

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

South Weber City General Plan Update 2020

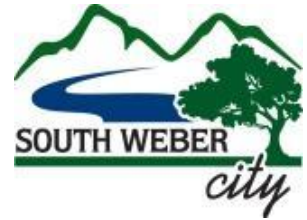


TABLE OF CONTENTS

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: 8

WETLANDS:..... 9

HIGH WIND: 9

FIRE: 9

STEEP SLOPES: 9

GRAVEL PITS: 10

I-84/US-89 HIGHWAYS: 10

DAVIS & 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 **SECTION 4: TRANSPORTATION** **20**

35 **US-89 (Highway 89):**..... 20

36 **1900 EAST STREET:** 21

37 **SOUTH WEBER DRIVE (State Route 60):** 21

38 **OLD FORT ROAD:**..... 21

39 **7600 SOUTH STREET / 1550 EAST STREET:** 22

40 **6650 SOUTH STREET / 475 EAST STREET:** 22

41 **VIEW DRIVE:** 22

42 **SECTION 5: ACTIVE TRANSPORTATION**..... **23**

43 **BONNEVILLE SHORELINE TRAIL:**..... 23

44 **WEBER RIVER PARKWAY TRAIL:** 23

45 **CANAL TRAIL:**..... 24

46 **VIEW DRIVE TRAIL:** 24

47 **OLD FORT TRAIL:**..... 24

48 **SOUTH HILLSIDE TRAIL:** 25

49 **OTHER TRAILS:**..... 25

50 **SECTION 6: ANNEXATION POLICY PLAN** **26**

51 **CHARACTER OF THE COMMUNITY:**..... 26

52 **EAST & SOUTH BENCH AREAS**..... 26

53 **NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED UNINCORPORATED AREAS:** 26

54 **TAX CONSEQUENCES OF ANNEXATIONS:** 27

55 **INTEREST OF ALL AFFECTED ENTITIES:**..... 27

56 **URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:** 27

57

58

59 **INTRODUCTION**

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

66
67 South Weber City recognizes the need to regularly reevaluate planning and respond to
68 current issues and trends. The city updated the General Plan in 1996, 2001, 2006,
69 2007, 2010, and in 2014. In 2019, the City Council tasked the Planning Commission to
70 once again review and recommend updates of the General Plan. During this most
71 recent update, city leaders and staff strived to obtain citizen input and to incorporate
72 feedback into this update of the General Plan as possible.

73
74 As with previous updates, this version of the General Plan builds upon and enhances
75 previous plans by incorporating contemporary data and current thinking. By nature, the
76 General Plan is a living document, subject to revision and change with the intention to
77 guide planning efforts now and into the future.

78

79 **MASTER GOAL**

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

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

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

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

110 **SECTION 1: CITIZEN INVOLVEMENT**

111
112 Participation and input from residents are important to ensure a General Plan that
113 reflects the attitudes and desires of city residents. For this document to be an effective
114 planning tool, the public needs an opportunity to provide feedback on the proposed
115 contents prior to adoption. To facilitate this, the city made the first draft available online
116 where residents could view the draft and leave feedback. The city held two open
117 houses to allow residents and property owners the opportunity to see detailed maps,
118 ask questions of City Staff, and submit written comments. The city also solicited
119 feedback through an online survey made available to residents. Additionally, residents
120 were invited to several public joint work meetings of the Planning Commission and City
121 Council where the General Plan was the only agenda item. The city collected, organized
122 and incorporated much of the feedback into a revised draft which was also published
123 online and open for comment. Prior to its adoption, the General Plan was the topic for
124 an official public hearing held before the City Council.

125

126 **SECTION 2: EXISTING ENVIRONMENT**

127
128 It is important to analyze the existing characteristics of the community — land use,
129 population, development limitations and opportunities — when undertaking any
130 planning effort. By obtaining a full understanding of the current South Weber
131 community, we can better understand and prepare for its future.
132

133 **LAND USE:**

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

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

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

162 **POPULATION:**

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

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

169
 170 As of January 7, 2020, new population projections were generated for South Weber
 171 based on population estimates by the U.S. Census Bureau and the University of Utah
 172 Gardner Policy Institute for 2017. At the end of 2017, South Weber had **1,878 lots or**
 173 **dwelling units**. Add to that the number of residential lots/units approved since 2017,
 174 plus the **382 lots or dwellings** that applied for approval or that presented concept
 175 plans as of January 7, 2020, and the current **total existing, approved or proposed**
 176 **dwelling units is 2,260.**

177
 178 If we assume that most vacant land remaining in the city will be developed, with
 179 limitations on some land, it is possible to estimate the potential population growth of
 180 South Weber. An analysis of vacant developable lands determined the total area in each
 181 residential density category and the number of dwelling units (D.U.) each could
 182 generate. For each density category the total number of acres of vacant land was
 183 decreased by 10 percent to allow for inefficiencies in platting of lots and odd shaped
 184 parcels which may result in fewer lots than the zone allows. The analysis follows:

- 185
- 186 1. 7.04 ac. in Very Low Density – 10% = 6.34 x .90 D.U./ac. = 5 D.U.
- 187
- 188 2. 45.46 ac. in Low Density – 10% = 40.91 x 1.45 D.U./ac. = 59 D.U.
- 189
- 190 3. 207.46 ac. in Low-Moderate Density – 10% = 186.71 x 1.85 D.U./ac. = 345 D.U.
- 191
- 192 4. 188.26 ac. in Moderate Density – 10% = 169.43 x 2.8 D.U./ac. = 474 D.U.
- 193
- 194 5. 16.88 ac. in Residential Patio – 10% = 15.19 x 4 D.U./ac. = 60 D.U.
- 195
- 196 6. 4.34 ac. in Multi-Family – 10% = 3.91 x 7 D.U./ac. = 27 D.U.
- 197
- 198 7. 2.91 ac. in potential Mixed-Use x 25 D.U./ac. = 72 D.U.

199
 200 **Total Dwelling Units on Vacant Land = 1,042 D.U.**

201
 202 Add 2,260 existing and approved dwellings with 1,042 potential dwelling units on
 203 vacant land and arrive at a potential build-out dwelling unit count of 3,302. The most
 204 recent persons per household number for South Weber is 3.89 based on Gardner Policy
 205 Institute and 2017 U.S. Census estimates. Multiply that by the build-out dwelling unit
 206 count and you arrive at a **build-out population of 12,844**. At an average growth
 207 rate of 3 percent per year, build out will take approximately 20 years.

208

ENVIRONMENTAL CONDITIONS:

209
210 There are several known natural and human caused environmental hazards in South
211 Weber. Natural hazards include earthquakes, fire, high wind, flooding, and landslides.
212 Human caused hazards are associated with the two gravel pits, the Davis and Weber
213 Counties Canal which runs the entire length of the city from the east end to the west
214 end with potential for flooding. Noise, accident potential from low flying aircraft, and
215 toxic waste disposal sites all originate from Hill Air Force Base, which borders the city
216 on its south side to the west. Proximity to US-89 and I-84 provide and increase risk as
217 personal and commercial traffic increases.

218
219 It is critical that any environmental hazards are mitigated on properties where they
220 exist prior to development. It is recommended that any proposed development within
221 the areas identified on the Sensitive Lands Map #5 be required to mitigate potential
222 environmental hazards in accordance with the Sensitive Lands Ordinance (Ord. 10-14).
223 If this is not possible or feasible, some types of development may not be permitted.

224

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

231

232 As development pressure increases for the area between US-89 and the mountains to
233 the east, it will be imperative to locate any future structures away from these fault
234 lines.

235

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

243

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

248

249 **LAND SLIDES:** South Weber is in a river valley formed in ancient times as the Weber
250 River cut through an alluvial fan deposited by the receding Lake

251 Bonneville which once covered the entire region. Steep banks formed on both sides of
252 the river as it cut through the alluvial fan. The bluff on the south side runs the entire
253 length of the city. Geologists have identified this area as a very high risk for potential
254 landslides.¹ Ample evidence exists of both ancient and more recent slope failure along
255 this bluff. It is important to analyze the feasibility of any development proposed on or
256 near this bluff.

257
258 **WETLANDS:** There are several areas of wetlands and suspected wetlands within
259 South Weber, most of which lies along the Weber River. These wetlands include
260 sandbars, meadows, swamps, ditches, marshes, and low spots that are periodically wet.
261 They usually have wet soil, water, and marshy vegetation for a period or year-round.
262 Open space is also characteristic of wetlands.

263
264 All wetlands are considered sensitive lands. Therefore, any development occurring on
265 suspected or verified wetlands are required to comply with the permitting process of
266 the Army Corps of Engineers.

267
268 **HIGH WIND:** High winds blow consistently out of the Weber Canyon contributing to
269 fugitive debris from the gravel pits. The design standards in high wind areas of the city
270 must account for the amount and level of wind.

271
272 **FIRE:** The city is nearly surrounded by wildland, creating large areas of wildland/urban
273 interface. This creates a high fire hazard requiring building codes to employ the
274 wildland/urban interface standards. The city should encourage developers and residents
275 to follow Utah state guidelines for hazard mitigation in the wildland-urban interface.

276
277 **STEEP SLOPES:** Steep slopes are found along the south bench of the city, the foothill
278 area of the Wasatch Mountains on the east side of the city, and at other locations
279 throughout the city. These slopes should be considered fragile from a development
280 standpoint and developers must comply with the Sensitive Lands Ordinance (Ord 10-
281 14). Building roads and subdivisions within these areas can cause environmental
282 damage, destabilize hillsides, and create a hillside scar/eyesore resulting from needed
283 cuts and/or fills to make the property developable. Stripping the land of vegetation may
284 significantly increase erosion and flooding if mitigation efforts are not applied. These
285 areas are important habitat for wildlife, including high value deer winter range. These
286 areas also represent a significant fire hazard to structures which might be tucked within
287 the heavy vegetation located on or along steep slopes. These steep foothills provide an
288 important view shed for residents and those traveling through. The mountains are a
289 prominent feature of the landscape and any development or other impact will likely
290 reduce the community's overall quality of life.

291

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

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

300

301 These mining operations have a limited lifespan due to depletion of the resource,
302 although recycling of concrete and asphalt may extend the operations. Rehabilitating of
303 steep slopes and disturbed soils and mitigating any remaining hazardous conditions is
304 critical before their operations terminate.

305

306 There has been a considerable speculation that the pits might become recreational
307 lakes when mining operations cease. Though an attractive idea, it is not feasible.²

308

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

313

314 **DAVIS & WEBER COUNTIES CANAL:** The canal traverses the length of the city
315 from east to west through residential neighborhoods, open lands, and hillside. The open
316 nature of sections of the canal present potential danger if the water were to flood into
317 the city or contribute to slope instability and slides. Deterioration of the canal may pose
318 a hazard and lead to a canal break, like what occurred in Riverdale in 1999 along the
319 same canal.

320

321 **NOISE HAZARDS:** Hill Air Force Base (HAFB) is located directly southwest of the city
322 at the top of the bluff previously discussed. At times, aircraft flying over South Weber
323 cause significantly increased levels of noise. In its Air Installation Compatible Use Zone
324 (AICUZ) report, the Air Force designates specific zones where noise may cause a
325 negative impact to the quality of life. These noise zones are produced by a computer
326 model which takes many variables into account, including the types of aircraft, flight
327 paths, frequency and time of flights. These noise zones are 65-70 Ldn, 70-75 Ldn, 75-
328 80 Ldn, 80-85 Ldn and 85+ Ldn. Ldn is a unit of noise measurement roughly equivalent
329 to decibels but with other weighted factors considered. The most recent official AICUZ
330 report was published in 1993. A Department of Defense (DOD) contract updated the
331 noise contours in 2006. With the recent arrival and operations of F-35 aircraft, a new
332 AICUZ study is under development. Preliminary noise modeling indicates a dramatic

² "Feasibility Study for the Parsons Pit ASR and Recreation Facility", September 2014, prepared for Weber Basin Water Conservancy District by Bowen Collins & Associates, Inc.

333 reduction in the noise impact to South Weber. This is not a result of a reduction in
334 actual aircraft noise, but due to the use of a new computer model. The F-35s are
335 noisier than the F-16 previously stationed at the base. Despite the initial results,
336 feedback from residents indicate an increase in aircraft noise since the arrival of the F-
337 35.

338
339 This creates a dilemma for the city. The noise zone has significantly affected land use
340 planning for the past 40 years. Previous studies indicate a major portion of the city lay
341 within the 75 Ldn noise contour, the threshold noise zone for restricting land uses. If
342 the preliminary noise modeling is adopted as part of the Official AICUZ report, it will
343 show essentially no area in the city is negatively impacted by noise from HAFB aircraft.
344 Yet, during the mid-1990s, the State of Utah purchased easements on most of the
345 properties within the 75 Ldn noise zone which significantly limits development on those
346 properties. These easements will remain in place even if the preliminary noise modeling
347 becomes official and the modeled noise impact to South Weber is largely eliminated.
348 These easements will continue to affect land use planning, much more so than the
349 modeled noise zones.

350
351 As technology advances, it's anticipated the type of aircraft stationed at HAFB will
352 change as the current aircraft are phased out. The recommended course of action is to
353 continue to utilize the noise zones that are currently adopted and upon which our
354 historical land use planning has relied. This will protect the residents of South Weber
355 from undue noise impacts and will help support the mission of HAFB, a very important
356 part of the local economy. It is recommended that no residential development be
357 allowed within the 75+ Ldn noise zone as currently adopted even should the noise
358 zones officially change in the future.

359
360 **ACCIDENT POTENTIAL:** The same AICUZ study discussed above designates "Crash
361 Zones" and "Accident Potential Zones" within the city limits. The Crash Zone is the area
362 immediately off the north end of the runway. The Accident Potential Zones (APZ)
363 extend northward along the flight path. The APZ 1, adjacent to the Crash Zone on the
364 north end of Hill's runway, overlaps the very west end of South Weber.

365
366 Careful consideration should be given to any development proposals in this area.
367 Residential development in this area should be prohibited. Agriculture and open space
368 are encouraged in these zones as much as possible.

369
370 **HILL AIR FORCE BASE ENVIRONMENTAL IMPACT:** Isolated areas of shallow
371 groundwater and surface water in the southwest portion of South Weber are
372 contaminated with low levels of various chemicals from former activities at HAFB. The
373 areas affected are known as Operable Units (OUs) 1, 2, and 4, and are shown on plume
374 maps provided from HAFB.

375

376 Since the early 1990s, the area has been closely monitored as part of the federal
377 Superfund (or CERCLA) program. HAFB continuously monitors OUs 1, 2, and 4 through
378 remediations technology.

379

380 Since many contaminants evaporate easily, the chemicals can move up into basements
381 and other overlying structures in the affected areas. Drinking water is not
382 contaminated.

383

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

389

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

392

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

396

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

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

406
407 This section discusses the various recognized major land use categories and other
408 important factors that may affect the future of South Weber. Citizen recommendations
409 and sound planning principles are integrated with physical and cultural constraints to
410 project the most beneficial uses for the community. In most cases, these
411 recommendations are general in nature and will be subject to refinement by the city as
412 proposed changes in land use or zoning are made.

413
414 Projected Land Use Map #1 shows specific locations and information concerning
415 projected land uses. Please note, there is no date at which time these projections
416 should be realized. Many variables make it difficult to predict future use.

417
418 (See Projected Land Use Map #1 for more detail on the recommendations of this
419 Section.)

420

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

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

428

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

440

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

448 Weber Canal, and the steep and wooded hillsides on the east side of the city adjacent
449 to forest lands.

450
451 Since it is beyond the city's resources to purchase property to maintain a rural character
452 or preserve open space, other methods should be used. The city should make every
453 effort not to interfere with, or allow adjacent land uses to inhibit, ongoing agricultural
454 pursuits and should consider annexing hillside property adjacent to current city
455 boundaries and consider incentives to develop properties with large amounts of open
456 space, specifically available for public use.

457

458 **RESIDENTIAL:**

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

465
466 Multi-family residential areas should be spread out as much as practical to minimize any
467 associated impacts in any given area. Multi-family residential areas should be located
468 where they have direct access to collector or arterial roads. These multi-family
469 residential areas could be acceptable if adequate protections or buffers to nearby lower
470 density housing are included in the development.

471

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

475

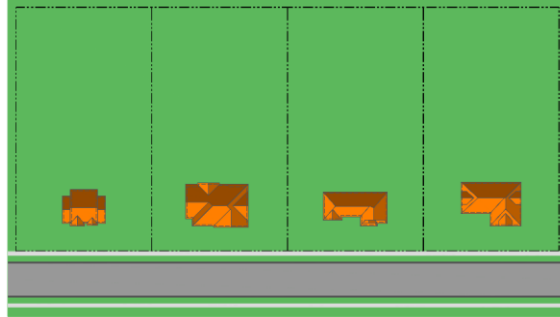
476 The following are graphical representations of the current densities allowed in
477 residential zones. *For comparison purposes, each block of land represented in all the*
478 *graphics is 5 acres.*

479

480
481
482

- 1. Very Low Density allows 0.90 dwelling units per gross acre³ or less.

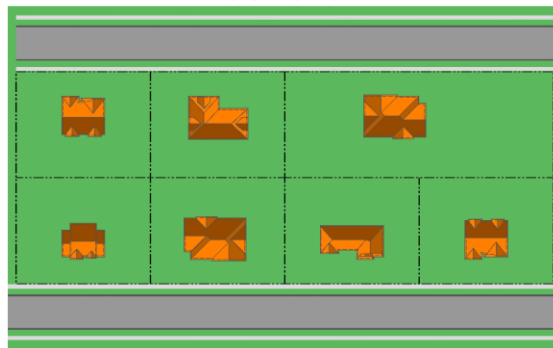
VERY LOW DENSITY RESIDENTIAL
(AGRICULTURAL ZONE)
0.9 UNITS/ACRE



483
484
485
486

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

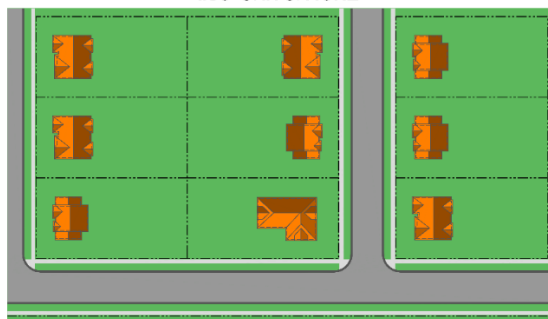
LOW DENSITY RESIDENTIAL (R-L)
1.45 UNITS/ACRE



487
488
489
490
491

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

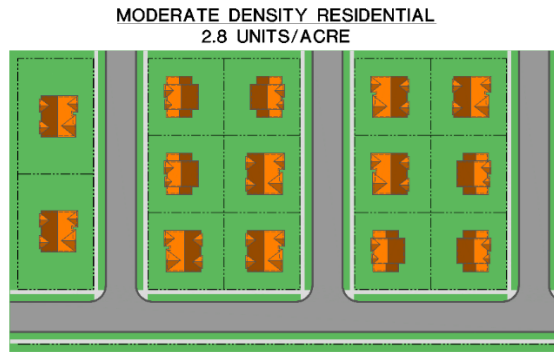
LOW MODERATE DENSITY RESIDENTIAL
1.85 UNITS/ACRE



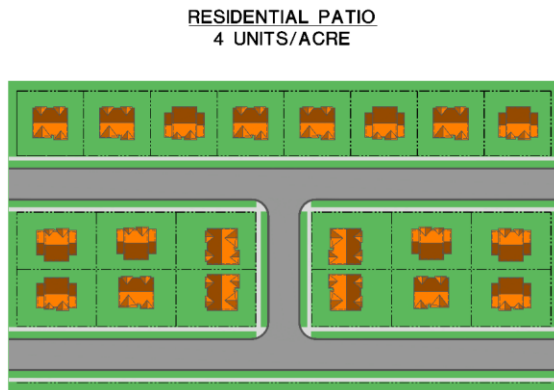
492
493

³ 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.

- 494 4. Moderate Density allows 1.86 to 2.8 dwelling units per gross acre.
- 495



- 496
- 497
- 498 5. Residential Patio allows 2.81 to 4.0 dwelling units per gross acre.
- 499



- 500
- 501
- 502 6. Multi-Family allows 4.1 to 7.0 dwelling units per gross acre.
- 503



504 These dwelling densities have been incorporated into the color-coded Projected Land
505 Use Map (Map #2). These recommended densities are intended as a guide for the given
506 colored area. Zoning requests or development approval requests for lower densities
507 than that recommended are always acceptable in terms of their density. Densities
508
509
510

511 greater than those contained on the Projected Land Use Map may be granted in
512 exchange for such amenities as trails, buffers, etc. as deemed in the best interest of the
513 city. The Zoning Ordinance has been structured so that a specific residential zone
514 corresponds with each of the density categories and the maximum density allowed
515 within that zone falls within the range described above.
516

517 **MODERATE INCOME HOUSING:**

518 See the most recently adopted South Weber Moderate Income Housing Plan on the City
519 website at www.southwebercity.com.
520

521 **INDUSTRIAL:**

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

529 It is recommended the industrial area currently located on Cornia Drive be designated
530 as such and expanded to both sides of the road.
531

532 **COMMERCIAL:**

533 Existing commercial developments are limited to a few businesses near the South
534 Weber Drive/US-89 interchange. Previous businesses in the center of town are out of
535 business.
536

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

547 Other commercial development should be supported in the vicinity of the I-84/Old Fort
548 Road interchange. Development of this area should be done in a manner that does not
549 negatively impact surrounding neighborhoods.
550

551 Care should be given to any commercial development adjacent to a residential or
552 planned residential area. A buffer between the two land uses which reduces the
553 negative impacts of the commercial development is strongly encouraged.
554 Design standards for commercial development exist to ensure compatibility and a sense
555 of community among various potential commercial enterprises.
556

557 **RECREATION:**

558 South Weber city currently maintains recreational facilities at the following areas: Byram
559 Estates Holding Pond, Canyon Meadows, Cedar Cove, Central Park, Cherry Farms,
560 Nathan Tyler Looch Memorial, and the Posse Grounds. The city also has several grassed
561 detention basins that function as park space.
562

563 Additional development of recreational spaces should be included in budgets and parks
564 improvement plans, before new parks are developed. The city should continue to use
565 grassed detention basins as park space as they are created with additional
566 development.
567

568 The presence of the Weber River on the north boundary of the city presents an
569 opportunity for a river recreation corridor reaching into Weber County. The Wasatch
570 National Forest to the east of town presents abundant recreation possibilities which are
571 important to residents of South Weber and many others.
572

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

580 As development along the east bench area occurs, the city should ensure that public
581 has access to the National Forest. The forest provides hunting, hiking, mountain biking,
582 and nature appreciation opportunities different from other recreation sites. It is critical
583 to maintain access to these public lands.
584

585 South Weber can become a more bicycle friendly community. The city should consider
586 areas to create bicycle lanes. The possibility of a bicycle path along the Davis & Weber
587 Canal should be explored.
588

589 Improved access to Cherry Farms Park should be accomplished via a pedestrian bridge
590 across the canal connecting the 2020 East holding pond to Cherry Farms Park.
591

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

595 of a property in the recreational category is not meant to limit the use of the property
596 exclusively to recreational use but is indicative of a recreational resource to protect.
597

598 **INSTITUTIONAL:**

599 The only current institutional uses in South Weber are schools and churches.
600 South Weber Elementary School and Highmark Charter School are the only schools in
601 the community. The city should assist Davis School District in locating any future school
602 sites. This will assure the most advantageous site for both the District and the city. The
603 city should be open to the development of additional church sites.
604

605 **SECTION 4: TRANSPORTATION**

606
607 This section outlines the existing state of the transportation system and provides
608 recommendations to improve safety while meeting the demands of future growth. This
609 plan does not attempt to provide exact locations of every local or residential access
610 street in the city, but does look at all critical transportation routes, specifically
611 concentrating on those streets the city is the steward of. Streets currently stubbed are
612 shown with an intended connecting location, thus informing any future developers the
613 city's intent for connecting streets (See Vehicle Transportation Map #5). In order to
614 encourage connectivity between developments, cul-de-sacs or turnarounds are only
615 considered if topography or other constraints prohibit the connection to a thru street.
616 Temporary turnarounds must be provided at all stubbed street locations where a thru
617 street is eventually planned.

618
619 It is important that major transportation routes through South Weber are protected
620 from unnecessary traffic motion. Issues arise when too many driveways are allowed
621 access directly onto a street, resulting in slower traffic as vehicles maneuver in and out
622 of driveways. To reduce this concern and to preserve the full functionality of major
623 transportation routes, the number of direct access driveways should be limited to as
624 few as reasonably possible.

625
626 It is also important that public streets within the city be maintained in a reasonable and
627 acceptable condition. To this end, all new roads developed in South Weber are public
628 streets. Private streets are strongly discouraged. Some leeway is allowed in the design
629 of public roads within planned unit developments, to allow more ingenuity in providing
630 public improvements. This can be done in how park strips and foot traffic are handled.

631
632 (See Vehicle Transportation Map #2 for more detail on the recommendations of this
633 Section.)

634

635 **US-89 (Highway 89):**

636 The State is in the beginning stages of a major upgrade of US-89 that will turn it into a
637 limited access expressway. The projects northern terminus is the US-89/I-84
638 interchange. The city fully supports this project, though it will create some known
639 issues that affect South Weber. It is critical that direct access from South Weber Drive
640 onto US-89 is maintained for both north and south directions. As US-89 transitions from
641 a limited access facility to a restricted access highway in South Weber, it will likely
642 create an increase in backup of northbound traffic. Currently, traffic congestion on US-
643 89 is somewhat spread out along the route south of South Weber due to the traffic
644 lights found between South Weber and Farmington, though northbound congestion
645 sometimes occurs in South Weber when cars stop at the traffic lights in Uintah City.

646

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

650

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

657

658 **1900 EAST STREET:**

659 1900 East Street is an extremely important collector road. It has a serious safety hazard
660 at approximately 7550 South. Here it traverses a steep bluff which reduces sight
661 distance at the intersection with 7600 South and encourages traffic to speed as cars
662 travel north down the hill. It should be a priority to evaluate the possibility to mitigate
663 this safety hazard.

664

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

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

676

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

680

681 **OLD FORT ROAD:**

682 Old Fort Road is intended to be a minor collector road with limited access. Currently,
683 the first phase of the road is constructed on the west end which runs eastward from
684 475 East, utilizing the old alignment of 6650 South past the Posse Grounds. This road
685 will eventually continue eastward through farmland near the freeway. It is believed this
686 new roadway will provide increased opportunity for commercial development near the I-
687 84 interchange by establishing direct access to that site from the interchange.

688

689 7600 SOUTH STREET / 1550 EAST STREET:

690 A high priority road project should be to connect (plat and construct) the remaining
691 portion of 7600 South. Presently, this is not dedicated as a public right-of-way (approx.
692 250 ft.) and connection will make this a through street. This should be developed with
693 standard street improvements and a 60 ft. right-of-way. This road is necessary to
694 provide a more direct and much safer route to the elementary school, as well the as
695 central part of the city and South Weber Drive.
696

697 6650 SOUTH STREET / 475 EAST STREET:

698 6650 South is a very narrow street with houses fronting it, some of which were built
699 extremely close the edge of the asphalt, which would not happen if these houses were
700 constructed today. A temporary dead-end exists at the west end of the houses fronting
701 it. As properties north of 6650 South continue to develop an alternate east/west route
702 (already begun) should be established to take all but local traffic off this substandard
703 road. Only minimal widening and improvement of the road should occur between 475
704 East and South Weber Drive due to feasibility challenges.
705

706 475 East Street is the main route from South Weber Drive to I-84. As development of
707 the west end of town occurs, it is important that most of the traffic in that area find an
708 alternative route to 475 East Street. The development of Old Fort Road to the east and
709 the eventual extension of Old Maple Road to the west are steps to accomplishing this
710 goal.
711

712 VIEW DRIVE:

713 View Drive currently dead ends on its east end at approximately 2370 East. To facilitate
714 better traffic flow in the area, this road should connect through to 7800 South. This
715 should be done by developers as adjacent properties are developed. Due to the
716 narrowness of 7800 South, it is important that strong consideration be given to the
717 public's safety as road connections and improvements are made to the streets in this
718 area.
719

720 **SECTION 5: ACTIVE TRANSPORTATION**

721

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

728

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

736

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

739

740 **BONNEVILLE SHORELINE TRAIL:**

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

748

749 This trail should be approximately 4 ft. in width and have a natural surface. Special care
750 to reduce impacts and keep grades manageable will need to be taken when crossing
751 Corbet Creek and other ravines. It is encouraged that the trail be located above the
752 Weber Basin Job Corps. This trail needs to transition from the 5,200 ft. level to the
753 proposed Weber Canyon Trailhead just above river level at the mouth of the canyon.
754 This trailhead will support and provide cross access to the proposed Canal and Weber
755 River Parkway Trails.

756

757 **WEBER RIVER PARKWAY TRAIL:**

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

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

764

765 Multiple property owners hold the land where the trail is proposed, including UDOT, the
766 Utah Division of Natural Resources, Trails Foundation of Northern Utah, and private
767 owners. The city should collaborate with other interested parties in securing easements
768 or rights-of-way for the proposed trail. Due to the regional nature of this trail, it is
769 recommended an entity such as the Trails Foundation of Northern Utah be responsible
770 for management and maintenance of the trail. South Weber and other affected cities
771 should participate to some proportionate level in the maintenance costs.

772

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

776

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

779

780 **CANAL TRAIL:**

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

788

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

795

796 **VIEW DRIVE TRAIL:**

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

800

801 **OLD FORT TRAIL:**

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

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

808

809 **SOUTH HILLSIDE TRAIL:**

810 This proposed trail is intended to begin at the Petersen Trailhead on the west, run
811 south across the Canal Trail, turn eastward on the hillside, and run to the Pea Vinery
812 Trailhead near 1900 East. It will continue to the west side of US-89 to connect with a
813 trail from Layton.

814

815 **OTHER TRAILS:**

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

819

820 The city should consider developing trails and/or bicycle lanes to connect its various
821 parks.

822

823 **SECTION 6: ANNEXATION POLICY PLAN**

824
825 This section is set forth to comply with Section 10-2-400 Utah Code Annotated. This
826 section generally identifies areas the city may consider for annexation at some point in
827 the future and defines the criteria that will guide the city's decision to grant or deny
828 future annexation petitions.

829
830 (See Annexation Map #4 for more detail on the recommendations of this Section.)
831

832 **CHARACTER OF THE COMMUNITY:**

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

839
840 The city was founded on an agricultural economy. Agriculture is a diminishing land use
841 but remains an important factor in the character of South Weber. There is an emerging
842 commercial center near the intersection of South Weber Drive and US-89 and a planned
843 future commercial center near the I-84 interchange. If build-out projections are
844 accurate, South Weber will always be a small city. With careful planning, the city will
845 retain its charm and rural character.
846

847 **EAST & SOUTH BENCH AREAS**

848 The East & South Bench areas of the annexation plan should be considered differently
849 than other annexation areas due to their steep slopes and designation as open space in
850 the Projected Land Use Map #1. South Weber is interested in annexing these areas into
851 city boundaries to leave them as open space.
852

853 **NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED**

854 **UNINCORPORATED AREAS:**

855 The areas considered for annexation are illustrated on Annexation Area Map (Map #4).
856 If annexed to South Weber, these lands would likely accommodate some type of
857 development requiring full municipal services and possibly those from Weber Basin
858 Water Conservancy District, South Weber Irrigation District, and Davis School District.
859 Infrastructure expansion (i.e. water, sewer, and storm drain systems) could be
860 extended into these areas on an as needed basis.
861

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

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

867

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

870

871 **TAX CONSEQUENCES OF ANNEXATIONS:**

872 It is well known that property taxes from residential properties generally do not cover
873 the full costs of services provided to those residents. If the development in these areas
874 was limited to residential use, the annexation and development of these properties
875 would result in an increase in the city's financial burden for the required services. To
876 help defray the increased tax burden, some of the proposed expansion area may be
877 appropriately developed as a mix of commercial and residential uses.

878

879 It is anticipated that development of planned commercial areas within the city will
880 produce enough tax revenues to offset remaining deficiencies in tax revenue from
881 existing and potential future residential properties. The consequences of annexation of
882 expansion areas, when considered alone, will increase the tax burden of all city
883 residences. But, when considered with potential commercial development, the entire
884 city should receive either a reduction in tax burden or an increase in quality and amount
885 of services from the city.

886

887 **INTEREST OF ALL AFFECTED ENTITIES:**

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

894

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

899

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

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

903 There are no areas of urban development within proximity to South Weber's boundary
904 that are not already within an existing city except for that found on HAFB. Land within

905 HAFB is not under the jurisdiction of South Weber even if it were within the city limits;
906 therefore, none of that urban development was included in the expansion area.
907