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South Weber City General Plan Update 2020

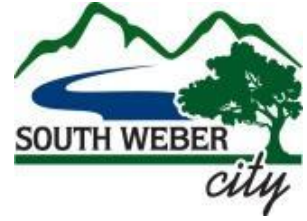


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59

60

61 **INTRODUCTION**

62 South Weber City has experienced rapid growth and continues to transform from
63 primarily an agricultural community to a residential community. Included in this growth
64 is the first significant commercial development in decades. Along with this, the
65 development community continues to press for higher density housing in residential
66 areas. This growth, both residential and commercial, along with the loss of agricultural
67 areas, continues to change the character of the City.

68

69 South Weber City recognizes the need to regularly reevaluate its planning documents,
70 and to respond to current issues and trends. The City updated the General Plan in
71 1996, 2001, 2006, 2007, 2010, and in 2014. In 2019, the City Council tasked the
72 Planning Commission to once again review and recommend updates of the General
73 Plan. During this most recent update, city leaders and staff strived to obtain citizen
74 input and to incorporate feedback into this update of the General Plan as possible.

75

76 As with previous updates, this version of the General Plan builds upon and enhances
77 previous plans by incorporating contemporary data and current thinking. By nature, the
78 General Plan is a living document, subject to revision and change with the intention to
79 guide planning efforts now and into the future.

80

81 **MASTER GOAL**

82 Appropriately managing growth is a key focus of this plan. Between 1980 and 1990
83 South Weber’s population increased by 82 percent, growing from 1,575 residents to
84 2,863. The next decade, the 1990s, saw a 49 percent increase, bringing the total
85 population in 2000 to 4,260. The 2000s saw the population grow to 6,145 by 2010. The
86 2017 estimates place the population of the City at 7,310 residents. This growth has
87 resulted in major changes to the character of the City. A primary goal of the City is to
88 maintain a portion of its historic rural character, while acknowledging that agriculture
89 plays a minimal role in the current and future economic base of the community.
90

91 Even though the character of the community is changing, South Weber’s geographic
92 location buffers the community from surrounding urban areas. Nestled in the Weber
93 River drainage basin, the community is separated from neighboring cities by I-84 and
94 the Weber River to the north, high bluffs to the south, the Wasatch Mountains to the
95 east and a narrow band of land between the freeway and the bluff to the west. This
96 geography gives the community a distinct advantage in maintaining a clear identity as it
97 continues to grow. Though the City still has area that can sustain growth, the City will
98 likely remain a small, distinct community.
99

100 As the City continues to grow, South Weber should vigorously pursue the retention of
101 the small-town charm that is its hallmark. City officials, staff, and residents should work
102 to maintain a safe and neighborly environment and promote a network of trails and
103 bike paths for the good of its residents. Located at the mouth of Weber Canyon, South
104 Weber is positioned to be a gateway to Northern Utah recreation. This provides the City
105 opportunities to capitalize on local recreational activities. The City should seek ways to
106 promote itself as the **Gateway to Northern Utah Recreation**.
107

108 The City should frequently consult the principles contained in the Wasatch Choices 2050
109 plan as adopted by the Wasatch Front Regional Council. This can be found at
110 www.envisionutah.org.
111

112 **SECTION 1: CITIZEN INVOLVEMENT**

113
114 Participation and input from residents are important to ensure a General Plan that
115 reflects the attitudes and desires of city residents. For this document to be an effective
116 planning tool, the public needs an opportunity to provide feedback on the proposed
117 contents prior to adoption. To facilitate this, the City made the first draft available
118 online where residents could view the draft and leave feedback. The City held two open
119 houses to allow residents and property owners the opportunity to see detailed maps,
120 ask questions of City Staff, and submit written comments. The City also solicited
121 feedback through an online survey made available to residents. Additionally, residents
122 were invited to several public joint work meetings of the Planning Commission and City
123 Council where the General Plan was the only agenda item. The City collected, organized
124 and incorporated much of the feedback into a revised draft which was also published
125 online and open for comment. Prior to its adoption, the General Plan was the topic for
126 an official public hearing held before the City Council on dd/mmm/yyyy?.

127 **SECTION 2: EXISTING ENVIRONMENT**

128
129 It is important to analyze the existing characteristics of the community — land use,
130 population, development limitations, and opportunities — when undertaking any
131 planning effort. By obtaining a full understanding of the current South Weber
132 community, we can better understand and prepare for its future.
133

134 **LAND USE:**

135 Historically an agricultural area, South Weber has transformed into a predominantly
136 residential community. Agricultural land that once provided the rural small-town
137 character is being developed, primarily into housing. The community is shifting away
138 from preserving agricultural land to ensuring there is enough open space for adequate
139 recreational opportunities. Additionally, there is a focus to promote South Weber as a
140 gateway to many outdoor recreational opportunities, with specific attention given to
141 Weber Canyon and the Weber River.
142

143 South Weber has seen its first commercial development in many years. These
144 commercial enterprises provide much-needed services to residents. There are a few
145 industrial type land uses, primarily the sand and gravel mining operations in the
146 northeastern area of the City. A few construction companies, self-storage complexes,
147 and one significant manufacturing business add to the South Weber economy. The
148 gravel pits are a source of constant frustration to adjacent residents due to fugitive
149 dust. However, the City has worked with the Staker-Parsons gravel pit operators to
150 significantly lessen nuisances caused by its operations. It is believed these measures
151 are reducing negative impacts to neighboring properties. There is indication that one
152 gravel pit may be nearing the end of its production as a mining operation.
153

154 The City is also home to several institutional uses including four churches, a recreation
155 center, an elementary school (comprised of two main buildings and multiple modular
156 classrooms), a charter school, a fire station, and a city administration building. One
157 institutional use that impacts the City is the Weber Basin Job Corp whose campus
158 neighbors the City to the east just outside the City boundary. Five developed
159 neighborhood style parks, an outdoor equestrian arena (known locally as the Posse
160 Grounds), and a 4 ½ mile section of the Weber River Trail comprise the major
161 developed recreational uses.
162

163 **POPULATION:**

164 One of the major factors contributing to changes in the community is increased
165 population. As population rises so does the amount of land devoted to residential use.
166 The demand for municipal services, i.e., police, fire, water, sewer, etc. increases, thus
167 creating a strain on city resources. It is impossible to predict changes in the population,

168 but we can get an idea of the final buildout population through making some
 169 reasonable projections by analyzing past growth.

170
 171 As of January 7, 2020, new population projections were generated for South Weber City
 172 based on population estimates by the U.S. Census Bureau and the University of Utah
 173 Gardner Policy Institute for 2017. At the end of 2017, South Weber had **1,878 lots or**
 174 **dwelling units**. Add to that the number of residential lots/units approved since 2017,
 175 plus the **382 lots or dwellings** that applied for approval or that presented concept
 176 plans as of January 7, 2020, and the current **total existing, approved, or proposed**
 177 **dwelling units is 2,260.**

178
 179 If we assume that most vacant land remaining in the City will be developed, with
 180 limitations on some land, it is possible to estimate the potential population growth of
 181 South Weber. An analysis of vacant/developable lands determined the total area in each
 182 residential density category and the number of dwelling units (D.U.) each could
 183 generate. For each density category the total number of acres of vacant land was
 184 decreased by 10 percent to allow for inefficiencies in platting of lots and odd-shaped
 185 parcels which may result in fewer lots than the zone allows. The analysis follows:

- 186
 187 1. 7.04 ac. in Very Low Density – 10% = 6.34 x .90 D.U./ac. = 5 D.U.
 188
 189 2. 45.46 ac. in Low Density – 10% = 40.91 x 1.45 D.U./ac. = 59 D.U.
 190
 191 3. 207.46 ac. in Low-Moderate Density – 10% = 186.71 x 1.85 D.U./ac. = 345 D.U.
 192
 193 4. 193.68 ac. in Moderate Density – 10% = 174.31 x 2.8 D.U./ac. = 488 D.U.
 194
 195 5. 16.88 ac. in Residential Patio – 10% = 15.19 x 4 D.U./ac. = 60 D.U.
 196
 197 6. 4.34 ac. in Multi-Family – 10% = 3.91 x 7 D.U./ac. = 27 D.U.
 198
 199 7. 2.91 ac. in potential Mixed-Use x 25 D.U./ac. = 72 D.U.

200
 201 **Total Dwelling Units on Vacant Land = 1,056 D.U.**

202
 203 Add 2,260 existing and approved dwellings with 1,056 potential dwelling units on
 204 vacant land and arrive at a potential build-out dwelling unit count of 3,316. The most
 205 recent persons per household number for South Weber is 3.89 based on Gardner Policy
 206 Institute and 2017 U.S. Census estimates. Multiply that by the build-out dwelling unit
 207 count and you arrive at a **build-out population of 12,900**. At an average growth
 208 rate of 3 percent per year, build out will take approximately 20 years.
 209

ENVIRONMENTAL CONDITIONS:

210
211 There are several known natural and human caused environmental hazards in South
212 Weber. Natural hazards include earthquakes, fire, high wind, flooding, and landslides.
213 Human caused hazards are associated with the two gravel pits, the Davis and Weber
214 Counties Canal that runs the entire length of the City from the east end to the west end
215 with potential for flooding. Aircraft noise, accident potential, and toxic waste disposal
216 sites all originate from Hill Air Force Base, which borders the City on its south side to
217 the west. Proximity to US-89 and I-84 provide an increased risk as personal and
218 commercial traffic increases.

219
220 It is critical that any environmental hazards are mitigated on properties where they
221 exist prior to development. It is recommended that any proposed development within
222 the areas identified on the Sensitive Lands Map #5 be required to mitigate potential
223 environmental hazards in accordance with the Sensitive Lands Ordinance (Ord. 10-14).
224 If this is not possible or feasible, some types of development may not be permitted.

225
226 **EARTHQUAKES:** The Wasatch Fault runs through the east end of the City in an area
227 envisioned for future annexation. The fault is not a single fissure in the earth's surface,
228 but a series of several faults running in a north/south direction. So far as these fault
229 lines have been identified, they are mostly located in fields and affect very few existing
230 structures directly. The Weber Basin Job Corp is the only development known to have
231 fault lines running through it.

232
233 As development pressure increases for the area between US-89 and the mountains to
234 the east, it will be imperative to locate any future structures away from these fault
235 lines. If/when an earthquake occurs, liquefaction is also a potential hazard in areas
236 where high groundwater is present.

237
238 **FLOODING:** The Federal Emergency Management Agency (FEMA) has identified the
239 Weber River, the northern border of South Weber, as a potential flood source to low-
240 lying lands adjacent to the river. Notwithstanding several dams along its course the
241 river can still flood due to melting of a high snowpack that may exceed the capacity of
242 the reservoirs. Localized heavy rain or landslides which could dam the river may also
243 cause flooding. Additionally, upstream dam failure has the potential to cause sequential
244 dam failures that could result in a significant flooding event for the City. FEMA has
245 produced Flood Insurance Rate Maps (FIRM) which identify potential flood areas. FEMA
246 does not identify any other potential flood source.

247
248 As development occurs, additional hard surfacing creates the potential for localized
249 flooding resulting from heavy rain and excessive snow melt. It is recommended the City
250 continue to maintain its Capital Facilities Plan related to storm water flood control
251 facilities (both existing and future) and review and update the plan regularly.

252

253 **LAND SLIDES:** South Weber City is in a river valley formed in ancient times as the
254 Weber River cut through an alluvial fan deposited by the receding Lake Bonneville
255 which once covered the entire region. Steep banks formed on both sides of the river as
256 it cut through the alluvial fan. The bluff on the south side runs the entire length of the
257 City. Geologists have identified this area as a very high risk for potential landslides.¹²
258 Ample evidence exist of both ancient and more recent slope failure along this bluff. It is
259 important to analyze the feasibility of any development proposed on or near this bluff.

260
261 **WETLANDS:** There are several areas of wetlands and suspected wetlands within
262 South Weber, most of which lies along the Weber River. These wetlands include
263 sandbars, meadows, swamps, ditches, marshes, and low spots that are periodically wet.
264 They usually have wet soil, water, and marshy vegetation for a period or year-round.
265 Open space is also characteristic of wetlands.

266
267 All wetlands are considered sensitive lands. Therefore, any development occurring on
268 suspected or verified wetlands are required to comply with the permitting process of
269 the Army Corps of Engineers.

270
271 **HIGH WIND:** High winds blow consistently out of the Weber Canyon contributing to
272 fugitive debris from the gravel pits. The design standards in high wind areas of the City
273 must account for the velocity of wind from the canyon.

274
275 **FIRE:** The City is nearly surrounded by wildland, creating large areas of wildland/urban
276 interface. This creates a high fire hazard requiring building codes to employ wildland-
277 urban interface standards. The City should encourage developers and residents to
278 follow Utah state guidelines for hazard mitigation in the wildland-urban interface.

279
280 **STEEP SLOPES:** Steep slopes are found along the south bench of the City, the foothill
281 area of the Wasatch Mountains on the east side of the City, and at other locations
282 throughout the City. These slopes should be considered fragile from a development
283 standpoint and developers must comply with the Sensitive Lands Ordinance (Ord 10-
284 14). Building roads and subdivisions within these areas can cause environmental
285 damage, destabilize hillsides, and create a hillside scar/eyesore resulting from needed
286 cuts and/or fills to make the property developable. Stripping the land of vegetation may
287 significantly increase erosion and potential flooding if mitigation efforts are not applied.
288 These areas are important habitat for wildlife, including high-value deer winter range.
289 These areas also represent a significant fire hazard to structures which might be tucked
290 within the heavy vegetation located on or along steep slopes. These steep foothills
291 provide an important view shed for residents and those traveling through the local area.
292 The mountains are a prominent feature of the landscape and any excessive

¹ Landslide Hazard Map by Mike Lowe, Davis County Geologist, 1989 Geologic Hazard Map by Bruce N. Kaliser, U.G.M.S., 1976

² Geologic Hazards Reconnaissance, South Weber Reservoir #4, Mr. Jay Yahne, P.E., Western GeoLogic, LLC.

293 development or other adverse impacts will likely reduce the community's overall quality
294 of life.

295

296 **GRAVEL PITS:** Two large gravel mining operations are located on the east end of
297 South Weber. The Staker Parson pit adjacent to and west of US-89 and north of South
298 Weber Drive, and the Geneva pit adjacent to and east of US-89 between the Weber
299 River and Cornia Drive. These gravel mining operations create potential hazards due to
300 the dust and sand that blows out of them due to the strong winds from Weber Canyon.
301 The dust can be hazardous to breathe and creates a nuisance as it is deposited
302 downwind in the residential neighborhoods west of the pits. The City should continue
303 their collaboration with the operators to minimize the fugitive dust.

304

305 These mining operations have a limited lifespan due to depletion of the resource,
306 although recycling of concrete and asphalt may extend those operations. Rehabilitating
307 the gravel pits' steep slopes and disturbed soils, and mitigating any remaining
308 hazardous conditions, are critical issues that must be addressed before their operations
309 terminate.

310

311 There has been a considerable speculation that the pits might become recreational
312 lakes when mining operations cease. Though an attractive idea, it is not feasible.³

313

314 **I-84/US-89 HIGHWAYS:** Two major highways traverse the City. Due to their
315 proximity to homes and businesses, the transportation of various of goods and
316 materials create the potential for accidents, spills, and hazardous material incidents.
317 Both highways contribute to potential economic development in South Weber.

318

319 **DAVIS AND WEBER COUNTIES CANAL:** The canal traverses the length of the City
320 from east to west through residential neighborhoods, open lands, and hillsides. The
321 open nature of sections of the canal present a potential danger if the water were to
322 flood into the City or contribute to slope instability and slides. Deterioration of the canal
323 may pose a hazard and lead to a canal break, like that which occurred in Riverdale in
324 1999 along the same canal.

325

326 **NOISE HAZARDS:** Hill Air Force Base (HAFB) is located directly southwest of the City
327 at the top of the bluff previously discussed. At times, aircraft flying over South Weber
328 cause significantly increased levels of noise. In its Air Installation Compatible Use Zone
329 (AICUZ) report, the Air Force designates specific zones where noise may cause a
330 negative impact to the quality of life. These noise zones are produced by a computer
331 model which takes many variables into account, including the types of aircraft, flight
332 paths, frequency, and time of flights. These noise zones are 65-70 Ldn, 70-75 Ldn, 75-
333 80 Ldn, 80-85 Ldn and 85+ Ldn. Ldn is a unit of noise measurement roughly equivalent

³ "Feasibility Study for the Parsons Pit ASR and Recreation Facility", September 2014, prepared for Weber Basin Water Conservancy District by Bowen Collins & Associates, Inc.

334 to decibels, but with other weighted factors considered. The most recent official AICUZ
335 report was published in 1993. A Department of Defense (DOD) contract updated the
336 noise contours in 2006. With the recent arrival and operations of F-35 aircraft (78
337 planes by 2019), a new AICUZ study is under development. Preliminary noise modeling
338 indicates a dramatic reduction in the noise impact to South Weber. This is not a result
339 of a reduction in actual aircraft noise, but due to the use of a new computer model. The
340 F-35s are noisier than the F-16 previously stationed at the base. Despite the initial
341 results, feedback from residents indicate an increase in aircraft noise since the arrival of
342 the F-35.

343

344 This creates a dilemma for the City. The noise zone has significantly affected land use
345 planning for the past 40 years. Previous studies indicate a major portion of the City lay
346 within the 75 Ldn noise contour, the threshold noise zone for restricting land uses. If
347 the preliminary noise modeling is adopted as part of the Official AICUZ report, it will
348 show essentially no area in the City is negatively impacted by noise from HAFB aircraft.
349 Yet, during the mid-1990s, the State of Utah purchased easements on most of the
350 properties within the 75 Ldn noise zone which significantly limits development on those
351 properties. These easements will remain in place even if the preliminary noise modeling
352 becomes official and the modeled noise impact to South Weber is largely eliminated.
353 These easements will continue to affect land use planning, much more so than the
354 modeled noise zones.

355

356 As technology advances, it is anticipated that the types of aircraft stationed at HAFB will
357 change as the current aircraft are phased out. The recommended course of action is to
358 continue to utilize the noise zones that are currently adopted and upon which our
359 historical land use planning has relied. This will protect the residents of South Weber
360 from undue noise impacts and will help support the mission of HAFB, a very important
361 part of the local economy. It is recommended that no residential development be
362 allowed within the 75+ Ldn noise zone as currently adopted even should the noise
363 zones officially change in the future.

364

365 **ACCIDENT POTENTIAL:** The same AICUZ study discussed above designates "Crash
366 Zones" and "Accident Potential Zones" within the City limits. The Crash Zone is the area
367 immediately off the north end of the runway. The Accident Potential Zones (APZ)
368 extend northward along the flight path. The APZ 1, adjacent to the Crash Zone on the
369 north end of Hill's runway, overlays the very west end of South Weber.

370

371 Careful consideration should be given to any development proposals in this area.
372 Residential development in this area should be prohibited. Agriculture and open space
373 are encouraged in these zones as much as possible.

374

375 **HILL AIR FORCE BASE ENVIRONMENTAL IMPACT:** Isolated areas of shallow
376 groundwater and surface water in the southwest portion of South Weber are
377 contaminated with low levels of various chemicals from former activities at HAFB. The

378 areas affected are known as Operable Units (OUs) 1, 2, and 4, and are shown on plume
379 maps provided from HAFB.

380

381 Since the early 1990s, the area has been closely monitored as part of the federal
382 Superfund (or CERCLA) program. HAFB continuously monitors OUs 1, 2, and 4 for
383 hazardous chemical concentrations, and applies remediation technologies where
384 appropriate or possible.

385

386 Since many contaminants evaporate easily [Volatile Organic Compounds (VOCs)], the
387 chemicals can migrate into basements and other overlying structures in the affected
388 areas. Drinking water is not contaminated.

389

390 Areas of known contamination are identified using plume maps (See Sensitive Lands
391 Map #5). When using these maps, it is important to note that plume boundaries are
392 inexact and are based on available data. The plume images illustrate the maximum
393 extent of groundwater contamination that is above the clean-up level imposed by the
394 regulatory Superfund process for the most widespread contaminant.

395

396 Planners, developers, property owners, and residents can obtain additional information
397 from the following:

398

- 399 HAFB Restoration Advisory Board, www.hillrab.org
- 400 HAFB Environmental Restoration Branch, (801) 777-6919
- 401 State of Utah, Department of Environmental Quality, (801) 536-4100

402

403 Development in contaminated areas should be conducted in a manner that minimizes
404 chemical exposure. Building requirements could include prohibiting basements,
405 requiring field drains, adding vapor removal systems, etc. Builders should be aware of
406 alternate building standards to mitigate potential hazards from vapor or ground water
407 contaminates. Those living or planning to live within, or near, the areas of
408 contamination need to familiarize themselves with this information, be aware of
409 possible issues and associated health problems, and be accountable for their own
410 health and safety after studying all the available records.

411 **SECTION 3: LAND USE GOALS AND PROJECTIONS**

412
413 This section discusses the various recognized major land use categories and other
414 important factors that may affect the future of South Weber. Citizen recommendations
415 and sound planning principles are integrated with physical and cultural constraints to
416 project the most beneficial uses for the community. In most cases, these
417 recommendations are general in nature and will be subject to refinement by the City as
418 proposed changes in land use or zoning are made.

419
420 Projected Land Use Map #1 shows specific locations and information concerning
421 projected land uses. Please note, there is no date at which time these projections could
422 be realized. Many variables make it difficult to predict future use.

423
424 (See Projected Land Use Map #1 for more detail on the recommendations of this
425 Section.)
426

427 **AGRICULTURE, RURAL CHARACTER AND OPEN SPACE:**

428 Agriculture is still important to the community, but perhaps in a different way than it
429 was historically. Agriculture will always be a welcome part of the community. If
430 agricultural use significantly declines, other means must be used to preserve open
431 space to continue providing the rural feel of the community. The City should take
432 measures to protect existing agricultural practices by not enacting restrictions on its use
433 due to encroaching residential uses.

434
435 A goal of the City and community is to keep the rural feel of South Weber. One
436 challenge with this is the remaining agricultural lands are privately owned. A
437 landowner’s prerogative may differ with the community’s goal. In South Weber and
438 surrounding areas, high land values deter agricultural uses. Children and grandchildren
439 of agriculture-based families are primarily seeking careers outside of agriculture. As a
440 result, aging farm owners have no one to take over farm operations upon retirement.
441 It is difficult to preserve farmland except by extraordinary means, such as government
442 purchase of the agricultural lands for preservation purposes. This is not a realistic
443 option to preserve farmland in South Weber. The City should examine creating
444 incentives for landowners/developers to preserve key pieces of open space to preserve
445 the desired rural feel of the community.

446
447 Natural open space is also an important asset to the community. For the purposes of
448 this plan, open space is defined as undeveloped land with few or no structures and
449 allows residents to move about or view large outdoor areas, to experience nature, to
450 recreate in a safe and peaceful outdoor setting, or which can be used for organized
451 recreational activities. (See Recreation Section for more on this subject). Some of the
452 valued open spaces within South Weber are the Weber River corridor, wooded and
453 open areas along I-84, the steep hillsides above and below the Davis and Weber

454 Counties Canal, and the steep and wooded hillsides on the east side of the City
455 adjacent to forest lands.

456
457 Since it is beyond the City's resources to purchase property to maintain a rural
458 character or preserve open space, other methods should be used. The City should make
459 every effort not to interfere with, or allow adjacent land uses to inhibit, ongoing
460 agricultural pursuits and should consider annexing hillside property adjacent to current
461 city boundaries and consider incentives to develop properties with large amounts of
462 open space, specifically available for public use.

463

464 **RESIDENTIAL:**

465 The existing residential development trend in South Weber is largely single-family units.
466 In recent years, the City has seen a few multi-family developments built. This trend of
467 mostly single-family residential development on moderate size lots is an acceptable and
468 desirable trend to maintain, provided that some areas of open space are preserved. It is
469 advantageous to encourage variety in lot size and housing types to allow the City to
470 accommodate residents of all ages, lifestyles, and income levels.

471

472 Multi-family residential areas should be spread out as much as practical to minimize any
473 associated impacts in any given area. Multi-family residential areas should be located
474 where they have direct access to collector or arterial roads. These multi-family
475 residential areas could be acceptable if adequate protections or buffers to nearby lower
476 density housing are included in the development.

477

478 It is important to reserve adequate space for moderate income housing which in the
479 current market will take the form of multi-family residential areas (See most recently
480 adopted Moderate Income Housing Plan on City website).

481

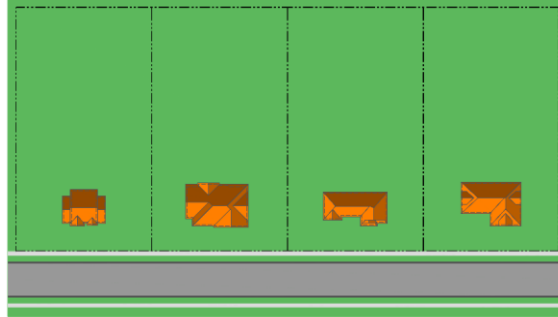
482 The following are graphical representations of the current densities allowed in
483 residential zones. *For comparison purposes, the block of land represented in each of*
484 *the following graphics is 5 acres.*

485

486
487
488

- 1. Very Low Density allows 0.90 dwelling units per gross acre⁴ or less.

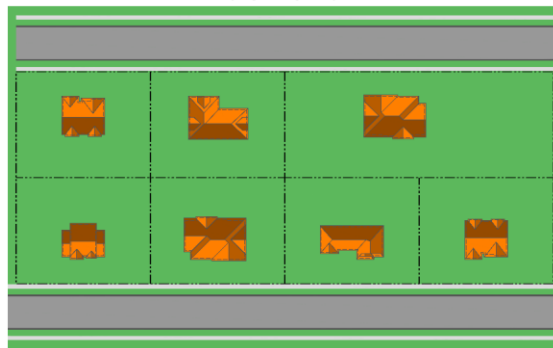
VERY LOW DENSITY RESIDENTIAL
(AGRICULTURAL ZONE)
0.9 UNITS/ACRE



489
490
491
492

- 2. Low Density allows 0.91 to 1.45 dwelling units per gross acre.

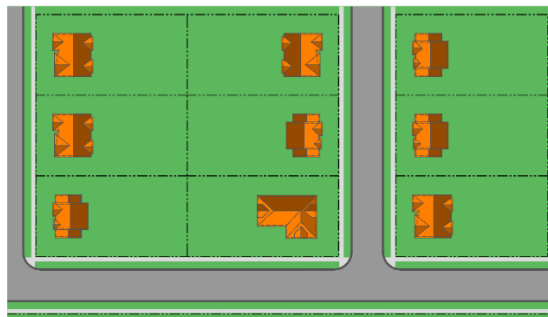
LOW DENSITY RESIDENTIAL (R-L)
1.45 UNITS/ACRE



493
494
495
496
497

- 3. Low-Moderate Density allows 1.46 to 1.85 dwelling units per gross acre.

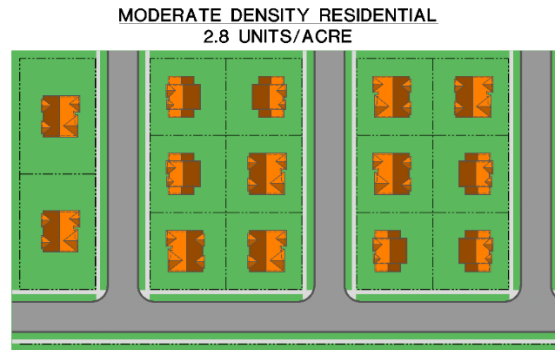
LOW MODERATE DENSITY RESIDENTIAL
1.85 UNITS/ACRE



498
499

⁴ Gross acreage is defined as all property within a defined area including lots, streets, parking areas, open space, and recreational uses. For the purposes of calculating new development densities, all area within the development boundaries will be included.

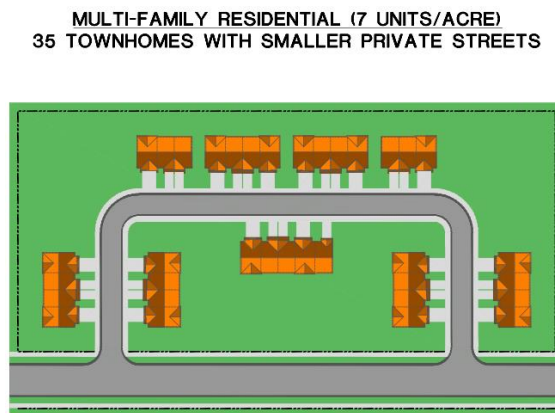
- 500 4. Moderate Density allows 1.86 to 2.8 dwelling units per gross acre.
- 501



- 502
- 503
- 504 5. Residential Patio allows 2.81 to 4.0 dwelling units per gross acre.
- 505



- 506
- 507
- 508 6. Multi-Family allows 4.1 to 7.0 dwelling units per gross acre.
- 509



510
511
512 These dwelling densities have been incorporated into the color-coded Projected Land
513 Use Map (Map #2). These recommended densities are intended as a guide for the given
514 colored area. Zoning requests or development approval requests for lower densities
515 than that recommended are always acceptable in terms of their density. Densities
516 greater than those contained on the Projected Land Use Map may be granted in

517 exchange for such amenities as trails, buffers, etc., as deemed in the best interest of
518 the City. The Zoning Ordinance has been structured so that a specific residential zone
519 corresponds with each of the density categories and the maximum density allowed
520 within that zone falls within the range described above.

521

522 **MODERATE INCOME HOUSING:**

523 See the most recently adopted South Weber Moderate Income Housing Plan on the City
524 website at www.southwebercity.com.

525

526 **INDUSTRIAL:**

527 Current industrial uses are limited to gravel pits, a few areas near the gravel pits, and a
528 few businesses scattered throughout the community. As previously noted, the mining
529 operations have some negative impacts to the community. We also acknowledge that
530 the pits also provide a substantial monetary benefit to the community and that
531 resources extracted by the gravel pits are important to the health and growth of the
532 areas in and around South Weber.

533

534 It is recommended the industrial area currently located on Cornia Drive be designated
535 as such and expanded to both sides of the road.

536

537 **COMMERCIAL:**

538 Existing commercial developments are limited to a few businesses near the South
539 Weber Drive/US-89 interchange. Previous businesses in the center of town are out of
540 business.

541

542 For the convenience to residents and the financial health of the City, it is recommended
543 that appropriate commercial development is encouraged. The area in the vicinity of the
544 US-89/South Weber Drive interchange is the primary area designated for commercial
545 development, thus limiting commercial impacts to residents of the area. The City should
546 protect the land near the interchange for future commercial developments. The City has
547 designated all the land shown on the Projected Land Use Map in the vicinity of the US-
548 89/South Weber Drive interchange as Commercial Highway zone to encourage
549 commercial development there. All retail type and uses that provide locally needed
550 goods and services should be encouraged.

551

552 Other commercial development(s) should also be supported in the vicinity of the
553 I-84/Old Fort Road interchange. Development of this area should be done in a manner
554 that does not negatively impact surrounding neighborhoods.

555

556 Care should be given to any commercial development adjacent to a residential or
557 planned residential area. A buffer between the two land uses that reduces the negative
558 impacts of the commercial development is strongly encouraged.

559 Design standards for commercial development exist to ensure compatibility and a sense
560 of community among various potential commercial enterprises.

561

562 **RECREATION:**

563 South Weber City currently maintains recreational facilities at the following areas:
564 Byram Estates Holding Pond, Canyon Meadows, Cedar Cove, Central Park, Cherry
565 Farms, Nathan Tyler Looock Memorial, and the Posse Grounds. The City also has several
566 grassed detention basins that function as park space.

567

568 Additional development of recreational spaces should be included in budgets and parks
569 improvement plans, before new parks are developed. The City should continue to use
570 grassed detention basins as park space as they are created with additional
571 development.

572

573 The presence of the Weber River on the north boundary of the City presents an
574 opportunity for a river recreation corridor reaching into Weber County. The Wasatch
575 National Forest to the east of town presents abundant recreation possibilities that are
576 important to residents of South Weber and many others.

577

578 The Trails Foundation of Northern Utah, a private non-profit organization, has been
579 very active in securing access rights and in constructing the Weber River Parkway Trail.
580 South Weber should work closely with them and others in securing additional access,
581 extending the trail, and improving and maintaining existing facilities. The river corridor
582 should be protected as an important recreational resource in South Weber and as
583 valuable wildlife habitat.

584

585 As development along the east bench area occurs, the City should ensure public access
586 to the National Forest. The forest provides hunting, hiking, mountain biking, and nature
587 appreciation opportunities different from other recreation sites. It is critical to maintain
588 access to these public lands.

589

590 South Weber can become a more bicycle friendly community. The City should consider
591 areas to create bicycle lanes. The possibility of a bicycle path along the Davis and
592 Weber Counties Canal should be explored.

593

594 Improved access to Cherry Farms Park should be accomplished via a pedestrian bridge
595 across the canal connecting the 2020 East holding pond to Cherry Farms Park.

596

597 The Projected Land Use Map (Map #1) shows recommended locations for recreational
598 use due to existing or projected residential growth in the area. There may be other
599 areas suitable for recreational uses which are not designated on the map. Designation
600 of a property in the recreational category is not meant to limit the use of the property
601 exclusively to recreational use but is indicative of a recreational resource to protect.

602

603 **INSTITUTIONAL:**

604 The only current institutional uses in South Weber are schools and churches.
605 South Weber Elementary School and Highmark Charter School are the only schools in
606 the community. The City should assist Davis School District in locating any future school
607 sites. This will assure the most advantageous site for both the District and the City. The
608 City should be open to the development of additional church sites. It is also important
609 to note that just outside City boundaries on the north end of Cornia Drive, the U.S.
610 Forest Service operates the Weber Basin Job Corps.

611

612 **OPEN LANDS:**

613 Undeveloped properties may have a designation of Open Lands. Unlike other land use
614 designations, this designation does not imply any potential zoning classification.
615 Properties may be so designated because they are unbuildable due to terrain, may be
616 inaccessible or may just have no recommended use.

617

618 **SECTION 4: TRANSPORTATION**

619
620 This section outlines the existing state of the transportation system and provides
621 recommendations to improve safety while meeting the demands of future growth. This
622 plan does not attempt to provide exact locations of every local or residential access
623 street in the City, but does look at all critical transportation routes, specifically
624 concentrating on those streets the City is the steward of. Streets currently stubbed are
625 shown with an intended connecting location, thus informing any future developers the
626 City’s intent for connecting streets (See Vehicle Transportation Map #5). To encourage
627 connectivity between developments, cul-de-sacs or turnarounds are only considered if
628 topography or other constraints prohibit the connection to a thru street. Temporary
629 turnarounds must be provided at all stubbed street locations where a thru street is
630 eventually planned.

631
632 It is important that major transportation routes through South Weber are protected
633 from unnecessary traffic motion. Issues arise when too many driveways are allowed
634 access directly onto a street, resulting in slower traffic as vehicles maneuver in and out
635 of driveways. To reduce this concern and to preserve the full functionality of major
636 transportation routes, the number of direct access driveways should be limited to as
637 few as reasonably possible.

638
639 It is also important that public streets within the City be maintained in a reasonable and
640 acceptable condition. To this end, all new roads developed in South Weber are public
641 streets. Private streets are strongly discouraged. Some leeway is allowed in the design
642 of public roads within Planned Unit Developments (PUDs), to allow more ingenuity in
643 providing public improvements. This can be done in how park strips and foot traffic are
644 handled.

645
646 (See Vehicle Transportation Map #2 for more detail on the recommendations of this
647 Section.)

648
649 **US-89 (Highway 89):**

650 The State of Utah is in the beginning stages of a major upgrade and widening of US-89
651 that will turn it into a restricted access expressway. The project’s current northern
652 terminus is the US-89/I-84 interchange. The City fully supports this project, though it
653 will create some known issues that will affect South Weber. It is critical that direct
654 access from South Weber Drive onto US-89 is maintained for both north and south
655 directions. As US-89 transitions from a limited access highway to a restricted access
656 expressway in South Weber, it will likely create an increase of northbound traffic
657 backup. Currently, traffic congestion on US-89 is somewhat spread out along the route
658 south of South Weber due to the traffic lights found between South Weber and
659 Farmington, though northbound congestion sometimes occurs in South Weber when
660 cars stop at the traffic lights in Uintah City.

661
662 The City strongly encourages UDOT to consider solutions to the increasing traffic
663 congestion near the US-89/I-84 interchange, anticipating additional slowdowns along
664 US-89 once the expressway project is completed.

665
666 The US-89 project creates an opportunity to install an underpass for the continuation of
667 the Weber River Parkway Trail/Bonneville Shoreline Trail (BST). This is critical to the
668 extension of the Weber River Parkway Trail to the mouth of Weber Canyon, thus
669 connecting the BST in Davis County with that in Weber County. The City strongly
670 supports an underpass and should continue to encourage its completion in every
671 possible way.

672

673 **1900 EAST STREET:**

674 1900 East Street is an extremely important collector road. It has a serious safety hazard
675 at approximately 7550 South. At that point it traverses a steep bluff that reduces sight
676 distance at the intersection with 7600 South and encourages traffic to speed as cars
677 travel northward down the hill. It should be a priority to evaluate the possibility to
678 mitigate this safety hazard.

679

680 **SOUTH WEBER DRIVE (State Route 60):**

681 South Weber Drive, a State-controlled road, is an arterial street which serves as the
682 transportation backbone of the community. It is important to note that numerous
683 homes front the road, somewhat reducing its effectiveness as an artery. It is anticipated
684 the road will need to be widened from the current 66-foot right-of-way (in many
685 locations). The City should continue its current policy of requiring curb and gutter of all
686 new development along this road. Widening of the road should include enough room to
687 add bike lanes. The road is wide enough to add bike lanes in the eastern part of the
688 City. The City should pursue adding those lanes. Driveway access to this road should be
689 limited as much as possible to protect its arterial status and usage. This should be done
690 in conjunction with UDOT standards.

691

692 Analysis indicates traffic signals will eventually be needed at the intersections of South
693 Weber Drive with 1900 East and 2100 East. The City should encourage UDOT to install
694 traffic lights at these locations as soon as traffic density warrants them.

695

696 **OLD FORT ROAD:**

697 Old Fort Road is intended to be a minor collector road with limited access. Currently,
698 the first phase of the road is constructed on the west end which runs eastward from
699 475 East, utilizing the old alignment of 6650 South past the Posse Grounds. This road
700 will eventually continue eastward through farmland near the I-84 freeway. It is believed
701 this new roadway will provide increased opportunity for commercial development near
702 the I-84 interchange by establishing direct access to that site from the interchange.

703

1650 EAST STREET / 7775 SOUTH STREET:

705 A high priority road project should be connecting 1650 East with 7775 South. This will
706 provide an important alternate route, other than South Weber Drive, between the
707 central and eastern parts of the City. This would become extremely important in the
708 event of a South Weber Drive closure in this area.

709

6650 SOUTH STREET / 475 EAST STREET:

711 6650 South is a very narrow street with houses fronting it, some of which were built
712 extremely close the edge of the asphalt, which would not happen if these houses were
713 constructed today. A temporary dead-end exists at the west end of the houses fronting
714 it. As properties north of 6650 South continue to develop an alternate east/west route
715 (already begun) should be established to take all but local traffic off this substandard
716 road. Only minimal widening and improvement of the road should occur between 475
717 East and South Weber Drive due to feasibility challenges.

718

719 475 East Street is the main route from South Weber Drive to I-84. As development of
720 the west end of town occurs, it is important that most of the traffic in that area find an
721 alternate route to 475 East Street. The development of Old Fort Road to the east and
722 the eventual extension of Old Maple Road to the west are initial steps to accomplishing
723 this goal.

724

7800 SOUTH:

726 7800 South Street off the 2700 East frontage road is very narrow and both sides of the
727 road lack curb, gutter, and sidewalk. Introducing additional traffic to this street would
728 require widening and improving the road which would have a significant impact to the
729 adjacent residential properties. Though some improvements may be necessary, it
730 should only be done in a way that minimizes the impact to residents. Care should be
731 taken not to introduce any significant volume of traffic to this road.

732

SERVICE ACCESS ROAD TO WATER TANK:

734 Currently South Weber City has access to one of the City's water tanks on a road off
735 1900 East. The 60-foot right-of-way is owned by the City, has some utilities already
736 installed (fire hydrant and storm drain), and has a road base surface. This road is
737 closed to the public. After review of potentially paving this road to connect to Layton
738 and much public input, no changes to the status of this access road are recommended.

739

740 **SECTION 5: ACTIVE TRANSPORTATION**

741
742 A recent survey by Utah State University on recreational activities and programs
743 indicates trails are the number one priority of South Weber residents. To promote the
744 health and general welfare of the citizens of South Weber, it is the intent of the City to
745 develop a network of non-motorized trails throughout the community. These trails
746 should be readily accessible to all residents and others so much as possible with
747 trailheads and access points located throughout the City.

748
749 Trails should provide a variety of walking, jogging, running, biking, and equestrian
750 experiences by utilizing different widths, surface material, and degree of difficulty. Trails
751 should generally be off-street and not sidewalks in the street right-of-way. There may
752 be locations where trails and sidewalks are concurrent for a short distance where other
753 options are not practical. Where potential trails cross private property, the City should
754 work with landowners to protect property rights and provide incentives to allow the trail
755 to be established on their land. Specific trail recommendations follow.

756
757 (See Active Transportation and Parks Map #3 for more detail on the recommendations
758 of this Section.)

759
760 **BONNEVILLE SHORELINE TRAIL:**

761 The Bonneville Shoreline Trail (BST) is a regional trail based along the high-water level
762 of ancient Lake Bonneville, conceptually traversing the entire Wasatch Front and
763 extending into Cache County. A portion of this trail runs along the foothills east of the
764 City at approximately 5,200 foot elevation. Although most of the trail is outside of City
765 boundaries, it is a great asset to the residents of South Weber. The City should
766 collaborate with and encourage Davis County and other stakeholders to complete the
767 trail.

768
769 This trail should be approximately four feet wide and have a natural surface. Special
770 care to reduce negative impacts and to keep grades manageable will need to be taken
771 when crossing Corbet Creek and other ravines. It is encouraged that the trail be located
772 above the Weber Basin Job Corps. This trail needs to transition from the 5,200 foot
773 elevation to the proposed Weber Canyon Trailhead at the east end of Cornia Drive near
774 the mouth of the canyon which is approximately 4,570 feet elevation. This trailhead will
775 support and provide access to the proposed Davis and Weber Counties Canal Trail and
776 the Weber River Parkway Trail.

777
778 **WEBER RIVER PARKWAY TRAIL:**

779 The proposed Weber River Parkway Trail is an extension of an existing trail in Riverdale
780 and South Weber that currently terminates at Cottonwood Drive. In the Cottonwood
781 Drive area, the trail will run between Cottonwood Drive and I-84 due to the existing

782 residential lots that back onto the river. From the bend where Cottonwood Drive crosses
783 the river, the proposed trail will run along the south bank of the river between the river
784 and I-84.

785
786 Multiple property owners hold the land where the trail is proposed, including UDOT, the
787 Utah Division of Natural Resources, Trails Foundation of Northern Utah, and private
788 landowners. The City should collaborate with other interested parties in securing
789 easements or rights-of-way for the proposed trail. Due to the regional nature of this
790 trail, it is recommended an entity such as the Trails Foundation of Northern Utah be
791 responsible for management and maintenance of the trail.

792
793 It is recommended that the South Weber section of the trail be approximately 10 feet
794 wide with a compacted granular surface, with possible consideration to paving the trail
795 at some point in the future.

796
797 Pedestrian access from the Canyon Drive Trailhead at Canyon Drive and 1325 East
798 across I-84 to the Weber River Parkway should be a high priority trail improvement.

799

800 **CANAL TRAIL:**

801 The Canal Trail is proposed to run adjacent to, or on top of, the Davis and Weber
802 Counties Canal running the length of the City on the south side. The City should seek
803 an agreement with the Davis and Weber Counties Canal Company and any private
804 property owners along the route to allow public access and development of the trail.
805 Safety precautions should be used in designing a trail along open portions of the canal.
806 The City should also encourage Riverdale City officials to continue this trail in their
807 community.

808
809 This trail should be developed partly as natural surface trail and partly as a paved trail
810 utilizing the existing maintenance road along the canal or directly on top of the piped
811 sections. This trail should be paved to at least 10 feet in width where it passes through
812 residential areas from 2700 East to approximately 1550 East. The rest of the trail east
813 of US-89 and west of 1550 East should be graded dirt with some possible surface
814 stabilization where necessary.

815

816 **VIEW DRIVE TRAIL:**

817 This new trail is proposed to extend from View Drive to South Weber Drive near the
818 west side of the Highmark charter school property. This would better facilitate
819 pedestrian access from the south to the school and commercial services in the area.

820

821 **OLD FORT TRAIL:**

822 This trail is intended to be a 10 foot wide paved trail running from approximately 1200
823 East to near the west end of the City along the south side of I-84. Special attention to

824 safety is warranted at the trail crossing of Old Fort Road. The stewardship of this trail
825 should rest with the City. It is anticipated that developers of adjacent property will
826 construct this trail. As developments are proposed, the City should ensure that a
827 continuous trail is established with a consistent width and surface material.

828

829 **SOUTH HILLSIDE TRAIL:**

830 This proposed trail is intended to be a natural surface trail beginning at the Petersen
831 Trailhead on the west, run south across the Canal Trail, turn eastward on the hillside,
832 and run to the Pea Vinery Trailhead near 1900 East. From there it would continue
833 eastward along the hillside behind (south of) the South Weber residences to near the
834 Highway 89 right-of-way where it would turn southward making its way to top of the
835 bluff near Weber Basin Water Conservancy District facilities.

836

837 **OTHER TRAILS:**

838 If the Staker-Parson Gravel Pit closes and becomes open to development, it is
839 recommended that a trail be developed through the property connecting 7400 South to
840 the commercial area at the intersection on South Weber Drive and 2700 East.

841

842 The City should also consider developing trails and/or bicycle lanes to connect its
843 various parks.

844

845 **SECTION 6: ANNEXATION POLICY PLAN**

846

847 This section is set forth to comply with Section 10-2-400 Utah Code Annotated. This
848 section generally identifies areas the City may consider for annexation at some point in
849 the future and defines the criteria that will guide the City's decision to grant or deny
850 future annexation petitions.

851

852 (See Annexation Map #4 for more detail on the recommendations of this Section.)

853

854 **CHARACTER OF THE COMMUNITY:**

855 South Weber is a community to some extent isolated from the communities surrounding
856 it. This isolation is due to its geographic location in the Weber River drainage basin, the
857 Weber River and I-84 to the north, high bluffs to the south, the Wasatch Mountains to
858 the east, and a narrowing band of land between the I-84 freeway and the bluff to the
859 west. This isolation fosters cohesiveness to the community which promotes a safe,
860 neighborly environment.

861

862 The City was founded on an agricultural economy. Agriculture is a diminishing land use
863 but remains an important factor in the character of South Weber. There is an emerging
864 commercial center near the intersection of South Weber Drive and US-89 and a planned
865 future commercial center near the I-84 interchange. If build-out projections are
866 accurate, South Weber will always be a small city. With careful planning, the City will
867 retain its charm and rural character.

868

869 **EAST & SOUTH BENCH AREAS**

870 The East & South Bench areas of the annexation plan should be considered differently
871 than other annexation areas due to their steep slopes and designation as open space in
872 the Projected Land Use Map #1. South Weber is interested in annexing these areas into
873 city boundaries to leave them as open space.

874

875 **NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED OR** 876 **UNINCORPORATED AREAS:**

877 The areas considered for annexation are illustrated on Annexation Area Map (Map #4).
878 If annexed to South Weber, these lands would likely accommodate some type of
879 development requiring full municipal services and possibly those from Weber Basin
880 Water Conservancy District, South Weber Irrigation District, and Davis School District.
881 Infrastructure expansion (i.e. water, sewer, and storm drain systems) could be
882 extended into these areas on an as needed basis.

883

884 Financing for infrastructure expansion would primarily be carried by developers of these
885 properties. There may be the need for the City to participate in the financing of some

886 facilities to improve service to an existing development. These costs will be met through
887 various means. The City may choose to use general funds, impact fees, special
888 improvement districts, bonding, or other types of funding.

889

890 There are no existing developed areas within the expansion area, so adequacy or
891 purchase of existing service systems is not an issue.

892

893 **TAX CONSEQUENCES OF ANNEXATIONS:**

894 It is well known that property taxes from residential properties generally do not cover
895 the full costs of services provided to those residents. If the development in these areas
896 was limited to residential use, the annexation and development of these properties
897 would result in an increase in the City's financial burden for the required services.

898

899 It is anticipated that development of planned commercial areas within the City will
900 produce enough tax revenues to offset remaining deficiencies in tax revenue from
901 existing and potential future residential properties. The consequences of annexation of
902 expansion areas, when considered alone, will increase the tax burden for all City
903 residents. But, when considered with potential commercial development, the entire City
904 should receive either a reduction in tax burden or an increase in quality and quantity of
905 services from the City.

906

907 **INTEREST OF ALL AFFECTED ENTITIES:**

908 Prior to adoption of this section of the South Weber General Plan, discussions were held
909 with representatives of Davis County, Uintah City, and Layton City. The Davis School
910 District likely has interest in residential development as it relates to an increase in
911 student population. The Central Weber Sewer District may also be impacted due to a
912 possible increased sewage volume from South Weber. Some of these areas may also
913 require services of the Weber Basin Water Conservancy District.

914

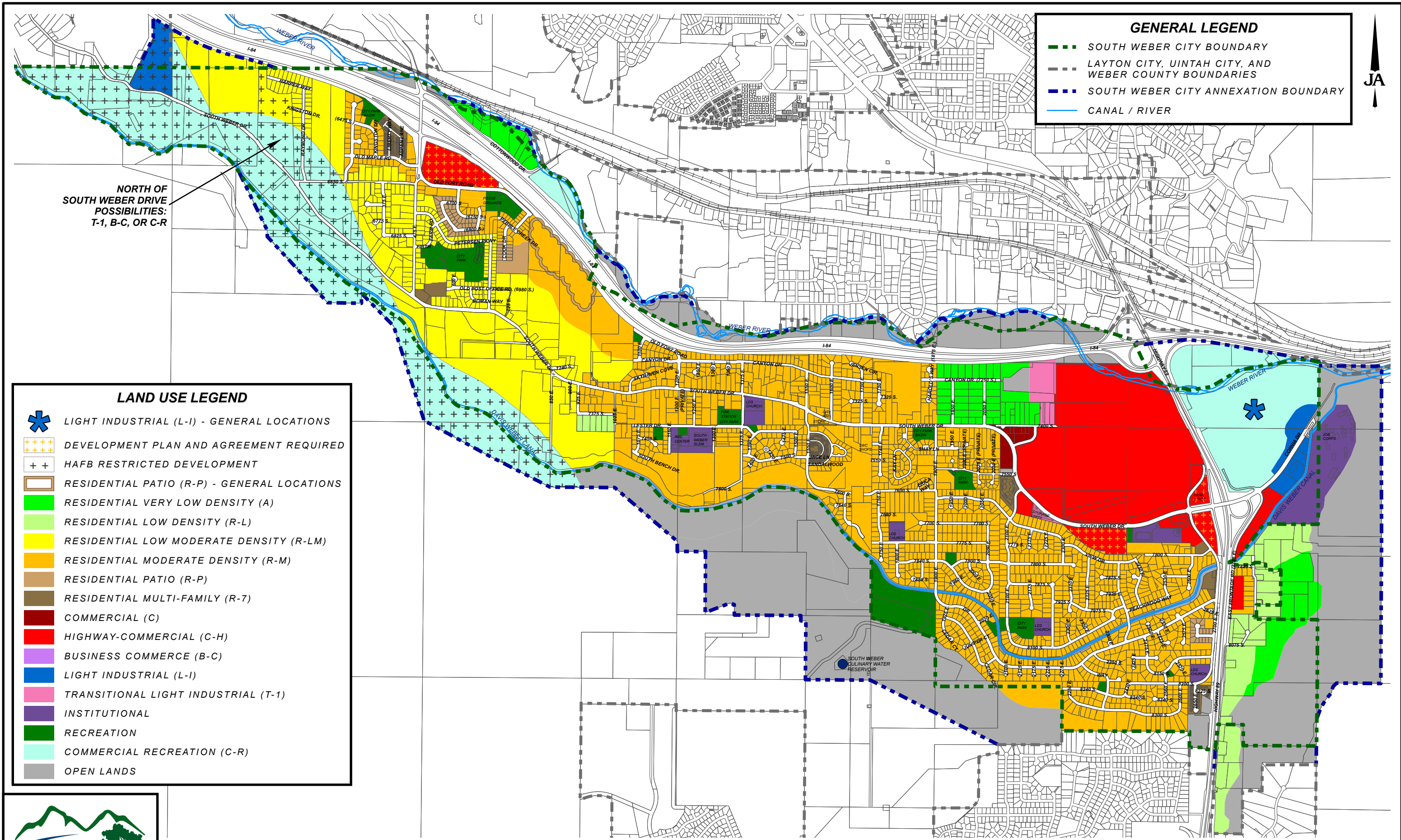
915 All affected entities as defined in the Utah Code Annotated, Section 10-2-401(1)(a) may
916 review the proposed annexation policy plan or any amendments thereto and may
917 submit oral or written comments and recommendations to the City. The City shall
918 address any comments made by affected entities prior to adoption.

919

920 **URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:**

921 The Utah State Code Annotated, Section 10-2-401.5 encourages all urban development
922 within proximity of a city's boundary to be included in that city's expansion area. There
923 are no areas of urban development within proximity to South Weber's boundary that
924 are not already within an existing city except for that found on HAFB. Land within HAFB
925 is not under the jurisdiction of South Weber even if it were within the City limits;
926 therefore, none of that urban development was included in the expansion area.

927



GENERAL LEGEND

- - - SOUTH WEBER CITY BOUNDARY
- - - LAYTON CITY, UINTAH CITY, AND WEBER COUNTY BOUNDARIES
- - - SOUTH WEBER CITY ANNEXATION BOUNDARY
- CANAL / RIVER



NORTH OF SOUTH WEBER DRIVE
POSSIBILITIES:
T-1, B-C, OR C-R

LAND USE LEGEND

- LIGHT INDUSTRIAL (L-I) - GENERAL LOCATIONS
- DEVELOPMENT PLAN AND AGREEMENT REQUIRED
- HAFB RESTRICTED DEVELOPMENT
- RESIDENTIAL PATIO (R-P) - GENERAL LOCATIONS
- RESIDENTIAL VERY LOW DENSITY (A)
- RESIDENTIAL LOW DENSITY (R-L)
- RESIDENTIAL LOW MODERATE DENSITY (R-LM)
- RESIDENTIAL MODERATE DENSITY (R-M)
- RESIDENTIAL PATIO (R-P)
- RESIDENTIAL MULTI-FAMILY (R-7)
- COMMERCIAL (C)
- HIGHWAY-COMMERCIAL (C-H)
- BUSINESS COMMERCE (B-C)
- LIGHT INDUSTRIAL (L-I)
- TRANSITIONAL LIGHT INDUSTRIAL (T-1)
- INSTITUTIONAL
- RECREATION
- COMMERCIAL RECREATION (C-R)
- OPEN LANDS



NOTES:
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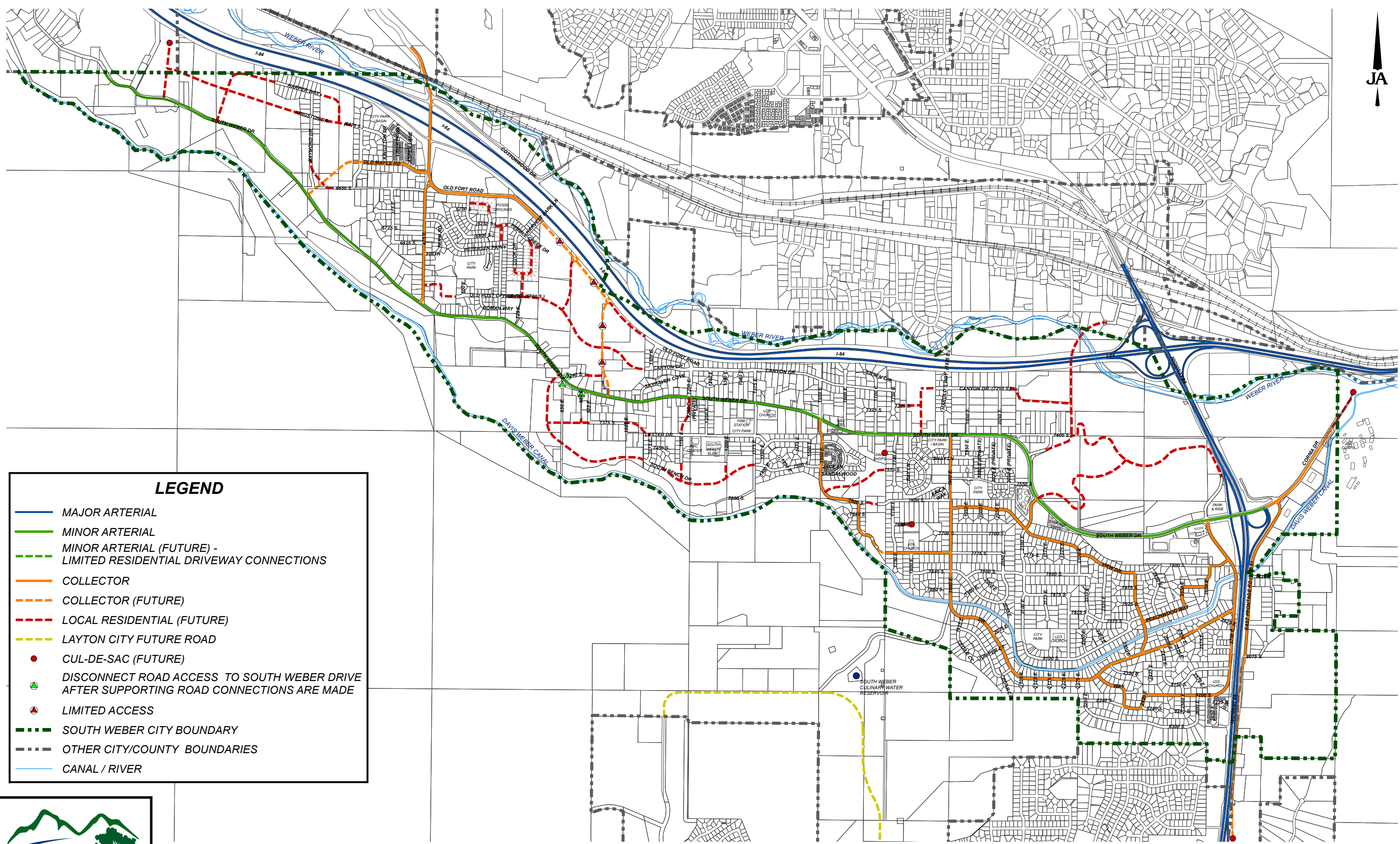
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XX/XX/2020

DESIGNED BEB
DRAWN BEB
CHECKED BKJ

JA CONSULTING ENGINEERS
JONES & ASSOCIATES
6080 Fashion Point Drive
South Ogden, Utah 84403 (801) 476-9767

SOUTH WEBER CITY CORPORATION
GENERAL PLAN
PROJECTED LAND USE MAP

SHEET:
1
OF SHEETS
0



LEGEND

- MAJOR ARTERIAL
- MINOR ARTERIAL
- MINOR ARTERIAL (FUTURE) - LIMITED RESIDENTIAL DRIVEWAY CONNECTIONS
- COLLECTOR
- COLLECTOR (FUTURE)
- LOCAL RESIDENTIAL (FUTURE)
- LAYTON CITY FUTURE ROAD
- CUL-DE-SAC (FUTURE)
- DISCONNECT ROAD ACCESS TO SOUTH WEBER DRIVE AFTER SUPPORTING ROAD CONNECTIONS ARE MADE
- LIMITED ACCESS
- SOUTH WEBER CITY BOUNDARY
- OTHER CITY/COUNTY BOUNDARIES
- CANAL / RIVER



NOTES: FUTURE ROADS ARE INTENDED TO SHOW GENERAL CONNECTION. EXACT LOCATION TO BE DETERMINED AT TIME OF DEVELOPMENT.

DRAFT #3 - 8/20/2020

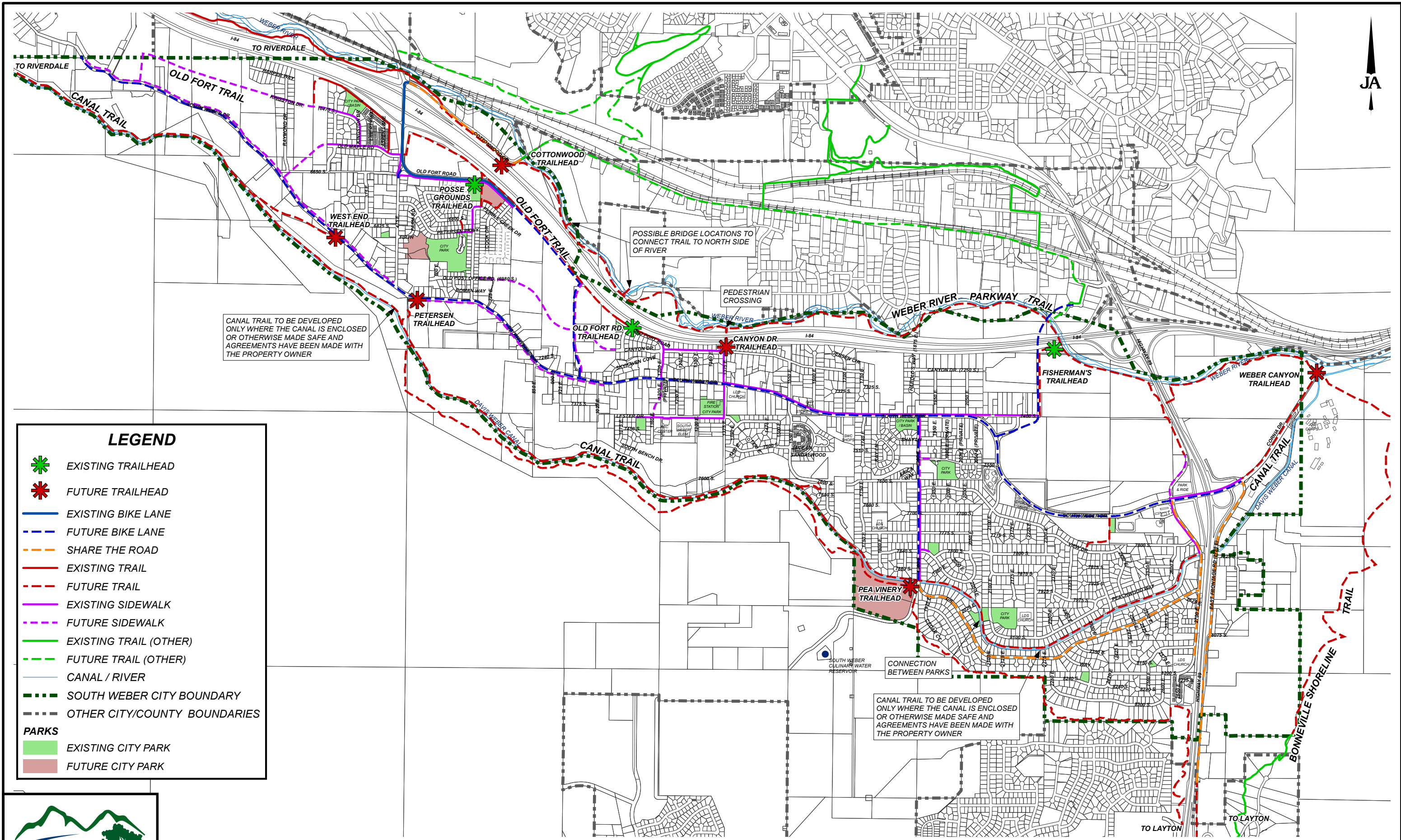
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xx/xx/2020

DESIGNED BEB
DRAWN BEB
CHECKED BKJ

JA CONSULTING ENGINEERS
JONES & ASSOCIATES
6080 Fashion Point Drive
South Ogden, Utah 84403 (801) 476-9767

SOUTH WEBER CITY CORPORATION
GENERAL PLAN
VEHICLE TRANSPORTATION MAP

SHEET:
2
OF SHEETS
0



CANAL TRAIL TO BE DEVELOPED ONLY WHERE THE CANAL IS ENCLOSED OR OTHERWISE MADE SAFE AND AGREEMENTS HAVE BEEN MADE WITH THE PROPERTY OWNER

POSSIBLE BRIDGE LOCATIONS TO CONNECT TRAIL TO NORTH SIDE OF RIVER

PEDESTRIAN CROSSING

CONNECTION BETWEEN PARKS

CANAL TRAIL TO BE DEVELOPED ONLY WHERE THE CANAL IS ENCLOSED OR OTHERWISE MADE SAFE AND AGREEMENTS HAVE BEEN MADE WITH THE PROPERTY OWNER

LEGEND

- EXISTING TRAILHEAD
- FUTURE TRAILHEAD
- EXISTING BIKE LANE
- FUTURE BIKE LANE
- SHARE THE ROAD
- EXISTING TRAIL
- FUTURE TRAIL
- EXISTING SIDEWALK
- FUTURE SIDEWALK
- EXISTING TRAIL (OTHER)
- FUTURE TRAIL (OTHER)
- CANAL / RIVER
- SOUTH WEBER CITY BOUNDARY
- OTHER CITY/COUNTY BOUNDARIES

PARKS

- EXISTING CITY PARK
- FUTURE CITY PARK

NOTES: THIS PLAN DOES NOT SHOW ALL EXISTING SIDEWALKS. THE EXISTING / FUTURE SIDEWALKS SHOWN ARE INCLUDED TO MAP CONNECTIVITY BETWEEN TRAILHEADS AND PARKS.

DRAFT #3 - 8/20/2020

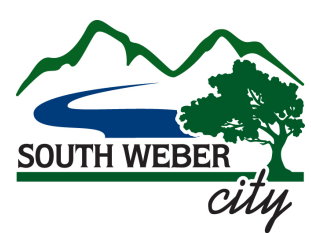
SCALE:
1 in = 1,800 ft
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xx/xx/2020

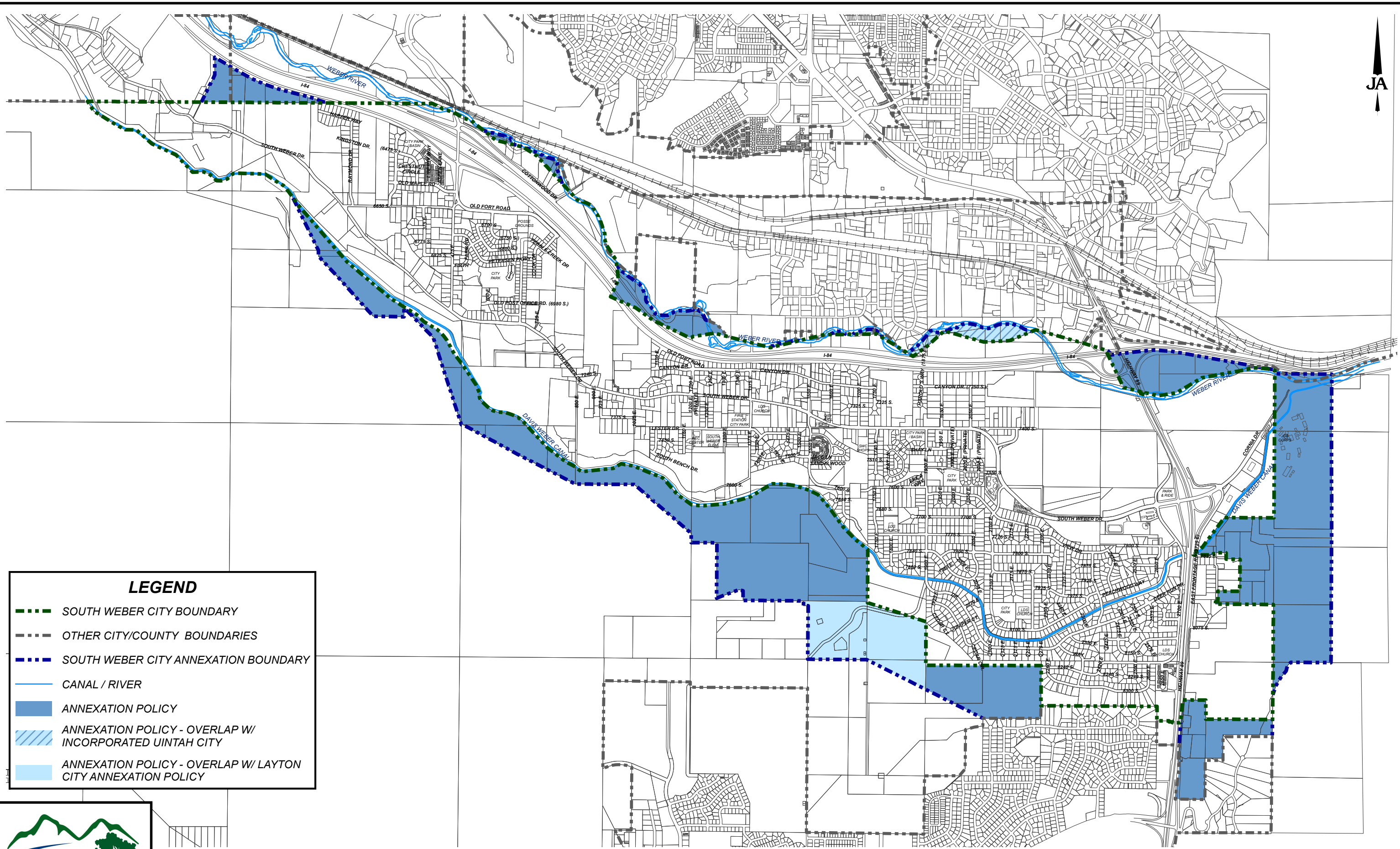
DESIGNED BEB
DRAWN BEB
CHECKED BKJ

JA CONSULTING ENGINEERS
JONES & ASSOCIATES
6080 Fashion Point Drive
South Ogden, Utah 84403 (801) 476-9767

SOUTH WEBER CITY CORPORATION
GENERAL PLAN
ACTIVE TRANSPORTATION AND PARKS MAP

SHEET:
3
OF SHEETS
0





LEGEND

- SOUTH WEBER CITY BOUNDARY
- OTHER CITY/COUNTY BOUNDARIES
- SOUTH WEBER CITY ANNEXATION BOUNDARY
- CANAL / RIVER
- ANNEXATION POLICY
- ANNEXATION POLICY - OVERLAP W/ INCORPORATED UINTAH CITY
- ANNEXATION POLICY - OVERLAP W/ LAYTON CITY ANNEXATION POLICY



NOTES:

DRAFT #3 - 8/20/2020

SCALE:
1 in = 2,000 ft

MM/DD/YYYY
xx/xx/2020

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SOUTH WEBER CITY CORPORATION

GENERAL PLAN

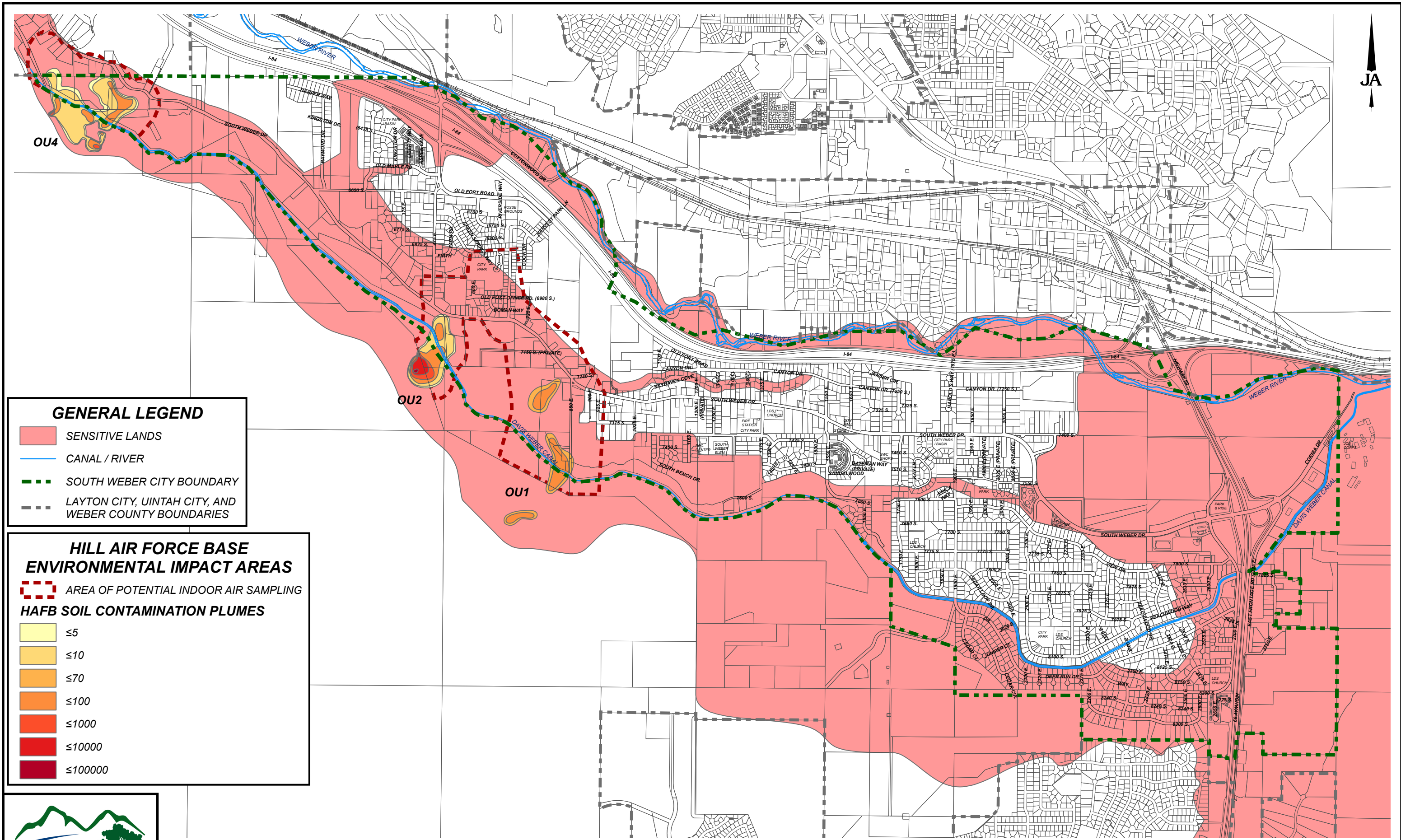
ANNEXATION MAP

SHEET:

4

OF SHEETS

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GENERAL LEGEND

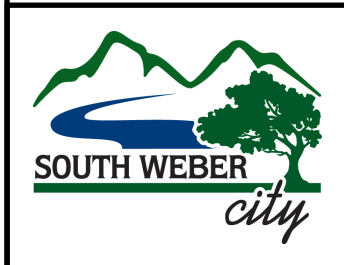
- SENSITIVE LANDS
- CANAL / RIVER
- SOUTH WEBER CITY BOUNDARY
- LAYTON CITY, UINTAH CITY, AND WEBER COUNTY BOUNDARIES

HILL AIR FORCE BASE ENVIRONMENTAL IMPACT AREAS

 AREA OF POTENTIAL INDOOR AIR SAMPLING

HAFB SOIL CONTAMINATION PLUMES

	≤5
	≤10
	≤70
	≤100
	≤1000
	≤10000
	≤100000



NOTES: THE HAFB DATA SHOWN ON THIS MAP WAS PROVIDED TO SWC ON 8/16/2019 AND ONLY REPRESENTS THE CURRENT INFORMATION AT THAT TIME.

DRAFT #3 - 8/20/2020

SCALE:
1 in = 1,800 ft

MM/DD/YYYY
XX/XX/2020

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DRAWN BEB
CHECKED BKJ

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6080 Fashion Point Drive
South Ogden, Utah 84403 (801) 476-9767

SOUTH WEBER CITY CORPORATION
GENERAL PLAN

SENSITIVE LANDS MAP

SHEET:
5
OF SHEETS
0

South Weber City General Plan Update 2020

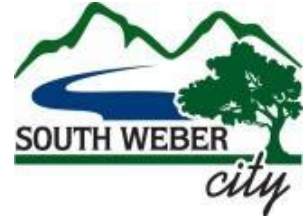


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111

112

113 INTRODUCTION

114 South Weber City has experienced rapid growth and continues to transform from
 115 primarily an agricultural community to a residential community. Included in this growth
 116 is the first significant commercial development in decades. Along with this, the
 117 development community continues to press for higher density housing in residential
 118 areas. This growth, both residential and commercial, along with the loss of agricultural
 119 areas, continues to change the character of the [cityCity](#).

120

121 South Weber City recognizes the need to regularly reevaluate [its](#) planning [documents](#),
 122 and [to](#) respond to current issues and trends. The [cityCity](#) updated the General Plan in
 123 1996, 2001, 2006, 2007, 2010, and in 2014. In 2019, the City Council tasked the
 124 Planning Commission to once again review and recommend updates of the General
 125 Plan. During this most recent update, city leaders and staff strived to obtain citizen
 126 input and to incorporate feedback into this update of the General Plan as possible.

127

128 As with previous updates, this version of the General Plan builds upon and enhances
129 previous plans by incorporating contemporary data and current thinking. By nature, the
130 General Plan is a living document, subject to revision and change with the intention to
131 guide planning efforts now and into the future.

132

133 MASTER GOAL

134 Appropriately managing growth is a key focus of this plan. Between 1980 and 1990
135 South Weber's population increased by 82 percent, growing from 1,575 residents to
136 2,863. The next decade, the 1990s, saw a 49 percent increase, bringing the total
137 population in 2000 to 4,260. The 2000s saw the population grow to 6,145 by 2010. The
138 2017 estimates place the population of the [cityCity](#) at 7,310 residents. This growth has
139 resulted in major changes [into](#) the character of the [cityCity](#). A primary goal of the
140 [cityCity](#) is to maintain a portion of its historic rural character, while acknowledging that
141 agriculture plays a minimal role in the current and future economic base of the
142 community.

143
144 Even though the character of the community is changing, South Weber's geographic
145 location buffers the community from surrounding urban areas. Nestled in the Weber
146 River drainage basin, the community is separated from neighboring cities by I-84 and
147 the Weber River to the north, high bluffs to the south, the Wasatch Mountains to the
148 east and a narrow band of land between the freeway and the bluff to the west. This
149 geography gives the community a distinct advantage in maintaining a clear identity as it
150 continues to grow. Though the [cityCity](#) still has area that can sustain growth, the
151 [cityCity](#) will likely remain a small, distinct community.

152
153 As the [cityCity](#) continues to grow, South Weber should vigorously pursue the retention
154 of the small-town charm that is its hallmark. City officials, staff, and residents should
155 work to maintain a safe and neighborly environment and promote a network of trails
156 and bike paths for the good of its residents. Located at the mouth of Weber Canyon,
157 South Weber is positioned to be a gateway to ~~northern~~[Northern](#) Utah recreation. This
158 provides the [cityCity](#) opportunities to capitalize on local recreational activities. The
159 [cityCity](#) should seek ways to promote itself as the **Gateway to Northern Utah**
160 **Recreation.**

161
162 The [cityCity](#) should frequently consult the principles contained in the Wasatch Choices
163 2050 plan as adopted by the Wasatch Front Regional Council. This can be found at
164 www.envisionutah.org.

165

166 SECTION 1: CITIZEN INVOLVEMENT

167
168 Participation and input from residents are important to ensure a General Plan that
169 reflects the attitudes and desires of city residents. For this document to be an effective
170 planning tool, the public needs an opportunity to provide feedback on the proposed
171 contents prior to adoption. To facilitate this, the [cityCity](#) made the first draft available
172 online where residents could view the draft and leave feedback. The [cityCity](#) held two
173 open houses to allow residents and property owners the opportunity to see detailed
174 maps, ask questions of City Staff, and submit written comments. The [cityCity](#) also
175 solicited feedback through an online survey made available to residents. Additionally,
176 residents were invited to several public joint work meetings of the Planning Commission
177 and City Council where the General Plan was the only agenda item. The [cityCity](#)
178 collected, organized and incorporated much of the feedback into a revised draft which
179 was also published online and open for comment. Prior to its adoption, the General Plan
180 was the topic for an official public hearing held before the City Council:
181 [on dd/mmm/yyyy?](#)

182 SECTION 2: EXISTING ENVIRONMENT

183

184 It is important to analyze the existing characteristics of the community — land use,
185 population, development limitations, and opportunities — when undertaking any
186 planning effort. By obtaining a full understanding of the current South Weber
187 community, we can better understand and prepare for its future.

188

189 LAND USE:

190 Historically an agricultural area, South Weber has transformed into a predominantly
191 residential community. Agricultural land that once provided the rural small-town
192 character is being developed, primarily into housing. The community is shifting away
193 from preserving agricultural land to ensuring there is enough open space for adequate
194 recreational opportunities. Additionally, there is a focus to promote South Weber as a
195 gateway to many outdoor recreational opportunities, with specific attention given to
196 Weber Canyon and the Weber River.

197

198 South Weber has seen its first commercial development in many years. These
199 commercial enterprises provide much-needed services to residents. There are a few
200 industrial type land uses, primarily the sand and gravel mining operations in the
201 northeastern area of the [cityCity](#). A few construction companies, self-storage
202 complexes, and one significant manufacturing business add to the South Weber
203 economy. The gravel pits are a source of constant frustration to adjacent residents. [due](#)
204 [to fugitive dust](#). However, the [cityCity](#) has worked with the Staker-Parsons gravel pit
205 operators to significantly lessen nuisances caused by its operations. It is believed these
206 measures are reducing negative impacts to neighboring properties. There is indication
207 that one gravel pit may be nearing the end of its production as a mining operation.

208

209 The [cityCity](#) is also home to several institutional uses including four churches, a
210 recreation center, an elementary school (comprised of two main buildings and multiple
211 modular classrooms), a charter school, a fire station, and a city administration building.
212 One institutional use that impacts the [cityCity](#) is the Weber Basin Job Corp whose
213 campus neighbors the [cityCity](#) to the east just outside the [cityCity](#) boundary. Five
214 developed neighborhood style parks, an outdoor equestrian arena (known locally as the
215 ~~posse grounds~~ [Posse Grounds](#)), and a 4 ½ mile section of the Weber River Trail
216 comprise the major developed recreational uses.

217

218 POPULATION:

219 One of the major factors contributing to changes in the community is increased
220 population. As population rises so does the amount of land devoted to residential use.
221 The demand for municipal services—, [i.e.](#), police, fire, water, sewer, etc—, increases,
222 [thus](#) creating a strain on city resources. It is impossible to predict changes in the

223 population, but we can get an idea of the final buildout population through making
 224 some reasonable projections by analyzing past growth.

225

226 As of January 7, 2020, new population projections were generated for South Weber [City](#)
 227 based on population estimates by the U.S. Census Bureau and the University of Utah
 228 Gardner Policy Institute for 2017. At the end of 2017, South Weber had **1,878 lots or**
 229 **dwelling units**. Add to that the number of residential lots/units approved since 2017,
 230 plus the **382 lots or dwellings** that applied for approval or that presented concept
 231 plans as of January 7, 2020, and the current **total existing, approved, or proposed**
 232 **dwelling units is 2,260.**

233

234 If we assume that most vacant land remaining in the [cityCity](#) will be developed, with
 235 limitations on some land, it is possible to estimate the potential population growth of
 236 South Weber. An analysis of vacant-/developable lands determined the total area in
 237 each residential density category and the number of dwelling units (D.U.) each could
 238 generate. For each density category the total number of acres of vacant land was
 239 decreased by 10 percent to allow for inefficiencies in platting of lots and odd-shaped
 240 parcels which may result in fewer lots than the zone allows. The analysis follows:

241

242 1. 7.04 ac. in Very Low Density – 10% = $6.34 \times .90$ D.U./ac. = 5 D.U.

243

244 2. 45.46 ac. in Low Density – 10% = 40.91×1.45 D.U./ac. = 59 D.U.

245

246 3. 207.46 ac. in Low-Moderate Density – 10% = 186.71×1.85 D.U./ac. = 345 D.U.

247

248 4. 193.68 ac. in Moderate Density – 10% = 174.31×2.8 D.U./ac. = 488 D.U.

249

250 5. 16.88 ac. in Residential Patio – 10% = 15.19×4 D.U./ac. = 60 D.U.

251

252 6. 4.34 ac. in Multi-Family – 10% = 3.91×7 D.U./ac. = 27 D.U.

253

254 7. 2.91 ac. in potential Mixed-Use x 25 D.U./ac. = 72 D.U.

255

256 **Total Dwelling Units on Vacant Land = 1,056 D.U.**

257

258 Add 2,260 existing and approved dwellings with 1,056 potential dwelling units on
 259 vacant land and arrive at a potential build-out dwelling unit count of 3,316. The most
 260 recent persons per household number for South Weber is 3.89 based on Gardner Policy
 261 Institute and 2017 U.S. Census estimates. Multiply that by the build-out dwelling unit
 262 count and you arrive at a **build-out population of 12,900**. At an average growth
 263 rate of 3 percent per year, build out will take approximately 20 years.

264

265 ENVIRONMENTAL CONDITIONS:

266 There are several known natural and human caused environmental hazards in South
267 Weber. Natural hazards include earthquakes, fire, high wind, flooding, and landslides.
268 Human caused hazards are associated with the two gravel pits, the Davis and Weber
269 Counties Canal ~~which~~that runs the entire length of the ~~city~~City from the east end to the
270 west end with potential for flooding. ~~Noise~~Aircraft noise, accident potential ~~from low~~
271 ~~flying aircraft~~, and toxic waste disposal sites all originate from Hill Air Force Base, which
272 borders the ~~city~~City on its south side to the west. Proximity to US-89 and I-84 provide
273 ~~and increase~~an increased risk as personal and commercial traffic increases.

274
275 It is critical that any environmental hazards are mitigated on properties where they
276 exist prior to development. It is recommended that any proposed development within
277 the areas identified on the Sensitive Lands Map #5 be required to mitigate potential
278 environmental hazards in accordance with the Sensitive Lands Ordinance (Ord. 10-14).
279 If this is not possible or feasible, some types of development may not be permitted.

280
281 **EARTHQUAKES:** The Wasatch Fault runs through the east end of the ~~city~~City in an
282 area envisioned for future annexation. The fault is not a single fissure in the earth's
283 surface, but a series of several faults running in a north/south direction. So far as these
284 fault lines have been identified, they are mostly located in fields and affect very few
285 existing structures directly. The Weber Basin Job Corp is the only development known
286 to have fault lines running through it.

287
288 As development pressure increases for the area between US-89 and the mountains to
289 the east, it will be imperative to locate any future structures away from these fault
290 lines. If/when an earthquake occurs, liquefaction is also a potential hazard in areas
291 where high groundwater is present.

292
293 **FLOODING:** The Federal Emergency Management Agency (FEMA) has identified the
294 Weber River, the northern border of South Weber, as a potential flood source to low-
295 lying lands adjacent to the river. Notwithstanding several dams along its course the
296 river can still flood due to melting of a high snowpack that may exceed the capacity of
297 the reservoirs. Localized heavy rain or landslides which could dam the river may also
298 cause flooding. Additionally, upstream dam failure has the potential to cause sequential
299 dam failures that could result in a significant flooding event for the City. FEMA has
300 produced Flood Insurance Rate Maps (FIRM) which identify potential flood areas. FEMA
301 does not identify any other potential flood source.

302
303 As development occurs, additional hard surfacing creates the potential for localized
304 flooding resulting from heavy rain and excessive snow melt. It is recommended the
305 ~~city~~City continue to maintain its Capital Facilities Plan related to ~~Storm Water~~storm
306 water flood control facilities (both existing and future) and review and update the plan
307 regularly.

308

309 **LAND SLIDES:** South Weber [City](#) is in a river valley formed in ancient times as the
310 Weber River cut through an alluvial fan deposited by the receding Lake
311 [Bonneville](#) which once covered the entire region. Steep banks formed on both sides of
312 the river as it cut through the alluvial fan. The bluff on the south side runs the entire
313 length of the [cityCity](#). Geologists have identified this area as a very high risk for
314 potential landslides.¹² Ample evidence exist of both ancient and more recent slope
315 failure along this bluff. It is important to analyze the feasibility of any development
316 proposed on or near this bluff.

317

318 **WETLANDS:** There are several areas of wetlands and suspected wetlands within
319 South Weber, most of which lies along the Weber River. These wetlands include
320 sandbars, meadows, swamps, ditches, marshes, and low spots that are periodically wet.
321 They usually have wet soil, water, and marshy vegetation for a period or year-round.
322 Open space is also characteristic of wetlands.

323

324 All wetlands are considered sensitive lands. Therefore, any development occurring on
325 suspected or verified wetlands are required to comply with the permitting process of
326 the Army Corps of Engineers.

327

328 **HIGH WIND:** High winds blow consistently out of the Weber Canyon contributing to
329 fugitive debris from the gravel pits. The design standards in high wind areas of the
330 [cityCity](#) must account for the ~~amount and level~~ [velocity](#) of wind [from the canyon](#).

331

332 **FIRE:** The [cityCity](#) is nearly surrounded by wildland, creating large areas of
333 wildland/urban interface. This creates a high fire hazard requiring building codes to
334 employ ~~the wildland/~~ urban interface standards. The [cityCity](#) should encourage
335 developers and residents to follow Utah state guidelines for hazard mitigation in the
336 wildland-urban interface.

337

338 **STEEP SLOPES:** Steep slopes are found along the south bench of the [cityCity](#), the
339 foothill area of the Wasatch Mountains on the east side of the [cityCity](#), and at other
340 locations throughout the [cityCity](#). These slopes should be considered fragile from a
341 development standpoint and developers must comply with the Sensitive Lands
342 Ordinance (Ord 10-14). Building roads and subdivisions within these areas can cause
343 environmental damage, destabilize hillsides, and create a hillside scar/eyesore resulting
344 from needed cuts and/or fills to make the property developable. Stripping the land of
345 vegetation may significantly increase erosion and [potential](#) flooding if mitigation efforts
346 are not applied. These areas are important habitat for wildlife, including high-value
347 deer winter range. These areas also represent a significant fire hazard to structures

¹ Landslide Hazard Map by Mike Lowe, Davis County Geologist, 1989 Geologic Hazard Map by Bruce N. Kaliser, U.G.M.S., 1976

² Geologic Hazards Reconnaissance, South Weber Reservoir #4, Mr. Jay Yahne, P.E., Western GeoLogic, LLC.

348 which might be tucked within the heavy vegetation located on or along steep slopes.
349 These steep foothills provide an important view shed for residents and those traveling
350 through the local area. The mountains are a prominent feature of the landscape and
351 any excessive development or other ~~impact~~adverse impacts will likely reduce the
352 community's overall quality of life.

353
354 **GRAVEL PITS:** Two large gravel mining operations are located on the east ~~side~~end of
355 South Weber. The Staker Parson pit adjacent to and west of US-89 and north of South
356 Weber Drive, and the Geneva pit adjacent to and east of US-89 between the Weber
357 River and Cornia Drive. These gravel mining operations create potential hazards due to
358 the dust and sand that blows out of them ~~as~~due to the strong winds ~~blow out of from~~
359 Weber Canyon. The dust can be hazardous to breathe and creates a nuisance as it is
360 deposited downwind in the residential neighborhoods west of the pits. The ~~city~~City
361 should continue their collaboration with the operators to minimize the fugitive dust.

362
363 These mining operations have a limited lifespan due to depletion of the resource,
364 although recycling of concrete and asphalt may extend ~~the~~those operations.
365 Rehabilitating ~~of~~the gravel pits' steep slopes and disturbed soils, and mitigating any
366 remaining hazardous conditions ~~is, are~~ critical issues that must be addressed before
367 their operations terminate.

368
369 There has been a considerable speculation that the pits might become recreational
370 lakes when mining operations cease. Though an attractive idea, it is not feasible.³

371
372 **I-84/US-89 HIGHWAYS:** Two major highways traverse the ~~city~~City. Due to their
373 proximity to homes and businesses, the transportation of various of goods and
374 materials create the potential for accidents, spills, and hazardous material incidents.
375 Both highways contribute to potential economic development in South Weber.

376
377 **DAVIS & AND WEBER COUNTIES CANAL:** The canal traverses the length of the
378 ~~city~~City from east to west through residential neighborhoods, open lands, and
379 ~~hillside~~hillsides. The open nature of sections of the canal present a potential danger if
380 the water were to flood into the ~~city~~City or contribute to slope instability and slides.
381 Deterioration of the canal may pose a hazard and lead to a canal break, like ~~what~~that
382 which occurred in Riverdale in 1999 along the same canal.

383
384 **NOISE HAZARDS:** Hill Air Force Base (HAFB) is located directly southwest of the
385 ~~city~~City at the top of the bluff previously discussed. At times, aircraft flying over South
386 Weber cause significantly increased levels of noise. In its Air Installation Compatible Use
387 Zone (AICUZ) report, the Air Force designates specific zones where noise may cause a
388 negative impact to the quality of life. These noise zones are produced by a computer

³ "Feasibility Study for the Parsons Pit ASR and Recreation Facility", September 2014, prepared for Weber Basin Water Conservancy District by Bowen Collins & Associates, Inc.

389 model which takes many variables into account, including the types of aircraft, flight
390 paths, frequency, and time of flights. These noise zones are 65-70 Ldn, 70-75 Ldn, 75-
391 80 Ldn, 80-85 Ldn and 85+ Ldn. Ldn is a unit of noise measurement roughly equivalent
392 to decibels, but with other weighted factors considered. The most recent official AICUZ
393 report was published in 1993. A Department of Defense (DOD) contract updated the
394 noise contours in 2006. With the recent arrival and operations of F-35 aircraft, (78
395 planes by 2019), a new AICUZ study is under development. Preliminary noise modeling
396 indicates a dramatic reduction in the noise impact to South Weber. This is not a result
397 of a reduction in actual aircraft noise, but due to the use of a new computer model. The
398 F-35s are noisier than the F-16 previously stationed at the base. Despite the initial
399 results, feedback from residents indicate an increase in aircraft noise since the arrival of
400 the F-35.

401
402 This creates a dilemma for the city. The noise zone has significantly affected land
403 use planning for the past 40 years. Previous studies indicate a major portion of the
404 city lay within the 75 Ldn noise contour, the threshold noise zone for restricting land
405 uses. If the preliminary noise modeling is adopted as part of the Official AICUZ report, it
406 will show essentially no area in the city is negatively impacted by noise from HAFB
407 aircraft. Yet, during the mid-1990s, the State of Utah purchased easements on most of
408 the properties within the 75 Ldn noise zone which significantly limits development on
409 those properties. These easements will remain in place even if the preliminary noise
410 modeling becomes official and the modeled noise impact to South Weber is largely
411 eliminated. These easements will continue to affect land use planning, much more so
412 than the modeled noise zones.

413
414 As technology advances, it's anticipated that the types of aircraft stationed at
415 HAFB will change as the current aircraft are phased out. The recommended course of
416 action is to continue to utilize the noise zones that are currently adopted and upon
417 which our historical land use planning has relied. This will protect the residents of South
418 Weber from undue noise impacts and will help support the mission of HAFB, a very
419 important part of the local economy. It is recommended that no residential
420 development be allowed within the 75+ Ldn noise zone as currently adopted even
421 should the noise zones officially change in the future.

422
423 **ACCIDENT POTENTIAL:** The same AICUZ study discussed above designates "Crash
424 Zones" and "Accident Potential Zones" within the city limits. The Crash Zone is the
425 area immediately off the north end of the runway. The Accident Potential Zones (APZ)
426 extend northward along the flight path. The APZ 1, adjacent to the Crash Zone on the
427 north end of Hill's runway, overlays the very west end of South Weber.

428
429 Careful consideration should be given to any development proposals in this area.
430 Residential development in this area should be prohibited. Agriculture and open space
431 are encouraged in these zones as much as possible.

433 **HILL AIR FORCE BASE ENVIRONMENTAL IMPACT:** Isolated areas of shallow
434 groundwater and surface water in the southwest portion of South Weber are
435 contaminated with low levels of various chemicals from former activities at HAFB. The
436 areas affected are known as Operable Units (OUs) 1, 2, and 4, and are shown on plume
437 maps provided from HAFB.

438
439 Since the early 1990s, the area has been closely monitored as part of the federal
440 Superfund (or CERCLA) program. HAFB continuously monitors OUs 1, 2, and 4 ~~through~~
441 ~~remediations technology~~ for hazardous chemical concentrations, and applies remediation
442 technologies where appropriate or possible.

443
444 Since many contaminants evaporate easily, [Volatile Organic Compounds (VOCs)], the
445 chemicals can ~~move up~~ migrate into basements and other overlying structures in the
446 affected areas. Drinking water is not contaminated.

447
448 Areas of known contamination are identified using plume maps (See Sensitive Lands
449 Map #5). When using these maps, it is important to note that plume boundaries are
450 inexact and are based on available data. The plume images illustrate the maximum
451 extent of groundwater contamination that is above the clean-up level imposed by the
452 regulatory Superfund process for the most widespread contaminant.

453
454 Planners, developers, property owners, and residents can obtain additional information
455 from the following:

- 456
- 457 HAFB Restoration Advisory Board, www.hillrab.org
 - 458 HAFB Environmental Restoration Branch, (801) 777-6919
 - 459 State of Utah, Department of Environmental Quality, (801) 536-4100

460
461 Development in ~~the area of contamination~~ contaminated areas should be conducted in a
462 manner that minimizes chemical exposure. Building requirements could include
463 prohibiting basements, requiring field drains, adding vapor removal systems, etc.
464 Builders should be aware of alternate building standards to mitigate potential hazards
465 from vapor or ground water contaminates. Those living or planning to live ~~above~~ within,
466 or near, the areas of contamination need to familiarize themselves with this
467 information, be aware of possible issues and associated health problems, and be
468 accountable for their own health and safety after studying all the available records.

469 SECTION 3: LAND USE GOALS AND PROJECTIONS

470
471 This section discusses the various recognized major land use categories and other
472 important factors that may affect the future of South Weber. Citizen recommendations
473 and sound planning principles are integrated with physical and cultural constraints to
474 project the most beneficial uses for the community. In most cases, these
475 recommendations are general in nature and will be subject to refinement by the ~~city~~City
476 as proposed changes in land use or zoning are made.

477
478 Projected Land Use Map #1 shows specific locations and information concerning
479 projected land uses. Please note, there is no date at which time these projections
480 ~~should~~could be realized. Many variables make it difficult to predict future use.

481
482 (See Projected Land Use Map #1 for more detail on the recommendations of this
483 Section.)
484

485 AGRICULTURE, RURAL CHARACTER AND OPEN SPACE:

486 Agriculture is still important to the community, but perhaps in a different way than it
487 was historically. Agriculture will always be a welcome part of the community. If
488 agricultural use significantly declines, other means must be used to preserve open
489 space to ~~provide~~continue providing the rural feel ~~to~~of the community. The ~~city~~City
490 should take measures to protect existing agricultural practices by not enacting
491 restrictions on its use due to encroaching residential uses.

492
493 A goal of the ~~city~~City and community is to keep the rural feel of South Weber. One
494 challenge with this is the remaining agricultural lands are privately owned. A
495 landowner's prerogative may differ with the community's goal. In South Weber and
496 surrounding areas, high land values deter agricultural uses. Children and grandchildren
497 of agriculture-based families are primarily seeking careers outside of agriculture. As a
498 result, aging farm owners have no one to take over farm operations upon retirement.
499 It is difficult to preserve farmland except by extraordinary means, such as government
500 purchase of the agricultural lands for preservation purposes. This is not a realistic
501 option to preserve farmland in South Weber. The ~~city~~City should examine creating
502 incentives for landowners/developers to preserve key pieces of open space to preserve
503 the desired rural feel of the community.

504
505 Natural open space is also an important asset to the community. For the purposes of
506 this plan, open space is defined as undeveloped land with few or no structures and
507 allows residents ~~the ability~~ to move about or view large outdoor areas, to experience
508 nature, to recreate in a safe and peaceful outdoor setting, or which can be used for
509 organized recreational activities. (See Recreation Section for more on this subject).
510 Some of the valued open spaces within South Weber are the Weber River corridor,
511 wooded and open areas along I-84, the steep hillsides above and below the Davis and

512 Weber [Counties](#) Canal, and the steep and wooded hillsides on the east side of the
513 [cityCity](#) adjacent to forest lands.

514

515 Since it is beyond the [city'sCity's](#) resources to purchase property to maintain a rural
516 character or preserve open space, other methods should be used. The [cityCity](#) should
517 make every effort not to interfere with, or allow adjacent land uses to inhibit, ongoing
518 agricultural pursuits and should consider annexing hillside property adjacent to current
519 city boundaries and consider ~~-~~incentives to develop properties with large amounts of
520 open space, specifically available for public use.

521

522 **RESIDENTIAL:**

523 The existing residential development trend in South Weber is largely single-family units.
524 In recent years, the [cityCity](#) has seen a few multi-family developments built. This trend
525 of mostly single-family residential development on moderate size lots is an acceptable
526 and desirable trend to maintain, provided that some areas of open space are preserved.
527 It is advantageous to encourage variety in lot size and housing types to allow the
528 [cityCity](#) to accommodate residents of all ages, lifestyles, and income levels.

529

530 Multi-family residential areas should be spread out as much as practical to minimize any
531 associated impacts in any given area. Multi-family residential areas should be located
532 where they have direct access to collector or arterial roads. These multi-family
533 residential areas could be acceptable if adequate protections or buffers to nearby lower
534 density housing are included in the development.

535

536 It is important to reserve adequate space for moderate income housing which in the
537 current market will take the form of multi-family residential areas (See most recently
538 adopted Moderate Income Housing Plan on City website).

539

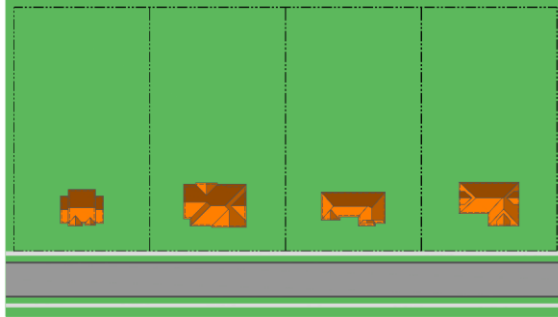
540 The following are graphical representations of the current densities allowed in
541 residential zones. *For comparison purposes, ~~each~~[the](#) block of land represented in*
542 *[all](#)[each](#) of the [following](#) graphics is 5 acres.*

543

544
545
546

- 1. Very Low Density allows 0.90 dwelling units per gross acre⁴ or less.

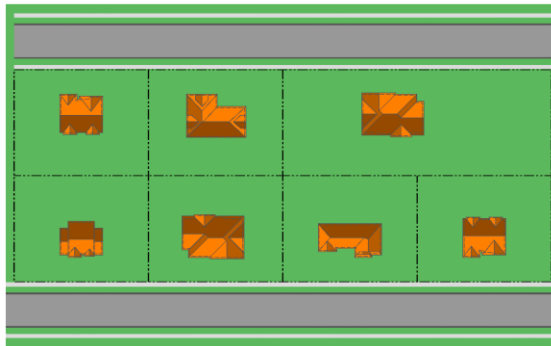
VERY LOW DENSITY RESIDENTIAL
(AGRICULTURAL ZONE)
0.9 UNITS/ACRE



547
548
549
550

- 2. Low Density allows 0.91 to 1.45 dwelling units per gross acre.

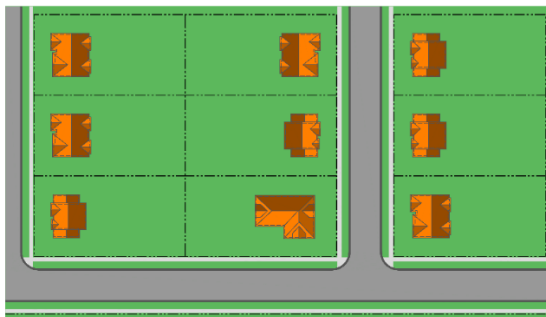
LOW DENSITY RESIDENTIAL (R-L)
1.45 UNITS/ACRE



551
552
553
554
555

- 3. Low-Moderate Density allows 1.46 to 1.85 dwelling units per gross acre.

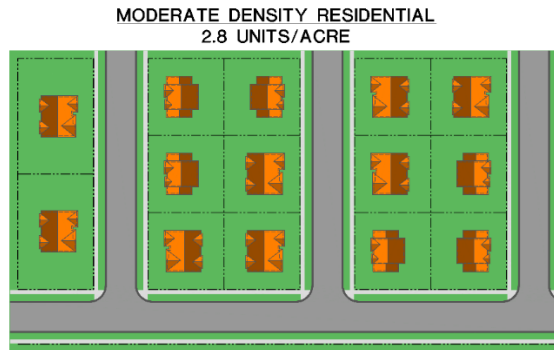
LOW MODERATE DENSITY RESIDENTIAL
1.85 UNITS/ACRE



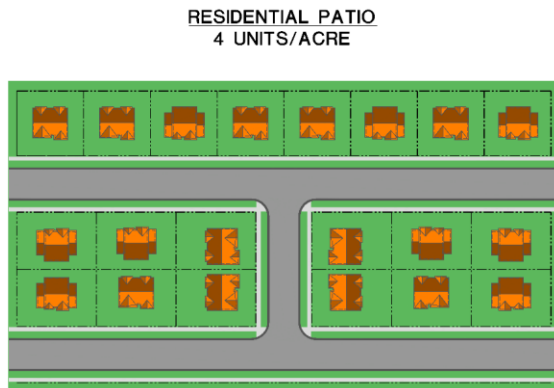
556
557

⁴ Gross acreage is defined as all property within a defined area including lots, streets, parking areas, open space, and recreational uses. For the purposes of calculating new development densities, all area within the development boundaries will be included.

- 558 4. Moderate Density allows 1.86 to 2.8 dwelling units per gross acre.
- 559



- 560
- 561
- 562 5. Residential Patio allows 2.81 to 4.0 dwelling units per gross acre.
- 563



- 564
- 565
- 566 6. Multi-Family allows 4.1 to 7.0 dwelling units per gross acre.
- 567



- 568
- 569
- 570
- 571 These dwelling densities have been incorporated into the color-coded Projected Land
- 572 Use Map (Map #2). These recommended densities are intended as a guide for the
- 573 given colored area. Zoning requests or development approval requests for lower
- 574 densities than that recommended are always acceptable in terms of their density.

575 Densities greater than those contained on the Projected Land Use Map may be granted
576 in exchange for such amenities as trails, buffers, etc., as deemed in the best interest of
577 the cityCity. The Zoning Ordinance has been structured so that a specific residential
578 zone corresponds with each of the density categories and the maximum density allowed
579 within that zone falls within the range described above.
580

581 **MODERATE INCOME HOUSING:**

582 See the most recently adopted South Weber Moderate Income Housing Plan on the City
583 website at www.southwebercity.com.
584

585 **INDUSTRIAL:**

586 Current industrial uses are limited to gravel pits, a few areas near the gravel pits, and a
587 few businesses scattered throughout the community. As previously noted, the mining
588 operations have some negative impacts to the community. We also acknowledge that
589 the pits also provide a substantial monetary benefit to the community and that
590 resources extracted by the gravel pits are important to the health and growth of the
591 areaareas in and around South Weber.
592

593 It is recommended the industrial area currently located on Cornia Drive be designated
594 as such and expanded to both sides of the road.
595

596 **COMMERCIAL:**

597 Existing commercial developments are limited to a few businesses near the South
598 Weber Drive/US-89 interchange. Previous businesses in the center of town are out of
599 business.
600

601 For the convenience to residents and the financial health of the cityCity, it is
602 recommended that appropriate commercial development is encouraged. The area in the
603 vicinity of the US-89/South Weber Drive interchange is the primary area designated for
604 commercial development, thus limiting commercial impacts to residents of the area. The
605 cityCity should protect the land near the interchange for future commercial
606 developments. The cityCity has designated all the land shown on the Projected Land
607 Use Map in the vicinity of the US-89/South Weber Drive interchange as Commercial
608 Highway zone to encourage commercial development there. All retail type and uses that
609 provide locally needed goods and services should be encouraged.
610

611 Other commercial development(s) should also be supported in the vicinity of the
612 I-84/Old Fort Road interchange. Development of this area should be done in a manner
613 that does not negatively impact surrounding neighborhoods.
614

615 Care should be given to any commercial development adjacent to a residential or
616 planned residential area. A buffer between the two land uses ~~which~~that reduces the
617 negative impacts of the commercial development is strongly encouraged.
618 Design standards for commercial development exist to ensure compatibility and a sense
619 of community among various potential commercial enterprises.
620

621 RECREATION:

622 South Weber ~~city~~City currently maintains recreational facilities at the following areas:
623 Byram Estates Holding Pond, Canyon Meadows, Cedar Cove, Central Park, Cherry
624 Farms, Nathan Tyler Looch Memorial, and the Posse Grounds. The ~~city~~City also has
625 several grassed detention basins that function as park space.
626

627 Additional development of recreational spaces should be included in budgets and parks
628 improvement plans, before new parks are developed. The ~~city~~City should continue to
629 use grassed detention basins as park space as they are created with additional
630 development.
631

632 The presence of the Weber River on the north boundary of the ~~city~~City presents an
633 opportunity for a river recreation corridor reaching into Weber County. The Wasatch
634 National Forest to the east of town presents abundant recreation possibilities ~~which~~that
635 are important to residents of South Weber and many others.
636

637 The Trails Foundation of Northern Utah, a private non-profit organization, has been
638 very active in securing access rights and in constructing the Weber River Parkway Trail.
639 South Weber should work closely with them and others in securing additional access,
640 extending the trail, and improving and maintaining existing facilities. The river corridor
641 should be protected as an important recreational resource in South Weber and as
642 valuable wildlife habitat.
643

644 As development along the east bench area occurs, the ~~city~~City should ensure ~~that~~ public
645 ~~has~~ access to the National Forest. The forest provides hunting, hiking, mountain biking,
646 and nature appreciation opportunities different from other recreation sites. It is critical
647 to maintain access to these public lands.
648

649 South Weber can become a more bicycle friendly community. The ~~city~~City should
650 consider areas to create bicycle lanes. The possibility of a bicycle path along the Davis
651 ~~&and~~ Weber Counties Canal should be explored.
652

653 Improved access to Cherry Farms Park should be accomplished via a pedestrian bridge
654 across the canal connecting the 2020 East holding pond to Cherry Farms Park.
655

656 The Projected Land Use Map (Map #1) shows recommended locations for recreational
657 use due to existing or projected residential growth in the area. There may be other
658 areas suitable for recreational uses which are not designated on the map. Designation

659 of a property in the recreational category is not meant to limit the use of the property
660 exclusively to recreational use but is indicative of a recreational resource to protect.
661

662 **INSTITUTIONAL:**

663 The only current institutional uses in South Weber are schools and churches.
664 South Weber Elementary School and Highmark Charter School are the only schools in
665 the community. The ~~city~~City should assist Davis School District in locating any future
666 school sites. This will assure the most advantageous site for both the District and the
667 ~~city~~City. The ~~city~~City should be open to the development of additional church sites. ~~It's~~It
668 ~~is~~ is also important to note that just outside City boundaries on the north end of Cornia
669 Drive, the U.S. Forest Service operates the Weber Basin Job Corps.
670

671 **OPEN LANDS:**

672 Undeveloped properties may have a designation of Open Lands. Unlike other land use
673 designations, this designation does not imply any potential zoning classification.
674 Properties may be so designated because they are unbuildable due to terrain, may be
675 inaccessible or may just have no recommended use.
676

677 SECTION 4: TRANSPORTATION

678

679 This section outlines the existing state of the transportation system and provides
680 recommendations to improve safety while meeting the demands of future growth. This
681 plan does not attempt to provide exact locations of every local or residential access
682 street in the ~~city~~City, but does look at all critical transportation routes, specifically
683 concentrating on those streets the ~~city~~City is the steward of. Streets currently stubbed
684 are shown with an intended connecting location, thus informing any future developers
685 the ~~city's~~City's intent for connecting streets (See Vehicle Transportation Map #5). ~~In~~
686 ~~order to~~To encourage connectivity between developments, cul-de-sacs or turnarounds
687 are only considered if topography or other constraints prohibit the connection to a thru
688 street.

689 Temporary turnarounds must be provided at all stubbed street locations where a thru
690 street is eventually planned.

691

692 It is important that major transportation routes through South Weber are protected
693 from unnecessary traffic motion. Issues arise when too many driveways are allowed
694 access directly onto a street, resulting in slower traffic as vehicles maneuver in and out
695 of driveways. To reduce this concern and to preserve the full functionality of major
696 transportation routes, the number of direct access driveways should be limited to as
697 few as reasonably possible.

698

699 It is also important that public streets within the ~~city~~City be maintained in a reasonable
700 and acceptable condition. To this end, all new roads developed in South Weber are
701 public streets. Private streets are strongly discouraged. Some leeway is allowed in the
702 design of public roads within ~~planned unit developments~~,Planned Unit Developments
703 (PUDs), to allow more ingenuity in providing public improvements. This can be done in
704 how park strips and foot traffic are handled.

705

706 (See Vehicle Transportation Map #2 for more detail on the recommendations of this
707 Section.)

708

709 US-89 (Highway 89):

710 The State of Utah is in the beginning stages of a major upgrade ~~and widening~~ of US-89
711 that will turn it into a ~~limited~~restricted access expressway. The ~~projects~~project's current
712 northern terminus is the US-89/I-84 interchange. The ~~city~~City fully supports this project,
713 though it will create some known issues that ~~will~~ affect South Weber. It is critical that
714 direct access from South Weber Drive onto US-89 is maintained for both north and
715 south directions. As US-89 transitions from a limited access ~~facility~~highway to a
716 restricted access ~~highway~~expressway in South Weber, it will likely create an increase in
717 ~~backup~~of northbound traffic ~~backup~~. Currently, traffic congestion on US-89 is
718 somewhat spread out along the route south of South Weber due to the traffic lights

719 found between South Weber and Farmington, though northbound congestion
720 sometimes occurs in South Weber when cars stop at the traffic lights in Uintah City.

721
722 The [cityCity](#) strongly encourages UDOT to consider solutions to the increasing traffic
723 [congestion](#) near the US-89/I-84 interchange, anticipating additional slowdowns along
724 US-89 once the expressway project is completed.

725
726 The US-89 project creates an opportunity to install an underpass for the continuation of
727 the Weber River Parkway Trail/Bonneville Shoreline Trail (BST). This is critical to the
728 extension of the Weber River Parkway Trail to the mouth of Weber Canyon, thus
729 connecting the BST in Davis County with that in Weber County. The [cityCity](#) strongly
730 supports an underpass and should continue to encourage its completion in every
731 possible way.

732

733 **1900 EAST STREET:**

734 1900 East Street is an extremely important collector road. It has a serious safety hazard
735 at approximately 7550 South. [HereAt that point](#) it traverses a steep bluff [whichthat](#)
736 reduces sight distance at the intersection with 7600 South and encourages traffic to
737 speed as cars travel [northnorthward](#) down the hill. It should be a priority to evaluate
738 the possibility to mitigate this safety hazard.

739

740 **SOUTH WEBER DRIVE (State Route 60):**

741 South Weber Drive, a State-controlled road, is an arterial street which serves as the
742 transportation backbone of the community. It is important to note that numerous
743 homes front the road, somewhat reducing its effectiveness as an artery. It is anticipated
744 the road will need to be widened from the current 66-foot right-of-way (in many
745 locations). The [cityCity](#) should continue its current policy of requiring curb and gutter of
746 all new development along this road. Widening of the road should include enough room
747 to add bike lanes. -The road is wide enough to add bike lanes in the eastern part of the
748 [cityCity](#). The [cityCity](#) should pursue adding [thesethose](#) lanes. Driveway access to this
749 road should be limited as much as possible to protect its arterial status and usage. This
750 should be done in conjunction with UDOT standards.

751

752 Analysis indicates traffic signals will eventually be needed at the intersections of South
753 Weber Drive with 1900 East and 2100 East. The [cityCity](#) should encourage UDOT to
754 install traffic lights at these locations as soon as traffic [density](#) warrants them.

755

756 **OLD FORT ROAD:**

757 Old Fort Road is intended to be a minor collector road with limited access. Currently,
758 the first phase of the road is constructed on the west end which runs eastward from
759 475 East, utilizing the old alignment of 6650 South past the Posse Grounds. This road
760 will eventually continue eastward through farmland near the [I-84](#) freeway. It is believed

761 this new roadway will provide increased opportunity for commercial development near
762 the I-84 interchange by establishing direct access to that site from the interchange.

763

764 **1650 EAST STREET / 7775 SOUTH STREET:**

765 A high priority road project should be connecting 1650 East with 7775 South. This will
766 provide an important ~~alternative~~alternate route, other than South Weber Drive,
767 between the central and eastern parts of the ~~city~~City. This would become extremely
768 important in the event of a South Weber Drive closure in this area.

769

770 **6650 SOUTH STREET / 475 EAST STREET:**

771 6650 South is a very narrow street with houses fronting it, some of which were built
772 extremely close the edge of the asphalt, which would not happen if these houses were
773 constructed today. A temporary dead-end exists at the west end of the houses fronting
774 it. As properties north of 6650 South continue to develop an alternate east/west route
775 (already begun) should be established to take all but local traffic off this substandard
776 road. Only minimal widening and improvement of the road should occur between 475
777 East and South Weber Drive due to feasibility challenges.

778

779 475 East Street is the main route from South Weber Drive to I-84. As development of
780 the west end of town occurs, it is important that most of the traffic in that area find an
781 ~~alternative~~alternate route to 475 East Street. The development of Old Fort Road to the
782 east and the eventual extension of Old Maple Road to the west are initial steps to
783 accomplishing this goal.

784

785 ~~VIEW DRIVE:~~

786 ~~View Drive currently dead-ends on its east end at approximately 2370 East. To facilitate~~
787 ~~better traffic flow in the area, this road should connect through to 7800 South. This~~
788 ~~should be done by developers as adjacent properties are developed. Due to the~~
789 ~~narrowness of 7800 South, it is important that strong consideration be given to the~~
790 ~~public's safety as road connections and improvements are made to the streets in this~~
791 ~~area.~~

792 7800 SOUTH:

793 7800 South Street off the 2700 East frontage road is very narrow and both sides of the
794 road lack curb, gutter, and sidewalk. Introducing additional traffic to this street would
795 require widening and improving the road which would have a significant impact to the
796 adjacent residential properties. Though some improvements may be necessary, it
797 should only be done in a way that minimizes the impact to residents. Care should be
798 taken not to introduce any significant volume of traffic to this road.

799

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801
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806

SERVICE ACCESS ROAD TO WATER TANK:

Currently South Weber City has access to one of the City’s water tanks on a road off 1900 East. The 60-foot right-of-way is owned by the City, has some utilities already installed (fire hydrant and storm drain), and has a road base surface. This road is closed to the public. After review of potentially paving this road to connect to Layton and much public input, no changes to the status of this access road are recommended.

807 SECTION 5: ACTIVE TRANSPORTATION

808
809 A recent survey by Utah State University on recreational activities and programs
810 indicates trails are the number one priority of South Weber residents. ~~In order to~~To
811 promote the health and general welfare of the citizens of South Weber, it is the intent
812 of the ~~city~~City to develop a network of non-motorized trails throughout the community.
813 These trails should be readily accessible to all residents and others so much as possible
814 with trailheads and access points located throughout the ~~city~~City.

815
816 Trails should provide a variety of walking, jogging, running, biking, and equestrian
817 experiences by utilizing different widths, surface material, and degree of difficulty. Trails
818 should generally be off-street and not sidewalks in the street right-of-way. There may
819 be locations where trails and sidewalks are concurrent for a short distance where other
820 options are not practical. Where potential trails cross private property, the ~~city~~City
821 should work with landowners to protect property rights and provide incentives to allow
822 the trail to be established on their land. Specific trail recommendations follow.

823
824 (See Active Transportation and Parks Map #3 for more detail on the recommendations
825 of this Section.)
826

827 BONNEVILLE SHORELINE TRAIL:

828 The Bonneville Shoreline Trail (BST) is a regional trail based along the high-water level
829 of ancient Lake Bonneville, conceptually traversing the entire Wasatch Front and
830 extending into Cache County. A portion of this trail runs along the foothills east of the
831 ~~city~~City at approximately 5,200 ~~ft.~~foot elevation. ~~Though~~Although most of the trail is
832 outside of ~~city~~City boundaries, it is a great asset to the residents of South Weber. The
833 ~~city~~City should collaborate with and encourage Davis County and other stakeholders to
834 complete the trail.

835
836 This trail should be approximately ~~4 ft. in width~~four feet wide and have a natural
837 surface. Special care to reduce ~~negative~~ impacts and ~~to~~ keep grades manageable will
838 need to be taken when crossing Corbet Creek and other ravines. It is encouraged that
839 the trail be located above the ~~Weber Basin Job Corps. This trail needs to transition from~~
840 ~~the 5,200 foot elevation to the proposed Weber Canyon Trailhead at the east end of~~
841 ~~Cornia Drive near the mouth of the canyon which is approximately 4,570 feet elevation.~~
842 ~~This trailhead will support and provide access to the proposed Davis and Weber~~
843 ~~Counties Canal Trail and the Weber River Parkway Trail.~~

844 ~~Weber Basin Job Corps. This trail needs to transition from the 5,200 ft. level to the~~
845 ~~proposed Weber Canyon Trailhead just above river level at the mouth of the canyon.~~
846 ~~This trailhead will support and provide cross access to the proposed Canal and Weber~~
847 ~~River Parkway Trails.~~

848

849 **WEBER RIVER PARKWAY TRAIL:**

850 The proposed Weber River Parkway Trail is an extension of an existing trail in Riverdale
851 and South Weber ~~that~~ currently ~~terminating~~~~terminates~~ at Cottonwood Drive. In the
852 Cottonwood Drive area, the trail will run between Cottonwood Drive and I-84 due to the
853 existing residential lots that back onto the river. From the bend where Cottonwood
854 Drive crosses the river, the proposed trail will run along the south bank of the river
855 between the river and I-84.

856
857 Multiple property owners hold the land where the trail is proposed, including UDOT, the
858 Utah Division of Natural Resources, Trails Foundation of Northern Utah, and private
859 ~~owners~~~~landowners~~. The ~~city~~City should collaborate with other interested parties in
860 securing easements or rights-of-way for the proposed trail. Due to the regional nature
861 of this trail, it is recommended an entity such as the Trails Foundation of Northern Utah
862 be responsible for management and maintenance of the trail.

863
864 It is recommended that the South Weber section of the trail be approximately 10 ~~ft.~~feet
865 wide with a compacted granular surface, with possible consideration to paving the trail
866 at some point in the future.

867
868 Pedestrian access from the Canyon Drive Trailhead at Canyon Drive and 1325 East
869 across I-84 to the Weber River Parkway should be a high priority trail improvement.

870

871 **CANAL TRAIL:**

872 The Canal Trail is proposed to run adjacent to, or on top of, the Davis and Weber
873 Counties Canal running the length of the ~~city~~City on the south side. The ~~city~~City should
874 seek an agreement with the Davis and Weber Counties Canal Company and any private
875 property owners along the route to allow public access and development of the trail.
876 Safety precautions should be used in designing a trail along open portions of the canal.
877 The ~~city~~City should also encourage Riverdale City officials to continue this trail in their
878 community.

879
880 This trail should be developed partly as natural surface trail and partly as a paved trail
881 utilizing the existing maintenance road along the canal or directly on top of the piped
882 sections. This trail should be paved to at least 10 ~~ft.~~feet in width where it passes
883 through residential areas from 2700 East to approximately 1550 East. The rest of the
884 trail east of US-89 and west of 1550 East should be graded dirt with some possible
885 surface stabilization where necessary.

886

887 **VIEW DRIVE TRAIL:**

888 This new trail is proposed to extend from View Drive to South Weber Drive near the
889 west side of the Highmark charter school property. This ~~will~~would better facilitate
890 pedestrian access from the south to the school and commercial services in the area.

891

892 OLD FORT TRAIL:

893 This trail is intended to be a 10 ~~ft.~~foot wide paved trail running from approximately
894 1200 East to near the west end of the cityCity along the south side of I-84. Special
895 attention to safety is warranted at the trail crossing of Old Fort Road. The stewardship
896 of this trail should rest with the cityCity. It is anticipated that developers of adjacent
897 property will construct this trail. As developments are proposed, the cityCity should
898 ensure that a continuous trail is established with a consistent width and surface
899 material.

900

901 SOUTH HILLSIDE TRAIL:

902 This proposed trail is intended to be a natural surface trail beginning at the Petersen
903 Trailhead on the west, run south across the Canal Trail, turn eastward on the hillside,
904 and run to the Pea Vinery Trailhead near 1900 East. From there it would continue
905 eastward along the hillside behind (south of) the South Weber residences to near the
906 Highway 89 right-of-way where it would turn southward making its way to top of the
907 bluff near Weber Basin Water Conservancy District facilities.

908

909 OTHER TRAILS:

910 If the Staker-Parson Gravel Pit closes and becomes open to development, it is
911 recommended that a trail be developed through the property connecting 7400 South to
912 the commercial area at the intersection on South Weber Drive and 2700 East.

913

914 The cityCity should also consider developing trails and/or bicycle lanes to connect its
915 various parks.

916

917 SECTION 6: ANNEXATION POLICY PLAN

918

919 This section is set forth to comply with Section 10-2-400 Utah Code Annotated. This
920 section generally identifies areas the cityCity may consider for annexation at some point
921 in the future and defines the criteria that will guide the city'sCity's decision to grant or
922 deny future annexation petitions.

923

924 (See Annexation Map #4 for more detail on the recommendations of this Section.)

925

926 CHARACTER OF THE COMMUNITY:

927 South Weber is a community to some extent isolated from the communities surrounding
928 it. This isolation is due to its geographic location in the Weber River drainage basin, the
929 Weber River and I-84 to the north, high bluffs to the south, the Wasatch Mountains to
930 the east, and a narrowing band of land between the I-84 freeway and the bluff to the
931 west. This isolation fosters cohesiveness to the community which promotes a safe,
932 neighborly environment.

933

934 The cityCity was founded on an agricultural economy. Agriculture is a diminishing land
935 use but remains an important factor in the character of South Weber. There is an
936 emerging commercial center near the intersection of South Weber Drive and US-89 and
937 a planned future commercial center near the I-84 interchange. If build-out projections
938 are accurate, South Weber will always be a small city. With careful planning, the
939 cityCity will retain its charm and rural character.

940

941 EAST & SOUTH BENCH AREAS

942 The East & South Bench areas of the annexation plan should be considered differently
943 than other annexation areas due to their steep slopes and designation as open space in
944 the Projected Land Use Map #1. South Weber is interested in annexing these areas into
945 city boundaries to leave them as open space.

946

947 NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED OR

948 UNINCORPORATED AREAS:

949 The areas considered for annexation are illustrated on Annexation Area Map (Map #4).
950 If annexed to South Weber, these lands would likely accommodate some type of
951 development requiring full municipal services and possibly those from Weber Basin
952 Water Conservancy District, South Weber Irrigation District, and Davis School District.
953 Infrastructure expansion (i.e. water, sewer, and storm drain systems) could be
954 extended into these areas on an as needed basis.

955

956 Financing for infrastructure expansion would primarily be carried by developers of these
957 properties. There may be the need for the cityCity to participate in the financing of of

958 some facilities to improve service to [an](#) existing development. These costs will be met
959 through various means. The ~~city~~[City](#) may choose to use general funds, impact fees,
960 special improvement districts, bonding, or other types of funding.

961
962 There are no existing developed areas within the expansion area, so adequacy or
963 purchase of existing service systems is not an issue.

964 **TAX CONSEQUENCES OF ANNEXATIONS:**

965
966 It is well known that property taxes from residential properties generally do not cover
967 the full costs of services provided to those residents. If the development in these areas
968 was limited to residential use, the annexation and development of these properties
969 would result in an increase in the ~~city's~~[City's](#) financial burden for the required services.

970
971 It is anticipated that development of planned commercial areas within the ~~city~~[City](#) will
972 produce enough tax revenues to offset remaining deficiencies in tax revenue from
973 existing and potential future residential properties. The consequences of annexation of
974 expansion areas, when considered alone, will increase the tax burden ~~off~~[for](#) all ~~city~~
975 ~~residences.~~[City residents.](#) But, when considered with potential commercial development,
976 the entire ~~city~~[City](#) should receive either a reduction in tax burden or an increase in
977 quality and ~~amount~~[quantity](#) of services from the ~~city~~[City](#).

978 **INTEREST OF ALL AFFECTED ENTITIES:**

979
980 Prior to adoption of this section of the South Weber General Plan, discussions were held
981 with representatives of Davis County, Uintah City, and Layton City. The Davis School
982 District likely has interest in residential development as it relates to an increase in
983 student population. The Central Weber Sewer District may [also](#) be impacted due to a
984 possible increased sewage volume from South Weber. Some of these areas may also
985 require services of the Weber Basin Water Conservancy District.

986
987 All affected entities as defined in the Utah Code Annotated, Section 10-2-401(1)(a) may
988 review the proposed annexation policy plan or any amendments thereto and may
989 submit oral or written comments and recommendations to the ~~city~~[City](#). The ~~city~~[City](#)
990 shall address any comments made by affected entities prior to adoption.

991 **URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:**

992
993 The Utah State Code Annotated, Section 10-2-401.5 encourages all urban development
994 within proximity of a city's boundary to be included in that city's expansion area.

995 There are no areas of urban development within proximity to South Weber's boundary
996 that are not already within an existing city except for that found on HAFB. Land within
997 HAFB is not under the jurisdiction of South Weber even if it were within the ~~city~~[City](#)
998 limits; therefore, none of that urban development was included in the expansion area.
999