

SOUTH WEBER CITY PLANNING COMMISSION AGENDA

PUBLIC NOTICE is hereby given that the **Planning Commission of SOUTH WEBER CITY**, Utah, will meet in a **REGULAR** public meeting on **Thursday, August 22, 2019** at the **South Weber City Council Chambers, 1600 East South Weber Drive**, commencing at **6:00 p.m.**

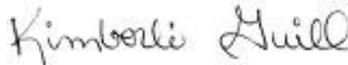
A WORK MEETING WILL BE HELD PRIOR TO THE REGULAR PLANNING COMMISSION MEETING AT 6:00 P.M. TO DISCUSS AGENDA ITEMS, CORRESPONDENCE, AND/OR FUTURE AGENDA ITEMS

THE AGENDA FOR THE REGULAR MEETING IS AS FOLLOWS*

1. Welcome, Pledge of Allegiance—Commissioner Johnson
2. General Plan Work Meeting- This is a review of various sections of the General Plan before it is posted for public review and comments.
3. Public Comments – Please keep public comments to 3 minutes or less per person
4. Planning Commissioner Comments (Grubb, Walton, Pitts, Johnson, Osborne)
5. Adjourn

THE UNDERSIGNED DEPUTY RECORDER FOR THE MUNICIPALITY OF SOUTH WEBER CITY HEREBY CERTIFIES THAT A COPY OF THE FOREGOING NOTICE WAS MAILED, EMAILED OR POSTED TO THOSE LISTED ON THE AGENDA ALONG WITH THE FOLLOWING:

City Office Building	www.southwebercity.com	Family Activity Center
Utah Public Notice website (www.utah.gov/pmn)	South Weber Elementary	Each Member of The Planning Commission



KIMBERLI GULL, DEVELOPMENT COORDINATOR

DATE: August 9, 2019

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, INDIVIDUALS NEEDING SPECIAL ACCOMMODATIONS DURING THIS MEETING SHOULD NOTIFY LISA SMITH, 1600 EAST SOUTH WEBER DRIVE, SOUTH WEBER, UTAH 84405 (801-479-3177) AT LEAST TWO DAYS PRIOR TO THE MEETING.

* Agenda are flexible and may be moved in order or sequence to meet the needs of the Commission.

THOUGHTS ON GENERAL PLAN UPDATE

By Barry Burton 8.15.19

This will be a very important review of the General Plan. I have completed the first draft and we need to determine if it is ready for public scrutiny. As cumbersome as it is, PLEASE READ THE ENTIRE PLAN AND FORMULATE ANY CHANGES YOU WOULD LIKE TO SEE. I have incorporated most of Commissioner Johnson's changes and will explain why I don't think a few are appropriate for the Plan.

Also, in our current plan we have designated open space on all land within the 75 Ldn noise zone. We really need to determine what we think is an appropriate zone(s) for that area. It is highly unlikely that nothing will happen there even if the easements restrict what can be done. Zone options that generally allow those land uses the easements also allow are:

1. T-1 Transitional Light Industrial zone except for residences
2. L-I Light Industrial zone except for residences
3. C-R Commercial Recreation zone
4. B-C Business Commercial zone
5. New zone designed specifically for these noise and easement affected properties

Not everything allowed in these zones are allowed by the easements, but most are.

There are also some areas of the Projected Land Use Map we need to go over.

A. We need to determine if the fact that we will be creating a new intersection of two minor arterial roads, South Weber Dr. and South Bench Dr., warrants looking a potential for some commercial or other use at the intersection.

B. We need to give some consideration to allowing mixed use in the Staker Parson's Gravel Pit due to moderate-income housing needs.

C. We would like to take another look at the small area at the northeast side of the bend in South Weber Drive. This area is currently designated as commercial and light industrial.

Finally, we need to discuss the need for some private street standards for high-density residential developments. In light of some recent development proposals, it seems that this might be advisable.

This should prove to be a critical meeting in the General Plan process and I look forward to some good discussion.

1 South Weber City
 2 General Plan
 3 Update
 4 2019

5
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66

67

68 INTRODUCTION

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

76

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

83

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

89

90 MASTER GOAL

91

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

100

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

110

111 As the City continues to grow, South Weber should vigorously pursue the retention of
112 the small-town charm that is its hallmark. It should foster an environment where
113 residents are safe, where they know their neighbors and look out for each other. It
114 should be a walkable community and promote the good health of its residents. The City
115 should also utilize the growth principals contained in the Wasatch Choices 2050 plan as
116 adopted by the Wasatch Front Regional Council. The Wasatch Choices 2050 plan and
117 growth principals can be found at www.envisionutah.org.

118

119

120 SECTION 1: CITIZEN PARTICIPATION

121

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

134

135 SECTION 2: EXISTING ENVIRONMENT

136

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

143

144 LAND USE:

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

153

154 South Weber has recently experienced its first commercial development in many years.
155 These commercial enterprises are beginning to provide some very much needed
156 services to residents. There are a few industrial type land uses, primarily being sand
157 and gravel mining operations in the northeastern area. There are a few construction
158 businesses, some self-storage complexes and one significant manufacturing business.
159 In the past, the gravel pits have been the source of constant irritation to residents in
160 the vicinity. Recently; however, the City has successfully worked with gravel pit
161 operators to significantly reduce nuisances arising from operations. There are signs that
162 at least one of those gravel pits may be reaching the end of its life as a mining
163 operation.

164

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

172

173 POPULATION:

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

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

181

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

192

193 As of July 1, 2019, new population projections were produced for South Weber. The
194 calculations were based on population estimates by the U.S. Census Bureau and the
195 University of Utah Gardner Policy Institute for 2017. At the end of 2017 there were
196 7310 people calling South Weber their home. There were 702 lots or dwelling units
197 as calculated based on residential developments that have been approved since 2017,
198 that have applied for approval or that have presented concept plans as of July 1, 2019.
199 Even though not all the dwelling units counted have been approved, it seems likely that
200 proposed dwelling numbers will be realized at some point in time, even if the currently
201 proposed developments do not materialize.

202

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

209

210 1. 29.5 ac. in Very Low Density -10%= $26.55 \times .90 \text{ D.U./ac.} = 24 \text{ D.U.}$

211

212 2. 23.0 ac. in Low Density -10%= $20.7 \times 1.45 \text{ D.U./ac.} = 30 \text{ D.U.}$

213

214 3. 123.9 ac. in Low-Mod. Density -10%= $111.51 \times 1.85 \text{ D.U./ac.} = 206 \text{ D.U.}$

215

216 4. 154.6 ac. in Moderate Density -10%= $139.14 \times 2.8 \text{ D.U./ac.} = 390 \text{ D.U.}$

217

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

220

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

223

224

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

226

227 Add 1,724 existing dwellings, 702 approved or proposed dwellings and 650 possible
228 dwelling units on vacant land and arrive at a potential build-out dwelling unit count of
229 3,076. The most recent persons per household number for South Weber, based on
230 2017 Gardner Policy Institute figures, is 4.24. Multiply that by the build-out dwelling
231 unit count and you arrive at a build-out population of 13,042. At an average
232 growth rate of 3% per year, build out will be reached in approximately 20 years.

233

234 ENVIRONMENTAL HAZARDS:

235

236 There are several known environmental hazards in South Weber, some man-caused and
237 others natural. The natural hazards include possible faulting and associated earthquake
238 hazards, flooding and landslides. The man-caused hazards are associated with the Davis
239 and Weber Counties Canal which runs the entire length of the City from the east end to
240 the west end and Hill Air Force Base, which borders the city on its south side west end.
241 There are toxic waste disposal sites near that border and there is noise and accident
242 potential from over flying aircraft and from vehicle transport via Highway 89 and
243 Interstate 84.

244

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

251

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

258

259 FLOODING: The Weber River forms the northern border of South Weber. It has been
260 identified by the Federal Emergency Management Agency (FEMA) as a potential
261 flooding source to the low-lying lands along the river. Even though the river has several
262 dams along its course upstream of South Weber, it can still flood due to very heavy
263 snowfall in its drainage area exceeding the dams' capacities. It can also flood due to
264 localized cloud bursts or landslides which might dam its course. FEMA has produced
265 Flood Insurance Rate Maps (FIRM) which identifies the potential flood areas. There are
266 no other potential flood sources identified by FEMA.

267
268 As development occurs, additional hard surfacing creates the potential for localized
269 flooding due to cloud bursts and potentially excessive snow melt. It is recommended
270 that the City continue to maintain its Capital Facilities Plan related to Storm Water flood
271 control facilities (both existing and future) and update the plan as often as necessary.

272
273 LAND SLIDES: South Weber sits in a river valley formed in ancient times as the Weber
274 River cut through an alluvial fan deposited there in even more ancient times when Lake
275 Bonneville covered the entire region. As the river cut down through this alluvial fan, it
276 left steep bluffs on the sides. One of these bluffs is on the south side of town running
277 its length. This bluff has been identified in at least two geologic studies¹ as having very
278 high potential for landslides. In fact, there is ample evidence of both ancient and more
279 recent slope failure activity along this bluff. When development of any nature is
280 proposed on or near this bluff, it will be important to determine the safety of such
281 development as far as possible. It may be necessary to require mitigation of the hazard
282 or even to prevent the development from occurring. (See Sensitive Lands Map #5)

283
284 WETLANDS: There are numerous pockets of wetlands and suspected wetlands within
285 South Weber, the most prominent of which lies along the banks of the Weber River.
286 These wetlands include sandbars, meadows, swamps, ditches, marshes, and low spots
287 that are periodically wet. They usually have wet soil, water, and marshy vegetation
288 during some part of the year. Open space is also characteristic of an effective wetland.

289
290 Wetlands are important to the community because they can provide many values, such
291 as aid in protection from flooding, improved water quality, wildlife habitat, educational
292 and recreational opportunities and open space. It is the intent of this plan that all
293 wetlands be considered sensitive lands. Therefore, any development occurring where
294 wetlands are suspected shall be required to comply with the permitting process of the
295 Army Corps of Engineers, if it is concluded (in a report acceptable to the Corps of
296 Engineers) that jurisdictional wetlands will be impacted.

297
298 Preservation of important wetlands is considered an important community goal.

299
300
301
302
303
304
305
306 ¹ Landslide Hazard Map by Mike Lowe, Davis County Geologist, 1989
307 Geologic Hazard Map by Bruce N. Kaliser, U.G.M.S., 1976

308
309

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

326
327 These steep slopes are hazardous areas for development and are important community
328 assets. They are ecologically fragile and should be protected as much as possible.

329
330 GRAVEL PITS: There are two large gravel mining operations in South Weber, the
331 Staker Parson pit adjacent to and on the west side of Highway 89 and north of South
332 Weber Drive; and the Geneva pit adjacent to and east of Highway 89 between the
333 Weber River and Cornia Drive. These gravel mining operations are potential hazards
334 due to dust and sand that often blows out of them during strong winds coming out of
335 Weber Canyon. This dust can be hazardous to breath and creates a nuisance where it is
336 deposited to the west of the pits. The City is and should continue to work with the
337 operators to try and reduce the amount of fugitive dust they create.

338
339 These mining operations have a limited lifespan due to depletion of the resource,
340 although recycling of rehabilitating and mitigating any hazardous conditions before their
341 operations cease.

342
343 There has been a considerable amount of speculation over the years that these pits
344 might become lakes once mining operations cease. Though an attractive idea, it does
345 not seem feasible due to insufficient water rights, steep slopes and permeability of the
346 soils.

347
348 NOISE HAZARDS: Hill Air Force Base (HAFB) sits directly south of the city at the top
349 of the bluff previously discussed. Aircraft flying over South Weber can cause annoying
350 levels of noise. In its Air Installation Compatible Use Zone (AICUZ) report, the Air Force
351 designates specific zones where noise may cause a negative impact to the quality of
352 life. These noise zones are produced by a computer model which takes many variables
353 into account such as the types of aircraft being flown, flight paths, frequency of flights

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

365
366 This creates somewhat of a dilemma for the City. Land use planning for the past 40
367 years has been greatly affected by these noise zones. Previous studies have indicated a
368 major portion of the City was within the 75 Ldn noise contour, the threshold noise zone
369 for restricting land uses. If the preliminary noise modeling is eventually adopted as part
370 of the Official AICUZ report, it will show virtually no land within South Weber is affected
371 by noise from HAFB aircraft. Yet, during the mid-nineties, the State of Utah purchased
372 easements on most of the properties that were within the 75 Ldn noise zone that
373 severely restricts development on those properties. Even if the preliminary noise
374 modeling becomes official and the modeled noise impact to South Weber is largely
375 eliminated, those easements will remain in place. It is the easements that will continue
376 to affect South Weber land use planning, rather than the noise zones.

377
378 Also, history teaches us that the type of aircraft flown out of HAFB will most likely
379 change again as the currently operating aircraft age beyond their usefulness. It is,
380 therefore, felt that the best course of action is to continue to utilize the noise zones that
381 are currently officially adopted and upon which our historical land use planning has
382 relied. This will serve to protect the residents of South Weber from undue noise impacts
383 and will help protect the mission of HAFB, a very important economic generator and job
384 provider, as that mission evolves. It is therefore recommended that no residential
385 development of any kind be allowed within the 75+ Ldn noise zone as it is currently
386 adopted even should the noise zones officially change in the future.

387
388 ACCIDENT POTENTIAL: Anywhere that there are regular over flights of aircraft, there
389 exists a higher than average degree of potential for an accident involving aircraft. This
390 is certainly true in South Weber's case but there is an area where such potential is
391 particularly high. The same AICUZ study discussed above designates "Crash Zones" and
392 "Accident Potential Zones." The Crash Zone is the area immediately off the end of the
393 runway and Accident Potential Zones (APZ) extend outward along the flight path from
394 that. The APZ 1 which is adjacent to the Crash Zone on the north end of Hill's runway
395 overlays the very west end of South Weber.

396
397 Careful consideration should be given to any development proposals in this area.

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

400

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

404

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

410

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

414

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

420

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

428

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

431

- 432 Hill AFB Restoration Advisory Board, www.hillrab.org
- 433 Hill AFB Environmental Restoration Branch, (801) 777-6919
- 434 State of Utah, Department of Environmental Quality, (801) 536-4100
- 435 South Weber Landfill Coalition, (801) 479-3786

436

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

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

445

446

447 SECTION 3: LAND USE GOALS AND PROJECTIONS

448

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

455

456 AGRICULTURE, RURAL CHARACTER AND OPEN SPACE:

457

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

466

467

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

483

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

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

493

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

497

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

500

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

507

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

510

511 RESIDENTIAL:

512

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

520

521 This pattern of mostly single-family residential development on moderate size lots is an
522 acceptable and desirable trend to maintain, provided that some areas need to be
523 preserved for open space and community character reasons. It would be beneficial to
524 encourage variety in lot size and housing types.

525

526 South Weber has adopted zoning ordinances which regulate the density of dwellings
527 rather than the lot size and is hopeful more variety of lot size will be encouraged
528 without any additional impacts to the City over the impacts more traditional
529 development would bring. This method of land use regulation also allows for the
530 preservation of open space within more traditional developments. There is, however, in
531 all cases be an absolute minimum lot size in any ordinances regulating residential land
532 use to prevent difficulties arising from too little room for adequate off-street parking of
533 vehicles, R.V.'s, etc. Large lots are acceptable, being in character with the community,
534 but are not recommended unless they are large enough to pasture farm animals, one

535 acre or more. Otherwise large lots tend to become too much of a burden to maintain
536 and often become unsightly and a nuisance to surrounding neighbors.

537

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

545

546

547 In order to make some recommendations concerning dwelling unit density it is first
548 necessary to define the density categories which will be used.

549

550 1. Very Low Density is considered to be any density of .85 dwelling units
551 per gross acre or less.

552

553 2. Low Density is an area where the number of dwellings is .86 to 1.35
554 per gross acre.

555

556 3. Low-Moderate Density would be 1.36 to 1.75 dwelling units per gross
557 acre.

558

559 4. Moderate Density is considered an area where the number of dwelling
560 units per gross acre ranges from 1.76 to 2.6.

561

562 5. Moderate High Density (Patio Homes) is an area ranging in density
563 from 2.61 to 6.0 units per acre.

564

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

567

568 7. Commercial Overlay Density is an area in which the dwelling units
569 number 8-25 dwelling units per acre.

570

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

575

576 These dwelling densities have been incorporated into the color-coded Projected Land
577 Use Map (Map #2). These recommended dwelling unit densities are intended to be a
578 guide and recommended densities for the given colored area; zoning requests or

579 development approval requests for lower densities than that recommended are always
580 acceptable in terms of their density. Densities greater than those contained on the
581 Projected Land Use Map may be granted in exchange for such amenities as trails,
582 buffers, etc. as deemed in the best interest of the city. The Zoning Ordinance has been
583 structured so that a particular residential zone corresponds with each of the density
584 categories and the maximum density allowed within that zone falls within the range
585 described above. The maximum density allowed in any zone would be exclusive of any
586 density bonuses which may be offered as incentives to achieve listed goals of this plan.

587

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

594

595 The Commercial Overlay Zone (C-O) (Mixed Use) is an area that allows multi-family
596 development in conjunction with commercial development. These areas are suitable for
597 mixed use development where the residential becomes an important component in the
598 commercial project. Currently the City does not have any projects of this type. It is the
599 desire of the community to create a mixed-use walkable area along South Weber Drive.
600 The City should establish in code an acceptable ratio of commercial to residential square
601 footage.

602

603 MODERATE INCOME HOUSING

604

605 In accordance with section 10-9a-403 Utah Code Annotated, South Weber is providing
606 reasonable opportunities for a variety of housing including housing which would be
607 considered moderate income housing. Moderate income housing is defined in the Utah
608 Code as:

609

610 Housing occupied or reserved for occupancy by households with a gross
611 household income equal to or less than 80% of the median gross income
612 for households of the same size in the county in which the city is located.

613

614 According to this definition, any dwelling occupied by an individual or family with
615 income equal to or less than 80% of the median income of the county would qualify as
616 moderate income housing, regardless of the circumstances under which the dwelling is
617 occupied. For instance, it could be that the house was inherited and though valued at
618 something far more than a family of moderate income could afford to purchase; it is
619 nevertheless, occupied by a family whose income is below 80% of the regional median.
620 That house, therefore, is a moderate-income house by definition. The same could be
621 said for homes that have been in the same ownership for a long time and for which the
622 mortgage was established prior to many years of inflation and rising housing costs.

623 The occupants might be able to afford what, if mortgaged today, would be far out of
624 their financial reach.

625

626 In order to determine how many homes fall into the moderate income housing
627 category, it would be necessary to determine the actual gross income of every
628 household in South Weber. This information; however, would not be of a great
629 significance in the ability to provide moderate income housing as the information would
630 not provide an adequate picture of the housing which can be purchased or rented
631 today.

632

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

641

642 There are no new housing units of any type being constructed in South Weber that
643 would have a maximum purchase price of \$188,380. In the current housing market, it
644 would be inadvisable to assume this will change in the near future (the life of this
645 General Plan Version.) Therefore, we must conclude that the only new moderate-
646 income housing that might be reasonably expected to be constructed would be high
647 density multi-family rental units.

648

649 PRESERVING AND ENCOURAGING MODERATE INCOME HOUSING: There are
650 many factors that affect the cost of housing. It is the duty and responsibility of the City
651 to take necessary steps to encourage moderate income housing and to meet the
652 housing needs of people of various the people with various incomes to benefit from and
653 fully participate in all aspects of neighborhood and community life.

654

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

658

659 *(A) rezone for densities necessary to assure the production of moderate income*
660 *housing;*

661

662 This General Plan update is recommending an additional 19.5 acres of
663 land be rezoned for high density housing. It is also recommending an
664 additional 31.8 acres be rezoned for mixed use development. An
665 additional 200 acres are being recommended for Commercial Highway
666 zoning with the potential for some of that to be zoned for mixed use
development.

667

668 *(B) facilitate the rehabilitation or expansion of infrastructure that will encourage the*
669 *construction of moderate income housing;*

670

671 The east end of South Weber is currently nearing capacity of the sewer
672 system. The bulk of the properties slated for rezoning for high density
673 residential or mixed-use development is in the east end of the City. South
674 Weber is currently in Phase One of a multi-year project that will upgrade
675 the sewer system to handle potential future multi-family and mixed-use
676 developments in this area.

677

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

680

681 It is recommended that the City consider allowing accessory dwelling units
682 in single-family dwelling zones. The circumstances and provisions under
683 which this type of housing could be allowed need to be thoroughly
684 researched and a determination as to how best to move this initiative
685 forward.

686

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

689

690 South Weber has the Commercial Overlay Zone that allows mixed-use
691 development. The City currently has the first proposal of this type under
692 consideration. As previously stated, there are an additional 231.8 acres
693 where mixed-use development is a potential. The Commercial Overlay
694 Zone allows the highest dwelling density in all zones up to 25 units per
695 acre.

696

697 *(U) apply for or partner with an entity that applies for programs administered by a*
698 *metropolitan planning organization or other transportation agency that provides*
699 *technical planning assistance;*

700

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

704

705

706

707 MODERATE-INCOME HOUSING NEEDS: The exact number of moderate-income
708 housing units recommended for any community by the Utah Affordable Housing Manual
709 depends on a number of variables. An analysis the existing housing and income

710 situation using available information and come to some reasonable conclusions as to
 711 need.

712

713	Number of Dwelling Units 2017	1724
714	201 Population	7310
715	Persons Per Household 2017	4.24
716	2017 Median Davis County Annual Household Income	\$75,961
717	2005 Moderate Annual Household Income	\$60,768

718

719 Once again by extrapolating from information contained in the Utah Affordable Housing
 720 Manual, we find that a household with this income level could afford a mortgage of
 721 approximately 3.1 times the annual income or could afford to spend 27% of their
 722 monthly income on rent.

723

724	Maximum Purchase Price	$\$60,768 \times 3.1 = \$188,380$
725	Maximum Monthly Rent	$\$60,768/12 = \$5,064 \times .27 = \$1,367$

726

727 Statistically, there are a no residences within the City that would fall under the
 728 maximum purchase price of a moderate-income family. The maximum monthly rent,
 729 however, points to rental units as the most attainable type of moderate-income housing
 730 likely to be established in South Weber. There are currently 87 rental units in the City,
 731 60 being in one apartment complex and the rest are basement type apartments. It is
 732 believed that all rental units do, or will, qualify as moderate income housing. The
 733 existing rental units comprise 5% of the housing stock in the City.

734

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

741

742 It is apparent that South Weber needs a lot more moderate-income housing stock to
 743 meet the demand. The proposed 19.5 acres of high-density residential property could
 744 potentially produce another 253 multi-family dwelling units. The 231 acres of potential
 745 mixed-use zoning could produce many more, but given the nature of mixed-use
 746 development, it is difficult to predict how much. If the City is to reach a goal of
 747 providing housing for the 24% of households that are considered median income, that
 748 would be a total of 755 units at build-out. With an existing 87 moderate income
 749 dwelling units, we have a long way to go. Of course, in the past, individually owned
 750 multi-family dwelling units (condominiums, townhomes, etc.) qualified as moderate
 751 income housing. In the current housing market, that is no longer the case; individually
 752 owned unit prices exceed the maximum purchase price to be considered moderate
 753 income housing. Future market changes could bring those units back into play as

754 moderate income units. South Weber currently has 197 townhomes built or under
755 construction.

756

757 It is recommended that South Weber continue to support the development of
758 multifamily housing in the areas designated in this Plan.

759

760 INDUSTRIAL:

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

772

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

775

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

780

781 COMMERCIAL:

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

785

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

792

793 New commercial development should be encouraged in the vicinity of the Highway
794 89/South Weber Drive interchange so that traffic has minimal impact to residents of the
795 area. The land available for commercial development near the new interchange should
796 be protected for commercial purposes and not allowed to develop in less beneficial
797 ways. The City has rezoned all of the land shown on the Projected Land Use Map as

798 commercial in the vicinity of the Hwy 89/South Weber Drive interchange, to the
799 Commercial Highway zone as a method of protection. Commercial development in this
800 area should be encouraged to be of the retail type and to provide locally needed
801 services. All commercial development within this area shall follow the 2009 South
802 Weber Drive Commercial Design Guidelines (Resolution 09-39).

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

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

819
820 RECREATION:

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

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

836
837 Since the Weber River Recreation Corridor would be a regional type facility, it should
838 not be the sole responsibility of the City to develop this facility. This river corridor
839 should be protected as a very important recreational venue in South Weber and as
840 important wildlife habitat. The City should make every effort to secure public access to
841 and through this corridor. Currently there are only two access points to the Weber River

842 trail. The first is where the River goes under I-84 and the other is just east of the
843 Adams Avenue/Cottonwood Drive intersection. Additional access near the City's
844 population center is essential as is the development of a public parking and river access
845 area at the north end of Cornia Dr. As development along the east bench area occurs,
846 the City should make sure that public access to the National Forest is provided.

847

848 South Weber should become more bicycle friendly by considering adding bicycle lanes
849 to all new roads. The possibility of a bicycle path along the Davis & Weber Canal should
850 be explored. It may be possible to enter into a use agreement with the Canal Company
851 removing liability from the Company and possibly making some improvements to their
852 access road.

853

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

857

858 There are recommended locations on the Projected Land Use Map (Map #1), for
859 recreational use. They are only intended to indicate that, due to existing or projected
860 residential growth in the area, it would be a good location for some type of public
861 recreation facilities. There may be other areas suitable for recreational uses which are
862 not designated on the map. Designation of a property in the recreational category is not
863 meant to limit the use of the property exclusively to recreational use but is indicative of
864 a special recreational resource which needs protection or the resource may be lost.
865 Other uses which are compatible with the development of the recreational resources
866 will be considered on such properties.

867

868 INSTITUTIONAL:

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

874

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

879

880

881 SECTION 4: TRANSPORTATION

882

883 VEHICLE TRANSPORTATION:

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

898

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

912

913 HIGHWAY 89:

914 The State is currently in the beginning stages of a major widening and upgrading of
915 Highway 89 that will turn it into a limited access expressway. The project is scheduled
916 to have its northern terminus at the Hwy 89/Interstate 84 interchange. The City fully
917 supports this project, however, this project will create some issues that affect South
918 Weber. As Highway 89 transitions from a limited access facility to a full access highway
919 in South Weber, it will create a backup of northbound traffic. Currently the traffic
920 congestion on Hwy 89 is somewhat spread out along the route south of South Weber
921 due to the traffic lights found between South Weber and Farmington. That congestion
922 will now all be pushed to South Weber when it hits the traffic lights in Uintah City.

923

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

926

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

933

934 The City is highly supportive of this underpass and should continue to encourage its
935 completion in every possible way.

936

937 1900 EAST STREET:

938 1900 East Street is an extremely important collector road. It has a serious safety hazard
939 at approximately 7550 South where it traverses a steep bluff. The bluff both reduces
940 sight distance at the intersection with 7600 South St. and encourages traffic to speed.
941 The correction of, or reduction of, this safety hazard should be a high priority for South
942 Weber road projects.

943

944 SOUTH WEBER DRIVE:

945 South Weber Drive is an arterial street and serves as the transportation backbone of the
946 community, however, there are numerous homes fronting on it which reduces its
947 effectiveness as an arterial somewhat. This road also is a State controlled facility. It is
948 also anticipated that the road will someday need to be widened from the current 65 ft.
949 right-of-way (in many locations) and the City should continue its current policy of
950 requiring curb and gutter of all new development along this road. Widening of the road
951 should include sufficient room for bike lanes. It may already be wide enough for bike
952 lanes in the eastern part of the City and the stripping of these lanes should be pursued
953 by the City. Access to this road should be limited as much as possible to protect its
954 arterial status and usage. This should be done in conjunction with UDOT standards for
955 access onto a State Road.

956

957 Growth in the City has increased traffic at the intersection of 2700 East (the westerly
958 Hwy 89 frontage road) and South Weber Drive significantly. Anticipated future growth
959 in the area will further increase traffic at this intersection. The City should encourage
960 UDOT to install a traffic light at this location to mitigate traffic hazards.

961

962 SOUTH BENCH DRIVE:

963 It is deemed critical to the safety and convenience of the City to establish an alternate
964 ingress/egress route that will provide an escape route in a citywide emergency, such as
965 a wildfire. South Weber has already begun construction of the first phase of a new
966 arterial road that will run eastward from 475 East utilizing the old alignment of 6650
967 South past the Posse Grounds. This road will eventually continue eastward through

968 some of the farmlands near the freeway, curving southward forming and intersection
969 with South Weber Drive and then south and east over the bluff connecting into Layton
970 City streets in their growing business/light industrial area, the East Gate Development.
971 Access to this road should be limited to establish/preserve its functionality as an arterial
972 street.

973

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

977

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

981

982 7600 SOUTH STREET/1550 EAST STREET:

983 A high priority road project should be to connect (plat and construct) the remaining
984 portion of 7600 South that is not currently dedicated as a public right-of-way (approx.
985 250 ft.) in order to provide that this street become a through street. This should all be
986 developed with standard street improvements and a 60 ft. right-of-way. This road is
987 necessary to provide a more direct and much safer route to the elementary school, as
988 well the as central part of the city and South Weber Drive.

989

990 6650 SOUTH STREET AND 475 EAST STREET:

991 6650 South St. is a very narrow street with existing houses fronting it, some of which
992 are not set back very far from the edge of the asphalt. Currently the road has a
993 temporary dead-end at the west end of the houses fronting it. As properties north of
994 6650 S. continue to develop an alternate east/west route (already begun) should be
995 established to take all but local traffic off this substandard road. Only minimal widening
996 and improvement of the road should occur between 475 East and South Weber Drive
997 due to feasibility challenges.

998

999 The establishment of South Bench Drive will require some realignment of the
1000 intersection of 6650 S. and 475 E.

1001

1002 475 East Street is currently the main route from South Weber Drive to Interstate 84. As
1003 development of the west end of town occurs, it is imperative that the majority of traffic
1004 in that area find an alternative route to 475 East St. The development of South Bench
1005 Drive and Old Fort Rd. will accomplish this goal.

1006

1007 VIEW DRIVE:

1008 View Drive currently dead ends on its east end at approximately 2370 East. In order to
1009 facilitate better traffic flows in the area, this road should connect through to 7800
1010 South. This should be done by developers as adjacent properties are developed. It is
1011 important, given the narrowness of 7800 South, that strong consideration be given to

1012 **the public's safety as road connections and** improvements are made to the streets in
1013 this area.

1014

1015 ADDITIONAL UTAH CITY ACCESS:

1016 It is desirable that there is established an additional access into Uintah City without
1017 having to enter Highway 89 and besides the bridge at Cottonwood Drive. It is believed
1018 that it would be most advantageous to both cities if this access were to be established
1019 at or near the fisherman's access road just west of the Staker Parson's Gravel Pit. This
1020 would, of course, require that a new bridge be constructed over I-84 and the Weber
1021 River. Uintah City would establish the best local street for this access to tie into on
1022 their side of the river.

1023

1024 (See Vehicle Transportation Map #2 for more detail on the recommendations of this
1025 Section.)

1026

1027

1028 SECTION 5: ACTIVE TRANSPORTATION

1029

1030 TRAILS

1031 In order to promote the health and general welfare of the citizens of South Weber, it is
1032 the intent of the City to develop a network of non-motorized trails throughout the
1033 community. These trails should be readily available to all residents and others so far as
1034 possible with trailheads and access points located all through the city. These trails
1035 should provide a variety of walking, jogging, running, biking and equestrian experiences
1036 through use of different widths, surfaces and degrees of difficulty. Trails should
1037 generally be off-street, not sidewalks in the street right-of-way. There may be locations
1038 where trails and sidewalks are coterminous for a short distance where other options are
1039 not practical. Specific trail recommendations follow.

1040

1041 BONNEVILLE SHORELINE TRAIL:

1042 The Bonneville Shoreline Trail (BST) is a regional trail conceptually traversing the entire
1043 Wasatch Front and extending into Cache County approximately along the high water
1044 level of ancient Lake Bonneville. A portion of this trail runs along the foothills east of
1045 the City at approximately 5200 ft. elevation. Though most of this trail lies outside the
1046 city boundaries, it is nevertheless of great importance to the residents of South Weber.
1047 The City should cooperate and encourage Davis County and others to complete the
1048 trail.

1049

1050 This trail should be constructed at approximately 4 ft. in width and have a natural
1051 material surface. Special care to reduce impacts and keep grades manageable will need
1052 to be taken in crossing Corbet Creek and other ravines. At some point above the
1053 Weber Basin Job Corps this trail needs to transition from the 5200 ft. level to the
1054 proposed Weber Canyon Trailhead just above river level at the mouth of the canyon.
1055 This trailhead will support and provide cross access to two other trails, the proposed
1056 Canal Trail and the proposed Weber River Parkway Trail.

1057

1058 CANAL TRAIL:

1059 The Canal Trail is proposed to run adjacent to or on top of the Davis and Weber
1060 Counties Canal running the length of the City on the south side. The City should seek
1061 an agreement with the Davis and Weber Counties Canal Company and any private
1062 property owners along the route to allow public use and development of the trail.
1063 Safety precautions should be used in designing a trail along open portions of the canal.
1064 The City should also encourage Riverdale City officials to continue this trail through
1065 their city as well.

1066

1067 This trail should be developed partly as natural surface trail and partly as a paved trail
1068 utilizing the existing maintenance road along the canal or directly on top of the canal
1069 where it has been piped. This trail should be paved to at least 10 ft. in width where it
1070 passes through residential areas from 2700 East to approximately 1550 East. The rest

1071 of the trail east of Hwy 89 and west of 1550 East should be graded dirt with some
1072 possible surface stabilization where necessary.

1073

1074 CHATER SCHOOL TRAIL:

1075 This proposed new trail should extend from View Drive to South Weber Drive near the
1076 west side of the charter school property. This will better facilitate pedestrian access to
1077 the school from the south.

1078

1079 OLD FORT TRAIL:

1080 This trail is intended to be a 10 ft. wide paved trail running from approximately 1200
1081 East to near the west end of the City following along the south side of I-84. Special
1082 attention to safety will be warranted at the trail crossing of 475 East. This trail should
1083 become the responsibility of the City for maintenance and control. It is anticipated that
1084 the majority of this trail will be constructed by developers of adjacent property. As
1085 these developments are proposed, the City should see that a continuous trail is
1086 established with consistent width and surface.

1087

1088 WEBER RIVER PARKWAY TRAIL:

1089 The Weber River Parkway Trail is proposed extension of an existing trail in Riverdale
1090 and South Weber currently terminating at Cottonwood Drive. In the Cottonwood drive
1091 area, the trail will be located in the area between Cottonwood and I-84 due to the
1092 existing residential lots that back onto the river. From the bend where Cottonwood Dr.
1093 crosses the river, the trail will run along the south bank of the river between the river
1094 and I-84.

1095

1096 Some of the property involved is privately owned, some by the Utah Department of
1097 Transportation, some the Division of Natural Resources and some by Weber Pathways.
1098 The City should work with other interested groups in securing the easements or right-
1099 of-ways for this trail. Due to the regional nature of this trail, it would be appropriate for
1100 an entity such as Weber Pathways to be responsible for management and maintenance
1101 of the trail. South Weber and other affected cities should participate to some
1102 proportionate level in the maintenance costs.

1103

1104 It is recommended that the South Weber section of the trail be approximately 10ft.
1105 wide with a compacted granular surface. It could be paved at some point in the future,
1106 should that prove to be a wise course of action.

1107

1108 Pedestrian access from the Canyon Drive Trailhead at Canyon Drive and 1325 East
1109 across I-84 to the Weber River Parkway should be a high priority trail improvement.

1110

1111 Other recommendations for the City-wide active transportation system can be found on
1112 the Parks and Active Transportation Map #3.

1113

1114 SECTION 6: ANNEXATION POLICY PLAN

1115 This section of the Comprehensive Plan, the Annexation Policy Plan, is set forth herein
1116 to comply with Section 10-2-400 Utah Code Annotated. This section generally sets forth
1117 the area that the City will consider for annexation at some undefined point in the
1118 future. This section also defines the criteria that will guide the city's decision to grant or
1119 deny future annexation petitions.

1120

1121 CHARACTER OF THE COMMUNITY:

1122 South Weber is a community somewhat isolated from the other communities around it.
1123 This isolation is due to its geographic location in the Weber River drainage basin, cut off
1124 from other communities by the river and freeway to the north, high bluffs to the south,
1125 the Wasatch Mountains to the east and a narrowing band of land between the freeway
1126 and the bluff on the west. This isolation fosters cohesiveness to the community which in
1127 turn promotes friendliness among neighbors and a family oriented environment. The
1128 City was founded, and until recent years, continued to exist on an agricultural base.
1129 Agriculture is a diminishing land use but remains an important factor in the essence of
1130 South Weber. There is an emerging commercial center near the intersection of South
1131 Weber Drive and Hwy 89 and a planned future commercial center near the I-84
1132 interchange. If build-out projections are correct, South Weber will always be a small
1133 city and, hopefully, will retain its charm and character.

1134

1135 NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED UNINCORPORATED
1136 AREAS:

1137 The areas considered for annexation are located within the area illustrated on the
1138 Annexation Area Map (Map #4). If annexed to South Weber, the purpose would most
1139 likely be to accommodate some type of development. This would require full municipal
1140 services and possibly services provided by Weber Basin Water Conservancy District,
1141 South Weber Irrigation District and Davis School District. Infrastructure expansion, i.e.,
1142 water, sewer, and storm drain systems could be extended into these areas on an as
1143 needed basis. Financing of infrastructure expansion would mostly be borne by the
1144 developers of these properties. There may be the need for the City to participate in the
1145 financing of some facilities which will improve service to existing development. These
1146 costs will be met via various means. The City may choose to use general funds, impact
1147 fees, special improvement districts, bonding or other means of meeting these financial
1148 obligations.

1149

1150 There are no existing developed areas within the expansion area, so adequacy or
1151 purchase of existing service systems is not an issue.

1152

1153

1154 TAX CONSEQUENCES OF ANNEXATIONS:

1155 It is well known that property taxes from residential properties generally do not cover
1156 the full costs of providing services to those residences. This means that, if allowed to
1157 develop strictly in residential use, the annexation and development of these properties
1158 will result in an increase in the City's burden of paying for the services required by the
1159 development. To help delay some of the increased tax burden, some of the proposed
1160 expansion area may be appropriately developed as a mix of commercial and residential
1161 uses.

1162

1163 It is felt that future development of planned commercial areas within the City will
1164 produce enough tax revenues that remaining deficiencies in tax revenue from existing
1165 and potential future residential properties will be offset. The consequences of
1166 annexation of expansion areas, when looked at alone, will be to increase the tax burden
1167 of all residences within the City. But, when looked at in light of potential commercial
1168 development, the entire City should see either a reduction in tax burden or an increase
1169 in quality and amount of services offered by the City.

1170

1171 INTEREST OF ALL AFFECTED ENTITIES:

1172 Prior to adoption of this section of the South Weber General Plan, discussions were held
1173 with representatives of Davis County, Uintah City and Layton City. Other entities that
1174 may have an interest in the expansion areas include the Davis School District which
1175 would be interested in how much of any annexation would be devoted to housing
1176 development and the resultant increase in student population. The Central Weber
1177 Sewer District may have an interest in expansion areas from the standpoint of how total
1178 sewage volume from South Weber may be increased. Some of these areas may benefit
1179 from services of the Weber Basin Water Conservancy District also.

1180

1181 All affected entities as defined in the Utah Code Annotated, Section 10-2-401(1)(a) may
1182 review the proposed annexation policy plan or any amendments thereto and may
1183 submit oral or written comments and recommendations to the City. The City shall
1184 address any comments made by affected entities prior to adoption.

1185

1186 URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:

1187 The Utah State Code Annotated, Section 10-2-401.5 encourages all urban development
1188 **within a close proximity of a city's boundary to be** included in that cities expansion area.
1189 **There are no areas of urban development within a close proximity to South Weber's**
1190 boundary that are not already within an existing city except for that found on Hill Air
1191 Force Base. Land within HAFB. would not be under the jurisdiction of South Weber even
1192 if it were within the City limits; therefore none of that urban development was included
1193 in the expansion area.