

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42

# South Weber City General Plan Update 2019

## TABLE OF CONTENTS

**INTRODUCTION** ..... Pg 3

**MASTER GOAL** ..... Pg 4

**SECTION 1: CITIZEN INVOLVEMENT** ..... Pg 5

**SECTION 2: EXISTING ENVIRONMENT** ..... Pg 6

Land Use ..... Pg 6

Population ..... Pg 6

Environmental Hazards..... Pg 8

Faulting ..... Pg 8

Flooding ..... Pg 8

Landslides ..... Pg 9

Wetlands ..... Pg 9

Steep Slopes ..... Pg 10

Gravel Pits ..... Pg 10

Noise Hazards ..... Pg 10

Accident Potential ..... Pg 11

HAFB Environmental Impact ..... Pg 12

**SECTION 3: LAND USE GOALS & PROJECTIONS** ..... Pg 14

Agricultural/Rural Character ..... Pg 14

Residential ..... Pg 15

Moderate Income Housing ..... Pg 20

Industrial ..... Pg 23

Commercial ..... Pg 24

Recreation ..... Pg 25

Institutional ..... Pg 26

**SECTION 4: TRANSPORTATION** ..... Pg 27

Vehicle Transportation ..... Pg 27

Highway 89 ..... Pg 27

1900 East Street ..... Pg 28

South Weber Drive ..... Pg 28

South Bench Drive ..... Pg 29

7600 South / 1550 East Streets ..... Pg 29

6650 South Street & 475 East Street ..... Pg 29

View Drive ..... Pg 30

Additional Uintah City Access ..... Pg 30

43

44 **SECTION 5: ACTIVE TRANSPORTATION** ..... Pg 31

45 Trails ..... Pg 31

46 Bonneville Shoreline Trail ..... Pg 31

47 Weber River Parkway Trail ..... Pg 31

48 Canal Trail ..... Pg 32

49 Highmark Charter School Trail ..... Pg 32

50 Old Fort Trail ..... Pg 32

51 Other Trails ..... Pg 33

52

53

54 **SECTION 6: ANNEXATION POLICY PLAN** ..... Pg 34

55 Character of the Community ..... Pg 34

56 Need for Municipal Services in Undeveloped Unincorporated Areas . Pg 34

57 Tax Consequences ..... Pg 35

58 Interest of All Affected Entities ..... Pg 35

59 Urban Development Excluded ..... Pg 35

60

61 **MAPS**

62 #1 Projected Land Use Map

63 #2 Vehicle Transportation Map

64 #3 Parks and Active Transportation Map

65 #4 Annexation Map

66 #5 Sensitive Lands Map

67

68

**69 INTRODUCTION**

70 South Weber City has, for the past few years, has been experiencing rapid growth and  
71 continues its transformation from an agricultural community to a residential community.  
72 The City is even seeing the first significant commercial development in decades. There  
73 is continuing pressure from the development community for higher densities in the  
74 residential areas. The character of the community has changed to be largely residential  
75 with pockets of agriculture and an emerging commercial base that is providing much  
76 needed services.

77

78 South Weber City recognizes the need to constantly reevaluate planning for the future  
79 of the city and respond to current issues and ideals. Late in 1996, again in late 2001,  
80 mid 2006 and 2007, in 2010, in 2014 and now in 2019 the Planning Commission was  
81 asked to prepare an update to the General Plan. It has been the City's goal to obtain  
82 and integrate as much citizen input as practical into this update and to address all  
83 major planning issues but not to duplicate efforts that have already been made.

84

85 As with previous updates, this plan does not totally replace all the research and work  
86 done on previous versions, but rather supplements those plans using current data and  
87 ideas. There will be some portions of the plan that must replace older plans by their  
88 very nature, such as land use section. Portions of the older plan, however, are still valid  
89 or have been replaced with other more practical review methods.

90

91 **MASTER GOAL**

92

93 Growth and how to deal with it is a major concern to every community in a rapidly  
94 expanding region. South Weber is no exception. From 1980 to 1990 South Weber's  
95 population increased by 82 percent from 1,575 to 2,863. In the 90's it increased  
96 another 49 percent to 4,260. The 2017 population is estimated at 7,310 and still  
97 growing. This growth trend has resulted in fundamental changes in the character of the  
98 city. What was once a largely agriculture based community is now mostly residential.  
99 The City is endeavoring to maintain some of its rural character, but knows that  
100 agriculture as an economic base is a thing of the past.

101

102 Even though the character of the community is changing, South Weber's geographic  
103 location remains somewhat isolated from the surrounding urban area. Sitting in the  
104 Weber River drainage basin, it is cut off from other communities by Interstate 84 and  
105 the Weber River to the north, high bluffs to the south, the Wasatch Mountains to the  
106 east and a narrow band of land between the freeway and the bluff to the west. This  
107 geographic isolation gives the community a distinct advantage in maintaining a clear  
108 identity as it continues to urbanize. Though the City can sustain considerable growth  
109 yet, it will never blend in with and become indistinguishable from surrounding  
110 communities and it will never become a large city.

111

112 As the City continues to grow, South Weber should vigorously pursue the retention of  
113 the small-town charm that is its hallmark. It should foster an environment where  
114 residents are safe, where they know their neighbors and look out for each other. It  
115 should work toward a network of trails and bike paths to promote the good health of its  
116 residents. South Weber, situated at the mouth of Weber Canyon, is the gateway to  
117 northern Utah recreation. This gives the City opportunities to capitalize on these  
118 recreational pursuits. The City should seek ways to promote itself as the **Gateway to**  
119 **Northern Utah Recreation**. The City should also utilize the growth principals  
120 contained in the Wasatch Choices 2050 plan as adopted by the Wasatch Front Regional  
121 Council. The Wasatch Choices 2050 plan and growth principals can be found at  
122 [www.envisionutah.org](http://www.envisionutah.org).

123

124

**SECTION 1: CITIZEN INVOLVEMENT**

125  
126  
127  
128  
129  
130  
131  
132  
133  
134  
135  
136  
137  
138  
139

The City understands that for this document to be effective as a planning tool, it needs to provide ample opportunity for the public to view the proposed General Plan text and maps. To do this, the proposed General Plan will be posted online where residents can view and make comments. In addition, there will be at least two open houses where interested residents and property owners can see the maps in detail, be able to ask questions of City Staff and make written comments. The Planning Commission and City Council will also hold a joint meeting where there will be a public hearing on the proposed adoption of the General Plan. Participation and input from residents are imperative to achieve a comprehensive plan that is reflective of the overall attitudes and desires of the residents. Notice of these meetings shall be provided in accordance with state law and through whatever city-wide distribution methods the City can practically achieve.

**SECTION 2: EXISTING ENVIRONMENT**

140

141

142 In our effort to look into the future of South Weber, it is important to analyze the  
143 existing characteristics of the community. By gaining a full understanding of just what  
144 kind of community South Weber is today, we will be better able to understand what  
145 may happen in its future. If we look at the current land uses, population, and  
146 development limitations, or factors which might encourage development, we will be  
147 better prepared to make decisions that will help guide the future of the city.

148

**LAND USE:**

149 South Weber is a community that has transitioned from its historical agricultural roots  
150 to the currently predominate residential land use. The agricultural lands that once  
151 provided the rural small-town character are rapidly being developed, primarily into  
152 housing. The focus of the community seems to be shifting away from preserving the  
153 agricultural land to preserving enough open spaces to provide adequate recreational  
154 opportunities. There is a new focus on the Weber River and the possibilities it provides  
155 for promoting outdoor recreation and that South Weber is the gateway to many more  
156 outdoor recreational opportunities eastward.

158

159 South Weber has recently experienced its first commercial development in many years.  
160 These commercial enterprises are beginning to provide some very much needed  
161 services to residents. There are a few industrial type land uses, primarily being sand  
162 and gravel mining operations in the northeastern area. There are a few construction  
163 businesses, some self-storage complexes and one significant manufacturing business.  
164 The gravel pits are the source of constant irritation to residents in the vicinity. Recently;  
165 however, the City has worked with gravel pit operators to significantly reduce nuisances  
166 arising from operations. It is believed that these nuisance reduction measures are  
167 resulting in reduced impacts to nearby properties. There are signs that at least one of  
168 those gravel pits may be reaching the end of its life as a mining operation.

169

170 There are few institutional uses with just four churches; one recreation center; one  
171 two-building elementary school, with one building dedicated to kindergarten through  
172 second grade, a charter school, a fire station and city hall. One institutional use which is  
173 not in the City, but which impacts it is the Weber Basin Job Corp which has its campus  
174 adjacent to the city on the east side. Five developed neighborhood type parks, a  
175 community recreation center, a posse grounds (outdoor equestrian arena) and a 4 ½  
176 mile section of the Weber River Trail constitute the major developed recreational uses.

177

**POPULATION:**

178 One of the major factors contributing to changes in the community is population  
179 change. As population increases so does the amount of land devoted to residential use.  
180 The demand for municipal services, such as police and fire protection and water and  
181 sewer, goes up creating more of a strain on the resources of the City. It is not possible  
182 to predict exactly what changes will occur in the population in the future, but we can  
183

184 make some reasonable projections. This can be done by analyzing past population  
185 growth and projecting growth rates.

186

187 If we assume that most vacant land remaining in the city will be developed, with  
188 limitations on some land, it is possible to begin to understand the potential growth of  
189 South Weber. This study calculated the area of all vacant land and then deleted areas  
190 suspected to be unbuildable based on available geologic and flood plain data. Current  
191 zoning and projected land uses were then used to calculate a projected dwelling  
192 density. The projected land use was based on this General Plan update. The projected  
193 dwelling densities in given areas were then used with the vacant land calculations to  
194 figure the total dwelling unit increase. An average of 4.24 (2017 Gardner Policy  
195 Institute estimate) persons per household was then multiplied by the total number of  
196 dwellings in order to arrive at an ultimate **build-out population of 13,042.**

197

198 As of July 1, 2019, new population projections were produced for South Weber. The  
199 calculations were based on population estimates by the U.S. Census Bureau and the  
200 University of Utah Gardner Policy Institute for 2017. At the end of 2017 there were  
201 7310 people calling South Weber their home. There were **702 lots or dwelling units**  
202 as calculated based on residential developments that have been approved since 2017,  
203 that have applied for approval or that have presented concept plans as of July 1, 2019.  
204 Even though not all the dwelling units counted have been approved, it seems likely that  
205 proposed dwelling numbers will be realized at some point in time, even if the currently  
206 proposed developments do not materialize.

207

208 An analysis of vacant developable lands which determined the total area in each  
209 residential density category and the number of dwelling units (D.U.) each could  
210 generate was conducted. In each density category the total number of acres of vacant  
211 land was decreased by 10% to allow for inefficiencies in platting of lots and odd shaped  
212 parcels that result in fewer lots than the zone allows, except in the high-density  
213 category, where efficiencies are easier to realize. The analysis follows:

214

215 1. 29.5 ac. in Very Low Density -10%=  $26.55 \times .90 \text{ D.U./ac.} = 24 \text{ D.U.}$

216

217 2. 23.0 ac. in Low Density -10%=  $20.7 \times 1.45 \text{ D.U./ac.} = 30 \text{ D.U.}$

218

219 3. 123.9 ac. in Low-Mod. Density -10%=  $111.51 \times 1.85 \text{ D.U./ac.} = 206 \text{ D.U.}$

220

221 4. 154.6 ac. in Moderate Density -10%=  $139.14 \times 2.8 \text{ D.U./ac.} = 390 \text{ D.U.}$

222

223 5. All Moderate-High Density development has been included in the unit counts of  
224 approved or proposed since 2017.

225

226 6. All High-Density development has been included in the unit counts of approved  
227 or proposed since 2017.

228  
229  
230  
231  
232  
233  
234  
235  
236  
237  
238  
239  
240  
241  
242  
243  
244  
245  
246  
247  
248  
249  
250  
251  
252  
253  
254  
255  
256  
257  
258  
259  
260  
261  
262  
263  
264  
265  
266  
267  
268  
269  
270  
271

**Total Dwelling Units on Vacant Land = 650 D.U.**

Add 1,724 existing dwellings, 702 approved or proposed dwellings and 650 possible dwelling units on vacant land and arrive at a potential build-out dwelling unit count of 3,076. The most recent persons per household number for South Weber, based on 2017 Gardner Policy Institute figures, is 4.24. Multiply that by the build-out dwelling unit count and you arrive at a **build-out population of 13,042**. At an average growth rate of 3% per year, build out will be reached in approximately 20 years.

**ENVIRONMENTAL HAZARDS:**

There are several known environmental hazards in South Weber, some man-caused and others natural. The natural hazards include possible faulting and associated earthquake hazards, flooding and landslides. The man-caused hazards are associated with the two gravel pits in the community and the associated fugitive dust, the Davis and Weber Counties Canal which runs the entire length of the City from the east end to the west end with potential for flooding and Hill Air Force Base, which borders the city on its south side west end. There are toxic waste disposal sites near that border and there is noise and accident potential from over flying aircraft and from vehicle transport via Highway 89 and Interstate 84. It is critical that environmental hazards are mitigated on properties where they exist prior to development. If mitigation is not possible or not feasible, some types of development may not be permitted.

**FAULTING:** The Wasatch Fault runs through the east end of the city and in the area projected for future annexation. The fault is not a single fissure in the earth's surface as many imagine it to be. Along the foot of the mountain it has formed several faults running in a north/south direction. So far as these fault lines have been identified, they affect very little existing development but are mostly located in fields. The Weber Basin Job Corp is the only developed area known to have faults running through it.

As development pressure increases and starts to fill in the area between Highway 89 and the mountain slope too steep to build on, it will be imperative that the exact location of these fault lines be identified. It is recommended that any proposed development within this area be required to have a study done to determine the exact location of the fault, in accordance with the Sensitive Lands Ordinance (Ord. 10-14). (See Sensitive Lands Map #5)

**FLOODING:** The Weber River forms the northern border of South Weber. It has been identified by the Federal Emergency Management Agency (FEMA) as a potential flooding source to the low-lying lands along the river. Even though the river has several dams along its course upstream of South Weber, it can still flood due to very heavy snowfall in its drainage area exceeding the dams' capacities. It can also flood due to



272 localized cloud bursts or landslides which might dam its course. FEMA has produced  
273 Flood Insurance Rate Maps (FIRM) which identifies the potential flood areas. There are  
274 no other potential flood sources identified by FEMA.

275

276 As development occurs, additional hard surfacing creates the potential for localized  
277 flooding due to cloud bursts and potentially excessive snow melt. It is recommended  
278 that the City continue to maintain its Capital Facilities Plan related to Storm Water flood  
279 control facilities (both existing and future) and update the plan as often as necessary.

280

281 **LAND SLIDES:** South Weber sits in a river valley formed in ancient times as the Weber  
282 River cut through an alluvial fan deposited there in even more ancient times when Lake  
283 Bonneville covered the entire region. As the river cut down through this alluvial fan, it  
284 left steep bluffs on the sides. One of these bluffs is on the south side of town running  
285 its length. This bluff has been identified in at least two geologic studies<sup>1</sup> as having very  
286 high potential for landslides. In fact, there is ample evidence of both ancient and more  
287 recent slope failure activity along this bluff. When development of any nature is  
288 proposed on or near this bluff, it will be important to determine the safety of such  
289 development as far as possible. It may be necessary to require mitigation of the hazard  
290 or even to prevent the development from occurring. (See Sensitive Lands Map #5)

291

292 **WETLANDS:** There are numerous pockets of wetlands and suspected wetlands within  
293 South Weber, the most prominent of which lies along the banks of the Weber River.  
294 These wetlands include sandbars, meadows, swamps, ditches, marshes, and low spots  
295 that are periodically wet. They usually have wet soil, water, and marshy vegetation  
296 during some part of the year. Open space is also characteristic of an effective wetland.

297

298 Wetlands are important to the community because they can provide many values, such  
299 as aid in protection from flooding, improved water quality, wildlife habitat, educational  
300 and recreational opportunities and open space. It is the intent of this plan that all  
301 wetlands be considered sensitive lands. Therefore, any development occurring where  
302 wetlands are suspected shall be required to comply with the permitting process of the  
303 Army Corps of Engineers, if it is concluded (in a report acceptable to the Corps of  
304 Engineers) that jurisdictional wetlands will be impacted.

305

306 Preservation of important wetlands is considered an important community goal.

307

308

309

310

311

312

313

314

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

316

317

318 **STEEP SLOPES:** Steep slopes are found along the south bench area of the City, along  
319 the foothill area of the Wasatch Mountains on the east side of the city, and at spot  
320 locations throughout the City. These slopes should be considered fragile from a  
321 development standpoint and will be required to comply with the Sensitive Lands  
322 Ordinance (Ord 10-14). Building roads and subdivisions within them could cause  
323 environmental damage, destabilize hillsides and create a hillside scar/eyesore, due to  
324 the necessity of cuts and fills to do so. There could be a great hazard of erosion and  
325 flooding should denuding result from development efforts without any mitigation efforts  
326 applied. These steep slope areas generally coincide with the location of the known  
327 faults. These areas are also important to wildlife habitat areas including high value deer  
328 winter range. They represent a significant fire hazard to structures which might be  
329 tucked within the heavy vegetation located there. In addition, these steep foothills are  
330 very important view shed areas for residents as well as passers-by. The mountains are  
331 such a prominent feature of the landscape that the eye is constantly drawn to them and  
332 their foothills. Should this landscape become scarred up due to development, or for any  
333 other reason, would be a significant reduction in the community's overall quality of life.

334  
335 These steep slopes are hazardous areas for development and are important community  
336 assets. They are ecologically fragile and should be protected as much as possible.

337  
338 **GRAVEL PITS:** There are two large gravel mining operations in South Weber, the  
339 Staker Parson pit adjacent to and on the west side of Highway 89 and north of South  
340 Weber Drive; and the Geneva pit adjacent to and east of Highway 89 between the  
341 Weber River and Cornia Drive. These gravel mining operations are potential hazards  
342 due to dust and sand that often blows out of them during strong winds coming out of  
343 Weber Canyon. This dust can be hazardous to breath and creates a nuisance where it is  
344 deposited to the west of the pits. The City is and should continue to work with the  
345 operators to try and reduce the amount of fugitive dust they create.

346  
347 These mining operations have a limited lifespan due to depletion of the resource,  
348 although recycling of rehabilitating and mitigating any hazardous conditions before their  
349 operations cease.

350  
351 There has been a considerable amount of speculation over the years that these pits  
352 might become lakes once mining operations cease. Though an attractive idea, it does  
353 not seem feasible due to insufficient water rights, steep slopes and permeability of the  
354 soils.

355  
356 **NOISE HAZARDS:** Hill Air Force Base (HAFB) sits directly south of the city at the top  
357 of the bluff previously discussed. Aircraft flying over South Weber can cause annoying  
358 levels of noise. In its Air Installation Compatible Use Zone (AICUZ) report, the Air Force  
359 designates specific zones where noise may cause a negative impact to the quality of  
360 life. These noise zones are produced by a computer model which takes many variables  
361 into account such as the types of aircraft being flown, flight paths, frequency of flights

362 and time of flights. These noise zones are 65-70 Ldn, 70-75 Ldn, 75-80 Ldn, 80-85 Ldn  
363 and 85+ Ldn. Ldn is a unit of noise measurement roughly equivalent to decibels but  
364 with other weighted factors taken into account. The last officially adopted AICUZ report  
365 was published in 1993. Noise contours were updated in 2006 using a Department of  
366 Defense (DOD) contract. There is a new AICUZ study currently under way subsequent  
367 to the arrival and ongoing operations of the F-35 aircraft. Preliminary noise modeling  
368 indicates a dramatic reduction in the noise impact to South Weber. This is not,  
369 however, due to a reduction in actual aircraft noise, but rather in a more sophisticated  
370 computer model than has been used in previous studies. The F-35 aircraft is actually  
371 noisier than the F-16 previously modeled. Anecdotal evidence from residents would  
372 indicate aircraft noise has increased since the arrival of the F-35.

373  
374 This creates somewhat of a dilemma for the City. Land use planning for the past 40  
375 years has been greatly affected by these noise zones. Previous studies have indicated a  
376 major portion of the City was within the 75 Ldn noise contour, the threshold noise zone  
377 for restricting land uses. If the preliminary noise modeling is eventually adopted as part  
378 of the Official AICUZ report, it will show virtually no land within South Weber is affected  
379 by noise from HAFB aircraft. Yet, during the mid-nineties, the State of Utah purchased  
380 easements on most of the properties that were within the 75 Ldn noise zone that  
381 severely restricts development on those properties. Even if the preliminary noise  
382 modeling becomes official and the modeled noise impact to South Weber is largely  
383 eliminated, those easements will remain in place. It is the easements that will continue  
384 to affect South Weber land use planning, rather than the noise zones.

385  
386 Also, history teaches us that the type of aircraft flown out of HAFB will most likely  
387 change again as the currently operating aircraft age beyond their usefulness. It is,  
388 therefore, felt that the best course of action is to continue to utilize the noise zones that  
389 are currently officially adopted and upon which our historical land use planning has  
390 relied. This will serve to protect the residents of South Weber from undue noise impacts  
391 and will help protect the mission of HAFB, a very important economic generator and job  
392 provider, as that mission evolves. It is therefore recommended that no residential  
393 development of any kind be allowed within the 75+ Ldn noise zone as it is currently  
394 adopted even should the noise zones officially change in the future.

395  
396 **ACCIDENT POTENTIAL:** Anywhere that there are regular over flights of aircraft, there  
397 exists a higher than average degree of potential for an accident involving aircraft. This  
398 is certainly true in South Weber's case but there is an area where such potential is  
399 particularly high. The same AICUZ study discussed above designates "Crash Zones" and  
400 "Accident Potential Zones." The Crash Zone is the area immediately off the end of the  
401 runway and Accident Potential Zones (APZ) extend outward along the flight path from  
402 that. The APZ 1 which is adjacent to the Crash Zone on the north end of Hill's runway  
403 overlays the very west end of South Weber.

404  
405 Careful consideration should be given to any development proposals in this area.

406 Residential development in this area should be prohibited. Agriculture and open space  
407 should be encouraged in these zones as much as possible.

408

409 **HILL AIR FORCE BASE ENVIRONMENTAL IMPACT: Note: Subsequent**  
410 **information, including maps referenced, has been provided by Hill Air Force**  
411 **Base, for the sole purpose of providing general information for this plan.**

412

413 Only isolated areas of shallow groundwater and surface water in the southwest portion  
414 of South Weber are contaminated with low levels of various chemicals resulting from  
415 former activities at Hill Air Force Base (HAFB). The areas of contaminated groundwater,  
416 parcels with restrictive easements (OU 1 and 2), and parcel owned by HAFB (OU 4), are  
417 illustrated in the Sensitive Lands Map (Map #5), which shows OUs 1, 2, and 4.

418

419 Since many contaminants evaporate easily, the chemicals can move up into basements  
420 and other overlying structures in the affected areas. Drinking water has not been  
421 contaminated.

422

423 As part of the federal Superfund program, the area has been intensely studied and  
424 monitored since the early 1990's. Remediation technologies have been implemented at  
425 OU's 1, 2, and 4, and HAFB measures the performance of those technologies  
426 continuously. In general, off-Base contamination in South Weber City has been  
427 identified.

428

429 Areas of known underground contamination are typically identified using plume maps  
430 (See Sensitive Lands Map #5). When using these maps, it is important to note that  
431 plume boundaries are inexact and based on available data. The plume images generally  
432 illustrate the maximum extent of groundwater contamination that is above the clean-up  
433 level imposed by the regulatory (CERCLA or "Superfund") process for the most  
434 widespread contaminant. Where there are other contaminants, they are located within  
435 the footprint illustrated in Sensitive Lands Map (Maps #5).

436

437 Planners, developers, property owners and residents are encouraged to seek additional  
438 information from reliable sources including:

439

- 440  Hill AFB Restoration Advisory Board, [www.hillrab.org](http://www.hillrab.org)
- 441  Hill AFB Environmental Restoration Branch, (801) 777-6919
- 442  State of Utah, Department of Environmental Quality, (801) 536-4100
- 443  South Weber Landfill Coalition, (801) 479-3786

444

445 Development in the vicinity of this contamination should be conducted in a manner that  
446 minimizes chemical exposure. Building requirements could include prohibiting  
447 basements, requiring field drains, adding vapor removal systems, etc. Builders should  
448 be aware of alternate building standards that may mitigate potential hazards from  
449 vapor or ground water contaminates. Those living or planning to live above or near the

450 areas of contamination need to familiarize themselves with this information, be aware  
451 of possible issues or health problems and be accountable for their own health and  
452 safety programs after studying all the available records.

453

454

### 455 **SECTION 3: LAND USE GOALS AND PROJECTIONS**

456

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

463

#### 464 **AGRICULTURE, RURAL CHARACTER AND OPEN SPACE:**

465

466 Agriculture, the foundation upon which South Weber was built, is still important to the  
467 community, but perhaps in a different way than it was originally. It would be difficult to  
468 say that agriculture is a thriving industry upon which many depend for their livelihood.  
469 It has become more important to the community as a whole for the character it  
470 provides, the lifestyle it promotes and the open space it preserves. It is this open space  
471 which is desirable to maintain. If the agriculture industry can survive, it will be a  
472 welcome part of the community. If it fails, other means must be used to preserve  
473 sufficient open space to provide the rural feel of the community.

474

475

476 One of the problems associated with the preservation of rural character/agriculture is  
477 that rural character is a community goal while the property creating this character is  
478 individually owned and it is by the individual's grace that the use is maintained. In  
479 South Weber and regionally land values are too high for land to be purchased for  
480 agricultural purposes. Also, there is no upcoming generation of farmers waiting to take  
481 over farming operations. Children of agriculture based families are, largely, seeking  
482 careers outside the family business. This has created a situation where there are aging  
483 farm owners and no one to take over the farm when current owners can no longer  
484 work. It has become impossible to preserve farmland except by extraordinary means,  
485 such as government purchase of the agricultural lands for preservation purposes. Such  
486 extraordinary means is felt to be out of the realm of possibility for South Weber.  
487 Instead, the City should try to create incentives for land owners/developers to preserve  
488 key pieces of open space, thereby preserving the desired effect of agriculture, if not the  
489 industry. There are land trust organizations that may be engaged in preserving open  
490 space and agricultural lands.

491

492 Natural open space is also a very important asset to the community. For the purposes  
493 of this plan, open space is defined as undeveloped land with few or no structures which  
494 provides residents with the ability to move about or view large outdoor areas, to  
495 experience nature, to retreat for a safe peaceful outdoor experience or which can be  
496 used for organized recreational activities. (See Recreation Section for more on this  
497 subject). Some of the valued open spaces within South Weber are the Weber River  
498 corridor, wooded and open areas along Interstate 84, the steep hillsides above and

499 below the Davis and Weber Canal and the steep and wooded hillsides on the east side  
500 of the City adjacent to the Forest lands.

501

502 Since it is beyond the City's capability to purchase property for the purpose of  
503 maintaining rural character or open space, other methods should be used. Some  
504 recommended methods are as follows:

505

506 1. The City should make every effort not to interfere with, or allow adjacent land uses  
507 to interfere with ongoing agricultural pursuits.

508

509 2. AICUZ noise zones of 75 Ldn or greater are areas where, generally, the State has  
510 purchased residential building rights. These areas are mostly agricultural in nature and  
511 represent the best hope of preserving some agriculture within the City. Though the  
512 State's easements allow some other types of development, these areas are mostly  
513 zoned for agriculture and are generally not suitable for commercial or industrial  
514 development. They should remain agricultural or in some form of open space.

515

516 3. It is felt that incentives should be offered to develop properties with large amounts  
517 of open space, particularly open space that is available for public use.

518

#### 519 **RESIDENTIAL:**

520

521 The existing residential development pattern in South Weber is largely single-family  
522 type, but there have been several multi-family developments built in recent years. The  
523 majority of the single-family homes are found in subdivisions of 9,000 sq. ft. to 18,000  
524 sq. ft. lots. Also, there are some developments of patio homes designed primarily for an  
525 empty nesters that are situated on lots as small as 6,000 sq. ft. The rest of the  
526 residential development has occurred along previously existing roads with lots ranging  
527 widely in size but most of which are ½ acre or larger.

528

529 This pattern of mostly single-family residential development on moderate size lots is an  
530 acceptable and desirable trend to maintain, provided that some areas need to be  
531 preserved for open space and community character reasons. It would be beneficial to  
532 encourage variety in lot size and housing types so that the City can accommodate  
533 residents of all ages, life styles and household income levels.

534

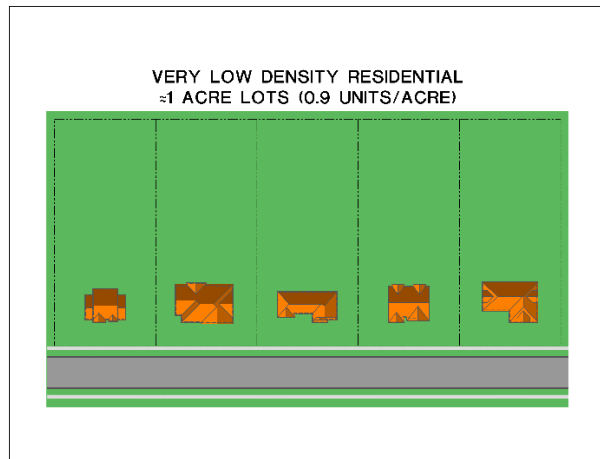
535 South Weber has adopted zoning ordinances which regulate the density of dwellings  
536 rather than the lot size and is hopeful more variety of lot size will be encouraged  
537 without any additional impacts to the City over the impacts more traditional  
538 development would bring. This method of land use regulation also allows for the  
539 preservation of open space within more traditional developments. There is, however, in  
540 all cases be an absolute minimum lot size in any ordinances regulating residential land  
541 use to prevent difficulties arising from too little room for adequate off-street parking of  
542 vehicles, R.V.'s, etc.

543  
544  
545  
546  
547  
548  
549  
550  
551  
552  
553  
554  
555  
556  
557

It is also important to reserve adequate area for moderate income housing which will, in today’s housing market, take the form of multi-family residential areas (See Moderate Income Housing Section). In order to accommodate multi-family dwellings and still meet goals for preserving open space, it may be necessary to increase the number of dwelling units allowed in each building. By increasing the number of units in a building the total area consumed by buildings would be reduced, thereby leaving more land available for recreation or other purposes.

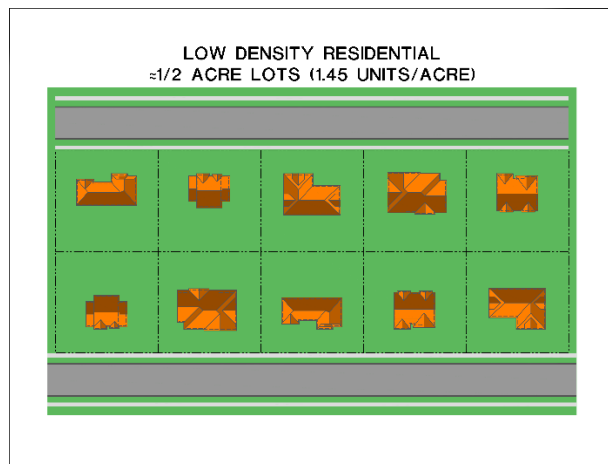
In order to make some recommendations concerning dwelling unit density it is first necessary to define the density categories which will be used. *For comparison purposes, each block of land represented in all the graphics is 5 acres.*

1. Very Low Density is considered to be any density of 0.90 dwelling units per gross acre or less.



558  
559  
560  
561

2. Low Density is an area where the number of dwellings is 0.91 to 1.45 per gross acre.



562



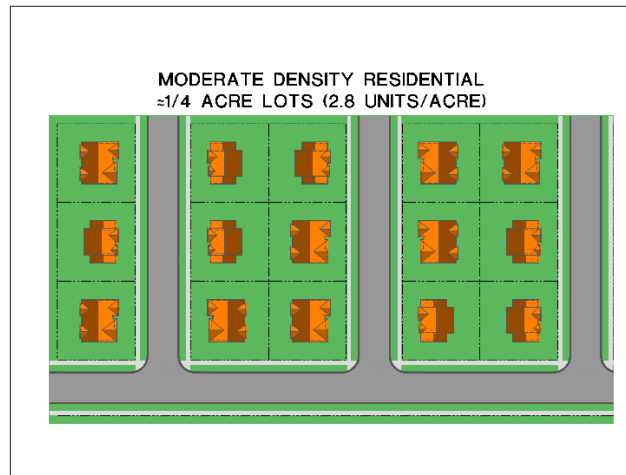
563  
564

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



565  
566  
567  
568

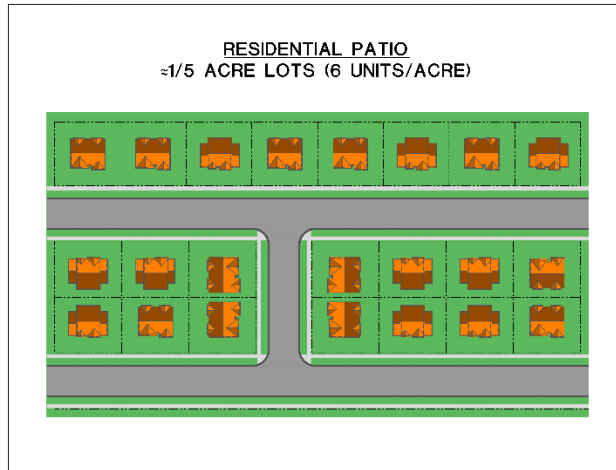
4. Moderate Density is considered an area where the number of dwelling units per gross acre ranges from 1.86 to 2.8.



569  
570  
571

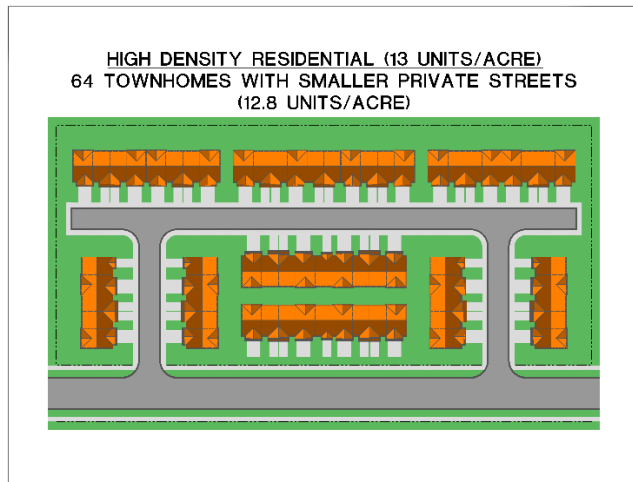
572  
573

5. Moderate High Density (Patio Homes) is an area ranging in density from 2.81 to 6.0 units per acre.

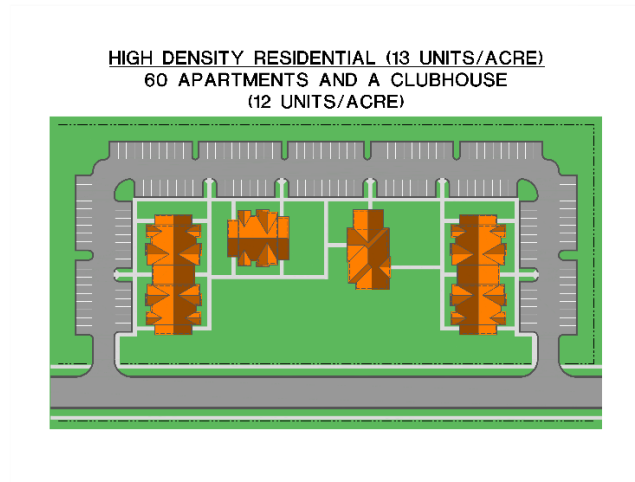


574  
575  
576  
577

6. High Density is an area in which the dwelling units number 6.1 to 13.00 units per acre.

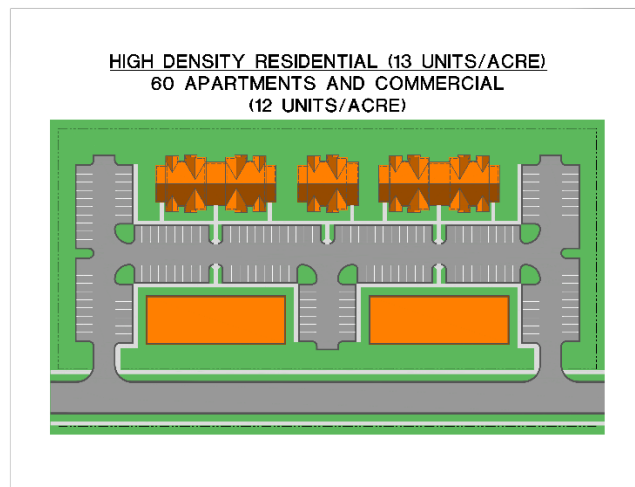


578



579  
580  
581  
582

7. Mixed-Use Overlay Density is an area in which the dwelling units number 7-13 dwelling units per acre.



583  
584  
585  
586  
587  
588  
589

\* 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.

590 These dwelling densities have been incorporated into the color-coded Projected Land  
591 Use Map (Map #2). These recommended dwelling unit densities are intended to be a  
592 guide and recommended densities for the given colored area; zoning requests or  
593 development approval requests for lower densities than that recommended are always  
594 acceptable in terms of their density. Densities greater than those contained on the  
595 Projected Land Use Map may be granted in exchange for such amenities as trails,  
596 buffers, etc. as deemed in the best interest of the city. The Zoning Ordinance has been  
597 structured so that a particular residential zone corresponds with each of the density

598 categories and the maximum density allowed within that zone falls within the range  
599 described above. The maximum density allowed in any zone would be exclusive of any  
600 density bonuses which may be offered as incentives to achieve listed goals of this plan.  
601

602 High density residential areas should be spread out as much as practical so that  
603 associated impacts are reduced in any given area, keeping in mind that they should be  
604 located where they have direct access to collector or arterial roads. These high-density  
605 residential designations represent some areas which could be acceptable for high  
606 density housing if adequate protections or buffers to nearby lower density housing are  
607 incorporated in the development.  
608

609 The Mixed Use Overlay Zone is an area that allows multi-family development in  
610 conjunction with commercial development. These areas are suitable for mixed use  
611 development where the residential becomes an important component in the commercial  
612 project. Currently the City does not have any projects of this type. It is the desire of the  
613 community to create a mixed-use walkable area along South Weber Drive. The City  
614 should establish in code an acceptable ratio of commercial to residential square footage.  
615

## 616 **MODERATE INCOME HOUSING**

617

618 In accordance with section 10-9a-403 Utah Code Annotated, South Weber is providing  
619 reasonable opportunities for a variety of housing including housing which would be  
620 considered moderate income housing to meet the needs of people of various income  
621 levels living, working, or desiring to live or work in the community, and to allow people  
622 with various incomes to benefit from and fully participate in all aspects of neighborhood  
623 and community life.  
624

625 Moderate income housing is defined in the Utah Code as:

626  
627           Housing occupied or reserved for occupancy by households with a gross  
628           household income equal to or less than 80% of the median gross income  
629           for households of the same size in the county in which the city is located.  
630

631 According to this definition, any dwelling occupied by an individual or family with  
632 income equal to or less than 80% of the median income of the county would qualify as  
633 moderate income housing, regardless of the circumstances under which the dwelling is  
634 occupied. For instance, it could be that the house was inherited and though valued at  
635 something far more than a family of moderate income could afford to purchase; it is  
636 nevertheless, occupied by a family whose income is below 80% of the regional median.  
637 That house, therefore, is a moderate-income house by definition. The same could be  
638 said for homes that have been in the same ownership for a long time and for which the  
639 mortgage was established prior to many years of inflation and rising housing costs.  
640 The occupants might be able to afford what, if mortgaged today, would be far out of  
641 their financial reach.

642  
643 In order to determine how many homes fall into the moderate income housing  
644 category, it would be necessary to determine the actual gross income of every  
645 household in South Weber. This information; however, would not be of a great  
646 significance in the ability to provide moderate income housing as the information would  
647 not provide an adequate picture of the housing which can be purchased or rented  
648 today.

649  
650 According to the U.S. Census Bureau, the 2017 median household income for Davis  
651 County is \$75,961 (\$95,000 for South Weber City). Eighty percent of that County  
652 median income is then \$60,768. Information extrapolated from the Utah Affordable  
653 Housing Manual indicates that a household with this income level could afford to  
654 purchase a dwelling which has a maximum purchase price of 3.1 times the annual  
655 income. In the case of South Weber that translates **to a maximum purchase price**  
656 **of \$188,380**. The same manual indicates that 27% of the monthly income could be  
657 spent on rent which would mean a **maximum monthly rent of \$1,367**.

658  
659 **PRESERVING AND ENCOURAGING MODERATE INCOME HOUSING:** There are  
660 many factors that affect the cost of housing. It is the duty and responsibility of the City  
661 to take necessary steps to encourage moderate income housing.

662  
663 Utah Code Annotated 10-9a-403 (2) (b) (iii) requires the City to choose at least three  
664 from a list of 23 ways, A through W, in which it can and will pursue the encouragement  
665 of moderate income housing in the five years. South Weber chooses the following:

666  
667 *(A) rezone for densities necessary to assure the production of moderate income*  
668 *housing;*

669 This General Plan update is recommending an additional 19.5 acres of  
670 land be rezoned for high density housing. It is also recommending an  
671 additional 31.8 acres be rezoned for mixed-use development. An  
672 additional 200 acres are being recommended for Commercial Highway  
673 zoning with the potential for a mixed use overlay to be applied, allowing  
674 some higher density residential development.

675  
676 *(B) facilitate the rehabilitation or expansion of infrastructure that will encourage the*  
677 *construction of moderate income housing;*

678  
679 The east end of South Weber is currently nearing capacity of the sewer  
680 system. The bulk of the properties slated for rezoning for high density  
681 residential or mixed-use development is in the east end of the City. South  
682 Weber is currently in Phase One of a multi-year project that will upgrade  
683 the sewer system to handle potential future multi-family and mixed-use  
684 developments in this area.

685

686 *(E) create or allow for, and reduce regulations related to, accessory dwelling units in*  
687 *residential zones;*

688  
689 It is recommended that the City consider allowing accessory dwelling units  
690 in single-family dwelling zones. The circumstances and provisions under  
691 which this type of housing could be allowed need to be thoroughly  
692 researched and a determination as to how best to move this initiative  
693 forward.

694  
695 *(F) allow for higher density or moderate income residential development in commercial*  
696 *and mixed-use zones, commercial centers, or employment centers;*

697  
698 South Weber has a mixed-use overlay zone that allows up to 13 dwelling  
699 units per acre. The City currently has the first proposal of this type under  
700 consideration. As previously stated, there are an additional 231.8 acres  
701 where mixed-use development is a potential. The mixed-use overlay zone  
702 along with the R-H zone allows the highest dwelling density in all zones;  
703 up to 13 units per acre.

704  
705 *(U) apply for or partner with an entity that applies for programs administered by a*  
706 *metropolitan planning organization or other transportation agency that provides*  
707 *technical planning assistance;*

708  
709 South Weber has applied for a planning assistance grant from the  
710 Wasatch Front Regional Council. We should know prior to the adoption of  
711 this Plan if we have been successful in procuring the grant.

712  
713  
714  
715 **MODERATE-INCOME HOUSING NEEDS:** The exact number of moderate-income  
716 housing units recommended for any community by the Utah Affordable Housing Manual  
717 depends on a number of variables. An analysis the existing housing and income  
718 situation using available information and come to some reasonable conclusions as to  
719 need.

|     |   |
|-----|---|
| 720 |   |
| 721 | Number of Dwelling Units 2017 ..... 1724                        |
| 722 | 2017 Population ..... 7310                                      |
| 723 | Persons Per Household 2017 ..... 4.24                           |
| 724 | 2017 Median Davis County Annual Household Income ..... \$75,961 |
| 725 | 2017 Annual Household Moderate Income ..... \$60,768            |

726  
727 Once again by extrapolating from information contained in the Utah Affordable Housing

728 Manual, we find that a household with this income level could afford a mortgage of  
729 approximately 3.1 times the annual income or could afford to spend 27% of their  
730 monthly income on rent.

731  
732 Maximum Purchase Price .....  $\$60,768 \times 3.1 = \$188,380$   
733 Maximum Monthly Rent .....  $\$60,768/12 = \$5,064 \times .27 = \$1,367$   
734

735 It appears that rental units are the most attainable type of moderate-income housing  
736 likely to be established in South Weber. There are currently 87 rental units in the City,  
737 60 being in one apartment complex and the rest are basement type apartments. Rental  
738 units comprise 5% of the existing housing stock in the City.

739  
740 **Recommendations:** It is apparent that to meet demands for moderate income  
741 housing, as well as meet the recommendations of this Plan for open space and  
742 agricultural character of the community, multi-family rental residences will continue to  
743 be the primary type of housing in this price range. According to the U.S. Census Bureau  
744 36% of Davis County households have an income below \$60,000 per year while 24% of  
745 South Weber households fall into that range.

746  
747 It is apparent that South Weber needs a lot more moderate-income housing stock to  
748 meet future demand. The proposed 19.5 acres of high-density residential property  
749 could potentially produce another 253 multi-family dwelling units. The 231 acres of  
750 potential mixed-use zoning could produce many more, but given the nature of mixed-  
751 use development, it is difficult to predict how much. If the City is to reach a goal of  
752 providing housing for the 24% of households that are considered moderate-income,  
753 there will need to be a significant increase in qualifying housing units as the City grows.

754  
755 It is recommended that South Weber continue to support the development of multi-  
756 family housing in the appropriate areas designated in this Plan.

757  
758 **INDUSTRIAL:**

759 Current industrial uses are limited to the gravel mining operations, Sure Steel and one  
760 other minor operation on Cornia Drive and a few scattered construction businesses. It is  
761 recognized that the resources extracted by the gravel pits are important to the health  
762 and growth of the area in and around South Weber. It is also recognized that these  
763 mining operations have caused negative impacts to the community. In an effort to  
764 provide residents with an outlet to submit their complaints as well as to aid in the  
765 documentation efforts of the City, residents can now submit an affidavit. Along with  
766 this, the City conducts weekly inspections of the gravel pit operations to ensure that  
767 dust is not becoming a nuisance, the decorative berm is maintained, and to ensure that  
768 the overall size of the gravel pit is not increasing beyond the scope of the original  
769 approved mining plan.

770

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

773

774 The Geneva Rock gravel pit adjacent to the Cornia Drive industrial area is, though  
775 technically an industrial use, is zoned NR for natural resource excavation. There are  
776 indications this pit is nearing depletion of the resource. It is recommended that this  
777 excavated area convert to a light industrial area upon cessation of mining operations.

778

779 **COMMERCIAL:**

780 Existing commercial developments are very limited to a few businesses near the South  
781 Weber Drive/Hwy 89 interchange. The small businesses that were in the commercial  
782 district near the center of town have gone out of business.

783

784 It is very important to the financial health of the City, to encourage more commercial  
785 land uses to locate in South Weber. The City is striving to move forward with  
786 development that is both residential and commercial in nature, while at the same time,  
787 implementing guidelines that have an underlying thread of the rural character that has  
788 made up the city for years. Commercial development will be the gateway to be able to  
789 offer residents the goods and services they desire within their community.

790

791 New commercial development should be encouraged in the vicinity of the Highway  
792 89/South Weber Drive interchange so that traffic has minimal impact to residents of the  
793 area. The land available for commercial development near the new interchange should  
794 be protected for commercial purposes and not allowed to develop in less beneficial  
795 ways. The City has rezoned all of the land shown on the Projected Land Use Map as  
796 commercial in the vicinity of the Hwy 89/South Weber Drive interchange, to the  
797 Commercial Highway zone as a method of protection. Commercial development in this  
798 area should be encouraged to be of the retail type and to provide locally needed  
799 services. All commercial development within this area shall follow the 2009 South  
800 Weber Drive Commercial Design Guidelines (Resolution 09-39).

801

802 Other commercial development of a limited area should be encouraged in the vicinity of  
803 the Interstate 84/475 East interchange. This should also be retail commercial and be  
804 oriented to the I-84 traveler and the local neighborhood. Care should be given to  
805 approval of such a business so that traffic does not unduly impact the neighborhood.

806

807 Care should be given to any commercial development adjacent to a residential or  
808 planned residential area. There should be a buffer between the two land uses which  
809 reduces the negative impacts of the commercial development as much as possible.  
810 Design standards for commercial development have been established to assure some  
811 compatibility and sense of community among various potential commercial enterprises.  
812 Every opportunity to improve "walkability" in South Weber should be taken. This would  
813 mean providing and connecting to proposed bike routes and trails (See Pedestrian  
814 Transportation Map #6). The street construction standard has also been modified to



815 incorporate larger park strips for planting street trees as well as to provide a larger  
816 buffer between the street and sidewalk.

817

818 **RECREATION:**

819 Public recreation areas in South Weber are currently in an expansion mode. There are  
820 61 acres of developed park in several locations. In addition to this park space, are six  
821 acres in the school grounds and the City owned Posse Grounds. The National  
822 Recreation and Parks Association recommends a total of 25 acres of open space per  
823 1000 population as a standard. Ten acres of each 25 acres should be developed  
824 recreation areas. The rest of the acreage could be in stream corridor or other less  
825 developed open space. Following this standard, South Weber should have 70 acres of  
826 developed recreation space for the current population. If the community reaches its  
827 projected population of 13,348, it should then have 133 acres developed for recreation.

828

829 The presence of the Weber River on the north boundary of the City presents an  
830 opportunity for a river recreation corridor reaching into Weber County and which would  
831 be of regional interest. The Wasatch National Forest to the east of town also presents  
832 abundant recreation possibilities which are important to residents of South Weber and  
833 many others.

834

835 There are approximately 160 acres of the Weber River Corridor in South Weber. Since  
836 the Weber River Recreation Corridor would be a regional type facility, it should not be  
837 the sole responsibility of the City to develop this facility. Weber Pathways, a private  
838 non-profit organization has been very active in securing access rights and in  
839 constructing the Weber River Parkway Trail. South Weber should work closely with  
840 Weber Pathways and others in securing additional access, extending the trail, making  
841 improvements and maintaining existing facilities. This river corridor should be  
842 protected as a very important recreational venue in South Weber and as important  
843 wildlife habitat. Currently there are only two access points to the Weber River trail in  
844 South Weber. One is where the River goes under I-84 and the other is just east of the  
845 Adams Avenue/Cottonwood Drive intersection. Additional access near the City's  
846 population center is essential as is the development of a public parking and river access  
847 area at the north end of Cornia Dr.

848

849 As development along the east bench area occurs, the City should make sure that  
850 public access to the National Forest is provided. The Forest provides hunting, hiking,  
851 mountain biking and nature appreciation opportunities different from other recreation  
852 sites. It is critical to maintain public access to these public lands.

853

854 South Weber should become more bicycle friendly by considering adding bicycle lanes  
855 to all new roads. The possibility of a bicycle path along the Davis & Weber Canal should  
856 be explored. It may be possible to enter into a use agreement with the Canal Company.  
857 Liability to the Canal Company would be limited by Utah Code Annotated Section 57-14,  
858 Limitation of Landowner Liability Act.

859  
860  
861  
862  
863  
864  
865  
866  
867  
868  
869  
870  
871  
872  
873  
874  
875  
876  
877  
878  
879  
880  
881  
882  
883  
884  
885  
886

Other recommendations for recreation development are that public access from areas south of the canal be provided to the park on 2100 East St. north of the canal via a pedestrian bridge across the canal.

There are recommended locations on the Projected Land Use Map (Map #1), for recreational use. They are only intended to indicate that, due to existing or projected residential growth in the area, it would be a good location for some type of public recreation facilities. 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 special recreational resource which needs protection or the resource may be lost. Other uses which are compatible with the development of the recreational resources will be considered on such properties.

**INSTITUTIONAL:**

The only real institutional issue South Weber is faced with concerns schools. Currently, South Weber Elementary School and the Highmark Charter School are the only schools in the community. The City should assist the School District in every way possible in locating any future school sites. This would help to assure the most advantageous site for both the District and the City.

Projected Land Use Map #1 shows specific locations and information concerning projected land uses. Please note that there is no date proposed at which time these projections should be realized. It is felt that too many variables are involved in determining when these things will occur to make accurate predictions.

## 887 **SECTION 4: TRANSPORTATION**

888

### 889 **VEHICLE TRANSPORTATION:**

890 In our vehicle-oriented society one of the items having a great effect on the quality of  
891 our lives and on our ability to reach many of the goals stated to previous sections of  
892 this Plan, is the transportation system. In this Section we will look at the existing state  
893 of the transportation system and what should be done to improve it to meet current  
894 safety needs and future growth needs. This plan does not attempt give exact locations  
895 of every local or residential access street in the City. What it will do is look at all critical  
896 transportation routes concentrating on those that are City streets and over which the  
897 City has control. All the streets that are currently stubbed are shown with an intended  
898 connecting location so that all future development is aware of the City's intent for  
899 connecting streets (See Vehicle Transportation Map #5). In order to encourage  
900 connectivity between developments, cul-de-sacs or turnarounds are only to be  
901 considered if topographic or other constraints prohibit the connection to a thru street.  
902 Temporary turnarounds must be provided at all stubbed street locations where a thru  
903 street is eventually planned.

904

905 It is important that all major transportation routes through South Weber, whether city  
906 streets or state highways, are protected from unnecessary traffic "motion." Friction  
907 results mainly when too many driveways are allowed access directly onto a street,  
908 causing traffic to slow as vehicles maneuver in and out of the driveways. To reduce this  
909 motion and preserve the full functionality of these major transportation routes, the  
910 number of direct access driveways should be limited to as few as reasonably possible.  
911 It is also important that streets within the City that serve the general public or that  
912 have no restrictions to ingress and egress by the public be maintained in a reasonable  
913 and acceptable condition. To this end, all new roads developed in South Weber are  
914 public streets and no private streets are allowed. There should be some leeway allowed  
915 in the design of public roads within planned unit developments, to allow more creativity  
916 in providing public improvements. In that case, the area of flexibility in the road  
917 standards should come in how park strips and foot traffic are handled.

918

### 919 **HIGHWAY 89:**

920 The State is currently in the beginning stages of a major widening and upgrading of  
921 Highway 89 that will turn it into a limited access expressway. The project is scheduled  
922 to have its northern terminus at the Hwy 89/Interstate 84 interchange. The City fully  
923 supports this project, however, this project will create some issues that affect South  
924 Weber. It will be critical that direct access from South Weber Drive onto Highway 89 be  
925 maintained in both north and south directions. As Highway 89 transitions from a limited  
926 access facility to a full access highway in South Weber, it will create a backup of  
927 northbound traffic. Currently the traffic congestion on Hwy 89 is somewhat spread out  
928 along the route south of South Weber due to the traffic lights found between South  
929 Weber and Farmington. With no more traffic lights, that northbound congestion will  
930 now all be concentrated in South Weber when it hits the traffic lights in Uintah City.

931  
932 We strongly encourage UDOT to swiftly plan on continuing the Hwy 89 widening and  
933 upgrading project through Uintah and into South Ogden where traffic disperses.  
934

935 An opportunity that the Hwy 89 project creates is the possibility of installing an  
936 underpass of some sort for the continuation of the Weber River Parkway  
937 Trail/Bonneville Shoreline Trail (BST). This will be critical to the connection of the BST  
938 in Davis County with the BST in Weber County and extending the Weber River Parkway  
939 Trail all the way to the mouth of Weber Canyon as in the plans for both. Funding for  
940 this underpass has been in doubt.

941  
942 The City is highly supportive of this underpass and should continue to encourage its  
943 completion in every possible way.  
944

945 **1900 EAST STREET:**

946 1900 East Street is an extremely important collector road. It has a serious safety hazard  
947 at approximately 7550 South where it traverses a steep bluff. The bluff both reduces  
948 sight distance at the intersection with 7600 South St. and encourages traffic to speed.  
949 The correction of, or reduction of, this safety hazard should be a high priority for South  
950 Weber road projects.

951  
952 It is projected that 1900 East will connect with South Bench Drive in some, as yet  
953 undefined fashion, creating more direct access into Layton.  
954

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

956 South Weber Drive is an arterial street and serves as the transportation backbone of the  
957 community, however, there are numerous homes fronting on it which reduces its  
958 effectiveness as an arterial somewhat. This road also is a State controlled facility. It is  
959 also anticipated that the road will someday need to be widened from the current 66 ft.  
960 right-of-way (in many locations) and the City should continue its current policy of  
961 requiring curb and gutter of all new development along this road. Widening of the road  
962 should include sufficient room for bike lanes. It may already be wide enough for bike  
963 lanes in the eastern part of the City and the stripping of these lanes should be pursued  
964 by the City. Access to this road should be limited as much as possible to protect its  
965 arterial status and usage. This should be done in conjunction with UDOT standards for  
966 access onto a State Road.

967  
968 Traffic analysis indicates traffic signals will be needed at the intersections of South  
969 Weber Drive with South Bench Drive, 1900 East and 2100 East. The City should  
970 encourage UDOT to install a traffic light at these locations as increases in traffic  
971 warrant.

972  
973

**974 SOUTH BENCH DRIVE:**

975 It is deemed critical to the safety and convenience of the City to establish an alternate  
976 ingress/egress route that will provide an escape route in a citywide emergency, such as  
977 a wildfire. South Weber has already begun construction of the first phase of a new  
978 arterial road that will run eastward from 475 East utilizing the old alignment of 6650  
979 South past the Posse Grounds. This road will eventually continue eastward through  
980 some of the farmlands near the freeway, curving southward forming an intersection  
981 with South Weber Drive and then south and east over the bluff connecting into Layton  
982 City streets in their growing business/light industrial area, the East Gate Development.  
983 Private driveway access to this road should be limited to establish/preserve its  
984 functionality as an arterial street.

985  
986 Great care will be required to build this roadway where it traverses the bluff on the  
987 south side of the City due to unstable slopes in that area. It will also be necessary to  
988 avoid disturbance to the OU1 pollution that could be found in this area.

989  
990 It is believed that this new roadway will also provide increased opportunity for  
991 commercial development near the I-84 interchange by establishing direct access to that  
992 site from the interchange.

993

**994 7600 SOUTH STREET/1550 EAST STREET:**

995 A high priority road project should be to connect (plat and construct) the remaining  
996 portion of 7600 South that is not currently dedicated as a public right-of-way (approx.  
997 250 ft.) in order to provide that this street become a through street. This should all be  
998 developed with standard street improvements and a 60 ft. right-of-way. This road is  
999 necessary to provide a more direct and much safer route to the elementary school, as  
1000 well the as central part of the city and South Weber Drive.

1001

**1002 6650 SOUTH STREET AND 475 EAST STREET:**

1003 6650 South St. is a very narrow street with existing houses fronting it, some of which  
1004 are not set back very far from the edge of the asphalt. Currently the road has a  
1005 temporary dead-end at the west end of the houses fronting it. As properties north of  
1006 6650 S. continue to develop an alternate east/west route (already begun) should be  
1007 established to take all but local traffic off this substandard road. Only minimal widening  
1008 and improvement of the road should occur between 475 East and South Weber Drive  
1009 due to feasibility challenges.

1010

1011 The establishment of South Bench Drive will require some realignment of the  
1012 intersection of 6650 S. and 475 E.

1013

1014 475 East Street is currently the main route from South Weber Drive to Interstate 84. As  
1015 development of the west end of town occurs, it is imperative that the majority of traffic  
1016 in that area find an alternative route to 475 East St. The development of South Bench  
1017 Drive and Old Fort Rd. will accomplish this goal.

1018

**1019 VIEW DRIVE:**

1020 View Drive currently dead ends on its east end at approximately 2370 East. In order to  
1021 facilitate better traffic flows in the area, this road should connect through to 7800  
1022 South. This should be done by developers as adjacent properties are developed. It is  
1023 important, given the narrowness of 7800 South, that strong consideration be given to  
1024 the public's safety as road connections and improvements are made to the streets in  
1025 this area.

1026

**1027 ADDITIONAL UNITAH CITY ACCESS:**

1028 It is desirable that there is established an additional access into Uintah City without  
1029 having to enter Highway 89 and besides the bridge at Cottonwood Drive. It is believed  
1030 that it would be most advantageous to both cities if this access were to be established  
1031 at or near the fisherman's access road just west of the Staker Parson's Gravel Pit. This  
1032 would, of course, require that a new bridge be constructed over I-84 and the Weber  
1033 River. Uintah City would establish the best local street for this access to tie into on  
1034 their side of the river.

1035

1036 (See Vehicle Transportation Map #2 for more detail on the recommendations of this  
1037 Section.)

1038

1039

**SECTION 5: ACTIVE TRANSPORTATION**

1040

1041

1042

**TRAILS**

1043

1044

1045

1046

1047

1048

1049

1050

1051

1052

1053

**BONNEVILLE SHORELINE TRAIL:**

1054

1055

1056

1057

1058

1059

1060

1061

1062

1063

1064

1065

1066

1067

1068

1069

1070

**WEBER RIVER PARKWAY TRAIL:**

1071

1072

1073

1074

1075

1076

1077

1078

1079

1080

1081

1082

Some of the property involved is privately owned, some by the Utah Department of Transportation, some the Division of Natural Resources and some by Weber Pathways. The City should work with other interested groups in securing the easements or right-of-ways for this trail. Due to the regional nature of this trail, it would be appropriate for an entity such as Weber Pathways to be responsible for management and maintenance

1083 of the trail. South Weber and other affected cities should participate to some  
1084 proportionate level in the maintenance costs.

1085  
1086 It is recommended that the South Weber section of the trail be approximately 10ft.  
1087 wide with a compacted granular surface. It could be paved at some point in the future,  
1088 should that prove to be a wise course of action.

1089  
1090 Pedestrian access from the Canyon Drive Trailhead at Canyon Drive and 1325 East  
1091 across I-84 to the Weber River Parkway should be a high priority trail improvement.

1092  
1093 **CANAL TRAIL:**

1094 The Canal Trail is proposed to run adjacent to or on top of the Davis and Weber  
1095 Counties Canal running the length of the City on the south side. The City should seek  
1096 an agreement with the Davis and Weber Counties Canal Company and any private  
1097 property owners along the route to allow public use and development of the trail.  
1098 Safety precautions should be used in designing a trail along open portions of the canal.  
1099 The City should also encourage Riverdale City officials to continue this trail through  
1100 their city as well.

1101  
1102 This trail should be developed partly as natural surface trail and partly as a paved trail  
1103 utilizing the existing maintenance road along the canal or directly on top of the canal  
1104 where it has been piped. This trail should be paved to at least 10 ft. in width where it  
1105 passes through residential areas from 2700 East to approximately 1550 East. The rest  
1106 of the trail east of Hwy 89 and west of 1550 East should be graded dirt with some  
1107 possible surface stabilization where necessary.

1108  
1109 **HIGHMARK CHARTER SCHOOL TRAIL:**

1110 This proposed new trail should extend from View Drive to South Weber Drive near the  
1111 west side of the charter school property. This will better facilitate pedestrian access to  
1112 the school from the south. This will better facilitate commuter access to/from points  
1113 south of the school.

1114  
1115 **OLD FORT TRAIL:**

1116 This trail is intended to be a 10 ft. wide paved trail running from approximately 1200  
1117 East to near the west end of the City following along the south side of I-84. Special  
1118 attention to safety will be warranted at the trail crossing of 475 East. This trail should  
1119 become the responsibility of the City for maintenance and control. It is anticipated that  
1120 the majority of this trail will be constructed by developers of adjacent property. As  
1121 these developments are proposed, the City should see that a continuous trail is  
1122 established with consistent width and surface.

1123  
1124



1125 **OTHER TRAILS:**

1126 It is recommended that, as the Staker-Parson Gravel Pit closes and is open to  
1127 development, there should be a trail through the property connecting 7400 South to the  
1128 commercial area at the intersection on South Weber Drive and 2700 East.

1129

1130 Other recommendations for the City-wide active transportation system can be found on  
1131 the Parks and Active Transportation Map #3.

1132

**1133 SECTION 6: ANNEXATION POLICY PLAN**

1134 This section of the Comprehensive Plan, the Annexation Policy Plan, is set forth herein  
1135 to comply with Section 10-2-400 Utah Code Annotated. This section generally sets forth  
1136 the area that the City will consider for annexation at some undefined point in the  
1137 future. This section also defines the criteria that will guide the city's decision to grant or  
1138 deny future annexation petitions.

1139

**1140 CHARACTER OF THE COMMUNITY:**

1141 South Weber is a community somewhat isolated from the other communities around it.  
1142 This isolation is due to its geographic location in the Weber River drainage basin, cut off  
1143 from other communities by the river and freeway to the north, high bluffs to the south,  
1144 the Wasatch Mountains to the east and a narrowing band of land between the freeway  
1145 and the bluff on the west. This isolation fosters cohesiveness to the community which in  
1146 turn promotes friendliness among neighbors and a family oriented environment. The  
1147 City was founded, and until recent years, continued to exist on an agricultural base.  
1148 Agriculture is a diminishing land use but remains an important factor in the essence of  
1149 South Weber. There is an emerging commercial center near the intersection of South  
1150 Weber Drive and Hwy 89 and a planned future commercial center near the I-84  
1151 interchange. If build-out projections are correct, South Weber will always be a small  
1152 city and, hopefully, will retain its charm and character.

1153

**1154 NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED UNINCORPORATED  
1155 AREAS:**

1156 The areas considered for annexation are located within the area illustrated on the  
1157 Annexation Area Map (Map #4). If annexed to South Weber, the purpose would most  
1158 likely be to accommodate some type of development. This would require full municipal  
1159 services and possibly services provided by Weber Basin Water Conservancy District,  
1160 South Weber Irrigation District and Davis School District. Infrastructure expansion, i.e.,  
1161 water, sewer, and storm drain systems could be extended into these areas on an as  
1162 needed basis. Financing of infrastructure expansion would mostly be borne by the  
1163 developers of these properties. There may be the need for the City to participate in the  
1164 financing of some facilities which will improve service to existing development. These  
1165 costs will be met via various means. The City may choose to use general funds, impact  
1166 fees, special improvement districts, bonding or other means of meeting these financial  
1167 obligations.

1168

1169 There are no existing developed areas within the expansion area, so adequacy or  
1170 purchase of existing service systems is not an issue.

1171

1172

**1173 TAX CONSEQUENCES OF ANNEXATIONS:**

1174 It is well known that property taxes from residential properties generally do not cover  
1175 the full costs of providing services to those residences. This means that, if allowed to  
1176 develop strictly in residential use, the annexation and development of these properties  
1177 will result in an increase in the City's burden of paying for the services required by the  
1178 development. To help delay some of the increased tax burden, some of the proposed  
1179 expansion area may be appropriately developed as a mix of commercial and residential  
1180 uses.

1181  
1182 It is felt that future development of planned commercial areas within the City will  
1183 produce enough tax revenues that remaining deficiencies in tax revenue from existing  
1184 and potential future residential properties will be offset. The consequences of  
1185 annexation of expansion areas, when looked at alone, will be to increase the tax burden  
1186 of all residences within the City. But, when looked at in light of potential commercial  
1187 development, the entire City should see either a reduction in tax burden or an increase  
1188 in quality and amount of services offered by the City.

**1189 INTEREST OF ALL AFFECTED ENTITIES:**

1191 Prior to adoption of this section of the South Weber General Plan, discussions were held  
1192 with representatives of Davis County, Uintah City and Layton City. Other entities that  
1193 may have an interest in the expansion areas include the Davis School District which  
1194 would be interested in how much of any annexation would be devoted to housing  
1195 development and the resultant increase in student population. The Central Weber  
1196 Sewer District may have an interest in expansion areas from the standpoint of how total  
1197 sewage volume from South Weber may be increased. Some of these areas may benefit  
1198 from services of the Weber Basin Water Conservancy District also.

1199  
1200 All affected entities as defined in the Utah Code Annotated, Section 10-2-401(1)(a) may  
1201 review the proposed annexation policy plan or any amendments thereto and may  
1202 submit oral or written comments and recommendations to the City. The City shall  
1203 address any comments made by affected entities prior to adoption.

**1204 URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:**

1205 The Utah State Code Annotated, Section 10-2-401.5 encourages all urban development  
1206 within a close proximity of a city's boundary to be included in that cities expansion area.  
1207 There are no areas of urban development within a close proximity to South Weber's  
1208 boundary that are not already within an existing city except for that found on Hill Air  
1209 Force Base. Land within HAFB. would not be under the jurisdiction of South Weber even  
1210 if it were within the City limits; therefore none of that urban development was included  
1211 in the expansion area.  
1212