

SOUTH WEBER CITY COUNCIL AGENDA

Watch live or at your convenience

<https://www.youtube.com/c/southwebercityut>

PUBLIC NOTICE is hereby given that the City Council of SOUTH WEBER CITY, Utah, will meet in a regular public meeting on Tuesday, November 10, 2020 in the Council Chambers, 1600 E. South Weber Dr., commencing at 6:00 p.m. *Due to physical distancing guidelines, there is limited room for the public to attend. Unless commenting, please watch on YouTube at the link above. **Attendees are required to wear a face mask.** If you are unable or uncomfortable attending in person, you may also comment live via Zoom if you register prior to 5 pm the day of the meeting at <https://forms.gle/PMJFhYFJsD3KCi899>. You may also email publiccomment@southwebercity.com for inclusion with the minutes.

OPEN (Agenda items may be moved in order or sequence to meet the needs of the Council.)

1. Pledge of Allegiance: Councilwoman Alberts
2. Prayer: Councilman Soderquist
3. Corona Update
4. *Public Comment: Please respectfully follow these guidelines
 - a. Individuals may speak once for 3 minutes or less
 - b. Do not make remarks from the audience
 - c. State your name and address
 - d. Direct comments to the entire Council (Council will not respond)

ACTION ITEMS

5. Approval of Consent Agenda
 - a. October 13, 2020 Minutes
 - b. October 20, 2020 Minutes
6. Fire Rehabilitation Equipment
7. Ordinance 2020-04: General Plan
8. Resolution 2020-44: City Manager Contract

REPORTS

9. New Business
10. Council & Staff

CLOSED SESSION held pursuant to the provision of UCA section 52-4-205 (1)(d)

11. Discuss the purchase, exchange, or lease of real property
12. Return to Open Meeting and Adjourn

In compliance with the Americans with Disabilities Act, individuals needing special accommodations during this meeting should notify the City Recorder, 1600 East South Weber Drive, South Weber, Utah 84405 (801-479-3177) at least two days prior to the meeting.

THE UNDERSIGNED DULY APPOINTED CITY RECORDER FOR THE MUNICIPALITY OF SOUTH WEBER CITY HEREBY CERTIFIES THAT A COPY OF THE FOREGOING NOTICE WAS MAILED, EMAILED, OR POSTED TO: 1. CITY OFFICE BUILDING 2. FAMILY ACTIVITY CENTER 3. CITY WEBSITE www.southwebercity.com 4. UTAH PUBLIC NOTICE WEBSITE www.pmn.utah.gov 5. THE GOVERNING BODY MEMBERS 6. OTHERS ON THE AGENDA

DATE: 11-03-2020

CITY RECORDER: Lisa Smith

SOUTH WEBER CITY CITY COUNCIL MEETING

DATE OF MEETING: 13 October 2020

TIME COMMENCED: 6:01 p.m.

LOCATION: South Weber City Office at 1600 East South Weber Drive, South Weber, UT

PRESENT: MAYOR:

Jo Sjoblom

COUNCIL MEMBERS:

Hayley Alberts
Blair Halverson
Angie Petty
Quin Soderquist
Wayne Winsor

FINANCE DIRECTOR:

Mark McRae

CITY RECORDER:

Lisa Smith

CITY MANAGER:

David Larson (excused)

CITY ATTORNEY:

Jayme Blakesley

Transcriber: Minutes transcribed by Michelle Clark

ATTENDEES: Paul Sturm, Ryker Alvey, Britton Ferrin, Emily Poff, McKenna Winsor, Kory Holdaway, Susanna Johnson, and Corinne Johnson.

Mayor Sjoblom called the meeting to order and welcomed those in attendance including the Youth City Council. She excused City Manager, David Larson from the meeting.

1. PLEDGE OF ALLEGIANCE: Councilman Winsor

2. PRAYER: Mayor Sjoblom

3. CORONA VIRUS UPDATE: Mayor Sjoblom reported COVID cases are up in Davis County by 40% with the total number of cases at 762. Davis County Health Department may need to give up contact tracing to meet immediate needs. Statewide hospitals are at 64% capacity. South Weber City has 19 active cases and a total of 100 cases. Governor Herbert emphasized in his recent press release for individuals to keep their distance, wear masks in public (though not mandated), and limit gatherings. There will be no more color-coded guidelines as individual counties will be categorized as high, moderate, or low transmission rate. This will be based on case rates, percent positivity, and ICU utilization. Davis County is classified as moderate. There is more information available on the state website (coronavirus.utah.gov)

4. PUBLIC COMMENT: Please respectfully follow these guidelines:

- a. Individuals may speak once for 3 minutes or less**
- b. Do not make remarks from the audience**
- c. State your name and address**
- d. Direct comments to the entire Council (Council will not respond)**

Paul Sturm, 2527 Deer Run Drive, expressed his comments regarding the packet. Concerning ranked choice voting, he questioned how the process will work if there are 5+ candidates for three positions. Regarding item #8 the request for funds by Mosquito Abatement District-Davis (MAD-D), he opined the charge for MADS-D services should be based on the size of the area of the city. He pointed out in the Youth City Council charter document there are missing and inaccurate Roman Numerals for paragraph headings. There are inconsistent fonts throughout the document, especially in paragraph headings. He commented he would be willing to assist in reworking the document so the Youth City Council has a clean document that would better represent their significant efforts and support to South Weber City, and a document for which the Youth City Council would be proud.

PRESENTATIONS:**5. Ranked Choice Voting**

Mayor Sjoblom introduced Kory Holdaway representing Ranked Choice Voting (RCV). He explained RCV is a voting method for municipal elections that has voters rank their candidate choices as first, second, third and so on. A few cities have begun using this method for deciding their elections.

He described in 2018, the Utah legislature passed House Bill 35 that established a pilot in which cities can use RCV. It passed 22-0 in the senate; 67-3 in the House; then Governor Herbert signed it into law in March 2018.

He explained in 2019, Payson City and Vineyard City used ranked choice voting in city elections. In an election survey administered by the Utah County Clerk, 86% of respondents found RCV easy to use and 82.5% want RCV used in future elections. 71.2% of Payson voters ranked all five candidates on the ballot and 58.6% of Vineyard voters ranked all seven candidates on the ballot. 87.5% of candidates had a positive impression of RCV with no candidates having a negative impression. 75% of candidates think their city should continue using RCV with no candidates opposing it.

In 2020, the Utah Republican Party and Utah Democratic Party used RCV in their state conventions and some county conventions. The Utah Republican Party surveyed delegates and over 1,100 of 3,700 delegates responded. 72% not only liked ranked choice voting but want to use it again to nominate candidates.

Ranked choice voting (also known as instant runoff voting) has voters rank their choices. If someone wins over 50% during the first round, that's your winner. But if no one crosses that threshold, the last place finisher is eliminated, and that candidate's supporters are reallocated to their next backup choice. That process is repeated until someone wins over 50% of the votes.

Utah had four Republican candidates face off for Governor in the primary election. The winner received 35% of all votes. The Republican nominee for Utah's 1st Congressional District received 31%, and the 4th District GOP winner received 43.5%. Unlike the current process, ranked choice voting would ensure that a winning candidate receives a majority.

The Legislature encourages RCV in municipal elections. Utah lawmakers voted to commend Payson and Vineyard cities, as well as Utah County election officials for conducting the first-ever ranked choice voting elections in state history. In addition, legislators and the Governor officially encouraged all 249 cities and towns throughout Utah to adopt ranked choice voting for upcoming municipal elections.

Why ranked choice voting?

Encourages Civility

Candidates conduct more civil campaigns by addressing the issues and working to appeal to a broader spectrum of voters when they actively seeking second and third choice support from backers of other candidates.

More Robust Debate of Issues

To win a ranked choice voting election, a candidate reaches out to all voters to see first, second and third choice support. Candidates talk about issues, not only their issues, but their opponent's issues as well.

More Engaged Voters

Voters become more informed about the candidates and issues since they have reasons to consider candidates beyond their 1st choice.

Voters More Fully Express Their Will

Ranking their choices, voters can freely vote for the candidate who they most support, even if that candidate isn't favored to win. There are no wasted votes.

Fiscal Savings for Cities

Taxpayers' dollars are saved by allowing the city to hold one election in November rather than two elections.

Shorter, Less Expensive City Campaigns

Candidates can focus on a single election in November, rather than an August primary followed by November election.

Ready for Cities to Implement

Voting equipment and software used in elections throughout Utah are fully ranked choice voting ready. Cities have until April 15th, 2021 to declare their intent to use RCV.

Eliminates Vote Splitting

Longshot candidates do not win when more than one mainstream candidate splits the majority of the vote. Ends Spoiler Effect Longshot, candidates don't draw votes away from a candidate who is preferred by most voters.

Councilman Soderquist asked Kory why he benefits from this process. He stated he is a contracted lobbyist that created a C-3 organization. Councilman Soderquist expressed there are places where it is beneficial and others where it is not so beneficial. He felt it may not benefit the public when there is a primary vote. Kory explained at the end of the day the hope is that whoever is selected has the broadest amount of support across the electorate.

Councilman Winsor voiced his concerns because South Weber City is a smaller city. He didn't believe RCV would work for this City. Councilwoman Petty asked how long the contract would be for if chosen. Kory replied for one election. Councilwoman Alberts asked about the cost. Kory explained the cost savings is in not having a primary election. Mayor Sjoblom thanked Mr. Holdaway for his presentation.

ACTION ITEMS:

6. Approval of Consent Agenda

a. Minutes September 15, 2020

Councilman Soderquist moved to approve the consent agenda. Councilman Halverson seconded the motion. Mayor Sjoblom called for the vote. Council Members Alberts, Halverson, Petty, Soderquist, and Winsor voted aye. The motion carried.

7. Coronavirus Aid, Relief and Economic Security Act (CARES) Fire Department Pay

Mayor Sjoblom explained on September 2, 2020 the Treasury Department updated its Coronavirus Relief Fund Guidance for state, territorial, local, and tribal governments. This document specially calls out hazard pay for essential workers as an eligible use of the CARES Act funds. Because of COVID-19, hazard pay has taken on a new meaning and it is being considered for essential employees whose job has not traditionally been considered hazardous. Most fire departments across the state have opted to pay their frontline fire/ems employees hazard pay in addition to their regular hourly wage. Our fire employees have asked that South Weber City consider doing the same. Hazard pay would apply retroactively back to March 1, 2020 and apply forward thru November 30, 2020. Most boards and city councils have approved hazard pay in the range of \$2 to \$4 per hour. The cost of the hazard pay would be covered by the CARES Act funds already received by South Weber City. Staff is asking the City Council to consider hazardous pay for fire employees in the range of 2-4 dollars per hour for the period March 1 through November 30, 2020. The estimated cost is as follows:

a. 16,781 hours @ \$2	\$33,562
b. 16,781 hours @ \$3	\$50,343
c. 16,781 hours @ \$4	\$67,124

Mayor Sjoblom expressed the Finance Committee recommended \$2 per hour to be paid out on in two payments. The first payment would be for hours worked March 2 thru September 27. The second payment would be for hours worked September 28 thru November 22. Councilwoman Petty asked how much has been paid in CARES Act to date. Mark stated actual expenditures to date is \$8,846. South Weber City's total allotment (3 tranches) is \$667,779. Unallocated is \$91,933.

CARES Act Money	
South Weber total allotment (3 tranches)	\$667,779
Received to date	\$445,186
Actual expenditures to date	\$8,846
Allocated for city hall audio/video upgrade	\$40,000
Allocated for Utility Customer Assistance	\$30,000
Allocated for touchless fixtures	\$50,000
Allocated for two Fire dept. gurneys	\$73,000
Allocated for chest compression system	\$14,000
Proposed allocation for Fire payroll	\$360,000
	\$575,846
Unallocated	\$91,933

Councilwoman Petty discussed an email she received concerning using CARES Act funds for the city website. She suggested updating the City Hall touchless fixtures for the bathrooms. Mark expressed they have been looking into that as well as options for the parks, city shops, and family activity center. Fire Chief Tolman related when the vaccine is available first responders and hospital employees will be first to receive it. Those who choose not to receive the vaccine will no longer receive hazard pay because it is linked to CARES Act funds. Councilman Soderquist commented the South Weber Fire Department is at potential risk for COVID-19 on every single call and this is something that has been approved by other cities. The Finance Committee felt this is an appropriate request for them. Councilman Winsor expressed the funds will be paid up to November 30, 2020 and the fire fighters understand that it would not continue after that point. He recognized it is already a hazardous job, but they are going above and beyond during this pandemic.

Councilman Soderquist moved to approve the Coronavirus Aid, Relief and Economic Security Act (CARES) Fire Department pay of two lump sum payments in the equivalent of \$2 per hour worked. Councilman Winsor seconded the motion. Mayor Sjoblom called for the vote. Council Members Alberts, Halverson, Petty, Soderquist, and Winsor voted aye. The motion carried.

8. Coronavirus Aid, Relief and Economic Security Act (CARES) Request by Mosquito Abatement District: Mayor Sjoblom explained the Mosquito Abatement District-Davis (MAD-D) is a local special district of Davis County. They cover the entire county and have a representative on the Board of Trustees from each incorporated city within the county and the county at large. The representative from South Weber City is Councilman Wayne Winsor.

The MAD-D has experienced increased costs in operations due to the COVID-19 pandemic. The Board of Trustees has authorized the request for funds of \$1,739.00 from each city and county's CARES Act funding. Mayor Sjoblom commented the packet has a breakdown of the direct cost to operations associated with the COVID-19 pandemic. This total cost has been divided by the 15 cities and the county to determine the amount requested from the CARES Act funding. Councilman Winsor explained he was not present at the meeting but was briefed on it. He encouraged the city to request a contract with MAD-D for these funds so there is a paper trail.

Councilman Winsor moved to approve the Coronavirus Aid, Relief, and Economic Security Act (CARES) request by Mosquito Abatement District for \$1,739.00. Councilman Soderquist seconded the motion. Mayor Sjoblom called for the vote. Council Members Alberts, Halverson, Petty, Soderquist, and Winsor voted aye. The motion carried.

9. Resolution 2020-43: Harvest Park Development Agreement

Mayor Sjoblom commented Resolution 18-39 approved a development agreement with Nilson Homes for the Cook Property. That subdivision was subsequently named Harvest Park. As the developer brought forward Harvest Park Phase 3 for City Council approval during their meeting on August 25, 2020, the Council pressed for an agreed upon completion date of the Phase 1 detention basin that is intended for dual use as a dog park. The developer's representative, Mark Staples, verbally agreed to sign an amended agreement requiring full completion by November 1, 2020. Phase 3 approval was contingent upon that amendment.

Councilman Winsor moved to approve Resolution 2020-43: Harvest Park Development Agreement Amendment. Councilman Halverson seconded the motion. Mayor Sjoblom called for the vote. Council Members Alberts, Halverson, Petty, Soderquist, and Winsor voted aye. The motion carried.

10. Calendar: 2020 Council Meetings Amended and 2021 Council, Court, and Planning

Commission Schedule: Mayor Sjoblom explained currently the City Council meets three times each month. Typically, one of the three meetings tends to have a smaller agenda which could be incorporated into the other two. Additionally, staff would be able to get the packets out earlier giving more time for review to Council and the public. City Code states that Council will meet on the 2nd and 4th Tuesdays of each month. On September 29th, Council discussed changing back to the original schedule with a work session on the 3rd Tuesday as needed. The 2021 schedule would normally be approved in December, but it is provided now for convenience.

2020 amended schedule will change October 20th meeting to a work session and cancel the November 24th meeting. The 2021 schedule for Council, Court, and Commission is as follows:

2021

	City Council 2nd/4th Tues 6:00 pm	Justice Court 1st/3rd Thurs 4:00 pm	Planning Commission 2nd Thurs 6:00 pm
Jan	12, 26	7, 21	14
Feb	9, 23	4, 18	11
Mar	9, 23	4, 18	11
Apr	13, 27	1, 15	8
May	11, 25	6, 20	13
Jun	8, 22	3, 17	10
Jul	13, 27	1, 15	8
Aug	10, 24	5, 19	12
Sep	14, 28	2, 16	9
Oct	12, 26	7, 21	14
Nov	9, 16	4, 18	11
Dec	14, 21	2, 16	9

Joint meetings with City Council and Planning Commission along with work meetings will be scheduled as needed.

Councilwoman Alberts expressed if the two meetings are going to be long meetings, she would opt for three meetings. Discussion took place regarding the time required to add work meetings. Jayme stated 24-hours' notice must be given.

Councilman Halverson moved to approve Calendar: 2020 Council Meetings Amended and 2021 Council, Court, and Planning Commission Schedule. Councilman Winsor seconded the motion. Mayor Sjoblom called for the vote. Council Members Alberts, Halverson, Petty, Soderquist, and Winsor voted aye. The motion carried.

11. Youth City Council Charter and Advisors

The Youth City Council (YCC) presented their annual charter to the City Council for adoption. The City Council must also appoint advisors to work with the YCC. This year Council Members Alberts & Petty and McKenna Winsor will advise the YCC.

Councilwoman Petty addressed the public comment made earlier and suggested before criticism is made, more research should take place. As the Youth Council Advisor, she takes full responsibility for any errors in the charter.

Youth Council Mayor Emily Poff discussed the changes that were made to the charter including the addition of a secretary and limiting attendance because of COVID-19. Councilwoman Petty voiced this is a fantastic group. Emily expressed she would like to plan safe activities this year. Ryker Alvey is Mayor Pro Tem and was interested in being involved. Lexy Alberts introduced herself and stated she joined the Youth Council to add to her extracurricular activities. McKenna Winsor has been involved with the Youth Council for six years. She served on the Youth Council for three years and as an advisor for three years. Susanna Johnson expressed she was excited to be involved. Mayor Sjoblom thanked the Youth City Council for their excitement and service.

Councilwoman Alberts moved to accept the Youth City Council Charter and advisors. Councilwoman Petty seconded the motion. Mayor Sjoblom called for the vote. Council Members Alberts, Halverson, Petty, Soderquist, and Winsor voted aye. The motion carried.

REPORTS:

12. New Business:

Posse Grounds: Councilwoman Petty met with Mark Larsen at the posse grounds to discuss an area where they may need to remove grass to increase the parking lot. She asked the City Council for their opinion. Councilman Halverson communicated he had witnessed several families using the grass area as well as scout troops camping overnight. Councilwoman Alberts favored keeping the grass area. Councilman Soderquist indicated if people use it, it should be restored. Councilwoman Petty stated she agreed with keeping it grass.

Hazard Pay: Councilman Soderquist asked if other city employees need to receive hazard pay. Mark could research further and review with the Finance Committee if the Council desires. Councilwoman Petty proclaimed that was appropriate. Councilman Soderquist, Councilman Halverson, and Councilman Winsor agreed.

Municipal Utilities Committee: Councilwoman Petty encouraged revisiting topic of fiber because she had several people discuss it with her. Councilman Winsor specified he had more information and would bring it up at the next committee meeting.

Old Maple Farms and 6650 South: Councilman Soderquist asked if there was something the city could do to help slow down traffic or prevent traffic from going through those residential areas. Mark reported that David requested the Davis County Sheriff's Department do enforcement during soccer hours. Councilman Halverson suggested electronic speed limit signs for that area. Mark will research that option. Councilman Halverson acknowledged there is a group of citizens willing to donate funds for a sign.

13. Council & Staff Reports

Mayor Sjoblom: announced there is a pickle ball clinic this Saturday at the Family Activity Center. The posse ground has power, sprinklers, and fencing going in and sod is down. The General Plan will come before the City Council on 27 October 2020.

Councilman Halverson: commented there was a Planning Commission meeting on 8 October 2020. The General Plan was recommended to the City Council for approval. There was a preliminary plat and preliminary site plan on a parcel along South Weber Drive. It will be a hair salon studio and was recommended for City Council approval.

Councilwoman Alberts: reported South Weber City has a new audio system. She asked the City Council's opinion concerning the individual screens in front of them. Mark stated a different stand can be installed to lower the screen.

Councilman Soderquist: stated the Admin Committee met in which the Ethics and Conflicts Form was discussed, and the decision was made to include it in the Policies and Procedures Manual. Discussion will take place concerning vacation leave.

Councilwoman Petty: conveyed the plan for Canyon Meadows Park will be discussed on 27 October 2020.

Councilman Winsor: reported on the West Nile virus from the Mosquito Abatement District meeting. Calls into the office were 424 (296 submitted online and 29 were special requests) which was above average. Over 300 calls were from the last three days of the month. He explained with the flooding for the duck hunt and little rain the dorsalis moved off the marsh into the residential areas.

Finance Director, Mark McRae: explained David Larson is on sick leave, but is available at home.

City Recorder, Lisa Smith: mentioned election ballots will be going out. There is a drop off at the Family Activity Center. There will only be one voting location on election day in Farmington.

ADJOURN: Councilman Winsor moved to adjourn the Council Meeting at 8:10 p.m. Councilwoman Petty seconded the motion. Mayor Sjoblom called for the vote. Council Members Alberts, Halverson, Petty, Soderquist, and Winsor voted aye. The motion carried.

APPROVED: _____ Date 11-10-2020
Mayor: Jo Sjoblom

Transcriber: Michelle Clark

Attest: _____
City Recorder: Lisa Smith

Presentation to the South Weber City - City Council - 13Oct20

Comments by Paul A. Sturm

I have several comments regarding the Packet for this 13Oct20 City Council Meeting as follows:

- 1) Regarding Agenda Item #5 - the Presentation on Ranked Choice Voting:
 - a) How does the process work in a case where there are 5+ candidates for three positions?
 - b) How are abstentions from voting considered i.e., someone only wants to vote for one candidate ?

- 2) Regarding Agenda Item #8 - the request by Mosquito Abatement District-Davis (MAD-D) for funds:
 - a) The charge for MADS-D services should be based on the size of the area of the city, that is, the area serviced by the mosquito abatement district. For example, South Weber has an area of 4.67 square miles, whereas Layton City has 22.65 square miles, a factor 4.85 times larger.
 - b) I was unable to find any reference the area of unincorporated Davis County for comparison. It is surely much larger than South Weber City, may be a larger area than any Davis County city, and requires significantly more treatments due to the wet/marshy environment.
 - c) Although the funds requested (\$1,739) do not appear to be that much in the larger scheme of things, fair is fair!

- 3) The Youth City Council Charter document is very thorough and well presented, but:
 - a) There are missing and inaccurate Roman Numerals for paragraph headings.
 - b) There are inconsistent fonts throughout the document, especially in the paragraph headings.
 - c) I would be willing to assist in reworking the document so the Youth City Council has a clean document that would better represent their significant efforts and support to South Weber City, and a document for which the YCC would be proud!

SOUTH WEBER CITY CITY COUNCIL MEETING

DATE OF MEETING: 20 October 2020

TIME COMMENCED: 6:01 p.m.

LOCATION: South Weber City Office at 1600 East South Weber Drive, South Weber, UT

PRESENT: MAYOR:

Jo Sjoblom

COUNCIL MEMBERS:

**Hayley Alberts
Blair Halverson
Angie Petty (excused)
Wayne Winsor**

CITY PLANNER:

Barry Burton

CITY RECORDER:

Lisa Smith

CITY MANAGER:

David Larson

CITY ATTORNEY:

Jayne Blakesley

ELECTRONICALLY:

COUNCIL MEMBER:

Quin Soderquist

PLANNING COMMISSION:

Taylor Walton

Transcriber: Minutes transcribed by Michelle Clark

ATTENDEES: Paul Sturm and Lillyann Livingston.

Mayor Sjoblom called the meeting to order and welcomed those in attendance as well as those joining in electronically. She excused Councilwoman Petty from tonight's meeting.

1. PLEDGE OF ALLEGIANCE: Mayor Sjoblom

2. PRAYER: Councilman Halverson

3. TRAINING LAND USE ROLES

Mayor Sjoblom explained while the Code Update Committee was reviewing Title 10 of the City Code questions were raised regarding land use roles for Council, Commission, staff, and public. They requested additional training to have a better understanding before they consider any code amendments.

Mayor Sjoblom introduced City Attorney Jayme Blakesley. She announced Todd Godfrey, who is a partner in Jayme's law firm, recently replaced David Church as counsel for the Utah Leagues of Cities and Towns.

Jayme reviewed the land use roles, responsibilities, and objectives. He conveyed in the state of Utah the state who holds the land use authority. All land use decisions in South Weber City must comply with the Land Use Development Management Act (LUDMA). The City may adopt its own land use standards as long as they are consistent with federal and state law. There are six predominant themes with LUDMA which include: (1) respect for private property right, (2) cities may regulate private property, (3) once written and duly established, land use regulations are binding, (4) land use ordinances must be plainly written to be enforceable, (5) process matters, and (6) tie goes to the applicant/property owner.

The roles and responsibilities of LUDMA include: Legislative Body, Land Use Authority, and Appeal Authority. The Legislative Body is the City Council. The Land Use Authority will make the land use decisions (may be staff, City Council, or Planning Commission). The Appeal Authority is essentially what is decided within city code. It is the entity who would hear an appeal of a land use decision made by the Land Use Authority.

The Legislative Body (City Council): Only the legislative body can enact land use regulations. It is responsible for adopting land use regulation to create or amend a zoning district and designate general uses allowed in each zoning district. It may establish or modify other restrictions or requirements, including the configuration or modification of uses or density, through a land use decision that applies certain criteria or policy elements. The legislative body shall consider (but may adopt, reject, or revise) each proposed land use regulation that the Planning Commission recommends. It may establish a land use ordinance that includes conditional uses and provisions for conditional uses that require compliance with standards set forth in an applicable ordinance.

The Land Use Authority (City Council, Planning Commission, or staff): This body applies the plain language of land use regulations. In the absence of a “plain” restriction, they shall interpret and apply the land use regulation to favor the land use applicant. The land use authority approves a conditional use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards.

The Appeal Authority: Requests for variances and appeals from decisions applying the land use ordinances/fees are heard and decided by this authority. It may not entertain an appeal of a matter in which the appeal authority, or any participating member, had first acted as the land use authority. The appeal authority may be an individual or a multi-person board, body, or panel.

Land Use Decisions (Legislative, Administrative, or Quasi-Judicial):

	LEGISLATIVE	ADMINISTRATIVE	QUASI-JUDICIAL
CHARACTERISTICS	- Promulgation of laws of general applicability - Based on the weighing of broad, competing policy considerations - Subject to voter referendum	- Applying the law to particular individuals or groups based on individual facts and circumstances - Decision is bound by the law and cannot be based on public opinion	- Defers to established law and Legislative/Land Use Authority - Review limited to error, illegality, or abuse of authority
RESPONSIBLE BODY	City Council or General Electorate	City Council, Planning Commission, or Staff	Appeal Authority or Court
EXAMPLES	- Zoning Ordinances (including a site-specific zoning ordinance) - General Plan - Rezones - Annexation	- Conditional Uses - Site Plans - Development Agreements - Subdivisions	- Variance - Appeal - Judicial Review

Jayme explained only a legislative body may amend the number, shape, boundaries, area, or general uses of any zoning district; any regulation of or within the zoning district; or any other provision of a land use regulation. A legislative body may not make any amendments to a zoning district unless it first submits the amendment to the Planning Commission for the Planning Commission's recommendation.

There are two types of land use decisions (appeals and variance). Under an appeal the city establishes the standard of review ("de novo" or "on the record"). The applicant has the burden of proving that the land use authority erred. To be overturned, the decision must have been illegal, or arbitrary and capricious. Under a variance any person or entity with an interest in a parcel of property may apply to the appeal authority for a variance. The appeal authority may grant a variance only if all five of the statutory criteria are met.

Jayme discussed judicial review and explained a party may not appeal for judicial review unless it has exhausted all administrative remedies. A petition for a review may come from a land use applicant or an adversely affected party.

A judicial review will look at the validity of the ordinance in which a court shall presume that a properly enacted land use regulation is valid. A challenge will hinge on whether the regulation is expressly preempted by, or was enacted contrary to, state or federal law. The judicial review will also include application of the ordinance. A court shall presume that a final decision of a land use authority or an appeal authority is valid. It will uphold the decision unless it is found to be (a) arbitrary and capricious, or (b) illegal. A decision is arbitrary and capricious if it is not supported by substantial evidence in the record of the proceeding.

Jayme expressed the best practice is to understand the nature of the decision (administrative/legislative/quasi-judicial). It is important to know your role and responsibility (legislative body/land use authority/appeal authority), follow procedural requirements exactly, and document your decision in writing. For legislative decisions public hearings should be considered opportunities to learn. For administrative decisions know the law and apply it exactly. Delegate whenever it is reasonable and if you are a delegating authority, give clear directions.

4. DEVELOPMENT APPROVAL PROCESS DISCUSSION

The City Code Update Committee was reviewing the authority of each decision-making body involved in the development approval process (e.g. City Council, Planning Commission, staff) and felt this is a foundational element of the city's land use code. Before proceeding further, the Committee would like some feedback/direction from the full City Council on this topic.

The City Council must ultimately accept the public improvements made during the development process and is the only body that has the authority to approve/accept a development on behalf of the City. However, other land use decisions may be delegated if the Council so chooses.

Each land use action includes a land use authority and appeal authority, often with a recommendation given to the land use authority by a recommending body (though not always). In most cases, the Planning Commission acts as the recommending body, the City Council as the land use authority, and an unbiased attorney with expertise in land use as the appeal authority.

Generally, the Committee would like the Council to provide direction on how much land use authority the Council would like to delegate to Planning Commission and staff. Specific questions the Committee would like direction on from the Council include the following:

- Does the Council want to give final approval for both residential & commercial proposals?
- Does the Council want to give preliminary approval for both residential & commercial proposals? (Currently only Planning Commission gives preliminary approval.)
- Which body should approve elements of a proposal such as zoning code elements, architectural elements, etc. and at what stage of the process (i.e. preliminary or final, etc.)?
- Should the Council or Planning Commission approve residential Conditional Use Permits?
- Should the Council or Planning Commission approve commercial Conditional Use Permits?

Councilman Winsor thanked Jayme for his presentation. He suggested the City Council discuss this information so that suggestions can be taken back to the Committee. Jayme reviewed the matrix of current land use decision-making roles and responsibilities. He indicated there are areas under the administrative decisions which need to be identified by which body and land use authority. Councilwoman Alberts identified the site approval plan process allows little say by the City Council during the initial stages. City Manager David Larson explained the steps of the process from the beginning in which a concept meeting is held. A developer will then take the concept and prepare for a sketch plan (or architectural design) meeting. Following the sketch plan meeting, the developer will put together information for a preliminary plan meeting, which is then reviewed by the Planning Commission. The type of development (residential etc.) determines whether it goes before the City Council. David wondered if the City Council wants to be involved in the very beginning of the development. He explained the city code isn't clear on the administrative decisions.

Councilman Winsor voiced the greatest difficulty seems to lie within the commercial development zone. Councilwoman Alberts asked if it is possible to do a moratorium while amending the city codes. Jayme replied it would need to be an emergency ordinance. It was stated the committee should review those issues with commercial development first. David understood the legislative decision that needs to be addressed first is the permitted uses. Councilman Winsor suggested the possibility of the City Council being a part of the process at the preliminary approval level. Councilman Soderquist agreed the areas that are uncertain or unclear should be rolled forward to the City Council for comment. He advised City Council should provide feedback during preliminary plat review.

Jayne reviewed priority changes that need to take place. He pointed out the City Council is limited with applications that have already vested. David reviewed the City Council was suggesting working through commercial development and permitted uses first. He queried whether the concept meeting and sketch plan meeting need representation from the City Council. He recommended the City Council submit a review to the Planning Commission to include their perspective just as staff currently does. Mayor Sjoblom expressed concern because one member does not represent the opinions of all.

Jayne encouraged looking at the general conditional use process and state the standards specifically. Councilwoman Alberts asked the City Council if they want a say on all conditional use permits. Councilman Soderquist believed the Planning Commission should handle them if the code is clear. Councilman Halverson expressed the Planning Commission has done a good job with short term rentals but felt the City Council should have the final say on most Conditional Use Permits. Councilman Winsor charged the City Council should decide CUP's in non-residential zones. Mayor Sjoblom agreed. David commended the City Council for tackling this issue.

Commissioner Walton appreciated the time the City Council was putting into this discussion. He related he was working on matching the conditional uses for each zone according to use and zone. City Planner Barry Burton reviewed CUP's, which are more than one acre, come before the City Council, but under one acre it is reviewed by the Planning Commission. The City Council agreed they would like all CUP's in commercial zones to come before the City Council for final approval. It was decided the Committee would put together a suggestion for short term rental CUPs and who reviews them. David suggested sending an email to him concerning items the City Council feels are "hot" so he can coordinate them and share them with the Committee.

Councilman Winsor thanked the City Council for allowing this discussion. David echoed this is a big item and important to decide what the Council feels comfortable delegating.

ADJOURN: Councilman Winsor moved to adjourn the Council Meeting at 7:37p.m. Councilman Halverson seconded the motion. Mayor Sjoblom called for the vote. Council Members Alberts, Halverson, Petty, Soderquist, and Winsor voted aye. The motion carried.

APPROVED:

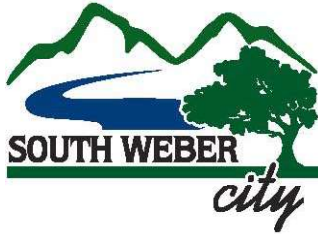
Date 11-10-2020

Mayor: Jo Sjoblom

Transcriber: Michelle Clark

Attest:

City Recorder: Lisa Smith



Agenda Item Introduction

Council Meeting Date: 11/10/2020

Name: Derek Tolman

Agenda Item: Rehab Project Proposal

Background: Follow up to the previously discussed rehab project.

Summary: As previously discussed, South Weber Fire Department is responsible for providing rehab for Region 1. Our equipment is ready for replacement and upgrade. We have researched the costs and provided a breakdown of those costs.

These items will be paid for by Region 1. The City Council needs to review and approve the items prior to submitting to Region 1 for approval. Staff will not make the purchases until we have approval from Region 1 to proceed. Once approved by Region 1 staff will make the proposed purchases and Region 1 will reimburse. The total cost of the items is \$120,500.

Budget Amendment: None

Procurement Officer Review: Budgeted amount \$ N/A Bid amount \$120,500

Committee Recommendation: NA

Planning Commission Recommendation: NA

Staff Recommendation: NA

Attachments: Item list with costs

SWFD Rehab Project 2021 Equipment List

Truck \$70,000

13 Vehicles matching: ☒ New ☒ Year: 2020 ☒ Make: Ram ☒ Model: 2500
☒ Body Style: Crew Cab [Reset Filters](#)

Sort by  Page 1 of 2 [Next >](#)

LIVE HERE WORK HERE BUY HERE



LHMRiverdale.com 1481 West Riverdale Road
Riverdale, Utah 84405

 **Watch Video**

Save This Car! **Get Price Alerts**

2020 Ram 2500 BIG HORN CREW CAB 4X4 6'4 BOX

Engine:	6.7L I6 Cummins Turbo Diesel Engine	MSRP	\$62,595
Transmission:	6-Speed Automatic 68RFE Transmission	Discount/Incentives	-\$3,825
Exterior Color:	Maximum Steel	Lowest Price	\$58,770
Interior Color:	Black		
Stock #:	200821		
Model Code:	DJ7H91		
VIN:	3C6UR5DL5LG237096		

Engine: 6.7L I6 Cummins Turbo Diesel, Level 1 Equipment Group, Sport Appearance Package, Blind Spot & Cross Path Detection. (more packages...)

Manufacturer Offers:
[0.00% APR for 36 months on select 2020 RAM 2500, \\$750 cash back on select 2020 RAM 2500](#)

[Compare](#) ☐

From \$895/mo

Buy Online

Build payment

LIVE HERE WORK HERE BUY HERE



2020 Ram 2500 BIG HORN CREW CAB 4X4 8' BOX

Engine:	6.7L I6 Cummins Turbo Diesel Engine	MSRP	\$64,235
		Discount/Incentives	-\$4,098

Truck equipment (radios, lights, accessories) \$15,000

Bedslide S Truck Bed Cargo Slide



SELECT YOUR VEHICLE

Select Year

Select Make

Select Model

Select Bed

Don't see your vehicle listed?

PRODUCT INFORMATION

LIST PRICE: \$1,997-95

OUR PRICE: **\$999.00**

\$75 Mail-in Rebate w/ Purchase - Ends 11/31/2020 See More.

FREE FREIGHT SHIPPING

Best Price Guaranteed
844-949-2114

RATING: (10)

PART #: BED-1-6548-S

▪ Bedslide rails sold separately

TRUCK FVFN!

2020 Dodge Ram 2500 Retractable Tonneau Cover

★★★★★ 4.9 out of 1580 reviews

2020 Dodge Ram 2500
74" (6 Feet, 2 Inches) Bed (NOT RamBox)
Notes: Will not fit RamBox (Side Rail Toolbox) or Multi Function Tailgate

OPTIONAL UPGRADES *what's included?*

☐ Platinum Package BEST VALUE	\$199
☐ Stainless Steel Hardware	\$29
☐ Dual Deadbolt System	\$29
☐ Quick Clamps	\$59
☐ Tailgate Seal	\$29

SELECT FINISH

☒ Classic Black	\$0
☐ Arctic White	\$199
Paint Match is temporarily unavailable.	\$599

\$899 + FREE SHIPPING US 48

Ship Date on Configured: Nov 19, 2020

2

19 of 101

Trailer \$10,000



CHARMAC TRAILERS 7X14 STANDARD DUTY ENCLOSED CARGO TRAILER

MSRP: \$8,725 | **Price: \$7,950** | For sale in Springville, UT

Stock Number: CA1417 White .030 Aluminum Bonded Exterior One Piece Aluminum Roof 24" Front Stoneguard (2) #3.500 Spring Electric Brake Axles Radius RV Door (36" x 78") Rear Ramp Door (77" wide x 80" tall)...

Stock #: CA1417

[Get a Quote](#)

[View Details](#)



CHARMAC TRAILERS 7X14 STANDARD DUTY ENCLOSED CARGO TRAILER

MSRP: \$8,835 | **Price: \$7,450** | For sale in Springville, UT

Stock #: CA1460 Trailer Specs: Color: White .030 Aluminum Overall: Length: 18'0" Width: 8'5" Height: 8'0" Interior/Bed: Length: 14' Box + V-Nose Width: 6'8" Height: 7' Door/Ramp: Rear Barn Door (Width: 74" x Height: 80")...

Stock #: CA1460

[Get a Quote](#)

[View Details](#)



HAULMARK 7X14 GRIZZLY ENCLOSED CARGO TRAILER

MSRP: \$9,425 | **Price: \$7,950** | For sale in Springville, UT

Stock #: HM1210 Trailer Specs: Color: White .030 Bonded Aluminum Overall: Length: 18'4" Width: 8'6" Height: 8'8" Interior/Bed: Length: 14' Width: 7'0" Height: 7'0" Door/Ramp: Rear Spring Assist Ramp Door (Width: 76" x Height: 78")...

Stock #: hm1210

[Get a Quote](#)

[View Details](#)

Generator \$1,300



\$1,199.00

★★★★★ 3
[View Q&A](#)

\$200 / Month Suggested payments with 6 month special financing. [Learn how](#)

DuroMax 9500-Watt Gasoline Portable Generator

Item #1291375 Model #XP12000E

- With 12,000 starting watts and 9,500 running watts, this unit can handle heavy loads from lights and a refrigerator to a home air...
- Powered by a DuroMax 18HP 457cc OHV Engine
- Idle control lowers the RPM of the generator when not in use saving fuel and reducing noise

[HOW'S PLANS & SERVICES](#)
Add Available Plans and Pro Services in Cart

1
Qty

[Add to Cart](#)

[Free Store Pickup](#)

2 tents \$1,200



10' X 20' Deluxe Pop-Up Party Tent - Black And Red

\$999.99
\$499.99

ACCESSORIES

☐ ADD (4X) ANCHOR WEIGHT BAGS + \$59.99

EXPEDITED SHIPPING

☐ 1-5 BUSINESS DAYS. + \$90.00

OPTION

12 cooling chairs \$1,400

Home > Job Specific > Rehab Equipment > Cooling Apparel > DQE Kore Kooler® Rehab Chair - Kore Kooler Rehab Chair



DQE Kore Kooler® Rehab Chair - Kore Kooler Rehab Chair

★★★★★ 5.0 (0) [Q & A](#)

W-RH2001

LIST: \$467.99
SAVE: \$18.00

\$89.99 Ships from Manufacturer

Sku: RH2001 Ships Directly from Manufacturer. Expected delivery in 5 weeks.

QUANTITY:

ADD TO CART

RESET

DQE Rehab Package \$2,400



DQE Rehab Shelter Package

★★★★★ 0.0 [Be first to review](#) [Q & A](#)

W-RHK1000

LIST: \$2867.99
SAVE: \$468.00

\$2339.99 Out of Stock

Sku: RHK1000 is out of stock
In stock in approximately 2 weeks. [EMAIL ME](#) when item is in stock.

QUANTITY:

ADD TO CART

RESET

WISH LIST

SHOPPING LIST



Rehab Vehicle Kart Kit \$13,000



Crew Boss Rehab Kart Kit for NFPA 1584, 2008

★★★★★ 0.0

[Be first to review](#) [Q & A](#)

CBRKART

LIST: \$44545.99

SAVE: \$2424.99

\$12121.00 Ships from Manufacturer

Sku: **CBRKART** Ships Directly from Manufacturer. Expected delivery in 7 weeks.

QUANTITY:

2 fan misters \$800



SUPERVAC

Super Vac Mountain Mister

★★★★★ 0.0

[Be first to review](#) [Q & A](#)

W-SV-MM

LIST: \$499.00

SAVC: \$60.00

\$340.00 Ships from Manufacturer

Sku: **SV-MM** Ships Directly from Manufacturer. Expected delivery in 4 weeks.

QUANTITY:

ADD TO CART

RESET

♥ WISH LIST

📋 SHOPPING LIST



2 tent heaters \$1,800



Global Industrial™ 10 KW Portable Electric Salamander Heater 240V, 1 Phase With 8'L Power Cord

Item #: T9F653558

★★★★★ (2)

FREE SHIPPING

Ships Same Day. ?

Enter zip code for delivery date estimate



Global Salamander Heater

Price: \$829.00

\$138.17 / month suggested monthly payments with 6 mo. special financing on the purchase of **\$829.00** or **save 5% on purchase.**

[Important mo. payment info](#) | [Apply Now](#)

1

ADD TO CART

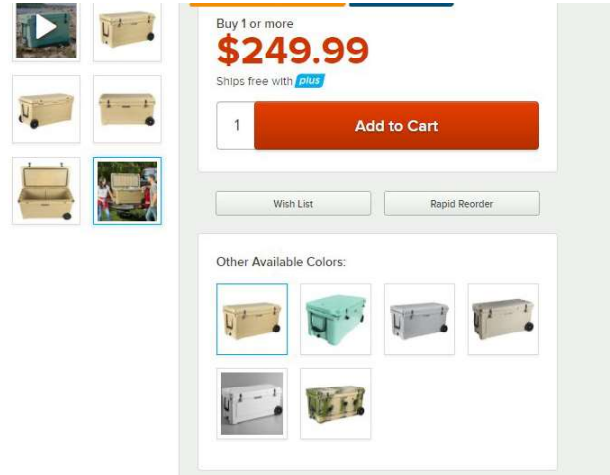
Quantity

ADD TO LIST

Email

Print

2 rolling coolers \$600



Lighting\$2,800



Portable Scene Light Rechargeable Lantern

Part Number: 45670

Your Price: \$687.50

Rapidly deployed and easily stowed, the Portable Scene Light brings 3,600 lumens to your work area.

FREE SHIPPING

Choose Options

* **Model**

120v AC/12V DC Yellow

230V AC/12V DC Yellow

240V AC/12V DC Yellow

Quantity

1

ADD TO CART

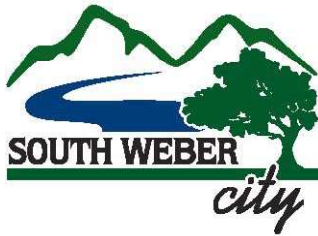
REVIEW THIS ITEM

Share



Like Sign Up to see what your friends like.

Total: \$120,500



Agenda Item Introduction

Council Meeting Date: 11-10-2020

Name: Lisa Smith

Agenda Item: General Plan

Background: Planning Commission began reviewing the General Plan in early 2019. A survey and open house were held with their recommended changes in October 2019. The Council and Commission met repeatedly to review the survey results and created a second draft which was presented for comments in June 2020. On September 10, 2020, the PC prepared the third draft and held a public hearing on October 8, 2020. Council reviewed the third draft on October 27, 2020 and made several amendments. Council tabled the item until the amendments could be put in place and the final product reviewed.

Summary: Approve the 2020 General Plan

Budget Amendment: n/a

Procurement Officer Review: n/a

Committee Recommendation: n/a

Planning Commission Recommendation: approve General Plan as presented

Staff Recommendation: n/a

Attachments:

PC minutes 09-10-2020

PC Minutes 10-10-2020

Ordinance 2020-04

General Plan 08-20-2020 final draft

Public Hearing & Action on 2020 South Weber City General Plan

The planning commission recommended approval of the South Weber City General Plan to the city council on September 10, 2020. The planning commission is required by state law to hold a public hearing after recommendation but prior to the city council's final review and decision. After the public hearing, the planning commission has the option of making changes based on the public hearing before forwarding it to the city council for review and decision.

Commissioner Osborne asked if there was any public comment. There was none.

Commissioner Walton moved to close the public hearing for 2020 South Weber City General Plan. Commissioner Grubb seconded the motion. A roll call vote was taken. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

***** PUBLIC HEARING CLOSED *****

South Weber City Planning Commission Meeting 8 October 2020 Page 3 of 9

Commissioner Grubb asked if the projected land use map shows the residential zone up to the Morty's Carwash. Upon further review, City Engineer, Brandon Jones stated the map needs to be amended and he will make that change.

Commissioner Grubb moved to recommend to the city council the 2020 South Weber City General Plan with the amendment to the land use map concerning extending the residential all the way to Morty's Carwash. Commissioner Walton seconded the motion. A roll call vote was taken. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

Excerpt from PC Minutes 09-10-2020

2020 General Plan Review and Recommendation:

The planning commission met on August 13, 2020 to discuss the third draft South Weber City General Plan. A few additional amendments were made to the Projected Land Use Map and General Plan narrative that are before the planning commission for final review and recommendation to the city council tonight.

The city staff has also done a thorough grammar editing review of the General Plan narrative for clarity, consistency, and conciseness.

Commissioner Grubb suggested the property south of Morty's Car Wash be designated R-7. Barry will make sure that is amended. Brandon discussed the Transportation Map and Kingston Road going through or not. The planning commission agreed to leave Kingston Road the way it is. Jayme commented there was a May amendment to Utah Code 10-9a-404 which states another public hearing will need to be held at the planning commission level. The code reads as follows:
Effective 5/12/2020

10-9a-404. Public hearing by planning commission on proposed general plan or amendment --

Notice -- Revisions to general plan or amendment -- Adoption or rejection by legislative body.

- (1) *(a) After completing its recommendation for a proposed general plan, or proposal to amend the general plan, the planning commission shall schedule and hold a public hearing on the proposed plan or amendment.*
(b) The planning commission shall provide notice of the public hearing, as required by Section 10-9a-204.
(c) After the public hearing, the planning commission may modify the proposed general plan or amendment.
- (2) *The planning commission shall forward the proposed general plan or amendment to the legislative body.*
- (3) *(a) The legislative body may adopt, reject, or make any revisions to the proposed general plan or amendment that it considers appropriate.*
(b) If the municipal legislative body rejects the proposed general plan or amendment, it may provide suggestions to the planning commission for the planning commission's review and recommendation.
- (4) *The legislative body shall adopt:*
(a) A land use element as provided in Subsection 10-9a-403(2)(a)(i);
(b) A transportation and traffic circulation element as provided in Subsection 10-9a-403(2)(a)(ii); and
(c) For a municipality, other than a town, after considering the factors included in Subsection 10-9a-403(2)(b)(ii), a plan to provide a realistic opportunity to meet the need for additional moderate income housing within the next five years.

Amended by Chapter 434, 2020 General Session

Commissioner Boatright moved to recommend sending the 2020 South Weber City General Plan to the city council for review after the public hearing. Commissioner Grubb seconded the motion. Commissioners Boatright, Grubb, Osborne, Walton, and Johnson voted aye. The motion carried.

DRAFT 8-2010.28.2020

NOT ADOPTED

South Weber City General Plan Update 2020

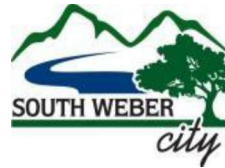


TABLE OF CONTENTS

INTRODUCTION	4
MASTER GOAL	6
SECTION 1: CITIZEN INVOLVEMENT	7
SECTION 2: EXISTING ENVIRONMENT	8
LAND USE:	8
POPULATION:	8
ENVIRONMENTAL CONDITIONS:	10
EARTHQUAKES:	10
FLOODING:	10
LAND SLIDES:	11
WETLANDS:	11
HIGH WIND:	11
FIRE:	11
STEEP SLOPES:	11
GRAVEL PITS:	12
I-84/US-89 HIGHWAYS:	12
DAVIS AND WEBER COUNTIES CANAL:	12
NOISE HAZARDS:	12
ACCIDENT POTENTIAL:	13
HILL AIR FORCE BASE ENVIRONMENTAL IMPACT:	13
SECTION 3: LAND USE GOALS AND PROJECTIONS	15
AGRICULTURE, RURAL CHARACTER AND OPEN SPACE:	15
RESIDENTIAL:	16

DRAFT 8-2010.28.2020

NOT ADOPTED

29	~~MODERATE INCOME HOUSING:~~	~~19~~
30	~~INDUSTRIAL:~~	~~19~~
31	~~COMMERCIAL:~~	~~19~~
32	~~RECREATION:~~	~~20~~
33	~~INSTITUTIONAL:~~	~~21~~
34	~~OPEN LANDS:~~	~~21~~
35	~~SECTION 4: TRANSPORTATION~~	~~22~~
36	~~US 89 (Highway 89):~~	~~22~~
37	~~1900 EAST STREET:~~	~~23~~
38	~~SOUTH WEBER DRIVE (State Route 60):~~	~~23~~
39	~~OLD FORT ROAD:~~	~~23~~
40	~~1650 EAST STREET / 7775 SOUTH STREET:~~	~~24~~
41	~~6650 SOUTH STREET / 475 EAST STREET:~~	~~24~~
42	~~7800 SOUTH:~~	~~24~~
43	~~SERVICE ACCESS ROAD TO WATER TANK:~~	~~24~~
44	~~SECTION 5: ACTIVE TRANSPORTATION~~	~~26~~
45	~~BONNEVILLE SHORELINE TRAIL:~~	~~26~~
46	~~WEBER RIVER PARKWAY TRAIL:~~	~~26~~
47	~~CANAL TRAIL:~~	~~27~~
48	~~VIEW DRIVE TRAIL:~~	~~27~~
49	~~OLD FORT TRAIL:~~	~~27~~
50	~~SOUTH HILLSIDE TRAIL:~~	~~28~~
51	~~OTHER TRAILS:~~	~~28~~
52	~~SECTION 6: ANNEXATION POLICY PLAN~~	~~29~~
53	~~CHARACTER OF THE COMMUNITY:~~	~~29~~
54	~~EAST & SOUTH BENCH AREAS~~	~~29~~
55	~~NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED OR UNINCORPORATED AREAS:~~	~~29~~
56	~~TAX CONSEQUENCES OF ANNEXATIONS:~~	~~30~~
57	~~INTEREST OF ALL AFFECTED ENTITIES:~~	~~30~~
58	~~URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:~~	~~30~~
59	<u>INTRODUCTION</u>	<u>4</u>
60	<u>MASTER GOAL</u>	<u>6</u>

DRAFT ~~8-20~~10.28.2020

NOT ADOPTED

61	<u>SECTION 1: CITIZEN INVOLVEMENT.....</u>	<u>7</u>
62	<u>SECTION 2: EXISTING ENVIRONMENT</u>	<u>8</u>
63	<u>LAND USE:.....</u>	<u>8</u>
64	<u>POPULATION:</u>	<u>8</u>
65	<u>ENVIRONMENTAL CONDITIONS:.....</u>	<u>10</u>
66	<u>EARTHQUAKES:.....</u>	<u>10</u>
67	<u>FLOODING:.....</u>	<u>10</u>
68	<u>LAND SLIDES:</u>	<u>11</u>
69	<u>WETLANDS:.....</u>	<u>11</u>
70	<u>HIGH WIND:</u>	<u>11</u>
71	<u>FIRE:</u>	<u>11</u>
72	<u>STEEP SLOPES:</u>	<u>11</u>
73	<u>GRAVEL PITS:</u>	<u>12</u>
74	<u>I-84/US-89 HIGHWAYS:</u>	<u>12</u>
75	<u>DAVIS AND WEBER COUNTIES CANAL:.....</u>	<u>12</u>
76	<u>NOISE HAZARDS:</u>	<u>12</u>
77	<u>ACCIDENT POTENTIAL:</u>	<u>13</u>
78	<u>HILL AIR FORCE BASE ENVIRONMENTAL IMPACT:</u>	<u>13</u>
79	<u>SECTION 3: LAND USE GOALS AND PROJECTIONS</u>	<u>15</u>
80	<u>AGRICULTURE, RURAL CHARACTER AND OPEN SPACE:.....</u>	<u>15</u>
81	<u>RESIDENTIAL:</u>	<u>16</u>
82	<u>MODERATE INCOME HOUSING:</u>	<u>19</u>
83	<u>INDUSTRIAL:</u>	<u>19</u>
84	<u>COMMERCIAL:</u>	<u>19</u>
85	<u>RECREATION:</u>	<u>20</u>
86	<u>INSTITUTIONAL:.....</u>	<u>21</u>
87	<u>OPEN LANDS:.....</u>	<u>21</u>
88	<u>SECTION 4: TRANSPORTATION</u>	<u>22</u>
89	<u>US-89 (Highway 89):.....</u>	<u>22</u>
90	<u>1900 EAST STREET:</u>	<u>23</u>
91	<u>SOUTH WEBER DRIVE (State Route 60):</u>	<u>23</u>
92	<u>OLD FORT ROAD:</u>	<u>23</u>

DRAFT ~~8-20~~10.28.2020

NOT ADOPTED

93	<u>1650 EAST STREET/ 7775 SOUTH STREET:</u>	24
94	<u>6650 SOUTH STREET / 475 EAST STREET:</u>	24
95	<u>7800 SOUTH:.....</u>	24
96	<u>SERVICE ACCESS ROAD TO WATER TANK:</u>	24
97	<u>CONNECTION TO LAYTON:</u>	24
98	<u>SECTION 5: ACTIVE TRANSPORTATION.....</u>	26
99	<u>BONNEVILLE SHORELINE TRAIL:</u>	26
100	<u>WEBER RIVER PARKWAY TRAIL:</u>	26
101	<u>CANAL TRAIL:</u>	27
102	<u>VIEW DRIVE TRAIL:</u>	27
103	<u>OLD FORT TRAIL:</u>	27
104	<u>SOUTH HILLSIDE TRAIL:</u>	28
105	<u>OTHER TRAILS:.....</u>	28
106	<u>SECTION 6: ANNEXATION POLICY PLAN</u>	29
107	<u>CHARACTER OF THE COMMUNITY:.....</u>	29
108	<u>EAST & SOUTH BENCH AREAS</u>	29
109	<u>NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED OR UNINCORPORATED AREAS:</u>	29
110	<u>TAX CONSEQUENCES OF ANNEXATIONS:</u>	30
111	<u>INTEREST OF ALL AFFECTED ENTITIES:</u>	30
112	<u>URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:</u>	30

INTRODUCTION

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

South Weber City recognizes the need to regularly reevaluate its planning documents, and to respond to current issues and trends. The City updated the General Plan in 1996, 2001, 2006, 2007, 2010, and in 2014. In 2019, the City Council tasked the Planning Commission to once again review and recommend updates of the General

DRAFT ~~8-20~~10.28.2020

NOT ADOPTED

Plan. During this most recent update, city leaders and staff strived to obtain citizen input and to incorporate feedback into this update of the General Plan as possible.

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

DRAFT 8-2010.28.2020

NOT ADOPTED

MASTER GOAL

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

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

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

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

DRAFT ~~8-20~~10.28.2020

NOT ADOPTED

SECTION 1: CITIZEN INVOLVEMENT

Participation and input from residents are important to ensure a General Plan that reflects the attitudes and desires of city residents. For this document to be an effective planning tool, the public needs an opportunity to provide feedback on the proposed contents prior to adoption.

To facilitate this, after the Planning Commission prepared a first draft through a series of meetings in 2019 (February 21, March 14, April 25, May 9, May 23, June 13, July 11, August 8, and August 22), the City made the first draft available online from September 1 to October 11, 2019 where residents could view the draft and ~~leave~~provide feedback. The City held two open houses to allow residents and property owners the opportunity to see detailed maps; ask questions of City Staff, Planning Commissioners, and City Council Members; and submit written comments. ~~The City also solicited feedback through an online survey made available to residents. (October 2/3, 2019 and June 24/25, 2020).~~ Additionally, residents were invited to several public joint work meetings of the Planning Commission and City Council where the General Plan was the only agenda item: (2019 – October 22, November 12, December 3; 2020 – February 18 and March 24). The City collected, organized, and incorporated ~~much of the feedback~~community input into a revised draft which was also published online and open for comment: from June 15 to June 30, 2020. Other Planning Commission or City Council meetings in 2020 where the General Plan was discussed include April 28 (Council), July 14 (Planning), September 10 (Planning), and October 27 (Council). Prior to its adoption, the General Plan was the topic ~~for~~of an official public hearing held before the ~~City Council-Planning Commission~~ on ~~dd/mm/yyyy?~~October 8, 2020.

DRAFT 8-2010.28.2020

NOT ADOPTED

SECTION 2: EXISTING ENVIRONMENT

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

LAND USE:

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

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

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

POPULATION:

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

DRAFT 8-2010.28.2020

NOT ADOPTED

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

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

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

1. 7.04 ac. in Very Low Density – 10% = 6.34 x .90 D.U./ac. = 5 D.U.
2. 45.46 ac. in Low Density – 10% = 40.91 x 1.45 D.U./ac. = 59 D.U.
3. 207.46 ac. in Low-Moderate Density – 10% = 186.71 x 1.85 D.U./ac. = 345 D.U.
4. 193.68 ac. in Moderate Density – 10% = 174.31 x 2.8 D.U./ac. = 488 D.U.
5. 16.88 ac. in Residential Patio – 10% = 15.19 x 4 D.U./ac. = 60 D.U.
6. 4.34 ac. in Multi-Family – 10% = 3.91 x 7 D.U./ac. = 27 D.U.
7. 2.91 ac. in potential Mixed-Use x 25 D.U./ac. = 72 D.U.

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

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

DRAFT 8-2010.28.2020

NOT ADOPTED

ENVIRONMENTAL CONDITIONS:

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

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

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

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

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

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

DRAFT 8-2010.28.2020

NOT ADOPTED

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

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

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

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

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

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

DRAFT 8-2010.28.2020

NOT ADOPTED

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

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

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

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

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

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

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

DRAFT 8-2010.28.2020

NOT ADOPTED

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

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

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

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

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

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

DRAFT ~~8-20~~10.28.2020

NOT ADOPTED

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

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

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

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

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

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

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

DRAFT 8-2010.28.2020

NOT ADOPTED

SECTION 3: LAND USE GOALS AND PROJECTIONS

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

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

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

AGRICULTURE, RURAL CHARACTER AND OPEN SPACE:

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

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

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

DRAFT ~~8-20~~10.28.2020

NOT ADOPTED

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

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

RESIDENTIAL:

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

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

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

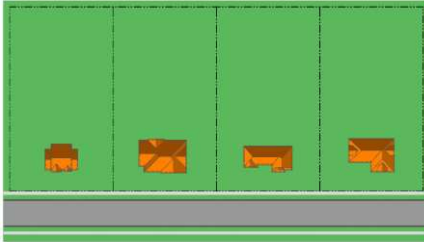
The following are graphical representations of the current densities allowed in residential zones. *For comparison purposes, the block of land represented in each of the following graphics is 5 acres.*

DRAFT 8-2010.28.2020

NOT ADOPTED

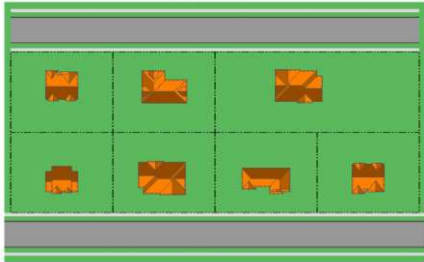
1. Very Low Density allows 0.90 dwelling units per gross acre⁴ or less.

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



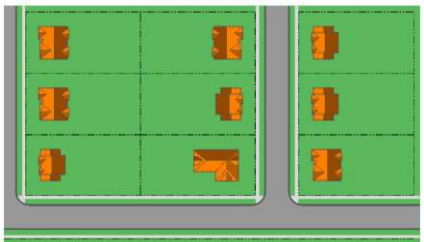
2. Low Density allows 0.91 to 1.45 dwelling units per gross acre.

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



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

LOW MODERATE DENSITY RESIDENTIAL
1.85 UNITS/ACRE

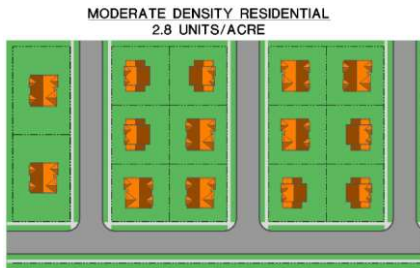


⁴ Gross acreage is defined as all property within a defined area including lots, streets, parking areas, open space, and recreational uses. For the purposes of calculating new development densities, all area within the development boundaries will be included.

DRAFT 8-2010.28.2020

NOT ADOPTED

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



5. Residential Patio allows 2.81 to 4.0 dwelling units per gross acre.



6. Multi-Family allows 4.1 to 7.0 dwelling units per gross acre.



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

DRAFT 8-2010.28.2020

NOT ADOPTED

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

MODERATE INCOME HOUSING:

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

INDUSTRIAL:

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

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

COMMERCIAL:

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

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

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

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

DRAFT 8-2010.28.2020

NOT ADOPTED

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

RECREATION:

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

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

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

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

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

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

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

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

DRAFT ~~8-20~~10.28.2020

NOT ADOPTED

INSTITUTIONAL:

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

OPEN LANDS:

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

DRAFT 8-2010.28.2020

NOT ADOPTED

SECTION 4: TRANSPORTATION

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

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

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

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

US-89 (Highway 89):

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

DRAFT 8-2010.28.2020

NOT ADOPTED

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

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

1900 EAST STREET:

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

SOUTH WEBER DRIVE (State Route 60):

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

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

OLD FORT ROAD:

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

DRAFT 8-2010.28.2020

NOT ADOPTED

1650 EAST STREET / 7775 SOUTH STREET:

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

6650 SOUTH STREET / 475 EAST STREET:

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

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

7800 SOUTH:

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

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.

CONNECTION TO LAYTON:

A concept on previous General Plans – a road connection to Layton City to provide additional ingress/egress for the community – is not included on this General Plan. That

Formatted: Space After: 0 pt, Don't adjust space between Latin and Asian text, Don't adjust space between Asian text and numbers

DRAFT ~~8-20~~10.28.2020

NOT ADOPTED

concept was shown on previous plans through paving the service access road off 1900 East and/or building a new road up the hill south of the Family Activity Center.

Although not a comprehensive list, the following aspects of a connection to Layton were considered prior to removing the concept from the General Plan:

- Growing traffic congestion within the City
- Additional ingress/egress needs and options ongoing and in emergencies
- Costs to current and future residents for construction and maintenance
- Visual impacts to the hillside
- Impact to sensitive lands along the hillside, including slope stability and contamination
- Steep slope road maintenance (e.g. snow/ice, etc.)
- Impact to current traffic patterns

Throughout the General Plan update process, strong opinions were expressed both for and against connecting to Layton. During the two public comment periods, the City asked specific questions about this concept. A vast majority of respondents to the survey questions expressed the desire to not connect to Layton City, regardless of alignment. The Planning Commission recommended, and the City Council agreed that South Weber should not work to connect our road network to Layton City.

DRAFT 8-2010.28.2020

NOT ADOPTED

SECTION 5: ACTIVE TRANSPORTATION

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

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

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

BONNEVILLE SHORELINE TRAIL:

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

This trail should be approximately four feet wide and have a natural surface. Special care to reduce negative impacts and to keep grades manageable will need to be taken when crossing Corbet Creek and other ravines. ~~It is encouraged that the~~ The trail could potentially be located above the Weber Basin Job Corps or along 2725 East. This trail needs to transition from the 5,200 foot elevation to the proposed Weber Canyon Trailhead at the east end of Cornia Drive near the mouth of the canyon which is approximately 4,570 feet elevation. This trailhead will support and provide access to the proposed Davis and Weber Counties Canal Trail and the Weber River Parkway Trail.

WEBER RIVER PARKWAY TRAIL:

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

DRAFT 8-2010.28.2020

NOT ADOPTED

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

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

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

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

CANAL TRAIL:

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

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

VIEW DRIVE TRAIL:

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

OLD FORT TRAIL:

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

DRAFT ~~8-20~~10.28.2020

NOT ADOPTED

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

SOUTH HILLSIDE TRAIL:

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

OTHER TRAILS:

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

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

DRAFT 8-2010.28.2020

NOT ADOPTED

SECTION 6: ANNEXATION POLICY PLAN

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

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

CHARACTER OF THE COMMUNITY:

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

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

EAST & SOUTH BENCH AREAS

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

NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED OR UNINCORPORATED AREAS:

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

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

DRAFT 8-2010.28.2020

NOT ADOPTED

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

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

TAX CONSEQUENCES OF ANNEXATIONS:

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

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

INTEREST OF ALL AFFECTED ENTITIES:

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

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

URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:

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

ORDINANCE 2020-04

**AN ORDINANCE OF THE SOUTH WEBER CITY COUNCIL APPROVING
AMENDMENTS TO THE SOUTH WEBER CITY GENERAL PLAN**

WHEREAS, in 2019, the South Weber City Council tasked the Planning Commission with reviewing and recommending necessary updates to the General Plan; and

WHEREAS, the Planning Commission of South Weber City started its review in February 2019 and presented it to the public with a survey requesting comments from September 1 through October 11, 2019, and held an open house on October 2-3, 2019; and

WHEREAS, joint meetings of the City Council and the Planning Commission were held on October 22, 2019, and December 3, 2019, to review public comments and prepare a second draft; and

WHEREAS, additional joint meetings were held on January 21, 2020 and February 18, 2020, to review the second draft; and

WHEREAS, the second draft with a second survey was presented to the public June 15-30, 2020 with an open house on June 24-25, 2020; and

WHEREAS, the third draft was prepared by the Planning Commission on September 10, 2020, the final public hearing was held on October 8, 2020, and the Planning Commission voted to recommend approval of all amendments; and

WHEREAS, the South Weber City Council desired further amendments which were made before final approval of the South Weber City General Plan; and

NOW, THEREFORE, BE IT ORDAINED by the City Council of South Weber City, State of Utah:

Section 1. Amendment. The South Weber City General Plan is hereby amended as more particularly shown in Exhibit A, attached hereto, and incorporated herein by reference.

Section 2. Severability. If any section, part, or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance; and all sections, parts, and provisions of this Ordinance shall be severable.

Section 3. General Repealer. Ordinances in conflict with this ordinance are hereby repealed to the extent of such conflict.

Section 4. Effective Date. This Ordinance shall take effect upon publication or posting or thirty (30) days after passage, whichever occurs first.

PASSED AND ADOPTED by the City Council of South Weber, Davis County, on the 10th day of November 2020.

MAYOR: Jo Sjoblom

ATTEST: City Recorder, Lisa Smith

Roll call vote is as follows:

Council Member Alberts	FOR	AGAINST
Council Member Halverson	FOR	AGAINST
Council Member Petty	FOR	AGAINST
Council Member Soderquist	FOR	AGAINST
Council Member Winsor	FOR	AGAINST

CERTIFICATE OF POSTING

I hereby certify that Ordinance 2020-04 was passed and adopted the 10th day of November 2020 and that complete copies of the ordinance were posted in the following locations within the City this 11th day of November 2020.

1. South Weber Elementary, 1285 E. Lester Drive
2. South Weber Family Activity Center, 1181 E. Lester Drive
3. South Weber City Building, 1600 E. South Weber Drive

Lisa Smith, City Recorder

EXHIBIT A

SOUTH WEBER CITY GENERAL PLAN

South Weber City General Plan Update 2020

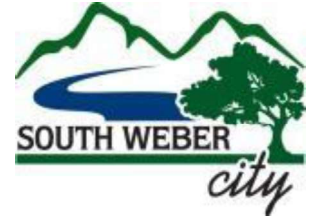


TABLE OF CONTENTS

INTRODUCTION	3
MASTER GOAL	4
SECTION 1: CITIZEN INVOLVEMENT.....	5
SECTION 2: EXISTING ENVIRONMENT	6
LAND USE:.....	6
POPULATION:	6
ENVIRONMENTAL CONDITIONS:.....	8
EARTHQUAKES:.....	8
FLOODING:.....	8
LAND SLIDES:	9
WETLANDS:.....	9
HIGH WIND:	9
FIRE:	9
STEEP SLOPES:	9
GRAVEL PITS:	10
I-84/US-89 HIGHWAYS:	10
DAVIS AND WEBER COUNTIES CANAL:	10
NOISE HAZARDS:	10
ACCIDENT POTENTIAL:	11
HILL AIR FORCE BASE ENVIRONMENTAL IMPACT:	11
SECTION 3: LAND USE GOALS AND PROJECTIONS	13
AGRICULTURE, RURAL CHARACTER AND OPEN SPACE:	13
RESIDENTIAL:	14

29	MODERATE INCOME HOUSING:	17
30	INDUSTRIAL:	17
31	COMMERCIAL:	17
32	RECREATION:	18
33	INSTITUTIONAL:	19
34	OPEN LANDS:	19
35	SECTION 4: TRANSPORTATION	20
36	US-89 (Highway 89):	20
37	1900 EAST STREET:	21
38	SOUTH WEBER DRIVE (State Route 60):	21
39	OLD FORT ROAD:	21
40	1650 EAST STREET/ 7775 SOUTH STREET:	22
41	6650 SOUTH STREET / 475 EAST STREET:	22
42	7800 SOUTH:	22
43	SERVICE ACCESS ROAD TO WATER TANK:	22
44	CONNECTION TO LAYTON:	22
45	SECTION 5: ACTIVE TRANSPORTATION	24
46	BONNEVILLE SHORELINE TRAIL:	24
47	WEBER RIVER PARKWAY TRAIL:	24
48	CANAL TRAIL:	25
49	VIEW DRIVE TRAIL:	25
50	OLD FORT TRAIL:	25
51	SOUTH HILLSIDE TRAIL:	26
52	OTHER TRAILS:	26
53	SECTION 6: ANNEXATION POLICY PLAN	27
54	CHARACTER OF THE COMMUNITY:	27
55	EAST & SOUTH BENCH AREAS	27
56	NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED OR UNINCORPORATED AREAS:	27
57	TAX CONSEQUENCES OF ANNEXATIONS:	28
58	INTEREST OF ALL AFFECTED ENTITIES:	28
59	URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:	28

60

INTRODUCTION

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

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

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

MASTER GOAL

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

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

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

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

SECTION 1: CITIZEN INVOLVEMENT

Participation and input from residents are important to ensure a General Plan that reflects the attitudes and desires of city residents. For this document to be an effective planning tool, the public needs an opportunity to provide feedback on the proposed contents prior to adoption.

To facilitate this, after the Planning Commission prepared a first draft through a series of meetings in 2019 (February 21, March 14, April 25, May 9, May 23, June 13, July 11, August 8, and August 22), the City made the first draft available online from September 1 to October 11, 2019 where residents could view the draft and provide feedback. The City held two open houses to allow residents and property owners the opportunity to see detailed maps; ask questions of City Staff, Planning Commissioners, and City Council Members; and submit written comments (October 2/3, 2019 and June 24/25, 2020). Additionally, residents were invited to several public joint work meetings of the Planning Commission and City Council where the General Plan was the only agenda item (2019 – October 22, November 12, December 3; 2020 – February 18 and March 24). The City collected, organized, and incorporated the community input into a revised draft which was also published online and open for comment from June 15 to June 30, 2020. Other Planning Commission or City Council meetings in 2020 where the General Plan was discussed include April 28 (Council), July 14 (Planning), September 10 (Planning), and October 27 (Council). Prior to its adoption, the General Plan was the topic of an official public hearing held before the Planning Commission on October 8, 2020.

SECTION 2: EXISTING ENVIRONMENT

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

LAND USE:

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

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

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

POPULATION:

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

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

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

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

1. 7.04 ac. in Very Low Density – 10% = $6.34 \times .90$ D.U./ac. = 5 D.U.
2. 45.46 ac. in Low Density – 10% = 40.91×1.45 D.U./ac. = 59 D.U.
3. 207.46 ac. in Low-Moderate Density – 10% = 186.71×1.85 D.U./ac. = 345 D.U.
4. 193.68 ac. in Moderate Density – 10% = 174.31×2.8 D.U./ac. = 488 D.U.
5. 16.88 ac. in Residential Patio – 10% = 15.19×4 D.U./ac. = 60 D.U.
6. 4.34 ac. in Multi-Family – 10% = 3.91×7 D.U./ac. = 27 D.U.
7. 2.91 ac. in potential Mixed-Use x 25 D.U./ac. = 72 D.U.

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

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

ENVIRONMENTAL CONDITIONS:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 3: LAND USE GOALS AND PROJECTIONS

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

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

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

AGRICULTURE, RURAL CHARACTER AND OPEN SPACE:

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

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

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

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

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

RESIDENTIAL:

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

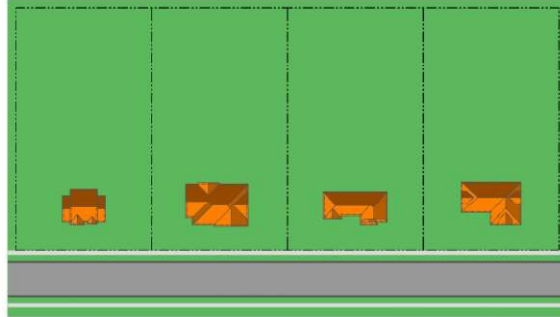
Multi-family residential areas should be spread out as much as practical to minimize any associated impacts in any given area. Multi-family residential areas should be located where they have direct access to collector or arterial roads. These multi-family residential areas could be acceptable if adequate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

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

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

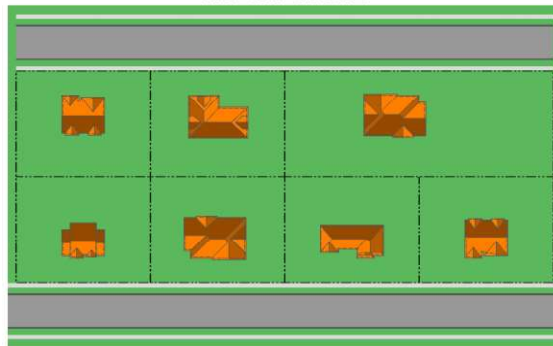
1. Very Low Density allows 0.90 dwelling units per gross acre⁴ or less.

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



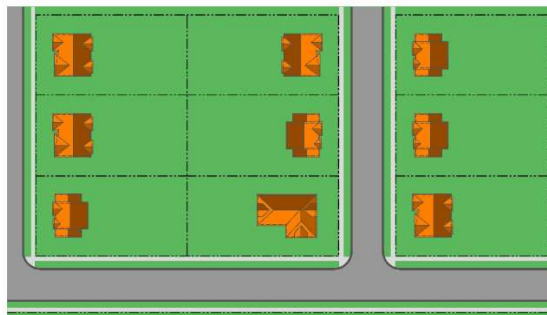
2. Low Density allows 0.91 to 1.45 dwelling units per gross acre.

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



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

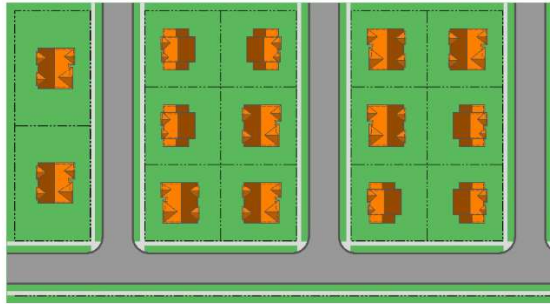
LOW MODERATE DENSITY RESIDENTIAL
1.85 UNITS/ACRE



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.

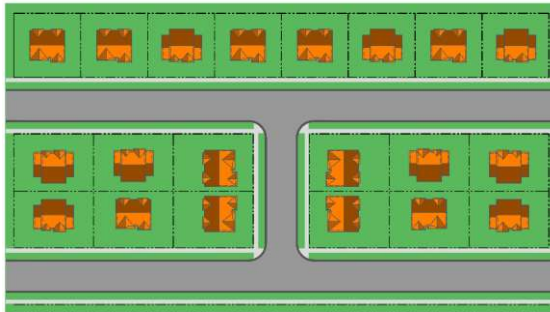
4. Moderate Density allows 1.86 to 2.8 dwelling units per gross acre.

MODERATE DENSITY RESIDENTIAL
2.8 UNITS/ACRE



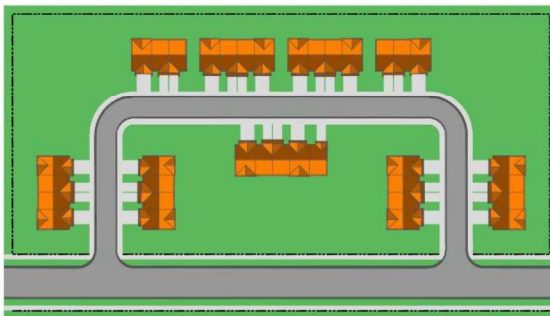
5. Residential Patio allows 2.81 to 4.0 dwelling units per gross acre.

RESIDENTIAL PATIO
4 UNITS/ACRE



6. Multi-Family allows 4.1 to 7.0 dwelling units per gross acre.

MULTI-FAMILY RESIDENTIAL (7 UNITS/ACRE)
35 TOWNHOMES WITH SMALLER PRIVATE STREETS



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

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

MODERATE INCOME HOUSING:

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

INDUSTRIAL:

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

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

COMMERCIAL:

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

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

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

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

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

RECREATION:

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

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

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

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

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

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

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

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

INSTITUTIONAL:

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

OPEN LANDS:

Undeveloped properties may have a designation of Open Lands. Unlike other land use designations, this designation does not imply any potential zoning classification. Properties may be so designated because they are unbuildable due to terrain or may be inaccessible.

SECTION 4: TRANSPORTATION

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

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

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

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

US-89 (Highway 89):

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

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

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

1900 EAST STREET:

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

SOUTH WEBER DRIVE (State Route 60):

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

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

OLD FORT ROAD:

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

713

714 1650 EAST STREET / 7775 SOUTH STREET:

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

719

720 6650 SOUTH STREET / 475 EAST STREET:

721 6650 South is a very narrow street with houses fronting it, some of which were built
722 extremely close the edge of the asphalt, which would not happen if these houses were
723 constructed today. A temporary dead-end exists at the west end of the houses fronting
724 it. As properties north of 6650 South continue to develop an alternate east/west route
725 (already begun) should be established to take all but local traffic off this substandard
726 road. Only minimal widening and improvement of the road should occur between 475
727 East and South Weber Drive due to feasibility challenges.

728

729 475 East Street is the main route from South Weber Drive to I-84. As development of
730 the west end of town occurs, it is important that most of the traffic in that area find an
731 alternate route to 475 East Street. The development of Old Fort Road to the east and
732 the eventual extension of Old Maple Road to the west are initial steps to accomplishing
733 this goal.

734

735 7800 SOUTH:

736 7800 South Street off the 2700 East frontage road is very narrow and both sides of the
737 road lack curb, gutter, and sidewalk. Introducing additional traffic to this street would
738 require widening and improving the road which would have a significant impact to the
739 adjacent residential properties. Though some improvements may be necessary, it
740 should only be done in a way that minimizes the impact to residents. Care should be
741 taken not to introduce any significant volume of traffic to this road.

742

743 SERVICE ACCESS ROAD TO WATER TANK:

744 Currently South Weber City has access to one of the City's water tanks on a road off
745 1900 East. The 60-foot right-of-way is owned by the City, has some utilities already
746 installed (fire hydrant and storm drain), and has a road base surface. This road is
747 closed to the public. After review of potentially paving this road to connect to Layton
748 and much public input, no changes to the status of this access road are recommended.

749

750 CONNECTION TO LAYTON:

751 A concept on previous General Plans – a road connection to Layton City to provide
752 additional ingress/egress for the community – is not included on this General Plan. That

753 concept was shown on previous plans through paving the service access road off 1900
754 East and/or building a new road up the hill south of the Family Activity Center.

755 Although not a comprehensive list, the following aspects of a connection to Layton were
756 considered prior to removing the concept from the General Plan:

- 757 • Growing traffic congestion within the City
- 758 • Additional ingress/egress needs and options ongoing and in emergencies
- 759 • Costs to current and future residents for construction and maintenance
- 760 • Visual impacts to the hillside
- 761 • Impact to sensitive lands along the hillside, including slope stability and
- 762 contamination
- 763 • Steep slope road maintenance (e.g. snow/ice, etc.)
- 764 • Impact to current traffic patterns

765 Throughout the General Plan update process, strong opinions were expressed both for
766 and against connecting to Layton. During the two public comment periods, the City
767 asked specific questions about this concept. A vast majority of respondents to the
768 survey questions expressed the desire to not connect to Layton City, regardless of
769 alignment. The Planning Commission recommended, and the City Council agreed that
770 South Weber should not work to connect our road network to Layton City.

771

SECTION 5: ACTIVE TRANSPORTATION

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

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

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

BONNEVILLE SHORELINE TRAIL:

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

This trail should be approximately four feet wide and have a natural surface. Special care to reduce negative impacts and to keep grades manageable will need to be taken when crossing Corbet Creek and other ravines. The trail could potentially be located above the Weber Basin Job Corps or along 2725 East. This trail needs to transition from the 5,200 foot elevation to the proposed Weber Canyon Trailhead at the east end of Cornia Drive near the mouth of the canyon which is approximately 4,570 feet elevation. This trailhead will support and provide access to the proposed Davis and Weber Counties Canal Trail and the Weber River Parkway Trail.

WEBER RIVER PARKWAY TRAIL:

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

the river, the proposed trail will run along the south bank of the river between the river and I-84.

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

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

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

CANAL TRAIL:

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

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

VIEW DRIVE TRAIL:

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

OLD FORT TRAIL:

This trail is intended to be a 10 foot wide paved trail running from approximately 1200 East to near the west end of the City along the south side of I-84. Special attention to safety is warranted at the trail crossing of Old Fort Road. The stewardship of this trail

should rest with the City. It is anticipated that developers of adjacent property will construct this trail. As developments are proposed, the City should ensure that a continuous trail is established with a consistent width and surface material.

SOUTH HILLSIDE TRAIL:

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

OTHER TRAILS:

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

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

SECTION 6: ANNEXATION POLICY PLAN

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

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

CHARACTER OF THE COMMUNITY:

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

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

EAST & SOUTH BENCH AREAS

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

NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED OR UNINCORPORATED AREAS:

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

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

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

920
921 There are no existing developed areas within the expansion area, so adequacy or
922 purchase of existing service systems is not an issue.

923 924 **TAX CONSEQUENCES OF ANNEXATIONS:**

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

929
930 It is anticipated that development of planned commercial areas within the City will
931 produce enough tax revenues to offset remaining deficiencies in tax revenue from
932 existing and potential future residential properties. The consequences of annexation of
933 expansion areas, when considered alone, will increase the tax burden for all City
934 residents. But, when considered with potential commercial development, the entire City
935 should receive either a reduction in tax burden or an increase in quality and quantity of
936 services from the City.

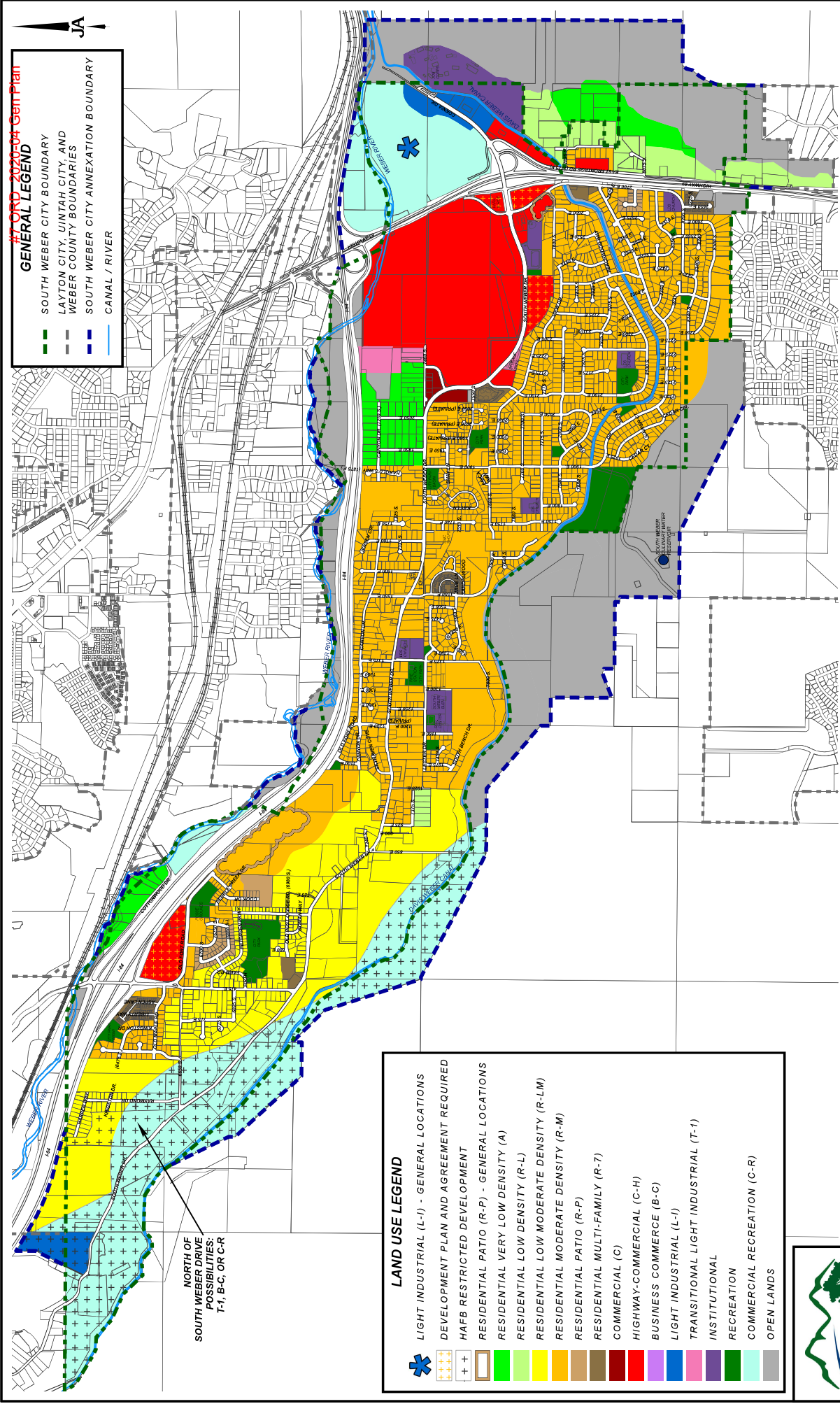
937 938 **INTEREST OF ALL AFFECTED ENTITIES:**

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

945
946 All affected entities as defined in the Utah Code Annotated, Section 10-2-401(1)(a) may
947 review the proposed annexation policy plan or any amendments thereto and may
948 submit oral or written comments and recommendations to the City. The City shall
949 address any comments made by affected entities prior to adoption.

950 951 **URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:**

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



GENERAL LEGEND

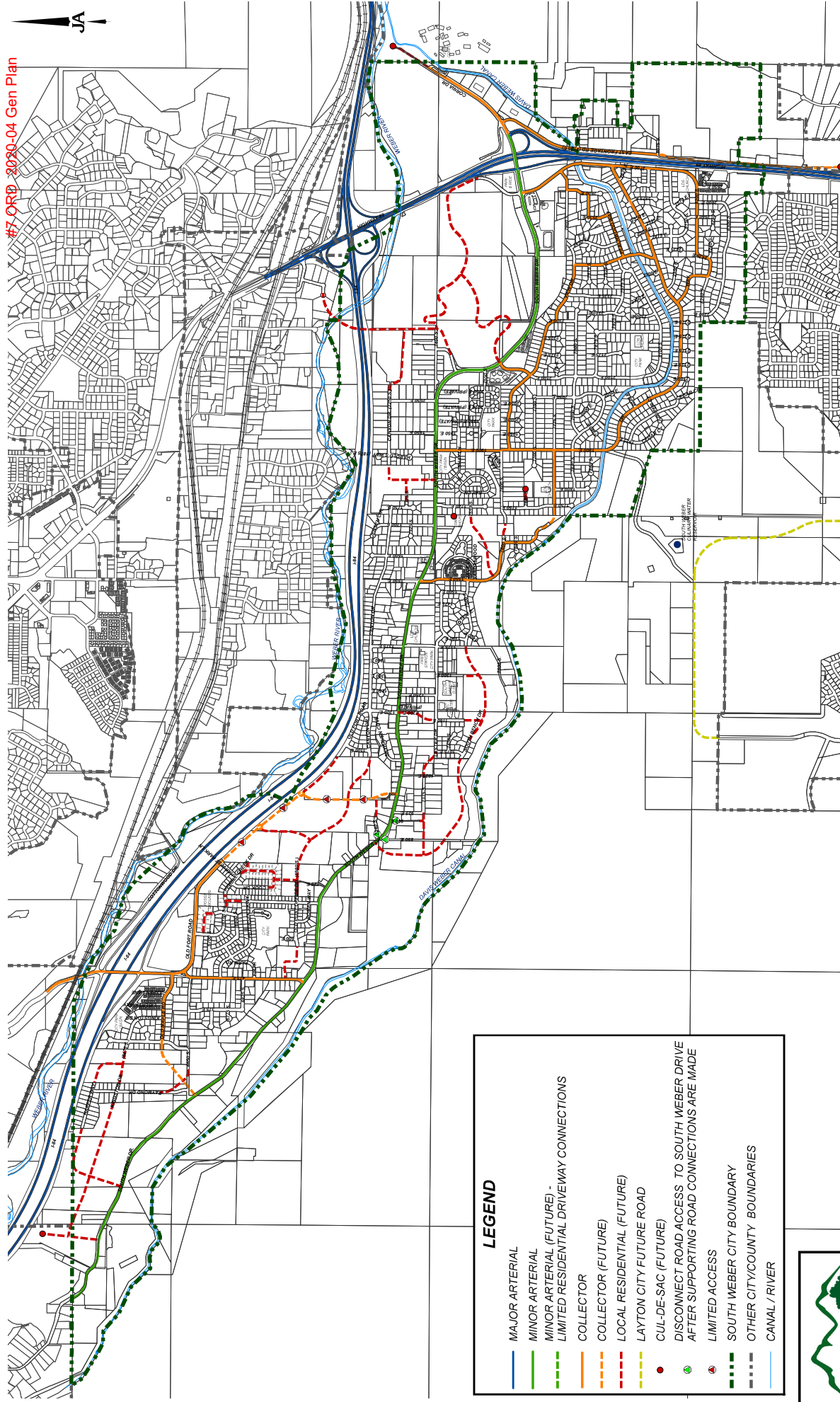
- SOUTH WEBER CITY BOUNDARY
- LAYTON CITY, UTAH CITY, AND WEBER COUNTY BOUNDARIES
- SOUTH WEBER CITY ANNEXATION BOUNDARY
- CANAL / RIVER

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

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

	FINAL DRAFT - 10/28/2020	SCALE 1 in = 1,800 ft MM/DD/YYYY XX/XX/2020	DESIGNED DRAWN CHECKED	BEB BEB BKJ		SOUTH WEBER CITY CORPORATION GENERAL PLAN PROJECTED LAND USE MAP	SHEET 1 OF SHEETS 0
	J&J CONSULTING ENGINEERS 6060 Fashion Point Drive South Ogden, Utah 84403 (801) 476-0767 ASSOC. 88 101						



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.

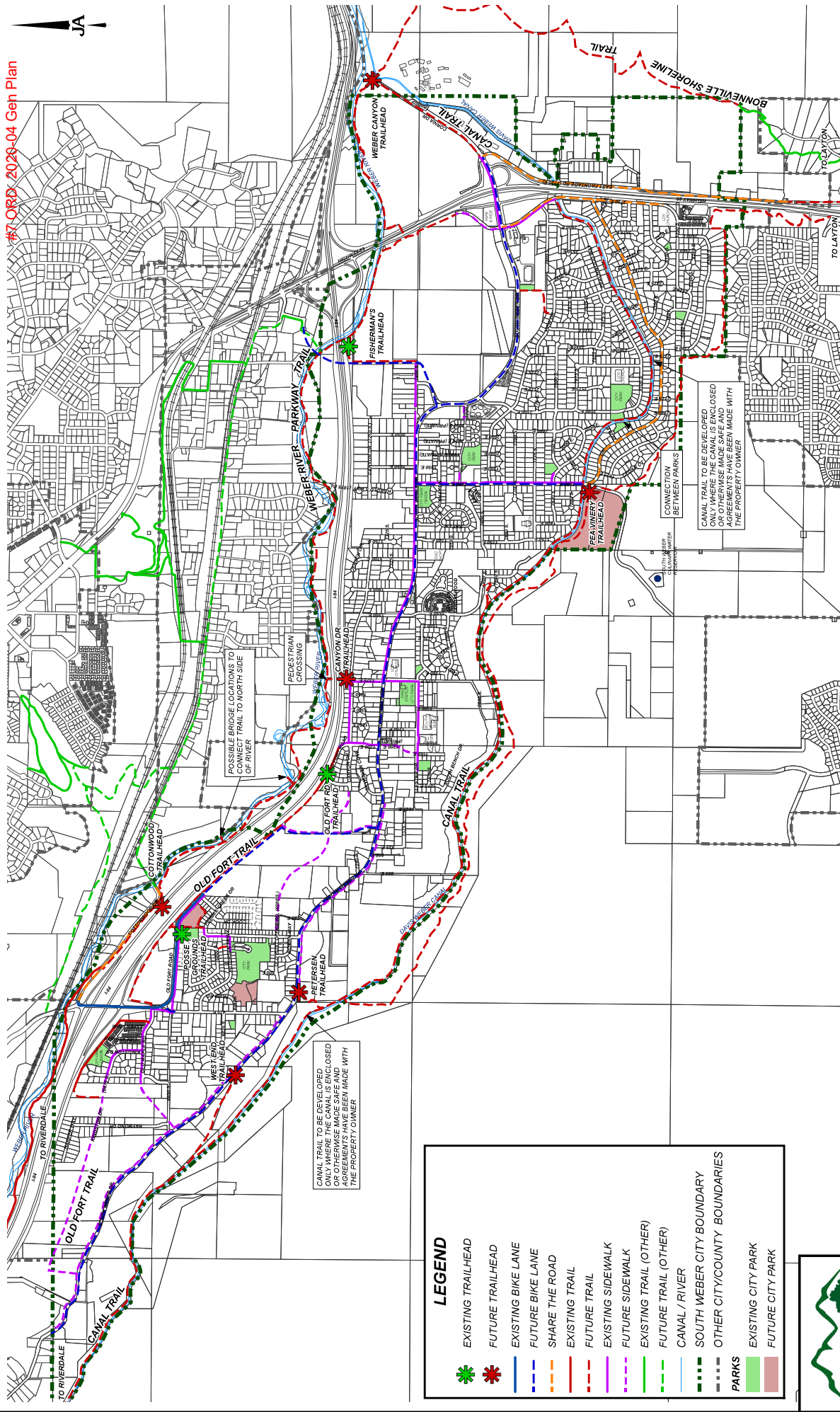
FINAL DRAFT - 10/28/2020

SCALE
1 in = 1,800 ft
MM/DD/YYYY
XX/XX/2020

DESIGNED: BEB
DRAWN: BEB
CHECKED: BKJ

J&A CONSULTING ENGINEERS
JONES & JONES & ASSOCIATES
8080 Fashion Point Drive
South Ogden, Utah 84403 (801) 476-0767

SOUTH WEBER CITY CORPORATION
GENERAL PLAN
VEHICLE TRANSPORTATION MAP



SOUTH WEBER CITY CORPORATION

GENERAL PLAN

ACTIVE TRANSPORTATION AND PARKS MAP

J&A CONSULTING ENGINEERS
JONES & JONES
ASSOC. 801 476-0767

DESIGNED: BEB
DRAWN: BEB
CHECKED: BKJ

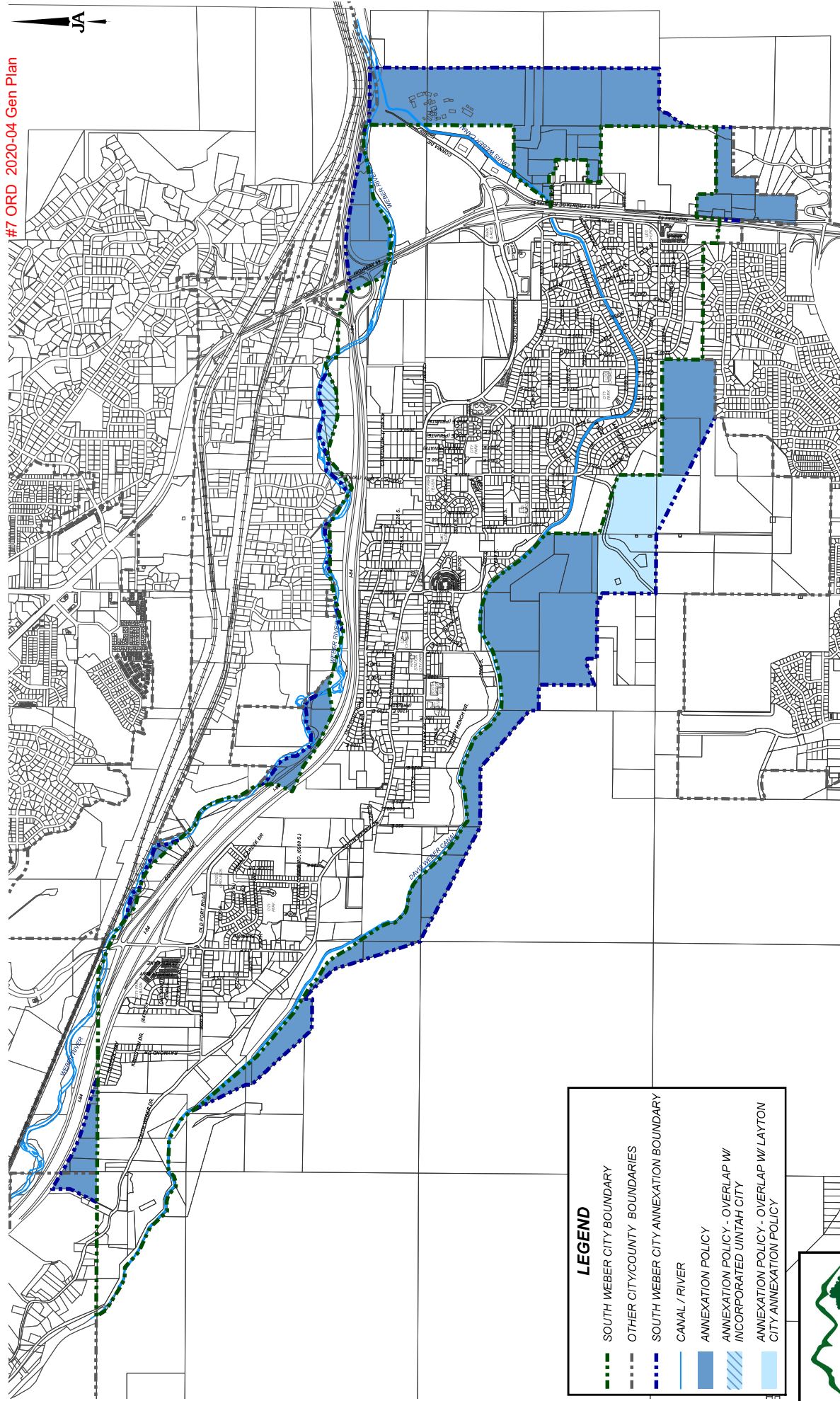
SCALE:
1 in = 1,800 ft
MM/DD/YYYY
XX/XX/2020

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



SOUTH WEBER CITY

SHEET
3
OF SHEETS



LEGEND

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



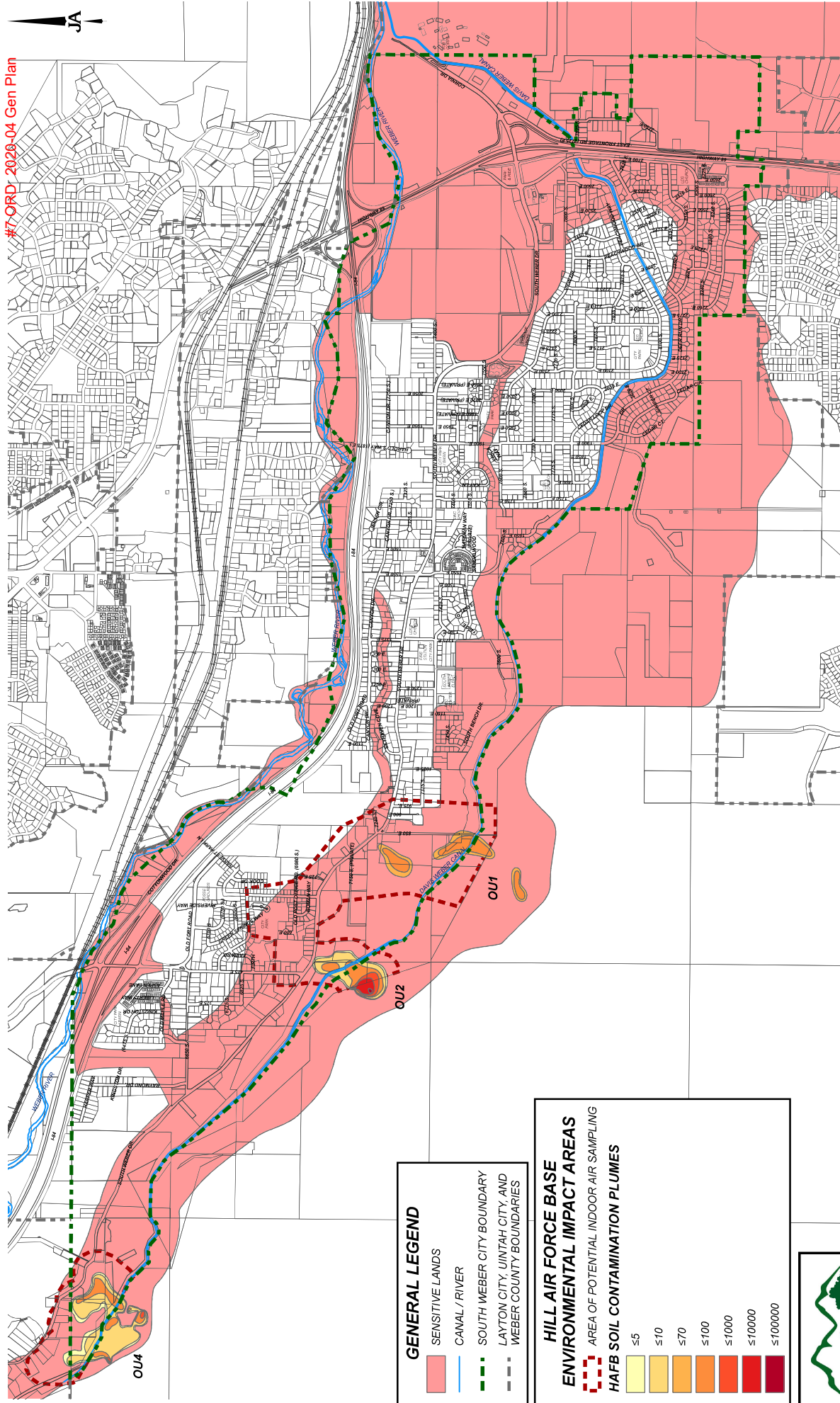
SOUTH WEBER CITY CORPORATION
GENERAL PLAN
ANNEXATION MAP

J&A CONSULTING ENGINEERS
JONES & JONES & ASSOCIATES
8080 Fashion Point Drive
South Ogden, Utah 84403 (801) 476-0767

DESIGNED: BEB
DRAWN: BEB
CHECKED: BKJ

SCALE:
1 in = 2,000 ft
MM/DD/YYYY
XX/XX/2020

FINAL DRAFT - 10/28/2020



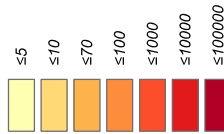
GENERAL LEGEND

- 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



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

FINAL DRAFT - 10/28/2020

SCALE
1 in = 1,800 ft
MM/DD/YYYY
XX/XX/2020

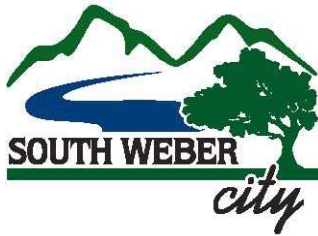
DESIGNED
DRAWN
CHECKED

BEB
BEB
BKJ

J.A. JONES & ASSOCIATES
CONSULTING ENGINEERS
6060 Fashion Point Drive
South Ogden, Utah 84403 (801) 476-0767

SOUTH WEBER CITY CORPORATION
GENERAL PLAN
SENSITIVE LANDS MAP

SHEET
5
OF SHEETS



Agenda Item Introduction

Council Meeting Date: 11-10-2020

Name: Mayor Jo Sjoblom

Agenda Item: Resolution 44: City Manager Contract

Background: David Larson became the South Weber City Manager on May 14, 2018. Prior to coming to South Weber, David worked for Pleasant Grove as Assistant to the City Administrator for 6 years. David Larson's contract with South Weber City is set to expire in May of 2021. South Weber City Staff, Council and Planning Commission have been very satisfied with the work David has done in the past 2 ½ years. There have been a number of city manager positions open up recently around Davis and Weber County. As the Council has unanimously expressed a desire to retain Dave as our city manager, a committee consisting of Jayme Blakesley, Mark McRae, Blair Halverson, Wayne Winsor, and I was formed to look at Dave's current contract and work to create a new contract.

Summary: Review new city manager contract for possible approval.

Budget Amendment: NA

Procurement Officer Review: NA

Committee Recommendation: Approve contract

Planning Commission Recommendation: NA

Staff Recommendation: Approve contract

Attachments: Resolution 44

RESOLUTION 2020-44
A RESOLUTION OF THE SOUTH WEBER CITY COUNCIL
RENEWING THE EMPLOYMENT AGREEMENT FOR
CITY MANAGER DAVID JAMES LARSON

WHEREAS, David Larson was hired as City Manager for South Weber City on May 1, 2018 for a period not to exceed three (3) years; and

WHEREAS, David Larson has performed all job duties specified faithfully and represented the City well in all aspects; and

WHEREAS, the City Council deems David Larson a good fit for the City and wishes to continue employing him in the same capacity;

NOW THEREFORE BE IT RESOLVED by the Council of South Weber City, Davis County, State of Utah, as follows:

Section 1. Approval: The Employment Agreement renewing the terms of employment for David James Larson attached as Exhibit 1 is hereby approved and Mayor Sjoblom is authorized to sign on behalf of the City.

Section 2: Repealer Clause: All ordinances or resolutions or parts thereof, which are in conflict herewith, are hereby repealed.

PASSED AND ADOPTED by the City Council of South Weber, Davis County, on the 10th day of November 2020.

Roll call vote is as follows:		
Council Member Alberts	FOR	AGAINST
Council Member Halverson	FOR	AGAINST
Council Member Petty	FOR	AGAINST
Council Member Soderquist	FOR	AGAINST
Council Member Winsor	FOR	AGAINST

Jo Sjoblom, Mayor

Attest: Lisa Smith, Recorder

EXHIBIT 1

EMPLOYMENT AGREEMENT FOR CITY MANAGER DAVID JAMES LARSON

**SOUTH WEBER CITY MANAGER
EMPLOYMENT AGREEMENT**

THIS SOUTH WEBER CITY MANAGER EMPLOYMENT AGREEMENT ("Agreement") is made and entered into this ____ day of _____, 2020, by and between South Weber City, a Utah Municipal Corporation, hereinafter referred to as "City," and David James Larson, hereinafter referred to as "Manager."

RECITALS

WHEREAS, City desires to employ the services of Manager as the City Manager of South Weber, Utah; and

WHEREAS, City desires to:

1. provide certain benefits to Manager;
2. establish certain conditions of employment;
3. set working conditions of Manager; and
4. secure and retain the services of Manager and provide a just means for terminating Manager's service.

NOW THEREFORE, in consideration of the mutual covenants herein contained and pursuant to the South Weber City Code,

1. The City Council of South Weber City hereby appoints David James Larson as its City Manager effective _____ and contracts with David Larson to perform the duties of City Manager as defined in this Agreement and the City Code; and
2. David Larson hereby accepts such employment and will act in such capacity for City pursuant to the terms and at the compensation set forth in this Agreement.

TERMS

1. **POWERS AND DUTIES**

City hereby agrees to employ David James Larson as the City Manager of South Weber City to exercise powers and perform the duties specified in the City Code, and all other relevant portions of the City and State codes, and to loyally and faithfully perform other legally permissible and proper duties as the Council may from time to time assign not inconsistent with, or in conflict with, the provisions of this Agreement, city ordinances, or State law, unless expressly impermissible within such applicable authorities. Manager and City recognize that it is important that Manager, as reasonably possible, be present at City offices during normal business

hours of the City, but also recognize that Manager will attend many offsite meetings as well as meetings outside of normal business hours on behalf of the City. Accordingly, Manager shall make a good faith effort to be present at the City offices during normal business hours, excepting Manager's performance of City business offsite, and subject to Manager's reasonable adjustment for Manager's duties before and after normal business hours.

2. TERM

a. The term of this Agreement shall be for a period of three (3) years, commencing _____ and ending three (3) years thereafter. The term of this Agreement may be renewed or extended at any time and for any period, not to exceed a period of three (3) years.

b. Nothing in this Agreement shall prevent, limit, or otherwise interfere with the right of City to terminate the services of Manager at any time, subject only to the provisions established by this Agreement. Nothing in this Agreement shall prevent, limit, or otherwise interfere with the right of Manager to resign at any time from the position upon thirty (30) days' written notice to City, by way of the Mayor.

c. In the event the Agreement is not renewed prior to the contract term expiring, Manager shall be deemed terminated without cause as defined by Section 9, upon the expiration date of the Agreement. Manager and City agree to promote good faith and due diligence in negotiating a renewal agreement before the expiration date.

3. SALARY

a. Manager's annual salary shall be one hundred and five thousand dollars (\$105,000) to be divided equally over twenty-six (26) pay periods per calendar year.

b. Manager shall be paid installments at the same time as other employees of the City are paid.

c. This agreement shall be automatically amended to reflect any salary adjustments that are provided or required by the City's compensation policies.

d. The City Council may review and evaluate Manager's performance generally, and under this Agreement specifically, from time to time at its discretion.

e. The Mayor shall conduct a performance evaluation with the Manager annually in May and recommended a merit increase as deemed appropriate. A review of the Manager's professional goals for the prior year and the upcoming year will be part of the performance evaluation.

4. BENEFITS

All provisions of City's personnel policies and other regulations, directives, policies, practices and procedures of City relating to vacation, sick leave, retirement contributions, holidays, health and life insurance, and other fringe benefits and working conditions as they now exist or hereafter may exist, shall also apply to Manager as they would other department heads of City, excepting that in the case of a waiting period to be eligible for benefits, the waiting period is waived and the eligibility for benefits begins at the commencement date of the Agreement.

a. Manager shall receive four hundred dollars (\$400.00) per month as and for vehicle allowance to cover all use, mileage, fuel, and repairs for Manager's vehicle.

b. Manager shall receive fifty dollars (\$50.00) per pay period for cell phone reimbursement and shall maintain an active cellular service during his time of employment with City.

c. Manager shall accrue vacation leave at a rate of fifteen (15) days, or to accrue (120) hours per year accrued over 26 pay periods.

d. Manager shall receive an additional 40 hours of vacation leave at the execution of this contract. This is a one-time allocation of leave that shall not repeat annually.

e. Manager and his family, excluding dependents older than twenty-six (26) years of age, are entitled to certain health and other insurance benefits as outlined in City's current Benefits Schedule, subject to change as required by law, or to be made consistent with changes to benefits to all employees. Manager shall pay ten percent (10%) of all such premiums as outlined on said schedule.

f. Manager shall be entitled to participate in the Utah State Retirement program as outlined and governed by the City Council.

5. DISABILITY

If Manager is permanently disabled or otherwise unable to perform his duties because of sickness, accident, injury, mental incapacity, or health for a period of four (4) successive weeks beyond any leave for which the Manager has accrued sick leave or is eligible to take pursuant to the Family and Medical Leave Act, City shall have the option to terminate this Agreement, subject to the severance pay requirements of this Agreement. As per City ordinance, the Finance Director shall act in place of Manager on behalf of City during any such absences, as well as other absences where Manager is not readily available.

6. HOURS OF WORK

a. Manager's normal office hours shall be as determined by the City Council, or otherwise shall be the then current hours of the City offices.

b. When Manager works outside normal office hours on behalf of City, Manager shall be allowed to take administrative time off as an offset, or to adjust his daily hours as per this Agreement.

7. PROFESSIONAL DEVELOPMENT

City will provide through the budgeting process resources, as it deems appropriate, for Manager to attend seminars, short courses, professional association meetings, and similar functions for continued professional development and for the good of City. Manager shall detail all seminars, courses, and meetings including but not limited to: International City Managers Association (ICMA) conferences, Utah League of Cities and Towns (ULCT) conferences and Utah City Management Association (UCMA) conferences, in Manager's annual budget request. Manager shall submit a Travel Request Form to the Mayor for pre-approval of ICMA, UCMA, and ULCT conferences. City agrees to pay the travel costs for Manager and his spouse for one conference per year, with advance written notice to City, and mutually agreed upon by Manager and City Council. City will reimburse employee for reasonable and customary business expenses, consistent with the City's policies. This will include but not be limited to memberships to professional organizations, conference dues and training, specifically ICMA, UCMA and ULCT.

8. INDEMNIFICATION

City shall provide professional liability insurance to cover Manager against all professional liability claims arising out of an alleged act or omission occurring in the performance of Manager's duties. This coverage shall not cover or apply to any criminal, intentional or grossly negligent conduct, in which case Manager shall indemnify, defend and hold City harmless from any and all claims, demands, damages, suits, fines, and fees, including all legal costs and fees arising from and/or in any associated with Manager's criminal, intentional and/or grossly negligent activity and/or omissions.

9. TERMINATION

a. Manager may be removed with or without cause by a majority vote of the City's governing body. In the event Manager is terminated without cause and Manager is willing and able to perform his duties under this Agreement, then City shall pay the Manager a total cash payment equal to six (6) months' severance with an additional month for every one (1) year of service, not to exceed nine (9) months aggregate of prorated salary and benefits. Manager shall be compensated for all earned vacation leave. If Manager accepts the severance package, Manager agrees Manager shall be ineligible for unemployment compensation and shall not file for unemployment compensation.

b. In the event Manager resigns or is terminated with cause, Manager will not be entitled to any severance but shall be paid all accrued vacation and other applicable benefits as provided by City's policies and procedures, and any prorated salary and benefits, all up to the

time of termination or last date of actual work attendance, as the case may be. Nothing herein shall preclude City from seeking compensation or claims for damages resulting from Manager's actions or failures to act. "Cause" in this Agreement includes

- (i) an intentional act of fraud, embezzlement, theft or any other material violation of law that occurs during or in the course of Manager's employment with City;
- (ii) intentional damage to City's assets;
- (iii) intentional disclosure of company's confidential information contrary to City's policies;
- (iv) breach of Manager's obligations under this Agreement;
- (v) intentional engagement in any competitive activity which would constitute a breach of Manager's duty of loyalty or of Manager's obligations under this Agreement;
- (vi) intentional breach of any of City's policies and procedures;
- (vii) the willful and continued failure to substantially perform Manager's duties for City, other than as a result of incapacity due to physical or mental illness;
- (viii) willful conduct by Manager that is demonstrably and materially injurious to City, monetarily or otherwise;
- (ix) insubordination to the Council or Mayor; or
- (x) committing sexual harassment, sexual discrimination, fostering a hostile work environment, or discriminating based upon any of the federally or State protected classes.

For purposes of this paragraph, an act, or a failure to act, shall not be deemed willful or intentional, as those terms are specified herein, unless it is done, or omitted to be done, by Manager in bad faith or without a reasonable belief that Manager's action or omission was in the best interest of City. Failure to meet performance standards or objectives, by itself, does not constitute "Cause." "Cause" also includes any of the above grounds for dismissal regardless of whether City learns of it before or after terminating Manager's employment.

c. Contemporaneous with the delivery of the severance pay hereinabove set out, Manager agrees to execute and deliver to the City a written release releasing City and its officers and employees of and from all claims that Manager may have or claim against City and its officers and employees for claims arising out of or in the course of such officer's or employee's employment with City.

10. GENERAL PROVISIONS

a. This Agreement constitutes the entire agreement between the parties and supersedes any previous written or verbal agreements. Any changes hereto shall be reduced to writing and agreed upon by both parties.

b. This Agreement shall be effective as set forth above.

c. If any provision of this Agreement or any portion thereof, is held unconstitutional, invalid or unenforceable, the remainder of this Agreement or portion thereof shall be deemed severable and shall not be affected and shall remain in full force and effect, as long as each party receives the material benefit of the bargain of the Agreement.

IN WITNESS WHEREOF, South Weber City has caused this Agreement to be signed and executed in its behalf by its Mayor and duly attested by its City Recorder, and Manager has signed and executed this Agreement the day and year first above written.

Mayor

ATTEST:

City Recorder

Manager