION ENERGY UTAH



Summary of SB 34 Affordable Housing Modifications

SB34 requires, by December 1, 2019, municipalities and counties to update and adopt the moderate-income housing (MIH) element of their general plan to facilitate a reasonable opportunity for a variety of housing including MIH which will 1) meet the needs of people of various income levels living, working, or desiring to live or work in the community; 2) allow people with various incomes to benefit from and participate in all aspects of neighborhood and community life; 3) cities shall analyze how they will provide a realistic opportunity for the development of MIH within 5 years.

SB 34 requires Municipal General Plans to include a recommendation to implement 3 or more of the following strategies:

- (A) rezone for densities necessary to assure the production of MIH
- (B) facilitate the rehabilitation or expansion of infrastructure that will encourage the construction of MIH
- (C) facilitate the rehabilitation of existing uninhabitable housing stock into MIH
- (D) consider general fund subsidies or other sources of revenue to waive construction related fees that are otherwise generally imposed by the city
- (E) create or allow for, and reduce regulations related to, accessory dwelling units in residential zones
- (F) allow for higher density or moderate-income residential development in commercial and mixed-use zones, commercial centers, or employment centers
- (G) encourage higher density or moderate-income residential development near major transit investment corridors
- (H) eliminate or reduce parking requirements for residential development where a resident is less likely to rely on their own vehicle, e.g. residential development near major transit investment corridors or senior living facilities
- (I) allow for single room occupancy developments
- (J) implement zoning incentives for low to moderate income units in new developments
- (K) utilize strategies that preserve subsidized low to moderate income units on a long-term basis
- (L) preserve existing MIH
- (M) reduce impact fees, as defined in Section 11-36a-102, related to low and MIH
- (N) participate in a community land trust program for low or MIH
- (O) implement a mortgage assistance program for employees of the municipality or of an employer that provides contracted services to the municipality
- (P) apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of MIH
- (Q) apply for or partner with an entity that applies for programs offered by the Utah Housing Corporation within that agency's funding capacity
- (R) apply for or partner with an entity that applies for affordable housing programs administered by the Department of Workforce Services
- (S) apply for or partner with an entity that applies for programs administered by an association of governments established by an interlocal agreement under Title 11, Chapter 13, Interlocal Cooperation Act [not in county list of recommendations]
- (T) apply for or partner with an entity that applies for services provided by a public housing authority to preserve and create MIH
- (U) apply for or partner with an entity that applies for programs administered by a metropolitan planning organization or other transportation agency that provides technical planning assistance
- (V) utilize a MIH set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency
- (W) any other program or strategy implemented by the municipality to address the housing needs of residents of the municipality who earn less than 80% of the area median income

II. LAND USE

2.1 Goals & Objectives

GOAL 1: *Maintain the existing quality of life and predominantly rural image of West Bountiful.*

OBJECTIVE 1: Maintain a land use map that serves as a vision statement for the land use of the City, protects the characteristics of West Bountiful that are important to the community including family values and the blessings of quiet seclusion that makes the area a sanctuary for its residents.

POLICY 1: Review, and revise as necessary, the land uses categories identified in the City Code to ensure that they provide the necessary tools to implement the land use plan.

POLICY 2: Identify in the land use plan appropriate areas for future commercial development which will not adversely impact existing neighborhoods.

POLICY 3: Identify in the land use plan areas for future residential development.

POLICY 4: Identify in the land use plan key agricultural areas or open spaces to be preserved.

OBJECTIVE 2: Maintain large tracts of open or agricultural space in appropriate places to preserve the rural character of the City, but still allow for future commercial and residential development.

POLICY 1: Regulate development in areas less suitable for development. These may include areas with high water tables, wetlands, wildlife or waterfowl habitat, and other sensitive areas.

GOAL 2: *Promote pride for West Bountiful City with clean, attractive, and well-maintained districts and gateways.*

OBJECTIVE 1: Identify key areas of the City for beautification efforts.

POLICY 1: Encourage street tree planting with all new development proposals, and the proper maintenance of existing street trees.

POLICY 2: Develop standards that minimize site disturbance and preserve large, mature trees, views, and other rural qualities in areas of future development.

POLICY 3: Review and enforce all zoning laws, especially those that control abandoned vehicles and the accumulation of junk and debris.

OBJECTIVE 2: Major gateways into West Bountiful City should be identified, protected, and enhanced in order to emphasize, preserve, and protect the character and appearance of the community.

POLICY 1: Maintain consistent sidewalk, park strip, curb, gutter, and sidewalk standards at gateways to the City and along key transportation corridors.

POLICY 2: Implement and monitor a sign control ordinance capable of providing for the needs of commercial areas while at the same time protecting West Bountiful City from the negative impact of visual clutter.

POLICY 3: Provide adequate, visible, and attractive street signs. Encourage the placement of "Welcome to West Bountiful City" signs at major entry points such as 500 South, 400 North, 1600 North, 500 West, and the north entrance to the City at 640 West.

POLICY 4: Promote the use of street and yard lights in new and existing neighborhoods.

GOAL 3: Protect the quality of existing residential neighborhoods, ensure new residential development is of high quality, and provide a variety of housing opportunities.

OBJECTIVE 1: Ensure architectural consistency and quality design for all new residential development.

POLICY 1: Develop a series of residential design guidelines to ensure new development meets the City's standards.

POLICY 2: Encourage new residential development to be compatible in lot size, design, and layout with adjacent neighborhoods.

OBJECTIVE 2: Provide housing opportunities for West Bountiful residents of all stages of life.

POLICY 1: Protect and maintain existing neighborhood densities, while allowing for flexibility for various dwelling sizes in appropriate places.

POLICY 2: Identify in the land use plan appropriate areas for a variety of dwellings sizes, to meet the changing needs of existing West Bountiful residents.

POLICY 3: Consider the use of multi-family or townhome mixed-use development as buffers between commercial and single-family residential areas, in the vicinity of the commuter rail station, and other appropriate areas.

GOAL 4: Promote a stable economy by encouraging high-quality commercial and office development in appropriate areas.

OBJECTIVE 1: Provide for commercial, office, and light manufacturing development in appropriate places to strengthen the economic base of West Bountiful City.

POLICY 1: Maintain commercial design guidelines to ensure that new commercial development fits into the existing character of the West Bountiful community.

POLICY 2: Cooperate with neighboring jurisdictions to plan for commercial and office development along key transportation corridors and near the Legacy Parkway interchanges.

POLICY 3: Allow for small-scale neighborhood retail establishments in appropriately zoned areas West of I-15 to meet resident needs.

POLICY 4: Encourage regional retail development at 500 West and 400 North.

POLICY 5: Encourage business park development near the Legacy Parkway interchange, or within designated annexation boundaries.

OBJECTIVE 2: Establish clear guidelines regarding the ability to conduct business from home.

POLICY 1: Establish clear policies that allow for appropriate home businesses and that encourage cottage industries. Respect of the character of residential neighborhoods and do not allow for home businesses with undue levels of traffic, noise, unusual hours of operation, unsightly appearance or disruption of neighborhoods.

GOAL 5: Promote and protect West Bountiful City's heritage and historic areas.

OBJECTIVE 1: Protect and enhance West Bountiful's historic district as the heart and focal point of the City.

POLICY 1: Maintain a local Historic Preservation Overlay Zone, which encompasses the nationally recognized West Bountiful Historic District and additional historic properties near the heart of the City, as a local regulatory tool to ensure protection and enhancement of the City's historic properties.

POLICY 2: Maintain a Historic Preservation Overlay Zone ordinance, including performance criteria and design guideline language, to ensure that all new development, and redevelopment of existing historic properties, within the historic district respects and enhances the historic integrity of the district.

POLICY 3: Erect historic or vintage street signs with the original street names and numbering system along Onion Street, Howard Street, etc.

POLICY 4: Coordinate planning efforts within the historic district with the West Bountiful City Historic Preservation Commission to ensure that all new construction and streetscape projects enhance rather than compromise the integrity of the historic district.

OBJECTIVE 2: Identify opportunities for expanding the protection of historic structures within the City.

POLICY 1: Encourage the nomination of historic homes outside of the official West Bountiful Historic District for the National Register of Historic Places.

POLICY 2: Consider the development of demolition and alteration restrictions for contributing historic structures in the City.

GOAL 6: Protect the safety and general welfare of the residents of West Bountiful City.

OBJECTIVE 1: Minimize the impact of industrial land uses on adjacent neighborhoods.

POLICY 1: Develop guidelines for the establishment of adequate buffer zones between industrial land uses and abutting commercial and residential uses.

POLICY 2: Where possible, establish minimum acceptable standards for noise levels, air quality, on-site lighting, odor, and water pollution.

2.2 Existing Land Use Patterns

West Bountiful City contains a variety of land uses. The City continues to evolve from an area once composed essentially of agricultural uses into a diverse urban community. Where at one time there were extensive tracts of natural wetlands, farmlands, and grasslands, there now exist subdivisions, and commercial and industrial businesses. West Bountiful City has successfully merged the best elements of both urban and rural uses into well balanced community.

West Bountiful City has approximately 2119 acres within its 2019 municipal boundaries. Developed land area has exceed undeveloped land. Non-urban, undeveloped land is defined as

agriculture, parks and recreation, vacant, etc. Urban, or developed land, includes residential land uses, industrial, commercial, and public or quasi-public, etc.

Existing Land Uses

Residential

Residential uses are by far the most common land use in West Bountiful City. The vast majority of residential units are single-family homes. Other housing types, such as duplexes, multi-family units, and mobile home parks, account for a very small amount of land with West Bountiful City boundaries. Most duplex and multi-family housing is concentrated on or very near to 800 West. The majority of the City is currently comprised of three residential zoning districts with densities of one-quarter acre, one-half acre and one-acre lot sizes.

Commercial

West Bountiful City's primary commercial district is located east of Interstate 15 along 500 West (U.S. Highway 91). Scattered commercial development also fronts along 500 South. These businesses are primarily comprised of retail shops, restaurants, bulk warehouse stores, professional offices, car dealerships or small manufacturing firms. West Bountiful City's largest commercial businesses are the At Home, Lowe's, Ross and Costco shopping centers. The commercial districts are essentially separated from the rest of West Bountiful City by the freeway, and access across this large barrier is limited to a handful of under and over passes. Despite the somewhat inconvenient location of the City's commercial areas, West Bountiful residents prefer to keep the commercial part of the City separated from the rest of the primarily residential community.

Civic, Utility, and Religious

At the center of West Bountiful's historic district, the West Bountiful City Hall serves as the governmental and geographic heart of the City. The West Bountiful Police Department shares space within the City Hall building. The current City Hall was constructed in 2006 and is currently meeting the physical needs of the City and the Police Department. The Public Works department also is housed in a garage/office structure next to City Hall and adjacent to the Elementary School property. The Public Works department also has a materials and storage yard at the northwest corner of Jessie's Meadow subdivision on the west side of the City. Ultimately the location of the Public Works facilities is not optimal due to noise and traffic from heavy equipment in a residential and school zone. It is the intention of the City to relocate these facilities, as soon as practical.

There is only one school within West Bountiful City boundaries, the West Bountiful Elementary School. The elementary school is currently being reconstructed to accommodate the growing population as well as replace aged and failing infrastructure. Currently, middle and high school aged children attend Centerville Junior High, Bountiful Junior High, Viewmont or Bountiful High School.

There is no fire station located within the West Bountiful city boundaries. Fire service is provided by the South Davis Metro Fire District. There is one fire station located on the western side of Interstate 15 in North Salt Lake, which could be accessed if an event (fire, earthquake, flood, etc.) were to occur and block the limited access points across the freeway. A new fire station is currently being constructed in Centerville which will improve the response time for emergency vehicles.

There are a number of religious buildings located within the city boundaries, including four meeting houses for the Church of Jesus Christ of Latter-day Saints. Post office, library, and health care services are all provided in neighboring communities, and West Bountiful residents are content with driving out of the City for these services.

A large utility corridor travels southwest to northeast through the western portion of the city that includes overhead power lines and gas pipelines. The construction of buildings within this corridor will be restricted which creates a swath of land where open space, recreational and agricultural uses may be its best uses.

Industrial

There is a significant portion of West Bountiful land contained within the Holly Refinery industrial campus. The City values the company and its workers and desires to work with the refinery to ensure the safety of its workers. As environmental studies become more sophisticated and potential dangers are identified for the workers, the City supports the efforts of the refinery to protect its employees by strengthening and sheltering buildings and/or relocating buildings within the campus to include offices, warehouses and shops to areas that are considered buffer areas. Appropriate zoning needs to be considered to allow for the uses that are customary to mechanical, pipe fitting (welding), and construction shops. In providing means of securing the safety of the refinery's employees the City does not intend to increase the overall footprint of the refinery, nor encourage facilities closer to existing residential zones.

The refinery, whose property straddles 800 West, is typically a good neighbor and West Bountiful residents do not experience many negative impacts despite the close proximity of the refinery. The fact that 800 West does travel directly through the refinery poses some health, safety, and security risks to both residents and Holly Oil. The safety issue poses some compelling reasons to close this section of 800 West, but West Bountiful citizens would likely need another alternate north-south access route if this were to occur.

A few other, smaller industrial or manufacturing businesses are scattered along 500 South and 500 West, and typically have little to no negative impact on the greater West Bountiful community.

Parks, Recreation, and Open Space

The majority of park and recreation area is provided by the West Bountiful City Park, located next to I-15 on Pages Lane, and the West Bountiful City Golf Course, on 1100 West. A small neighborhood park is located in the Birnam Woods 3 subdivision, and a very small pocket park

is located in the very northernmost portion of the City. The southern and western portions of the City are currently not well served by the existing city park and golf course, and the population of West Bountiful could support additional park and recreation development. There is potential for additional neighborhood park development as the largely undeveloped western portions of the City eventually build out. This land is all privately owned. The City should work with private developers and landowners to ensure that park space is included in future subdivision developments. There will likely be overhead utilities, wetland and water table constraints to address when parks or other recreational facilities are developed in the southwestern quadrant of the City.

The City commissioned a Parks, Open Space, Recreation, Arts and Trails Master Plan which was completed in 2018. The Plan identifies needs and provides information and suggestions on how to plan to meet these future needs (see Exhibit xx).

The construction of the Legacy Parkway included the development of a multi-use trail for bikes, pedestrians, and equestrians. The Legacy Parkway trail connects the communities along the entire Legacy Parkway. Four trailheads service the West Bountiful area at areas where roads have been converted to cul-de-sacs or re-aligned to accommodate construction of the Parkway. A larger regional trailhead with substantially more parking was provided on the west side of the Legacy Parkway at 500 South Street. This trailhead is accessible to West Bountiful residents via 500 South and provides access to a trail for the west-side of the Parkway running from 500 South to Center Street in North Salt Lake.

Independent of the Legacy Parkway development, the City has coordinated with UTA to create a multi-purpose trail along the abandoned Denver & Rio Grande Railroad alignment (Prospector Rail Trail) and with Davis County along the DSB canal (Onion Parkway Trail). These trails provide north-south and east-west access through the city to the Legacy trail.

West Bountiful benefits from its surrounding open space. This open space is comprised of primarily privately-owned property within the western portion of the City. Much of this open space is currently used for agricultural purposes and will likely be converted into suburban residential development over time unless protected as open space by the community. The potential annexation areas on the western side of the City are all currently undeveloped and provide both open space and environmental values. There are a few vacant lots still scattered throughout the City. These will likely fill in with residential land uses over time unless set aside for small neighborhood or pocket parks. There is a large buffer of open space surrounding the Holly Oil refinery property. The buffer space is owned by the petroleum company and is important to maintain the safety and security of the refinery facilities. Although this property is not used by the public as recreational space, it is valuable open space to the community.

Agricultural

Residents of the community value the agricultural qualities of West Bountiful. Agricultural land, including farming, grazing of livestock, and horse property is the second most prevalent land use in West Bountiful City. Nearly all of the agricultural property within the City is located west

of 1100 West and is currently zoned for a density of one dwelling unit per acre. Maintaining animal rights and lots large enough to support recreational farming and horses is a priority. The one unit per acre zoning applying to the majority of the land in the western portion of the City will eventually result in significant suburban development. If the preservation of rural character is a priority for the community, the current residential zoning will not be an effective regulatory tool in accomplishing this goal on its own.

Land Use Survey

Comprehensive land use surveys have been conducted in West Bountiful City over the past four decades. The first survey was completed in 1978 by Millard Consultants. The second study was the work of Weber State College students enrolled in an Advance Planning Technique course as part of a 1989 class project. Despite the length of time since the last survey and the expansion of the City boundaries through annexation, the land uses within the City have not changed significantly since 1990. Figure 2.1 shows the city boundaries in 1990, in 2006 when the current General Plan was drafted and the current boundary.

Figure 2.1

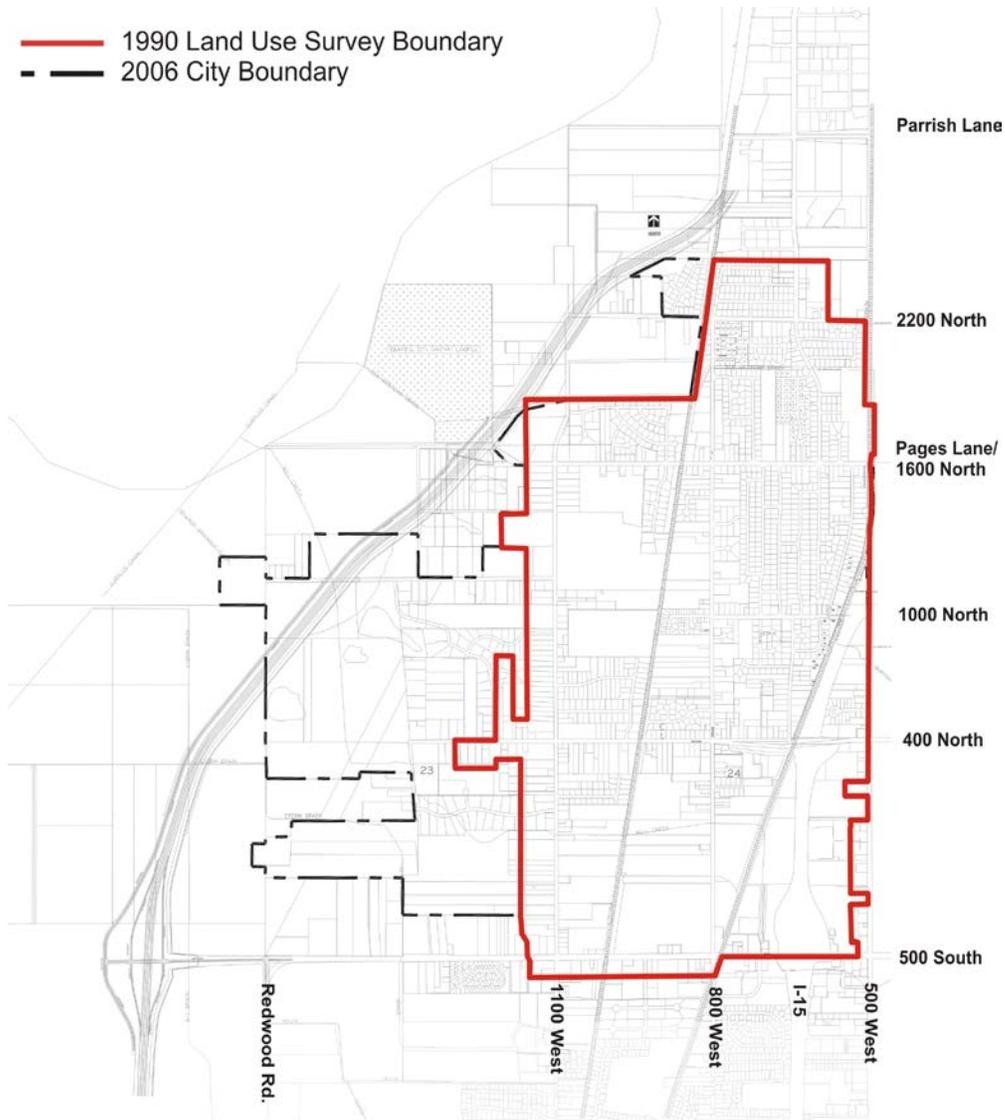


Table 2.1 summarizes past survey studies on land use in West Bountiful City.

Table 2.1 WBC Land Use Percentage Comparison				
Land Use	1978		1990	2019
Residential	21.7%		23.4%	15.3%
Commercial	2.1%		3.3%	4.9%
Industrial	8.4%		9.3%	16.4%

Public	5.2%		6.8%	4.1%
Transportation	19.0%		17.1%	11.8%
Agriculture	38.8%		21.9%	36.8%
Vacant	4.8%		18.2%	10.7%
TOTAL	100%		100%	100%
Source: 1978 West Bountiful City Comprehensive Plan, 1989 West Bountiful City Master Plan				

2.3 Future Land Use Plan

The land use plan mirrors the current zoning and sets the foundation for all land use decisions within West Bountiful. The land use plan identifies general land use classifications (i.e. commercial, residential, etc.) and in some cases the density within the classification (i.e. medium density residential, rural density residential, etc.). Each of the twelve land use classifications shown in the Land Use Map corresponds to classifications in the existing West Bountiful Zoning Ordinance (see Table 2.2).

The Land Use Map illustrates the preferred land uses in specific areas of the City. Generally, the map mirrors current land uses in those areas where the present use is deemed desirable and appropriate. Vacant areas, areas with inappropriate current uses, and areas likely to transition to other uses may carry different designations on the Land Use Map than their present use.

Land Use Classifications

The Land Use Map contains the following designations.

Civic and Religious

This category indicates areas designated for institutional public facilities such as the City Hall, public schools, Public Works facilities, the Golf Course, cemeteries, and fire stations. It also includes areas within the City designated for religious institutions and facilities.

Open Space/Parks

This category is reserved for publicly owned recreation areas. Properties within the Parks and Open Space classification may contain uses ranging from simple undeveloped, natural open spaces to formal facilities such as a trail, recreation complex or developed park.

Commercial

This classification includes uses intended to serve the commercial needs of the community at large. Automobile service, retail, hotel, office, restaurant, and similar types of uses are allowed under this designation. This classification also includes areas that contain large shopping

centers of regional significance, such as the Shopko and Costco developments along 500 West.

Neighborhood Commercial

The neighborhood commercial classification includes small commercial areas within primarily residential areas. This designation can contain a mix of land uses; however, the businesses are primarily smaller in scale than those found in a mixed-use or commercial area. Some neighborhood commercial areas may contain an “anchor” store such as a small grocer or market. These businesses are intended to serve the needs of a very specific neighborhood. Examples of small neighborhood commercial uses may include dry cleaners, convenience stores, small dental, medical, legal, insurance or other professional offices and day cares.

Community Commercial

Community commercial areas can contain a mix of land uses, such as commercial and office within the same area. Mixed land uses in the community commercial classification may be varied either vertically (i.e. mix of uses in one building such as an office over a retail establishment) or horizontally (i.e. single use buildings with different uses located next to one another). The residents of West Bountiful are opposed to vertical mixed uses and have established Blended Use Zone to allow for horizontally mixed uses with buffering areas to transition into residential and agricultural zones. Areas falling under this classification are located near 500 South particularly at the west end of 500 South.

Industrial

This classification includes heavy manufacturing and other traditional industrial land uses. The only industrial area within West Bountiful is the Holly Oil Refinery.

Business Park/Light Manufacturing

This classification includes campus-like research and office developments, and smaller light industrial uses. These districts are usually located adjacent to or near intersections of major transportation corridors such as freeways and state roads and along main collector roads. Much of the land classified as business park/light manufacturing falls in the western portion of the City. There are some additional light manufacturing, or light industrial land uses that currently existing along 500 South and between the Union Pacific Railroad tracks and Interstate 15.

Medium Density Residential

This classification applies to residential areas and subdivisions with a maximum density of up to four dwelling units per acre. Typical developments in the medium density residential designation are single family homes. This area may also include some limited number of duplexes, townhomes, condominiums, or apartments, which were constructed years ago. Such developments would not be considered a permitted use today.

Low Density Residential

This classification applies to residential areas and subdivisions with a maximum density of up to two dwelling units per acre. Areas assigned to this classification consist of single-family homes and may allow for some limited animal and agricultural uses.

Rural Density Residential

This is land use classification allows both residential and agricultural land uses within the City, and areas within current city annexation boundaries. Many residents keep animals for their private use, and a few parcels are still used for limited agricultural uses. This classification includes areas that are currently undeveloped or are used primarily for agricultural uses.

Agricultural Preservation

This classification includes lands west of the new Legacy Parkway corridor. These areas are primarily undeveloped and currently used for agricultural purposes. Under the UDOT agreements for the Legacy Parkway, no new development is to occur on the west side of the parkway. However, the existing facility located on this property is grandfathered in and has the ability to expand in the future. Aside from expansions that fall within this agreement, no new development should occur on lands west of the Legacy Parkway within West Bountiful boundaries. It is the intent of the General Plan that these lands be zoned for a very low density in order to protect their agricultural value, the rural character of the City, and views of West Bountiful from the Legacy Parkway.

The following table explains how each of the above land use classifications corresponds to the current West Bountiful City Zoning Code.

West Bountiful General Plan Land Use Classification	West Bountiful City Code Zoning Classification
Civic and Religious	Not associated with a particular zone
Parks and Open Space	Not associated with a particular zone
Commercial	(C-G) General Commercial
Neighborhood Commercial	(C-N) Neighborhood Commercial
Community Commercial	(C-H) Highway Commercial
Industrial	(I-G) General Industrial
Business Park/Light Manufacturing	(L-I) Light Industrial
Medium Density Residential	(R-1-10) Residential
Low Density Residential	(R-1-22) Residential
Rural Density Residential	(A-1) Agricultural. Clustering is encouraged for all subdivision developments.

Overlay Zones

The West Bountiful Future Land Use Plan includes an historic preservation overlay zone and a Legacy Overlay Zone.

Historic Preservation Overlay

West Bountiful contains some extraordinary examples of historic Utah architecture. Enough historic homes exist along the 800 West corridor, that the area was officially designated by the National Register of Historic Places as the West Bountiful Historic District in 2004. West Bountiful residents are very proud of the City's history and have a desire to preserve and celebrate this heritage through land use planning and urban design. In an effort to protect the integrity of West Bountiful's historic city center, West Bountiful has created an historic preservation overlay zone, shown on the Land Use Map, to create a local level tool for regulating development within this area.

The boundary of the local Historic Preservation Overlay Zone includes all lands within the official West Bountiful Historic District, as well as some additional historic properties along 1000 North. It should be noted that the nationally recognized West Bountiful Historic District is different than the local Historic Preservation Overlay Zone. The glossary of planning terms, included in Appendix C of this document, describes the distinction between these two tools and the various levels of protection that they can provide for historic structures. For purposes of this General Plan the term "historic district" is used generically to describe all properties located within either the official West Bountiful Historic District or the Historic Preservation Overlay Zone.

The recommended Historic Preservation Overlay Zone is intended to ensure that all new development, and any modification or demolition of historic structures, is carefully evaluated to ensure that the action will not adversely impact the historic character and integrity of the area. It is recommended that the new Historic Preservation Overlay Zone ordinance be developed in conjunction with the West Bountiful Historic Commission.

Interest has been expressed by members of the community as well as City officials and staff for allowing additional development within the historic district of the City. Likewise, it is desired that any new development within the district be designed and constructed in a manner that contributes to, rather than detracts from, the historic character and feel of the area.

Legacy Overlay Zone

The Legacy Overlay Zone is centered on 500 South near the Legacy Highway. This is a joint zoning effort with Woods Cross City. Because future develop in this area will cross city boundaries, both cities recognized the value of having one set of development standards that spans both cities. The goal of the development standards is to construct projects which have similar architectural designs regardless of the city boundary. The design standards should include architectural details and styles, building materials, relative size and massing, colors, pedestrian access, streetscape amenities and landscaping.

Future Land Use

The residents of West Bountiful are proud of the character, neighborliness, and personality of the City. The West Bountiful General Plan's land use plan intends to carry forward these same attributes into the future. In general, the land use plan maintains the same land use patterns already occurring within the City:

- Low-density residential development will be protected from higher intensity uses, and from traffic created by higher intensity uses.
- Commercial development will be concentrated along major transportation corridors.
- Existing parks and open spaces will be maintained, and open spaces will be preserved
- The historic district will remain as the centerpiece of West Bountiful and will be protected and enhanced.

Historic District

West Bountiful has a rich history and some living examples of that history exist in West Bountiful's Historic District. As mentioned earlier, the term "historic district" is used generically in this document to include all properties within either the West Bountiful Historic District or the Historic Preservation Overlay Zone. With the City Hall and an elementary school located within this same corridor, the historic district functions as the heart of the West Bountiful community. Because this historic district represents so much of the West Bountiful community heritage and serves an important role as the civic heart of the City, special consideration should be given to streetscape and urban design enhancements throughout this corridor.

The City should consider a unique street cross section for the historic district, to enhance pedestrian safety and beautify the street. There are a number of street design tools and techniques that may be useful in establishing a sense of place for both pedestrians and motorists as they enter into the historic district. These tools include bulb-outs, neck-downs, chicanes, cross walk pavement treatments, landscaped medians, raised crosswalks, or roundabouts. The City should explore the impact of these and other options on street beautification, pedestrian safety, bicycle lane travel, on-street parking, and flow of traffic. Pedestrian and bicyclist safety and street beautification should be the primary goals of any improvements to the historic district street cross-section; however, mobility for motorists should be considered as well.

Regardless of the implementation of any traffic calming tools, the City should work to enhance the aesthetic and atmosphere of the district for both motorists and pedestrians, and to reinforce a sense of place within the historic district. Urban design elements to consider include decorative street and pedestrian lighting (perhaps embellished with hanging plant baskets or flags), park benches along sidewalks or park strips, consistent street tree plantings, historic street signage, and upgraded sidewalk or crosswalk paving materials. Throughout this process, a commodity should be placed on ensuring that high-density development does not occur on property fronting 800 West. Increases in densities within the overlay zone may be conditionally awarded, but only upon demonstration that development proposals meet or

exceed specific performance standards outlined in the Historic Preservation Overlay Zone ordinance. Performance standards in the ordinance may include:

- Guidelines for new construction to ensure a seamless blend with neighboring historic structures (building materials, colors, size, styles).
- Guidelines for modifications to existing structures to ensure preservation of historic integrity (building materials, colors, styles).
- Setbacks consistent with historic precedence.
- Historic signage and street lighting.

Gateway Enhancement

A gateway is a prominent entrance to a city or community that provides visitors and residents with an initial glimpse into the character of the community. Gateways provide the first visual impression of a city. These first impressions are key in defining a city's role in the larger region. West Bountiful, like most cities along the Wasatch Front, is a suburban community bordered by more suburban communities. Often the municipal boundaries become blurred and indistinct. Gateway enhancements are one way to help create a sense of place and identity for a community. The goal is for visitors to know that they have entered a new City when they cross through a major gateway.

West Bountiful currently has a number of key gateways (500 South, Pages Lane, 400 North), and is soon to have two more as the Legacy Parkway is completed. West Bountiful has much to share with its neighbors and visitors, and the City's gateways should reflect the City's key values and qualities. Gateway enhancements should include both landscaping and signage. Designs should use consistent elements yet be adaptable to various locations. Using similar design elements will create consistency and a seamless presentation to visitors regardless of which gateway they cross.

Another type of gateway which exists in West Bountiful, although not a physical threshold into the City, is the view of the City from the Legacy Parkway. Although people may not stop in West Bountiful, they should get a sense for the community when traveling along this corridor. By protecting the agricultural and open lands along the western edge of the City, West Bountiful conveys a clear statement to Legacy Parkway travelers that this is a city which cares about its heritage, natural resources, and future generations. Many communities do not have the opportunity, or foresight, to set aside large tracts of open space, and West Bountiful should display this tremendous resource.

Commercial Districts

West Bountiful has two primary commercial districts within its boundaries: 500 West and 500 South. Similar to a city's gateways, the appearance of commercial districts can speak to the values and characteristics of a community. There are a number of components of commercial district/corridor designs that can greatly influence the overall feel and aesthetics of the community.

Among other considerations, a good commercial district should take into account the following:

- Pedestrian amenities.
- Streetscape design.
- Building mass and scale.
- Architectural style and detailing.
- Building materials and colors.
- Signage standards (pole, monument, blade, flush mounted, materials).
- Permeability of storefronts (entrances and fenestration).
- Building and parking location and orientation.

West Bountiful has an opportunity to establish a consistent look, character, and feel for all commercial areas within the City. It is recommended that the City prepare a set of commercial design guidelines to ensure that all new commercial development meets the City's standards, and consistently contributes to the overall aesthetic and character of the City. At a minimum, the commercial districts of the City should include:

- Accommodations for pedestrians along the street and through parking areas.
- Improved streetscape treatments like landscaping, street lighting, and wider sidewalks.
- Shared driveways and access points.
- Decreased building setbacks.
- Parking to be located behind buildings.
- Attractive, downward-shining lighting to enhance safety of the street at night and minimize light pollution.

Neighborhood Enhancement

West Bountiful is a primarily residential community, and therefore preservation and enhancement of the City's neighborhoods is one of the most important elements of land use planning for the City. West Bountiful includes neighborhoods of all different ages, densities, and characters. The design guidelines could be organized around the three different residential land use classifications and zones:

- *Rural Density Residential (A-1):*
- *Low Density Residential (R-1-22):*
- *Medium Density Residential (R-1-10):*

Agricultural Preservation

The rural, open feel of West Bountiful was identified by the local community as one of the City's greatest assets. Residents expressed a desire to maintain the small town, rural feel of their community as the City plans for inevitable growth and development. Most of the land within West Bountiful's municipal boundaries was once agricultural land, and much of this has slowly transitioned into more suburban residential land uses over time. However, much of the western portion of the City still remains agricultural. In addition to the agricultural lands within

the City's boundaries, there is undeveloped land identified for annexation between the Legacy Parkway and City's western border.

West Bountiful has an opportunity to be proactive in its land use planning to ensure the preservation of as much land as possible both within the existing municipal boundaries and potential annexation areas. While preservation of open space, rural character, and viewsheds are priorities for the City, the respect of private property rights is also a priority. Therefore, development will be allowed to occur within the current municipal boundary per the established base zoning.

Any new development that occurs within this preservation area should be clustered as much as possible to maximize preservation of open spaces between subdivisions. Clustered development is a strategy to maximize the amount of open space within a development plan. Development is grouped together in less sensitive areas rather than evenly spread out at a very low density. The cluster development scheme involves providing density bonuses to private developers in exchange for not building in sensitive areas. By granting density bonuses for clustering development, developers can achieve a profitable development level without having to build in sensitive areas.

Through clustering, an undeveloped preserve is created that may be jointly owned by the homeowners or sold as a single very large tract to a single owner. Usually this remaining open space is placed under a conservation easement. Such easements often assign the local government an interest in the property, thereby preventing the easement from being removed without governmental approval. The easement prevents further subdivision or construction.

Clustered development does not mean "high density" development. The term is used to simply describe the layout and distribution of development lots. It does increase the allowable density of a small area, but the overall average density of the larger area remains the same. For example, consider an area with a base zoning of one dwelling unit per acre. In a 50-acre area, a typical development would contain 50 one-acre lots. Alternatively, the same area could also be developed with 50 one-half acre lots and 25 acres would be saved as open space. The development would have the same number of units, but 50% of its space is reserved for open space use. The purpose of clustering is not to allow increased densities, but rather to preserve open spaces within individual developments.

2.4 Tools and Implementation Strategies

There are a number of tools that West Bountiful can use to implement the Future Land Use Plan and achieve the goals and objectives outlined in this Chapter.

Future Land Use Map

A future land use map is one of the most valuable tools a City can employ to direct future land use patterns and decisions. West Bountiful's Future Land Use Map, found in this chapter, outlines how the City would like all future land use patterns to be shaped. The map, and associated land use classifications, should be referred to when any new development or rezoning is proposed. The Map should serve as a guide to city planners when evaluating whether a zone change is appropriate or consistent with the City's plan for that particular area. Referring to the map when making these types of decisions will ensure that all future development, or redevelopment, within the City is compatible with the desires and vision of both the City's leaders and its residents. The map can be adjusted during the process of refinements to this General Plan, if circumstances arise in the future that suggest the need to do so.

City Ordinances and Zoning Map

A city's zoning map and ordinances are the city's primary tools for implementation of its Land Use Plan. Unlike a Future Land Use Map, a zoning map and ordinance gives a city legal authority to restrict what level and type of development can occur on a particular parcel.

Design Guidelines

Design guidelines documents are helpful tools to ensure that development that occurs within a city is consistent with the City's desired image and does not detract from the character and qualities of the community. It is recommended that the City prepare design guidelines documents to guide development of the City's residential and commercial areas. Design guidelines documents do not typically provide a City with regulatory authority; however, many communities are adopting design guideline language right into their ordinances which does give them legal authority. Even if the guidelines remain as simply "guidelines," these documents can give communities another tool to help developers meet the city's expectations. If a developer knows up front what the city expects, it will be easier for them to design projects that pass quickly and easily through the approval process.

IV. TRANSPORTATION

4.1 Background and Introduction

A transportation network is more than streets and cars: it is a fabric of motorists, bicyclists, pedestrians, and mass transit capabilities sharing the same spaces. Each of these transportation modes plays a critical role, and it is important to have these choices available. However, given issues like, diminishing air quality and climate change, transportation networks may be fundamentally different in thirty years compared to today.

With easy access to Legacy Parkway, Interstate 15, and the FrontRunner train West Bountiful can direct efforts to consider additional ways to enhance its transportation network.

The structure of this Transportation Element focuses on roadways, transit, and Active Transportation modes. Each transportation mode is discussed based on its role in West Bountiful City in 2019, and the role it might play in the future.

Vision Statement

Legacy Parkway and the Utah Transit Authority's FrontRunner commuter rail have increased choices available to West Bountiful residents and contribute to an urban atmosphere; however, many West Bountiful residents cherish the rural qualities of their community and wish to retain those characteristics. West Bountiful must continue to participate in regional discussions and decisions on transportation and strive to maintain a rural feel. At the same time, West Bountiful should add the necessary accommodations to major transportation facilities so that motorists, bicyclists and pedestrians can travel safely and at reasonable speeds.

4.2 Goals and Objectives

GOAL 1: Plan for transportation needs in West Bountiful City, and work with local, state, and regional decision-makers regarding issues that affect the City.

OBJECTIVE 1: Maintain representation for West Bountiful City on local, regional, and state transportation and land use technical and decision-making bodies.

OBJECTIVE 2: Encourage dialogue with land use and transportation planning partners in surrounding cities.

OBJECTIVE 3: Continue to refine and update the five-year Capital Improvements Program, including transportation infrastructure.

OBJECTIVE 4: Explore additional funding sources for improving the current street system, such as Federal-Aid Urban funds, state gasoline tax money, etc.

GOAL 2: *Balance access, mobility, and safety on West Bountiful City streets, making best use of existing facilities and programs before investing in additional infrastructure.*

OBJECTIVE 1: Integrate transportation systems into the development review process for West Bountiful City. New development projects should be reviewed by staff to ensure that any modifications to transportation systems meet the intent of the Master Transportation Plan.

OBJECTIVE 3: Actively participate in any ongoing plans regarding the Legacy Parkway, 500 South, Interstate 15, and commuter rail; these projects impact transportation patterns in West Bountiful, and the City should be involved in decisions made regarding these facilities.

OBJECTIVE 4: Pursue avenues for increasing the number of north-south routes through West Bountiful City, such as a new 1450 West alignment. Consider ways to improve north-south connectivity when approving future developments in West Bountiful City.

OBJECTIVE 5: Continue to work with UDOT and Union Pacific Railroad to find optimal solutions to the railroad crossing issues in West Bountiful, particularly at 500 South and Pages Lane.

OBJECTIVE 6: Promote a consistent and continuous transportation network among existing and future development.

POLICY 1: Restrict lengths of dead-end streets and require second accesses for streets longer than a specified length.

POLICY 2: Require provisions for temporary turnarounds on dead-end streets.

POLICY 3: Establish pedestrian, bicycle, and equestrian paths that are consistent with maintaining a rural environment. Consider an improved cross section on busier streets such as 800 West or 1100 West.

POLICY 4: Require all utilities to be installed underground in new subdivisions.

GOAL 3: *Provide safe and connected bicycle and pedestrian facilities.*

OBJECTIVE 1: Create connected bicycle and pedestrian facilities on major routes accessing the commuter rail station in Woods Cross (for instance, 500 South and 800 West). Encourage the use of non-motorized transportation modes to access commuter rail.

OBJECTIVE 2: Examine areas with high pedestrian volumes and evaluate the need and possibility for added crosswalks or other types of pedestrian crossing treatments. These may include pedestrian-activated flashing lights, pavement treatments, or pedestrian signals.

OBJECTIVE 3: Prioritize completion of missing sidewalk sections by identifying heavily used school routes, recreation paths, and transit access routes.

OBJECTIVE 4: Ensure that pedestrian facilities accommodate the needs of people of all physical abilities.

POLICY 1: All new transportation projects, including roadways and pedestrian facilities, should include accommodations for the physically disabled and meet all Americans with Disabilities Act (ADA) standards and requirements.

POLICY 2: All existing transportation (vehicular and pedestrian) facilities that do not currently meet ADA standards, should be brought into compliance as soon as resources are available.

GOAL 4: *Increase access to transit facilities.*

Engage in discussions with the Utah Transit Authority to increase transit options in West Bountiful City, for example, feasibility of transit modes such as bus rapid transit or light rail, frequency of service, flexible bus routes, or locations of fixed transit routes.

4.3 Existing Conditions

This section describes each of the major transportation modes in West Bountiful, by identifying existing features for each mode and major issues that keep those modes from functioning at peak performance. The Future Transportation Plan section later in this chapter provides recommendations on how these problems might be remedied.

Traffic

Major traffic routes in West Bountiful include:

- Interstate 15 (I-15)
- Legacy Parkway
- 500 South
- 400 North
- Pages Lane (1600 North)
- Porter Lane (2200 North)
- 500 West
- 600 West
- 800 West
- 1100 West

Issues Identified

West Bountiful faces several traffic challenges. These include a lack of north-south travel routes, railroad obstacles, and access onto 500 South from side streets.

North-South Access

West Bountiful has two major north-south routes west of I-15: 800 West and 1100 West. North and south-bound traffic is limited to these routes because no others extend through the City.

Railroad Obstacles

The Union Pacific Railroad (UPRR) complicates east-west access. UPRR functions as a freight line along the Wasatch Front, and FrontRunner commuter rail runs parallel to UPRR. UPRR has at-grade crossings in West Bountiful at 500 South and Pages Lane. During peak traffic periods, train crossings cause queuing on either side of the railroad. Traffic also disperses through residential neighborhoods to circumnavigate the trains. A particularly popular detour for eastbound traffic stopped at the Pages Lane crossing is 550 West – 660 West to access the 400 North I-15 overpass. This adds detour traffic to residential streets, and residents complain about speeders along this route.

500 South Accessibility

500 South is difficult to access from 800 West street due to traffic volumes and proximity to the railroad tracks. This intersection is not signalized and is close to the railroad tracks.

Transit

Utah Transit Authority (UTA) provides public transit service along the Wasatch Front, including West Bountiful. West Bountiful has one bus transit route that serves the city. It provides service to downtown Salt Lake City twice in the morning and two northbound routes in the evening. The Woods Cross Front Runner train station is located on the south side of 500 South. Pedestrian access across 500 South is difficult except at 500 West and 1100 West where traffic signals with cross walks are constructed.

Issues Identified

- Off-peak transit service is desirable.
- Need for more local circulation.
- Need for park-and-ride lots in West Bountiful. Improved Active Transportation access to the Woods Cross Front Runner station is desirable.

Active Transportation (Bicycle and Pedestrian)

Bicycle and pedestrian facilities in West Bountiful are consistent with its rural nature. Many streets have two lanes of pavement plus a shoulder, but no curb, gutter, sidewalk, park strip, or street trees. Newer subdivisions, located in interior areas of West Bountiful City, frequently

have a more developed cross-section and include curb, gutter, sidewalk, and park strip.

The City completed an Active Transportation Plan in 2016. A copy of the Plan can be found in the [Appendix](#).

Issues Identified

On busier streets such as 800 West and 1100 West, the lack of complete infrastructure presents a dangerous situation for bicyclists and pedestrians.

4.4 Future Transportation Plan

Roadway Network

700 West/800 West Alignment:

To allow for construction of the FrontRunner commuter rail, 800 West was closed between 500 South and 700 South in Woods Cross. Formerly, 800 West connected West Bountiful and Woods Cross, but this connection has now been broken. There are also safety concerns with a general public access through the Holly Frontier refinery. The solution preferred by West Bountiful is to re-align 800 West around the Holly Frontier property and tie it into 700 West in Woods Cross. 800 West would then be closed between roughly 400 South and 500 South.

There are two major complications with this alignment. First, it requires an additional crossing of the UPRR tracks to tie back into 800 West north of Holly. UPRR will not likely agree to an at-grade crossing, so a grade-separated crossing will probably be necessary. A bridge structure of this alignment will be costly. It is not known, at this point, where funding for that bridge would come from.

Proposed 1450 West Alignment:

A new collector is proposed at 1450 West, to increase the number of north-south routes in West Bountiful. 1450 West is a natural choice for two reasons. It is the next logical connection, given the three-block spacing between 500 West, 800 West, and 1100 West; and it connects to the existing terminus of 400 North. This road will serve primarily as an additional option for traffic attempting to reach 500 South and the Legacy Parkway from the southwesterly parts of the City.

Proposed 220 North - 650 W Alignment:

A new residential street is proposed that would connect the existing 220 North roadway to 650 West. This new roadway would correct a nonconforming cul-de-sac at 220 North, by providing a second outlet, and would provide a connection to 800 West for these residential neighborhoods. The road would extend 220 North to the east, up to the western edge of the Union Pacific Railroad alignment. It would then turn north, follow the railroad tracks, travel under 400 North, and connect to 650 West. Residents in these neighborhoods may experience an increase in traffic since this alignment would create a greater connection to

800 West. The intersection with 650 West would need to be designed to allow for a proper 90-degree intersection.

Proposed Cross-Sections:

Most of West Bountiful's transportation network has the same cross-section. This consists of two travel lanes and shoulders of varying widths, curb and gutter, park strip, and sidewalk. While West Bountiful has a unique rural identity which should be preserved, in some instances this conflicts with public safety issues. For instance, it is well-established that West Bountiful's residential area is limited to two primary north-south routes: 800 West and 1100 West. As development increases, these roads will experience more pressure, and bicyclists and pedestrians will be more at risk.

To reduce hazards to non-motorized transportation modes, bicycle lanes and sidewalks should be added to both sides of major collector streets. Bicycle lanes should be at least 4 feet wide (preferably 5 feet) and be marked in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Sidewalks should also be a minimum of 4 feet wide.

Functional Classification

The purpose of functional classification is to organize a roadway system into a hierarchy. This hierarchy allows for varying degrees of functionality: some streets maximize access to adjacent properties, while others limit access in favor of maintaining high travel speeds. As the functional classification of a facility increases, more restrictions are placed on access. If mobility is the primary function, access should be limited; if access is the primary function, mobility will be limited. There are five functional classes of roads in West Bountiful: freeways, minor arterials, major collector, minor collector and local streets. These five classes are described below. Following these descriptions is a table identifying the functional classifications of major West Bountiful Streets.

Freeways:

Freeways serve mobility rather than access, have interchanges at one-mile intervals, and accommodate high speeds (55 mph or higher). In West Bountiful, both Interstate 15 and Legacy Parkway qualify as freeways. They provide no access to adjacent properties, and link West Bountiful to major regional and national destination points. The Legacy Parkway extends from I-215 in Salt Lake County to the SR-89 interchange in Farmington with interchanges at I-215, 500 South, Parrish Lane, Park Lane and SR-89. Legacy Parkway and I-15 reconstruction is likely in the area in the future.

Principal Arterials:

These roads move traffic within Davis County, and provide direct access to freeways. 500 South is an example of a principal arterial in West Bountiful. 500 South is also classified by UDOT as a Regional Urban or Regional Priority Urban facility (depending on segment). These facilities may have traffic signals every half-mile, with streets spaced 660' apart. They are typically located in urban areas and can accommodate moderate speeds (45 mph or higher) and moderate to high

traffic volumes. 500 West is also a principal arterial in West Bountiful and is classified by UDOT as a Regional Priority Urban facility.

Major Collector:

These collectors perform a function similar to principal arterials but allow more access to adjacent properties. These streets typically have approximately 66 feet to 80 feet in right-of-way and connect to other collector streets. While several streets in West Bountiful function as major collectors, the land uses along these corridors indicate that they were not intended to serve this purpose. For instance, 400 North, 800 West and 1100 West serve as major collectors. They connect traffic from other collectors and local streets onto arterials and freeways such as 500 South, Porter Lane and I-15.

Minor Collectors:

Minor collectors function as providers of both mobility and access to residential and commercial areas of the City. Collectors are typically spaced at half-mile intervals or shorter distances, and have intersections placed 300’ apart. Speeds on collector streets are limited to 25 – 30 mph. Right-of-way widths on West Bountiful collectors range from 56’ – 66’. 1000 North, 600 West, and 660 West are all examples of minor collectors in West Bountiful.

Local Streets:

Local streets are the lowest functional classification, providing the highest level of access and the least mobility. Movement on local streets typically channels to collectors and onward through the street hierarchy. Trips on local streets are generally short, and traffic volumes are relatively low. Through traffic should be discouraged on local streets, and speeds should be no higher than 25 mph.

Table 4.4	
Functional Classification	West Bountiful Examples
Freeway	Interstate 15, Legacy Parkway
Minor Arterial	500 South, 500 West, 640 West
Major Collector	800 West, 1100 West, Pages Ln, 400 North and Porter Lane
Minor Collector	1000 North, 550 West, 600 West, 660 West
Local	All other residential streets

West Bountiful City



ACTIVE TRANSPORTATION PLAN

November 1, 2016

**West Bountiful City
550 North 800 West
West Bountiful, Utah 84087
(801) 292-4486**

1.0 General

The United States has experienced demographic shifts in recent decades. These shifts have directly and indirectly impacted housing, employment and transportation patterns along with other evolving social trends. These social trends affecting transportation include increased demand for more walkable communities and shifts toward environmentally friendly transportation modes such as public transportation and bicycles.

Active Transportation refers to any form of human-powered transportation such as walking or biking. It is often used in connection with multi-modal forms of transportation such as walking or biking in connection with public transportation. The public infrastructure necessary for bicyclists, pedestrian and equestrian users are the principal improvements contemplated by the City when addressing active transportation needs.

1.1 General Plan

The City's General Plan includes the following active transportation goals:

- Create connected bicycle and pedestrian facilities on major routes accessing the commuter rail station in Woods Cross;
- Examine areas with high pedestrian volumes, and evaluate the need and possibility for added crosswalks or other types of pedestrian crossing treatments;
- Prioritize completion of missing sidewalk sections by identifying heavily used school routes, recreational paths, and transit access routes;
- Ensure that pedestrian facilities accommodate the needs of people of all physical abilities.

The goals included in the General Plan remain. However, the construction of the Legacy and Prospector Rail Trail, and the shifting demographic mentioned above, highlight the need for better pedestrian and bicycle access beyond the goals noted in the General Plan.

1.2 Benefits of Active Transportation

The Davis County Health Department and other governmental and quasi-governmental agencies have been promoting the following benefits of engaging in active transportation.

- Provides a fun and safe physical activity for families;
- Provides options that are accessible and affordable for all users;
- Lowers obesity rates and increases overall health by increasing physical activity;
- Provides for cleaner air than utilizing motorized transportation;
- Reduces traffic congestion.

2.0 Existing Infrastructure

2.1 Pedestrian Sidewalks

It is the City's general policy that all newly constructed streets provide pedestrian sidewalks on both sides of the street. The sidewalk is typically concrete and separated from motorized vehicles by a park strip and concrete curb. Unique circumstances have resulted in deviations from the standard such as no park strip or a wider walk only on one side rather than a sidewalk on each side.

The majority of the City's street system includes sidewalk on at least one side of the street. In recent years, the City has constructed sidewalk on significant portions of 400 North, 800 West and Pages Lane. The City has also provided annual funding to upgrade existing aged and failing sidewalks and to construct sidewalk in "gap" areas.

2.2 Off-Street Multi-Use Facilities (Trails)

Since 2006, the Legacy Trail, Prospector Trail (D&RG R/R right of way) and the Onion Parkway (DSB Canal right of way) have been constructed. All three trails contain asphalt surfaces for bicycles, pedestrians and other users. The Legacy trail has become a very popular commuter and recreational route due to its limited interaction with motor vehicles and its connection to other trails. In 2016, it is now possible to ride a bicycle from Brigham City to Provo on asphalt trails that are separated from motor vehicle streets.

The Legacy and Onion Parkway trails allow for equestrian use but the Prospector Trail does not.

2.3 On-Street Multi-Use Facilities

Portions of 800 West and 1100 West have been constructed without curb or sidewalk. In these areas the asphalt street surface has been widened beyond what would be required for motorized vehicles to create a multi-use lane. The multi-use lane accommodates pedestrian, bicycles and equestrian uses. On-street multi-use facilities are anticipated to be limited to 800 West and 1100 West.

2.4 On-Street Share the Road and Bike Lanes

The number of commuter and avid recreational bicycle riders is increasing along with the necessity for safer bicycle facilities. The majority of the city's collector street right of ways are at least sixty-six feet wide. These streets are wide enough to accommodate vehicular traffic, on-street parking and either dedicated bike lanes or "share the road" widened travel lanes. Pages Lane between 800 West and I-15 is an example where street reconstruction has allowed for the creation of dedicated bike lanes. The reconstruction of 400 North between 800 West and 1100 West created travel lanes wide enough for a shared vehicle and bicycle lane together with on-street parking.

3.0 Master Plan

Figure 1 identifies the City's collector streets, trails, existing and proposed on street bike facilities.

3.1 Pedestrian Sidewalks

The City will continue to require new development to construct pedestrian facilities as part of new construction. The City is also committed to replacing aged and damaged sidewalks city wide as funds will allow. A recently adopted sidewalk ordinance provides guidelines regarding who is responsible to bear the cost burden for damaged sidewalk.

3.2 Trails

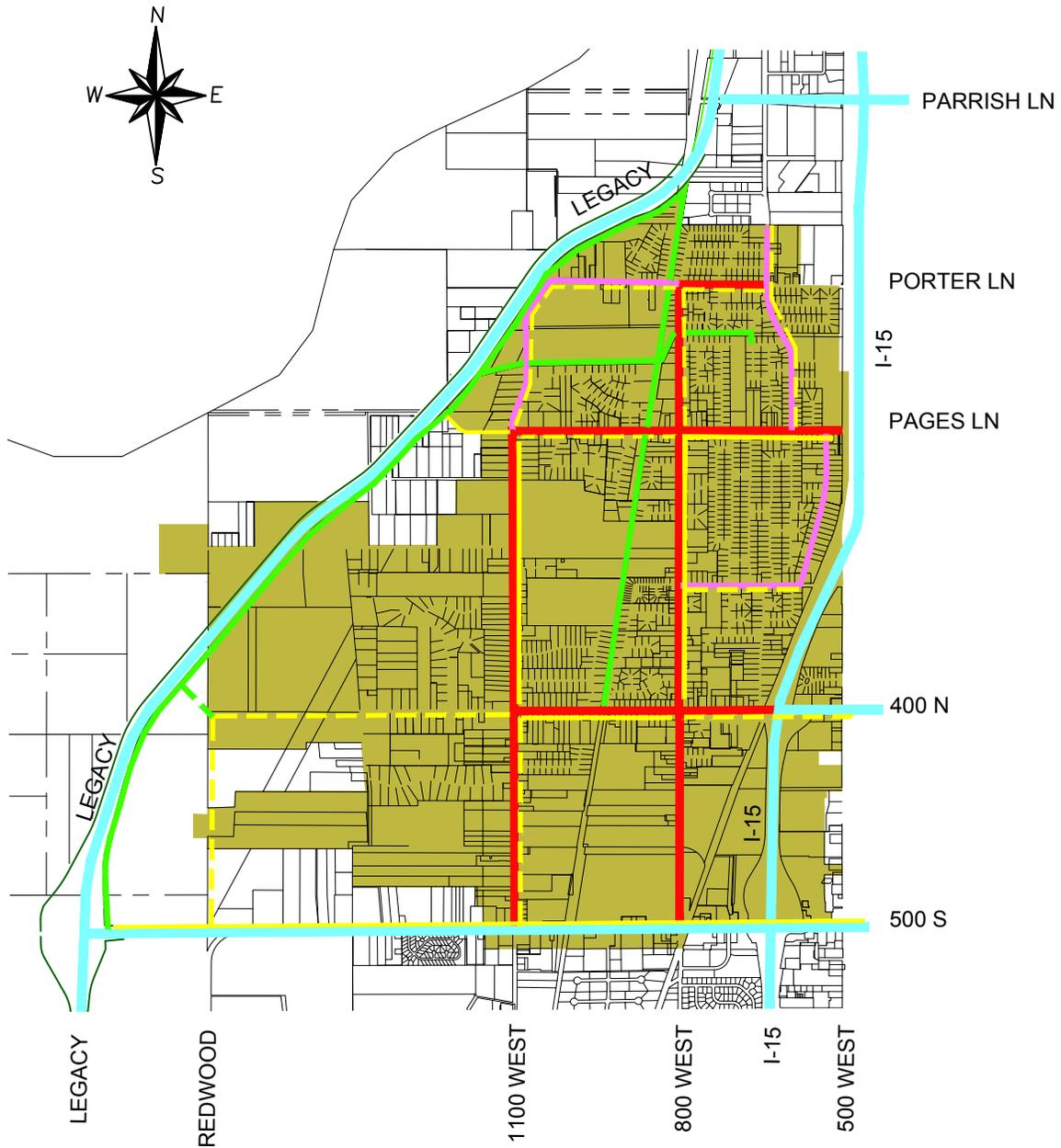
The City recognizes the value of bicycle and pedestrian facilities which are physically removed from motorized vehicles. The City expects that when property abutting the Legacy Trail develops, additional trail connections to be constructed. Other trail corridors such as the Rocky Mountain Power overhead electrical lines and the Mill Creek alignment are also valuable options.

3.3 On-Street Share the Road and Bike Lanes

The construction of on-street bicycle facilities is a priority for the City along their collector roadways. Dedicated bike lanes will be constructed where road widths will accommodate. Share the Road signs, striping and decals will be placed in other places.

ACTIVE TRANSPORTATION PLAN

FIGURE 1



- FREEWAYS AND ARTERIAL STREETS
- MAJOR COLLECTOR STREETS
- MINOR COLLECTOR STREETS
- EXIST. OFF STREET TRAILS
- EXIST. ON STREET BIKE FACILITIES
- - - PROPOSED ON STREET BIKE LANES
- - - PROPOSED TRAILS

NOTE: ALL NEW STREETS TO BE CONSTRUCTED WITH PEDESTRIAN SIDEWALKS



VII. ANNEXATION

7.1 Background and Introduction

Vision Statement

The City is interested in exploring annexation options to help achieve the land use and socioeconomic goals of the community. The City has identified three guiding principles for assessing the annexation potential of additional land into West Bountiful City: 1) Logical, efficient and convenient delivery of services; 2) Visual corridors at entryways to the City, including along Legacy Highway; and 3) Opportunities to expand the current economic base. Annexation should be pursued fairly aggressively to ensure that property desired to be located within West Bountiful is not lost to neighboring communities.

7.2 Goals and Objectives

GOAL 1: Preserve and protect the integrity and character of the borders of West Bountiful City.

OBJECTIVE 1: Provide attractive gateways at major entrances to the City and views of the City from the Legacy Parkway.

GOAL 2: Provide for efficient service delivery and logical, simple boundaries.

OBJECTIVE: Streamline the delivery of services to ensure the most cost-effective means of service delivery.

GOAL 3: Promote opportunities for economic development and a strong tax base.

OBJECTIVE: Capitalize on opportunities for economic development to enhance the tax base and provide citizens with a high level of services by annexing property with good economic development potential.

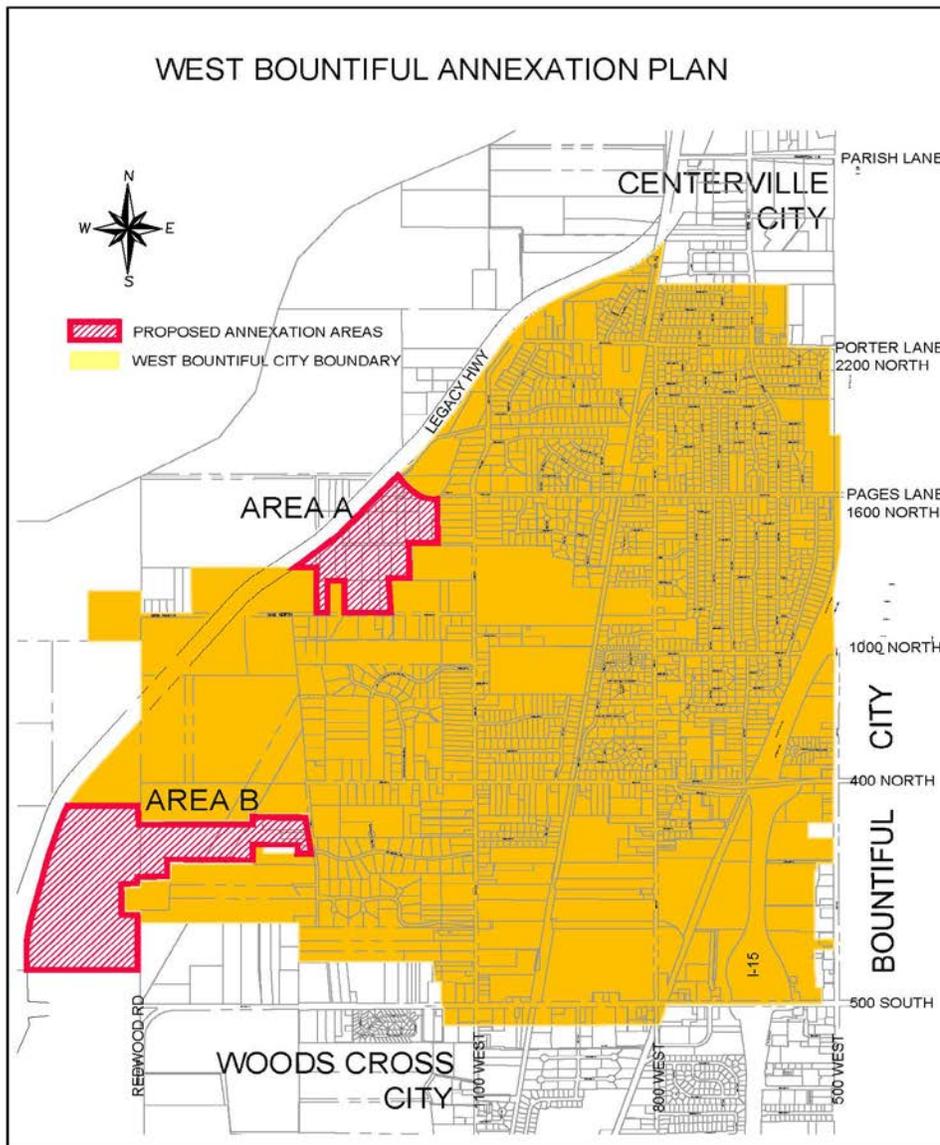
7.3 Existing Conditions

West Bountiful City is bounded on the north by Centerville City, to the east by Bountiful City, and to the south by Woods Cross City. The only opportunities for future annexation are located to the west of the current city boundaries. Because no development will be allowed west of Legacy Parkway, West Bountiful City will likely not want to consider annexation of any additional land to the west of Legacy Parkway. However, there are a few remaining areas of land located between the City's current western boundary and the Legacy Parkway which should be considered for annexation. Due to their location adjacent to Legacy Highway they provide a visual gateway to

the City. Therefore, it will be in the City's best interests to regulate the type of development that takes place in this area.

Area A (see Figure 7.1) will likely be residential in nature. Area B provides some potential for office/business park development, with good access from Legacy Parkway and proximity to 500 South.

Figure 7-1



7-4 Land Usage

Area A contains approximately 53 acres. The surrounding area is currently zoned for one-acre agricultural uses. It is anticipated that when Area A is annexed, it would receive the same land use zoning designation.

Area B contains approximately 119 acres. The surrounding land use zoning is Blended Use (B-U). This area allows for both commercial and residential uses. The horizontal divider between the two uses will be determined based on development patterns.

7-5 Population

If Area A was fully developed with residential homes and the north portion of Area B was developed as residential, then the annexed area would contain approximately 100 new homes. The estimated population increase would be 400 people, based on an average household size of 4 persons per household.

Table 7.1			
Undeveloped Acres and Future Population Increase			
	Undeveloped Acres Available for Residential Development	Houses	Population (1-acre lots)
Area A	53	25	100
Area B (north)	118.5	75	300
Area B (all)		100*	400*
Total	171.5	100/125*	400/500*

*Assumes entire area is developed as 1-acre residential

7-6 Cost of Service to Annexation Area

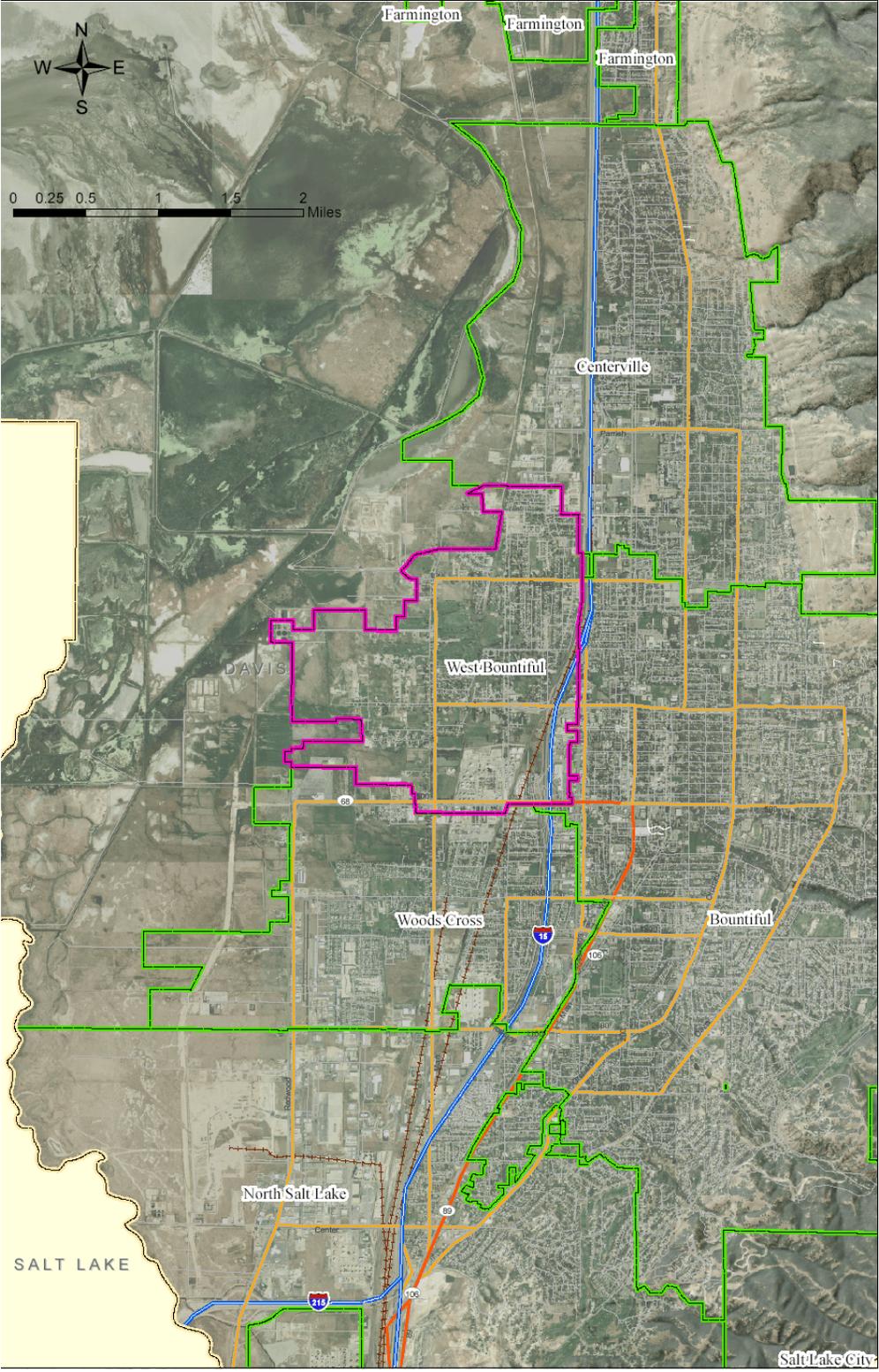
A cost of service study completed by the American Farmland Trust suggests that for every \$1 of revenue generated, it costs (on average) \$1.15 to provide public services to residential development. On the other hand, for every \$1 of revenue generated by commercial and industrial land, it costs only \$0.28 for public services.¹

¹

7-7 Shared Boundary Considerations

West Bountiful City has already established a logical and efficient northern boundary with Centerville City. To the east, the boundary is with Bountiful City (along 500 West). With the exception of a few businesses on the western side of 500 West that are part of Bountiful City, the City's eastern boundary is fairly regular.

West Bountiful's boundary to the south is Woods Cross City. This southern boundary generally follows along 500 South, jogging back and forth on both sides of the street, and making service delivery somewhat confusing. In the vicinity of 500 South and the Legacy Highway, the Woods Cross boundary extends north of 500 South to its farthest northward extent. West Bountiful City should discourage Woods Cross from annexing any additional property north of 500 South and east of the Legacy Highway. The unincorporated properties remaining in this area logically fit with West Bountiful's southern border and naturally extend West Bountiful City to the Legacy Highway.



VIII. PUBLIC UTILITIES

8.1 Background and Introduction

Vision Statement

The City recognizes the importance of providing high quality public utilities that support current demands as well as desired future land uses. The City also understands the importance of coordinating utility improvements with one another to achieve the best cost effectiveness. The community has indicated a need for improvements in storm water management and is concerned with issues related to flooding. Responding to these issues, the City and community have expressed a desire for a Capital Improvements Program that places emphasis on coordinating utility expansions and improvements to meet the current and future needs of the City, its businesses, and residents.

West Bountiful City provides its residents with high-quality, responsive, and professional public services. Residents are pleased with the level of service that they receive and feel safe in their neighborhoods. The community is pleased with the level of service provided by local law enforcement, garbage collection, education, and governmental entities. The City should continue to provide the same excellent quality of services to the community, and work to expand and enhance these services when possible. Ensuring adequate emergency service is a high priority to both the residents and the City. West Bountiful City and its residents are committed to improving access, both in and out of the City, in times of emergency and will work with the Utah Department of Transportation and local emergency responders to ensure the safety of the community.

8.2 Goals and Objectives

GOAL 1: Develop and maintain a West Bountiful City five-year Capital Improvement Program for transportation and infrastructure development.

OBJECTIVE 1: Prioritize projects in the Capital Improvement Program based on a ranking system that reflects the relationships between improvements to streets, storm drainage, and culinary water.

OBJECTIVE 2: Leverage multiple sources of funds to finance the Capital Improvement Program.

GOAL 2: Continue to maintain excellent water quality and provide adequate water supply for future needs.

OBJECTIVE 1: Maintain high levels of drinking water quality and provide adequate supply for future populations.

OBJECTIVE 2: Coordinate the development and expansion of culinary water projects with other infrastructure projects, including streets, and storm drainage, and encourage the development of additional water sources as needed.

GOAL 3: Provide for the general health, safety and appearance of West Bountiful City by adopting measures to provide adequate flood and storm water control.

OBJECTIVE 1: Properly maintain underground storm drainpipe and open water channels.

OBJECTIVE 2: Install proper equipment in identified areas for flood and storm water control.

OBJECTIVE 3: Adopt and change ordinances and standards to help maintain adequate flood and storm water control.

GOAL 4: Maintain the same excellent quality of community services currently provided by West Bountiful City and Davis County.

OBJECTIVE 1: Maintain the current level and quality of law enforcement provided by the West Bountiful City Police Department.

OBJECTIVE 2: Maintain the same excellent quality of fire protection currently provided by the South Davis Metro Fire Agency.

OBJECTIVE 3: Provide for adequate animal control by continuing the existing contract with Davis County or exploring the feasibility of West Bountiful City providing its own animal control officer.

OBJECTIVE 4: Advocate the active involvement of West Bountiful City in selecting trained and qualified school crossing guards and engineering safety measures for children attending local schools.

OBJECTIVE 5: Continue to contract for building inspection service by state qualified and licensed inspectors and periodically review conditions for the hiring of a West Bountiful City building inspector.

GOAL 5: Reduce the overall impact of the Bountiful Area Refuse Dump on local residents.

OBJECTIVE 1: Enforce all relevant West Bountiful City statues, especially ordinances requiring covered loads.

OBJECTIVE 2: Post signage at city gateways to encourage truck traffic to use 500 West and 500 South to access the landfill rather than filtering through neighborhoods.

GOAL 6: Enhance and expand community services within West Bountiful where needs exist.

OBJECTIVE 1: Explore the possibility of Davis County Library locating a library branch west of Interstate 15 to serve the needs of residents of West Bountiful City and neighboring communities.

OBJECTIVE 2: Explore the possibility of locating a fire station to the west of Interstate 15 to better serve West Bountiful City and neighboring communities.

OBJECTIVE 3: Work with the Utah Department of Transportation and local emergency response agencies to develop a coordinated emergency response plan to protect the safety of West Bountiful residents in the event of a seismic event affecting access in and out of the City.

8.3 Existing Conditions

Public Utilities

Storm Water

Storm water drainage in West Bountiful is accommodated primarily through a system of surface ditches and canals. The City's two major outfalls are Mill Creek and the Deuel Stone and Barton Canal. Mill Creek accommodates drainage for the southern portion of the City, including drainage of commercial properties east of I-15. Recently, Davis County diverted the majority of flows from the Mill Creek system to the A-1 canal, west of 1100 West Street. This diversion has resulted in reduced flows in the lower reaches of the Mill Creek system. However, the capacity of this section of Mill Creek is limited by the culvert size and elevation crossing under Legacy Highway.

The Deuel Stone and Barton (DS&B) canal collects storm water runoff from properties in the northern section of West Bountiful. The canal conveys perennial flows to the Bountiful Pond from its three namesake streams which originate in the Wasatch Mountains. By the time the DS&B canal reaches the City, the DS&B canal is a concrete-lined channel capable of conveying approximately 1211 cfs of storm water runoff. The canal is owned and maintained by Davis County.

With the construction of curb and gutter becoming more frequent in the City in recent years, the addition of piped underground storm drainage has become more common. In general,

however due to the flat slope exhibited across the City, storm water drainage is a difficult exercise for the City no matter what approach is applied. Surface drainage is an on-going challenge for residents related to storm water problems throughout the City.

Sanitary Sewer

Sanitary Sewer services in the City are provided by the South Davis Sewer District. Currently all treatment is provided at the district's northern waste water treatment plant that is located on the west end of 1200 North Street. The Sewer district reports that capacity is available for full build-out of the City, within existing city boundaries. New extensions would be required for any expansion into newly annexed or developed areas.

Culinary Water

West Bountiful City provides culinary water directly to area residents. The City purchases most of its drinking water from Weber Basin Conservancy District. The City supplements the system with water from a well located at 550 W 1000 North. The water from this well is pumped to the city's two reinforced concrete tank reservoirs located at approximately 500 South and 350 East and 500 N 400 East in Bountiful City. The water distribution system, owned by West Bountiful City, was mostly developed during the late 1950's. While existing land within the city boundaries is well served by existing culinary water sources, development in annexed areas would require expansion of the system.

The City has implemented a capital replacement program to replace aging water infrastructure. These projects encompass pipeline replacements, new installations, and routine upgrades to existing fire hydrants and water meters. In addition to evaluating needs associated with existing conditions, the plan also includes an evaluation of anticipated areas for growth and annexation.

1 **West Bountiful City**
2 **Planning Commission Meeting**

May 14, 2019

3 **PENDING- Not Yet Approved**

4 **Posting of Agenda** - *The agenda for this meeting was posted on the State of Utah Public Notice website,*
5 *on the West Bountiful City website, and at city hall on May 10, 2019 per state statutory requirement.*

6

7 Minutes of the Planning Commission meeting of West Bountiful City held on Tuesday, May 14, 2019 at
8 West Bountiful City Hall, Davis County, Utah.

9 **Those in Attendance:**

10 **MEMBERS PRESENT:** Chairman Denis Hopkinson, Alan Malan (Vice Chairman), Laura Charchenko, Corey
11 Sweat, Mike Cottle, Dee Vest (alternate), Council member Enquist

12 **STAFF PRESENT:** Ben White (City Engineer), Cathy Brightwell (Recorder), and Debbie McKean
13 (Secretary)

14 **VISITORS:** Gary Jacketta

15 The Planning Commission Meeting was called to order at 7:30 pm by Chairman Denis Hopkinson. Laura
16 Charchenko offered a prayer.

17 **1. Accept Agenda**

18 Chairman Denis Hopkinson reviewed the agenda. Corey Sweat moved to accept the agenda
19 amending it to switch a and c under #3 and Alan Malan seconded the motion. Voting was unanimous in
20 favor among all members present.

21 **2. Discuss Rezone Request from South Davis Sewer**

22 Commissioner packets included a memorandum dated May 10, 2019 from Ben White regarding
23 South Davis Sewer District Rezone Request.

24 **The memorandum included the following information:**

- 25
- 26 • The South Davis Sewer District (SDSD) owns all 40 acres west of Legacy Highway that is
27 currently within the boundaries of West Bountiful. Current zoning is A-1. The Sewer District
28 is a government entity and their land use is allowed in the A-1 Zone even though the use is
29 more suitable to being an Industrial Use.
 - 30 • Currently they have a demand for staging and storing on their unused property. Canyon
31 Pipeline (a contractor for Dominion Energy) currently leases property to stage and store
32 construction materials. There are other entities that have also expressed an interest to do
33 so.
 - 34 • While the sewer plant is an allowed use, storage and staging by other parties is not
35 permitted in the A-1 zone. SDSD is requesting the property be rezoned to an
36 L-I (Light Industrial) designation to accommodate land use more suitable to its location
37 neighboring a sewer plant.
 - A public hearing is set for May 28th to receive public comment on the proposal.

38 Ben White led the discussion regarding the rezone request from SDS D and showing the area in
39 consideration on an overhead map. He explained that the city has allowed SDS D to do staging and
40 storage, but they have begun to lease the land to private contractors which is not allowed in the A-1
41 Zone. The property would need to be zoned as a L-I in order to allow contractors to stage and store
42 equipment as the L-I zone allows things like warehousing and storage facilities, equipment sales and
43 repair, printing/publishing, research & development, business and professional services, and retail
44 commercial uses.

45 Denis Hopkinson feels like this is a double edge sword in allowing a spot zone. He pointed out
46 another zoning incident that occurred in our city in the past that he has regretted because we have now
47 lost control over them expanding storage and staging on their property. He stated that as property
48 owners SDS D has the right to request a rezone for consideration.

49 Ben White informed the commission that Staff does not want the property to be a residential area.
50 If homes were to be built, they would be difficult to serve. City Staff is pushing for the rezone so that
51 SDS D can continue to use its property and be in compliance of zoning code. He explained that SDS D will
52 eventually be building a new sewer plant and will need contractors to be allowed to store and stage.
53 Once rezoned they will be able to have that type of use on their property. Until the rebuild they can
54 make some money for the project by leasing to contractors for staging and storage.

55 **Comments:**

56 Dee Vest asked if we changed to the L-I zoning would we lose control over it. Response was that this is a
57 Light Industrial use and they could have storage and staging on that property. He is concerned with
58 what it will look like.

59 Mike Cottle feels like the best use for that area would be to allow them to rezone.

60 Corey Sweat does not have a problem with the rezone.

61 Laura Charchenko concurred and feels like we should be a good neighbor and allow them their request.
62 Some discussion took place regarding the future use and impact.

63 Alan Malan was concerned that if they sold the property then the next owners could do whatever is
64 allowed in the L-I zone without our control.

65 Denis Hopkinson spoke regarding their future needs and adjacent industries that will need to be brought
66 to the property. He said we need to be careful what could be placed there in the future and the long-
67 term effects on our community.

68 Ben White explained that the SDS D plant in North Salt Lake has a new anerobic digester that
69 converts food waste from restaurants and businesses into reusable fuels. They have had some problems
70 with part of their facility, and they may want to expand the West Bountiful plant to help accommodate
71 the demand. Some discussion took place regarding these possibilities and the potential impact to the
72 property.

73 Ben White was asked to talk with representatives from SDS D to get some additional information.
74 Chairman Hopkinson asked that the public hearing be postponed until more information is received.

75

76 **3. Discuss Proposed Updates to General Plan**

77 Staff reviewed a redlined copy of Sections IV - Transportation, VII-Annexation, and VIII-Public
78 Utilities with the commission.

79 **Discussion:**

80 Section VII-Annexation

81 Ben White proposed that most of the content in this section is not necessary and can be stricken. He
82 discussed the updated Figure 7-1 which is a map showing Areas A and B that are the remaining potential
83 annexation areas. There was discussion about removal of policy statements and Mr. White explained
84 that in most cases they are duplicated elsewhere.

85

86 There was discussion about Table 7.2 that was deleted. The Table shows undeveloped land and
87 potential future population. Chairman Hopkinson asked that it be updated and reinserted into the
88 document.

89

90 Section VIII - Public Utilities

91 Commissioner's approved proposed changes in this section as presented.

92

93 Section IV- Transportation

94 A new West Bountiful Transportation Master Plan map has been created to include in this Section that
95 shows current and future roads (by type), public transportation, current and future traffic signals,
96 current and future bicycle lanes and multi-use trails. Some discussion took place and Chairman
97 Hopkinson proposed a few changes on the map which staff will incorporate into the final document.

98 Mr. White explained that much of the text has been deleted. The following discussion took place.

- 99
- 100 • Corey Sweat would like to change "pending global warming" to "climate change" in the
101 Introduction.
 - 102 • Laura Charchenko suggested we scratch all political language/definition in that paragraph. Ben
103 White said that the definition of "Active Transportation" should be included but all the language
104 after that can be deleted.
 - 105 • Discussion about how funding impacts what we can or cannot build. Mr. White explained how
106 funding has been advantageous and successful for our City. We have received over \$1 million in
107 funding due to active transportation projects we have done.
 - 108 • Alan Malan suggested adding bicyclist to the last bullet under Transit. Chairman Hopkinson
109 suggested changing it to "active transportation" instead.

109

110 **4. Review Previous Updates to General Plan**

111

112 Section II- Land Use

113 Ben White reviewed the changes and explained the Boundary Map.

114

115 **Discussion:**

- 116
- 117 • Alan Malan pointed out missing language that had been requested at the last meeting.
 - 118 • Strike Policies 1 & 2 under Objective 2 on Page 1.
 - 119 • Denis Hopkinson asked about Goal 3 Policy 3 and if we have any areas that would be multi-family friendly.
 - 120 • Mike Cottle asked for an example of small scale neighborhood retail establishment in Goal 4
 - 121 Policy 3. Ben explained that we already have it in our city – Commercial Neighborhood zone.
 - 122 • Dennis Vest reminded Staff to delete Objective 2, Policy 2 from Goal 5, and to remove the last
 - 123 sentence in 2.4 Rural Density Residential that talks about clustering.
 - 124 • Corey Sweat asked that the last three paragraphs under Agricultural Preservation on Page 17 be
 - 125 deleted. Denis Vest concurred. Some discussion took place regarding clustering and how the
 - 126 meaning has changed over the years. There was agreement to delete the language.

127

128 Chairman Hopkinson asked staff to prepare a clean copy of the changes made this evening for the next

129 meeting.

130

131 Section III- Parks and Open Space

132 Commissioner's approved proposed changes in this section as presented.

133

134 **5. Staff Report**

135 **Ben White**

- 136
- 137 • Cathy and Ben attended an affordable housing meeting and they will be presenting some
 - 138 documents and suggestions for meaningful discussions in order to draft a document that will
 - 139 comply with and support of the new Affordable Housing Act.
 - 140 • Destination Homes met with city staff last week. They intend to ask for a text change in the BU
 - 141 Zone.
 - 142 • Flag Lot subdivision on Porter Lane is still pending.

142 **Cathy Brightwell**

- 143
- 144 • Lowe's is sponsoring a Beautiful Yard contest in West Bountiful for well kept yards and will be
 - 145 awarding \$50 gift certificates each month through the summer. Let Cathy know of anyone you
 - 146 would like to submit for consideration.

146

147 **6. Consider Approval of Minutes from April 23, 2019 meeting.**

148

ACTION TAKEN:

149 *Mike Cottle moved to approve of the minutes of the April 23, 2019 meeting as presented.*

150 *Corey Sweat seconded the motion and voting was unanimous in favor.*

151

152

153

