

Minutes of the Work Session of the Weber County Planning Commission for June 9, 2026, Weber County Commission Chambers, 2380 Washington Boulevard 1st Floor, the time of the meeting commencing at 5:00 p.m.

Weber Planning Commissioners Present: Andrew Favero (Chair), Casey Neville (Vice Chair), Cami Clontz, Kyle “KC” Lindsey, Jed McCormick, and Sara Wichern

Members Excused: Sarah Wichern

Staff Present: Charlie Ewert, Principal Planner; Felix Lleverino, Planner; Liam Keogh, Legal Counsel; Marta Borchert, Planner Technician.

Roll Call: Chair Favero conducted roll call and indicated Commissioner Andreotti has been excused from the meeting; all other Commissioners were present.

WS1. General plan and the port authority boundary discussion with the Port Authority and local land owners

Stephanie Pack, Utah Inland Port Authority and Stephanie Russell, Economic Development Director & Government Relations Liaison, presented the Port Authority's annual report covering the past 12 months, which marked the project area's second anniversary. Ms. Russell provided background, noting that the project area encompasses approximately 9,000 acres, located predominantly west of 8300 West, and is limited to industrial and commercial properties. She emphasized that the Inland Port Authority does not hold land use authority — that authority remains with Weber County — and that the County's general plan serves as the primary roadmap guiding development decisions within the project area. Ms. Russell highlighted several significant infrastructure investments completed over the past year. A \$5 million loan from the Authority's Infrastructure Bank, paired with a \$5 million ARPA legislative appropriation received by the County in 2022, was used to fund a 6-million-gallon-per-day sewer lift station. An additional \$25 million special assessment bond was issued through a Public Infrastructure District (PID) for the Promontory Commerce Center/Black Pine development. Ms. Russell was careful to clarify that the combined \$35 million infrastructure investment was funded through developer financing and a state legislative appropriation — not from County taxpayer dollars or general fund revenues. Ms. Russell described the Promontory Commerce Center as an approximately 400-acre Phase 1 development and noted that an estimated additional \$80 million in infrastructure investment will be needed to fully activate the remaining 9,000 acres over the life of the 25-year project. The tax increment finance mechanism splits generated increment 75% to the project area and 25% to other taxing entities.

The Commission was informed that target industries for recruitment include energy, advanced manufacturing, aerospace and defense, and life sciences — with a particular focus on industries that do not require significant industrial water use, given constraints in the area. Ms. Russell reported that three projects are in active negotiation, with announcements anticipated before year-end. She noted the strategic logistical advantages of the site, including proximity to approximately 500,000 residents within a 30-minute drive and access to the Union Pacific mainline rail corridor, which she described as a significantly underutilized asset. Ms. Russell also described an amendment under development to the Port Authority's existing wetland strategy, which would be broadened into a natural resources policy. This expanded policy would incorporate development guidelines such as dark sky standards and bird-friendly lighting, in addition to responsible wetland mitigation. She noted that 3% of tax increment generated over 25 years is committed to wetland preservation, with projected funds potentially exceeding \$10 million, all to remain local to the project area.

Chair Favero asked about the tax increment split, which Ms. Russell confirmed as 75% to the project area and 25% to other taxing entities. He also asked about the Port Authority's position on the preferred alignment of the Legacy Highway extension through the West Weber Corridor. Ms. Russell stated that the Port Authority has been actively providing UDOT and the Wasatch Front Regional Council with absorption schedules and development data to influence the alignment study currently underway. She indicated that the Port Authority is not formally advocating for a specific alignment but is ensuring that decision-makers have accurate data on anticipated growth and development in the area.

Ms. Russell and Ms. Pack discussed infrastructure coordination efforts, including LMSA's development of a sewer conveyance master plan along 12th Street, a planned reversible sewer force main from 5900 West to 9300 West, and partnership negotiations with Westmore and Northern Water as the exclusive water provider within the project area. The Commission was assured that

the infrastructure is being designed to accommodate both industrial and future residential uses, and that adjacent property owners with septic systems would have the option to connect to the new sewer system.

Vice Chair Neville asked how the West Weber Inland Port project area compares in size to the Business Depot Ogden (BDO) and Freeport Center. Ms. Russell indicated that BDO contains approximately 13–14 million square feet of industrial space, while the West Weber area, at buildout, is projected to accommodate closer to 20 million square feet based on conservative absorption schedules from developers over the next 25 years.

Principal Planner Ewert presented maps illustrating both the current general plan designations and a proposed adjustment to align the general plan boundaries with the existing Inland Port project area boundaries south of the railroad tracks and west of 7500 West. The proposed change would shift the mixed-residential buffer that currently appears on the west side of 8300 West to the east side, consistent with the industrial land use pattern, and more accurately reflect the boundaries of the Port project area.

Ms. Russell noted that under the current general plan, at least one parcel within the project area boundary could not be marketed for industrial purposes, and that the adjustment is necessary to remedy this inconsistency.

Chair Favero expressed some reservation about whether mixed-use residential is the most appropriate buffer designation immediately adjacent to heavy industrial (M3) zoning, drawing comparison to residences along Wall Avenue next to BDO. He acknowledged the challenge of integrating residential and industrial uses in close proximity and invited discussion from the Commission.

Ms. Russell suggested that the parcel in question — approximately 900 acres owned by a single property owner in three separate parcels — might be a candidate for a Manufacturing and Technology (M&T) zone designation rather than full M3, which would allow for lighter industrial uses and provide a more compatible transition to adjacent residential development. Planner Ewert confirmed that the general plan as presented already contemplates business office/tech and mixed commercial designations as buffers in similar configurations.

The Commission reached a general consensus that the boundary adjustment is appropriate and straightforward to incorporate into the ongoing general plan update. Chair Favero directed staff to make draft adjustments to the map, consult with the affected landowner regarding the potential M&T designation for the buffer parcel, and return with refined options for the Commission's review. Vice Chair Neville requested that staff provide examples from other jurisdictions where residential uses have been successfully integrated in proximity to industrial development, to help inform future decisions on similar applications.

The Port Authority representatives offered to share examples of symbiotic residential products from other project areas and indicated willingness to coordinate with the landowner regarding land use compatibility.

WS2. West Weber Freeway Corridor community outreach work session

Planner Aydelotte introduced the item, explaining that staff has been conducting meetings over the preceding weeks with farmers, landowners, and developers to discuss the preferred alignment for the Legacy Highway extension through the West Weber Freeway Corridor. She distributed handouts containing three maps: (1) the current general plan alignment showing two corridor options, including an alignment along 8300 West; (2) the County's preferred "green" alignment, originally adopted in 2009, and an alternate "red" alignment further west; and (3) two additional UDOT alternatives — "blue" and "purple" — located further east, in the range of 4700 to 8000 West.

Ms. Aydelotte noted that UDOT has not yet communicated a definitive preferred alignment and has not been responsive to County meeting invitations, though she expressed hope that a recent change in UDOT Region 1 leadership might result in a more receptive dialogue. She indicated that developers who met with staff earlier that afternoon have expressed willingness to take a "top down" approach by reaching out directly to state-level contacts, and that the Commission's role in this session was to provide a consensus position to be part of a coordinated communication effort to UDOT.

Chair Favero provided historical context, recalling that a community working group — including himself, representatives from the Wasatch Front Regional Council, County Commissioners, and local landowners — undertook a series of meetings beginning in 2008 to evaluate alignment options. That process resulted in the "green" alignment being identified as the preferred route, which was subsequently incorporated into Weber County's long-range transportation plan. He noted the process went dormant for

approximately a decade and has now re-emerged as UDOT's current planning study advances south toward 4000 South, with construction already funded to 1800 North in Davis County. Chair Favero further noted that the County now has approximately 14,000 approved residential units on the Westbridge development, approximately 3,000 units in the Black Pine/Bennett Farms development, and several million square feet of planned commercial and retail space — all of which were planned around the corridor as previously adopted. He expressed concern that shifting the alignment east would jeopardize those developments.

Chair Favero then invited public input.

John DeGiorgio (5690 South 5130 West) stated that he was a member of the original 2008–2009 alignment study committee and emphasized the agricultural heritage of the north end of the corridor, noting that the entire area is composed of Century Farms. He urged the Commission and UDOT to keep the corridor to the west, where County stakeholders and communities have long anticipated it would be located.

Brandon Green, Flagship Homes, commented that in his experience UDOT weighs general plan designations heavily in making alignment decisions, and urged the Commission not to abandon the plan that has been in place for 20 years. He warned that shifting the alignment east would effectively create an "island" isolating the Inland Port from freeway access and create serious adverse impacts for all the development that has been planned around the western alignment.

An unnamed stakeholder with experience in the Freeport Center area noted that the street network surrounding large industrial facilities is critical, pointing to the difficulties at Freeport as a cautionary example. He also noted the implications for Plain City's general plan, which is currently being developed and needs certainty about the corridor location.

Ben Richey, Wasatch Front Regional Council, offered perspective on UDOT's reluctance to commit to a western alignment, noting that difficulties encountered during the Legacy Highway and West Davis Corridor environmental review processes have made the agency cautious about alignments that may face legal or regulatory challenges — particularly regarding wetlands and Army Corps of Engineers permitting. He expressed confidence in the strength of Weber County's master plan and encouraged the County to continue developing its internal road network in a way that demonstrates readiness for and commitment to the corridor. He noted that the West Weber area is maturing faster than many anticipated, and that legislative support for these state-funded freeway facilities has been growing.

Roger Heslop (1657 South 3700 West) expressed that while he is not personally enthusiastic about the scale of development planned for West Weber, a western freeway alignment is clearly preferable from a cost and practicality standpoint, noting that a more eastern alignment would require multiple river crossings at great expense to the County and would not adequately serve east-west traffic needs.

An additional public comment from an unknown speaker was offered regarding a potential alternate alignment through a privately-owned 80-acre parcel, with the speaker indicating that neighboring landowners to the west — including the Burke and Ortega properties — are open to having the corridor run through their land, and that a modified alignment for 2550 South could be considered if the fish and game property presents an obstacle.

Chair Favero invited each commissioner to state their position on the corridor alignment.

Vice Chair Neville stated that he had heard no argument in favor of an eastern alignment and that all evidence supports the western alignment.

Commissioner Lindsey agreed with the consensus position and noted that public sentiment expressed on social media is also in favor of the western alignment.

Commissioner Clontz stated that all of the County's approved developments were planned around the expected western corridor location and that the alignment should remain there.

Commissioner Andreotti emphasized the economic logic of a western alignment — its superior ability to distribute traffic, serve the Inland Port, reduce pressure on 12th Street, and avoid displacing the many homes that would lie in the path of an eastern alignment.

The Commission reached unanimous consensus in support of the more westerly corridor alignment, consistent with the County's adopted general plan and the 2009 preferred alignment. Planner Ewert identified the desired outcome as a formal letter bearing the signatures of all three County Commissioners, all seven Planning Commissioners, affected landowners, and affected developers, to be submitted to UDOT communicating the County's unified position. Ms. Aydelotte confirmed that developers have taken the initiative to coordinate the outreach effort and that staff will work collaboratively with them on the communication. No formal motion was required as this was a work session item.

The meeting adjourned at 6:35 p.m.

Respectfully Submitted,

Cassie Brown

Weber County Planning Commission