

## SOUTH WEBER CITY COUNCIL AGENDA

**PUBLIC NOTICE** is hereby given that the **City Council and Planning Commission of SOUTH WEBER CITY, Utah**, will meet in a joint public meeting on **Tuesday, January 21, 2020** in the **Council Chambers, 1600 E. South Weber Dr.**, commencing at **6:00 p.m.**

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

- 1. Pledge of Allegiance:** Councilman Winsor
- 2. Prayer:** Councilwoman Alberts
- 3. Discussion:** Mixed Use Overlay
- 4. Discussion:** General Plan Public Comments Review & Draft Revision
  - a. Introduction & Master Goal
  - b. Section 1: Citizen Involvement
  - c. Section 2: Existing Environment
  - d. Section 3: Land use Goals & Projections
    - i. State Mandated Moderate Income Housing Plan
  - e. Section 4: Transportation
  - f. Section 5: Active Transportation
  - g. Annexation Policy
- 5. Recognition:** Outgoing Planning Commissioner Debi Pitts
- 6. Adjourn**

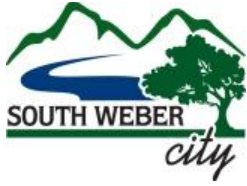
In compliance with the Americans With Disabilities Act, individuals needing special accommodations during this meeting should notify the City Recorder, 1600 East South Weber Drive, South Weber, Utah 84405 (801-479-3177) at least two days prior to the meeting.

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

01-16-2020

**DATE:**

**CITY RECORDER: Lisa Smith**



**Council Meeting Date:** 01-21-2020

**Name:** Lisa Smith

**Agenda Item:** 3

**Objective:** Mixed-Use Overlay Zone

**Background:** The Council directed staff to draft a mixed--use overlay zone for review. That document is now ready and should be approved to be part of the General Plan.

**Summary:** Review zone and make changes.

**Committee Recommendation:** na

**Planning Commission Recommendation:** na

**Staff Recommendation:** na

**Attachments:** Mixed-Use Overlay

**Budget Amendment:** na

## Article N Mixed-Use Overlay (M-O)

### 10.5N.1 Purpose, Description and General Limitation

### 10.5N.2 Application of Mixed-Use Overlay

### 10.5N.3 Process for Approval of a Mixed-Use Overlay

### 10.5N.4 Development Approval Process

### 10.5N.5 Permitted Uses

### 10.5N.6 Additional Uses

### 10.5N.7 Minimum Land Area

### 10.5N.8 Ratio of Residential Land Use

### 10.5N.9 Building Lot Requirements

### 10.5N.10 Location of Structures

### 10.5N.11 Maximum Structure Height

### 10.5N.12 Off Street Parking and Loading

### 10.5N.13 Permitted Signs and Lighting

### 10.5N.14 Special Provisions and Limitations

### 10.5N.15 Landscape Requirements

#### 10.5N.1 Purpose, Description and General Limitation:

The purpose of the Mixed-Use Overlay is to modify the requirements of the underlying zone by allowing certain additional land uses. It is to establish supplemental and additional regulations that will allow those additional land uses to coexist with commercial uses in a harmonious design that encourages vibrant active centers with a village-like feel and with high quality in the design of both buildings and the site. A development agreement between the developer and the City shall be required to establish the basis on which such a development may be approved.

#### 10.5N.2 Application of the Mixed-Use Overlay:

The Mixed-Use Overlay (M-O) may only be applied to the Commercial Highway (C-H) zone. The Overlay shall be judiciously applied with the South Weber General Plan as a guide.

#### 10.5N.3 Process for Approval of a Mixed-Use Overlay:

The process of applying for and approval or denial of a Mixed-Use Overlay shall be the application and process required for a rezone.

#### 10.5N.4 Development Approval Process:

The process for approval of a mixed-use development shall be the Conditional Use Permit process found in Section 10-7 of this ordinance for Non-Residential developments.

#### 10.5N.5 Permitted Uses:

Permitted uses shall be those allowed in the underlying commercial zone.

#### 10.5N.6 Additional Uses:

The following land uses may be allowed by the City Council with the advice of the Planning Commission by specifying each additional use in a development agreement. These uses will be considered for approval when they are part of an integrated design along with commercial uses that promotes a visually attractive village-like project.

Multi-family residential with no limit on the number of dwelling units in a single building.

Amusement and recreational activities.

Business services and professional offices.

Personal services such as beauty and barber services, health spas, nail salons.

Commercial indoor storage.

Temporary buildings for uses incidental to construction work, including living quarters for a guard or night watchman, which buildings must be removed upon completion or abandonment of the construction work. If such buildings are not removed within ninety (90) days upon completion of construction and thirty (30) days after notice, the buildings will be removed by the city at the expense of the owner.

#### 10.5N.7 Minimum Land Area:

Mixed-use developments shall have a minimum of 5 acres.

#### 10.5N.8 Ratio of Residential Land Use:

The land area (footprint) occupied by residential buildings shall not exceed 50% of all land area (footprint) occupied by all buildings within the project site.

#### 10.5N.9 Building Lot Requirements

All buildings must comply with the provisions of this section, except those exempted as provided in SWMC 10.11.

Lot Width: No particular requirements, as approved by the development agreement.

Lot Area: No particular requirements except as required in 10.5N.7, as approved by development agreement.

10.5N.10 Location of Structures

Structures	Front Setback	Side Setback	Rear Setback
Main and accessory structures	25 feet minimum.	No requirement, except 20 feet minimum for sides fronting on street, and except that 10 feet shall be provided where the lot line is adjacent to any property in residential use.	No requirement, except that 20 feet shall be provided where the lot line is adjacent to any property in residential use.
Temporary structures	25 feet	10 feet	20 feet

10.5N.11 Maximum Structure Height

Maximum structure height shall vary according to the distance from the nearest right-of-way line of any adjacent street. Interstate 84 and Highway 89 shall not be considered an adjacent street for the purposes of this Section.

Distance from Nearest Street Right-of-Way Line	Maximum Number of Stories	Maximum Height
Within 100' of the nearest right-of-way line	Maximum of 2 stories	Not to exceed 30' height
From 100' to 150' from the nearest right-of-way line	Maximum of 3 stories	Not to exceed 40' height
More than 150' from the nearest right-of-way line	Maximum of 4 stories	Not to exceed 50' height

In no case shall the building height exceed 30' height above the average elevation of the common property line with any immediately adjacent residential property. The average elevation of the common property line shall be the average of the elevation at each coterminous property corner and each point of bearing change and, in the case of curved property lines, each point of tangency located between those property corners.

#### 10.5N.12 Off Street Parking and Loading

Provisions of SWMC 10.08 will apply. However, a reduced number of parking spaces may be considered if the applicant can demonstrate to the satisfaction of the City Council, with the advice of the Planning Commission, that a lesser number of parking spaces are needed, e.g. shared parking between non-residential uses and between non-residential and residential uses or a reduced number of spaces for multi-family dwellings. If any number of parking spaces less than required by SWMC 10.08 is acceptable to the City, it shall be approved by development agreement.

#### 10.5N.13 Permitted Signs and Lighting

Class 5 signs shall be permitted for and in conjunction with non-residential uses. Class 1 signs are permitted for residential uses.

#### 10.5N.14 Special Provisions and Limitations

General Requirements: The following design standards shall be required of all developments in the mixed-use zone.

Trash storage areas, mechanical equipment, transformers, meters, and similar devices are not permitted to be visible from the street. Where site constraints would otherwise force these uses into visible locations, they shall be screened by decorative walls, earthen berms, landscaping or architectural treatments capable of screening views from streets and sidewalks. If in rooftop locations, mechanical equipment shall be screened by roof components, parapets, cornices, or other architectural features.

There shall be no outside storage of materials or equipment, other than motor vehicles licensed for street use except as specifically approved by the planning commission in conjunction with a development application.

Outdoor dining, seating, signage, and sales can be approved in conjunction with a development application. Outdoor uses shall not be materially detrimental to the public health, safety, or welfare, nor injurious to property or improvements in the immediate vicinity of the use. The use shall be placed so as not to disrupt the traffic flow of vehicles or pedestrians into or on the site. Planning commission or city council can, at their discretion, place time limits on outdoor dining, seating, and signage based on intensity of use, and the impacts the use may pose to the development.

Buildings that are open to the public and are within thirty feet (30') of the street shall have an entrance for pedestrians from the street to the building interior. This entrance shall be designed to be attractive

and functional, be a distinctive and prominent element of the architectural design; and shall be open to the public during all business hours.

Buildings shall incorporate exterior lighting and changes in mass, surface, or finish giving emphasis to entrances.

Buildings shall provide a clear visual division between all floors. The top floor of any building shall contain a distinctive finish, consisting of a roof, cornice or other architectural termination.

The facade of every residential floor greater than thirty (30) linear feet with street frontage shall incorporate features designed to provide human scale and visual interest. Compliance can be achieved through balconies, alcoves, or wall segments that create at least a two-foot (2') variation in plane for at least ten (10) linear feet within each thirty-foot (30') segment of facade.

In paseos, plazas, and courtyards, lighting shall incorporate fixtures and standards designed for pedestrian areas.

All new utility transmission lines shall be placed underground where feasible, or behind structures to minimize visual impact.

Ground Floor Requirements: At least seventy five percent (75%) of the linear frontage of any ground floor, nonresidential wall with street frontage shall incorporate windows, doors, or display windows. Ground floor retail windows must remain free of signs and must not be tinted.

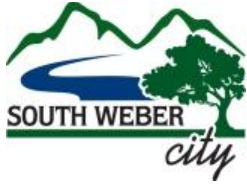
Accessory Living Quarters: Where accessory living quarters are provided as permitted herein, no window shall be permitted in any wall of the same which is located within eight feet (8') of a side property line.

#### 10.5N.15 Landscaping Requirements:

General Landscaping: At least twenty percent (20%) of the total site shall be thoroughly landscaped, including an irrigation system to maintain such landscaping. A significant portion of the required landscape area shall be use, enjoyment and recreation of residents of any development incorporating residential use. Drought resistant plants are encouraged. Landscaping shall meet the requirements of SWM 10.15.

Buffer Yard Landscaping: Buffer yard landscaping shall be required between non-residential uses within the development and all adjacent residential uses and shall meet the requirements of SWMC 10.15.

Street Trees: Street trees shall be required and meet the requirements of SWMC 10.150.060D, "Park Strip Trees".



**Council Meeting Date:** 01-21-2020

**Name:** Lisa Smith

**Agenda Item:** 4

**Objective:** General Plan Public Comments Review and Draft Revision

**Background:** After a series of joint meetings between the Planning Commission and the Council, staff has prepared a second draft for review. After the review, another survey will be conducted for citizen input. Then the PC and CC will review results and further edit the proposed General Plan.

**Summary:** The second draft has been prepared. Council and Commission should review carefully before it goes public.

**Committee Recommendation:** na

**Planning Commission Recommendation:** na

**Staff Recommendation:** na

**Attachments:** General Plan Draft #2

**Budget Amendment:** na



# South Weber City General Plan Update ~~2019~~ 2020

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72

73

74 **INTRODUCTION**

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

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

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

95

96 **MASTER GOAL**

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

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

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

**SECTION 1: CITIZEN INVOLVEMENT**

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

149 **SECTION 2: EXISTING ENVIRONMENT**

150  
151 In our effort to look into the future of South Weber, it is important to analyze the  
152 existing characteristics of the community. By gaining a full understanding of just what  
153 kind of community South Weber is today, we will be better able to understand what  
154 may happen in its future. If we look at the current land uses, population, and  
155 development limitations, or factors which might encourage development, we will be  
156 better prepared to make decisions that will help guide the future of the city.

157  
158 **LAND USE:**

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

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

178  
179 There are few institutional uses with just four churches; one recreation center; one  
180 two-building elementary school, with one building dedicated to kindergarten through  
181 second grade, a charter school, a fire station and city hall. One institutional use which is  
182 not in the City, but which impacts it is the Weber Basin Job Corp which has its campus  
183 adjacent to the city on the east side. Five developed neighborhood type parks, a  
184 community recreation center, a posse grounds (outdoor equestrian arena) and a 4 1/2  
185 mile section of the Weber River Trail constitute the major developed recreational uses.

186  
187 **POPULATION:**

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

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

195  
196 ~~If we assume that most vacant land remaining in the city will be developed, with~~  
197 ~~limitations on some land, it is possible to begin to understand the potential growth of~~  
198 ~~South Weber. This study calculated the area of all vacant land and then deleted areas~~  
199 ~~suspected to be unbuildable based on available geologic and flood plain data. Current~~  
200 ~~zoning and projected land uses were then used to calculate a projected dwelling~~  
201 ~~density. The projected land use was based on this General Plan update. The projected~~  
202 ~~dwelling densities in given areas were then used with the vacant land calculations to~~  
203 ~~figure the total dwelling unit increase. An average of 1.24 (2017 Gardner Policy~~  
204 ~~Institute estimate) persons per household was then multiplied by the total number of~~  
205 ~~dwelling units in order to arrive at an ultimate **build-out population of 13,042.**~~  
206

207 As of ~~July 1, 2019~~ January 7, 2020, new population projections were produced for South  
208 Weber. The calculations were based on population estimates by the U.S. Census Bureau  
209 and the University of Utah Gardner Policy Institute for 2017. At the end of 2017 there  
210 were ~~731,073~~ 107,310 people calling South Weber their home. There were ~~702,187~~ lots or  
211 dwelling units ~~as calculated based on that time. Add to that the number of~~  
212 residential ~~developments~~ lots/units that have been approved since 2017, that have  
213 applied for approval or that have presented concept plans as of ~~July 1, 2019~~ January 7,  
214 2020. That is another **382 lots or dwellings.** Even though not all the dwelling units  
215 counted have been approved, it seems likely that proposed dwelling numbers will be  
216 realized at some point in time, even if the currently proposed developments do not  
217 materialize. That is a total of **2,260 existing or approved dwellings.**  
218

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219 If we assume that most vacant land remaining in the city will be developed, with  
220 limitations on some land, it is possible to begin to understand the potential growth of  
221 South Weber. An analysis of vacant developable lands ~~which was conducted and~~  
222 determined the total area in each residential density category and the number of  
223 dwelling units (D.U.) each could generate ~~was conducted.~~ In each density category  
224 the total number of acres of vacant land was decreased by 10% to allow for  
225 inefficiencies in platting of lots and odd shaped parcels that result in fewer lots than the  
226 zone allows, ~~except in the high density category, where efficiencies are easier to~~  
227 ~~realize.~~ The analysis follows:

- 228
- 229 1. ~~29.5 ac.~~ 0 ac. in Very Low Density ~~-10% = 26.55 x .90 = 0~~ D.U./~~.~~
  - 230
  - 231 1. ~~45.46 ac.~~ = 24 D.U.
  - 232
  - 233 2. ~~23.0 ac.~~ in Low Density ~~-10% = 20.7% = 40.91~~ x 1.45 D.U./ac. = 3059 D.U.
  - 234
  - 235 3. ~~123.9~~ 207.46 ac. in Low-Mod. Density ~~-10% = 111.51% = 186.71~~ x 1.85  
236 D.U./ac. = 206345 D.U.

237  
238 4. ~~154.6~~188.26 ac. in Moderate Density ~~- 10% = 139.14%~~ = 169.43 x 2.8 D.U./ac.  
239 = 390474 D.U.

240  
241 4.5. 16.88 ac. In Residential Patio - 10% = 15.19 x 4 D.U./ac. = 60 D.U.

242  
243 ~~5. All Moderate High Density development has been included in the unit counts of~~  
244 ~~approved or proposed since 2017.~~

245  
246 ~~6. All High Density development has been included in the unit counts of approved~~  
247 ~~or proposed since 2017.~~

248  
249  
250 6. 4.34 ac. in Multi-family zoning - 10% = 3.91 x 7 D.U./ac. = 27 D.U.

251  
252 7. 26.52 ac. in potential Mixed-Use areas x 10 D.U./ac. = 265 D.U.

253  
254 **Total Dwelling Units on Vacant Land = 650,230 D.U.**

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255  
256 Add ~~1,724,260~~ existing and approved dwellings, ~~702 approved or proposed dwellings~~  
257 ~~and 650 possible with 1,230 potential~~ dwelling units on vacant land and arrive at a  
258 potential build-out dwelling unit count of ~~3,076,490~~. The most recent persons per  
259 household number for South Weber, ~~is 3.89~~ based on ~~2017~~-Gardner Policy Institute  
260 ~~figures, is 4.24 and 2017 U.S. Census estimates.~~ Multiply that by the build-out dwelling  
261 unit count and you arrive at a **build-out population of 13,042,576**. At an average  
262 growth rate of 3% per year, build out will be reached in approximately 20 years.

263  
264 **ENVIRONMENTAL HAZARDS/CONDITIONS:**

265  
266 There are several known environmental hazards in South Weber, some man-caused and  
267 others natural. The natural ~~hazards~~ include possible faulting and associated earthquake  
268 hazards, fire, high wind, flooding and landslides. The man-caused hazards are  
269 associated with the two gravel pits in the community and the associated fugitive dust,  
270 the Davis and Weber Counties Canal which runs the entire length of the City from the  
271 east end to the west end with potential for flooding and Hill Air Force Base, which  
272 borders the city on its south side west end. There are toxic waste disposal sites near  
273 that border and there is noise and accident potential from over flying aircraft and from  
274 vehicle transport via Highway-US-89 and Interstate-I-84.

275  
276 It is critical that environmental hazards are mitigated on properties where they exist  
277 prior to development. It is recommended that any proposed development within areas  
278 identified on the Sensitive Lands Map #5 be required to address potential  
279 environmental conditions in accordance with the Sensitive Lands Ordinance (Ord. 10-



280 14). If mitigation is not possible or not feasible, some types of development may not be  
281 permitted.

282 **FAULTING:** The Wasatch Fault runs through the east end of the city and in the area  
283 projected for future annexation. The fault is not a single fissure in the earth's surface as  
284 many imagine it to be. Along the foot of the mountain it has formed several faults  
285 running in a north/south direction. So far as these fault lines have been identified, they  
286 affect very little existing development but are mostly located in fields. The Weber Basin  
287 Job Corp is the only developed area known to have faults running through it.  
288

289 As development pressure increases and starts to fill in the area between Highway-US-89  
290 and the mountain slope too steep to build on, it will be imperative that the exact  
291 location of these fault lines be identified. ~~It is recommended that any proposed~~  
292 ~~development within this area be required to have a study done to determine the exact~~  
293 ~~location of the fault, in accordance with the Sensitive Lands Ordinance (Ord. 10-14).~~  
294 ~~(See Sensitive Lands Map #5)~~  
295

296 **FLOODING:** The Weber River forms the northern border of South Weber. It has been  
297 identified by the Federal Emergency Management Agency (FEMA) as a potential  
298 flooding source to the low-lying lands along the river. Even though the river has several  
299 dams along its course upstream of South Weber, it can still flood due to very heavy  
300 snowfall in its drainage area exceeding the dams' capacities. It can also flood due to  
301 localized cloud bursts or landslides which might dam its course. FEMA has produced  
302 Flood Insurance Rate Maps (FIRM) which identifies the potential flood areas. There are  
303 no other potential flood sources identified by FEMA.  
304

305 As development occurs, additional hard surfacing creates the potential for localized  
306 flooding due to cloud bursts and potentially excessive snow melt. It is recommended  
307 that the City continue to maintain its Capital Facilities Plan related to Storm Water flood  
308 control facilities (both existing and future) and update the plan as often as necessary.  
309

310 **LAND SLIDES:** South Weber sits in a river valley formed in ancient times as the Weber  
311 River cut through an alluvial fan deposited there in even more ancient times when Lake  
312 Bonneville covered the entire region. As the river cut down through this alluvial fan, it  
313 left steep bluffs on the sides. One of these bluffs is on the south side of town running  
314 its length. This bluff has been identified in at least two geologic ~~studies; studies~~<sup>1</sup> as  
315 having very high potential for landslides. In fact, there is ample evidence of both  
316 ancient and more recent slope failure activity along this bluff. When development of any  
317 nature is proposed on or near this bluff, it will be important to determine the safety of  
318 such development as far as possible. It may be necessary to require mitigation of the  
319 hazard or even to prevent the development from occurring. ~~(See Sensitive Lands Map~~  
320 ~~#5)~~  
321

---

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

322  
323 **WETLANDS:** There are numerous pockets of wetlands and suspected wetlands within  
324 South Weber, the most prominent of which lies along the banks of the Weber River.  
325 These wetlands include sandbars, meadows, swamps, ditches, marshes, and low spots  
326 that are periodically wet. They usually have wet soil, water, and marshy vegetation  
327 during some part of the year. Open space is also characteristic of an effective wetland.

328  
329 ~~Wetlands are important to the community because they can provide many values, such~~  
330 ~~as aid in protection from flooding, improved water quality, wildlife habitat, educational~~  
331 ~~and recreational opportunities and open space.~~ It is the intent of this plan that all  
332 wetlands be considered sensitive lands. Therefore, any development occurring where  
333 wetlands are suspected shall be required to comply with the permitting process of the  
334 Army Corps of Engineers, if it is concluded (in a report acceptable to the Corps of  
335 Engineers) that jurisdictional wetlands will be impacted.

336  
337 ~~Preservation of important wetlands is considered an important community goal.~~

338  
339  
340  
341  
342  
343  
344

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

347  
348

349 **HIGH WIND:** High winds blow consistently out of the Weber Canyon and contribute to  
350 the fugitive debris from the gravel pits. The design standards in high wind areas of the  
351 City must account for the amount and level of wind.

352  
353 **FIRE:** The City is almost entirely surrounded by wildland, creating large areas of  
354 wildland/urban interface with some sections of the city completely intertwined with  
355 interface. This creates a high fire hazard and requires building codes to employ the  
356 wildland/urban interface standards.

357  
358 **STEEP SLOPES:** Steep slopes are found along the south bench area of the City, along  
359 the foothill area of the Wasatch Mountains on the east side of the city, and at spot  
360 locations throughout the City. These slopes should be considered fragile from a  
361 development standpoint and will be required to comply with the Sensitive Lands  
362 Ordinance (Ord 10-14). Building roads and subdivisions within them could cause  
363 environmental damage, destabilize hillsides and create a hillside scar/eyesore, due to  
364 the necessity of cuts and fills to do so. There could be a great hazard of erosion and  
365 flooding should denuding result from development efforts without any mitigation efforts  
366 applied. These steep slope areas generally coincide with the location of the known  
367 faults. These areas are also important to wildlife habitat areas including high value deer  
368 winter range. They represent a significant fire hazard to structures which might be  
369 tucked within the heavy vegetation located there. In addition, these steep foothills are  
370 very important view shed areas for residents as well as passers-by. The mountains are  
371 such a prominent feature of the landscape that the eye is constantly drawn to them and  
372 their foothills. Should this landscape become scarred up due to development, or for any  
373 other reason, would be a significant reduction in the community's overall quality of life.

374  
375 These steep slopes are hazardous areas for development and are important community  
376 assets. They are ecologically fragile and should be protected as much as possible.

377  
378 **GRAVEL PITS:** There are two large gravel mining operations in South Weber, the  
379 Staker Parson pit adjacent to and on the west side of Highway-US-89 and north of  
380 South  
381 Weber Drive; and the Geneva pit adjacent to and east of Highway-US-89 between the  
382 Weber River and Cornia Drive. These gravel mining operations are potential hazards  
383 due to dust and sand that often blows out of them during strong winds coming out of  
384 Weber Canyon. This dust can be hazardous to breath and creates a nuisance where it is  
385 deposited to the west of the pits. The City is and should continue to work with the  
386 operators to try and reduce the amount of fugitive dust they create.

387  
388 These mining operations have a limited lifespan due to depletion of the resource,  
389 although recycling of rehabilitating and mitigating any hazardous conditions before their  
390 operations cease.

391

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

396  
397 **I-84/US-89 HIGHWAYS:** Two major highways traverse the city and are near homes  
398 and businesses. The transportation of all types of goods and materials create potential  
399 for accidents, spills, and hazardous material incidents.

400  
401 **DAVIS & WEBER COUNTIES CANAL:** The canal traverses the length of the City from  
402 east to west through residential neighborhoods, open lands, and hillside. The open  
403 nature of sections of the canal present potential danger if the water were to flood into  
404 the city or contribute to slope instability and slides.

405  
406 **NOISE HAZARDS:** Hill Air Force Base (HAFB) sits directly south of the city at the top  
407 of the bluff previously discussed. Aircraft flying over South Weber can cause annoying  
408 levels of noise. In its Air Installation Compatible Use Zone (AICUZ) report, the Air Force  
409 designates specific zones where noise may cause a negative impact to the quality of  
410 life. These noise zones are produced by a computer model which takes many variables  
411 into account such as the types of aircraft being flown, flight paths, frequency of flights  
412 and time of flights. These noise zones are 65-70 Ldn, 70-75 Ldn, 75-80 Ldn, 80-85 Ldn  
413 and 85+ Ldn. Ldn is a unit of noise measurement roughly equivalent to decibels but  
414 with other weighted factors taken into account. The last officially adopted AICUZ report  
415 was published in 1993. Noise contours were updated in 2006 using a Department of  
416 Defense (DOD) contract. There is a new AICUZ study currently under way subsequent  
417 to the arrival and ongoing operations of the F-35 aircraft. Preliminary noise modeling  
418 indicates a dramatic reduction in the noise impact to South Weber. This is not,  
419 however, due to a reduction in actual aircraft noise, but rather in a more sophisticated  
420 computer model than has been used in previous studies. The F-35 aircraft is actually  
421 noisier than the F-16 previously modeled. Anecdotal evidence from residents would  
422 indicate aircraft noise has increased since the arrival of the F-35.

423  
424 This creates somewhat of a dilemma for the City. Land use planning for the past 40  
425 years has been greatly affected by these noise zones. Previous studies have indicated a  
426 major portion of the City was within the 75 Ldn noise contour, the threshold noise zone  
427 for restricting land uses. If the preliminary noise modeling is eventually adopted as part  
428 of the Official AICUZ report, it will show virtually no land within South Weber is affected  
429 by noise from HAFB aircraft. Yet, during the mid-nineties, the State of Utah purchased  
430 easements on most of the properties that were within the 75 Ldn noise zone that  
431 severely restricts development on those properties. Even if the preliminary noise  
432 modeling becomes official and the modeled noise impact to South Weber is largely  
433 eliminated, those easements will remain in place. It is the easements that will continue  
434 to affect South Weber land use planning, rather than the noise zones.

435

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

445  
446 **ACCIDENT POTENTIAL:** Anywhere that there are regular over flights of aircraft, there  
447 exists a higher than average degree of potential for an accident involving aircraft. This  
448 is certainly true in South Weber's case but there is an area where such potential is  
449 particularly high. The same AICUZ study discussed above designates "Crash Zones" and  
450 "Accident Potential Zones." The Crash Zone is the area immediately off the end of the  
451 runway and Accident Potential Zones (APZ) extend outward along the flight path from  
452 that. The APZ 1 which is adjacent to the Crash Zone on the north end of Hill's runway  
453 overlays the very west end of South Weber.

454  
455 Careful consideration should be given to any development proposals in this area.  
456 Residential development in this area should be prohibited. Agriculture and open space  
457 should be encouraged in these zones as much as possible.

458  
459 **HILL AIR FORCE BASE ENVIRONMENTAL IMPACT: ~~Note: Subsequent~~**  
460 **~~information, including maps referenced, has been provided by Hill Air Force~~**  
461 **~~Base, for the sole purpose of providing general information for this plan.~~**

462  
463 ~~Only isolated~~Isolated areas of shallow groundwater and surface water in the southwest  
464 portion of South Weber are contaminated with low levels of various chemicals resulting  
465 from former activities at Hill Air Force Base (HAFB). ~~The areas of contaminated~~  
466 ~~groundwater, parcels with restrictive easements (OU 1 and 2), and parcel owned by~~  
467 ~~HAFB (OU 4), are illustrated in the Sensitive Lands Map (Map #5), which shows OUs 1,~~  
468 ~~2, and 4~~The areas affected by these former activities are known as OU's 1, 2, and 4,  
469 and are shown on plume maps available from HAFB.

470  
471 Since many contaminants evaporate easily, the chemicals can move up into basements  
472 and other overlying structures in the affected areas. Drinking water has not been  
473 contaminated.

474  
475 As part of the federal Superfund program, the area has been intensely studied and  
476 monitored since the early 1990's. Remediation technologies have been implemented at  
477 OU's 1, 2, and 4, and HAFB measures the performance of those technologies  
478 continuously. In general, off-Base contamination in South Weber City has been  
479 identified.

480  
481 Areas of known underground contamination are typically identified using plume maps  
482 (~~See Sensitive Lands Map #5~~). When using these maps, it is important to note that  
483 plume boundaries are inexact and based on available data. The plume images generally  
484 illustrate the maximum extent of groundwater contamination that is above the clean-up  
485 level imposed by the regulatory (CERCLA or "Superfund") process for the most  
486 widespread contaminant. ~~Where there are other contaminants, they are located within~~  
487 ~~the footprint illustrated in Sensitive Lands Map (Maps #5).~~

488  
489 Planners, developers, property owners and residents are encouraged to seek additional  
490 information from reliable sources including:

- 491  ~~Hill AFB~~ Hill AFB Restoration Advisory Board, www.hillrab.org
- 492  ~~Hill AFB~~ Hill AFB Environmental Restoration Branch, (801) 777-6919
- 493  ~~Hill AFB~~ Hill AFB Environmental Restoration Branch, (801) 777-6919
- 494  State of Utah, Department of Environmental Quality, (801) 536-4100
- 495  ~~South Weber Landfill Coalition, (801) 479-3786~~

496  
497 Development in the vicinity of this contamination should be conducted in a manner that  
498 minimizes chemical exposure. Building requirements could include prohibiting  
499 basements, requiring field drains, adding vapor removal systems, etc. Builders should  
500 be aware of alternate building standards that may mitigate potential hazards from  
501 vapor or ground water contaminates. Those living or planning to live above or near the  
502 areas of contamination need to familiarize themselves with this information, be aware  
503 of possible issues or health problems and be accountable for their own health and  
504 safety programs after studying all the available records.

505  
506

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

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

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

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

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

Agriculture, the foundation upon which South Weber was built, is still important to the community, but perhaps in a different way than it was originally. It ~~would be~~ difficult to say that agriculture is a thriving industry upon which many depend for their livelihood.

~~It has become more important to the community as a whole for the character it provides, the lifestyle it promotes and the open space it preserves. It is this open space which is desirable to maintain.~~ If the agriculture industry can survive, it will be a welcome part of the community. If it fails, other means must be used to preserve sufficient open space to provide the rural feel of the community.

One of the problems associated with the preservation of rural character/agriculture is that rural character is a community goal while the property creating this character is individually owned and it is by the individual's grace that the use is maintained. In South Weber and regionally, land values are too high for land to be purchased for agricultural purposes. ~~Also, there is no upcoming generation of farmers waiting to take over farming operations.~~ Children of agriculture-based families are, largely, seeking careers outside the family business. This has created a situation where there are aging farm owners and no one to take over the farm when current owners can no longer work. It has become impossible to preserve farmland except by extraordinary means, such as government purchase of the agricultural lands for preservation purposes. Such extraordinary means is felt to be out of the realm of possibility for South Weber. Instead, the City should try to create incentives for ~~land owners~~ landowners/developers to preserve key pieces of open space, thereby preserving the desired effect of

550 agriculture, if not the industry. ~~There are land trust organizations that may be engaged~~  
551 ~~in preserving open space and agricultural lands.~~

552  
553 Natural open space is also a very important asset to the community. For the purposes  
554 of this plan, open space is defined as undeveloped land with few or no structures which  
555 provides residents with the ability to move about or view large outdoor areas, to  
556 experience nature, to retreat for a safe peaceful outdoor experience or which can be  
557 used for organized recreational activities. (See Recreation Section for more on this  
558 subject). Some of the valued open spaces within South Weber are the Weber River  
559 corridor, wooded and open areas along ~~Interstate I-84~~, the steep hillsides above and  
560 below the Davis and Weber Canal and the steep and wooded hillsides on the east side  
561 of the City adjacent to the Forest lands.

562  
563 Since it is beyond the City's capability to purchase property for the purpose of  
564 maintaining rural character or open space, other methods should be used. ~~Some~~  
565 ~~recommended methods are; such as follows:~~

566  
567 ~~1. The, the~~ City ~~should makemaking~~ every effort not to interfere with, or allow adjacent  
568 land uses to interfere with ongoing agricultural pursuits.

569  
570 ~~2. AICUZ noise zones of 75 Ldn or greater are areas where, generally, the State has~~  
571 ~~purchased residential building rights. These areas are mostly agricultural in nature and~~  
572 ~~represent the best hope of preserving some agriculture within the City. Though the~~  
573 ~~State's easements allow some other types of development, these areas are mostly~~  
574 ~~zoned for agriculture and are generally not suitable for commercial or industrial~~  
575 ~~development. They should remain agricultural or in some form of open space.~~

576  
577 ~~3. It is felt that incentives should be offered, annexing hillside property adjacent to~~  
578 ~~current city boundaries, and potentially offering incentives~~ to develop properties with  
579 large amounts of open space, particularly open space that is available for public use.

580  
581 **RESIDENTIAL:**

582  
583 The existing residential development pattern in South Weber is largely single-family  
584 ~~type~~, but there have been ~~several a few~~ multi-family developments built in recent years.  
585 ~~The majority of the single family homes are found in subdivisions of 9,000 sq. ft. to~~  
586 ~~18,000 sq. ft. lots. Also, there are some developments of patio homes designed~~  
587 ~~primarily for an empty nesters that are situated on lots as small as 6,000 sq. ft. The rest~~  
588 ~~of the residential development has occurred along previously existing roads with lots~~  
589 ~~ranging widely in size but most of which are 1/2 acre or larger.~~

590  
591 This pattern of mostly single-family residential development on moderate size lots is an  
592 acceptable and desirable trend to maintain, provided that some areas ~~need to be of~~  
593 ~~open space are~~ preserved for ~~open space and~~ community character reasons. It would



be beneficial to encourage variety in lot size and housing types so that the City can accommodate residents of all ages, ~~life-styles~~ lifestyles and household income levels.

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

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

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

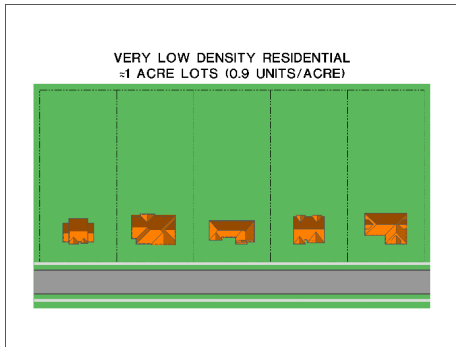
~~In order to make some recommendations concerning dwelling unit density it The Mixed-Use Overlay is first necessary to define a zoning designation that allows multi-family residential development in conjunction with commercial development. There are two areas within South Weber that are considered possible locations where mixed-use developments would be acceptable, if such development is designed in such a way as to be compatible with surrounding land uses. Those two areas are near the density categories which will be used. I-84 interchange and the US-89 interchange on South Weber Drive west of Highmark Charter School.~~

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

~~1.~~

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

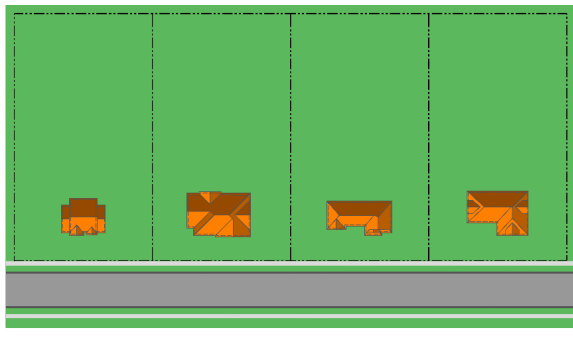
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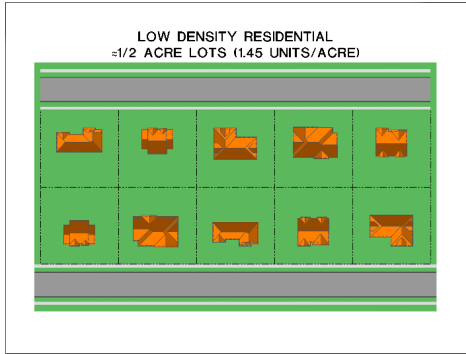
VERY LOW DENSITY RESIDENTIAL  
(AGRICULTURAL ZONE)  
0.9 UNITS/ACRE



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

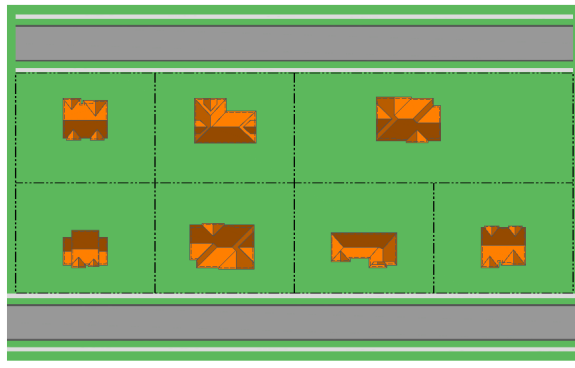
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3.

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



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650  
651

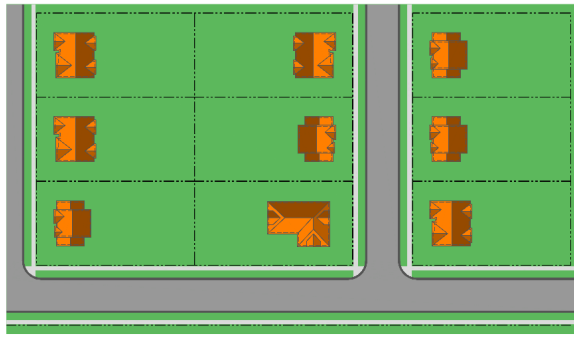
3. Low-Moderate Density ~~would be~~allows 1.46 to 1.85 dwelling units per gross acre.

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4. LOW MODERATE DENSITY RESIDENTIAL  
1.85 UNITS/ACRE



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

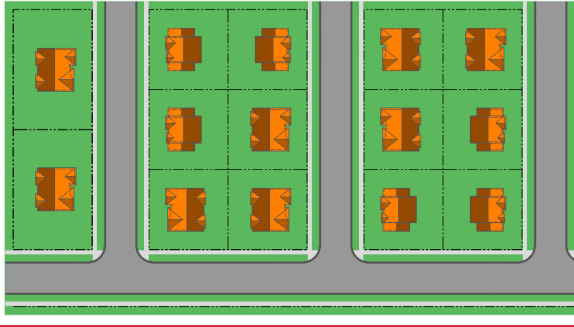
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664

5. Moderate High-Density (   
 MODERATE DENSITY RESIDENTIAL   
 2.8 UNITS/ACRE



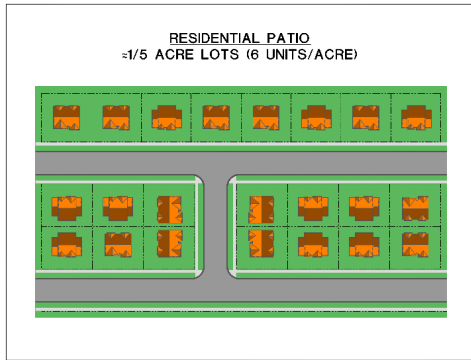
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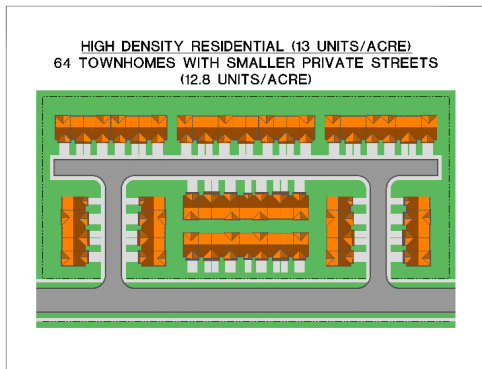
~~Residential Patio Homes) is an area ranging in density from allows 2.81 to 64.0 units per acre.~~



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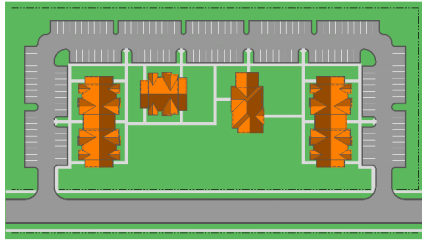
~~5. 6. High Density is an area in which the dwelling units number 6.1 to 13.00 units perper gross acre.~~

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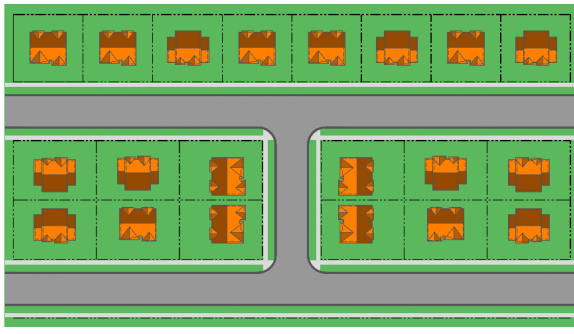
674

HIGH DENSITY RESIDENTIAL (13 UNITS/ACRE)  
60 APARTMENTS AND A CLUBHOUSE  
(12 UNITS/ACRE)



675  
676  
677

RESIDENTIAL PATIO  
4 UNITS/ACRE

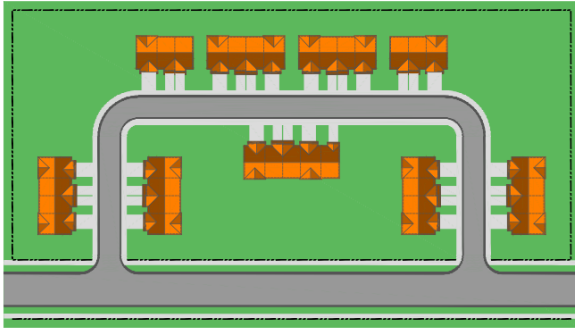


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6. Multi-Family allows 4.1 to 7. Mixed-Use Overlay Density is an area in which the dwelling units number 7-13 per gross acre.



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

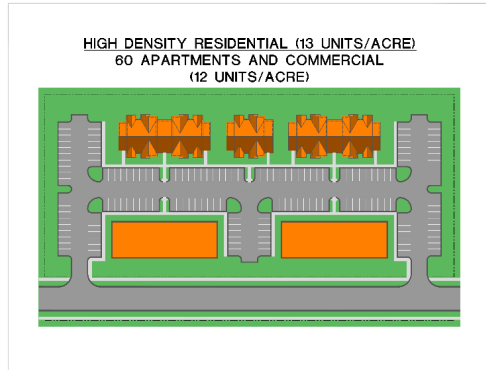


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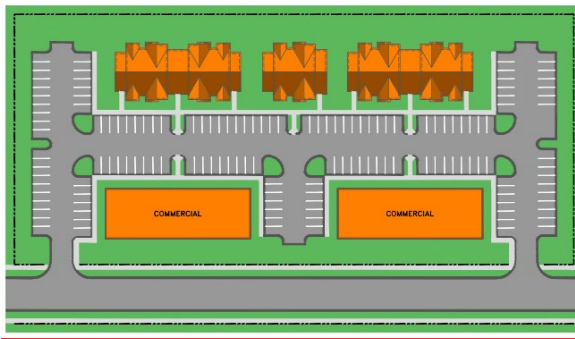
7. Mixed-Use Overlay allows residential dwelling units per acre are allowed in conjunction with commercial uses. The density of residential uses is controlled through restrictions on building height, setbacks, open space and parking requirements.

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MIXED USE

691



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\* 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.

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702

703

704

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

705 the Projected Land Use Map may be granted in exchange for such amenities as trails,  
706 buffers, etc. as deemed in the best interest of the city. The Zoning Ordinance has been  
707 structured so that a particular residential zone corresponds with each of the density  
708 categories and the maximum density allowed within that zone falls within the range  
709 described above. ~~The maximum density allowed in any zone would be exclusive of any  
710 density bonuses which may be offered as incentives to achieve listed goals of this plan.~~

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711 ~~High density residential areas should be spread out as much as practical so that  
712 associated impacts are reduced in any given area, keeping in mind that they should be  
713 located where they have direct access to collector or arterial roads. These high density  
714 residential designations represent some areas which could be acceptable for high  
715 density housing if adequate protections or buffers to nearby lower density housing are  
716 incorporated in the development.~~

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

725 **MODERATE INCOME HOUSING:**

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

732 ~~See the most recently adopted South Weber Moderate income housing is defined in the  
733 Utah Code as:~~

734 ~~**Income Housing** occupied or reserved for occupancy by households with a  
735 gross household income equal to or less than 80% of the median gross  
736 income for households of the same size in the county in which the city is  
737 located.~~

738 ~~According to this definition, any dwelling occupied by an individual or family with  
739 income equal to or less than 80% of the median income of the county would qualify as  
740 moderate income housing, regardless of the circumstances under which the dwelling is  
741 occupied. For instance, it could be that the house was inherited and though valued at  
742 something far more than a family of moderate income could afford to purchase; it is  
743 nevertheless, occupied by a family whose income is below 80% of the regional median.~~

749 That house, therefore, is a moderate-income house by definition. The same could be  
750 said for homes that have been in the same ownership for a long time and for which the  
751 mortgage was established prior to many years of inflation and rising housing costs.  
752 The occupants might be able to afford what, if mortgaged today, would be far out of  
753 their financial reach.

754  
755 In order to determine how many homes fall into the moderate-income housing  
756 category, it would be necessary to determine the actual gross income of every  
757 household in South Weber. This information; however, would not be of a great  
758 significance in the ability to provide moderate-income housing as the information would  
759 not provide an adequate picture of the housing which can be purchased or rented  
760 today.

761  
762 According to the U.S. Census Bureau, the 2017 median household income for Davis  
763 County is \$75,961 (\$95,000 for South Weber City). Eighty percent of that County  
764 median income is then \$60,768. Information extrapolated from the Utah Affordable  
765 Housing Manual indicates that a household with this income level could afford to  
766 purchase a dwelling which has a maximum purchase price of 3.1 times the annual  
767 income. In the case of South Weber that translates **to a maximum purchase price**  
768 **of \$188,380**. The same manual indicates that 27% of the monthly income could be  
769 spent on rent which would mean a **maximum monthly rent of \$1,367**.

770  
771 **PRESERVING AND ENCOURAGING MODERATE INCOME HOUSING:** There are  
772 many factors that affect the cost of housing. It is the duty and responsibility of the City  
773 to take necessary steps to encourage moderate-income housing.

774  
775 Utah Code Annotated 10-9a-403 (2) (b) (iii) requires the City to choose at least three  
776 from a list of 23 ways, A through W, in which it can and will pursue the encouragement  
777 of moderate-income housing in the five years. South Weber chooses the following:

778  
779 *(A) rezone for densities necessary to assure the production of moderate-income*  
780 *housing;*

781 \_\_\_\_\_ This General Plan update is recommending an additional 19.5 acres of  
782 \_\_\_\_\_ land be rezoned for high density housing. It is also recommending an  
783 \_\_\_\_\_ additional 31.8 acres be rezoned for mixed-use development. An  
784 \_\_\_\_\_ additional 200 acres are being recommended for Commercial Highway  
785 \_\_\_\_\_ zoning with the potential for a mixed-use overlay to be applied, allowing  
786 \_\_\_\_\_ some higher density residential development.

787  
788 *(B) facilitate the rehabilitation or expansion of infrastructure that will encourage the*  
789 *construction of moderate-income housing;*

790  
791 \_\_\_\_\_ The east end of South Weber is currently nearing capacity of the sewer  
792 \_\_\_\_\_ system. The bulk of the properties slated for rezoning for high density

793 residential or mixed-use development is in the east end of the City. South  
794 Weber is currently in Phase One of a multi-year project that will upgrade  
795 the sewer system to handle potential future multi-family and mixed-use  
796 developments in this area.

797  
798 *(E) create or allow for, and reduce regulations related to, accessory dwelling units in*  
799 *residential zones;*

800  
801 It is recommended that the City consider allowing accessory dwelling units  
802 in single-family dwelling zones. The circumstances and provisions under  
803 which this type of housing could be allowed need to be thoroughly  
804 researched and a determination as to how best to move this initiative  
805 forward.

806  
807 *(F) allow for higher density or moderate-income residential development in commercial*  
808 *and mixed-use zones, commercial centers, or employment centers;*

809  
810 South Weber has a mixed-use overlay zone that allows up to 13 dwelling  
811 units per acre. The City currently has the first proposal of this type under  
812 consideration. As previously stated, there are an additional 231.8 acres  
813 where mixed-use development is a potential. The mixed-use overlay zone  
814 along with the R-H zone allows the highest dwelling density in all zones;  
815 up to 13 units per acre.

816  
817 *(U) apply for or partner with an entity that applies for programs administered by a*  
818 *metropolitan planning organization or other transportation agency that provides*  
819 *technical planning assistance;*

820  
821 South Weber has applied for a planning assistance grant from the  
822 Wasatch Front Regional Council. We should know prior to the adoption of  
823 this Plan if we have been successful in procuring the grant.

824  
825  
826

827 **MODERATE-INCOME HOUSING NEEDS:** The exact number of moderate-income  
828 housing units recommended for any community by the Utah Affordable Housing Manual  
829 depends on a number of variables. An analysis the existing housing and income  
830 situation using available information and come to some reasonable conclusions as to  
831 need.

832	
833	Number of Dwelling Units 2017 ..... 1724
834	2017 Population ..... 7310
835	Persons Per Household 2017 ..... 4.24
836	2017 Median Davis County Annual Household Income ..... \$75,961

837 2017 Annual Household Moderate Income ..... \$60,768

838  
839 Once again by extrapolating from information contained in the Utah Affordable Housing  
840 Manual, we find that a household with this income level could afford a mortgage of  
841 approximately 3.1 times the annual income or could afford to spend 27% of their  
842 monthly income on rent.

843  
844 Maximum Purchase Price .....  $\$60,768 \times 3.1 = \$188,380$   
845 Maximum Monthly Rent .....  $\$60,768/12 = \$5,064 \times .27 = \$1,367$

846  
847 It appears that rental units are the most attainable type of moderate income housing  
848 likely to be established in South Weber. There are currently 87 rental units in the City,  
849 60 being in one apartment complex and the rest are basement type apartments. Rental  
850 units comprise 5% of the existing housing stock in the City.

851  
852 **Recommendations:** It is apparent that to meet demands for moderate income  
853 housing, as well as meet the recommendations of this Plan for open space and  
854 agricultural character of the community, multi-family rental residences will continue to  
855 be the primary type of housing in this price range. According to the U.S. Census Bureau  
856 36% of Davis County households have an income below \$60,000 per year while 24% of  
857 South Weber households fall into that range.

858  
859 It is apparent that South Weber needs a lot more moderate income housing stock to  
860 meet future demand. The proposed 19.5 acres of high density residential property  
861 could potentially produce another 253 multi-family dwelling units. The 231 acres of  
862 potential mixed-use zoning could produce many more, but given the nature of mixed-  
863 use development, it is difficult to predict how much. If the City is to reach a goal of  
864 providing housing for the 24% of households that are considered moderate income,  
865 there will need to be a significant increase in qualifying housing units as the City grows.

866  
867 It is recommended that South Weber continue to support the development of multi-  
868 family housing in the appropriate areas designated in this Plan.

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869  
870 **INDUSTRIAL:**

871 Current industrial uses are limited to the gravel mining operations, Sure Steel and one  
872 other minor operation on Cornia Drive and a few scattered construction areas nearby  
873 the gravel operations, and a few businesses scattered throughout the community. It is  
874 recognized that the resources extracted by the gravel pits are important to the health  
875 and growth of the area in and around South Weber. It is also recognized that these  
876 mining operations have caused negative impacts to the community. In an effort to  
877 provide residents with an outlet to submit their complaints as well as to aid in the  
878 documentation efforts of the City, residents can now submit an affidavit. Along with  
879 this, the City conducts weekly inspections of the gravel pit operations to ensure that  
880 dust is not becoming a nuisance, the decorative berm is maintained, and to ensure that

~~the overall size of the gravel pit is not increasing beyond the scope of the original approved mining plan.~~

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

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

**COMMERCIAL:**

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

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

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

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

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

933 The City has identified specific areas that may be suited for both residential and  
934 commercial development as a combined planned project. The City is willing to consider  
935 mixed use developments in these areas that are compatible and consistent with the  
936 character of the community.  
937

938  
939 **RECREATION:**

940 ~~Public recreation areas in South Weber are currently in an expansion mode.~~ There are  
941 61 acres of developed park in several locations throughout South Weber. In addition to  
942 this park space, are six acres in the school grounds and the City owned Posse Grounds.  
943 The National Recreation and Parks Association recommends a total of 25 acres of open  
944 space per ~~1000~~1,000 population as a standard. Ten acres of each 25 acres should be  
945 developed recreation areas. The rest of the acreage could be in stream corridor or other  
946 less developed open space. Following this standard, South Weber should have 70 acres  
947 of developed recreation space for the current population. If the community reaches its  
948 projected population ~~of 13,348~~, it should then have ~~133~~130 acres developed for  
949 recreation.

950  
951 The presence of the Weber River on the north boundary of the City presents an  
952 opportunity for a river recreation corridor reaching into Weber County and which would  
953 be of regional interest. The Wasatch National Forest to the east of town also presents  
954 abundant recreation possibilities which are important to residents of South Weber and  
955 many others.

956  
957 There are approximately 160 acres of the Weber River Corridor in South Weber. Since  
958 the Weber River Recreation Corridor would be a regional type facility, it should not be  
959 the sole responsibility of the City to develop this facility. Weber Pathways, a private  
960 non-profit organization has been very active in securing access rights and in  
961 constructing the Weber River Parkway Trail. South Weber should work closely with  
962 Weber Pathways and others in securing additional access, extending the trail, making  
963 improvements and maintaining existing facilities. This river corridor should be  
964 protected as a very important recreational venue in South Weber and as important  
965 wildlife habitat. Currently there are only two access points to the Weber River trail in  
966 South Weber. One is where the River goes under I-84 and the other is just east of the



967 Adams Avenue/Cottonwood Drive intersection. Additional access near the City's  
968 population center is essential as is the development of a public parking and river access  
969 area at the north end of Cornia Dr.

970  
971 As development along the east bench area occurs, the City should make sure that  
972 public access to the National Forest is provided. The Forest provides hunting, hiking,  
973 mountain biking and nature appreciation opportunities different from other recreation  
974 sites. It is critical to maintain public access to these public lands.

975  
976 South Weber should become more bicycle friendly by considering adding bicycle lanes  
977 to all new roads. The possibility of a bicycle path along the Davis & Weber Canal should  
978 be explored. It may be possible to enter into a use agreement with the Canal Company.  
979 Liability to the Canal Company would be limited by Utah Code Annotated Section 57-14,  
980 Limitation of Landowner Liability Act.

981  
982 Other recommendations for recreation development are that public access from areas  
983 south of the canal be provided to the park on 2100 East St. north of the canal via a  
984 pedestrian bridge across the canal.

985  
986 There are recommended locations on the Projected Land Use Map (Map #1), for  
987 recreational use. They are only intended to indicate that, due to existing or projected  
988 residential growth in the area, it would be a good location for some type of public  
989 recreation facilities. There may be other areas suitable for recreational uses which are  
990 not designated on the map. Designation of a property in the recreational category is not  
991 meant to limit the use of the property exclusively to recreational use but is indicative of  
992 a special recreational resource which needs ~~protection~~protecting or the resource may be  
993 lost. Other uses which are compatible with the development of the recreational  
994 resources will be considered on such properties.

995 **INSTITUTIONAL:**

996 The only ~~real~~current institutional ~~issue~~uses in South Weber ~~is faced with concerns~~  
997 schools ~~and churches~~. Currently,  
998 South Weber Elementary School and the Highmark Charter School are the only schools  
1000 in the community. The City should assist the School District in every way possible in  
1001 locating any future school sites. This would help to assure the most advantageous site  
1002 for both the District and the City. The City should also continue to be open to the  
1003 development of church sites.

1004  
1005 ~~Projected Land Use Map #1 shows specific locations and information concerning~~  
1006 ~~projected land uses. Please note that there is no date proposed at which time these~~  
1007 ~~projections should be realized. It is felt that too many variables are involved in~~  
1008 ~~determining when these things will occur to make accurate predictions.~~

**SECTION 4: TRANSPORTATION**

**VEHICLE TRANSPORTATION:**

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

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

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

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

The State is currently in the beginning stages of a major widening and upgrading of Highway-US-89 that will turn it into a limited access expressway. The project is scheduled to have its northern terminus at the Hwy-US-89/Interstate-I-84 interchange. The City fully supports this project; however, this project will create some issues that affect South Weber. It will be critical that direct access from South Weber Drive onto Highway-US-89 be maintained in both north and south directions. As Highway-US-89 transitions from a limited access facility to a fullrestricted access highway in South

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1055 Weber, it will create a backup of northbound traffic. Currently the traffic congestion on  
1056 Hwy-US-89 is somewhat spread out along the route south of South Weber due to the  
1057 traffic lights found between South Weber and Farmington. With no more traffic lights,  
1058 that northbound congestion will now all be concentrated in South Weber when it hits  
1059 the traffic lights in Uintah City.

1060  
1061 We strongly encourage UDOT to swiftly plan on continuing the Hwy-US-89 widening  
1062 and upgrading project through Uintah and into South Ogden where traffic disperses.

1063  
1064 ~~An opportunity that the Hwy-The US-89 project creates is the possibility of installing an~~  
1065 ~~opportunity to install~~ an underpass of some sort for the continuation of the Weber River  
1066 Parkway Trail/Bonneville Shoreline Trail (BST). This will be critical to the connection of  
1067 the BST in Davis County with the BST in Weber County and extending the Weber River  
1068 Parkway Trail all the way to the mouth of Weber Canyon as in the plans for both.  
1069 Funding for this underpass has been in doubt.

1070  
1071 The City is highly supportive of this underpass and should continue to encourage its  
1072 completion in every possible way.

1073  
1074 **1900 EAST STREET:**

1075 1900 East Street is an extremely important collector road. It has a serious safety hazard  
1076 at approximately 7550 South where it traverses a steep bluff. The bluff both reduces  
1077 sight distance at the intersection with 7600 South St. and encourages traffic to speed.  
1078 The correction of, or reduction of, this safety hazard if possible should be a ~~high~~ priority  
1079 for South Weber road projects.

1080  
1081 ~~It is projected that 1900 East will connect with South Bench Drive in some, as yet~~  
1082 ~~undefined fashion, creating more direct access into Layton.~~

1083  
1084 **SOUTH WEBER DRIVE (State Route 60):**

1085 South Weber Drive is an arterial street and serves as the transportation backbone of the  
1086 community, however, there are numerous homes fronting on it which reduces its  
1087 effectiveness as an arterial somewhat. This road also is a State controlled facility. It is  
1088 also anticipated that the road will someday need to be widened from the current 66 ft.  
1089 right-of-way (in many locations) and the City should continue its current policy of  
1090 requiring curb and gutter of all new development along this road. Widening of the road  
1091 should include sufficient room for bike lanes. It may already be wide enough for bike  
1092 lanes in the eastern part of the City and the stripping of these lanes should be pursued  
1093 by the City. Access to this road should be limited as much as possible to protect its  
1094 arterial status and usage. This should be done in conjunction with UDOT standards for  
1095 access onto a State Road.

1096  
1097 Traffic analysis indicates traffic signals will be needed at the intersections of South  
1098 Weber Drive with ~~South Bench Drive,~~ 1900 East and 2100 East. The City should

1099 encourage UDOT to install a traffic light at these locations as increases in traffic  
1100 warrant.

1101

1102

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**SOUTH BENCH DRIVE:**

~~OLD FORT ROAD:~~

~~Old Fort Road is deemed critical intended to the safety and convenience of the City to establish an alternate ingress/egress route be a minor collector road that will provide an escape route in a citywide emergency, such as is roughly a wildfire frontage road to I-84. South Weber has already begun nearly completed construction of the first phase of at the west end of this new arterial collector road that will run eastward from 475 East utilizing the old alignment of 6650 South past the Posse Grounds. This road will eventually continue eastward through some of the farmlands near the freeway, curving southward forming an intersection with South Weber Drive and then south and east over the bluff connecting into Layton City streets in their growing business/light industrial area, the East Gate Development. Private driveway access to this road should be limited to establish/preserve its functionality as an arterial street.~~

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

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

**7600 SOUTH STREET AND 1550 EAST STREET:**

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

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

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

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

475 East Street is currently the main route from South Weber Drive to Interstate I-84. As development of the west end of town occurs, it is imperative that the majority of

1147 traffic in that area find an alternative route to 475 East ~~St~~Street. The development of  
1148 ~~South Bench Drive and Old Fort Rd~~Road. will accomplish this goal.

1149  
1150 **VIEW DRIVE:**

1151 View Drive currently dead ends on its east end at approximately 2370 East. In order to  
1152 facilitate better traffic flows in the area, this road should connect through to 7800  
1153 South. This should be done by developers as adjacent properties are developed. It is  
1154 important, given the narrowness of 7800 South, that strong consideration be given to  
1155 the public's safety as road connections and improvements are made to the streets in  
1156 this area.

1157  
1158 **ADDITIONAL UNITAH CITY ACCESS:**

1159 ~~It is desirable that there is established an additional access into Uintah City without~~  
1160 ~~having to enter Highway 89 and besides the bridge at Cottonwood Drive. It is believed~~  
1161 ~~that it would be most advantageous to both cities if this access were to be established~~  
1162 ~~at or near the fisherman's access road just west of the Staker Parson's Gravel Pit. This~~  
1163 ~~would, of course, require that a new bridge be constructed over I-84 and the Weber~~  
1164 ~~River. Uintah City would establish the best local street for this access to tie into on~~  
1165 ~~their side of the river.~~

1166  
1167 ~~(See Vehicle Transportation Map #2 for more detail on the recommendations of this~~  
1168 ~~Section.)~~

1169  
1170

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1171 **SECTION 5: ACTIVE TRANSPORTATION**

1172 **TRAILS**

1173 In order to promote the health and general welfare of the citizens of South Weber, it is  
1174 the intent of the City to develop a network of non-motorized trails throughout the  
1175 community. These trails should be readily available to all residents and others so far as  
1176 possible with trailheads and access points located all through the city. These trails  
1177 should provide a variety of walking, jogging, running, biking and equestrian experiences  
1178 through use of different widths, surfaces and degrees of difficulty. Trails should  
1179 generally be off-street, not sidewalks in the street right-of-way. There may be locations  
1180 where trails and sidewalks are coterminous for a short distance where other options are  
1181 not practical. Specific trail recommendations follow.

1182  
1183 (See Active Transportation and Parks Map #3 for more detail on the recommendations  
1184 of this Section.)  
1185  
1186

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1187 **BONNEVILLE SHORELINE TRAIL:**

1188 The Bonneville Shoreline Trail (BST) is a regional trail conceptually traversing the entire  
1189 Wasatch Front and extending into Cache County approximately along the high-water  
1190 level of ancient Lake Bonneville. A portion of this trail runs along the foothills east of  
1191 the City at approximately 5200 ft. elevation. Though most of this trail lies outside the  
1192 city boundaries, it is nevertheless of great importance to the residents of South Weber.  
1193 The City should cooperate and encourage Davis County and others to complete the  
1194 trail.

1195 This trail should be constructed at approximately 4 ft. in width and have a natural  
1196 material surface. Special care to reduce impacts and keep grades manageable will need  
1197 to be taken in crossing Corbet Creek and other ravines. At some point above the  
1198 Weber Basin Job Corps this trail needs to transition from the 5200 ft. level to the  
1199 proposed Weber Canyon Trailhead just above river level at the mouth of the canyon.  
1200 This trailhead will support and provide cross access to two other trails, the proposed  
1201 Canal Trail and the proposed Weber River Parkway Trail.

1202  
1203  
1204 **WEBER RIVER PARKWAY TRAIL:**

1205 The Weber River Parkway Trail is proposed extension of an existing trail in Riverdale  
1206 and South Weber currently terminating at Cottonwood Drive. In the Cottonwood drive  
1207 area, the trail will be located in the area between Cottonwood and I-84 due to the  
1208 existing residential lots that back onto the river. From the bend where Cottonwood Dr.  
1209 crosses the river, the trail will run along the south bank of the river between the river  
1210 and I-84.

1211 Some of the property involved is privately owned, some by the Utah Department of  
1212 Transportation, some the Division of Natural Resources and some by Weber Pathways.  
1213 The City should work with other interested groups in securing the easements or right-  
1214

1215 of-ways for this trail. Due to the regional nature of this trail, it would be appropriate for  
1216 an entity such as Weber Pathways to be responsible for management and maintenance  
1217 of the trail. South Weber and other affected cities should participate to some  
1218 proportionate level in the maintenance costs.

1219  
1220 It is recommended that the South Weber section of the trail be approximately 10ft.  
1221 wide with a compacted granular surface. It could be paved at some point in the future,  
1222 should that prove to be a wise course of action.

1223  
1224 Pedestrian access from the Canyon Drive Trailhead at Canyon Drive and 1325 East  
1225 across I-84 to the Weber River Parkway should be a high priority trail improvement.

1226  
1227 **CANAL TRAIL:**

1228 The Canal Trail is proposed to run adjacent to or on top of the Davis and Weber  
1229 Counties Canal running the length of the City on the south side. The City should seek  
1230 an agreement with the Davis and Weber Counties Canal Company and any private  
1231 property owners along the route to allow public use and development of the trail.  
1232 Safety precautions should be used in designing a trail along open portions of the canal.  
1233 The City should also encourage Riverdale City officials to continue this trail through  
1234 their city as well.

1235  
1236 This trail should be developed partly as natural surface trail and partly as a paved trail  
1237 utilizing the existing maintenance road along the canal or directly on top of the canal  
1238 where it has been piped. This trail should be paved to at least 10 ft. in width where it  
1239 passes through residential areas from 2700 East to approximately 1550 East. The rest  
1240 of the trail east of Hwy US-89 and west of 1550 East should be graded dirt with some  
1241 possible surface stabilization where necessary.

1242  
1243 **HIGHMARK CHARTER SCHOOLVIEW DRIVE TRAIL:**

1244 This proposed new trail should extend from View Drive to South Weber Drive near the  
1245 west side of the charter school property. This will better facilitate pedestrian access  
1246 from the south to the school from the south. This will better facilitate commuter access  
1247 to/from points south of and commercial services in the school area.

1248  
1249 **OLD FORT TRAIL:**

1250 This trail is intended to be a 10 ft. wide paved trail running from approximately 1200  
1251 East to near the west end of the City following along the south side of I-84. Special  
1252 attention to safety will be warranted at the trail crossing of 475 East Old Fort Road. This  
1253 trail should become the responsibility of the City for maintenance and control. It is  
1254 anticipated that the majority of this trail will be constructed by developers of adjacent  
1255 property. As these developments are proposed, the City should see that a continuous  
1256 trail is established with consistent width and surface.

1257  
1258



1259 **OTHER TRAILS:**

1260 It is recommended that, as the Staker-Parson Gravel Pit closes and is open to  
1261 development, there should be a trail through the property connecting 7400 South to the  
1262 commercial area at the intersection on South Weber Drive and 2700 East.

1263  
1264 ~~Other recommendations for the City wide active transportation system can be found on~~  
1265 ~~the Parks and Active Transportation Map #3.~~  
1266

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1267 **SECTION 6: ANNEXATION POLICY PLAN**

1268 This section of the Comprehensive Plan, the Annexation Policy Plan, is set forth herein  
1270 to comply with Section 10-2-400 Utah Code Annotated. This section generally sets forth  
1271 the area that the City will consider for annexation at some undefined point in the  
1272 future. This section also defines the criteria that will guide the city's decision to grant or  
1273 deny future annexation petitions.

1274 (See Annexation Map #4 for more detail on the recommendations of this Section.)

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1276 **CHARACTER OF THE COMMUNITY:**

1277 South Weber is a community somewhat isolated from the other communities around it.  
1278 This isolation is due to its geographic location in the Weber River drainage basin, cut off  
1279 from other communities by the river and freeway to the north, high bluffs to the south,  
1280 the Wasatch Mountains to the east and a narrowing band of land between the freeway  
1281 and the bluff on the west. This isolation fosters cohesiveness to the community which in  
1282 turn promotes friendliness among neighbors and a family-oriented environment. The  
1283 City was founded, and until recent years, continued to exist on an agricultural base.  
1284 Agriculture is a diminishing land use but remains an important factor in the essence of  
1285 South Weber. There is an emerging commercial center near the intersection of South  
1286 Weber Drive and Hwy-US-89 and a planned future commercial center near the I-84  
1287 interchange. If build-out projections are correct, South Weber will always be a small  
1288 city and, hopefully, will retain its charm and character.

1290 **NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED UNINCORPORATED AREAS:**

1291 The areas considered for annexation are located within the area illustrated on the  
1292 Annexation Area Map (Map #4). If annexed to South Weber, the purpose would most  
1293 likely be to accommodate some type of development. This would require full municipal  
1294 services and possibly services provided by Weber Basin Water Conservancy District,  
1295 South Weber Irrigation District and Davis School District. Infrastructure expansion, i.e.,  
1296 water, sewer, and storm drain systems could be extended into these areas on an as  
1297 needed basis. Financing of infrastructure expansion would mostly be borne by the  
1298 developers of these properties. There may be the need for the City to participate in the  
1299 financing of some facilities which will improve service to existing development. These  
1300 costs will be met via various means. The City may choose to use general funds, impact  
1301 fees, special improvement districts, bonding or other means of meeting these financial  
1302 obligations.

1303 There are no existing developed areas within the expansion area, so adequacy or  
1304 purchase of existing service systems is not an issue.

1305  
1306  
1307  
1308  
1309

1310 **TAX CONSEQUENCES OF ANNEXATIONS:**

1311 It is well known that property taxes from residential properties generally do not cover  
1312 the full costs of providing services to those residences. This means that, if allowed to  
1313 develop strictly in residential use, the annexation and development of these properties  
1314 will result in an increase in the City's burden of paying for the services required by the  
1315 development. To help delay some of the increased tax burden, some of the proposed  
1316 expansion area may be appropriately developed as a mix of commercial and residential  
1317 uses.

1318  
1319 It is felt that future development of planned commercial areas within the City will  
1320 produce enough tax revenues that remaining deficiencies in tax revenue from existing  
1321 and potential future residential properties will be offset. The consequences of  
1322 annexation of expansion areas, when looked at alone, will be to increase the tax burden  
1323 of all residences within the City. But, when looked at in light of potential commercial  
1324 development, the entire City should see either a reduction in tax burden or an increase  
1325 in quality and amount of services offered by the City.

1326 **INTEREST OF ALL AFFECTED ENTITIES:**

1327 Prior to adoption of this section of the South Weber General Plan, discussions were held  
1328 with representatives of Davis County, Uintah City and Layton City. Other entities that  
1329 may have an interest in the expansion areas include the Davis School District which  
1330 would be interested in how much of any annexation would be devoted to housing  
1331 development and the resultant increase in student population. The Central Weber  
1332 Sewer District may have an interest in expansion areas from the standpoint of how total  
1333 sewage volume from South Weber may be increased. Some of these areas may benefit  
1334 from services of the Weber Basin Water Conservancy District also.

1335  
1336  
1337 All affected entities as defined in the Utah Code Annotated, Section 10-2-401(1)(a) may  
1338 review the proposed annexation policy plan or any amendments thereto and may  
1339 submit oral or written comments and recommendations to the City. The City shall  
1340 address any comments made by affected entities prior to adoption.

1341 **URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:**

1342 The Utah State Code Annotated, Section 10-2-401.5 encourages all urban development  
1343 within a close proximity of a city's boundary to be included in that ~~city's~~ expansion  
1344 area.

1345 There are no areas of urban development within a close proximity to South Weber's  
1346 boundary that are not already within an existing city except for that found on Hill Air  
1347 Force Base. Land within HAFB. would not be under the jurisdiction of South Weber even  
1348 if it were within the City limits; therefore, none of that urban development was included  
1349 in the expansion area.  
1350  
1351

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# South Weber City General Plan Update 2020

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**71 INTRODUCTION**

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

79

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

86

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

92

93 **MASTER GOAL**

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

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

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

124

125

**SECTION 1: CITIZEN INVOLVEMENT**

126  
127  
128 The City understands that for this document to be effective as a planning tool, it needs  
129 to provide ample opportunity for the public to view the proposed General Plan text and  
130 maps. To do this, the first draft of the proposed General Plan was online where  
131 residents could view and make comments. In addition, there were two open houses  
132 where interested residents and property owners could see the maps in detail, be able to  
133 ask questions of City Staff and make written comments. There was an online survey  
134 soliciting public comments. The Planning Commission and City Council held several joint  
135 public meetings where the General Plan was the sole topic of discussion. Following all  
136 this input, a final draft proposed Plan was posted online where the public could  
137 comment. In addition, there was an official public hearing held before the City Council  
138 prior to adoption. Participation and input from residents are imperative to achieve a  
139 comprehensive plan that is reflective of the overall attitudes and desires of the  
140 residents. Notice of these meetings was provided in accordance with state law and  
141 through whatever city-wide distribution methods the City can practically achieve.  
142



**SECTION 2: EXISTING ENVIRONMENT**

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

**LAND USE:**

151  
152 South Weber is a community that has transitioned from its historical agricultural roots  
153 to the currently predominate residential land use. The agricultural lands that once  
154 provided the rural small-town character are rapidly being developed, primarily into  
155 housing. The focus of the community seems to be shifting away from preserving the  
156 agricultural land to preserving enough open spaces to provide adequate recreational  
157 opportunities. There is a new focus on the Weber River and the possibilities it provides  
158 for promoting outdoor recreation and that South Weber is the gateway to many more  
159 outdoor recreational opportunities eastward.  
160

161  
162 South Weber has recently experienced its first commercial development in many years.  
163 These commercial enterprises are beginning to provide some very much needed  
164 services to residents. There are a few industrial type land uses, primarily being sand  
165 and gravel mining operations in the northeastern area. There are a few construction  
166 businesses, some self-storage complexes and one significant manufacturing business.  
167 The gravel pits are the source of constant irritation to residents in the vicinity. Recently;  
168 however, the City has worked with gravel pit operators to significantly reduce nuisances  
169 arising from operations. It is believed that these nuisance reduction measures are  
170 resulting in reduced impacts to nearby properties. There are signs that at least one of  
171 those gravel pits may be reaching the end of its life as a mining operation.  
172

173 There are few institutional uses with just four churches; one recreation center; one  
174 two-building elementary school, with one building dedicated to kindergarten through  
175 second grade, a charter school, a fire station and city hall. One institutional use which is  
176 not in the City, but which impacts it is the Weber Basin Job Corp which has its campus  
177 adjacent to the city on the east side. Five developed neighborhood type parks, a  
178 community recreation center, a posse grounds (outdoor equestrian arena) and a 4 ½  
179 mile section of the Weber River Trail constitute the major developed recreational uses.  
180

**POPULATION:**

181 One of the major factors contributing to changes in the community is population  
182 change. As population increases so does the amount of land devoted to residential use.  
183 The demand for municipal services, such as police and fire protection and water and  
184 sewer, goes up creating more of a strain on the resources of the City. It is not possible  
185 to predict exactly what changes will occur in the population in the future, but we can  
186

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

189  
190 As of January 7, 2020, new population projections were produced for South Weber. The  
191 calculations were based on population estimates by the U.S. Census Bureau and the  
192 University of Utah Gardner Policy Institute for 2017. At the end of 2017 there were  
193 7,310 people calling South Weber their home. There were **1,878 lots or dwelling**  
194 **units** at that time. Add to that the number of residential lots/units that have been  
195 approved since 2017, that have applied for approval or that have presented concept  
196 plans as of January 7, 2020. That is another **382 lots or dwellings**. Even though not  
197 all the dwelling units counted have been approved, it seems likely that proposed  
198 dwelling numbers will be realized at some point in time, even if the currently proposed  
199 developments do not materialize. That is a total of **2,260 existing or approved**  
200 **dwellings**.

201  
202 If we assume that most vacant land remaining in the city will be developed, with  
203 limitations on some land, it is possible to begin to understand the potential growth of  
204 South Weber. An analysis of vacant developable lands was conducted and determined  
205 the total area in each residential density category and the number of dwelling units  
206 (D.U.) each could generate. In each density category the total number of acres of  
207 vacant land was decreased by 10% to allow for inefficiencies in platting of lots and odd  
208 shaped parcels that result in fewer lots than the zone allows. The analysis follows:

- 209  
210 1. 0 ac. in Very Low Density = 0 D.U.
- 211  
212 2. 45.46 ac. in Low Density – 10% = 40.91 x 1.45 D.U./ac. = 59 D.U.
- 213  
214 3. 207.46 ac. in Low-Mod. Density – 10% = 186.71 x 1.85 D.U./ac. = 345 D.U.
- 215  
216 4. 188.26 ac. in Moderate Density – 10% = 169.43 x 2.8 D.U./ac. = 474 D.U.
- 217  
218 5. 16.88 ac. In Residential Patio – 10% = 15.19 x 4 D.U./ac. = 60 D.U.
- 219  
220 6. 4.34 ac. in Multi-family zoning – 10% = 3.91 x 7 D.U./ac. = 27 D.U.
- 221  
222 7. 26.52 ac. in potential Mixed-Use areas x 10 D.U./ac. = 265 D.U.

223  
224 **Total Dwelling Units on Vacant Land = 1,230 D.U.**

225  
226 Add 2,260 existing and approved dwellings with 1,230 potential dwelling units on  
227 vacant land and arrive at a potential build-out dwelling unit count of 3,490. The most  
228 recent persons per household number for South Weber is 3.89 based on Gardner Policy  
229 Institute and 2017 U.S. Census estimates. Multiply that by the build-out dwelling unit

230 count and you arrive at a **build-out population of 13,576**. At an average growth  
231 rate of 3% per year, build out will be reached in approximately 20 years.

232

233 **ENVIRONMENTAL CONDITIONS:**

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

243

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

250

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

257

258 As development pressure increases and starts to fill in the area between US-89 and the  
259 mountain slope too steep to build on, it will be imperative that the exact location of  
260 these fault lines be identified.

261

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

270

271 As development occurs, additional hard surfacing creates the potential for localized  
272 flooding due to cloud bursts and potentially excessive snow melt. It is recommended

273 that the City continue to maintain its Capital Facilities Plan related to Storm Water flood  
274 control facilities (both existing and future) and update the plan as often as necessary.

275  
276 **LAND SLIDES:** South Weber sits in a river valley formed in ancient times as the Weber  
277 River cut through an alluvial fan deposited there in even more ancient times when Lake  
278 Bonneville covered the entire region. As the river cut down through this alluvial fan, it  
279 left steep bluffs on the sides. One of these bluffs is on the south side of town running  
280 its length. This bluff has been identified in at least two geologic studies<sup>1</sup> as having very  
281 high potential for landslides. In fact, there is ample evidence of both ancient and more  
282 recent slope failure activity along this bluff. When development of any nature is  
283 proposed on or near this bluff, it will be important to determine the safety of such  
284 development as far as possible. It may be necessary to require mitigation of the hazard  
285 or even to prevent the development from occurring.

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

292  
293 It is the intent of this plan that all wetlands be considered sensitive lands. Therefore,  
294 any development occurring where wetlands are suspected shall be required to comply  
295 with the permitting process of the Army Corps of Engineers, if it is concluded (in a  
296 report acceptable to the Corps of Engineers) that jurisdictional wetlands will be  
297 impacted.

298  
299 **HIGH WIND:** High winds blow consistently out of the Weber Canyon and contribute to  
300 the fugitive debris from the gravel pits. The design standards in high wind areas of the  
301 City must account for the amount and level of wind.

302  
303 **FIRE:** The City is almost entirely surrounded by wildland, creating large areas of  
304 wildland/urban interface with some sections of the city completely intertwined with  
305 interface. This creates a high fire hazard and requires building codes to employ the  
306 wildland/urban interface standards.

307  
308 **STEEP SLOPES:** Steep slopes are found along the south bench area of the City, along  
309 the foothill area of the Wasatch Mountains on the east side of the city, and at spot  
310 locations throughout the City. These slopes should be considered fragile from a  
311 development standpoint and will be required to comply with the Sensitive Lands  
312 Ordinance (Ord 10-14). Building roads and subdivisions within them could cause  
313 environmental damage, destabilize hillsides and create a hillside scar/eyesore, due to  
314 the necessity of cuts and fills to do so. There could be a great hazard of erosion and

---

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

315 flooding should denuding result from development efforts without any mitigation efforts  
316 applied. These steep slope areas generally coincide with the location of the known  
317 faults. These areas are also important to wildlife habitat areas including high value deer  
318 winter range. They represent a significant fire hazard to structures which might be  
319 tucked within the heavy vegetation located there. In addition, these steep foothills are  
320 very important view shed areas for residents as well as passers-by. The mountains are  
321 such a prominent feature of the landscape that the eye is constantly drawn to them and  
322 their foothills. Should this landscape become scarred up due to development, or for any  
323 other reason, would be a significant reduction in the community's overall quality of life.

324

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

327

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

336

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

340

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

345

346 **I-84/US-89 HIGHWAYS:** Two major highways traverse the city and are near homes  
347 and businesses. The transportation of all types of goods and materials create potential  
348 for accidents, spills, and hazardous material incidents.

349

350 **DAVIS & WEBER COUNTIES CANAL:** The canal traverses the length of the City from  
351 east to west through residential neighborhoods, open lands, and hillside. The open  
352 nature of sections of the canal present potential danger if the water were to flood into  
353 the city or contribute to slope instability and slides.

354

355 **NOISE HAZARDS:** Hill Air Force Base (HAFB) sits directly south of the city at the top  
356 of the bluff previously discussed. Aircraft flying over South Weber can cause annoying  
357 levels of noise. In its Air Installation Compatible Use Zone (AICUZ) report, the Air Force  
358 designates specific zones where noise may cause a negative impact to the quality of

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

372

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

384

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

394

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

403  
404 Careful consideration should be given to any development proposals in this area.  
405 Residential development in this area should be prohibited. Agriculture and open space  
406 should be encouraged in these zones as much as possible.

407  
408 **HILL AIR FORCE BASE ENVIRONMENTAL IMPACT:** Isolated areas of shallow  
409 groundwater and surface water in the southwest portion of South Weber are  
410 contaminated with low levels of various chemicals resulting from former activities at Hill  
411 Air Force Base (HAFB). The areas affected by these former activities are known as OU's  
412 1, 2, and 4, and are shown on plume maps available from HAFB.

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

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

423  
424 Areas of known underground contamination are typically identified using plume maps.  
425 When using these maps, it is important to note that plume boundaries are inexact and  
426 based on available data. The plume images generally illustrate the maximum extent of  
427 groundwater contamination that is above the clean-up level imposed by the regulatory  
428 (CERCLA or "Superfund") process for the most widespread contaminant.

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

- 432
- 433  HAFB Restoration Advisory Board, [www.hillrab.org](http://www.hillrab.org)
  - 434  HAFB Environmental Restoration Branch, (801) 777-6919
  - 435  State of Utah, Department of Environmental Quality, (801) 536-4100

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.

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

445  
446  
447 This section discusses the various recognized major land use categories and various  
448 other important factors impacting the future of South Weber. Citizen recommendations  
449 and sound planning principles are integrated with physical and cultural constraints to  
450 project the most beneficial uses for the various areas of the community. In most  
451 instances, these recommendations are general in nature and will be subject to  
452 refinement by the City as proposed changes in land use or zoning are made.

453  
454 Projected Land Use Map #1 shows specific locations and information concerning  
455 projected land uses. Please note that there is no date proposed at which time these  
456 projections should be realized. It is felt that too many variables are involved in  
457 determining when these things will occur to make accurate predictions.

458  
459 (See Projected Land Use Map #1 for more detail on the recommendations of this  
460 Section.)

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

462  
463 Agriculture, the foundation upon which South Weber was built, is still important to the  
464 community, but perhaps in a different way than it was originally. It is difficult to say  
465 that agriculture is a thriving industry upon which many depend for their livelihood.  
466 If the agriculture industry can survive, it will be a welcome part of the community. If it  
467 fails, other means must be used to preserve sufficient open space to provide the rural  
468 feel of the community.

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

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 I-84, the steep hillsides above and below the  
491 Davis and Weber Canal and the steep and wooded hillsides on the east side of the City  
492 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; such as, the  
496 City making every effort not to interfere with, or allow adjacent land uses to interfere  
497 with ongoing agricultural pursuits, annexing hillside property adjacent to current city  
498 boundaries, and potentially offering incentives to develop properties with large amounts  
499 of open space, particularly open space that is available for public use.

500

### 501 **RESIDENTIAL:**

502 The existing residential development pattern in South Weber is largely single-family, but  
503 there have been a few multi-family developments built in recent years. This pattern of  
504 mostly single-family residential development on moderate size lots is an acceptable and  
505 desirable trend to maintain, provided that some areas of open space are preserved for  
506 community character reasons. It would be beneficial to encourage variety in lot size and  
507 housing types so that the City can accommodate residents of all ages, lifestyles and  
508 household income levels.

509

510 Multi-family residential areas should be spread out as much as practical so that  
511 associated impacts are reduced in any given area, keeping in mind that they should be  
512 located where they have direct access to collector or arterial roads. These multi-family  
513 residential areas could be acceptable if adequate protections or buffers to nearby lower  
514 density housing are incorporated in the development.

515

516 It is also important to reserve adequate area for moderate income housing which will,  
517 in today's housing market, take the form of multi-family residential areas (See Moderate  
518 Income Housing Section).

519

520 The Mixed-Use Overlay is a zoning designation that allows multi-family residential  
521 development in conjunction with commercial development. There are two areas within  
522 South Weber that are considered possible locations where mixed-use developments  
523 would be acceptable, if such development is designed in such a way as to be  
524 compatible with surrounding land uses. Those two areas are near the I-84 interchange  
525 and the US-89 interchange on South Weber Drive west of Highmark Charter School.

526

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

530

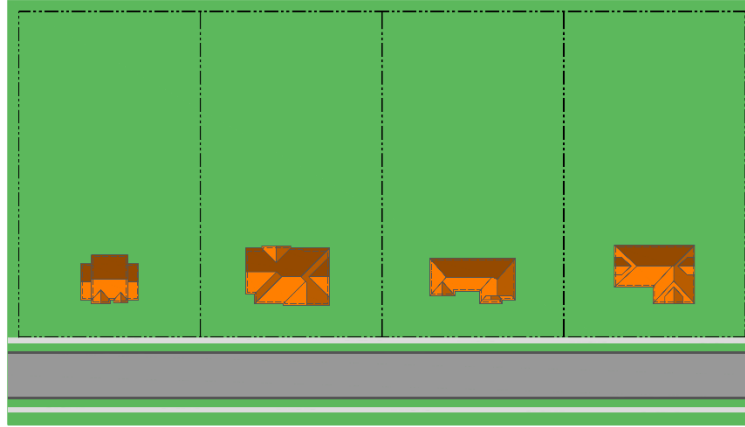
531

532

533  
534

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

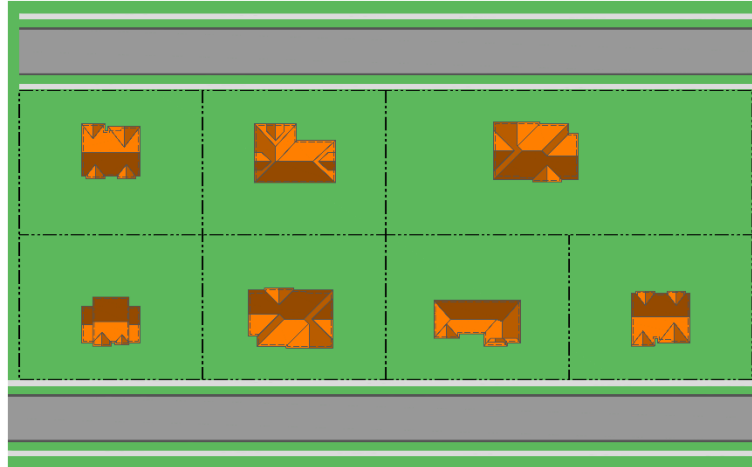
**VERY LOW DENSITY RESIDENTIAL**  
**(AGRICULTURAL ZONE)**  
**0.9 UNITS/ACRE**



535  
536  
537  
538  
539  
540

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

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

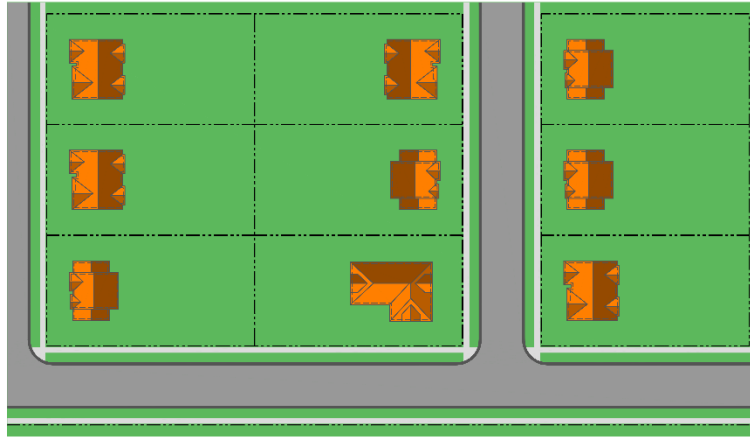


541  
542

543  
544  
545

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

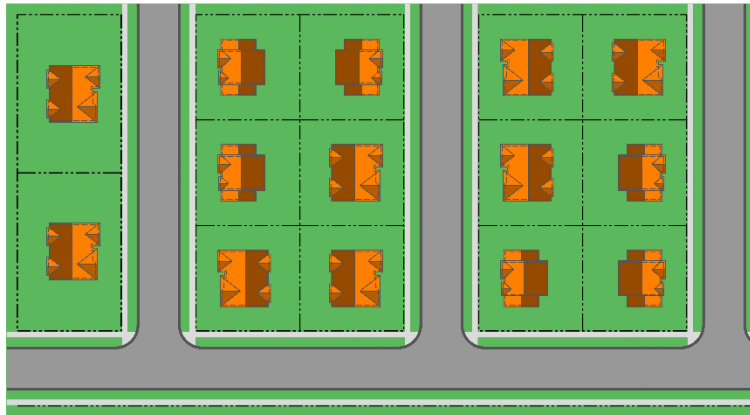
**LOW MODERATE DENSITY RESIDENTIAL**  
**1.85 UNITS/ACRE**



546  
547  
548  
549  
550  
551

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

**MODERATE DENSITY RESIDENTIAL**  
**2.8 UNITS/ACRE**

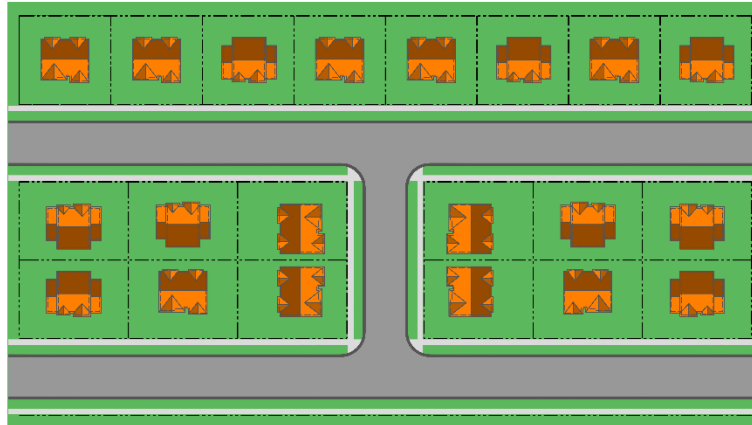


552  
553  
554

555  
556

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

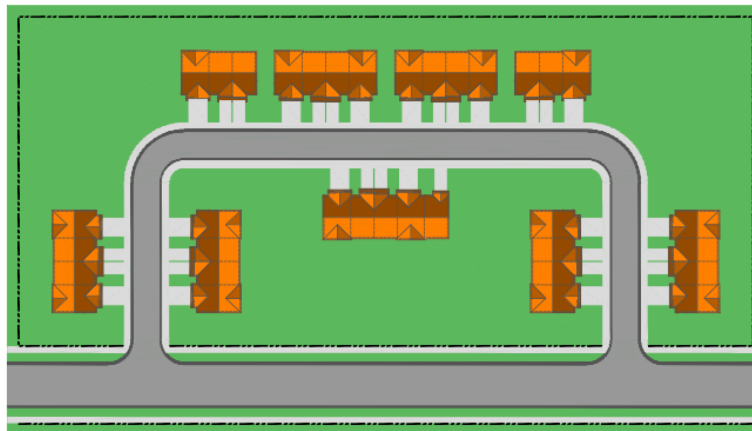
**RESIDENTIAL PATIO**  
**4 UNITS/ACRE**



557  
558  
559  
560  
561  
562

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

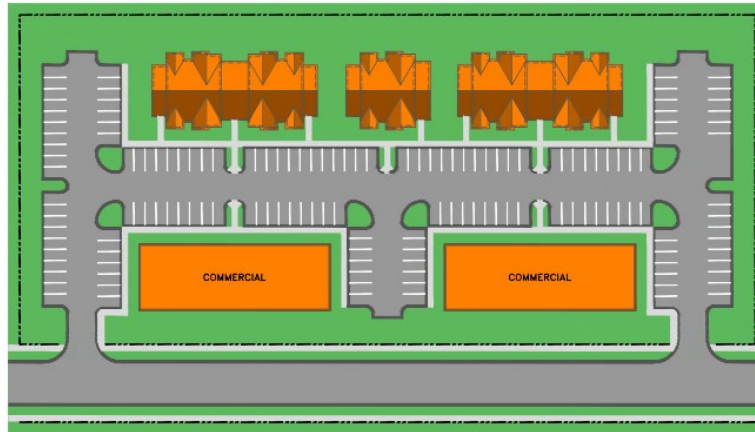
**MULTI-FAMILY RESIDENTIAL (7 UNITS/ACRE)**  
**35 TOWNHOMES WITH SMALLER PRIVATE STREETS**



563  
564

- 565 7. Mixed-Use Overlay allows residential dwelling units are allowed in  
 566 conjunction with commercial uses. The density of residential uses is  
 567 controlled through restrictions on building height, setbacks, open  
 568 space and parking requirements.  
 569

**MIXED USE**



570  
 571  
 572  
 573 \* Gross acreage is defined as all property within a defined area including  
 574 lots, streets, parking areas, open space, and recreational uses. For the  
 575 purposes of calculating new development densities, all area within the  
 576 development boundaries will be included.  
 577

578 These dwelling densities have been incorporated into the color-coded Projected Land  
 579 Use Map (Map #2). These recommended dwelling unit densities are intended to be a  
 580 guide and recommended densities for the given colored area. Zoning requests or  
 581 development approval requests for lower densities than that recommended are always  
 582 acceptable in terms of their density. Densities greater than those contained on the  
 583 Projected Land Use Map may be granted in exchange for such amenities as trails,  
 584 buffers, etc. as deemed in the best interest of the city. The Zoning Ordinance has been  
 585 structured so that a particular residential zone corresponds with each of the density  
 586 categories and the maximum density allowed within that zone falls within the range  
 587 described above.

588  
 589 **MODERATE INCOME HOUSING:**

590 See the most recently adopted South Weber Moderate Income Housing Plan.

591  
 592 **INDUSTRIAL:**

593 Current industrial uses are limited to gravel mining operations, a few areas nearby the  
 594 gravel operations, and a few businesses scattered throughout the community. It is  
 595 recognized that the resources extracted by the gravel pits are important to the health

596 and growth of the area in and around South Weber. It is also recognized that these  
597 mining operations have caused negative impacts to the community.

598  
599 It is recommended that the industrial area currently located on Cornia Drive be officially  
600 designated as such and that it be expanded to both sides of the road.

601

602 **COMMERCIAL:**

603 Existing commercial developments are very limited to a few businesses near the South  
604 Weber Drive/US-89 interchange. The small businesses that were in the commercial  
605 district near the center of town have gone out of business.

606

607 It is very important to the financial health of the City and convenience of residents to  
608 encourage more commercial businesses to locate in South Weber. New commercial  
609 development should be encouraged in the vicinity of the US-89/South Weber Drive  
610 interchange so that traffic has minimal impact to residents of the area. The land  
611 available for commercial development near the interchange should be protected for  
612 commercial purposes and not allowed to develop in less beneficial ways. The City has  
613 rezoned all the land shown on the Projected Land Use Map as commercial in the vicinity  
614 of the US-89/South Weber Drive interchange, to the Commercial Highway zone as a  
615 method of protection. Development in this area should be encouraged to be of the  
616 retail type and uses that provide locally needed goods and services.

617

618 Other commercial development should be encouraged in the vicinity of the I-84  
619 interchange. Development of this area should be done in a manner that does not  
620 unduly impact the neighborhood.

621

622 Care should be given to any commercial development adjacent to a residential or  
623 planned residential area. There should be a buffer between the two land uses which  
624 reduces the negative impacts of the commercial development as much as possible.  
625 Design standards for commercial development have been established to assure some  
626 compatibility and sense of community among various potential commercial enterprises.

627

628 The City has identified specific areas that may be suited for both residential and  
629 commercial development as a combined planned project. The City is willing to consider  
630 mixed use developments in these areas that are compatible and consistent with the  
631 character of the community.

632

633 **RECREATION:**

634 There are 61 acres of developed park in several locations throughout South Weber. In  
635 addition to this park space, are six acres in the school grounds and the City owned  
636 Posse Grounds. The National Recreation and Parks Association recommends a total of  
637 25 acres of open space per 1,000 population as a standard. Ten acres of each 25 acres  
638 should be developed recreation areas. The rest of the acreage could be in stream  
639 corridor or other less developed open space. Following this standard, South Weber

640 should have 70 acres of developed recreation space for the current population. If the  
641 community reaches its projected population, it should then have 130 acres developed  
642 for recreation.

643  
644 The presence of the Weber River on the north boundary of the City presents an  
645 opportunity for a river recreation corridor reaching into Weber County and which would  
646 be of regional interest. The Wasatch National Forest to the east of town also presents  
647 abundant recreation possibilities which are important to residents of South Weber and  
648 many others.

649  
650 There are approximately 160 acres of the Weber River Corridor in South Weber. Since  
651 the Weber River Recreation Corridor would be a regional type facility, it should not be  
652 the sole responsibility of the City to develop this facility. Weber Pathways, a private  
653 non-profit organization has been very active in securing access rights and in  
654 constructing the Weber River Parkway Trail. South Weber should work closely with  
655 Weber Pathways and others in securing additional access, extending the trail, making  
656 improvements and maintaining existing facilities. This river corridor should be  
657 protected as a very important recreational venue in South Weber and as important  
658 wildlife habitat. Currently there are only two access points to the Weber River trail in  
659 South Weber. One is where the River goes under I-84 and the other is just east of the  
660 Adams Avenue/Cottonwood Drive intersection. Additional access near the City's  
661 population center is essential as is the development of a public parking and river access  
662 area at the north end of Cornia Dr.

663  
664 As development along the east bench area occurs, the City should make sure that  
665 public access to the National Forest is provided. The Forest provides hunting, hiking,  
666 mountain biking and nature appreciation opportunities different from other recreation  
667 sites. It is critical to maintain public access to these public lands.

668  
669 South Weber should become more bicycle friendly by considering adding bicycle lanes  
670 to all new roads. The possibility of a bicycle path along the Davis & Weber Canal should  
671 be explored. It may be possible to enter into a use agreement with the Canal Company.  
672 Liability to the Canal Company would be limited by Utah Code Annotated Section 57-14,  
673 Limitation of Landowner Liability Act.

674  
675 Other recommendations for recreation development are that public access from areas  
676 south of the canal be provided to the park on 2100 East St. north of the canal via a  
677 pedestrian bridge across the canal.

678  
679 There are recommended locations on the Projected Land Use Map (Map #1), for  
680 recreational use. They are only intended to indicate that, due to existing or projected  
681 residential growth in the area, it would be a good location for some type of public  
682 recreation facilities. There may be other areas suitable for recreational uses which are  
683 not designated on the map. Designation of a property in the recreational category is not

684 meant to limit the use of the property exclusively to recreational use but is indicative of  
685 a special recreational resource which needs protecting or the resource may be lost.  
686 Other uses which are compatible with the development of the recreational resources  
687 will be considered on such properties.

688

689 **INSTITUTIONAL:**

690 The only current institutional uses in South Weber are schools and churches. Currently,  
691 South Weber Elementary School and the Highmark Charter School are the only schools  
692 in the community. The City should assist the School District in every way possible in  
693 locating any future school sites. This would help to assure the most advantageous site  
694 for both the District and the City. The City should also continue to be open to the  
695 development of church sites.

696

697



## 698 **SECTION 4: TRANSPORTATION**

### 699 **VEHICLE TRANSPORTATION:**

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

715  
716 It is important that all major transportation routes through South Weber, whether city  
717 streets or state highways, are protected from unnecessary traffic "motion." Friction  
718 results mainly when too many driveways are allowed access directly onto a street,  
719 causing traffic to slow as vehicles maneuver in and out of the driveways. To reduce this  
720 motion and preserve the full functionality of these major transportation routes, the  
721 number of direct access driveways should be limited to as few as reasonably possible.  
722 It is also important that streets within the City that serve the general public or that  
723 have no restrictions to ingress and egress by the public be maintained in a reasonable  
724 and acceptable condition. To this end, all new roads developed in South Weber are  
725 public streets and no private streets are allowed. There should be some leeway allowed  
726 in the design of public roads within planned unit developments, to allow more creativity  
727 in providing public improvements. In that case, the area of flexibility in the road  
728 standards should come in how park strips and foot traffic are handled.

729  
730 (See Vehicle Transportation Map #2 for more detail on the recommendations of this  
731 Section.)

### 732 **US-89 (Highway 89):**

734 The State is currently in the beginning stages of a major widening and upgrading of US-  
735 89 that will turn it into a limited access expressway. The project is scheduled to have  
736 its northern terminus at the US-89/I-84 interchange. The City fully supports this  
737 project; however, this will create some issues that affect South Weber. It will be critical  
738 that direct access from South Weber Drive onto US-89 be maintained in both north and  
739 south directions. As US-89 transitions from a limited access facility to a restricted access  
740 highway in South Weber, it will create a backup of northbound traffic. Currently the  
741 traffic congestion on US-89 is somewhat spread out along the route south of South

742 Weber due to the traffic lights found between South Weber and Farmington. With no  
743 more traffic lights, that northbound congestion will now all be concentrated in South  
744 Weber when it hits the traffic lights in Uintah City.

745

746 We strongly encourage UDOT to swiftly plan on continuing the US-89 widening and  
747 upgrading project through Uintah and into South Ogden where traffic disperses.

748

749 The US-89 project creates an opportunity to install an underpass of some sort for the  
750 continuation of the Weber River Parkway Trail/Bonneville Shoreline Trail (BST). This  
751 will be critical to the connection of the BST in Davis County with the BST in Weber  
752 County and extending the Weber River Parkway Trail all the way to the mouth of Weber  
753 Canyon as in the plans for both. Funding for this underpass has been in doubt.

754

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

757

#### 758 **1900 EAST STREET:**

759 1900 East Street is an extremely important collector road. It has a serious safety hazard  
760 at approximately 7550 South where it traverses a steep bluff. The bluff both reduces  
761 sight distance at the intersection with 7600 South St. and encourages traffic to speed.  
762 The correction of, or reduction of, this safety hazard if possible should be a priority for  
763 South Weber road projects.

764

#### 765 **SOUTH WEBER DRIVE (State Route 60):**

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

777

778 Traffic analysis indicates traffic signals will be needed at the intersections of South  
779 Weber Drive with 1900 East and 2100 East. The City should encourage UDOT to install  
780 a traffic light at these locations as increases in traffic warrant.

781

#### 782 **OLD FORT ROAD:**

783 Old Fort Road is intended to be a minor collector road that is roughly a frontage road to  
784 I-84. South Weber has already nearly completed construction of the first phase of the

785 west end of this new collector road that will run eastward from 475 East utilizing the old  
786 alignment of 6650 South past the Posse Grounds. This road will eventually continue  
787 eastward through some of the farmlands near the freeway.

788

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

792

793 **7600 SOUTH STREET / 1550 EAST STREET:**

794 A high priority road project should be to connect (plat and construct) the remaining  
795 portion of 7600 South that is not currently dedicated as a public right-of-way (approx.  
796 250 ft.) in order to provide that this street become a through street. This should all be  
797 developed with standard street improvements and a 60 ft. right-of-way. This road is  
798 necessary to provide a more direct and much safer route to the elementary school, as  
799 well the as central part of the city and South Weber Drive.

800

801 **6650 SOUTH STREET / 475 EAST STREET:**

802 6650 South St. is a very narrow street with existing houses fronting it, some of which  
803 are not set back very far from the edge of the asphalt. Currently the road has a  
804 temporary dead-end at the west end of the houses fronting it. As properties north of  
805 6650 S. continue to develop an alternate east/west route (already begun) should be  
806 established to take all but local traffic off this substandard road. Only minimal widening  
807 and improvement of the road should occur between 475 East and South Weber Drive  
808 due to feasibility challenges.

809

810 475 East Street is currently the main route from South Weber Drive to I-84. As  
811 development of the west end of town occurs, it is imperative that the majority of traffic  
812 in that area find an alternative route to 475 East Street. The development of Old Fort  
813 Road. will accomplish this goal.

814

815 **VIEW DRIVE:**

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

822

823 **SECTION 5: ACTIVE TRANSPORTATION**

824  
825 **TRAILS**

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

835  
836 (See Active Transportation and Parks Map #3 for more detail on the recommendations  
837 of this Section.)

838  
839 **BONNEVILLE SHORELINE TRAIL:**

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

847  
848 This trail should be constructed at approximately 4 ft. in width and have a natural  
849 material surface. Special care to reduce impacts and keep grades manageable will need  
850 to be taken in crossing Corbet Creek and other ravines. At some point above the  
851 Weber Basin Job Corps this trail needs to transition from the 5200 ft. level to the  
852 proposed Weber Canyon Trailhead just above river level at the mouth of the canyon.  
853 This trailhead will support and provide cross access to two other trails, the proposed  
854 Canal Trail and the proposed Weber River Parkway Trail.

855  
856 **WEBER RIVER PARKWAY TRAIL:**

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

863  
864 Some of the property involved is privately owned, some by the Utah Department of  
865 Transportation, some the Division of Natural Resources and some by Weber Pathways.  
866 The City should work with other interested groups in securing the easements or right-

867 of-ways for this trail. Due to the regional nature of this trail, it would be appropriate for  
868 an entity such as Weber Pathways to be responsible for management and maintenance  
869 of the trail. South Weber and other affected cities should participate to some  
870 proportionate level in the maintenance costs.

871

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

875

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

878

#### 879 **CANAL TRAIL:**

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

887

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

894

#### 895 **VIEW DRIVE TRAIL:**

896 This proposed new trail should extend from View Drive to South Weber Drive near the  
897 west side of the charter school property. This will better facilitate pedestrian access  
898 from the south to the school and commercial services in the area.

899

#### 900 **OLD FORT TRAIL:**

901 This trail is intended to be a 10 ft. wide paved trail running from approximately 1200  
902 East to near the west end of the City following along the south side of I-84. Special  
903 attention to safety will be warranted at the trail crossing of Old Fort Road. This trail  
904 should become the responsibility of the City for maintenance and control. It is  
905 anticipated that the majority of this trail will be constructed by developers of adjacent  
906 property. As these developments are proposed, the City should see that a continuous  
907 trail is established with consistent width and surface.

908

909 **OTHER TRAILS:**

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

913

914 **SECTION 6: ANNEXATION POLICY PLAN**

915  
916 This section of the Comprehensive Plan, the Annexation Policy Plan, is set forth herein  
917 to comply with Section 10-2-400 Utah Code Annotated. This section generally sets forth  
918 the area that the City will consider for annexation at some undefined point in the  
919 future. This section also defines the criteria that will guide the city's decision to grant or  
920 deny future annexation petitions.

921  
922 (See Annexation Map #4 for more detail on the recommendations of this Section.)  
923

924 **CHARACTER OF THE COMMUNITY:**

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

937  
938 **NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED UNINCORPORATED**  
939 **AREAS:**

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

952  
953 There are no existing developed areas within the expansion area, so adequacy or  
954 purchase of existing service systems is not an issue.  
955

956 **TAX CONSEQUENCES OF ANNEXATIONS:**

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

964  
965 It is felt that future development of planned commercial areas within the City will  
966 produce enough tax revenues that remaining deficiencies in tax revenue from existing  
967 and potential future residential properties will be offset. The consequences of  
968 annexation of expansion areas, when looked at alone, will be to increase the tax burden  
969 of all residences within the City. But, when looked at in light of potential commercial  
970 development, the entire City should see either a reduction in tax burden or an increase  
971 in quality and amount of services offered by the City.

972  
973 **INTEREST OF ALL AFFECTED ENTITIES:**

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

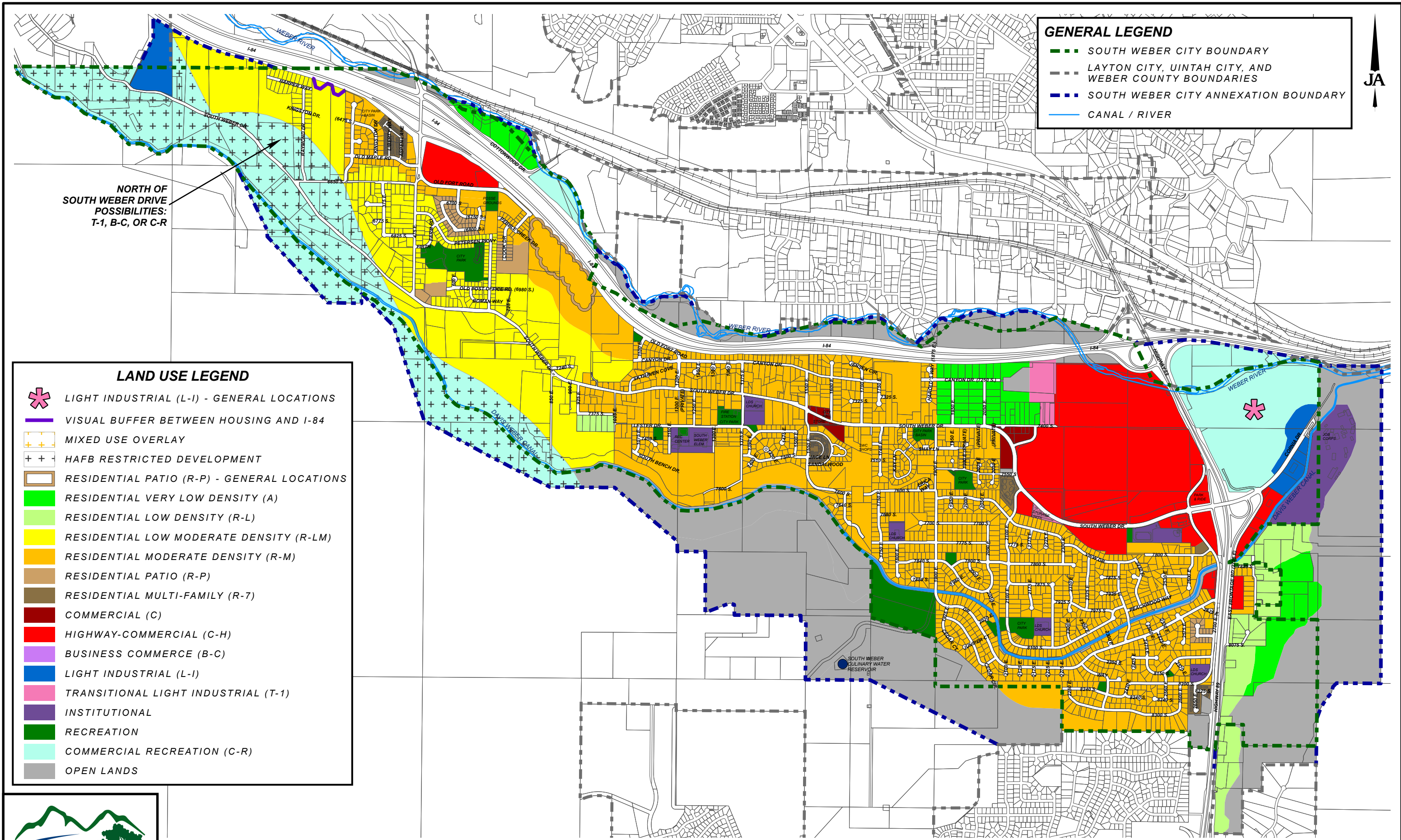
982  
983 All affected entities as defined in the Utah Code Annotated, Section 10-2-401(1)(a) may  
984 review the proposed annexation policy plan or any amendments thereto and may  
985 submit oral or written comments and recommendations to the City. The City shall  
986 address any comments made by affected entities prior to adoption.

987  
988 **URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:**

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

996





**GENERAL LEGEND**

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



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

**LAND USE LEGEND**

- ✳ LIGHT INDUSTRIAL (L-I) - GENERAL LOCATIONS
- VISUAL BUFFER BETWEEN HOUSING AND I-84
- + MIXED USE OVERLAY
- + HAFB RESTRICTED DEVELOPMENT
- RESIDENTIAL PATIO (R-P) - GENERAL LOCATIONS
- RESIDENTIAL VERY LOW DENSITY (A)
- RESIDENTIAL LOW DENSITY (R-L)
- RESIDENTIAL LOW MODERATE DENSITY (R-LM)
- RESIDENTIAL MODERATE DENSITY (R-M)
- RESIDENTIAL PATIO (R-P)
- RESIDENTIAL MULTI-FAMILY (R-7)
- COMMERCIAL (C)
- HIGHWAY-COMMERCIAL (C-H)
- BUSINESS COMMERCE (B-C)
- LIGHT INDUSTRIAL (L-I)
- TRANSITIONAL LIGHT INDUSTRIAL (T-1)
- INSTITUTIONAL
- RECREATION
- COMMERCIAL RECREATION (C-R)
- OPEN LANDS



NOTES:  
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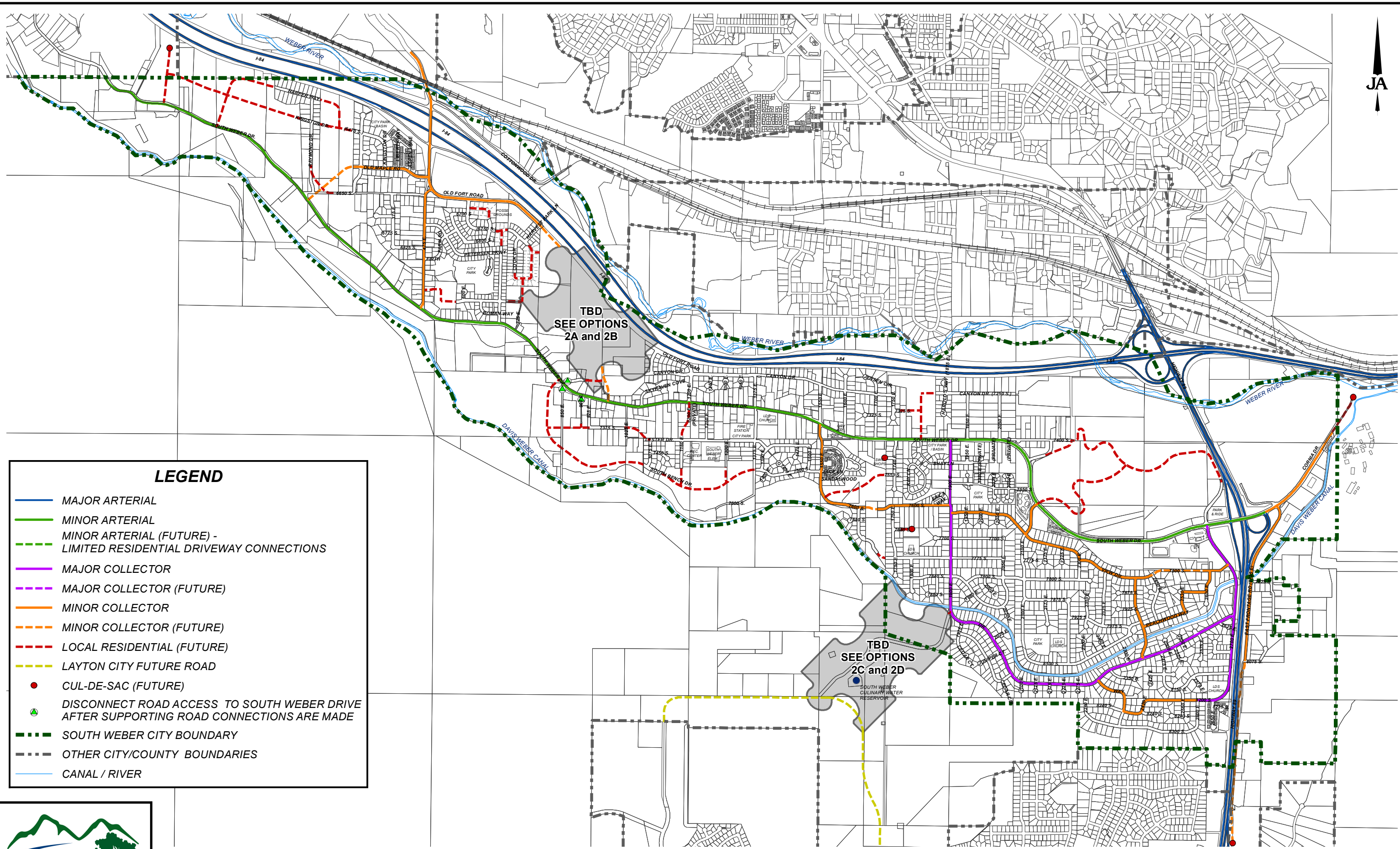
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**SOUTH WEBER CITY CORPORATION**  
**GENERAL PLAN**  
**PROJECTED LAND USE MAP**

SHEET:  
**1**  
OF SHEETS  
0



**LEGEND**

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



NOTES:

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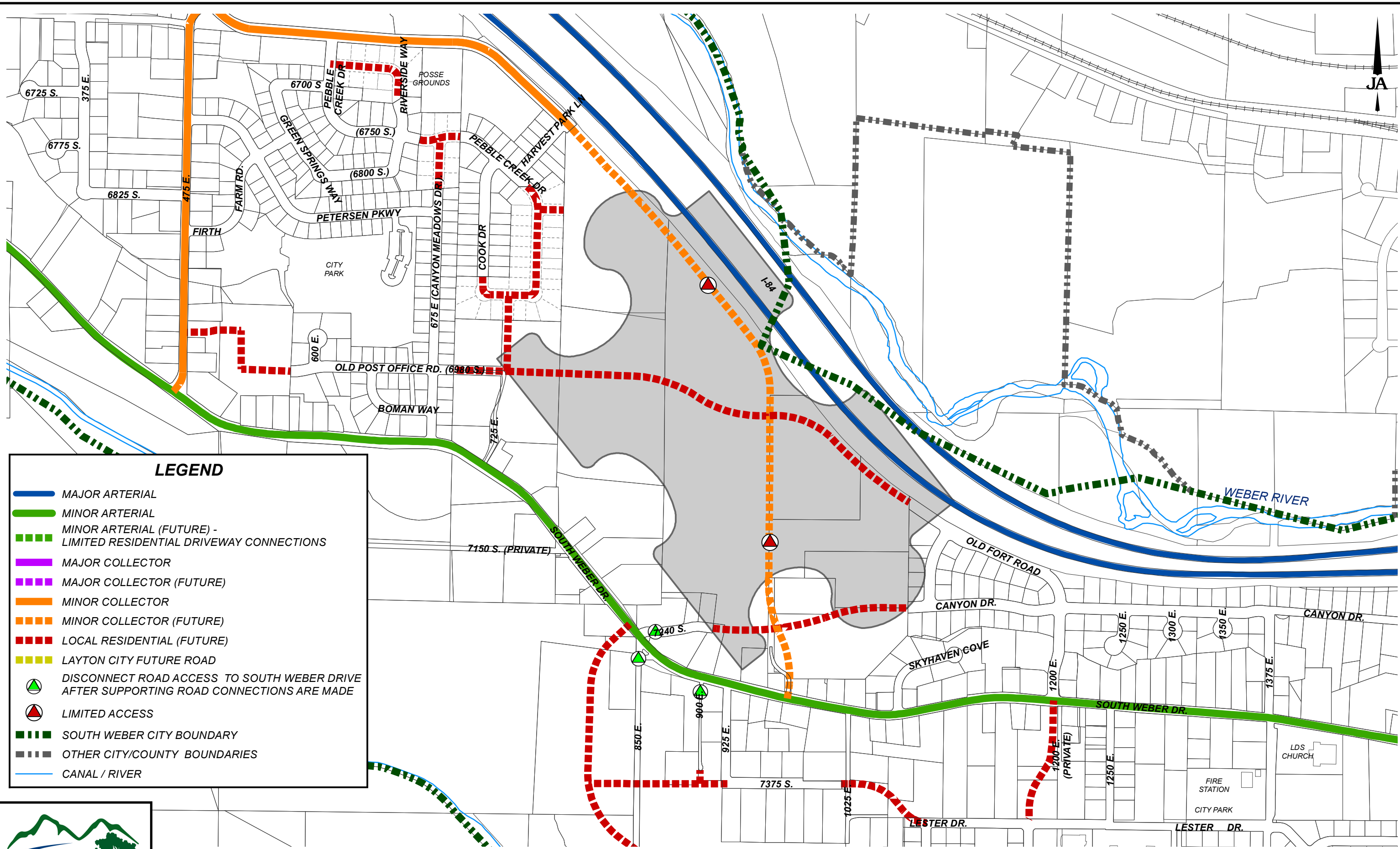
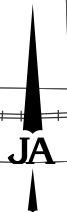
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**SOUTH WEBER CITY CORPORATION**  
**GENERAL PLAN**

**VEHICLE TRANSPORTATION MAP**

SHEET:  
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**LEGEND**

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



NOTES:  
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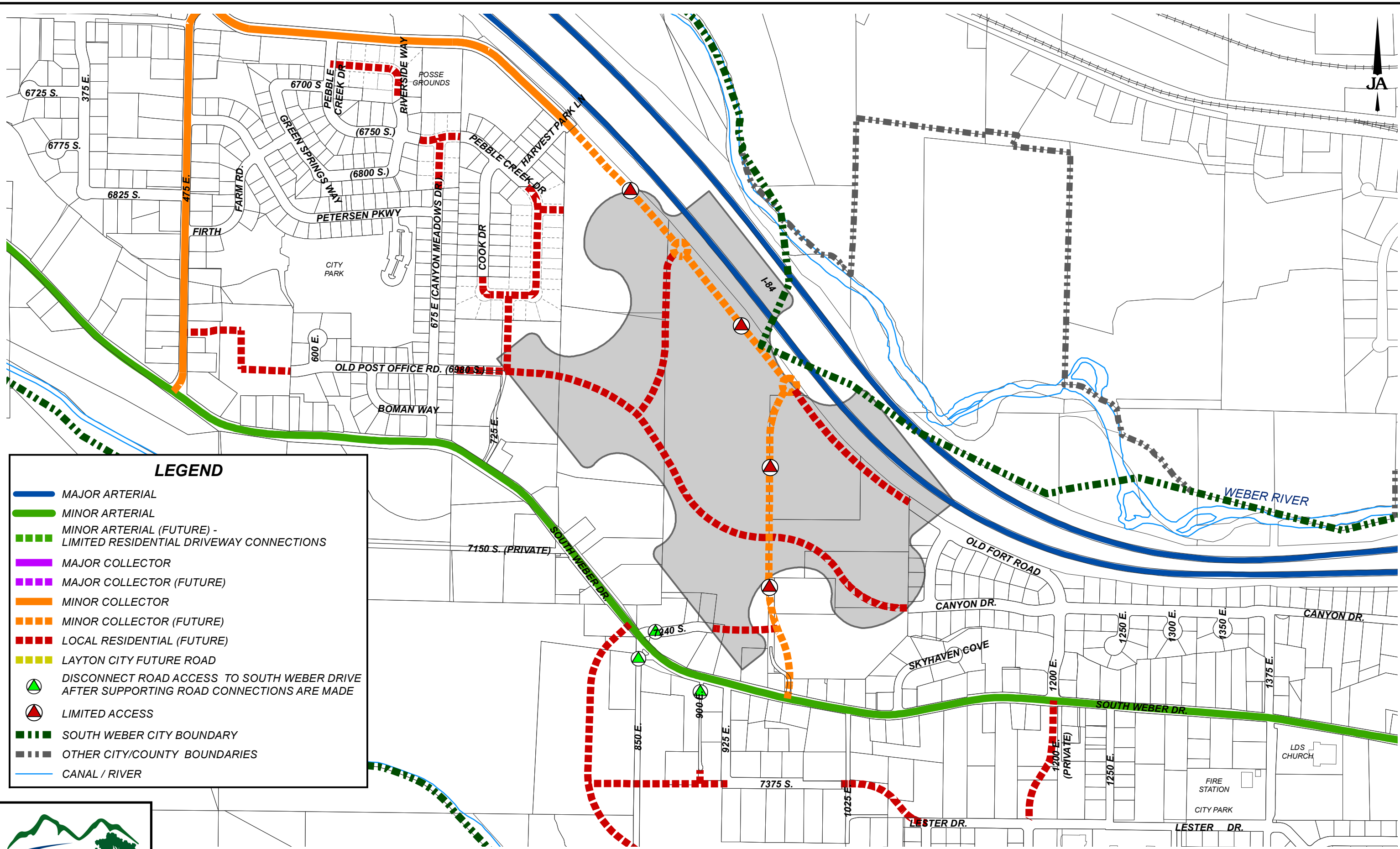
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**SOUTH WEBER CITY CORPORATION**  
**GENERAL PLAN**  
**VEHICLE TRANSPORTATION MAP - OPTION 2A**

SHEET:  
**2A**  
 OF SHEETS  
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**LEGEND**

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



NOTES:  
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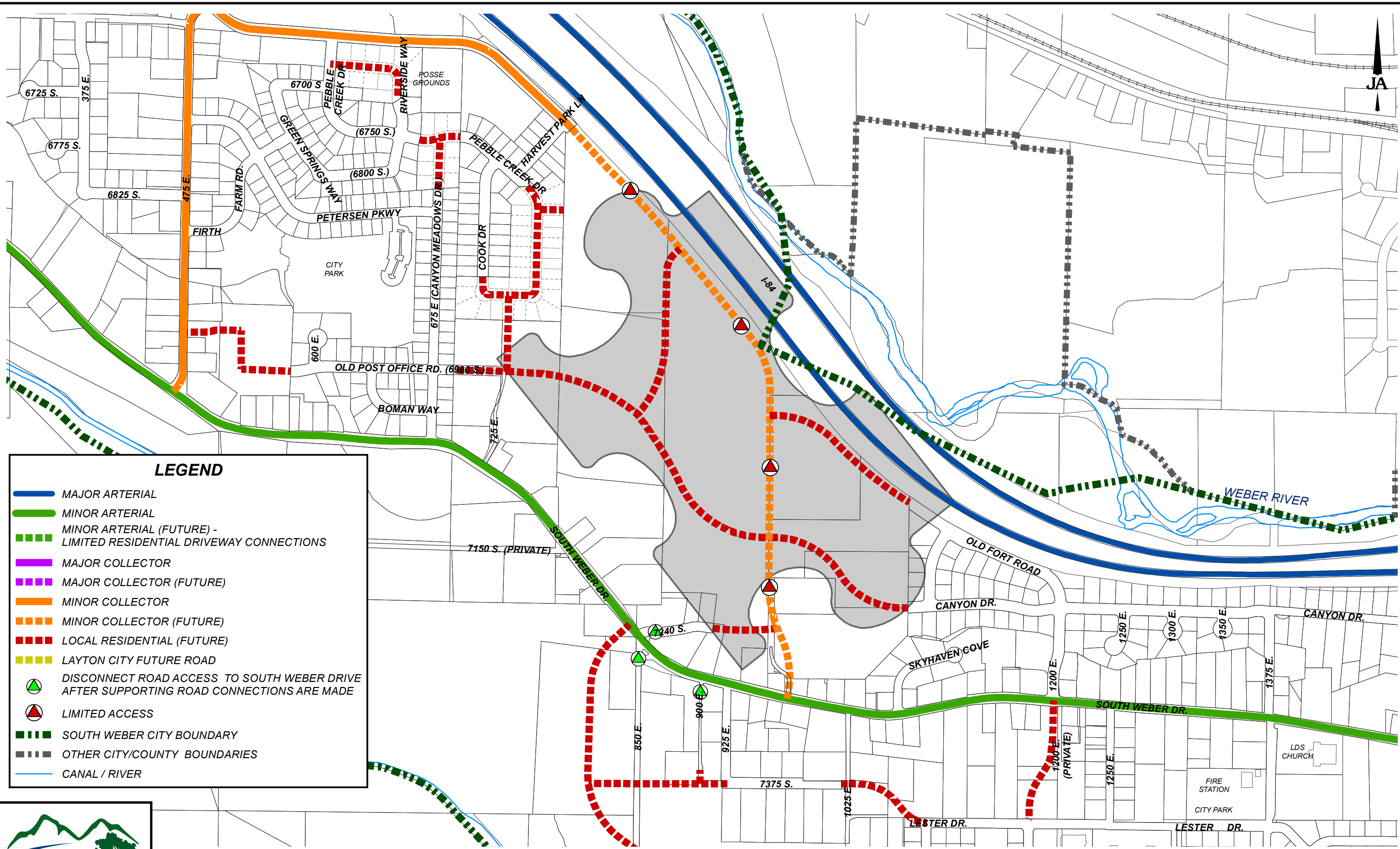
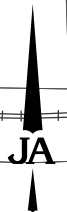
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**SOUTH WEBER CITY CORPORATION**  
**GENERAL PLAN**  
**VEHICLE TRANSPORTATION MAP - OPTION 2B**

SHEET:  
**2B**  
 OF SHEETS  
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**LEGEND**

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



NOTES:  
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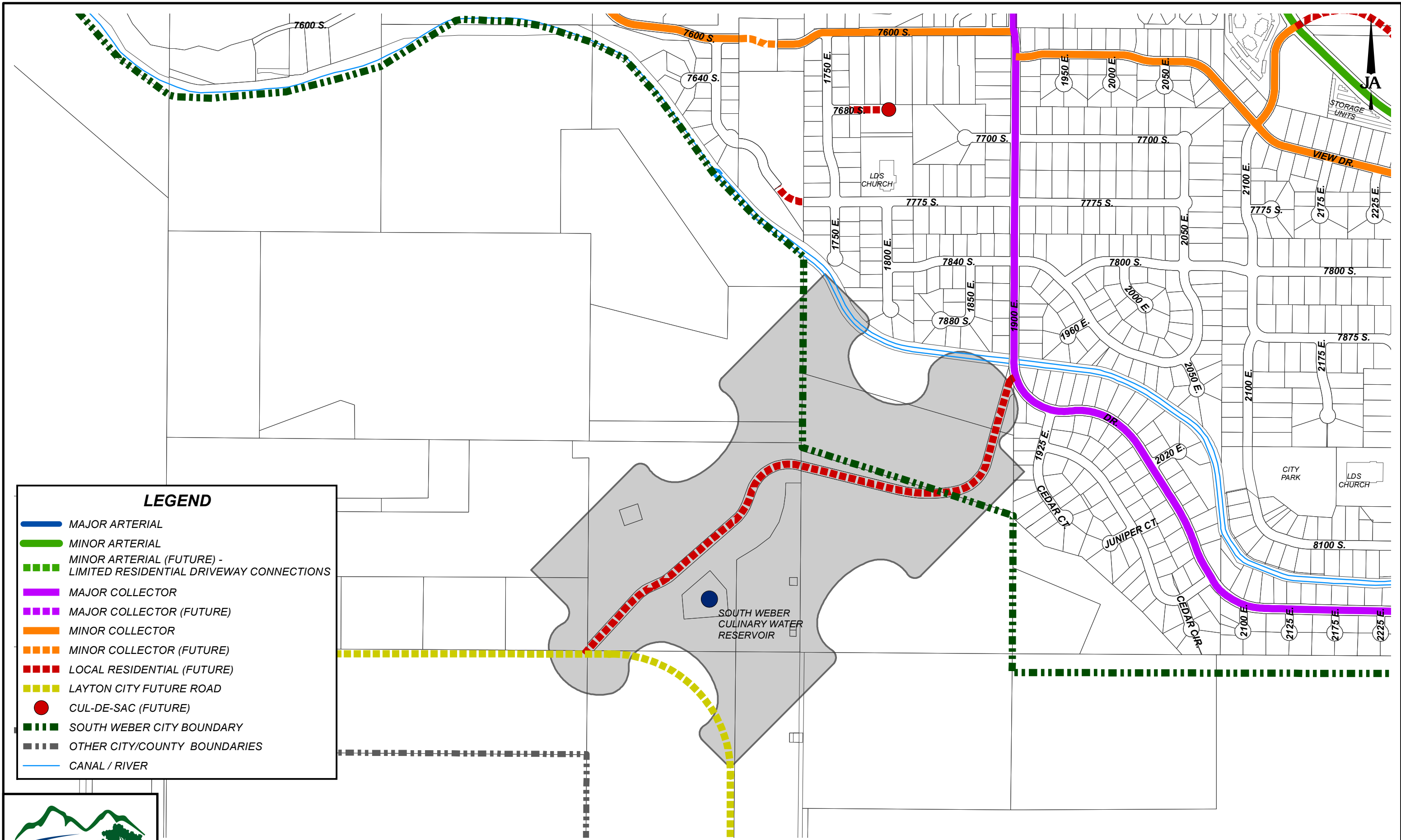
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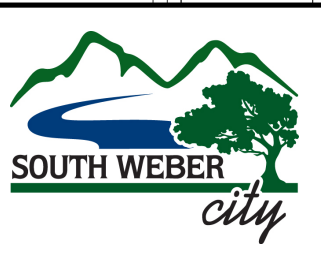
**SOUTH WEBER CITY CORPORATION**  
**GENERAL PLAN**  
**VEHICLE TRANSPORTATION MAP - OPTION XX**

SHEET:  
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**LEGEND**

- MAJOR ARTERIAL
- MINOR ARTERIAL
- - - MINOR ARTERIAL (FUTURE) - LIMITED RESIDENTIAL DRIVEWAY CONNECTIONS
- MAJOR COLLECTOR
- - - MAJOR COLLECTOR (FUTURE)
- MINOR COLLECTOR
- - - MINOR COLLECTOR (FUTURE)
- - - LOCAL RESIDENTIAL (FUTURE)
- - - LAYTON CITY FUTURE ROAD
- CUL-DE-SAC (FUTURE)
- - - SOUTH WEBER CITY BOUNDARY
- - - OTHER CITY/COUNTY BOUNDARIES
- CANAL / RIVER



NOTES:

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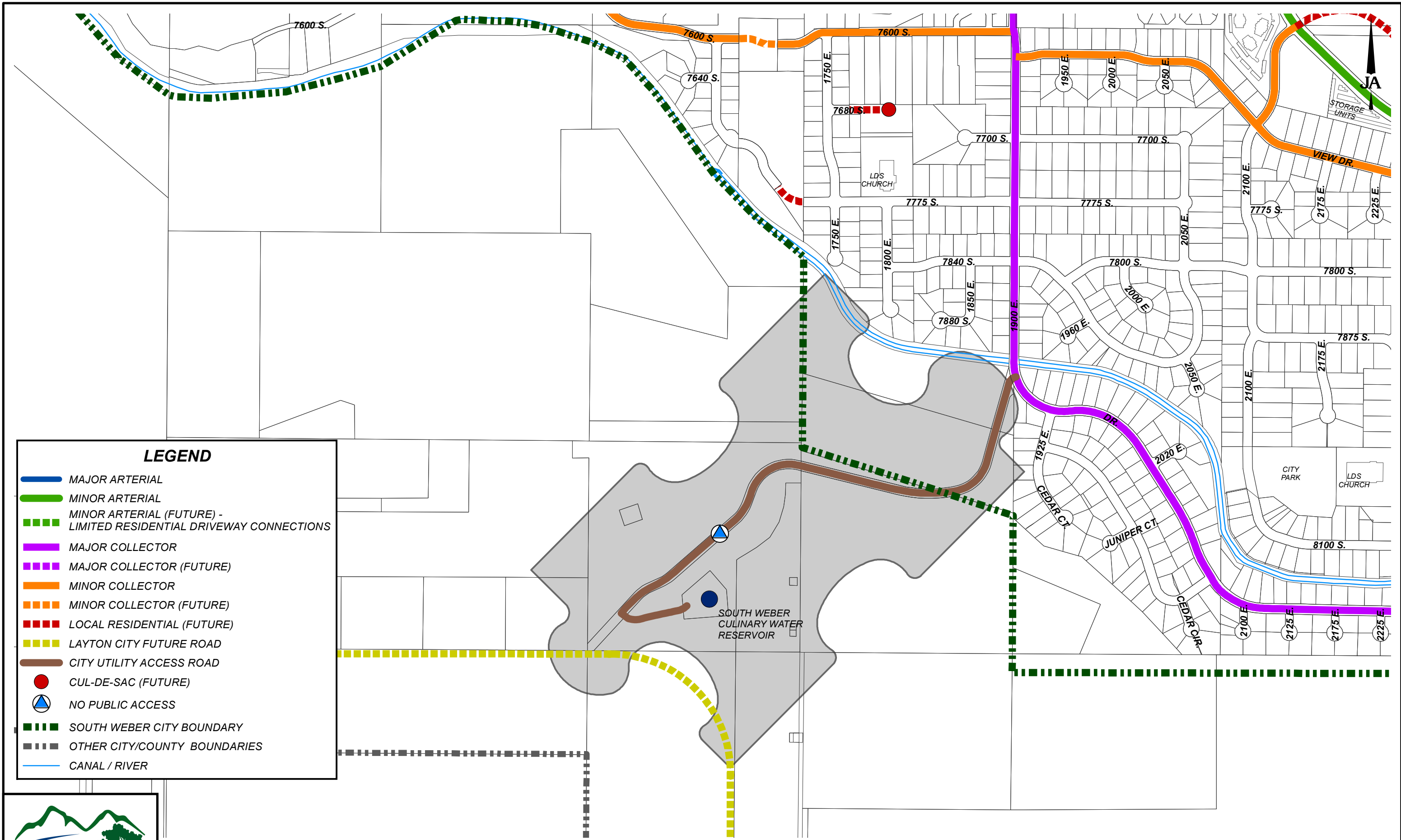
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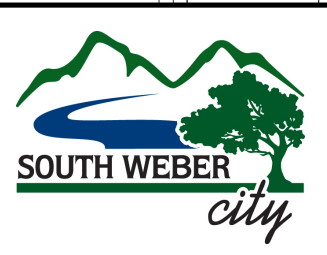
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**GENERAL PLAN**  
**VEHICLE TRANSPORTATION MAP - OPTION 2C**

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**2C**  
OF SHEETS  
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**LEGEND**

- MAJOR ARTERIAL
- MINOR ARTERIAL
- - - MINOR ARTERIAL (FUTURE) - LIMITED RESIDENTIAL DRIVEWAY CONNECTIONS
- MAJOR COLLECTOR
- - - MAJOR COLLECTOR (FUTURE)
- MINOR COLLECTOR
- - - MINOR COLLECTOR (FUTURE)
- - - LOCAL RESIDENTIAL (FUTURE)
- - - LAYTON CITY FUTURE ROAD
- CITY UTILITY ACCESS ROAD
- CUL-DE-SAC (FUTURE)
- ▲ NO PUBLIC ACCESS
- - - SOUTH WEBER CITY BOUNDARY
- - - OTHER CITY/COUNTY BOUNDARIES
- CANAL / RIVER



NOTES:  
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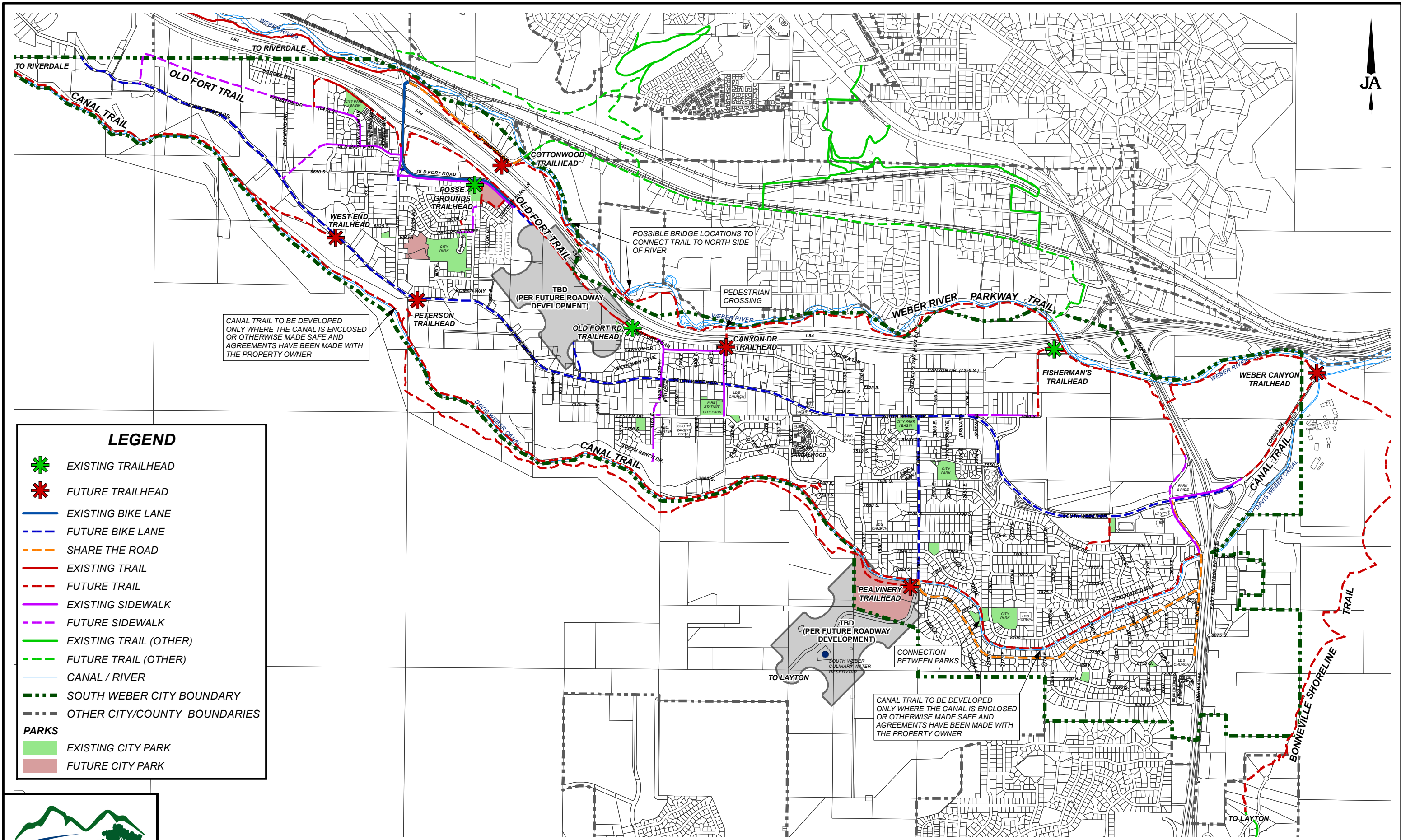
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**SOUTH WEBER CITY CORPORATION**  
**GENERAL PLAN**  
**VEHICLE TRANSPORTATION MAP - OPTION 2D**

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

POSSIBLE BRIDGE LOCATIONS TO CONNECT TRAIL TO NORTH SIDE OF RIVER

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

**LEGEND**

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

**PARKS**

- EXISTING CITY PARK
- FUTURE CITY PARK

NOTES: THE PARKS AND TRAILS PLAN IS NOT A COMPREHENSIVE SIDEWALK PLAN. ONLY SIDEWALK LINKS BETWEEN EXISTING OR FUTURE TRAILS ARE SHOWN ON THIS MAP.  
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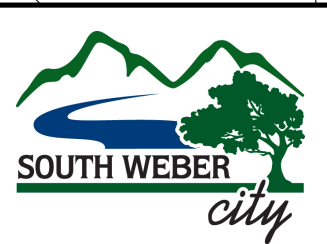
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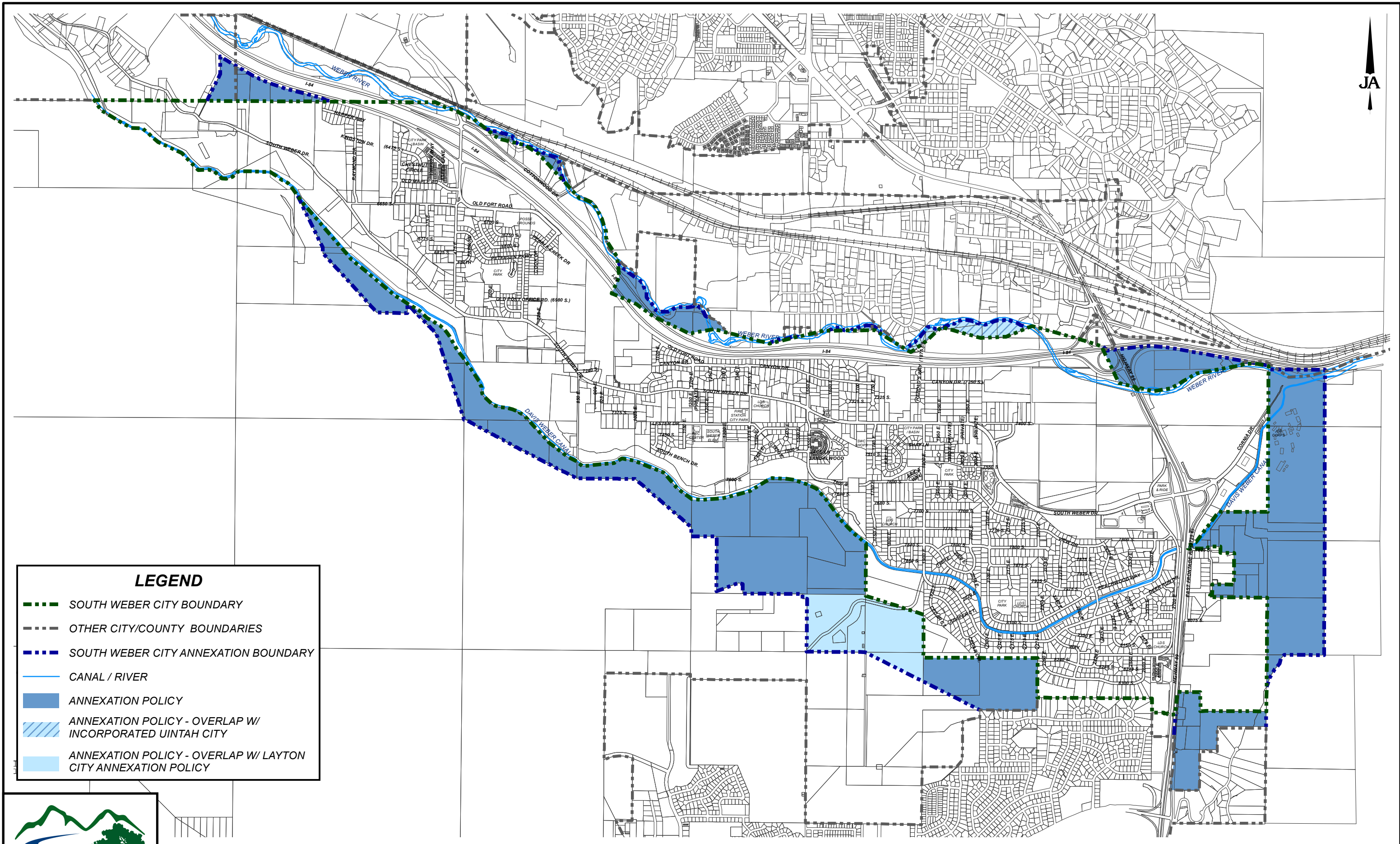
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**SOUTH WEBER CITY CORPORATION**  
**GENERAL PLAN**  
**ACTIVE TRANSPORTATION AND PARKS MAP**

SHEET:  
**3**  
OF SHEETS  
0







**LEGEND**

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



NOTES:

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1 in = 2,000 ft

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xx/xx/2020

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**SOUTH WEBER CITY CORPORATION**

**GENERAL PLAN**

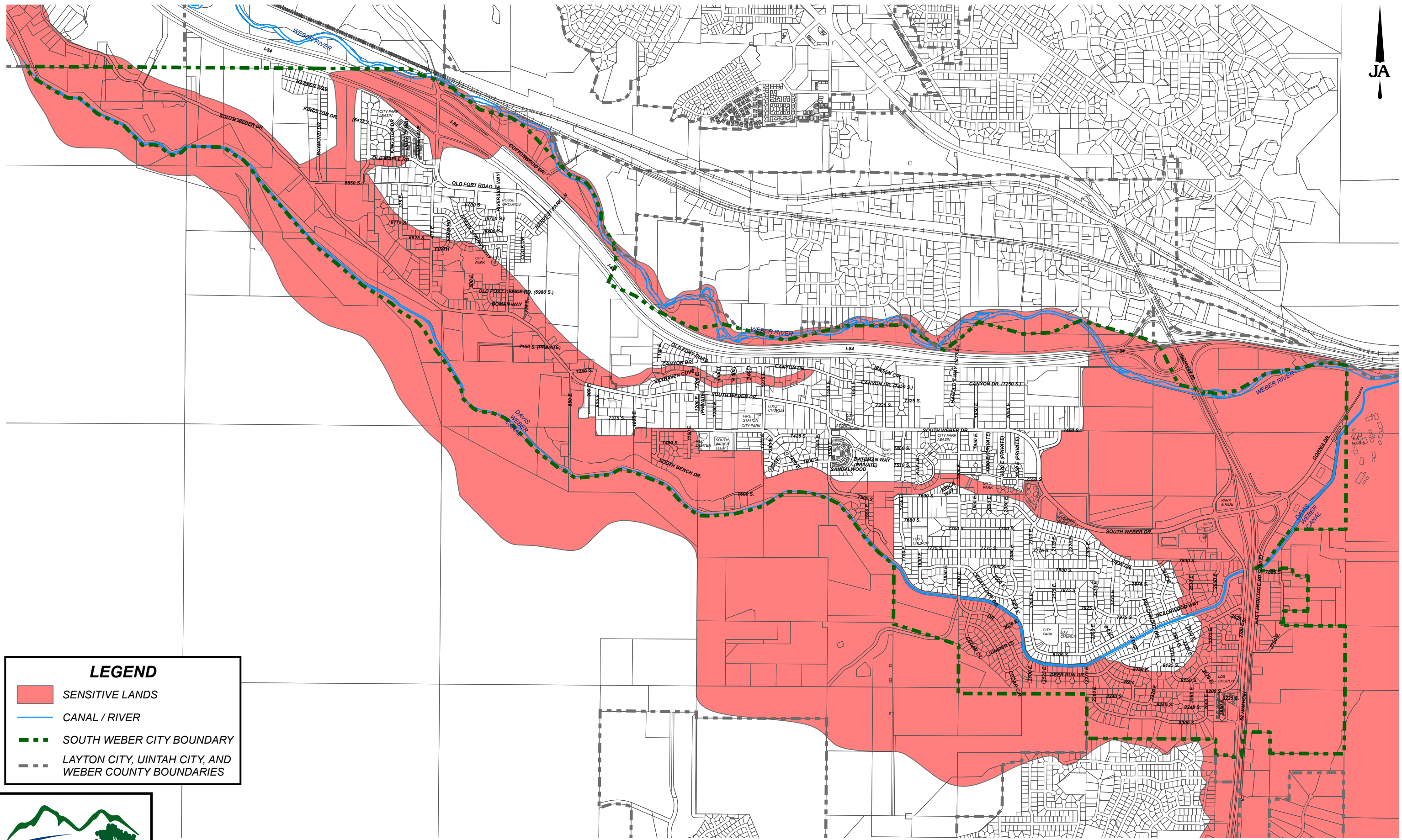
**ANNEXATION MAP**

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**LEGEND**

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



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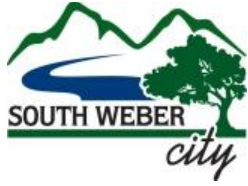
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**SOUTH WEBER CITY CORPORATION**  
**GENERAL PLAN**  
**SENSITIVE LANDS MAP**

SHEET:  
**5**  
OF SHEETS  
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**Council Meeting Date:** 01-21-2020

**Name:** Lisa Smith

**Agenda Item:** 5

**Objective:** Recognition of Debi Pitts

**Background:** Debi has served on the planning commission since 2015. Her term ends after this meeting and the City would like to acknowledge her service.

**Summary:** Hoorah for Debi!

**Committee Recommendation:** na

**Planning Commission Recommendation:** na

**Staff Recommendation:** na

**Attachments:** na

**Budget Amendment:** na