



SUNSET CITY GENERAL PLAN

**Revised
September 4, 2012**

Vision Statement

Sunset City will be a community where every person and every family is important and respected. We will give the community a stable, safe, healthy, caring and friendly neighborhood. We will protect our natural environment and promote cultural, social, economic and recreational opportunities that encourage present and future generations to choose Sunset as their home. The City will give particular emphasis to protecting and enhancing beautification of the City, promoting the local economy, supporting the range of educational opportunities, promoting housing property values, maintaining effective infrastructure, enhancing leisure activities, and encouraging volunteer opportunities for those who seek greater involvement and providing to community activities for residents.

We believe that our commitment is the foundation of all our endeavors to make our community a better place now and for future generations.

Prepared for the City of Sunset City

Prepared by the Sunset City Planning Commission

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SECTION 1.0 INTRODUCTION

SECTION 1.1 PURPOSE AND ENABLING LEGISLATION

The Terms “Master Plan”, Comprehensive Plan” and “General Plan” are often used synonymously to describe a policy document with accompanying maps which identifies the goals that the community wishes to accomplish and the direction to be taken towards accomplishing these goals. In order for a general plan to work, it must identify development goals and involve the community during the creation and implementation of the general plan. Local support for the ideas and objectives presented in the master plan is crucial. The general plan offers a detailed review and outlines the current state and future goals for land use, transportation, economic development, community facilities and services, housing, and public utilities.

Utah State law requires municipalities to adopt a General Plan. Specifically §10-9a-401 et. seq. Utah Code Annotated delineates the form, preparation and elements of the General Plan. Elements required in the General Plan are:

- Land Use Element
- Transportation and Traffic Circulation Element
- Moderate Income Housing Element

Section 10-9-3 of the Utah Code Annotated indicates that the general plan should provide for the present and future needs of the municipality as well as the growth and development of the municipality. To this end, the General Plan may include elements addressing the following:

- An Environmental Element
- A Public Services and Facilities Element
- A Rehabilitation, Redevelopment and Conservation Element
- An Economic Development Element
- Any other element the community considers appropriate

In addition to these elements, the General Plan should also include a section dealing with implementation. The General Plan should be an action oriented document so that it may guide and direct the growth and future development within the community.

SECTION 1.2 GENERAL PLAN ORGANIZATION

The Sunset City General Plan is organized into six different sections to allow for ease of use and understanding. Each different section makes up the entire General Plan. The following are the different sections of the Plan:

Section 1.0 Introduction The introduction of the plan provides an overview as to the purpose of the General Plan. This Section also gives a brief history of the community and outlines the major themes of the Plan.

Section 2.0 General Plan Development This Section of the Plan describes development and the structure of the Plan. This part of the plan also outlines the planning process and how the General Plan is adopted and amended, and the responsibilities of the City's public officials.

Section 3.0 Demographics and Physical Environment This Section of the Plan analyzes the socioeconomic makeup of the community. It describes the factors that can and will have an impact on the future of the community. It also reviews the physical environment of the City and what effect it will have on future development within Sunset City.

Section 4.0 Elements of the General Plan The elements of the General Plan include the following:

1. Land Use Element
2. Transportation and Circulation Element
3. Economic Development Element
4. Parks Recreation and Community Activities
5. Annexation Policy

Section 5.0 Annexation Element This Section of the Plan details potential future growth area for Sunset City.

Section 6.0 Maps This section will provide visual representations of many of the elements discussed above and will serve as a visual guide for the General Plan.

* The City has previously adopted a Moderate Income Housing Plan for the City as a separate amendment to the General Plan.

Goals and Policy Statements The General Plan includes goals, strategies and policy statements, which will determine the future development in Sunset City and the implementation of the Plan.

Example:

Goal: To provide a multimodal transportation system

Policy 1: Sidewalk improvements- park strips to separate all sidewalks from roadways

Policy 2: Bicycle trails- improved roadways and trails to accommodate bicycling

Policy 3: Auto-oriented roadways- improve traffic flow, reduce accessibility on high mobility roads; traffic calming for residential roads.

Policy 4: Develop a community transit plan to provide effective transit options to the City

SECTION 1.3 COMMUNITY DESCRIPTION

Sunset City is a small community located at the north end of Davis County between the Wasatch Mountains and the Great Salt Lake. It is 1.31 square miles (1.9 miles by 0.5 miles approximately), with an additional 0.3 x 1.9 miles to the east that is currently being controlled by the United States Air Force. Sunset City lies 25 miles north of Salt Lake City and 10 miles south of Ogden. Weber County and Roy form the northern boundary of the City while Clearfield City and Clinton border Sunset City to the south and west. Hill Air Force Base is located directly to the east.

Sunset City is located close to major transportation highways and freeways making it easy to commute to work centers located in Davis, Weber and Salt Lake Counties. Commuter rail stations are located in Roy (Weber County) and in Clearfield (Davis County). The area is a 10-minute drive to theaters and major shopping locations in Ogden, Riverdale and Layton. Outdoor sports, such as fishing, boating, camping, hiking, and skiing (both water and snow) are approximately 30 minutes away either through Ogden or Weber Canyons.

SECTION 1.4 COMMUNITY HISTORY

The Sunset City-Clinton area was first known as Sandridge, the range, the basin, and summit. The land is an alluvial delta formed by the Weber River with fertile soil and no natural land water. The land was described as undulating and dry, covered with sage brush, rabbit brush, and grass.

As early as 1854, the land was being used to graze and feed cattle. The area did not receive settlers until the 1870's when the James Hill family arrived. Their home and farm were located at 85 West 1800 North, where the Sunset Fire Department now stands. Other early settlers were the Peter Terry, Chauncy Hadlock, Mark Elmer, James Burnett, Thomas Steele, James Mitchell, and Durban Terry families. The settlers came from surrounding communities in search of new farmland. They were pioneers who took the desolate land and made it home. They built log or adobe cabins and planted winter wheat in the fall. The settlers depended on natural precipitation to support the crops and transported drinking water from the Weber River. Later the settlers sunk wells 100 ft deep to obtain usable drinking water. The area blossomed when irrigation water became readily available at the completion of the Davis-Weber canal in 1884.

In approximately 1896, the area was named Clinton. In approximately 1916, Orlando Hadlock, the communities' first LDS (The Church of Jesus Christ of Latter Day Saints) Bishop, asked Elizabeth Martin, Jessie Toone, and Rose Randal to find a new name for the area. Mrs. Randall asked if they (Martin and Toone) had noticed the beautiful sunset the night before. Mrs. Randall suggested that the City be called Sunset City, Mrs. Martin and Mrs. Toone agreed. Shortly after, the community separated from Clinton along the Union Pacific Railroad tracks.

Sunset City was incorporated in 1935. The development of Hill Air Force Base directly to the east of the City in the 1940's changed the nature of Sunset from agricultural to residential. During the 1960's and 70's there was an onslaught of residential development, which was typical to the rest of Davis County. The 1960's also saw the development of the I-15 Corridor, which required the destruction of the east side of Main Street and substantially changed the character of Sunset City. In 1965 Sunset City Hall was built at 85 West 1800 North.

To accommodate the needs of a growing community, a new City Hall, located at 200 West 1300 North, was constructed in 2003. Today, Sunset City is almost entirely developed and has a population of approximately 5,200 people. Demographics and population projections indicate that the population of Sunset City will slowly decline over the next 30 years.

Goal: To Embrace the history of the City as a means of Building Character and Community Cohesion

- **Policy: Consider naming conventions for Sunset City Streets based on historical names to create some community identity for the roadways.**

SECTION 1.5 COMMUNITY AND SERVICES

Citizens of Sunset are fully involved in family activities, including school functions, scout programs, recreation, church and civic affairs. The crime rate is moderate to low with the police department actively monitoring happenings within the City. Sunset has an active Recreation Department that is responsible for softball leagues, flag football tournaments and Sunset City Fun Days. A community newsletter is available and provides citizens with information on local events and services provided by Sunset City. Sunset has also recently updated the city website. (<http://www.sunset-ut.com>) Sunset has an active CERT program to assist the citizens in the event of an emergency or natural disaster.

SECTION 1.5.1 GOVERNMENT SERVICES

Sunset City is governed by a mayor and five council members. City services are provided by a full time police department that provides a twenty-four hour service, seven days a week. Sunset City has its own volunteer Fire Department that also provides Ambulatory and EMT-First Responder services to City residents. The City Building houses the Mayor's office, Recorder, Treasurer, Recreation Department, Building Department and Planning & Zoning. Monthly water, sewer and garbage assessments are also collected there. Automated garbage service is provided to each resident with weekly pick-up. The Justice Court is housed in the same location. An adequate Public Works Department keeps the City in good repair. All information concerning police, fire, water, sewer and public services can be obtained at the City Building, or by calling 801-825-1628. A dedicated animal control program is provided by Davis County. Animal control regulations and licenses are available at City Hall.

SECTION 1.5.2 BUSINESS

Sunset City offers a variety of services within the City. It has one major food and drug center, along with a large business plaza offering a variety of shops and services. There are a variety of retail and service sector businesses, including, but not limited to, financial services, health services, automotive sales and repair, casual dining restaurants, and light manufacturing.

SECTION 1.5.3 SCHOOLS

Sunset City has three elementary schools and one junior high school served by the Davis County School District. These schools also serve students from the cities of Clinton and South Weber. Students graduating from Sunset Jr. High attend Northridge High School located in Layton or Clearfield High School located in Clearfield.

**SECTION 2.0
GENERAL PLAN DEVELOPMENT
SECTION 2.1 THE PLANNING PROCESS**

The process for the development of the General Plan should result in a plan that represents the best expressions of the community’s public interest and at the same time provide protection of the private interest. This plan is intended to be a guide to public officials to refer to when important decisions must be made that will affect the quality of life and environment of Sunset City. To accomplish this, the plan and planning process must be comprehensive and continuous so that all aspects of development are covered and becomes an integral part of the decision making process.

As required by Utah State Code the Sunset City Planning Commission began the preparation of the General Plan and used a planning process based on some basic concepts. The following is a list of the planning concepts:

- Plan should be in the form of policy statements with a proposed land use map supporting the intent of the policy statements. The Plan’s policy statements, which may apply to many situations, should provide more flexibility in making land use decision.
- The participation of the citizens of the community and existing organizations representing a wide range of interest should be the primary means of citizen involvement in the planning process. The involvement of the public in the development of the Plan is critical for the success and long-term viability of the Plan.
- The development of alternative plans is the best methods of evaluating and comparing possible options and varying alternatives. Alternative plans as an intermediate step toward the preparation of a final plan document can allow for different perspectives to be expressed and some conflict-resolution between interest groups.

- City departments should be represented in the plan development process. The departments should not only provide technical assistance but should express opinions to help shape the Plan. There should be a dialogue between the interest group representative and departmental representatives during the preparation of the Plan. The resulting ownership and identification with the Plan will assure greater understanding and more successful implementation of the policies by the City departments.
- Reports, Comments, Coordination: Departments should annually report on the contents of the General Plan. Namely the current conditions, the current goal, the current policy, how the policy is being carried out, future plans, and any recommendations for future plans.
- The City's Planners should assume the several roles which pertain to local planning. The City Planner(s) coordinates, facilitates the planning process, researches and collects the necessary data and information needed by the decision-makers for the City in its preparation of a final plan. In the absence of a planning staff the City Council should delegate these tasks so that planning and reporting continues.

SECTION 2.2 ADOPTION AND AMENDMENT PROCESS

The Sunset City General Plan is developed and adopted under the authority of § 10-9a-401 through § 10-9a-408 of the Utah State Code Annotated, 1953, as amended. If any chapter or section of this General Plan is found to be illegal, arbitrary, or capricious by a court of competent jurisdiction, that Chapter or section shall be null and void and the remainder of this General Plan shall remain in full effect.

SECTION 2.2.1 ADOPTION PROCESS

This General Plan will be adopted in accordance with § 10-9a-404 of the Utah State Code Annotated, 1953, as amended. After composition of the General Plan in accordance with USC 10-9a-403, the Planning Commission will hold a public hearing, after no less than ten (10) days of public notice, and forward a recommendation for approval to the City Council. The City Council will adopt the General Plan together with the General Plan Land Use Map. The following steps are generally used in adopting a plan:

1. The Planning Commission composes the General Plan;
2. A public hearing is conducted by the Planning Commission;
3. The Plan is revised (or not) by the Planning Commission;
4. The Planning Commission presents the draft General Plan to the City Council and explains the reasons for the Planning Commission's recommendations;
5. The City council makes its changes to the Plan and if they are satisfied, they adopt the Plan by resolution or ordinance.

At any time, the Planning Commission and City Council may add steps to the process above if they desire to solicit more input or information before adopting the Plan.

SECTION 2.2.2 AMENDMENT PROCESS

The City Council and/or Planning Commission may, from time to time, be presented with proposed amendments to the Sunset City General Plan. There are typically four ways a Plan amendment might be requested:

- The City council wishes an amendment to be considered,
- The Planning Commission wishes an amendment to be considered,
- The City Staff proposes a recommended amendment, or
- A proposal comes to the City that conflicts with the Plan and the applicant petitions to request a change.

This General Plan may be amended in accordance with § 10-9a-404 of the Utah Code Annotated, 1953, as amended. In order to amend the General Plan, the Planning Commission, after no less than ten (10) days of public notice, will forward a recommendation to the City Council for approval, further amendment and approval, or denial of the proposed amendment. The City Council may amend, further amend and approve, or deny the proposed amendment to the General Plan. Amendment of the General Plan Land Use Map shall be considered an amendment to the General Plan and shall follow the amendment procedures set forth in this Chapter.

When the Planning Commission is considering a Plan amendment, they may wish to take the following steps in order to determine whether the proposal does or does not meet the Plan. In trying to determine this, the Commission should consider the following:

- Have there been substantive changes in the location or the subject matter since this section of the Plan was originally adopted?
- Does the proposed amendment fundamentally change the intent of the Plan, e.g., does the change affect a minor part, or the whole Plan of the community?
- Does the proposal change people's perceptions of the Plan? One of the purposes of planning is to let everyone know what to expect, does this proposal betray the trust established during the adoption process?
- Who is most affected by the amendment and will they be allowed to give input to changes which affect them?

As current and future land use decisions are made, the General Plan will act as a guide in the location, density, and type of development *as well as guide the development of the land use code*. As the community continues to grow and change, there will undoubtedly be need for adjustments and amendments to the General Plan. However, these adjustments and amendments should be made only after taking into consideration the intent of the General Plan.

Decisions regarding the size and type of infrastructure, the use of major intersections, location of public facilities, the compatibility of existing and future land use, and other

critical considerations have already been set into motion with the adoption of this General Plan *and described in detail as part of the land use code.*

The General Plan should be reviewed prior to all zone change and annexation decisions for consistency with the Plan. The Plan should also be reviewed in regards to placement of public facilities, preparation of the municipal budget, and any other decisions that could affect the future landscape of the City.

SECTION 2.3 ROLES OF COMMUNITY DECISION MAKERS

The role of the community's decision-makers in dealing with the General Plan is to manage the development and the implementation of the Plan. The decision-makers of the community include the Mayor, City Council and the Planning Commission.

SECTION 2.3.1 THE PLANNING COMMISSION

The Land Use and Development Management Act (LUDMA) of the Utah State Code requires municipalities to set up a planning commission to develop and recommend to the City Council a General Plan for the physical development of the City and to request special studies, programs or take field trips to determine policies and recommendations.

The Sunset City Planning Commission develops a General Plan to guide the City's decisions regarding land use and development. The Planning Commission also reviews all major residential, commercial and manufacturing developments, rezoning and annexations. As a recommending body, most actions by the Planning Commission are recommendations to the Mayor and City Council, except conditional use permits or change of non-conforming uses which have been previously approved by the Planning Commission.

SECTION 2.3.2 THE CITY COUNCIL

The Sunset City Council is the legislative body of the community as defined by Utah State Code. As the legislative body of the community, the role of the City Council is to be the final decision-maker. The approval of the City's General Plan and Land Use Ordinance and any amendments to them are the responsibility of the City Council.

In addition to their role as the final decision-maker in the development of the City's General Plan and Land Use Ordinances, the City Council also plays the role of policy-maker. They give direction to the various departments and commissions of the City.

SECTION 2.4 CORE PLANNING PRINCIPLES

The Core Planning Principles are a good-faith attempt to embody in words the fundamental values that residents have about the future of Sunset City. Throughout the General Plan, the goals and policy statements of the general plan will be related to the corresponding Core Planning Principles, to show how the goals relate to more fundamental values regarding growth.

1. **Community Character and Cohesion:** Sunset City has a history of being a close-knit residential community with a strong sense of self-reliance. The physical limitations of the City have not stopped the residents or community leaders from shaping the character and improving the City for the benefit of all residents
2. **Economic:** Sunset City desires to provide a healthy and self-sustaining economy that will provide a strong sales tax base to provide for the needs of the City, but will also align with the moral and community character of the City.
3. **Housing:** Sunset City is a community that seeks to provide quality life-cycle housing opportunities for life-long residents as well as newcomers of any age, stage of life, or economic situation.
4. **Transportation:** Sunset City seeks to plan, develop and maintain a balanced transportation system by promoting all modes of transportation, emphasizing safe pedestrian access, bicycle mobility, and supporting public transportation opportunities. Sunset City seeks to improve existing transportation infrastructure and prepare for transportation network growth while maintaining safety and aesthetics.
5. **Environmental Resources:** Sunset City recognizes and seeks to develop its natural resources to create community and economic value.

SECTION 3.0 - DEMOGRAPHICS AND PHYSICAL ENVIRONMENT

SECTION 3.1 PHYSICAL CHARACTERISTICS

Sunset City has a land area of 1.9 miles by 0.5 miles and is one of the smallest cities in Davis County. The 2010 US Census Bureau data indicates that the population in 2010 was 5,122, a 1.6% decrease since 2000.

Table 1. 2010 Census Quick Facts

	Sunset	Utah
Population, 2010	5,122	2,763,885
Population, 2000	5,204	2,233,169
Persons under 5 years, percent, 2010	11.00%	9.50%
Persons under 18 years, percent, 2010	31.80%	31.50%
Persons 65 years and over, percent, 2010	12.20%	9.00%
Female persons, percent, 2010	49.30%	49.80%
Living in same house 1 year & over, 2006-2010	82.90%	81.40%
High school graduates, percent of persons age 25+, 2006-2010	89.10%	90.60%
Bachelor's degree or higher, percent of persons age 25+, 2006-2010	13.10%	29.40%
Housing units, 2010 (1)	1,826	979,709
Homeownership rate, 2006-2010	69.20%	71.20%
Housing units in multi-unit structures, percent, 2006-2010	21.00%	21.40%
Median value of owner-occupied housing units, 2006-2010	\$133,800	\$218,100
Households, 2006-2010 (2)	1,775	859,158
Persons per household, 2006-2010	2.87	3.04
Per capita money income in past 12 months (2010 dollars) 2006-2010	\$18,339	\$23,139
Median household income 2006-2010	\$49,702	\$56,330
Persons below poverty level, percent, 2006-2010	12.40%	10.80%
Land area in square miles, 2010	1.31	82,169.62
Persons per square mile, 2010	3,909.9	33.6

Source: 2010 US Census Bureau State & County QuickFacts

(1) A housing unit is a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or if vacant, is intended for occupancy) as separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have direct access from the outside of the building or through a common hall.

(2) A household includes all the persons who occupy a housing unit as their usual place of residence. A housing unit is a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or if vacant, is intended for occupancy) as separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have direct access from outside the building or through a common hall. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements. (People not living in households are classified as living in group quarters.)

SECTION 3.2 CURRENT LAND USE

Sunset City is a residential community with 94.5 % of land in Sunset City being currently used for residential purposes. This current situation is unlikely to change, as the City has reached build-out. What land is currently under commercial development will need to be used wisely to maximize the benefit and income potential (sales tax revenue) for the City. The commercial areas of the City are concentrated along Main Street with small pockets of commercial along 1300 North and 1800 North. Sunset City administrative offices and public safety are centrally located at the entrance to the City on 1300 North. (See Section 6 for a graphical representation of the City Land Use.)

The Administrative offices are also home to the Sunset Room which is used by civic organizations and residents for all types of activities including weddings, meetings and family gatherings. The City maintains three parks, John G. White Park, Central Park, and South Park. In addition to providing open green space within the city the parks have playground equipment. Each park has a bowery that can be rented for private use. Co-located with John G. White Park is the City Skate Park. Central Park is home to tennis courts and the City Baseball Diamond. South Park also has a tennis court.

SECTION 4.0 ELEMENTS OF THE GENERAL PLAN

SECTION 4.1 LAND USE ELEMENT

Sunset City is a suburban community that was built mostly between the early 1950's through the 1960's to accommodate the baby boomer generation. It is a very homogeneous city with most improvements being a single story unit with or without a basement. Some are owner occupied while others are used as rental units. The location is desirable for rentals due to its proximity to Hill Air Force Base. There is several two, three and four family units scattered throughout the neighborhoods as well as one apartment complex located in the City.

Please refer to the Sunset Land Use Map located in Section 6.

There is a major commercial corridor on S.R. 126 (Main Street) that is in the process of rejuvenation with owners cleaning up their properties, new business' opening and changes in the exterior of the buildings. There are still many single and two-family residences on scattered lots along Main Street.

Existing land uses are classified as follows:

1. Residential
 - a. Single family dwelling
 - b. Duplex
 - c. Triplex
 - d. Fourplex
 - e. Townhouses
 - f. Apartment building

2. Commercial/Service
3. Public/Semi Public
 - a. Public recreation facilities
 - b. Institutional/Cultural (schools and churches)
 - c. Government facilities
4. Transportation
 - a. Roads
 - b. Highways
 - c. Interstate
 - d. Railroad Track
5. Vacant

SECTION 4.1.1 ZONING

Current zoning in Sunset City consists of four zones:

Residential Zone R-1:
 Residential Zone R-3:
 Commercial Zone C-1:
 Commercial Zone C-2

The most restrictive zoning occurs in the C-1 zone, however, there is currently no area of Sunset that has been zoned C-1. With the anticipated changes spurred by the Falcon Hill Development, Sunset City should develop new zoning ordinance guidelines that will facilitate the type of development desired along potential commercial corridors (such as 1800 North, 1300 North and 2300 North) and along the existing commercial corridor of Main Street. C-1 zoning may be appropriate along the 1800 North (East - West) Commercial Corridor.

These zoning changes should carefully consider permitted and conditional uses for each East-West corridor. In addition, design guidelines should also be adopted that will insure consistency in building design. It is important that the residential nature of Sunset be maintained and that commercial growth is complimentary to the residential neighborhoods.

Residential zoning needs must also be considered as the surrounding communities and developments change. Good Landlord programs and policies should be considered to insure that rental housing does not detract from the value of owner occupied housing. Such programs and policies, along with consistent zoning practices, will help to maintain the strong residential nature of Sunset City (*see Section 6 – Sunset Zoning Map, Appendix C - Annexation Plan*).

Goal: To Provide Zoning and Land Use Code that supports Community Goals

- **Policy: Identify potential zoning changes to support plans and future development**
- **Policy: Develop a good landlord program**
- **Policy: Identify zoning and code innovations to improve land use planning**

SECTION 4.2 TRANSPORTATION AND CIRCULATION ELEMENT

One of the most vital elements of a community is its transportation system. A community's streets, highways, public transit, and railroads are all essential parts for the orderly function of the transportation system to provide for the mobility of people and goods as well as access to land. Planning for these facilities involves a comprehensive analysis of the ability of the transportation systems to accommodate future changes in demand with minimal cost and negative impacts to the community.

The relationship of transportation and land use development is very complex and reciprocal. Land use patterns affect travel decisions and travel decisions affect land use patterns. As vehicle miles traveled continue to increase, the need for sound planning of the transportation system will become more and more important.

Sunset City's transportation system is part of a much larger regional system. This system of local roads, highways, and interstate freeways will play an important part in the continually evolving transportation picture of Davis and Weber counties. The existing transportation system in Sunset City is made up of different roadways. Each of these roadways has a different function and purpose. The first step in the development of a community's transportation plan is the understanding of the function and ownership of the transportation system. The transportation infrastructure within Sunset City is owned and maintained by multiple agencies.

Freeway: These types of roads characteristically are designed for higher speeds, contain a minimum of 2 lanes, no access to adjacent properties and link major regional and national destination points. Interstate 15 is an example of this type of street classification.

Arterial: The primary function of these types of roads is to move traffic to a destination with a larger regional setting and to provide direct access to freeways. During the peak hours of travel these roadways may relieve some of the traffic demand on the freeway system. Main Street/SR 126 is an example of this type of street classification.

Collector: These streets serve mainly internal neighborhood traffic movements or connect an area with the arterial street system. The intent is to handle through traffic for short distances. Collector streets provide the link to minor streets and are generally characterized by two lanes of traffic with an ample median/turning lane or by four lanes with no parking allowed on streets during peak hours. 1800 North, 800 North, 1300 North 2300 North and 250 West are examples of this type of street classification.

Minor Collector: The primary purpose of these streets is to provide good accessibility to land. Traffic volumes should be very low and traffic movements slow. On-street parking combined with short lengths and reduced pavement. The streets in residential neighborhoods throughout Sunset City are good examples of this type of street

classification. These are residential access roads that should have many traffic calming features.

SECTION 4.2.1 CURRENT CONDITIONS

The main thoroughfares in Sunset City serve as primary access routes to other cities. The east/west routes through the City: 1300 North, and 2300 North are under the jurisdiction of Sunset City. The City's main roads are well planned and well connected. The main thoroughfares are Main Street, 250 West, 800 North, 1300 North, 1800 North, and 2300 North. Main Street and 1800 North are designated state routes. Due in part to the city's proximity to Hill Air Force Base (HAFB), heavy traffic occurs during the peak commute times of 7-9 A.M. and 4-6 P.M.

Public transportation is provided by daily UTA bus routes. Route numbers are listed on the UTA website (www.rideuta.com) and do change periodically. These routes travel north and south, connecting to nearby major cities and provide connections to Ogden in Weber County and Layton. Bus stops for many of the routes are on the east side of Main Street and do not have traffic signals at corresponding intersections. The lack of traffic signals increases the danger for pedestrians who attempt to cross without a signal or must walk to a crosswalk that is controlled with a signal to cross to the east side and walk along SR 126 without a sidewalk.

Beginning in April 2008, Utah Transit Authority began running commuter rail north and south through Sunset City adjacent to the existing railroad line that runs between Sunset and Clinton.

Sunset City is a moderately walk able community. All streets through residential neighborhoods have designated, paved sidewalks which help to make schools and parks more easily and safely accessible for pedestrians (especially children). Sunset City has good sidewalk connection throughout most of the city. The City is in the process of making all sidewalks compliant with the Americans with Disabilities Act. There are currently no sidewalks along the east side of Main Street, and sidewalks are intermittent on the west side. Currently no designated bike lanes or paths for bicycle traffic exist within city limits.

Walk ability scores are correlated with higher property values and have the potential to attract development. Opportunities to improve walk ability include, but are not limited to:

- Street connectivity
- Land use mix
- Residential density (residential units per area of residential use)
- Visibility of pathways, including the amount of glass in windows and doors and the orientation and proximity of homes and buildings to watch over the street
- Variety and number of places within a walking radius of residences
- Place making, or street and property/building designs that specifically accommodate pedestrians
- Retail floor area ratio

- Infrastructure: access to mass transit, presence and quality of footpaths, physical buffers to moving traffic (planter strips, on-street parking or bike lanes) and pedestrian crossings,
- Aesthetics of the network
- Air quality
- Shade or sun in appropriate seasons, snow, wind conditions, and other weather factors
- Street furniture
- Traffic volume and speed

Goal: Sunset City strives to be a walk able community

- **Policy: Inventory existing pedestrian pathways and provide a rating based on walk ability factors**
- **Policy: Identify priority routes to maintain and improve on an annual basis**
- **Policy: Implement walk ability criteria and information as part of all business/development applications**
- **Policy: Monitor the city walk ability score for planning purposes and marketing purposes**

SECTION 4.2.2 FUTURE TRANSPORTATION PLANS

Sunset City will need to plan and prepare for the impacts from commuter rail and the Legacy Highway, as these two new forms of transportation will have a profound impact on traveling in and around Sunset City. Sunset City should take action now to ensure that the future improvements for the community are attractive and are pedestrian and bicycle friendly.

1800 North Section:

Sunset City should prepare for the proposed changes to 1800 North. The Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT) have plans to widen 1800 North because it is projected to connect to the Legacy Highway. UDOT has also proposed a new freeway on/off ramp at 1800 North in Sunset City. With the possibility of 1800 North connecting to the Legacy Highway and Interstate 15, it will be a major road artery for travel in northern Davis County.

As of the drafting of this document, June, 2012, The Utah Department of Transportation is conducting an Environmental Assessment Study for the 1800 North Corridor. The study will evaluate alternatives to address future transportation needs from Main Street in Sunset to 2000 West in Clinton. Currently there are funds identified to complete the environmental work but construction funding has yet to be allocated. Funding will be dependent on whether or not the corridor is included as a high priority by the Utah Transportation Commission.

UDOT has included the interchange at 1800 North and I-15 as part of their long-range plans, however, no specific funding has been identified for this and it is most likely 5-10 years in the future. The current development at Hill Air Force Base will place a

considerable strain on the current transportation system and this will be taken into consideration when prioritizing projects for funding.

In the event that the improvements along 1800 North are funded, it is highly recommended that the widening of 1800 North be designed as a multi-modal boulevard, allowing for heavy traffic, bicycle lanes, parking on both sides of the boulevard, and pedestrian sidewalks for business access. To ensure pedestrian safety at the 1800 North and 250 West intersections, a pedestrian bridge should be installed in conjunction with 1800 North's widening.

Complete Streets Section

The Federal Highway Administration recognizes the increasingly important role of bicycling and walking in creating a balanced, multi-modal transportation system, and encourages state and local governments to incorporate all necessary provisions to accommodate bicycle and pedestrian traffic. As Sunset City adapts to the changes anticipated by Legacy Highway, Commuter Rail and the widening of 1800 North, the community will need to provide a transportation system, which will accommodate bicycle and greater pedestrian use. Planning for these different modes is critical at this time so when the need arises it is not necessary to retrofit the system to provide for them.

Providing "complete streets" ensures that every roadway in the City is planned for multiple modes of transportation. Sunset's street system can be prioritized to uses, such as auto-centered, or shared right-of-way, depending on the needs and transportation patterns of the road and the desires of the city to provide more active lifestyle amenities for the population.

Goal: To identify Sunset City Streets as "Complete Streets"

- **Policy: Every road will be planned and engineered based on multiple modes of transportation - planning/engineering taking place from the outside in, with pedestrian needs engineered, then engineering for other modes, based on behavior and needs**
- **Policy: Develop aesthetic guidelines for improving streets**

Transportation Master Plan

The development of a Master Street Plan is a very important component of a community's General Plan. As changes take place within the community and within surrounding communities, the identification of transportation needs will assist in making better decisions for the future of Sunset City. In addition to the identification of the Master Street Plan there are other issues that need to be taken under consideration. The following are some of the issues that should be considered as part of the General Plan.

Goal: Maintain a comprehensive transportation plan

- **Policy: Identify each street according to its road type within Sunset City**
- **Policy: Identify connectivity and potential connectivity improvements for Sunset City**

- **Policy: Identify access and mobility conflicts and provide a decision-making process to prioritize roadways**
- **Policy: Coordinate with adjacent municipalities and agencies to ensure regional transportation system synergy**
- **Policy: Available Funding for Transportation Projects – The availability of funding should be identified and categorized as to what sources can be used for what projects**
- **Policy: Roadway Design & Cross Sections – The City will need to develop and adopt a set of roadway design and cross sections that can be used with projects. These designs and cross section should be based on the needs of the Master Street Plan and community design guidelines**
- **Policy: Bicycles and Pedestrian Trails Plan – As types of transportation available in Sunset City and surrounding communities grows, the need for the development of a bicycle and pedestrian trails plan will become more critical for maintaining safety and providing options to City residents**
- **Policy: Access Management Standards – The protection of the existing and new roadways is critical. The cost of the development of new roads can be very expensive for a small community**
- **Policy: Develop a Commuter Rail Corridor Beautification Program in cooperation with Utah Transit Authority**
- **Policy: Develop a Transit plan to identify opportunities for transit options to better serve the City**

SECTION 4.3 ECONOMIC DEVELOPMENT

Economic Development Opportunities are any tax-generating developments within the city. An examination of the local economy will look into employment of the local population as well as employment opportunities within the city, land use inventory as well as forecasted land uses, identification of growth areas and redevelopment areas, opportunities for economic development and implementation recommendations to capture those opportunities.

An Economic Development Report Template is located in Appendix A of this document. Sunset City should regularly generate an economic development report to assist in policy decisions, planning, and budgeting.

Sunset City has a diverse commercial business base that is located primarily along Main Street with additional components scattered along 800 North, 1300 North, 1800 North, and 2300 North. All of the businesses located along Main Street are located on the west side of Main Street due to the routing of I-15 and the close proximity of Main Street to the Interstate. Currently, there is no access to I-15 to or from Main Street though it is possible UDOT will construct an interchange at 1800 North. Main Street businesses are highly visible from both I-15 and Main Street, but lack continuity and aesthetic building standards.

The City has placed the improvement of resident's lives as a priority as it pursues economic development goals. To this end, the City should adopt policies that improve the quality of life for its residents in addition to insuring the economic growth of the City.

SECTION 4.3.1 PROPOSED IMPROVEMENTS

It is anticipated that Sunset City will experience a great deal of change with the Falcon Hill Development on the west side of Hill Air Force Base. As a result of this redevelopment, the current zoning in place in Sunset may not be sufficient for the City to direct the commercial growth that may take place in the near future and beyond. Sunset City should look into innovative zoning codes such as form-based or performance codes that would streamline the development process, attracting development to the city.

Sunset has scattered businesses throughout the City. Businesses could benefit from co-location and clustering. Planning policies to cluster businesses into "cores" or "nodes" contribute to the aesthetic and utility of the commercial base of the City. Sunset City has opportunities to provide more dense commercial uses that use commercial zones more efficiently to benefit the tax base, and can attract pedestrian traffic as well as pass-through traffic.

Sunset City does not benefit from transit-oriented or transit-adjacent development. Opportunities to attract transit to Sunset would also invite development, as transit infrastructure dollars spent generally attract greater development dollars and thus, economic opportunity.

Sunset City has average to below-average home values for Davis County. Sunset City should examine beautification and community character improvement projects to improve home values and invite redevelopment. Projects such as improving pedestrian facilities and connecting green space add value to potential home sales and further, to the tax base.

To provide greater control to that anticipated growth, Sunset City should develop a Master Commercial Development Plan that will direct the intensity of commercial development along the east/west corridors of the City. By adopting a Master Commercial Development Plan, the City will be able to protect the residential core that is the backbone of the community and still allow commercial growth to increase the tax base of the City.

SECTION 4.3.1.2 COMMERCIAL CORRIDOR

1800 North is a two lane East-West corridor and is currently zoned commercial four lots deep on both the north and south sides of the street. Utah Department of Transportation (UDOT) has plans to widen 1800 North in the near future, with the possibility of connecting Interstate 15 to the proposed northern leg of the Legacy Highway. With the expansion of 1800 North, it is important that redevelopment occur along previously

agreed to design and building standards best suited for the community. It is imperative that Sunset City provides preferences for the infrastructure improvements to ensure they will be compatible with City Economic Goals.

Due to the concern that the widening of 1800 North will split the City, redevelopment should be designed to create a City Center where commercial and residential co-exist to form an attractive walk able district. To facilitate this, 1800 North should be developed as a High Intensity Commercial Corridor. This planning direction would effectively split the city.

This corridor would be the ideal location to direct larger scale retail development and higher density office development. It would allow the City to take advantage of the anticipated increase in retail traffic that will be generated from the Falcon Hill Development and also the increased commuter traffic utilizing the transportation improvements. (*see Section 6 - Zoning Map*). In the Fall of 2011 UDOT established a traffic signal at 1800 North and 250 West. This signal is assisting the traffic flow in this area.

In order to effectively capture the opportunity that the development of Falcon Hill presents, Sunset City should develop an analysis based on the Economic Development report, to identify the types of development that would best complement Falcon Hill. Sunset City should develop strong goals based on data and research to propose and attract the “best fit” for the economic opportunity that the Falcon Hill Development presents.

SECTION 4.3.1.3 MAIN STREET: SR-126

The Main Street corridor is currently the primary commercial area of Sunset City. Businesses along the corridor are a diverse mix and varied in size. The opportunity exists to enhance the commercial viability of Main Street as the Falcon Hill Development progresses. Beautification efforts along Main Street should be enhanced and incentives for businesses to make aesthetic improvements to their properties should be considered. Sunset’s position along SR-126 places it between two larger cities that both have extensive development along Main Street. In order to compete with these neighboring communities for commercial and retail development, Sunset should adopt policies that encourage improved maintenance of existing properties and assist with mitigating dilapidated structures.

Main Street businesses are primarily auto accessible, as Main Street is designed as a priority route for automobiles. As development continues along the Main Street Corridor, greater demand for access from new businesses may conflict with the mobility Main Street provides. Sunset City should examine innovative planning options for shared and clustered access to ensure Main Street does not become congested and thus impact the desirability of development.

A High-Density Commercial Node should be encouraged at the intersection of 1800 North and Main Street. Medium Density Commercial Nodes should be encouraged at the intersections of 1300 North and Main Street and 2300 North and Main Street.

SECTION 4.3.1.4 HILL AIR FORCE BASE WEST SIDE DEVELOPMENT-FALCON HILL

“Falcon Hill National Aerospace Research Park” represents the commercial development of nearly 550 acres of under-utilized Hill Air Force Base land along I-15 near its west gate. The development will move Hill’s western fence inward one-half mile for a 3.5-mile stretch and allow long-term leases for commercial use. In return, Hill will receive the free replacement of approximately 1.5 million square feet of aging, World War II-era warehouses converted for office space and other uses. Savings for the military are estimated at \$350 million. Bordering communities will share in the tax revenues as the commercial development builds out and also enjoy the benefits of new job growth. As of May 2012, the West Gate of HAFB has been moved further East and the Fence line continues to be adjusted.

SECTION 4.4 PARKS, RECREATION AND COMMUNITY ACTIVITIES

Connectivity of green/open space

Sunset City lies in a state and region that is truly a recreational paradise. The nearby mountains provide limitless opportunities for hiking, camping, fishing, skiing and hunting. The Great Salt Lake to the west provides rare scenic beauty, wildlife habitat and recreational opportunities. The State of Utah offers a wide range of State and National Parks, scenic byways and back-ways, National Forests, historic sites, National Monuments, National Recreation Areas and dedicated Wilderness Areas. The varied natural beauty of the Utah offers excellent vacation and recreational experiences. Municipalities and counties located along the Wasatch Front have numerous and varied parks, playing fields and recreational centers that suit the leisure needs of most people. There are facilities for the handicapped, aged, and large family gatherings. In addition to the parks located within the City limits, there are a variety of parks in adjacent communities that provide recreational opportunities for citizens of Sunset City. The commuter system also has nearby stations, which connect us to the Salt Lake Valley and its many cultural events and activities offered to Utahns.

Sunset City meets the immediate recreational needs of its citizens through the existence of three parks and a Community Center: John G. White Memorial Park (North Park) located at 2400 North and 250 West; Central Park located at 75 West Sunset Boulevard; and Doxey Field Park (South Park) located at 975 North and 175 West; and the Sunset Room located at the Administrative offices building on 1300 North. The parks prohibit alcoholic beverages, unauthorized motor vehicles, archery, and golf. Animals are also prohibited except for dogs, which are allowed in South Park.

North Park includes a prefabricated above-ground skate park on the south end, a half mile walking track, a small modular play area on the north end, a restroom with a drinking fountain, and a bowery with picnic tables and a grill. Parking is available on the

street on the west or south side of the park, or there is a parking lot at Fremont Elementary located east of the park. There are a few mature trees. A scoreboard remains from when North Park was used as a WFFL football field. The skate park is widely used by the youth of Sunset and surrounding communities.

South Park is located to the northeast of Doxey Elementary and is a multi-use park. It is appealing, and has a .4-mile walking path. There are benches and picnic tables to sit and relax around the pathway, and a drinking fountain. The park has basketball courts and playground equipment that can be used by the school and the public. There is also another playground area with swings, slides, large tires, and a small rocking horse. This park contains three baseball diamonds, two soccer fields with permanent poles, a tennis court, and a grass volleyball area. There are two boweries with picnic tables, which can be reserved. The smaller bowery contains a grill. Sidewalks connect both boweries and the restroom from the pathway. There are over 100 trees in this park, with most of them being newly planted. The mature trees shade the play area on the northwest nicely. Parking is available to the east of the LDS church. Leashed dogs are allowed at this park.

Central Park is located behind and adjacent to the fire department. There is ample parking to the east and west of the park, and parking on the street on 1800 North. This park includes two basketball areas, a sand volleyball area, a bowery with picnic tables and a grill, a covered amphitheater, a sand play area with playground equipment, and a restroom located to the east of the park. There are two softball diamonds, with a two-story building located between them. This building houses a restroom, food concession stand, and an observation area on the top floor. This park contains mature trees.

Without leaving Sunset, residents can find sporting teams (softball and soccer) for their kids or themselves, community events such as Sunset Sam Winterfest, Fun Days, Easter Activities, community plays or Kids Club to name a few. There are also dance or karate centers or just a grassy spot for a family picnic. Sunset is also close to biking trails that connect to neighboring communities.

The National Recreation and Park Association (NRPA) define open space as "core areas." Neighborhood and community parks and playgrounds are considered core areas if they supply general recreational and open space opportunities to the general population. This core system of parklands should be at least 6.25 to 10.5 acres of developed open space per 1,000 persons must be taken into account when planning a total, well-rounded system of parks and recreation areas.

SECTION 4.5 COMMUNITY FACILITIES, PUBLIC WORKS AND UTILITIES

SECTION 4.5.1 PUBLIC WORKS

Public works is a large part of any city and the community it supports. The public works department has already developed a reciprocal partnership with Clinton City, Clearfield City, and Roy City for assistance with problems when they arise. The department is able

to function efficiently by having a small crew, which can complete most essential tasks. Much of the cost expenditures that Sunset may incur are put into bids that include surrounding cities. This lowers the cost to all involved, as well as help out those that are providing the service.

The current Public Works office is located at 432 West 1800 North. In the event that 1800 North is widened, it may be necessary to relocate the Public Works facility. Sunset City should proactively plan for this event and determine sites for relocation of Public Works.

The Public Works Director should develop a Capital Improvements Plan to assist in long-range facilities and infrastructure planning. The current Capital Improvements Plan is included as an appendix to this document (*see Appendix B.*) It should be reviewed and updated yearly.

SECTION 4.5.2 POLICE DEPARTMENT

The Sunset City Police Department is housed in the Sunset City Administrative offices. This location meets the needs of the Police Department at this time.

SECTION 4.5.3 FIRE DEPARTMENT

Sunset is a small community with little land area. Because of the low population, the City fire and ambulance services are provided by an excellent staff of volunteer fire fighters. Sunset is home to two fire engines and one ambulance which services Sunset and assists the surrounding communities.

It is anticipated that a new location for the Fire Department will need to be obtained to serve the needs of the community as it grows and to insure that adequate fire and ambulance service will be able to be provided in the event of future annexations east of I-15.

SECTION 4.5.4 ADMINISTRATIVE SERVICES

Sunset City administrative offices are located at 200 West 1300 North and house the police department and city justice court and a community center. The building is new and meets ADA requirements. The community center is well utilized for both City events and private functions.

Sunset would benefit from professional services to assist with upcoming challenges such as the Falcon Hill Development, aging housing and slow economic growth. The City's day to day operations run effectively, due mainly to well-trained and devoted personnel, however, Sunset City would benefit from professional services in specific areas of expertise.

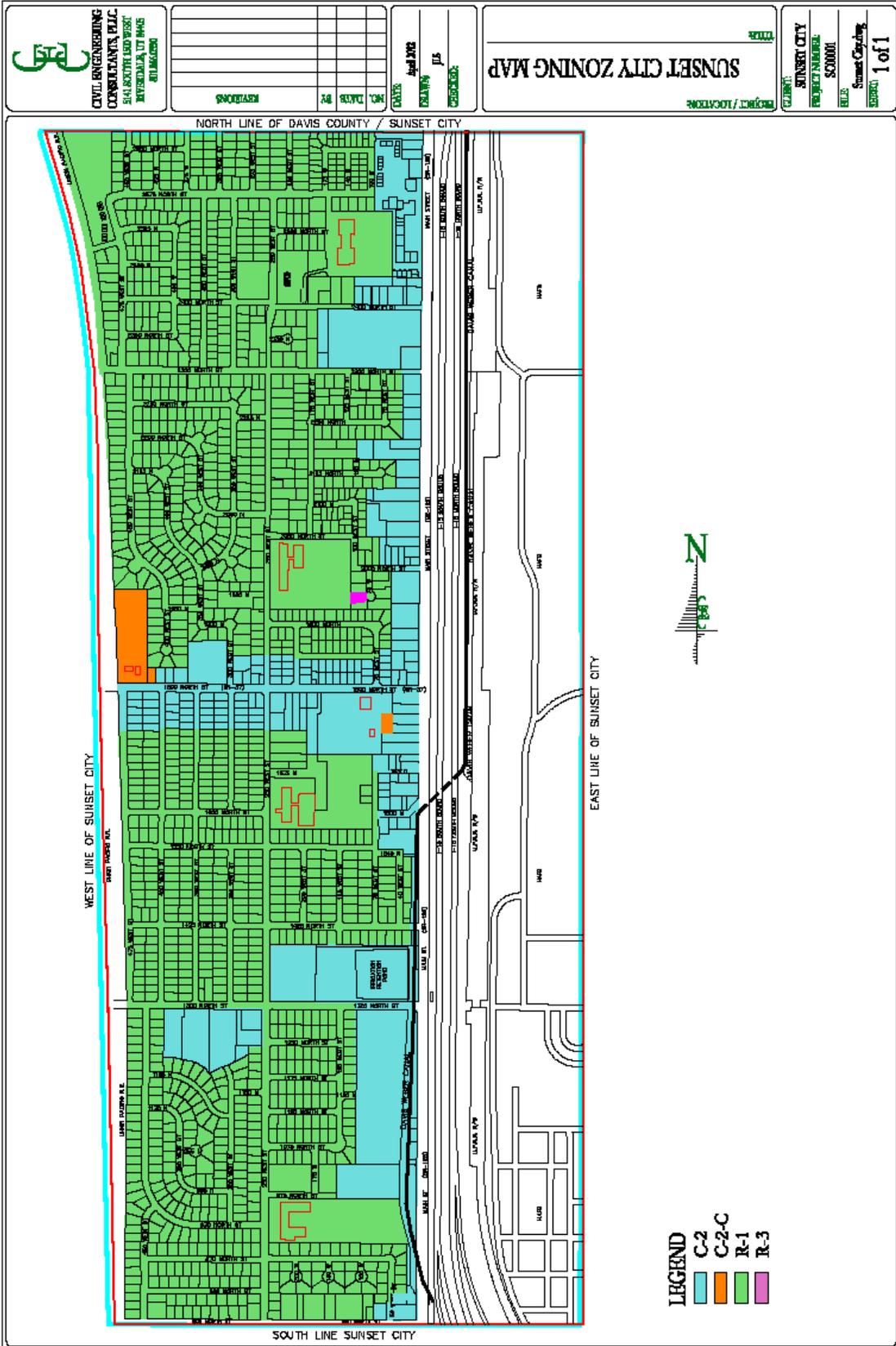
SECTION 5.0
ANNEXATION ELEMENT
SECTION 5.1 PURPOSE

In 2002, Sunset City Corporation adopted into its General Plan the annexation of the entirety of Hill Field Air Force Base, up to the current existing boundaries of Davis County to South Weber City, Roy City, Riverdale City, Layton City and Clearfield City in the event that Hill Field Air Force Base would be closed.

As part of Sunset City Corporation's ongoing effort to plan and prepare for long-term, responsible growth, Sunset City has identified a contiguous, unincorporated area that in the future could become part of Sunset City. The area proposed for annexation is both bordered and non-bordered by surrounding municipalities. Proposed areas for annexation into Sunset City must meet the criteria for annexation and be shown on the attached proposed annexation map (see Appendix C.)

SECTION 6.0
MAPS

- 1- ZONING MAP**
- 2- LAND USE MAP**
- 3- CITY STREETS MAP**



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REVISIONS			

DATE: 04/20/2018
 DRAWN BY: JLS
 CHECKED BY: JLS

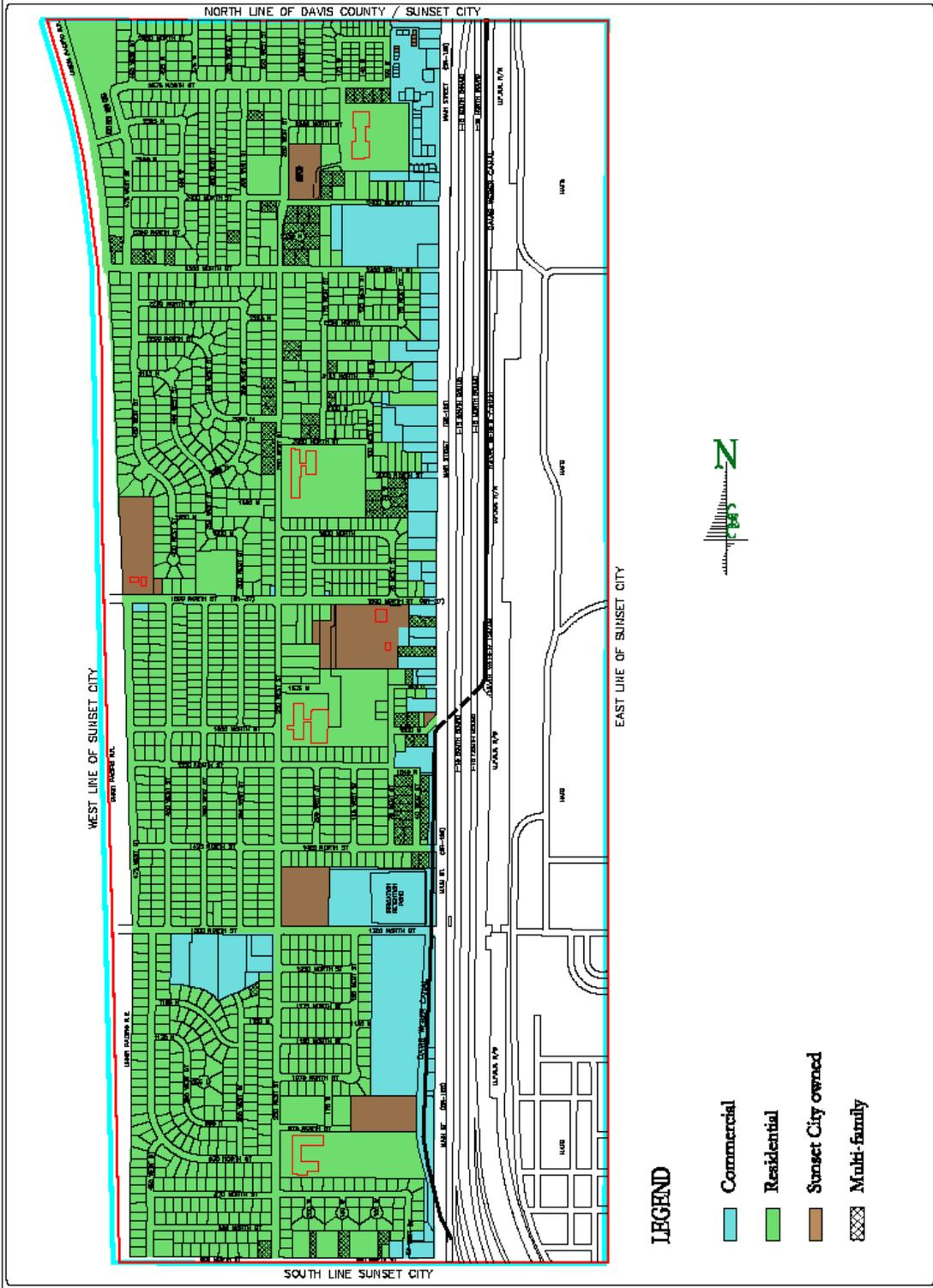
SUNSET CITY ZONING MAP

PROJECT/LOCATION: SUNSET CITY
 PROJECT NUMBER: SC0001
 TITLE: Sunset City Zoning Map
 SHEET: 1 of 1

- LEGEND**
- C-2
 - C-2-C
 - R-1
 - R-3



 CIVIL ENGINEERING CONSULTANTS P.L.L.C. 514 SOUTH 1500 WEST WASHINGTON, UT 84401 801.843.2200	REVISIONS NO. DATE BY	DATE: April 2012 DRAWN BY: JLS CHECKED BY:	SUNSET CITY LANDUSE PROJECT / LOCATION:
	CLIENT:	CITY:	



HOLD FOR TRANSPORTATION MAP

APPENDIX A

ECONOMIC DEVELOPMENT REPORT OUTLINE

Employment Trends

- Occupational Distribution- Skill Category*
- Economic Sector Employment Distribution*
- County/City Employment*

Development/Redevelopment Opportunities

Residential Trends

- Building Permits*
- Closings*
- Approved Major Subdivisions*
- Apartment Communities*
- Absorption*

Residential Forecast -

- Housing Unit Delivery Forecast*
- Aggregate Housing Unit Forecast*
- Residential Land Demand Forecast*

Retail Inventory and Forecast

Shopping Center Inventory

- Proposed Retail Development*
- Retail Demand Forecast*

Office Inventory and Forecast

- Overall Inventory*
- Office Rents and Vacancy*
- Office Forecasts*
- Office Land Demand*

Industrial Inventory and Forecast

- Industrial Acreage Summary*
- Industrial Square footage Summary*
- Industrial Rents*
- Industrial Forecast*
- Industrial Land Demand*

Employment Growth Areas

- Office*
- Industrial*

Downtown Opportunities and Implementation Recommendations
City Center Focus Area Opportunities
Implementation Recommendations

1800 North Opportunities and Implementation Recommendations
Opportunities
Implementation Recommendations

Appendix
Retail Capture Rates and Inflow Share

Sources of data:
Commercial Realty Market Research (NAI, CBRE, etc.)
US Census
State Tax Commission
County Assessor
City Inventory

APPENDIX B

SUNSET PUBLIC WORKS CAPITAL IMPROVEMENT NEEDS

Near Term Projects

Renovate Park Restroom and Bowery Facilities
800 North Irrigation Line Replacement

Mid-Term Projects

Public Works Shops / Fire Station Relocations
1800 N (SR-37) Project
Main Street Waterline Replacement
Rebuild Utilities – 300 W and 350 W
Storm Sewer Project

Long Term Projects

Roadway Improvements – 800 N, 1300 N, 2300 N

Ongoing Long Term Projects

Pedestrian Crossing Ramps

Public Works Shops / Fire Station Relocations

Project Category

Land Use and Urban Development

Location

The 1800 N (SR-37) Project will likely impact the City with possible forced relocation of the City Fire Station, located at 85 W 1800 N, and reduced access for the City Public Works Shops, located at 472 W 1800 N.

Objective

Plan for the possible relocation of these critical facilities to provide uninterrupted service to Sunset City residents.

Potential Stakeholders

The Fire Department, Public Works, City Administrators and the Sunset Community will be impacted by the relocation of these facilities.

Recommendations

If either or both of these impacts indeed occur and the facilities need to be relocated within the city, a potential replacement site exists North of City Hall, located at 200 W 1300 N. The City owns a significant parcel that is currently undeveloped.

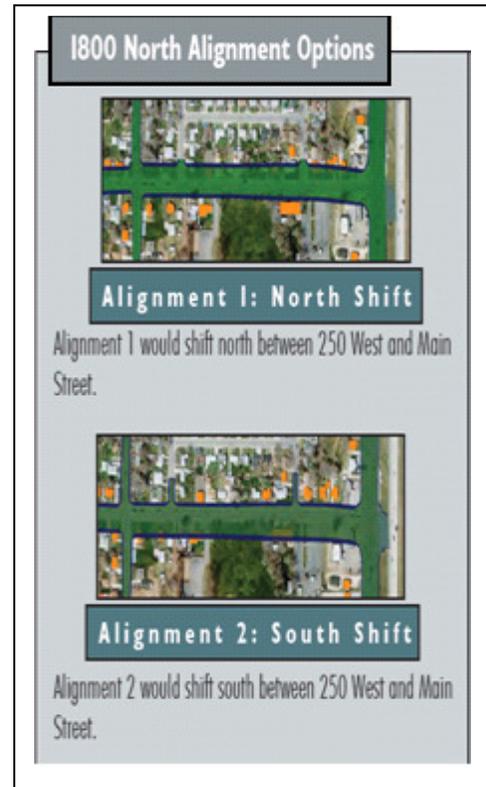
A multi-story mixed use facility could be built at this location to replace both impacted facilities. One story could be dedicated to the Fire Department for housing their Fire Fighting apparatus as well as providing dormitory facilities for the on-call fire fighters. The other story would then be dedicated to housing the support vehicles in use by the Public Works. Office space is currently available in the basement of the City Building that could be re-tasked in support of both of these departments as needed. This co-location on a single City Campus eases access to City Administrators and Department personnel.

Timeline

This project depends on the Record of Decision reached by the 1800 N (SR-37) Project Environmental Impact Statement and the timeline set forth by the Department of Transportation.

It is likely a mid-term project.

Project updated June 2012.



1800 N (SR-37) Project

Project Category

Land Use, Open Space and Infrastructure Improvement

Location

1800 N Commercial Corridor

Objective

Prepare the vision of the 1800 N Commercial Corridor in coordination with the 1800 N (SR-37) Project being studied by the Utah Department of Transportation. (UDOT)

Potential Stakeholders

Sunset City, adjacent property owners, UDOT, The Church of Jesus Christ of Latter-Day Saints, UPPR, UTA, and Davis County Trails

Recommendations

The Utah Department of Transportation is looking at improving the 1800 N (SR-37) corridor.

Planning for this improvement calls for an upgrade of the facility to a principle arterial with 5 travel lanes. (2 each direction with center turn) Property acquisition is likely along the corridor. Any surface modifications to this corridor should also consider improvements to the public utilities co-located in the right-of-way.

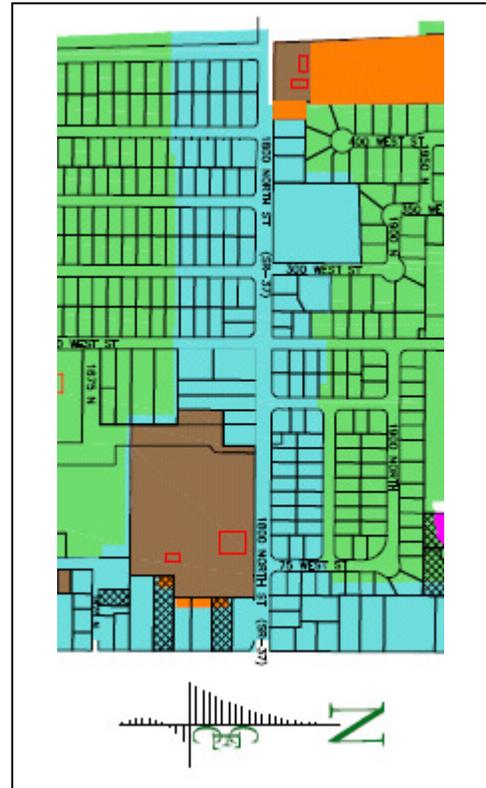
The corridor is currently zoned C-2, but the majority of properties are residential homes. If a property acquisition results in an inhabitable home, a general usage plan should be developed for the parcels until future commercial development occurs. This usage plan could include the inclusion of a trail system, as part of the Davis County Trail System, or landscaped green space being added.

This corridor should be preserved for solid commercial development at some future date and the City should facilitate the joining of multiple lots for commercial development as need arises, however a planned improvement of the corridor is preferred over vacant lots. The 1800 N corridor is a primary route within Sunset City and as such should not be widened and then left with gaping holes along the frontage because homes were demolished for the widening project. Additionally, aesthetics along the corridor should match between Sunset and Clinton cities, creating a Grand Boulevard that traverses both cities.

Timeline

This project depends on the Record of Decision reached by the 1800 N (SR-37) Project Environmental Impact Statement. It is likely a mid-term project.

Project Updated June 2012



800 North Irrigation Line Replacement

Project Category

Infrastructure Improvement

Location

800 North Irrigation Canal

Objective

Replace the existing canal located under the sidewalk along 800 North with concrete pipe. In addition to replacing the sidewalk, install curb and gutter along the 800 N corridor.

Potential Stakeholders

Sunset City, Canal owner, and adjacent property owners.

Recommendations

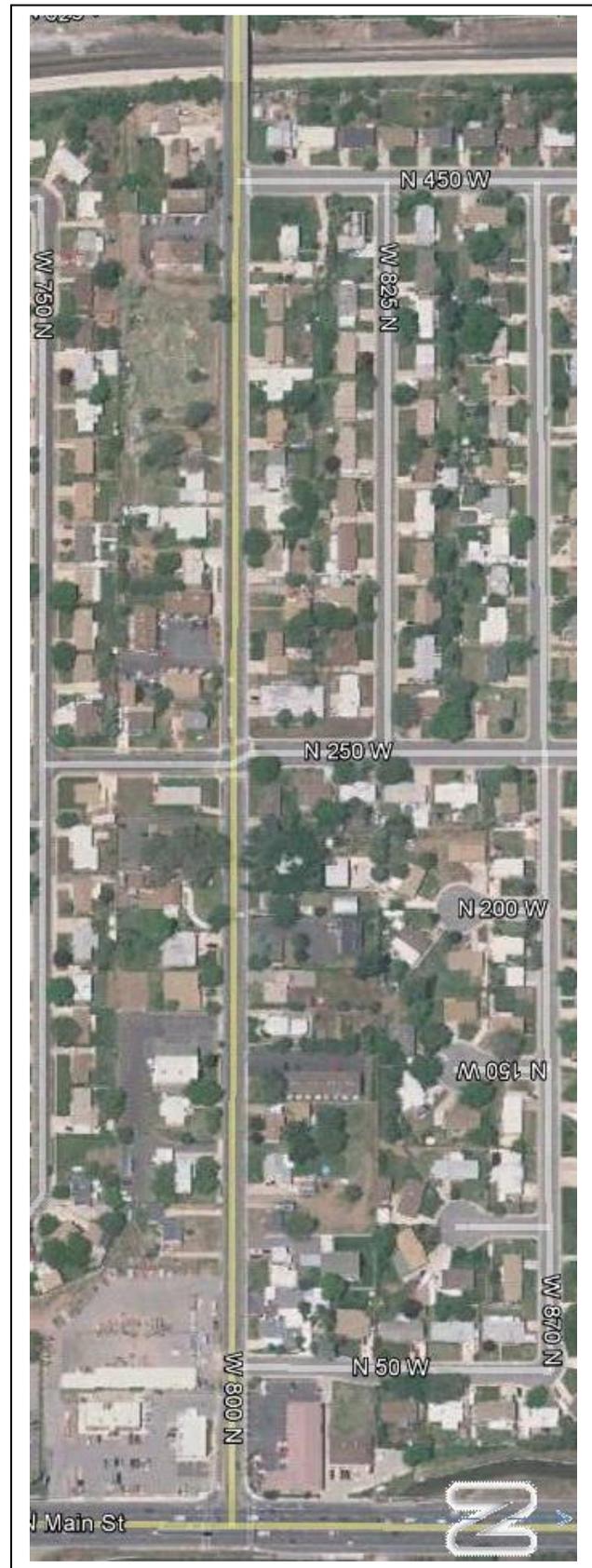
To increase safety and ensure continued irrigation flows to West Point, the current capped open channel canal along 800 N. should be replaced with an enclosed concrete pipe channel.

During this upgrade the sidewalk and current open channel will need to be removed. Replacement of the sidewalk should also include the addition of curb and gutter along 800 N.

Timeline

This project is likely near term.

Project updated June 2012.



Main Street Waterline Replacement

Project Category

Infrastructure Improvement

Location

Main Street 1425 N to 825 N

Objective

Replace aging steel pipeline.

Potential Stakeholders

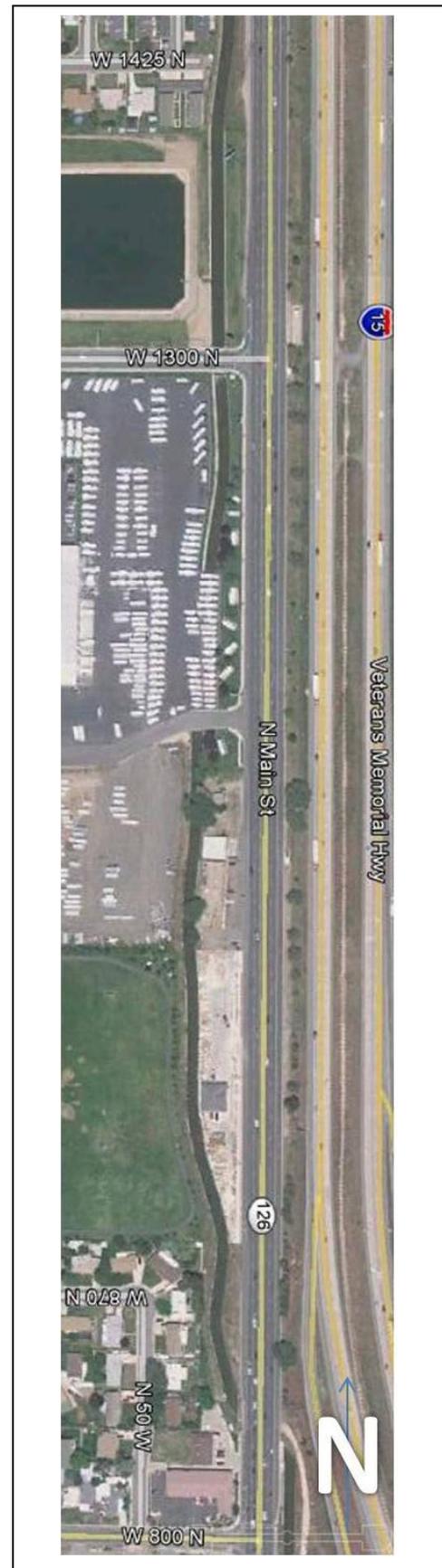
Sunset City, UDOT, adjacent property owners

Recommendations

Replacement of this section of waterline is a continuation of water pipeline replacements along Main St completing recent improvements of the Main Street trunk lines.

Timeline

This is a mid term project.
Project update June 2012.



Renovate Park Restroom and Bowery Facilities

Project Category

Parks and Recreation

Location

South Park
Central Park
John G. White Park (North)

Objective

Updates and improvements are needed to the restroom and bowery facilities at both of these parks.

Potential Stakeholders

Sunset City, Community organizations and concerned citizens

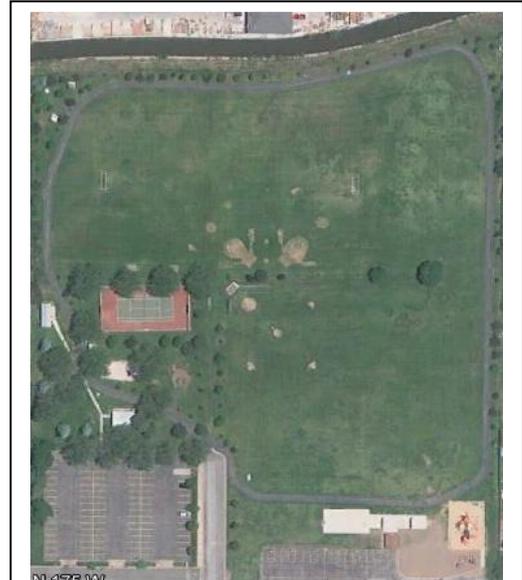
Recommendations

Restroom and bowery facilities need to be updated at both of these active city parks. These improvements would benefit users of the parks providing modern restroom facilities as well as improved bowery facilities. The improved facilities will like increase potential reservations and use of the City Parks.

Timeline

This project is likely near term.

Project updated June 2012



South Park 975 N 175 W



John G. White (North) Park
2400 N 250 W

Roadway Improvements – 800 N, 1300 N, and 2300 N

Project Category

Infrastructure Improvement

Location

City limits for 800 N, 1300 N and 2300 N.

Objective

Roadway and sub-base improvements for increased capacity and weight loading

Potential Stakeholders

Sunset City, UDOT, WFRC, and adjacent property owners

Recommendations

To mitigate roadway failures due to increasing vehicle traffic and loading conditions, the roadway and sub-surface layers should be evaluated and re-built as needed within the city. It is likely that this will require a full depth reclamation and replacement where the sub-base has failed and rutting is present.

Timeline

This is a long term project.

Project updated June 2012



Storm Sewer Project

Project Category

Open Space – Infrastructure Improvement

Location

Storm Water Retention Pond, approximately 472 W 1800 N

1800 N Storm water sewer pipe

Objective

Potential increases of storm water runoff related to the Falcon Hill Development will warrant improvements in capacity both in the conveyance and storage of the storm water flows.

Potential Stakeholders

Sunset City, Clinton City, and Falcon Hill Development

Recommendations

Storage –

Increased capacity of the existing Storm Water Retention Pond is necessary. This can be accomplished by increasing the depth of the existing retention pond and/or an enlargement of the pond footprint. If additional capacity is achieved in this retention pond, little to no change will be required at the storm water outfall located at Meadows Park, in Clinton.

Conveyance-

Additional pipe capacity is needed within the storm water system. Currently, the system is already at capacity at the Hill Air Force Base/Falcon Hill inlet and will need to be increased for potentially larger flows as the Falcon Hill Development reaches full build-out.

Timeline

This is a mid term project.

Project updated June 2012



Rebuild Utilities - 300 W and 350 W

Project Category

Infrastructure Improvement

Location

From 1800 N to 1300 N on both 300 W and 350 W

Objective

City owned utilities need to be rebuilt on these two corridors.

Potential Stakeholders

Sunset City, North Davis Sewer District, and adjacent property owners

Recommendations

Replacement of aging utilities help to minimize future failures and should be completed on a routine bases to ensure uninterrupted services to community residents. Potential CDBG grant monies could aid in recouping costs associated with this improvement.

Timeline

This is a mid-term project.

Project updated June 2012



Pedestrian Crossing Ramps

Project Category

Housing and Development

Location

Various locations throughout the city

Objective

Replace pedestrian intersection curbs with ADA accessible ramps throughout the city

Potential Stakeholders

Sunset City and adjacent property owners

Recommendations

As funding becomes available, continue the replacement of pedestrian intersection crossings with ADA accessible ramps throughout the city. A prioritized list should be prepared for all intersections within the city. Changes in this list should be as requested by individual needs within the city.

Timeline

This is an ongoing long-term project until all pedestrian crossings are completed.

Project updated June 2012

APPENDIX C

SUNSET CITY ANNEXATION PLAN

CRITERIA FOR ANNEXATION

The following criteria must be met for an area to be considered for annexation into Sunset City:

1. Areas to be annexed must be contiguous to Sunset City boundaries at the time of the annexation petition.
2. Areas to be annexed shall not be located within the corporate limits of another incorporated municipality or be part of a previously filed annexation petition that has not been denied, accepted, or approved.
3. Sunset City may file a petition for annexation for any contiguous, unincorporated areas that it protests in the petition for annexation filed by another incorporated municipality,.
4. The character of the community of Sunset City is mixed residential and commercial. Areas to be annexed should be compatible to this character and the Sunset City General Plan.
5. Sunset City is concerned about the interests of all affected entities and will consider all written comments from affected entities in finalizing petitions for annexation. When feasible, Sunset City favors annexation along boundaries of water, sewer improvements, special service districts, school districts or other taxing entities.
6. Sunset City favors eliminating islands and peninsulas of unincorporated, contiguous areas, consolidation of overlapping functions of government, promoting efficient delivery of services, encouraging the equitable distribution of community resources and obligations, and giving consideration to the consequences of property owners of the area to be annexed, as well as property owners within Sunset City in order to prevent double taxation and to ascertain that the annexation will not be a tax liability upon Sunset City residents.
7. Sunset City does not favor the annexation of unincorporated, contiguous areas for which it does not intend to provide municipal services. Sunset City plans to fully facilitate the development of the area identified for annexation into Sunset City.
8. There has been no exclusion of urban development within this annexation policy plan. There are no existing urban developments, as defined in Utah Code 10-2-401 (1) (i) (ii) currently contained within the area identified for annexation into Sunset City and within ½ mile of Sunset City boundary.
9. The annexation petition must comply with the requirements of Utah Code 10-2-403.

PROCEDURES FOR SUBMISSION OF AN ENNEXATION PETITION

The following steps are required for processing an annexation petition into Sunset City:

1. An annexation petition and surveyed plan map of the area to be annexed must be filed with the City Recorder. Said petition shall:
 - (a) Represent an unincorporated area contiguous to the existing corporate boundaries of Sunset City and must be shown to be within the areas designated for annexation in the Sunset City Corporation Annexation Policy Plan:
2. The Sunset City Council shall review the annexation petition and accept or deny the petition.
3. If accepted, the City Recorder shall within 30 days, certify that the annexation petition meets the above requirements and mail the required notices, includes a written notice to the City Council. If denied, the City Recorder shall mail the required notices.
4. The Sunset City Council, within ten (10) days after receipt of the City Recorder's notice of certification, shall publish a notice of the proposed annexation at least once per week for three (3) consecutive weeks. Within twenty (20) days after the receipt of the City Recorder's notice of certification, the Sunset City Council must mail written notice of the proposed annexation to each of the affected entities as defined by Utah Code 10-2-401. The notice shall explain how a written protest is to be filed per Utah Code 10-2-407, within thirty (30) days after the Sunset City Council's receipt of the certification notice.
5. If no protest is filed during the designated protest period, the Sunset City Council will set a public hearing after a minimum of seven (7) days notice, and consider an ordinance to grant the proposed annexation. If a protest is filed, the Davis County Boundary Commission (Utah Code 10-2-409) shall hold a hearing on the proposed within thirty (30) days.
6. Upon receipt of the Davis County Boundary Commission's decision, at its next scheduled regular meeting, the Sunset City Council may approve or deny the proposed annexation subject to the Davis County Boundary Commission's decision.
7. Pursuant to Utah Code 10-2-425, within thirty (30) days after enacting an ordinance of annexation or adjusting Sunset City boundaries, the Sunset City Council shall:
 - (a) Send notice of the enactment to each affected entity;
 - (b) File notice of the enactment with the Utah Lieutenant Governor per Utah Code 10-2-425 (1) (b) (i) (ii);
 - (c) Comply with any of Utah Code 10-2-425 not contained in this document.

EXTENTION OF NEEDED MUNICIPAL SERVIES IN DEVELOPED AND DEVELOPING UNINCORPORATED CONTIGUOUS AREAS AND PAYMENT OF THE SAME.

Sunset City currently has existing infrastructure located in the proposed annexation area including the main trunk line of Davis North Sewer District along 1800 North, ease under 1-15 and onto the proposed area of annexation, and existing Sunset City water storage tanks and Weber Basin water lines on said area of annexation.

In areas where municipal services are not presently extended, services shall be extended on an as-needed basis at the cost of the developer. All extentions If municipal services must comply with all Sunset City ordinance and policy criteria and will be paid for by the individual developer or property owner.

An annexation agreement shall be prepared between Sunset City and any future developers outlining specific circumstances relating to water, sewer, streets, electricity, telecommunications, fiber optic/broadband, and other specific improvements prior to future annexation approval.

The annexation of the proposed area will allow developers of the annexed area access to water, sewer and other services, provided all developments meet Sunset City design standards and themes and comply with all applicable development ordinances.

The valuation of property and sales taxes generated by development of the annexed area will contribute to Sunset City general fund to help defray the added expenses of annexing the unincorporated contiguous area, and shall finance the extension of municipal services including utilities, streets, sidewalks, curb and gutters and other capitol improvements as development occurs.

Upon annexation, the newly annexed area will receive from Sunset City:

- a) Fire Protection
- b) Police Protection
- c) Planning and Zoning
- d) Street maintenance and snow removal on dedicated streets
- e) Curbside garbage collection
- f) Water and sewer services
- g) Other services provided by Sunset City

