

Rezone Request

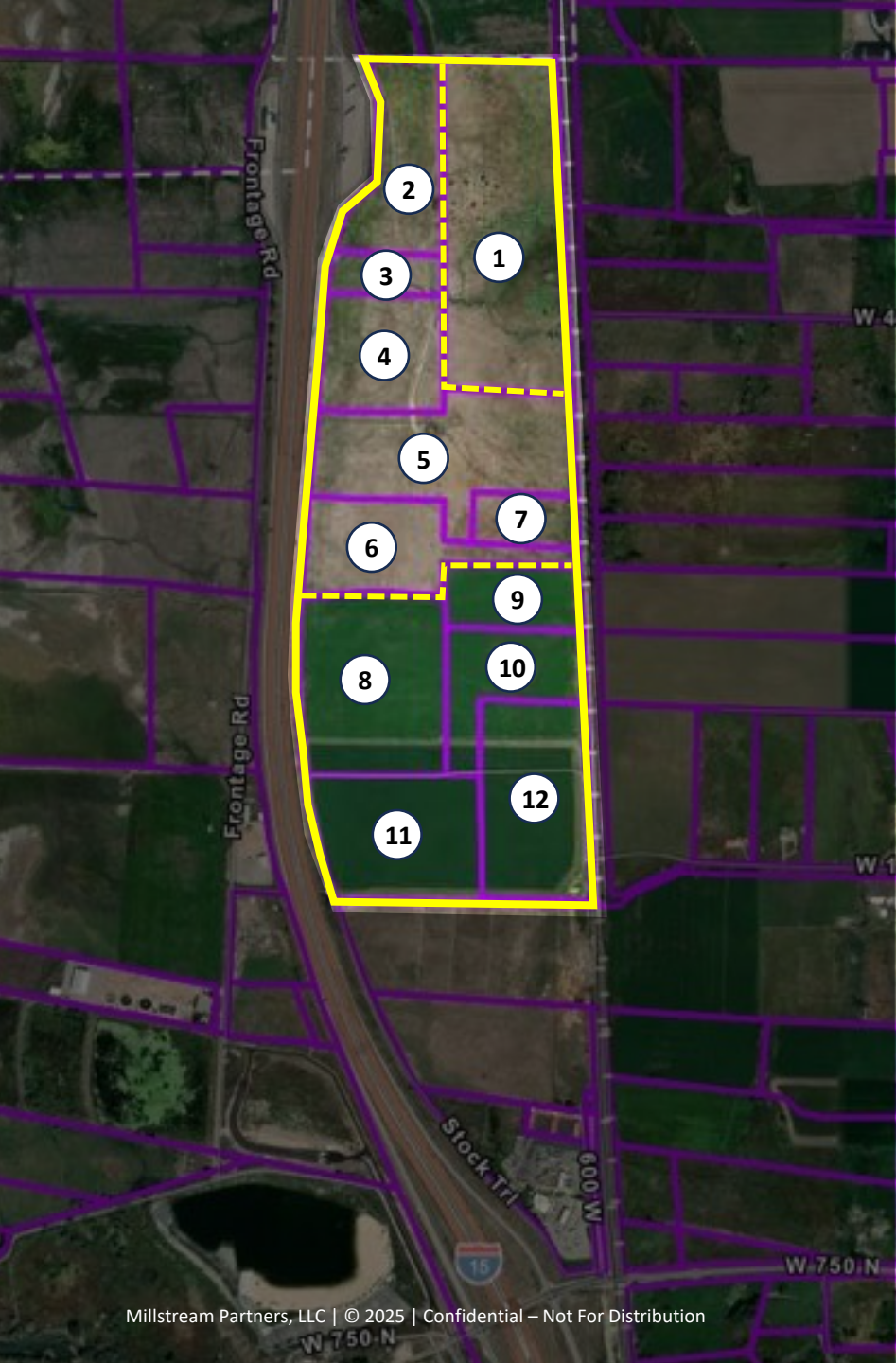
~150 Acres of Agricultural to Industrial

Willard, UT

February 2025



Parcels Involved in Rezone Request



	Parcel ID	Acres
Parcel #1	02-035-0023	~30.3 Acres
Parcel #2	02-035-0009	~57.9 Acres
Parcel #3	02-035-0010	
Parcel #4	02-043-0002	
Parcel #5	02-043-0004	
Parcel #6	02-043-0043	~64.2 Acres
Parcel #7	02-043-0005	
Parcel #8	02-043-0007	
Parcel #9	02-043-0016	
Parcel #10	02-040-0032	~64.2 Acres
Parcel #11	02-043-0042	
Parcel #12	02-043-0007	
Total Land Area		~152.5 Acres

Rezone Request Consistent With Future Land Use Map

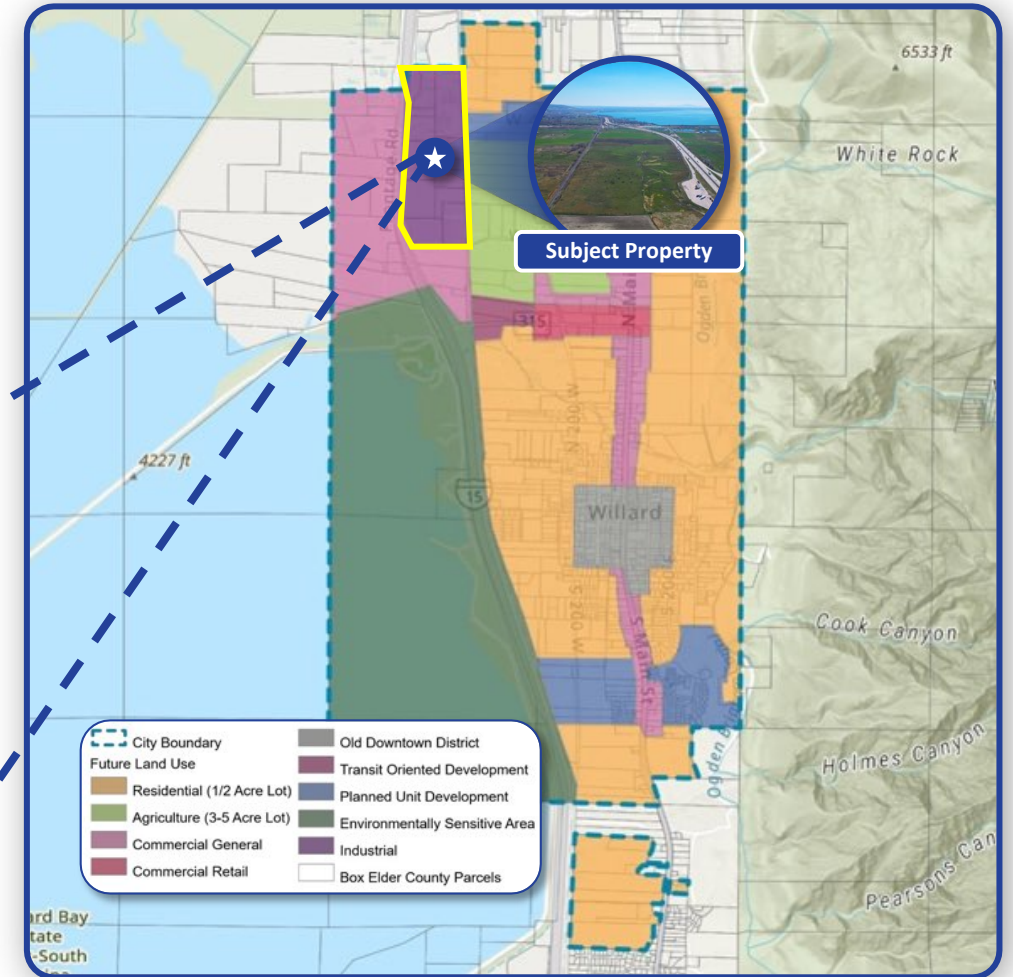
Rezone Request Promotes the Goals of the General Plan

The general plan notes that *“In 2019, 99% of Willard’s labor force commuted out of Willard for employment.”* Goal 5 of the General Plan’s Land Use Action Table seeks to address this by *“...[providing] additional opportunities for residents to meet their daily living needs in Willard.”*

This rezone request aligns with the future land use map, meets the needs of the city to generate additional tax base, and provides potential jobs for Willard residents – all while keeping the rest of Willard rural.

Willard Industrial Zone

One (1) “Industrial area is provided, located in the north-western portion of the City. It is envisioned that this area will provide opportunities to establish light manufacturing activities and provide associated light industrial, manufacturing, and warehousing services employment. This area provides immediate access to the interstate freeway system via the 750 North-Interstate-15 (I-15) interchange.



Why Industrial / Manufacturing Here?



Strategic Location For Logistics. Project is located 45 minutes north of Salt Lake City. Direct freeway access to I-15 (<1 minute) and close to the I-15 & I-84 junction (20 minutes)



Future General Plan Alignment. City land use map envisions industrial / manufacturing use in this spot



Supply Constrained Market. Utah's strong employment, tight industrial vacancy, and older industrial / warehouse product is becoming functionally obsolete. New technology and best practices are driving new build-to-suit demand



Favorable Business Environment; Utah has the nation's best economy. Utah has a low state corporate tax rate of 4.55% compared to an avg. of 9% in other states



Seasonality of Willard Bay Visitors. Some commercial makes sense in the area but seasonality of areas +600,000 visitors is a factor



Large Incentive Opportunities. The site is just across a rural county border, opening up larger incentive opportunities for prospective tenants without sacrificing the ample employment base of nearby urban counties.



+4,600 lineal feet of UP Class 1 Rail Line. Direct rail access allows for immediate or future operational savings or strategic rail incentives/options for future site users.



Avg. worker commute times benefit from site because commutes run counter to any traffic congestion times on I-15.

Potential Future Uses



Industrial Development Challenges

1 Landowner Coordination

Coordination with nine families was needed to get to this point. Timing happened to align in a way that makes common ownership of this area possible right now. In the future bifurcated ownership is likely and development in a meaningful way is doubtful.

2 Zoning Risk

Large industrial users who provide great employment opportunities and reliable tax revenue are typically wary of committing to a site while zoning risk is at play. Until re-zone risk is mitigated no additional progress can be made to make this site viable for possible industrial / manufacturing use.

3 Infrastructure Planning

Plans must be made to address infrastructure issues in the area, including the extension of 600 W. This will require a lot of coordination between multiple stakeholders.



Surrounding Area

These parcels are ideally located for commercial / industrial development without meaningfully affecting the Willard way of life.

North

The North end of the subject property is the Willard / Perry border.

East

Bordering the subject property on the East is the railroad – a natural barrier that separates different land uses. East of the railroad is predominately farmland. This transaction will ensure additional land east of the RR remains farmland for the foreseeable future.

South

Immediately south of the proposed rezone are two parcels already zoned commercial (owned / controlled by the developer). South of those parcels lie the Flying J and the I-15 entrance and exit.

West

I-15 directly borders the subject property on the west side.



Minimal Traffic Impact

One of the benefits of industrial development in this part of the city is the minimal impact on traffic throughout the rest of Willard. Whether future users of this industrial area come from the North or South they will likely exit I-15 and immediately enter this new industrial zone.



Benefits to Willard Residents



- ✓ Increased tax revenues from this future development can help avoid future rate hikes on residents' property taxes or other essential services provided by the city
- ✓ Location of the proposed development helps traffic and other impacts remain close to the freeway in the “corner” of the city where the impact is least likely to affect daily life. ***“Residents support commercial developments strategically being located, including at the Interstate 15 and 750 North street node.” (pg. 51 General Plan)***
- ✓ New employment opportunities may exist for current residents if they no longer want to commute out of Willard for work
- ✓ Remaining employment is expected to come from outside of Willard – Weber County / Ogden in particular. Location of proposed development lies within these workers' existing average commute times, meaning we don't expect Willard to see a large influx of new residents who needs to live here in order to work here.

Road Access



Primary Access: 600 W (Red)

The primary access into the development is anticipated to be an extension of 600 W

Secondary Emergency Access: Stock Road (Cyan)

One potential secondary emergency access can be located where the existing stock road is that runs along I-15

Secondary Emergency Access: Railroad Crossing (Pink)

Another potential secondary emergency access can be located where the existing railroad crossing is (1075 N) at the Southern end of the development



Why Rezone Now?



Provides certainty that the City still believes site use in Future Land Use Map is appropriate



Allows Developer to work with prospective future tenants with certainty around zoning



Enables the site to compete with other sites in Northern Utah for large projects working with State agencies



Allows Developer to continue making additional investments in the site necessary to prepare site for development



Reduces the amount of time the City must wait for tax increment to be generated

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