

Paul Berg, agent for Watts Dutch Fields LLC, is requesting an amendment to the General Plan to rezone a small area near the roundabout on River Road from RA-1-43 to the Commercial C-2 zone to allow for a service station and convenience store.



PLANNING COMMISSION MEETING STAFF REPORT

DATE OF MEETING: July 16, 2014

NAME OF APPLICANT: Watts Dutch Fields LLC (Russell K. Watts)

AUTHORIZED REPRESENTATIVE: Paul Berg

AGENDA ITEM: General Plan Amendment

ITEM: 4

Paul Berg, agent for Watts Dutch Fields LLC, is requesting an amendment to the General Plan that would add supporting language for a commercial area near the roundabout on River Road from RA-1-43 to the Commercial C-2 zone.

BACKGROUND:

The City has received an application to amend the General Plan that would eventually allow limited commercial development on a parcel of land located north east of the River Road roundabout. Currently the General Plan that the City adopted in 2011 does not support commercial development in this area. The land uses that are envisioned in this area are low-density residential and agricultural uses. The applicant would like to change the land use maps on pages 17 and 18 so that commercial development would be part of the plan for the specific area mentioned above. If the applicant is successful with his petition then the next step would be to apply for a zone map amendment to rezone the specific parcel from RA-1-43 to C-2. The final step would be to apply for a Conditional Use Permit that would allow for a retail store and gas pumps to be located on the property.

The property itself is 0.47 of an acre and is located between 470 E and Burgi Lane. The property is not located in any plat and currently is not entitled with any land use approvals. The property has been used as the site of a construction trailer for several years. It is a remnant parcel that currently is not large enough to meet the minimum standards for the zoning district for residential development.

ANALYSIS:

There are many issues to consider with this application that range from safety to community vision and preference to tax revenue. When creating or amending the General Plan the City Council acts as a legislative body as opposed to an administrative body. When the Council acts administratively, such as reviewing a subdivision proposal, then they review the subdivision to make sure it complies with the City's land use code. If the subdivision meets the requirements then it will be approved. With the current petition to amend the General Plan the City Council acts legislatively which means that they have much broader discretion regarding approving a proposal. They are not bound by the same rules as when they act administratively. What this means is the Council must be convinced that the proposal is good for the City in order to approve the petition. If the Council feels the proposal is not in the best interest of the City and its residents then the proposal should not be approved. With that in mind, Staff has identified a number of issues that should be considered with this proposal which include the following:

Long-term zoning impacts – a major concern that Staff has identified is the long-term impacts of rezoning the property to C-2. If the property is rezoned then any permitted or conditional uses allowed in the C-2 may be approved for the parcel. A possible scenario could be that the service station is closed at some future date and other commercial ventures would be pursued on the property. Some of the uses in the C-2 zone may be more appropriate for others in an area surrounding by residential developments. An auto body repair shop would not be appropriate but would be a possibility if the property is rezoned to C-2. The City must consider the long term impacts of the zone change on the surrounding area.

Economic benefits – If the property is rezoned C-2 and a convenience store is constructed on the property then the City and its residents would benefit from the expanded tax base. As the City gathers more money from taxes it is able to better serve its residents. Midway does not have many commercial businesses and this is partly due to the fact that most businesses establish themselves in Heber. For this reason it is important that the City consider expanding its tax base. The General Plan also promotes economic expansion in The Economic Development Vision which states: "Develop a sustainable base by retaining, recruiting and expanding businesses that provide an income-producing job base, enhance the quality of life, and are consistent with the Swiss/Alpine identity of Midway." The applicant has not submitted an economic analysis so it is unknown what impact the business will have on the City regarding taxes.

Safety – The City is concerned about the safety of its residents. Neighbors raised concerns regarding safety and pedestrians in the area around the roundabout. There is a trail system that connects to the parcel from the east but there is no connection to the Burgi Lane trail to the west. The trail system should be completed to make the area safer for pedestrians.

Traffic circulation – Staff has concerns regarding the proposed driveway access location to the proposed convenience store. Burgi Lane is categorized as a Collector road on the Road System Master Plan. In that plan driveway spacing is listed for all types of roads in Midway and Minor Collectors should have 200 feet of spacing. Collector roads which are even busier should have more spacing than Minor Collectors and must be approved specifically by the City Council. The spacing on the submitted plan is in the range of 50-70 feet. Vehicles traveling from River Road to Burgi Lane usually do not slow down the posted 10 mph speed limit so the safety of vehicles leaving the proposed driveway location is a concern. There are also clear view visibility issues that will need to be addressed if a commercial driveway is allowed from Burgi Lane.

Aesthetics – The applicant has submitted visual concept drawings that depict a store and canopy that seem to meet the requirement that all commercial structures have Swiss/alpine architectural elements incorporated into the structures. The Visual and Architectural Review Committee would need to review the structure but visually the structures are appealing. Also regarding scale, both the store and the canopy above the gas pumps are relatively small and appear to fit in a residential area. Also the developer has offered to landscape the area he currently owns on the southwest area of the roundabout as part of his proposal (see Paul Berg's letter included in this packet.)

Surrounding land uses – One issue that has been mentioned to staff on numerous occasions is that the proposed use is not compatible with the surrounding existing uses. Many have stated that the area is rural residential and any commercial will detract from the entire area. Some property owners in the area state they purchased because of this rural atmosphere and any addition of commercial to the area will diminish what they currently have.

Community walkability – Nationwide there are communities that are allowing neighborhood stores because they do add some benefits to the residents around them. This is a change in planning practice that has been common since the mid 1900's when most communities, including Midway, adopted Euclidean zoning, and created centralized business districts and segregated commercial and residential areas. Recently some communities have reverted back to the neighborhood store concept because it makes communities more walkable, reduces traffic and pollution, and is convenient for those who live near the store. There are varying opinions on this matter but generally neighborhood stores are becoming more acceptable around the country.

Competition for Main Street – Staff is concerned that a new convenience store and gas station will add more competition for the existing gas stations. Normally this would not be a concern the City would address if a gas station were proposed in a current commercial zone but in the case of a General Plan amendment it most certainly should be addressed. It is unknown what the impact will have for the businesses along Main Street but it will most likely impact them in some manner. The applicant feels that most of the business will be from through traffic that comes in to Midway from River Road. These are tourists to the community that are visiting the resorts and the State Park. The thought is that many tourists never makes it down to Main Street but if there were an option to

stop on Burgi Lane then many would. Basically the proposed business would capture existing through traffic and would not impact the current businesses on Main Street. This issue is debatable and again it is unknown what the impact would be.

Spot zoning - The City has tried to avoid creating “spot” or “island” zoning when considering land use issues. Basically the definition for this type of zoning would be rezoning a parcel to a different zone than all the contiguous parcels around it. This proposal would create this type of an issue.

This item was noticed in the Wasatch Wave for two weeks and noticed on the State’s webpage. Notice was also posted in three public locations around the City.

PROPOSED FINDINGS:

- The rezone would create a zoning situation that is considered a “spot” or an “island”.
- The project could connect to existing utilities and fire flow should not be an issue.
- A commercial development would most likely create more taxes than what is used and a residential development would most likely use more taxes than what is contributed.
- This is a recommendation to the City Council.

POSSIBLE ACTIONS:

1. Recommendation for Denial. This action can be taken if the Planning Commission feels that the proposed language is not an acceptable amendment to the City’s General Plan.
 - a. Accept staff report
 - b. List accepted findings
 - c. Reasons for denial
2. Recommendation for Approval. This action can be taken if the Planning Commission feels that the proposed language is an acceptable amendment to the City’s General Plan.
 - a. Accept staff report
 - b. List accepted findings

3. Continuance. This action can be taken if the Planning Commission feels that there are unresolved issues.
 - a. Accept staff report
 - b. List accepted findings
 - c. Reasons for continuance
 - i. Unresolved issues that must be addressed
 - d. Date when the item will be heard again

Mission Dr

Craftsman Way

470 E

River Rd

W-Burgin Ln

440 E-Martha Ln



LEGEND

STORE SITE: 0.57 ac
BUILDING: 1,250 sf
PARKING: 15 spaces



BERG ENGINEERING
1000 W. 10th Street, Suite 204
Bismarck, ND 58502
PH: 701.251.9749

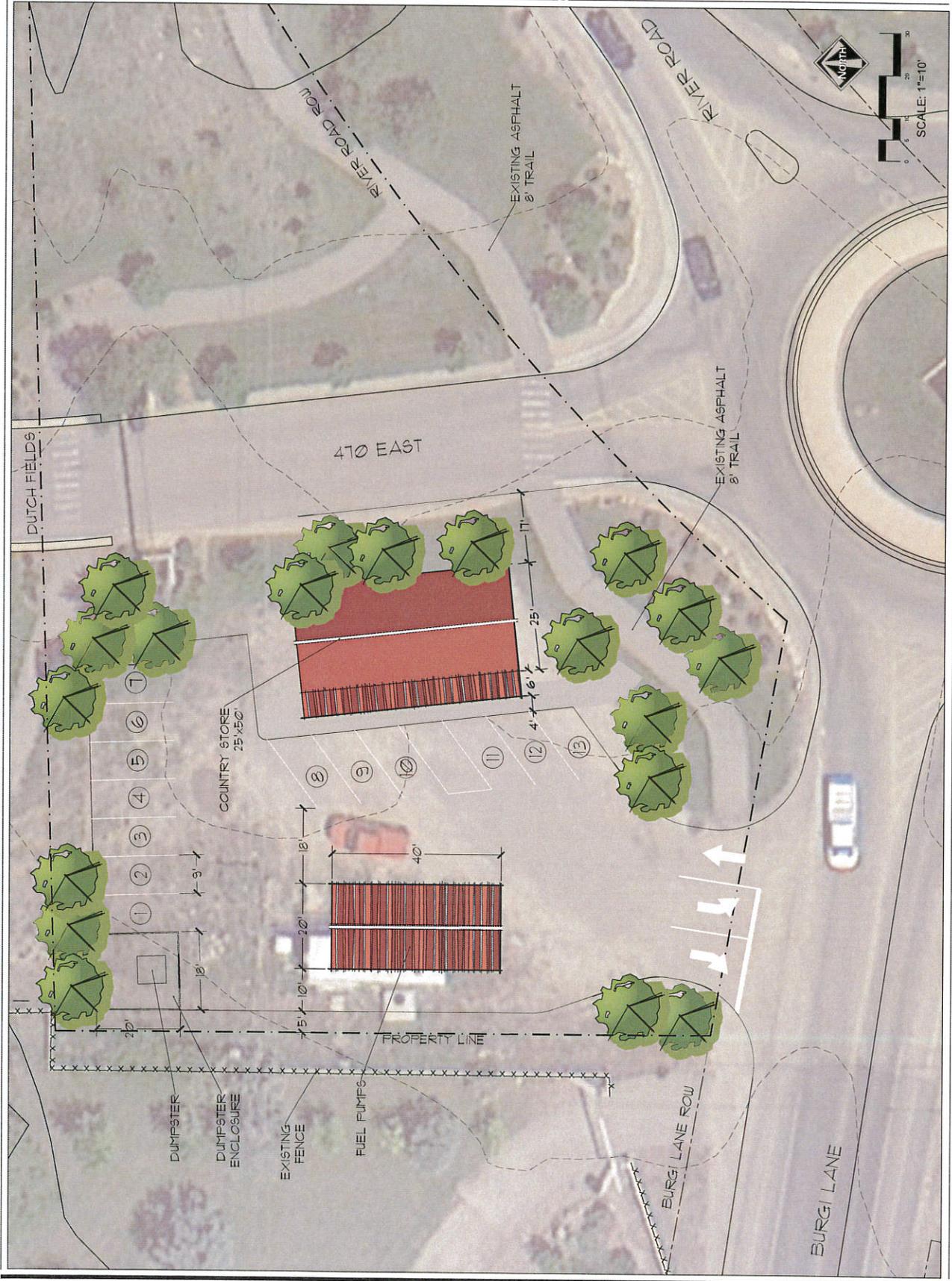
DATE:	2/20/2024
DESIGNED BY:	JACOBSON
DRAWN BY:	TRU
REVIEWED BY:	TRU
PROJECT:	240101
ISSUE:	CONCEPT
DATE:	2/20/2024

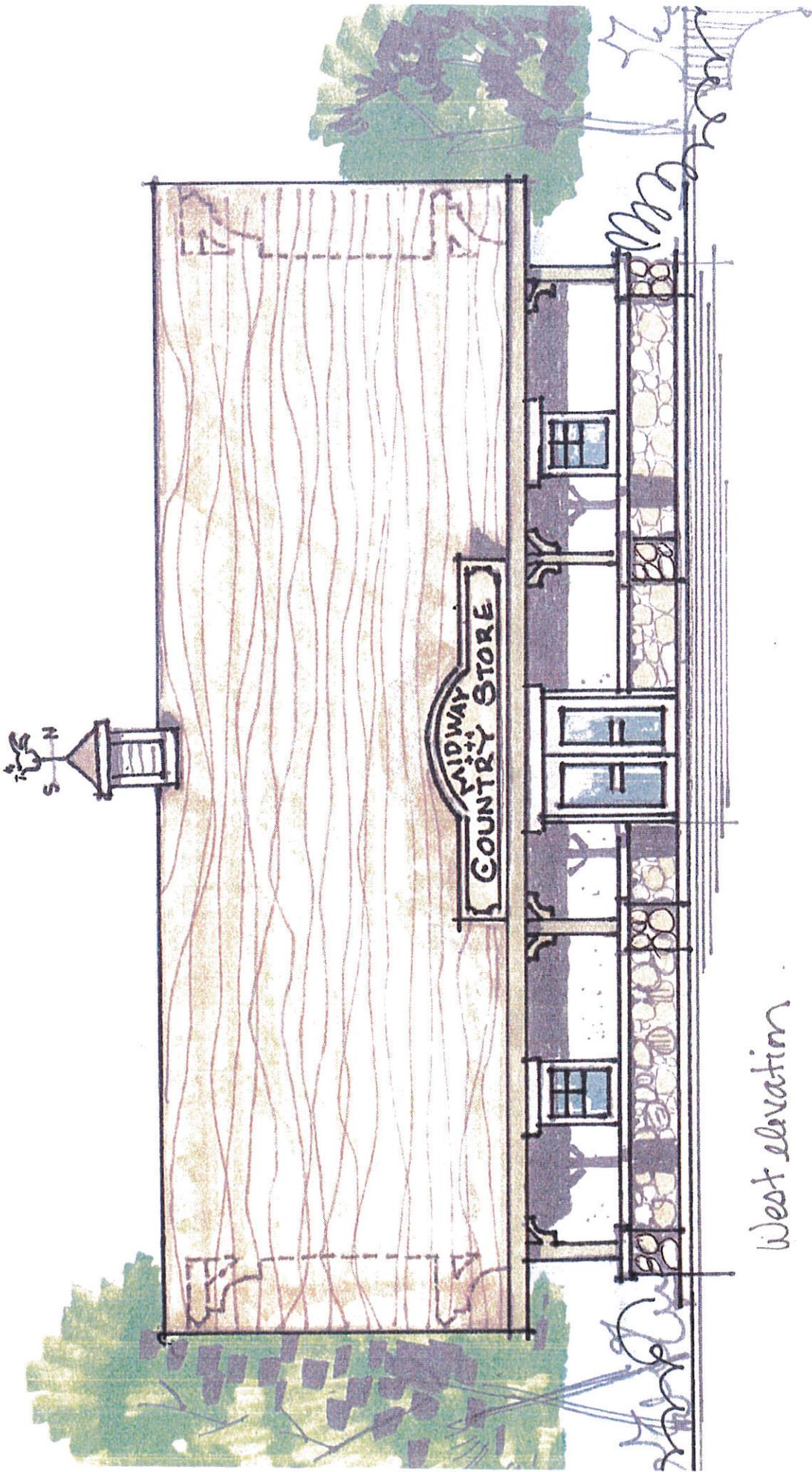
REVISIONS

Midway Country Store
DUTCH FIELD
Concept Plan

Concept Plan | **C01**

1000 W. 10th Street, Suite 204, Bismarck, ND 58502 | PH: 701.251.9749





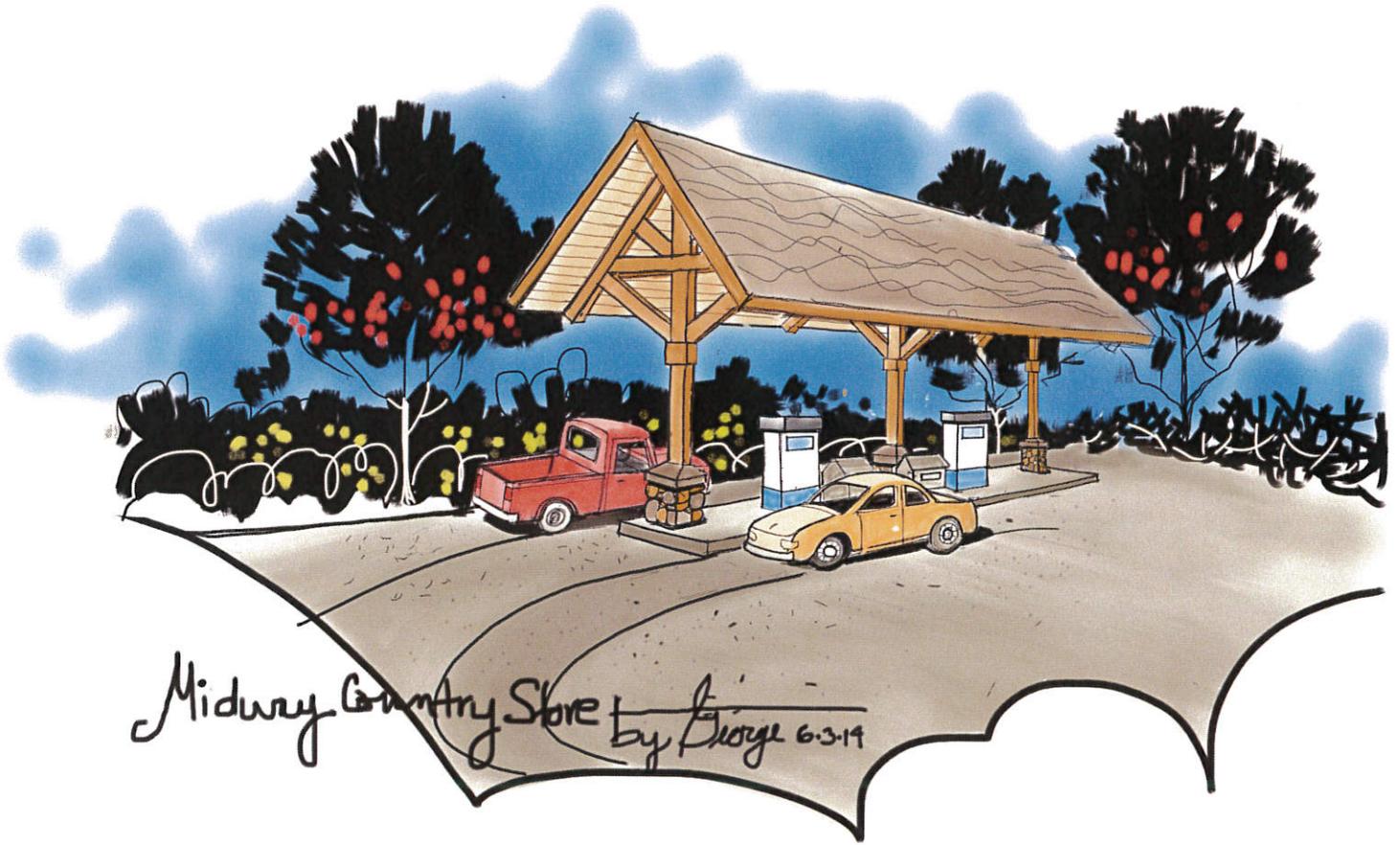
West elevation

Midway Country Store by Georg 5.17.2014



South elevation

Midway Country Store by Georg - 5.17.2014



Midway Country Store by George 6.3.14

June 17, 2014

Michael Henke
Midway City Planner
75 North 100 West
Midway, UT 84049

Re: Request to Amend the General Plan to allow a Midway Country Corner Store
at the intersection of River Road and Burgi Lane Roundabout

Dear Michael,

We have been building communities and observing the traffic patterns in Midway for the last 20 years. We acknowledge that there is a significant amount of people visiting the Midway area that skirt the north boundary of Midway and never enter the center of Midway City. We believe that there are many economic benefits to capturing a percentage of visitors that come to the Wasatch Mountain State Park, Wasatch Mountain State Golf Course, Zermatt Resort, and Crater Springs Golf Course, including the Homestead Resort. The proposed convenient store would capture a percentage of those people that are visiting the area and we would be able to generate additional tax base for Midway City.

Thousands of people visit these five areas yearly and never pay for the use of roads and services, other than at the resorts. As a development team, we are proposing to build an authentic Swiss designed architectural building that will add to the aesthetic appeal at our main entrance to Midway City and promote the beauty of the architectural theme of the valley. This proposed store also provides basic consumer services for the north area of Midway and reduces traffic flow and encourages pedestrian walking and connection to the local communities.

In the long term planning of the city's growth, we believe that this is a wise intersection to zone commercial so that we can capture more tax base, encourage less vehicle trips, encourage pedestrian use, and provide an architectural element to the main entrance to our community.

Sincerely,

WATTS ENTERPRISES

A handwritten signature in blue ink that reads "Russell K. Watts". The signature is written in a cursive style with a large, stylized "R" and "W".

Russell K. Watts
President

RKW/mf

June 11, 2014

Michael Henke
Midway City Planner
75 North 100 West
Midway, Utah 84049

Re: Request to Amend the General Plan
 Rezone 0.47 acres from R-1-43 to C-2 near the River Road Roundabout

Dear Michael:

Watts Dutch Fields LLC proposes to amend the Midway City General Plan and change approximately 0.47 acres near the River Road and Burgi Lane Roundabout from RA-1-43 to the Commercial C-2 zone. The proposed change would allow a future convenience store and service station to be constructed near the intersection. This letter provides a response to various questions listed in the general plan amendment application that apply to this request.

Economical Benefits

Many visitors enter Midway via River Road from Highway 40 but never travel to Main Street while visiting the Wasatch Mountain Golf Course, Crater Springs Golf Course, Homestead Resort, Zermatt Resort or Wasatch Mountain State Park. The proposed convenience store and service station would provide services to these visitors and generate tax revenues for Midway City.

Aesthetics

The proposed store will contain Swiss architecture which will reinforce the Swiss heritage theme found throughout Midway. The location of the store will add aesthetic appeal to a major transportation gateway into Midway City. The property owner will also dedicate land on the west side of the roundabout to Midway City to allow the landscaping to be completed.

Protection of Urban Development

The proposed general plan amendment and future store allow for basic consumer services to be provided in the northern section of Midway without traveling to Main Street. The store would be within walking distance for residents of Dutch Fields, Deer Ridge Estates, Lacy Lane and portions of Valais. The store would also service visitor traffic that enters Midway via River Road from Highway 40.

Energy Conservation and Renewable Energy Resources

The proposed store would reduce trips to Main Street for basic consumer services. Green building or LEED building techniques will be considered as part of the store design.

Protection and Promotion of Air Quality

The proposed store would service visitors and residents at the north end of Midway and would reduce the number of vehicle trips to Main Street to obtain basic consumer services. The reduced number of vehicle trips would promote improved air quality.

Historic Preservation

There are no historic structures or landmarks on the property. The proposed store will contain Swiss architecture which will reinforce the Swiss heritage theme found throughout Midway.

Available Services

Culinary water, sewer, power, gas and phone services are already available to the property. No extensions or modifications of services are required for the property to be rezoned from residential to commercial.

We appreciate your consideration of this general plan amendment and rezone request. If you have any questions regarding the proposed general plan amendment or convenience store please call me at (435) 657-9749.

Respectfully,

A handwritten signature in cursive script that reads "Paul Berg". The signature is written in dark ink and is positioned above the typed name.

Paul Berg, P.E.



Land Use Element

Midway City 2011 General Plan

Introduction

The Land Use Element is a primary tool to make the Community Vision a reality. The distribution, density, usage and preservation of real property throughout the City will ultimately determine its future. Special care should be used to assure all land use decisions are made in concert with this portion of the plan and the vision element.

Development Vision

To have a well planned community with land uses that enhance its unique characteristics by providing:

- High-quality, well-planned residential areas with open spaces that support and compliment the unique rural quality and character of the City;
- A centralized business district, resort areas and manufacturing areas that enhance the City's sales and property tax revenues and provide the highest quality goods and services for residents and visitors, while enhancing the visual appeal of the community;
- Open space areas, while preserving sensitive lands.



Preserving our vision is what the City Council, with input from the Planning Commission and residents, has worked diligently to accomplish with this plan.



Midway

Population and Housing Statistics

Like many Utah communities, Midway has recently experience significant growth. Between the 2000 and 2010 the population grew 81%. Future projections indicate similar growth will likely continue. It is the purpose of this plan to prepare for the future and aid community leaders in making decisions consistent with the community vision.

Full Time Residents	
Year	Pop.
2000	2,121
2002	2,433
2004	2,624
2006	3,207
2009	3,746
2010	3,845
#change	1,724
%change	.81%

Future Projections	
Year	Pop.
2010	3,845
2020	6,120
2030	8,773
2040	11,600
2050	14,200
2060	18,800

2010 Census		
	Number	Percent
HOUSING UNITS		
Total housing units	1,982	100.0
OCCUPANCY STATUS		
Occupied housing units	1,276	64.4
Vacant housing units	706	35.6
Source: U.S. Census Bureau, 2010 Census.		

While the total population has nearly doubled in the last ten years, residential development has grown even faster. Most of the difference in growth rates is due to second home ownership. 2010 census data indicates that 35% of housing units are vacant. In Midway's case, the majority of vacant units are second homes.

Population Growth and Land Use

It is important for any community to understand population growth and plan accordingly. This table is a generalization of the current zoning map and include all lands within the City's current annexation policy plan. Midway will be able to meet the housing needs of current and future residents. However, as housing preferences change and demand for open space and other land uses increase the City should be flexible enough to accommodate such changes provided that they are consistent with the community vision.

Residential Zoning	Acres	Housing Units	Population
(R-1-7)	79	379	1172
(R-1-9)	109	436	1347
(R-1-11)	167	534	1651
(R-1-15)	701	1682	5199
(R-1-22)	1098	1757	5429
(RA-1-43)	2588	2070	6398
Totals	4742	6859	21195
Factored*	35%	4458	13777

*According to the 2010 Census, 35% of homes are vacant/seasonal use

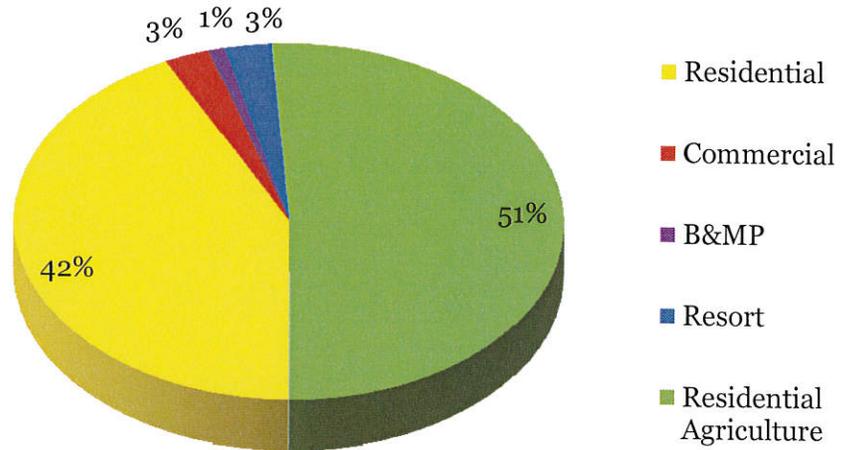


Midway

Land Uses

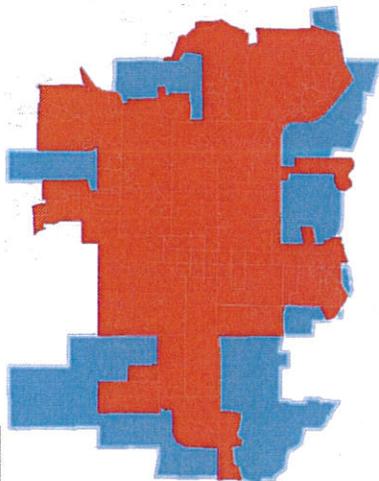
Land Use Mix

Having an adequate mix of land uses is important. This plan provides ample space for a variety of housing types, commercial, and resort activities. Open space and agriculture are also important elements of Midway's character and are encompassed primarily within residential zones.



Physical Constraints

There are many physical constraints that affect development in Midway and the surrounding valley. These constraints include flood hazards, earthquake hazards, problem soils, steep slopes, landslide hazards, wetlands, high water table and geothermal activity. In order to protect current and future residents and these sensitive lands, the City has adopted extensive development standards. Please see Midway City ordinances and the Environment and Sensitive Lands section of this plan for more information.



Land Area and Annexation

Midway is bounded on the north and west by mountains, on the east by the Provo River and on the south by Deer Creek Reservoir. These features create what will likely be the ultimate Midway City limits. Much of the land within that area is already part of the City. For more information please see the Midway City Annexation Policy Plan.



Midway

Land Use

Midway City encourages the orderly and efficient distribution of land uses within the City. A full range and mix of land uses including open space, residential, commercial, public, and light industrial are provided within the City.

Residential classifications: include areas that surround the City center. A variety of housing types are promoted through different zoning densities. Hillsides and riparian areas that are less conducive to development have lower densities. Areas immediately surrounding Main Street provide a logical location for medium density housing. Infill development is encouraged in order to maintain open space and minimize the cost of infrastructure and preserve the historic rural atmosphere.

Commercial classifications: include areas along major roads including Main Street and Center Street. Retail, office space along with mixed use housing are encouraged along the Main Street corridor. The City hopes to promote and capture more tourism related income while increasing the availability of goods and services to its residents.

Resort classification: include areas in several locations throughout the City. They are primarily on the edges of the community to maximize access to recreation while minimizing impacts on the rest of the community.

Business and Manufacturing Park: includes a select location where the City can provide adequate services to light industrial uses. These areas also require the mitigation of any nuisances that may be present.

Community Vision

Throughout the visioning process, the integration of residential, commercial, and light industrial uses into the natural terrain is a critical element of the community vision. Great care should be taken to implement that vision through the development process.





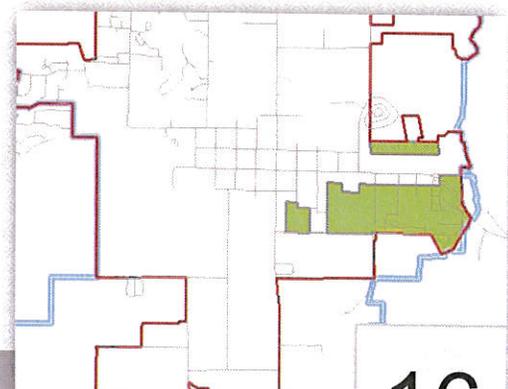
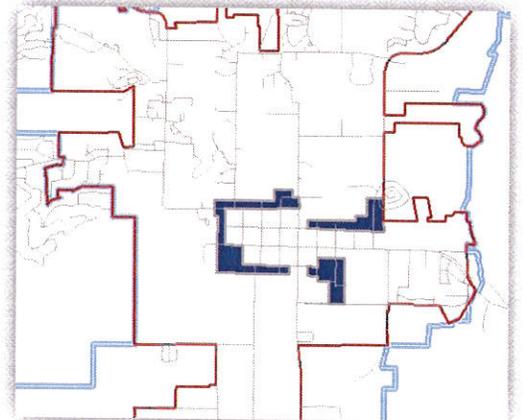
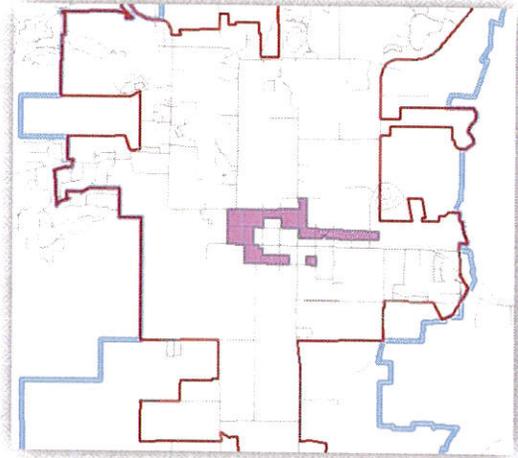
Land Uses

General Residential

Residential – R-1-7: The R-1-7 zone (7,000 sf lot) provides appropriate locations within the City for development with a higher amount of residential density. In general, this zone is located in the central part of the City, adjacent to commercial areas where the impact of vehicular travel and parking is consonant with adjacent use of land, and where multiple dwellings can best be supplied with necessary public facilities. This zone is characterized by more compact development and somewhat higher volumes of traffic than is characteristic of other zones. Representative of the uses within the R-1-7 zone are one and two-family dwellings and related community facilities. Commercial uses are prohibited in this zone.

Residential – R-1-9: The R-1-9 zone (9,000 sf lot) provides a residential environment within the City which is characterized by smaller lots and somewhat denser residential environment than is characteristic of the R-1-11 Zone. Nevertheless, this zone is characterized by spacious yards and other residential amenities adequate to maintain desirable residential conditions. The principal uses permitted in this zone shall be one and two family dwellings and certain other public facilities needed to promote and maintain stable residential neighborhoods.

Residential – R-1-11: The R-1-11 zone (11,000 sf lot) encourages the creation and maintenance of residential areas within the City which are characterized by medium-size lots on which single-family dwellings are situated, surrounded by well kept lawns, trees and other plantings. A minimum of vehicular and pedestrian traffic and quiet residential conditions favorable to family living are also characteristic of this zone.





Midway

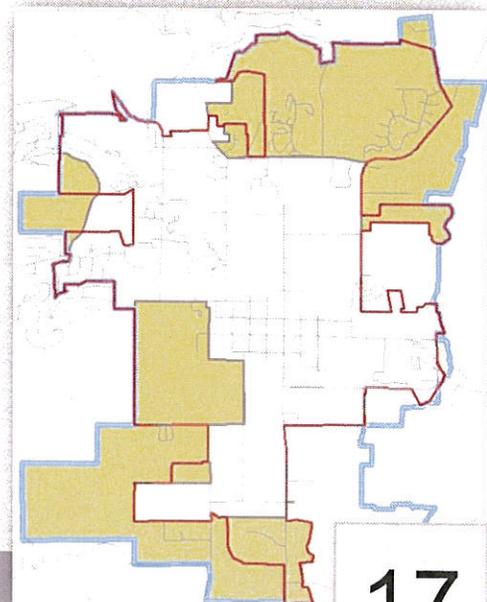
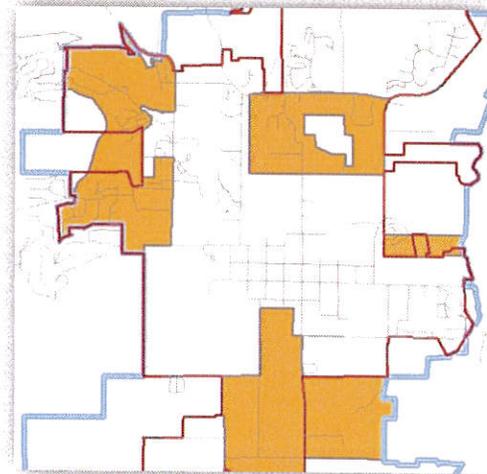
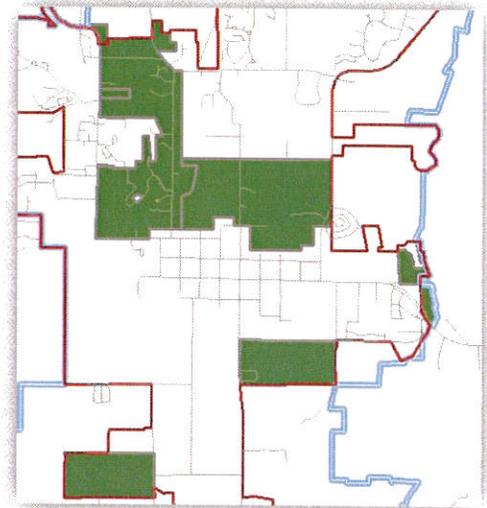
Land Uses

Residential Continued

Residential – R-1-15: The R-1-15 zone (15,000 sf lot) encourages the creation and maintenance of residential areas within the City which are characterized by medium size lots, though slightly larger than R-1-11, on which single-family dwellings are situated, surrounded by well kept lawns, trees and other plantings. A minimum of vehicular and pedestrian traffic and quiet residential conditions favorable to family living are also characteristic of this zone.

Residential – R-1-22: The R-1-22 zone (22,000 sf lot) encourages the creation and maintenance of residential areas within the City which are characterized by medium to large size lots on which single-family dwellings are situated, surrounded by well kept lawns, trees and other plantings. A minimum of vehicular and pedestrian traffic and quiet residential conditions favorable to family living are also characteristic of this zone.

Residential Agriculture– RA-1-43: The RA-1-43 zone (43,000 sf lot) has been established for the primary purpose of providing low-density areas in the City where livestock can be maintained. This zone is currently characterized by large lots or tracts of land with occasional dwelling units, barns, corrals, and agricultural service buildings in connection with farming operations.





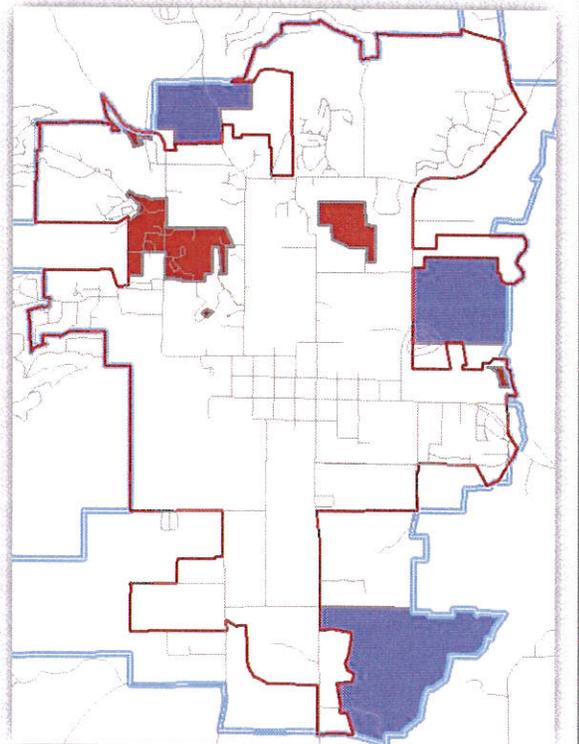
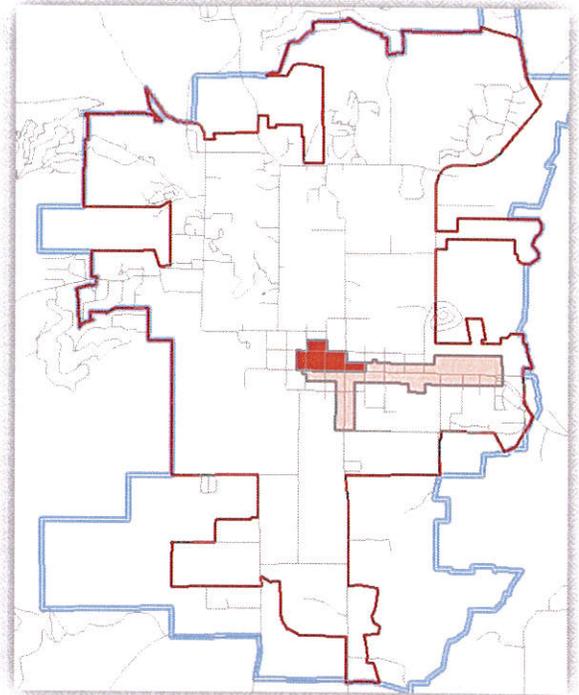
Midway

Land Uses

Commercial

Commercial – C-2 and C-3: These zones have been established as districts in which the primary use of the land is for planned and integrated commercial and service uses. It is intended that these zones shall be characterized by a harmonious grouping of a variety of stores, shops, office buildings, or other permitted uses in an organized development. These zones have also been established to create new development which is characterized by well landscaped frontages, safe access and egress, proper parking design, coordinated site planning, and buildings which follow the objectives of the City Master Plan and architectural requirements. Emphasis in the approval of plans in the C-2 zone shall be to protect the appearance of the entrances to the City. Development in the C-3 zone is intended to create a shopping and financial center for the City and surrounding territory. Another objective of the commercial zones is to mitigate potential negative impacts upon residential zones caused by commercial activity. The City commercial zones are surrounded by residential areas on all sides and buffering restrictions are necessary.

Recreational Resort – RZ: The purpose of the Recreational Resort Zone is to guide the creation as well as continuation of resort development configured around the unique physiographic characteristics of the Midway City area.



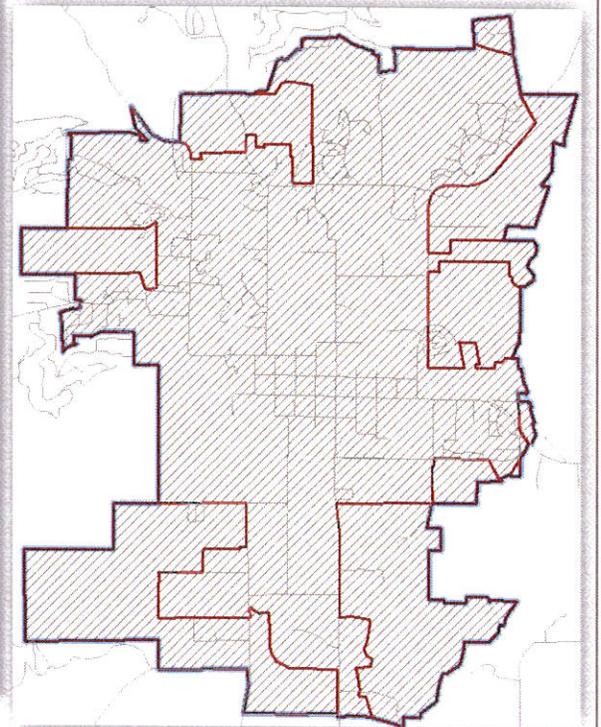
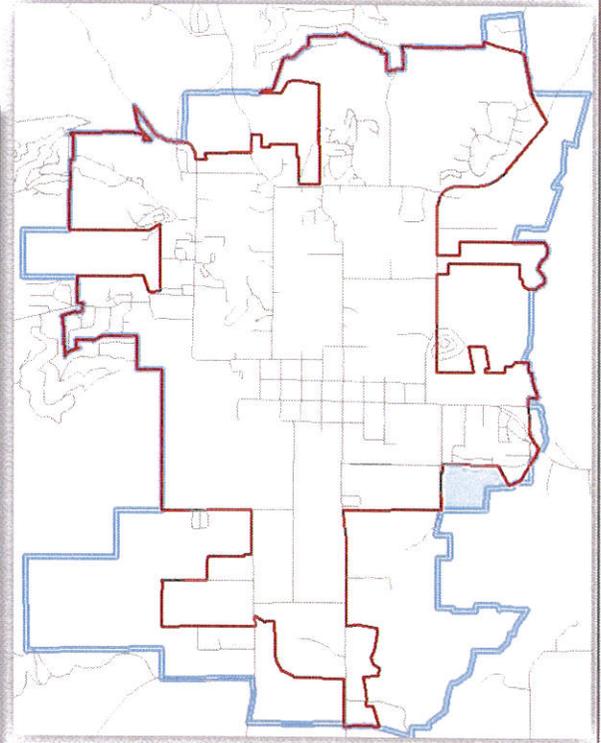


Midway

Land Uses

Business & Manufacturing Park – B & MP: The Business and Manufacturing Park (B&MP) Zone is to provide for development of offices, research and development institutions, and light manufacturing establishments. The general categories of uses allowed within this zone are more limited than other commercial or manufacturing zones. These restrictions are based on operating characteristics and land use impacts rather than type of service or product. The zone may be located adjacent to quality residential development and must be beautified to create the highest degree of compatibility. The zone should always be located adjacent to collector or arterial streets. It is not the intent of this Chapter that a B&MP zone should become a catalyst for strip commercial development around its perimeter. Unless the General Plan calls for a commercial center near the park's boundary, commercial development shall not be allowed, particularly where the park is surrounded by residential development.

Sensitive Lands Overlay: Sensitive Lands Overlay Zone Chapter recognizes and provides protection for the unique sensitive lands features that are of major interest to the City. Its purposes is to provide standards and guidelines for the protection of these natural resources and features for the City and the public. Due to the widespread nature of these sensitive lands, the entire City is encompassed therein. For more information on sensitive lands please see Chapter 9 of this plan.





Land Use Goals and Objectives

All development should adhere to the following policies.

- Policy 1** **Planned land uses should complement existing development and environmental conditions.**
- Policy 2** **Development shall provide for additional services and transportation needs based on their impact.**
- Policy 3** **Developed areas should be protected and revitalized by promoting new development and the adaptive reuse of existing community resources.**
- Policy 4** **Transitions between different land uses and intensities should be made gradually with compatible uses, particularly where natural or man-made buffers are not available.**
- Policy 5** **Growth should be contiguous to existing development to better provide cost effective and efficient City services and transportation facilities.**
- Policy 6** **Development approval should be tied to the construction of primary culinary and secondary water, sewer, storm drainage, transportation systems.**
- Policy 7** **To minimize environmental hazards and protect natural character of the City, potential development in sensitive areas should be transferred to land more suitable for development.**



Midway

Land Use Goals and Policies

- Goal 1:** To provide for residential areas in Midway that support and complement the unique resort and rural quality of the city.
- Policy 1:** Avoid encroachments of land uses which would adversely impact residential areas, i.e.; increased traffic, noise, visual disharmony, etc., by providing adequate screening and buffering of any adjacent commercial or industrial development including parking and service areas.
- Policy 2:** Encourage creative approaches to housing developments that will maintain and protect natural resources and environmental features.
- Policy 3:** Maintain and enhance the pleasing appearance and environmental quality of existing residential neighborhoods.



Midway

Economic Development & Resort Areas

Midway City 2011 General Plan

Introduction

Economic Development is the carrying out of activities that encourage economic growth within the community and infuse new capital from outside the City to improve the lifestyle of local citizens. In order to keep pace with the projected growth of Midway and the immigration of people due to new residential development, economic development becomes a critical element of City governance. Increased tax revenue can help provide many of the public services that citizens expect. Generally, residential development does not provide enough tax revenue to cover the cost of essential government services. For a community to be fiscally responsible and viable, it must provide economic opportunities for job growth, retail, and office development. Employment opportunities will also allow citizens to work closer to their homes. Local shopping will reduce the need to travel to other cities for goods and services. This section discusses economic development as it relates to land use and the rest of the elements in this plan.

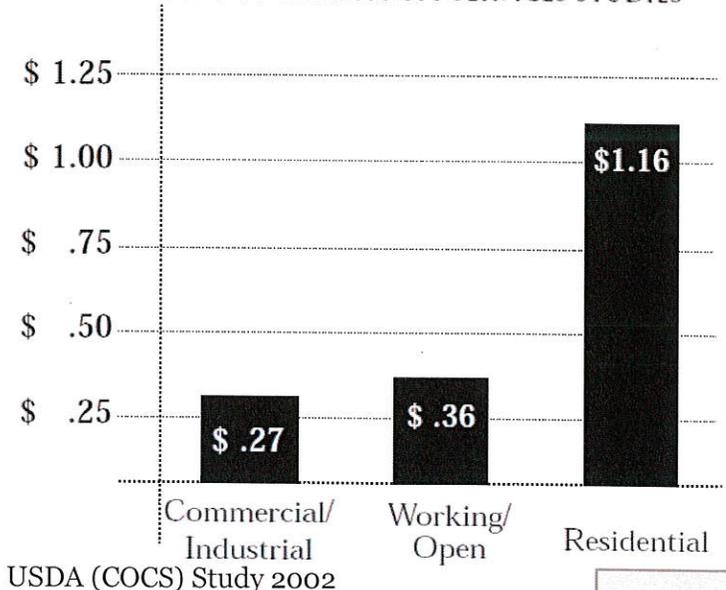
The Economic Development Vision

Develop a sustainable economic base by retaining, recruiting and expanding businesses that provide an income-producing job base, enhance the quality of life, and are consistent with the Swiss/Alpine identity of Midway.

Need

Midway and all other communities in the area must find a balance between development and the City's bottom line. This graph illustrates the cost of providing community services for every dollar of revenue that each land use provides to a community. While these numbers are not specific to Midway the principal and proportions are the same. In order to provide high quality services and amenities to its citizens, a community must pursue maintain a viable economic base.

SUMMARY: COST OF COMMUNITY SERVICES STUDIES





Midway

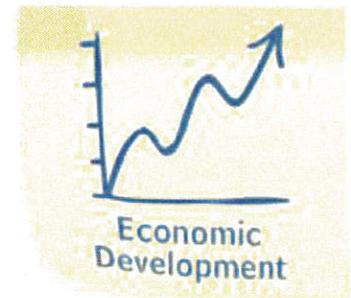
Economic Development

Midway City 2011 General Plan

Economic Incentives

The best incentive any City can use to attract business investment is an enthusiastic response team at the local level and an inventory of well-packaged sites. Often the missing link in attracting new industry is a weak response team at the City level. The most successful cities in Utah are those who are ready to act on a moment's notice. They provide general community information, specifics on utility rates and capacities, and simple brochures describing a variety of pre-packaged sites. A pre-packaged site is one that meets a "Five-way Test:"

1. Land is already annexed in to City.
2. Already zoned for business use.
3. Utilities are available or a utility plan is in place.
4. A "fully improved" asking price for the site is readily available.
5. Transportation is available.



Good planning and well written zoning ordinances are the best assurance a business owner can have to protect his or her long term investment.

Packaged sites and City cooperation are usually the only real incentives sought by business. Other incentives such as loan pools and tax rebates mean almost nothing to quality businesses, contrary to common belief. Another myth is that land price is important. Business investors see land price as a one-time cost, usually averaging about 1% of the total project cost. On the other hand, relative land cost is significant. Business sites in Midway need to be competitively priced with sites in comparable settings. Grants are available and the City should use these avenues when ready to start a commercial marketing plan.

Business/ Manufacturing Park

Midway has already identified a suitable location for a business/manufacturing park. The City's focus is to make this site more attractive to new businesses and manufacturing while ensuring they will exist in harmony with the surrounding land uses. Elements that must be addressed may include but not limited to transportation, utilities, landscaping and safety.

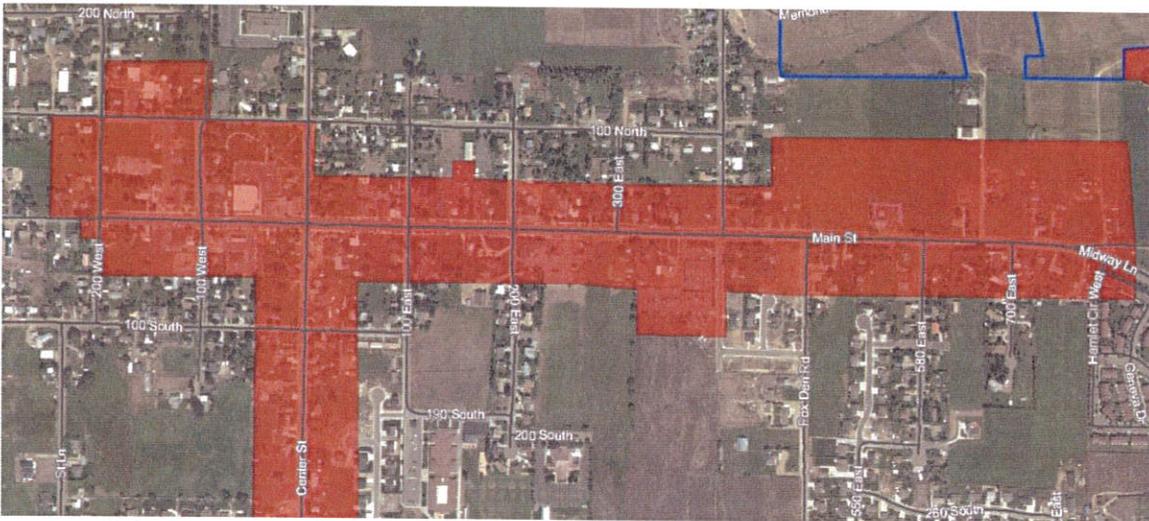




Midway

Main Street

Main Street is the economic, architectural, and historical heart of the community. The most powerful and lasting image associated with Midway is Main Street. This commercial core should be developed as a distinctive shopping and business area emphasizing it as an attractive meeting place and staging area for festivals, special events, celebrations and a variety of community activities which will indeed produce a vibrant healthy community centerpiece. Midway's Swiss theme and architectural design standards are prominent and important elements of Main Street.



The following businesses are consistent with the above characteristics would be well suited for the Main Street core area:

- Shops, restaurants and galleries
- Grocery stores, drug stores and other businesses that blend in well with other commercial uses in the area
- Professional offices for needed community services (doctors, realtors, lawyers, accountants, insurance agents, etc.)
- Business and government offices
- Entertainment and cultural venues



For additional information on Main Street, please see Chapter 7 of this plan.



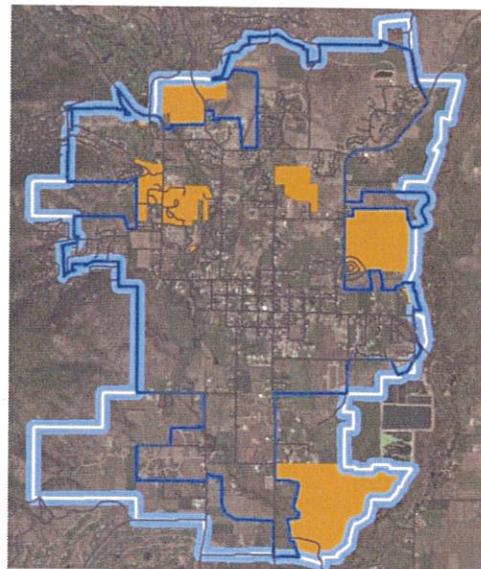
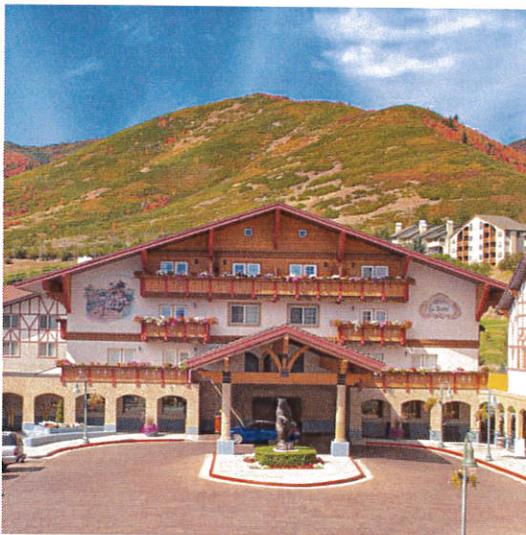
Midway

Economic Development

Midway City 2011 General Plan

Resort Areas

Midway City has unique characteristics that make it attractive to resort development. It is located near major metropolitan areas and airports which are accessible over good roads in and out of the Heber Valley. It is blessed with spectacular scenery, natural geothermal springs, and is next to National Forests and Utah State Parks which provide an abundance of fishing, hiking, skiing and other recreational opportunities. Currently, the primary source of economic development in Midway is the resorts and the tourist activities that surround them. The City relies on a strong tourism and resort economy to help provide the tax base for community amenities and services.



As the economy and Midway City grow, it is likely that additional resorts will be proposed. In order to prepare for such possibilities, the City has designated potential resort areas and prepared recreational resort standards. The purpose of these standards is to guide the creation as well as continuation of resort development configured around the unique physiographic characteristics of the Midway City area. Its intent is to:

- A. Encourage recreational activities that rely on natural attributes of the area, respect the sensitive land and water constraints present in the Midway City area, contribute to the community's character and economy, and have had a long-standing, beneficial role in the community;
- B. Provide flexibility for planning and developing recreational resort facilities in a creative, efficient, and coordinated manner in order to provide quality visitor experiences;



Midway

Resort Areas

- C. Create a process in which applicants and Midway City collaborate with landowners and citizens in planning and designing resort master plans that meet community goals and respond to the unique circumstances of the resort area;
- D. Ensure that resort plans incorporate a mix of land uses, promote alternative modes of transportation, and provide a pedestrian-oriented community in order to alleviate traffic-related impacts;
- E. Ensure that resort plans are consistent with the Midway City Vision and General Plan, and therefore, are beneficial to the community;
- F. Enable long-range planning for infrastructure, capital facilities, and community land use patterns by establishing a level of predictability in the maximum potential size and character of each resort area;
- G. Produce resort plans that make significant contributions toward protecting attributes of the community that are considered critical to the community's long-term health, welfare, and well being;
- H. Ensure a balance is maintained between tourism and community that promotes social diversity but does not cause undesired shifts away from rural community character.
- I. Midway City encourages builders, particularly those undertaking large projects such as resorts, to participate in the Leadership in Energy and Environmental Design (LEED) program. Midway City would be pleased to see builders utilize proven "green building practices.

Connectivity

Trails and open areas should be configured to provide environmentally sound outdoor recreational opportunities and non-vehicular linkages to resorts, commercial areas, public facilities, and residential neighborhoods. Bicycle and pedestrian corridor coordination should be a part of every project.



Economic Goals and Policies

- Goal 1:** To promote and encourage commercial, resort and other economic endeavors to strengthen and improve the city's tax base and quality of life.
- Policy 1:** Coordinate closely with private, county, state and other economic development organizations.
- Policy 2:** Promote a positive environment for the growth and development of economic activities that will enhance the quality of life within the city.
- Policy 3:** Encourage the development of high quality commercial zones that maintain the existing character and theme of the city.
- Policy 4:** Have a plan to provide adequate infrastructure to support the anticipated needs of commercial and tourism growth.



Economic Goals and Policies

Goal 2: Encourage the creation of additional local jobs to create the opportunity for more residents to work within the community rather than commuting to adjacent areas.

Policy 1: Coordinate commercial and recreational potential with work force characteristics and community resources.

Policy 2: Consider and evaluate the potential for attracting commercial and retail stores, small industries and manufacturing facilities, and recreational/tourist businesses.

Goal 3: Make Midway a more self-contained community by providing retail opportunities to obtain basic necessities and other commercial and retail services within the community.

Policy 1: Determine the best locations for commercial and retail services as well as the infrastructure required.

Policy 2: Prepare a land use plan indicating areas of commercial development in coordination with the other plan elements.



Midway

Transportation Element

Midway City 2011 General Plan

Introduction

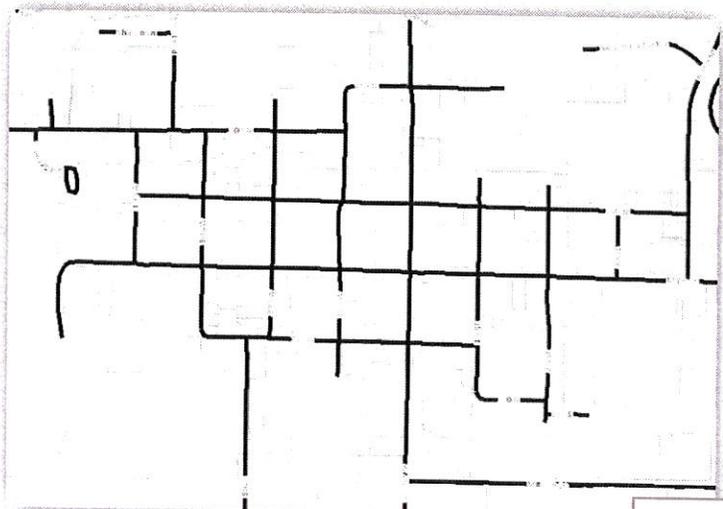
The transportation element is designed to provide for the safe and efficient movement of people and goods in the City. Its primary purpose is to balance current and future demands generated by projected future growth with roadway improvements. In essence, it is a long range transportation plan which would efficiently support future land development and ultimately Midway's vision for the future.

Transportation Vision

Midway will be a well-planned, small-town community with transportation facilities that connect the City to regional systems while preserving and enhancing our unique natural setting. The planned transportation system will:

- Integrate new development with established areas of the City.
- Minimize impacts to our unique natural environment by requiring placement of facilities in the most suitable locations.
- Minimize impacts to residential neighborhoods by adhering to the road classification system layout and City requirements.
- Improve pedestrian conditions with sidewalks in appropriate locations and the completion of the City wide trail system.

Midway's street network in areas surrounding Main Street is based on a grid pattern. As growth occurs and the landscape allows, this pattern should continue on streets classified as local or above. Doing so will promote connectivity, walkability and give motorists multiple options when traveling within the City. Failure to do so can increase traffic on specific corridors, creating congestion issues.



Michael Henke

From: Michele DeCardenas <michdecardenas@hotmail.com>
Sent: Thursday, July 10, 2014 11:10 AM
To: Michael Henke
Cc: bill mcdonald (lacey lane hoa); yorkfitz@gmail.com
Subject: Midway Residents Opposition to Proposed Zoning Change - River Road Roundabout
Attachments: Midway Flyer - Yes its cute.pdf

Michael Henke
Midway City Planning Commission

Michael,

To date, we have heard from a large number of area residents voicing their opposition to the proposed idea of building a gas station and a convenience store on the River Road roundabout. There are many reasons for not supporting this proposal that have been voiced by Midway residents and businesses. But at the end of the day, the main objection to this proposed change to commercial zoning is that it does not comply with the current zoning or agree with the Midway City Plan.

Midway residents chose their home, location, and lifestyle because of the residential zoning and country setting. The proposed zoning change from residential to commercial will have a negative impact for many Midway residents for years to come.

It is our intention to be present and participate in the upcoming public meeting Wed. 7/16, 7pm where this item will be on the agenda. At that time of the meeting, I will have more detailed information available to present to you and the Planning Committee council as to the many Midway residents and businesses that are in opposition to this plan.

I want to share with you the opposed parties and ongoing discussions that we are having so far. These groups are also planning to attend the 7/16 meeting:

- Lacy Lane Estates Homeowners

- Dutch Fields Homeowners

- Burgi Homestead Family Estate - Fitzgerald's

- Various Midway residents from River Road, Valais, Pine Canyon & Zermatt communities

- Businesses - Management from Ridley's and 7Eleven gas and convenience stores on Main St., Midway

I have also attached the flyer for you that we are distributing as information about the 7/16 meeting. We have asked individuals to not only support the meeting but to share their opinion by also emailing you at mhenke@midwaycityut.org

Thanks for your assistance.

Michele Decardenas
Lacy Lane Estates Resident

Bill McDonald
Lacy Lane Estates Resident & HOA President

Michael Henke

From: Tom Wardle <tomwardle1981@gmail.com>
Sent: Thursday, July 10, 2014 6:42 AM
To: Michael Henke
Subject: Midway Country Store

Michael

I am writing to voice my opposition to a commercial enterprise at the River Road roundabout. I firmly believe that commercial enterprises should remain in the current Main Street area of Midway City. Changing the zoning to allow a commercial enterprise into what is currently a residential and farming section of Midway is going to further erode the current appeal of Midway.

Please consider this letter as a firm vote of opposition to this zoning change.

Thank you,

Tom Wardle

991 Links Drive

Midway, Utah 84049

Michael Henke

From: William Benz <wrbenz@gmail.com>
Sent: Wednesday, July 09, 2014 9:14 PM
To: Michael Henke
Subject: We Vote NO on the Watts Proposed Country Store & Gas Station

Dear Michael Henke,

My name is William Benz, and my wife and I live at 17 West Lemman Drive in Midway in the Valais community. We have discussed Russ Watts' proposed Country Store & Gas Station at the traffic circle in front of Dutch Fields, and we have talked about it with several of our neighbors in Valais to get their opinions about this proposal as well.

I would like to notify you that all of us unanimously **oppose** the Watts proposal, and we all feel that having such a store and gas station at the roundabout would be a terrible blight on our community.

Sincerely,

William & Caprice Benz
17 West Lemman Drive
Midway, UT 84049
435-657-0227

wrbenz@gmail.com
capricebenz@gmail.com

July 10, 2014

The Wardle Family
1288 N. Valais Circle
Midway, UT 84049

Re: Proposed Zoning Change for a gas station and store at the River Road Roundabout.

Dear Mr. Henke,

I write in advance of the July 16 meeting of the Midway City Planning Commission, where I understand there will be a discussion regarding a zoning change to allow a gas station and store to be built at the River Road roundabout, on the site where the Watts construction trailer now sits.

I will be out of town on July 16th and not able to attend the planning commission meeting in person.

Please know that my family and I have been homeowners and tax payers in Midway since 2003. We chose to build our home in Midway versus Park City because of the quieter and more rural nature of the west side of the Heber Valley and because of the decidedly less commercial and less developed nature of Midway.

My family and I **strongly oppose** changing the zoning to allow a gas station at the roundabout. Here are a few reasons why:

- We have more than sufficient gas stations, convenience stores and dairy stores in the immediate area and don't need or want another one.
- While we live at Valais, our friends residing at the Cottages at Dutch Fields and other nearby residential developments will be deeply bothered by the glare of utility lighting, signage and the smell of gasoline from the pumps.
- On more than one occasion, my family has encountered congestion and traffic challenges at the River Road roundabout. A commercial enterprise at this location would only compound these problems and create more traffic congestion for Midway residents.
- Most importantly, we want to see the north end of Midway kept residential, family oriented and free of commercial enterprises that would be better located in Midway's central business district.

Mr. Henke, I encourage you and the planning commission to deny this zoning change and preserve the beauty of Midway.

Most sincerely,

J. Bruce Wardle
bwardle@amg-inc.com

Michael Henke

From: York Fitzgerald <yorkfitz@gmail.com>
Sent: Tuesday, July 08, 2014 7:15 PM
To: Michael Henke
Cc: Stuart Waldrip; Chip Maxfield; richard hines; Karl Dodge; jkohler@burgoyne.com; Steven Nichols
Subject: Proposed Zone Change on Parcel Near North River Road Roundabout

Dear Midway City Planning Commission:

Recently I was made aware of a proposal to change the zoning on a small parcel of land near the North River Road roundabout to commercial C-2 zone to allow for a service station and convenience store.

As the property owner of a residential parcel immediately adjacent to the parcel in question I feel compelled to voice my opinion of this proposal. I am adamantly opposed to such a zoning change. Any change to the zoning would be an insult to the master plan of Midway which provides stability and order to our beautiful community.

Any commercial enterprise in that location would be an affront to the bucolic nature of the neighborhood. While it would make it very convenient to buy a jug of milk or a bunch of bananas, the noise of refrigeration compressors, the added congestion of an entrance driveway so close to the roundabout, the smell of a garbage dumpster and the glare of florescent lights flooding out the pristine night sky are reasons enough to stop any change to the zoning.

As a business owner in Midway I am in no way opposed to progress or the development of business. However, I feel that it should be done respectful of all the work and thought that has gone into the development of the master plan.

The other day I noticed how nicely the landscaping from Dutch Fields on River Road complements the entrance to our beautiful city. An extension of that landscaping into the parcel in question would complete a missing segment.

Unfortunately my work will take me out of town on the night of the Planning Commission Meeting and I will not be able to attend. However, if you have questions feel free to call me at [435-654-8687](tel:435-654-8687).

Sincerely,

York J. Fitzgerald, DDS

Michael Henke

From: Chris McGown <chrism@reven.com>
Sent: Wednesday, July 09, 2014 8:36 AM
To: Michael Henke
Subject: Gas Station

Michael,

I understand that a gas station has been proposed near the River Road roundabout, and that it would require a zoning change. I am opposed to such a change, and here is my rationale:

- What good are zoning laws and restrictions if they can always be changed? It makes it difficult to invest in an area if you can't predict who (or at least what type) your neighbors might be in the future. Who wants to build a home when instead of a field (or more low-density homes), you are going to have an apartment building, a fish farm, or a gas station next to you? Zoning laws provide stability and relative economic predictability with respect to the real estate market.
- It's not my place to make market choices for a particular investor. If they think this would be a good investment, then they are free to pursue it. But it's not like there aren't already gas stations in Midway. If they were providing a very valuable service to the community (i.e., providing a gas station where none existed), it might be persuasive in changing the zoning. But they are duplicating existing services.
- As you know, a HUGE part of the appeal of this area is the fact that commercial development has been somewhat controlled. Although I think allowing the construction of a place like Zermatt was a massive mistake, I understand the value in such a development, because it provides local jobs, attracts people who will patronize other local businesses, and creates tax revenues in a town where they are sorely needed. But a gas station would provide very few jobs, and a negligible tax stream. Again, the economic boost to the town (in my under-educated observation) seems paltry, and wouldn't warrant a change in the zoning.
- There will be a clamor from others about preserving the rural nature of our town. I don't think it would be a huge disruption to that aspect, since the roundabout is bordered by other commercial enterprises. If the architecture and footprint could be done right, it probably wouldn't be too much of an eyesore. However, the city's track record in that area is awful (see Zermatt, Lodges at Snake Creek, etc.), so it makes me think that there wouldn't be much regulation with respect to architecture. The bigger issue to me, however, is the precedent that would be set. This would be a foot in the door for other commercial developments, and they'd be able to point to this case as justification for whatever zoning changes they wanted to make.

I'll be the first to tell you that most of the value I find in living in this area comes from the fact that it is largely uncrowded, undeveloped, and rural. I love the smell of cut hay and farmland, of the green vistas, and of the small-town feel. I brag to everyone I meet that the town I live in has no stoplights. I would guess that most of us that have chosen to live here have done so not because there are gas stations on every corner, but because there **aren't**. I don't think the value provided to the community from the proposed zoning change is compelling enough to warrant the change, and I am opposed to allowing it to go forward.

Regards,

Chris McGown

1245 Links Drive
Lime Canyon

Michael Henke

From: William Pekny <nancybillp@msn.com>
Sent: Tuesday, July 08, 2014 11:41 PM
To: Michael Henke
Subject: Proposed Zoning Change to Allow Gas Station at River Road Roundabout

Michael,

My wife and I live in Valais at 93 W. Innsbruck Lane, and we both think the proposed zoning change to allow a gas station at the River Road roundabout is a terrible idea, and do not support it.

We built our home in Valais 11 years ago, expecting that the surrounding neighborhood would be residential, not commercial. We thought that the commercial part of Midway was on Main Street, not out and away from the center of town.

Furthermore, we feel the addition of a gas station will be dangerous a dangerous place for more traffic.

Also, we think there is already more than enough gas stations in town already. Frankly, I find it hard to believe that the two we already have are making any profit. Adding another will worsen the situation. Ditto adding another shopping store. I can't believe that the owner who wants this change hasn't done his homework to realize this will not be a good business decision.

But most important of all, allowing a gas station/grocery at the roundabout will add noise and light pollution, as well as bad smell and congestion to a beautiful residential setting. We bought here, expecting a residential setting.

If the city does allow the change, I will guarantee you that we will never do one iota of business at that gas station.

Bad idea. Don't change the zoning, please.

Bill and Nancy Pekny

Michael Henke

From: Mark Carter <markcarter@me.com>
Sent: Tuesday, July 08, 2014 11:18 PM
To: Michael Henke
Cc: yorkfitz@gmail.com
Subject: Fwd: Proposed Zoning Change to allow a gas station and store at the River Road roundabout
Attachments: Yes its cute.pdf; ATT00001.htm

Mike,

I hope this email finds you well. I received the below informational email and although I cannot be at the meeting due to travel, I want to express my opinion on the proposed construction.

I think that the commercial zoning off of the Main Street in midway is ideal. While buying gas would be super convenient on your way to Park City if you live north of the current commercial area, developing commercial property off of river road will dilute the natural beauty and serenity that attracts home owners (tax payers) to the area. We already have two gas stations and adding a third may harm the business of the two existing stations and possibly cause one to close, and then leave a vacant building.

Just my two cents.

Mark Carter

Begin forwarded message:

From: York Fitzgerald <yorkfitz@gmail.com>
Date: July 8, 2014 at 10:09:19 PM PDT
To: York <YorkFitz@gmail.com>
Subject: **Proposed Zoning Change to allow a gas station and store at the River Road roundabout**

Please see attached for information about a proposed Midway zoning change that would allow a gas station and store to be built on the lot near the River Road roundabout. This is where the construction trailer is currently parked for Dutch Fields.

There is a public meeting of the Midway City Planning Commission on July 16 at 7:00 PM where they will discuss changing the zoning to allow a gas station to be built there.

I think that any commercial enterprise in that location would be an affront to the bucolic nature of the area. While it would make it very convenient to buy a jug of milk or a bunch of bananas, the added congestion of an entrance driveway so close to the roundabout, the smell of a garbage dumpster and the glare of florescent lights flooding out the pristine night sky are reasons enough to stop any change to the zoning.

I encourage you to either attend the meeting to express your opinion or email Michael mhenke@midwaycityut.org with your opinions. Michael is preparing the information packet for the Planning Commission.

Michael Henke

From: Val Hardcastle <vhardcastle@promontoryclub.com>
Sent: Wednesday, July 09, 2014 9:56 AM
To: Michael Henke
Subject: Proposed Gas Station

Mr. Henke,

I have been informed of the proposed gas station at the River Road Roundabout. I pass this intersection every day. I will try to attend the Planning Commission meeting but felt I needed to send this note in case I do not make it. I am not anti-growth as many residents might be. I simply think this is a poor location for a commercial enterprise and it would be poor planning on Midway City's part to zone and place a business there. First, this is an area with a rural feel and a gas station would truly change the look and feel of the area. Second, I cannot imagine as a businessman that this would be a viable business in this location. As I stated I drive by this location every day but would not be making a stop there. Let's keep the essence of Midway and keep our commercial area on Main Street, the proper location for such businesses. We simply do not need another gas station with two already in our small town.

Val Hardcastle
380 W 1150 N
Midway, UT 84049

Michael Henke

From: Martin Craven <martin.h.craven@gmail.com>
Sent: Wednesday, July 09, 2014 12:08 PM
To: Michael Henke
Subject: Gas Station at River Road Roundabout

Michael,

We would really not like to see a gas station at the River Road Roundabout. This is a country-side neighborhood. We hope it will stay this way and not give in to commercialism.

Thanks,

Martin and Elaine Craven
1347 No. Montreux Drive
Midway, UT 84049

Michael Henke

From: Sherry Bolca <sherasim10@gmail.com>
Sent: Thursday, July 10, 2014 3:22 PM
To: Michael Henke
Cc: Board@interlakenstates.com
Subject: Comments on Gas Station & Convenience Store at Roundabout . . .

Dear Mike, Planning Commission and Council Members,

Changing the zoning of the very small plot of land near the roundabout for a gas station & convenience store seems contrary to all that Midway Mountain Village has done to make the entrances to the city attractive. Thank goodness the city had the foresight to change the River Road/Burgi Lane intersection to a roundabout a few years ago. To the practical, our roundabout already has 5 intersections. How would 1 or 2 more impact the traffic flow? At times it is already congested.

In addition, as I read the definitions of C-2 zoning, this is merely one (though possibly the worst) of over 40 types of businesses that could be established once the zoning is changed.

Midway has 2 gas stations, a grocery store and a convenience store only a couple of miles away. Are our citizens so forgetful or careless that they can't make it to one of those locations without running out of fuel? If we really need a station as we leave Midway, why not at the much busier (and therefore more likely profitable) location at River Road and Route 40?

Though I don't live in one of the Watts developments, I can only imagine how those owners feel. They pay good money for beautiful homes in a bucolic setting and then the very developer who sold those to them wants to put a presumably well-lit gas station/convenience store right next to them.

Changing the zoning does not seem to be in the best interests of the citizens of Midway or the surrounding area. I hope that this initiative is rejected summarily.

Best regards,
Sherry Bolca



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

Michael Henke

From: Gregory Cropper <gcropper@joneswaldo.com>
Sent: Thursday, July 10, 2014 3:27 PM
To: Michael Henke
Subject: Comments on Gas Station & Convenience Store at Roundabout . . .

Mr. Henke

As a resident of the area of the River Road/Burgi Lane Roundabout, I must oppose this proposed re-zone. The area was zoned RA-1-43 for good reason, and most (all?) of the residents in the area bought there and reside there because of its rural character. US 40 and River Road provides a lot of commercially zoned property, and Midway already provides 2 service stations/convenience stores, which is really quite a lot given the size of Midway. Finally, the Roundabout area is the entry corridor to Midway, as well as to Wasatch State Park, and it needs to retain its rural/agricultural look and feel, rather than a "South State Street" look and feel. And no, it is not possible to make a service station and convenience store look like anything but that through simple architectural features.

Thank you for your consideration.

GC

 Attorneys Est. 1875	PASSION. PERSPECTIVE. PEOPLE.	Gregory L. Cropper <i>Attorney</i>
1441 West Ute Blvd. Suite 330 Park City, UT 84098 Fax: 435.200.0084 www.joneswaldo.com		Direct: 435.649.6920 Bio

CONFIDENTIALITY NOTICE: The content of this e-mail is confidential and proprietary and may be attorney-client privileged. If you are not the intended recipient, please destroy it and notify gcropper@joneswaldo.com.

Any tax advice contained in this e-mail is not intended and may not be used to avoid penalties under U.S. federal tax laws, or to promote, market or recommend to another party any transaction or matter addressed herein.

Michael Henke

From: Affiliated Bookkeeping <affiliatedbookkeeping@gmail.com>
Sent: Thursday, July 10, 2014 3:25 PM
To: Michael Henke
Subject: Comments on Gas Station & Convenience Store at Roundabout . . .

I am a home owner in Interlaken Estates and have been for more than 30 years. River Road is a very narrow, congested highway that is very serviceable most of the time. Adding a gas station and convenience store would seem to make the roundabout area more congested and would take away from the residential atmosphere of the area. We have seen tremendous growth in the area, but we don't need MORE COMMERCIAL zoning in our neighborhood. Thank you for your time.

Douglas G. Fisher

Michael Henke

From: Dorene McLaughlin <redmclaugh@yahoo.com>
Sent: Thursday, July 10, 2014 3:05 PM
To: Michael Henke
Subject: Comments on Gas Station & Convenience Store at Roundabout . . .

Hi,

As a resident of Interlaken Estates I would like to express my concern regarding construction of a gas station and convenience store near the roundabout on River Road. Please don't do this as the charm of Heber Valley is the quietness of the area along with the rural atmosphere. There are already two gas stations in Midway and adding a third would take away from those two businesses as well. We want to keep our town small and any commercial additions will just pollute the area with noise, toxic gasoline odors, and a convenience store that we don't need. Have you looked at the parking area of the 7-11 in Midway and the grease and food spills on the asphalt? Certainly the residents of Midway, especially Valais and Interlaken do not want a repeat of that.

Hopefully, Watts will understand how we want to retain the cleanliness of our area and not go forward with his project.

Thank you,

Dorene and Richard McLaughlin
311 Jungfrau Hill Road
Midway, UT 84049

redmclaugh@yahoo.com

Michael Henke

From: Randy kutschkau <randykmidwayut@gmail.com>
Sent: Thursday, July 10, 2014 3:31 PM
To: Michael Henke
Subject: Comments on Gas Station

I had heard rumors recently about this station being planned at the roundabout. I use this roundabout everyday and sometimes 3 or more times a day.

We still have people coming and going that are not to keen about how to use it. This will only add to the hazard of this transit location as well as obstruct the beauty of our entry to Midway.

I can just see it now! A large gasoline sign overshadowing the now beautiful entry to our little village
It would be a tragedy for sure!

Michael Henke

From: Anna Weiler <weiler.anna@gmail.com>
Sent: Thursday, July 10, 2014 4:45 PM
To: Michael Henke
Subject: Comments on Gas Station & Convenience Store at Roundabout . . .

We are not in favor of either gas station or convenience store.
Siegfried Weiler

Sent from my iPad

Michael Henke

From: Lawrence Headley <lawrence.headley@gmail.com>
Sent: Thursday, July 10, 2014 5:09 PM
To: Michael Henke
Subject: Comments on Gas Station & Convenience Store at Roundabout . . .

Dear Mike, Planning Commission and Council Members,

To change the zoning near the roundabout from RA-1-43 to Commercial C-2 would be bad planning, in my view. This roundabout is an entry statement for the City of Midway and cluttering it with a gas station & convenience store seems contrary what makes the city attractive. We are fast losing the agricultural character of Midway and its environs, and there is no defensible reason to site a gas station and convenience store in this location. Gas stations in Midway are close by, and the area abutting the intersection of I-40 is already zoned for commercial development.

Furthermore, once the area is zoned commercial, the City will not be able to turn down proposals for other commercial development there. Also, there can be the tendency for zoning creep once the "seal is broken." Consideration should also be given to traffic congestion. With vehicles entering the roundabout from five directions now, consciously adding the traffic exiting the gas station/store area to the flow entering the roundabout does not seem prudent.

In my view, changing the zoning to allow the proposed—or any—commercial development near the roundabout or its greater environs is not in the best interests of the citizens of Midway or the surrounding area. I hope that this initiative is rejected summarily.

Best regards,

Lawrence Headley

Lawrence Headley
President, Board of Directors
Interlaken Mutual Water Company
(435) 565-3210
(415) 385-1523 (cell)



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

Michael Henke

From: Don Gardiner <gardiner.don@gmail.com>
Sent: Thursday, July 10, 2014 5:57 PM
To: Michael Henke
Subject: Convenience Store at the Roundabout

To whom it may concern,

We would like to add our voices to those who oppose this project. The design of the store fits nicely with Midway atmosphere but the location couldn't be much worse. Traffic is already heavy at this traffic circle. The store would complete change the feeling one gets at entry into our 'Mountain village'. The current view of the mountains and a well kept historic home is much better.

Sincerely,
Don and Mary Alice Gardiner
Valais lot 320
1346 Chancey Lane

Michael Henke

From: Tom Krause <semicane@me.com>
Sent: Friday, July 11, 2014 7:35 AM
To: Michael Henke
Subject: Comments on Gas Station & Convenience Store at Roundabout . . .

Mr. Henke

As a resident of Interlaken Estates in Midway, we are strongly opposed to the proposed rezoning of the property at the northwest quadrant of the River Rd and Burgi Lane roundabout. The request seems to be completely without precedent and out of character for this residential and rural corridor. Such an intense commercial use as a convenient store and gas station, that have only been approved along Main St. in both Midway and Heber cannot seem practical to the City of Midway. Limited traffic congestion due to growth on the north side of Midway as well as speed issues on River Rd and Burgi Lane would only be intensified by such a irresponsible rezoning. As a part time resident for three years now the charm of Midway is and has been the lack of commercial sprawl and irresponsible development allowed. We have seen another growth spurt in residential development in the Valais and Burgi Hill Ranches that have created more issues for the area. However, well planned residential growth is unavoidable when you have such a wonderful community as Midway. In many ways the growth is good for the community tax base as a whole. If you start allowing intense commercial growth on your rural and residential corridors you will start to eliminate this welcomed growth.

I would suspect the very "customers" this developer has been selling lots and homes to in the Valais would not support or have purchased homes had they known what his intentions were with this piece of property!

I certainly hope the City considers what they have created in Midway's culture and what they need to prevent in order to preserve it. Thank you for your consideration.

Tom Krause
Interlaken Estates
270 St. Moritz Rd
Midway, Ut 84049

Sent from my iPad

Michael Henke

From: Jerry Huish <jkhuish@yahoo.com>
Sent: Thursday, July 10, 2014 9:24 PM
To: Michael Henke
Subject: Comments on Gas Station & Convenience Store at Roundabout . . .

Owners of property should be able to do with their property as they wish. Folks who want the right to determine what others can or cannot do with their property should go buy the property with their money ... only then do they have a right to determine what the property is to be used for. I wish all owners good luck in developing new business that will employ our neighbors and increase the tax base of our community. I enjoy getting ice-cream and cheese in the new business just south of the round about.