

SOUTH WEBER CITY COUNCIL AMENDED AGENDA

PUBLIC NOTICE is hereby given that the City Council and Planning Commission of SOUTH WEBER CITY, Utah, will meet in a joint work meeting on Tuesday, February 18, 2020 in the Council Chambers, 1600 E. South Weber Dr., commencing at 6:00 p.m.

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

1. Pledge of Allegiance: Councilwoman Alberts
2. Prayer: Councilman Winsor

DISCUSSION ITEMS

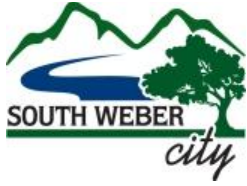
3. Recognize Debi Pitts Service as Planning Commissioner
4. General Plan Public Comments Review & Draft Revision
 - a. Introduction & Master Goal
 - b. Section 1: Citizen Involvement
 - c. Section 2: Existing Environment
 - d. Section 3: Land Use Goals and Projections
 - e. Section 4: Transportation
 - f. Section 5: Active Transportation
 - g. Annexation Policy
5. Adjourn

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

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

DATE: Feb 14, 2020

CITY RECORDER: Lisa Smith



Council Meeting Date: 02-18-2020

Name: Lisa Smith

Agenda Item: 3

Objective: Recognition of Debi Pitts

Background: Debi has served on the planning commission since 2015. The City would like to acknowledge her service.

Summary: Big Thank You, Debi!

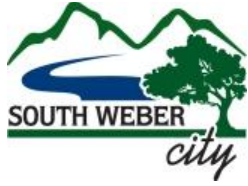
Committee Recommendation: na

Planning Commission Recommendation: na

Staff Recommendation: na

Attachments: na

Budget Amendment: na



Council Meeting Date: 02-18-2020

Name: Lisa Smith

Agenda Item: 4

Objective: Finish General Plan 2nd Draft Review

Background: The second draft of the General Plan has been under examination for many months. The last portion is the narrative. The requested map changes have also been made. Draft 2 is ready for Council and Commission deliberation. The Council also needs to determine the process and dates for public input.

Summary: Complete analysis of draft 2 and set dates for public review.

Committee Recommendation: na

Planning Commission Recommendation: na

Staff Recommendation: na

Attachments: 2nd Draft Narrative redline version and maps

Budget Amendment: na

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

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65

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68 #2 Vehicle Transportation Map

69 #3 Parks and Active Transportation Map

70 #4 Annexation Map

71 #5 Sensitive Lands Map

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 possible** into this update and to address
88 all 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-grow. Though the City can sustain considerable
114 growth 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 principles
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.

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.

SECTION 2: EXISTING ENVIRONMENT

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

LAND USE:

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

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

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

POPULATION:

One of the major factors contributing to changes in the community is population change. As population increases so does the amount of land devoted to residential use.

192 The demand for municipal services, such as police and fire protection and water and
193 sewer, goes up creating more of a strain on the resources of the City. It is not possible
194 to predict exactly what changes will occur in the population in the future, but we can
195 make some reasonable projections. This can be done by analyzing past population
196 growth and projecting growth rates.

197
198 ~~If we assume that most vacant land remaining in the city will be developed, with~~
199 ~~limitations on some land, it is possible to begin to understand the potential growth of~~
200 ~~South Weber. This study calculated the area of all vacant land and then deleted areas~~
201 ~~suspected to be unbuildable based on available geologic and flood plain data. Current~~
202 ~~zoning and projected land uses were then used to calculate a projected dwelling~~
203 ~~density. The projected land use was based on this General Plan update. The projected~~
204 ~~dwelling densities in given areas were then used with the vacant land calculations to~~
205 ~~figure the total dwelling unit increase. An average of 4.24 (2017 Gardner Policy~~
206 ~~Institute estimate) persons per household was then multiplied by the total number of~~
207 ~~dwelling units in order to arrive at an ultimate **build-out population of 13,042.**~~

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

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

- 230
231 1. ~~29.5 ac.~~ 0 ac. in Very Low Density ~~-10% = 26.55 x .90 = 0~~ D.U./~~.~~
232
233 ~~1. 45.46 ac. = 24 D.U.~~
234
235 2. ~~23.0 ac.~~ in Low Density ~~-10% = 20.7% = 40.91~~ x 1.45 D.U./ac. = ~~3059~~ D.U.

- 236
- 237 3. ~~123.9~~207.46 ac. in Low-Mod. Density ~~-- 10% = 111.51%~~ = 186.71 x 1.85
- 238 D.U./ac. = ~~206345~~ D.U.
- 239
- 240 4. ~~154.6~~188.26 ac. in Moderate Density ~~-- 10% = 139.14%~~ = 169.43 x 2.8 D.U./ac.
- 241 = ~~390474~~ D.U.
- 242
- 243 ~~4.5.~~ 16.88 ac. In Residential Patio – 10% = 15.19 x 4 D.U./ac. = 60 D.U.
- 244
- 245 ~~5. All Moderate High Density development has been included in the unit counts of~~
- 246 ~~approved or proposed since 2017.~~
- 247
- 248 ~~6. All High Density development has been included in the unit counts of approved~~
- 249 ~~or proposed since 2017.~~
- 250
- 251
- 252 6. 4.34 ac. in Multi-family zoning – 10% = 3.91 x 7 D.U./ac. = 27 D.U.
- 253
- 254 7. 26.52 ac. in potential Mixed-Use areas x 10 D.U./ac. = 265 D.U.

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

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258 Add ~~1,7242,260~~ existing and approved dwellings, ~~702 approved or proposed dwellings~~
259 ~~and 650 possible with 1,230 potential~~ dwelling units on vacant land and arrive at a
260 potential build-out dwelling unit count of ~~3,076490~~. The most recent persons per
261 household number for South Weber, ~~is 3.89~~ based on ~~2017~~ Gardner Policy Institute
262 ~~figures, is 4.24 and 2017 U.S. Census estimates.~~ Multiply that by the build-out dwelling
263 unit count and you arrive at a **build-out population of 13,042,576**. At an average
264 growth rate of 3% per year, build out will be reached in approximately 20 years.

265
266 **ENVIRONMENTAL HAZARDS/CONDITIONS:**

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

277
278 It is critical that environmental hazards are mitigated on properties where they exist
279 prior to development. It is recommended that any proposed development within areas

280 identified on the Sensitive Lands Map #5 be required to address potential
281 environmental conditions in accordance with the Sensitive Lands Ordinance (Ord. 10-
282 14). If mitigation is not possible or not feasible, some types of development may not be
283 permitted.

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

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

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

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

312
313 **LAND SLIDES:** South Weber sits in a river valley formed in ancient times as the Weber
314 River cut through an alluvial fan deposited there in even more ancient times when Lake
315 Bonneville covered the entire region. As the river cut down through this alluvial fan, it
316 left steep bluffs on the sides. One of these bluffs is on the south side of town running
317 its length. This bluff has been identified in at least two geologic ~~studies;~~ studies¹ as
318 having very high potential for landslides. In fact, there is ample evidence of both
319 ancient and more recent slope failure activity along this bluff. When development of any
320 nature is proposed on or near this bluff, it will be important to determine the safety of
321 such development as far as possible. It may be necessary to require mitigation of the

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

322 hazard or even to prevent the development from occurring. ~~(See Sensitive Lands Map~~
323 ~~#5)~~

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

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

338
339 ~~Preservation of important wetlands is considered an important community goal.~~

340
341
342
343
344
345
346
347 ~~1. Landslide Hazard Map by Mike Lowe, Davis County Geologist, 1989~~
348 ~~Geologic Hazard Map by Bruce N. Kaliser, U.G.M.S., 1976~~

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

354 **FIRE:** The City is almost entirely surrounded by wildland, creating large areas of
355 wildland/urban interface with some sections of the city completely intertwined with
356 interface. This creates a high fire hazard and requires building codes to employ the
357 wildland/urban interface standards. The City should encourage developers and
358 residents to follow Utah state guidelines for hazard mitigation in the wildland-urban
359 interface.

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

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

379 **GRAVEL**

380 often blows out of them during strong winds coming out of Weber Canyon. This dust
381 can be hazardous to breathe and creates a nuisance where it is deposited to the west
382 of the pits. The City is and should continue to work with the operators to try and reduce
383 the amount of fugitive dust they create.

384 These mining operations have a limited lifespan due to depletion of the resource,
385 although recycling of concrete and asphalt may extend that lifespan. Rehabilitating of
386 steep slopes and disturbed soils as well as mitigating any hazardous conditions is critical
387 before their operations cease.

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392
393

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394 There has been a considerable amount of speculation over the years that these pits
395 might become lakes once mining operations cease. Though an attractive idea, it does
396 not seem feasible due to insufficient water rights, steep slopes and permeability of the
397 soils. (Refer to "Feasibility Study for the Parsons Pit ASR and Recreation Facility",
398 September 2014, prepared for Weber Basin Water Conservancy District by Bowen
399 Collins & Associates, Inc.)

400
401 **I-84/US-89 HIGHWAYS:** Two major highways traverse the city and are near homes
402 and businesses. The transportation of all types of goods and materials create potential
403 for accidents, spills, and hazardous material incidents. Both highways contribute to
404 potential economic development in South Weber.

405
406 **DAVIS & WEBER COUNTIES CANAL:** The canal traverses the length of the City from
407 east to west through residential neighborhoods, open lands, and hillside. The open
408 nature of sections of the canal present potential danger if the water were to flood into
409 the city or contribute to slope instability and slides.

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

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

438 eliminated, those easements will remain in place. It is the easements that will continue
439 to affect South Weber land use planning, rather than the noise zones.

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

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

459
460 Careful consideration should be given to any development proposals in this area.
461 Residential development in this area should be prohibited. Agriculture and open space
462 should be encouraged in these zones as much as possible.

463
464 **HILL AIR FORCE BASE ENVIRONMENTAL IMPACT: ~~Note: Subsequent~~**
465 **~~information, including maps referenced, has been provided by Hill Air Force~~**
466 **~~Base, for the sole purpose of providing general information for this plan.~~**

467
468 ~~Only isolated~~Isolated areas of shallow groundwater and surface water in the southwest
469 portion of South Weber are contaminated with low levels of various chemicals resulting
470 from former activities at Hill Air Force Base (HAFB). ~~The areas of contaminated~~
471 ~~groundwater, parcels with restrictive easements (OU 1 and 2), and parcel owned by~~
472 ~~HAFB (OU 4), are illustrated in the Sensitive Lands Map (Map #5), which shows OUs 1,~~
473 ~~2, and 4~~The areas affected by these former activities are known as OU's 1, 2, and 4,
474 and are shown on plume maps available from HAFB.

475
476 Since many contaminants evaporate easily, the chemicals can move up into basements
477 and other overlying structures in the affected areas. Drinking water has not been
478 contaminated.

479
480 As part of the federal Superfund program, the area has been intensely studied and
481 monitored since the early 1990's. Remediation technologies have been implemented at

482 OU's 1, 2, and 4, and HAFB measures the performance of those technologies
483 continuously. In general, off-Base contamination in South Weber City has been
484 identified.

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

493
494 Planners, developers, property owners and residents are encouraged to seek additional
495 information from reliable sources including:

- 496
497 Hill AFB HAFB Restoration Advisory Board, www.hillrab.org
498 Hill AFB HAFB Environmental Restoration Branch, (801) 777-6919
499 State of Utah, Department of Environmental Quality, (801) 536-4100
500 ~~South Weber Landfill Coalition, (801) 479-3786~~

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

510
511

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.

(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. The City should take measures to protect existing agricultural practices by not enacting restrictions on these practices due to encroaching residential uses.

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

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556 to preserve key pieces of open space, thereby preserving the desired effect of
557 agriculture, if not the industry. ~~There are land trust organizations that may be engaged~~
558 ~~in preserving open space and agricultural lands.~~

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

569
570 Since it is beyond the City's capability to purchase property for the purpose of
571 maintaining rural character or open space, other methods should be used. ~~Some~~
572 ~~recommended methods are; such as follows:~~

573
574 ~~1. The, the~~ City ~~should makemaking~~ every effort not to interfere with, or allow adjacent
575 land uses to interfere with ongoing agricultural pursuits:

576
577 ~~2. AICUZ noise zones of 75 Ldn or greater are areas where, generally, the State has~~
578 ~~purchased residential building rights. These areas are mostly agricultural in nature and~~
579 ~~represent the best hope of preserving some agriculture within the City. Though the~~
580 ~~State's easements allow some other types of development, these areas are mostly~~
581 ~~zoned for agriculture and are generally not suitable for commercial or industrial~~
582 ~~development. They should remain agricultural or in some form of open space.~~

583
584 ~~3. It is felt that incentives should be offered, annexing hillside property adjacent to~~
585 ~~current city boundaries, and potentially offering incentives~~ to develop properties with
586 large amounts of open space, particularly open space that is available for public use.

587
588 **RESIDENTIAL:**

589
590 The existing residential development pattern in South Weber is largely single-family
591 ~~type~~, but there have been ~~several a few~~ multi-family developments built in recent years.
592 ~~The majority of the single family homes are found in subdivisions of 9,000 sq. ft. to~~
593 ~~18,000 sq. ft. lots. Also, there are some developments of patio homes designed~~
594 ~~primarily for an empty nesters that are situated on lots as small as 6,000 sq. ft. The rest~~
595 ~~of the residential development has occurred along previously existing roads with lots~~
596 ~~ranging widely in size but most of which are 1/2 acre or larger.~~

597
598 This pattern of mostly single-family residential development on moderate size lots is an
599 acceptable and desirable trend to maintain, provided that some areas ~~need to be of~~

600 ~~open space are~~ preserved for ~~open space and~~ community character reasons. It would
601 be beneficial to encourage variety in lot size and housing types so that the City can
602 accommodate residents of all ages, ~~life styles~~ lifestyles and household income levels.

603
604 ~~South Weber has adopted zoning ordinances which regulate the density of dwellings~~
605 ~~rather than the lot size and is hopeful more variety of lot size will be encouraged~~
606 ~~without any additional impacts to the City over the impacts more traditional~~
607 ~~development would bring. This method of land use regulation also allows for the~~
608 ~~preservation of open space within more traditional developments. There is, however, in~~
609 ~~all cases be an absolute minimum lot size in any ordinances regulating residential land~~
610 ~~use to prevent difficulties arising from too little room for adequate off-street parking of~~
611 ~~vehicles, R.V.'s, etc.~~

612
613 Multi-family residential areas should be spread out as much as practical so that
614 associated impacts are reduced in any given area, keeping in mind that they should be
615 located where they have direct access to collector or arterial roads. These multi-family
616 residential areas could be acceptable if adequate protections or buffers to nearby lower
617 density housing are incorporated in the development.

618
619 It is also important to reserve adequate area for moderate income housing which will,
620 in today's housing market, take the form of multi-family residential areas (See Moderate
621 Income Housing Section). ~~In order to accommodate multi-family dwellings and still~~
622 ~~meet goals for preserving open space, it may be necessary to increase the number of~~
623 ~~dwelling units allowed in each building. By increasing the number of units in a building~~
624 ~~the total area consumed by buildings would be reduced, thereby leaving more land~~
625 ~~available for recreation or other purposes.~~

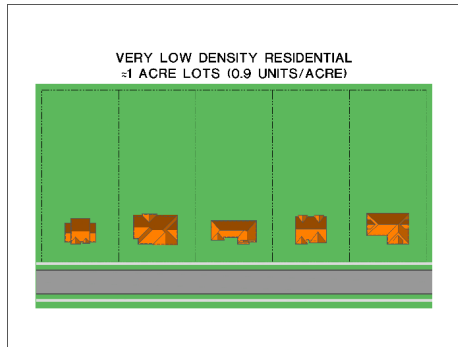
626
627 ~~In order to make some recommendations concerning dwelling unit density it~~ The Mixed-
628 Use Overlay is first necessary to define a zoning designation that allows multi-family
629 residential development in conjunction with commercial development. There are two
630 areas within South Weber that are considered possible locations where mixed-use
631 developments would be acceptable, if such development is designed in such a way as
632 to be compatible with surrounding land uses. Those two areas are near the density
633 categories which will be used. I-84 interchange and the US-89 interchange on South
634 Weber Drive west of Highmark Charter School.

635
636 The following are graphical representations of the current densities allowed in
637 residential zones. For comparison purposes, each block of land represented in all the
638 graphics is 5 acres.

639
640 ~~1.~~

- 641
642 1. Very Low Density is considered to be any density of allows 0.90
643 dwelling units per gross acre or less.

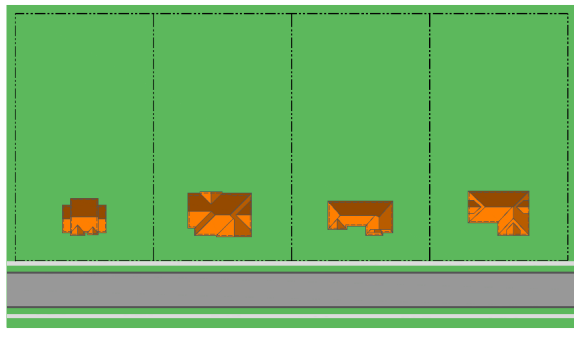
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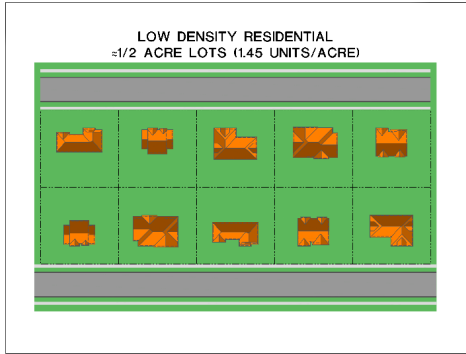
VERY LOW DENSITY RESIDENTIAL
(AGRICULTURAL ZONE)
0.9 UNITS/ACRE



647
648
649
650
651
652

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

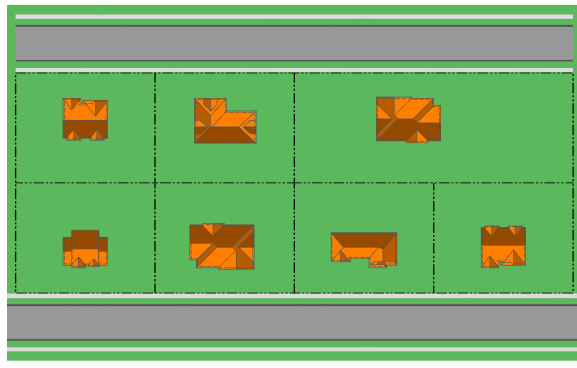
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653
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3.

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



655
656

657
658

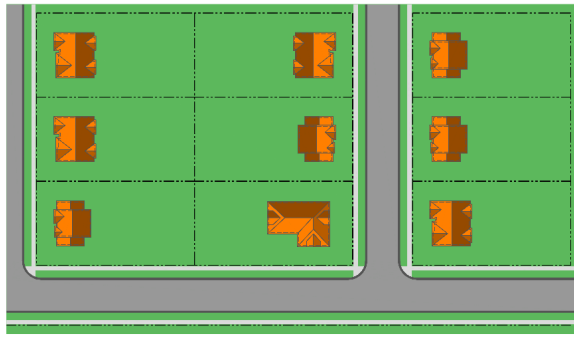
3. Low-Moderate Density ~~would be~~ allows 1.46 to 1.85 dwelling units per gross acre.

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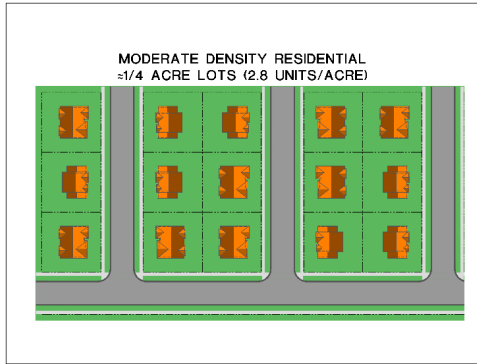
4. LOW MODERATE DENSITY RESIDENTIAL
1.85 UNITS/ACRE



662
663
664
665
666
667

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.~~

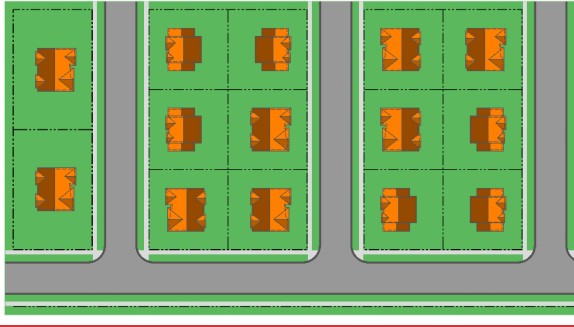
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671

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



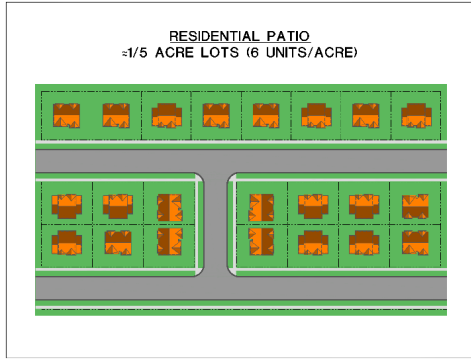
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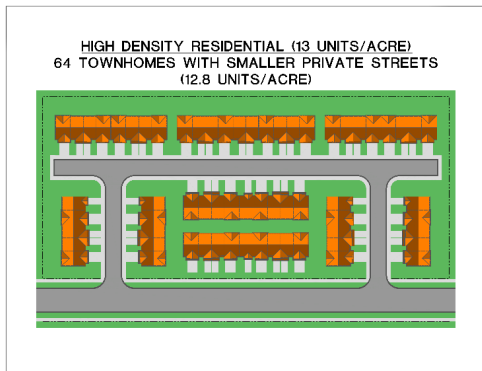
~~Residential Patio Homes) is an area ranging in density from allows 2.81 to 64.0 units per acre.~~



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679
680

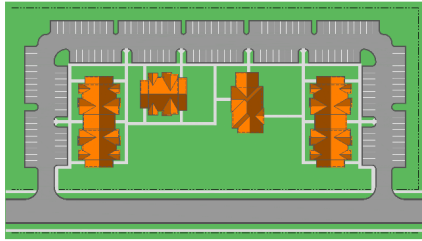
~~5. 6. High Density is an area in which the dwelling units number 6.1 to 13.00 units perper gross acre.~~

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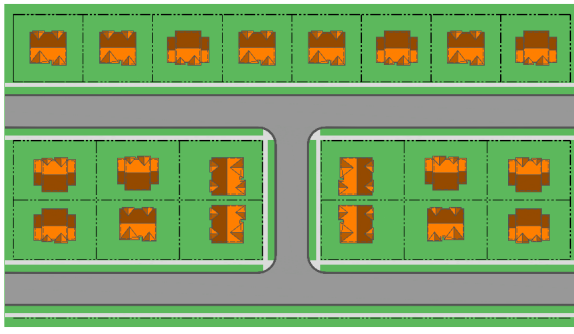
681

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



682
683
684

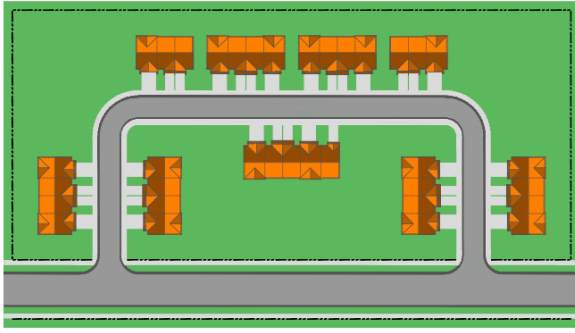
RESIDENTIAL PATIO
4 UNITS/ACRE



685
686
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690
691

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**

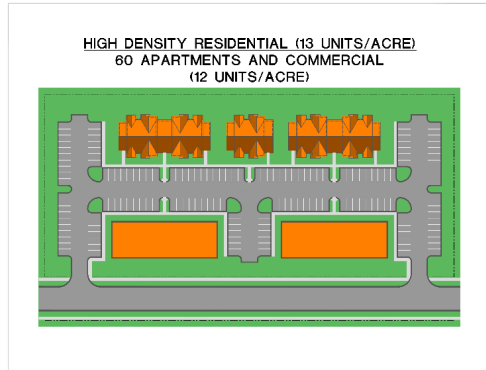


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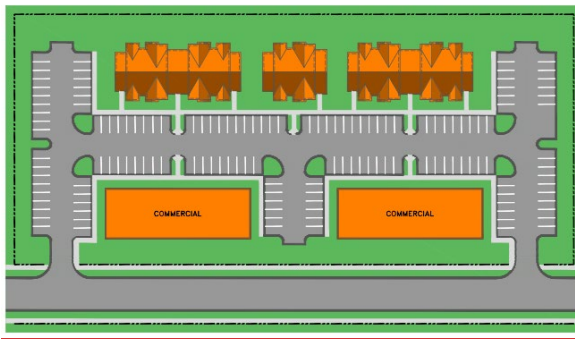
7. Mixed-Use Overlay allows residential dwelling units per acre in conjunction with commercial uses. The density of residential uses is controlled through restrictions on building height, setbacks, open space and parking requirements.

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698

MIXED USE



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710

711

* 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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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

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

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

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

730 **MODERATE INCOME HOUSING:**

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

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

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

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

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

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

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

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

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

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

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

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

————— The east end of South Weber is currently nearing capacity of the sewer system. The bulk of the properties slated for rezoning for high density

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

804
805 *(E) create or allow for, and reduce regulations related to, accessory dwelling units in*
806 *residential zones;*

807
808 It is recommended that the City consider allowing accessory dwelling units
809 in single-family dwelling zones. The circumstances and provisions under
810 which this type of housing could be allowed need to be thoroughly
811 researched and a determination as to how best to move this initiative
812 forward.

813
814 *(F) allow for higher density or moderate-income residential development in commercial*
815 *and mixed-use zones, commercial centers, or employment centers;*

816
817 South Weber has a mixed-use overlay zone that allows up to 13 dwelling
818 units per acre. The City currently has the first proposal of this type under
819 consideration. As previously stated, there are an additional 231.8 acres
820 where mixed-use development is a potential. The mixed-use overlay zone
821 along with the R-H zone allows the highest dwelling density in all zones;
822 up to 13 units per acre.

823
824 *(U) apply for or partner with an entity that applies for programs administered by a*
825 *metropolitan planning organization or other transportation agency that provides*
826 *technical planning assistance;*

827
828 South Weber has applied for a planning assistance grant from the
829 Wasatch Front Regional Council. We should know prior to the adoption of
830 this Plan if we have been successful in procuring the grant.

831
832
833
834 **MODERATE-INCOME HOUSING NEEDS:** The exact number of moderate-income
835 housing units recommended for any community by the Utah Affordable Housing Manual
836 depends on a number of variables. An analysis the existing housing and income
837 situation using available information and come to some reasonable conclusions as to
838 need.

839	
840	Number of Dwelling Units 2017 1724
841	2017 Population 7310
842	Persons Per Household 2017 4.24
843	2017 Median Davis County Annual Household Income \$75,961

844 2017 Annual Household Moderate Income \$60,768

845
846 Once again by extrapolating from information contained in the Utah Affordable Housing
847 Manual, we find that a household with this income level could afford a mortgage of
848 approximately 3.1 times the annual income or could afford to spend 27% of their
849 monthly income on rent.

850
851 Maximum Purchase Price $\$60,768 \times 3.1 = \$188,380$
852 Maximum Monthly Rent $\$60,768/12 = \$5,064 \times .27 = \$1,367$

853
854 It appears that rental units are the most attainable type of moderate income housing
855 likely to be established in South Weber. There are currently 87 rental units in the City,
856 60 being in one apartment complex and the rest are basement type apartments. Rental
857 units comprise 5% of the existing housing stock in the City.

858
859 **Recommendations:** It is apparent that to meet demands for moderate income
860 housing, as well as meet the recommendations of this Plan for open space and
861 agricultural character of the community, multi-family rental residences will continue to
862 be the primary type of housing in this price range. According to the U.S. Census Bureau
863 36% of Davis County households have an income below \$60,000 per year while 24% of
864 South Weber households fall into that range.

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

873
874 It is recommended that South Weber continue to support the development of multi-
875 family housing in the appropriate areas designated in this Plan.

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876
877 **INDUSTRIAL:**

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

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

890
891 It is recommended that the industrial area currently located on Cornia Drive be officially
892 designated as such and that it be expanded to both sides of the road.

893
894 ~~The Geneva Rock gravel pit adjacent to the Cornia Drive industrial area is, though~~
895 ~~technically an industrial use, is zoned NR for natural resource excavation. There are~~
896 ~~indications this pit is nearing depletion of the resource. It is recommended that this~~
897 ~~excavated area convert to a light industrial area upon cessation of mining operations.~~

898
899 **COMMERCIAL:**

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

903
904 It is very important to the financial health of the City, and convenience of residents to
905 encourage more commercial land uses businesses to locate in South Weber. ~~The City is~~
906 ~~striving to move forward with development that is both residential and commercial in~~
907 ~~nature, while at the same time, implementing guidelines that have an underlying thread~~
908 ~~of the rural character that has made up the city for years. Commercial development will~~
909 ~~be the gateway to be able to offer residents the goods and services they desire within~~
910 ~~their community.~~

911
912 New commercial development should be encouraged in the vicinity of the Highway
913 US-89/South Weber Drive interchange so that traffic has minimal impact to residents of
914 the area. The land available for commercial development near the ~~new~~ interchange
915 should be protected for commercial purposes and not allowed to develop in less
916 beneficial ways. The City has rezoned all ~~of~~ the land shown on the Projected Land Use
917 Map as commercial in the vicinity of the Hwy US-89/South Weber Drive interchange, to
918 the Commercial Highway zone as a method of protection. ~~Commercial~~
919 ~~development~~ Development in this area should be encouraged to be of the retail type and
920 ~~to uses that~~ provide locally needed goods and services. ~~All commercial development~~
921 ~~within this area shall follow the 2009 South~~
922 ~~Weber Drive Commercial Design Guidelines (Resolution 09-39).~~

923
924 Other commercial development ~~of a limited area~~ should be encouraged in the vicinity of
925 the Interstate I-84/Old Fort Road/475 East interchange. ~~This should also be retail~~
926 ~~commercial and be oriented to the I-84 traveler and the local neighborhood. Care~~
927 ~~should be given to approval of such a business so~~ Development of this area should be
928 done in a manner that ~~traffic~~ does not unduly impact the neighborhood.

929

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

940 The City has identified specific areas that may be suited for both residential and
941 commercial development as a combined planned project. The City is willing to consider
942 mixed use developments in these areas that are compatible and consistent with the
943 character of the community.
944

945
946 **RECREATION:**

947 ~~Public recreation areas in South Weber are currently in an expansion mode.~~ There are
948 61 acres of developed park in several locations throughout South Weber. In addition to
949 this park space, are six acres in the school grounds and the City owned Posse Grounds.
950 The National Recreation and Parks Association recommends a total of 25 acres of open
951 space per ~~10001,000~~ population as a standard. Ten acres of each 25 acres should be
952 developed recreation areas. The rest of the acreage could be in stream corridor or other
953 less developed open space. Following this standard, South Weber should have 70 acres
954 of developed recreation space for the current population. If the community reaches its
955 projected population ~~of 13,348~~, it should then have 133130 acres developed for
956 recreation.

957
958 The presence of the Weber River on the north boundary of the City presents an
959 opportunity for a river recreation corridor reaching from Morgan County through South
960 Weber into Weber County and which would be of regional interest. The Wasatch
961 National Forest to the east of town also presents abundant recreation possibilities which
962 are important to residents of South Weber and many others.

963
964 There are approximately 160 acres of the Weber River Corridor in South Weber. Since
965 the Weber River Recreation Corridor would be a regional type facility, it should not be
966 the sole responsibility of the City to develop this facility. Weber Pathways, a private
967 non-profit organization has been very active in securing access rights and in
968 constructing the Weber River Parkway Trail. South Weber should work closely with
969 Weber Pathways and others in securing additional access, extending the trail, making
970 improvements and maintaining existing facilities. This river corridor should be
971 protected as a very important recreational venue in South Weber and as important
972 wildlife habitat. Currently there are only ~~two~~ three access points to the Weber River trail
973 in South Weber. One is at the mouth of Weber Canyon, one is where the River goes

974 under I-84 known as Fisherman’s Access and the other is just east of the Adams
975 Avenue/Cottonwood Drive intersection. Additional access near the City’s population
976 center is essential as is the development of a public parking and river access area at the
977 mouth of Weber Canyon north end of Cornia Dr.

978
979 As development along the east bench area occurs, the City should make sure that try to
980 secure public access to the National Forest. is provided. The Forest provides hunting,
981 hiking, mountain biking and nature appreciation opportunities different from other
982 recreation sites. It is critical to maintain public access to these public lands.

983
984 South Weber should become more bicycle friendly by considering adding bicycle lanes
985 to all new roads and by connecting City parks with bicycle lanes and trails. The
986 possibility of a bicycle path along the Davis & Weber Canal should be explored. It may
987 be possible to enter into a use agreement with the Canal Company. Liability to the
988 Canal Company would be limited by Utah Code Annotated Section 57-14, Limitation of
989 Landowner Liability Act.

990
991 Other recommendations for recreation development are that public access from areas
992 south of the canal be provided to the park on 2100 East St. north of the canal via a
993 pedestrian bridge across the canal.

994
995 There are recommended locations on the Projected Land Use Map (Map #1), for
996 recreational use. They are only intended to indicate that, due to existing or projected
997 residential growth in the area, it would be a good location for some type of public
998 recreation facilities. There may be other areas suitable for recreational uses which are
999 not designated on the map. Designation of a property in the recreational category is not
1000 meant to limit the use of the property exclusively to recreational use but is indicative of
1001 a special recreational resource which needs protectionprotecting or the resource may be
1002 lost. Other uses which are compatible with the development of the recreational
1003 resources will be considered on such properties.

1004
1005 **INSTITUTIONAL:**

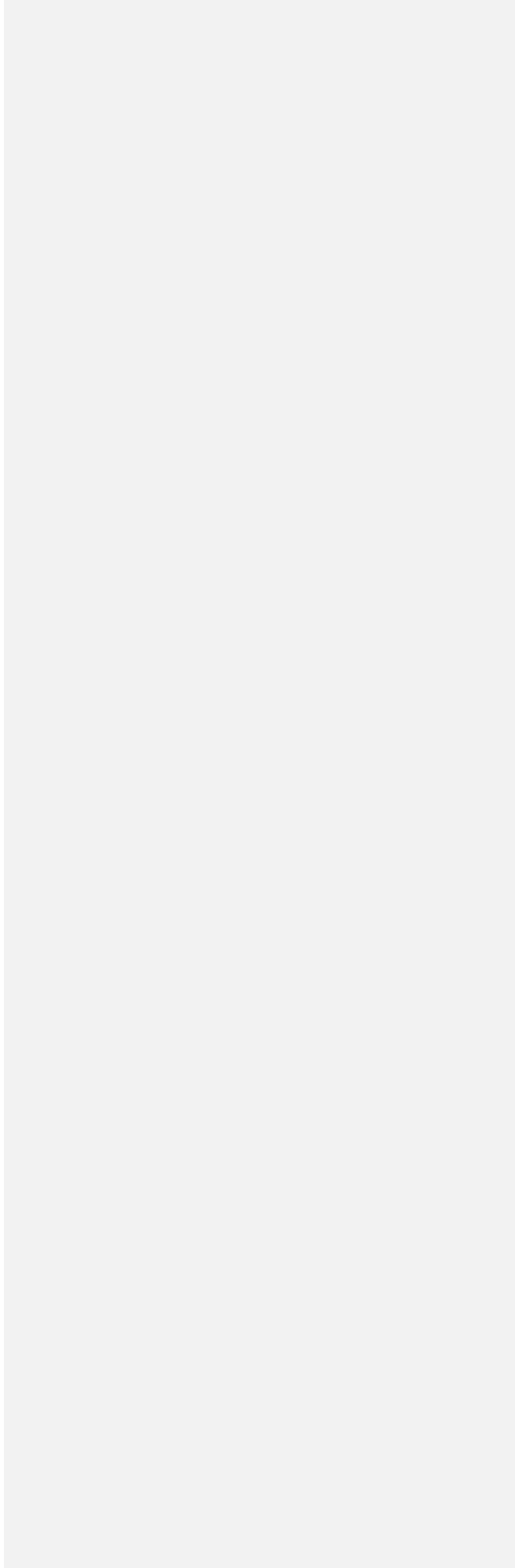
1006 The only realcurrent institutional issueuses in South Weber is faced with concernsare
1007 schools and churches. Currently,
1008 South Weber Elementary School and the Highmark Charter School are the only schools
1009 in the community. The City should assist the School District in every way possible in
1010 locating any future school sites. This would help to assure the most advantageous site
1011 for both the District and the City. The City should also continue to be open to the
1012 development of church sites.

1013
1014 ~~Projected Land Use Map #1 shows specific locations and information concerning~~
1015 ~~projected land uses. Please note that there is no date proposed at which time these~~
1016 ~~projections should be realized. It is felt that too many variables are involved in~~
1017 ~~determining when these things will occur to make accurate predictions.~~

~~Draft 8.28.19~~ DRAFT #2 1.15.2020

NOT ADOPTED

1018
1019



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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1064 Weber, it will create a backup of northbound traffic. Currently the traffic congestion on
1065 ~~Hwy-US-89~~ is somewhat spread out along the route south of South Weber due to the
1066 traffic lights found between South Weber and Farmington. With no more traffic lights,
1067 that northbound congestion will now all be concentrated in South Weber when it hits
1068 the traffic lights in Uintah City.

1069
1070 We strongly encourage UDOT to swiftly plan on continuing the ~~Hwy-US-89~~ widening
1071 and upgrading project through Uintah and into South Ogden where traffic disperses.

1072
1073 ~~An opportunity that the Hwy-The US-89 project creates is the possibility of installing an~~
1074 ~~opportunity to install~~ an underpass of some sort for the continuation of the Weber River
1075 Parkway Trail/Bonneville Shoreline Trail (BST). This will be critical to the connection of
1076 the BST in Davis County with the BST in Weber County and extending the Weber River
1077 Parkway Trail all the way to the mouth of Weber Canyon as in the plans for both.
1078 Funding for this underpass has been in doubt.

1079
1080 The City is highly supportive of this underpass and should continue to encourage its
1081 completion in every possible way.

1082 **1900 EAST STREET:**

1083
1084 1900 East Street is an extremely important collector road. It has a serious safety hazard
1085 at approximately 7550 South where it traverses a steep bluff. The bluff both reduces
1086 sight distance at the intersection with 7600 South St. and encourages traffic to speed.
1087 The correction of, or reduction of, this safety hazard if possible should be a ~~high~~ priority
1088 for South Weber road projects.

1089
1090 ~~It is projected that 1900 East will connect with South Bench Drive in some, as yet~~
1091 ~~undefined fashion, creating more direct access into Layton.~~

1092
1093 **SOUTH WEBER DRIVE (State Route 60):**

1094 South Weber Drive is an arterial street and serves as the transportation backbone of the
1095 community, however, there are numerous homes fronting on it which reduces its
1096 effectiveness as an arterial somewhat. This road also is a State controlled facility. It is
1097 also anticipated that the road will someday need to be widened from the current 66 ft.
1098 right-of-way (in many locations) and the City should continue its current policy of
1099 requiring curb and gutter of all new development along this road. Widening of the road
1100 should include sufficient room for bike lanes. It may already be wide enough for bike
1101 lanes in the eastern part of the City and the striping of these lanes should be pursued
1102 by the City. Access to this road should be limited as much as possible to protect its
1103 arterial status and usage. This should be done in conjunction with UDOT standards for
1104 access onto a State Road.

1105
1106 Traffic analysis indicates traffic signals will eventually be needed at the intersections of
1107 South Weber Drive with ~~South Bench Drive~~, 1900 East and 2100 East. The City should

1108 encourage UDOT to install a-traffic lights at these locations as increases in traffic
1109 warrant.

1110

1111

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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

1156 traffic in that area find an alternative route to 475 East ~~St~~Street. The development of
1157 ~~South Bench Drive and Old Fort Rd~~Road. will accomplish this goal.

1158
1159 **VIEW DRIVE:**

1160 View Drive currently dead ends on its east end at approximately 2370 East. In order to
1161 facilitate better traffic flows in the area, this road should connect through to 7800
1162 South. This should be done by developers as adjacent properties are developed. It is
1163 important, given the narrowness of 7800 South, that strong consideration be given to
1164 the public's safety as road connections and improvements are made to the streets in
1165 this area.

1166
1167 **ADDITIONAL UNITAH CITY ACCESS:**

1168 ~~It is desirable that there is established an additional access into Uintah City without~~
1169 ~~having to enter Highway 89 and besides the bridge at Cottonwood Drive. It is believed~~
1170 ~~that it would be most advantageous to both cities if this access were to be established~~
1171 ~~at or near the fisherman's access road just west of the Staker Parson's Gravel Pit. This~~
1172 ~~would, of course, require that a new bridge be constructed over I-84 and the Weber~~
1173 ~~River. Uintah City would establish the best local street for this access to tie into on~~
1174 ~~their side of the river.~~

1175
1176 ~~(See Vehicle Transportation Map #2 for more detail on the recommendations of this~~
1177 ~~Section.)~~

1178
1179

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1180 **SECTION 5: ACTIVE TRANSPORTATION**

1181 **TRAILS**

1182 A recent survey conducted by Utah State University on recreational activities and
1183 programs indicated trails were the number one priority of South Weber residents. In
1184 order to promote the health and general welfare of the citizens of South Weber, it is the
1185 intent of the City to develop a network of non-motorized trails throughout the
1186 community. These trails should be readily available to all residents and others so far as
1187 possible with trailheads and access points located all through the city. These Trails
1188 should provide a variety of walking, jogging, running, biking and equestrian experiences
1189 through use of different widths, surfaces and degrees of difficulty. Trails should
1190 generally be off-street, not sidewalks in the street right-of-way. There may be locations
1191 where trails and sidewalks are coterminous for a short distance where other options are
1192 not practical. Where potential trails cross private property, the City should work with
1193 landowners to protect property rights and provide incentives to allow the trail to be
1194 established on their land. Specific trail recommendations follow.

1196 (See Active Transportation and Parks Map #3 for more detail on the recommendations
1197 of this Section.)

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1200 **BONNEVILLE SHORELINE TRAIL:**

1201 The Bonneville Shoreline Trail (BST) is a regional trail conceptually traversing the entire
1202 Wasatch Front and extending into Cache County approximately along the high-water
1203 level of ancient Lake Bonneville. A portion of this trail runs along the foothills east of
1204 the City at approximately 5200 ft. elevation. Though most of this trail lies outside the
1205 city boundaries, it is nevertheless of great importance to the residents of South Weber.
1206 The City should cooperate and encourage Davis County and others to complete the
1207 trail.

1208
1209 This trail should be constructed at approximately 4 ft. in width and have a natural
1210 material surface. Special care to reduce impacts and keep grades manageable will need
1211 to be taken in crossing Corbet Creek and other ravines. At some point above the
1212 Weber Basin Job Corps this trail needs to transition from the 5200 ft. level to the
1213 proposed Weber Canyon Trailhead just above river level at the mouth of the canyon.
1214 This trailhead will support and provide cross access to two other trails, the proposed
1215 Canal Trail and the proposed Weber River Parkway Trail.

1216 **WEBER RIVER PARKWAY TRAIL:**

1217 The Weber River Parkway Trail is proposed extension of an existing trail in Riverdale
1218 and South Weber currently terminating at Cottonwood Drive. In the Cottonwood drive
1219 area, the trail will be located in the area between Cottonwood and I-84 due to the
1220 existing residential lots that back onto the river. From the bend where Cottonwood Dr.
1221 crosses the river, the trail will run along the south bank of the river between the river
1222 and I-84.
1223

1224
 1225 Some of the property involved is privately owned, some by the Utah Department of
 1226 Transportation, some the Division of Natural Resources and some by Weber Pathways.
 1227 The City should work with other interested groups in securing the easements or right-
 1228 of-ways for this trail. Due to the regional nature of this trail, it would be appropriate for
 1229 an entity such as Weber Pathways to be responsible for management and maintenance
 1230 of the trail. South Weber and other affected cities should participate to some
 1231 proportionate level in the maintenance costs.

1232
 1233 It is recommended that the South Weber section of the trail be approximately 10ft.
 1234 wide with a compacted granular surface. It could be paved at some point in the future,
 1235 should that prove to be a wise course of action.

1236
 1237 Pedestrian access from the Canyon Drive Trailhead at Canyon Drive and 1325 East
 1238 across I-84 to the Weber River Parkway should be a high priority trail improvement.

1239
 1240 **CANAL TRAIL:**

1241 The Canal Trail is proposed to run adjacent to or on top of the Davis and Weber
 1242 Counties Canal running the length of the City on the south side. The City should seek
 1243 an agreement with the Davis and Weber Counties Canal Company and any private
 1244 property owners along the route to allow public use and development of the trail.
 1245 Safety precautions should be used in designing a trail along open portions of the canal.
 1246 The City should also encourage Riverdale City officials to continue this trail through
 1247 their city as well.

1248
 1249 This trail should be developed partly as natural surface trail and partly as a paved trail
 1250 utilizing the existing maintenance road along the canal or directly on top of the canal
 1251 where it has been piped. This trail should be paved to at least 10 ft. in width where it
 1252 passes through residential areas from 2700 East to approximately 1550 East. The rest
 1253 of the trail east of Hwy-US-89 and west of 1550 East should be graded dirt with some
 1254 possible surface stabilization where necessary.

1255
 1256 **HIGHMARK-CHARTER SCHOOLVIEW DRIVE TRAIL:**

1257 This proposed new trail should extend from View Drive to South Weber Drive near the
 1258 west side of the charter school property. This will better facilitate pedestrian access
 1259 ~~from the south~~ to the school ~~from the south. This will better facilitate commuter access~~
 1260 ~~to/from points south of and commercial services in the school area.~~

1261
 1262 **OLD FORT TRAIL:**

1263 This trail is intended to be a 10 ft. wide paved trail running from approximately 1200
 1264 East to near the west end of the City following along the south side of I-84. Special
 1265 attention to safety will be warranted at the trail crossing of ~~475 East:Old Fort Road.~~ This
 1266 trail should become the responsibility of the City for maintenance and control. It is
 1267 anticipated that the majority of this trail will be constructed by developers of adjacent

1268 property. As these developments are proposed, the City should see that a continuous
1269 trail is established with consistent width and surface.

1270

1271

1272 **OTHER TRAILS:**

1273 It is recommended that, **as if** the Staker-Parson Gravel Pit closes and **is becomes** open
1274 to development, there should be a trail through the property connecting 7400 South to
1275 the commercial area at the intersection on South Weber Drive and 2700 East. **The City**
1276 **should develop linkage via trails or bicycle lanes to connect it's various parks.**

1277

1278 ~~Other recommendations for the City wide active transportation system can be found on~~
1279 ~~the Parks and Active Transportation Map #3.~~

1280

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SECTION 6: ANNEXATION POLICY PLAN

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

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

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CHARACTER OF THE COMMUNITY:

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

NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED UNINCORPORATED AREAS:

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

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

1324 **TAX CONSEQUENCES OF ANNEXATIONS:**

1325 It is well known that property taxes from residential properties generally do not cover
1326 the full costs of providing services to those residences. This means that, if allowed to
1327 develop strictly in residential use, the annexation and development of these properties
1328 will result in an increase in the City's burden of paying for the services required by the
1329 development. To help delay some of the increased tax burden, some of the proposed
1330 expansion area may be appropriately developed as a mix of commercial and residential
1331 uses.

1332
1333 It is felt that future development of planned commercial areas within the City will
1334 produce enough tax revenues that remaining deficiencies in tax revenue from existing
1335 and potential future residential properties will be offset. The consequences of
1336 annexation of expansion areas, when looked at alone, will be to increase the tax burden
1337 of all residences within the City. But, when looked at in light of potential commercial
1338 development, the entire City should see either a reduction in tax burden or an increase
1339 in quality and amount of services offered by the City.

1340
1341 **INTEREST OF ALL AFFECTED ENTITIES:**

1342 Prior to adoption of this section of the South Weber General Plan, discussions were held
1343 with representatives of Davis County, Uintah City and Layton City. Other entities that
1344 may have an interest in the expansion areas include the Davis School District which
1345 would be interested in how much of any annexation would be devoted to housing
1346 development and the resultant increase in student population. The Central Weber
1347 Sewer District may have an interest in expansion areas from the standpoint of how total
1348 sewage volume from South Weber may be increased. Some of these areas may benefit
1349 from services of the Weber Basin Water Conservancy District also.

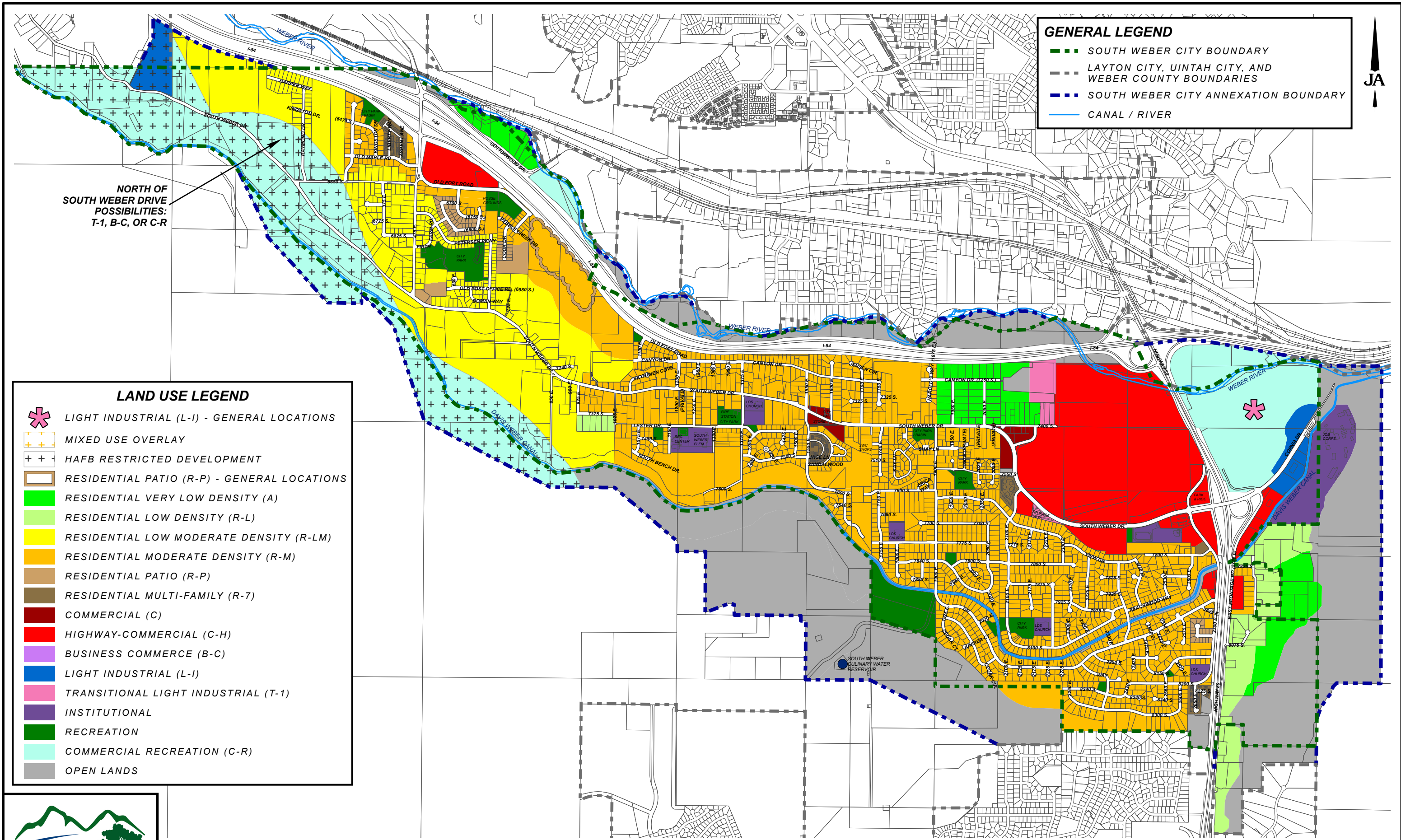
1350
1351 All affected entities as defined in the Utah Code Annotated, Section 10-2-401(1)(a) may
1352 review the proposed annexation policy plan or any amendments thereto and may
1353 submit oral or written comments and recommendations to the City. The City shall
1354 address any comments made by affected entities prior to adoption.

1355
1356 **URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:**

1357 The Utah State Code Annotated, Section 10-2-401.5 encourages all urban development
1358 within a close proximity of a city's boundary to be included in that ~~city's~~ expansion
1359 area.

1360 There are no areas of urban development within a close proximity to South Weber's
1361 boundary that are not already within an existing city except for that found on Hill Air
1362 Force Base. Land within HAFB. would not be under the jurisdiction of South Weber even
1363 if it were within the City limits; therefore, none of that urban development was included
1364 in the expansion area.

1365



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
- 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:
DRAFT #2 - 1/28/2020

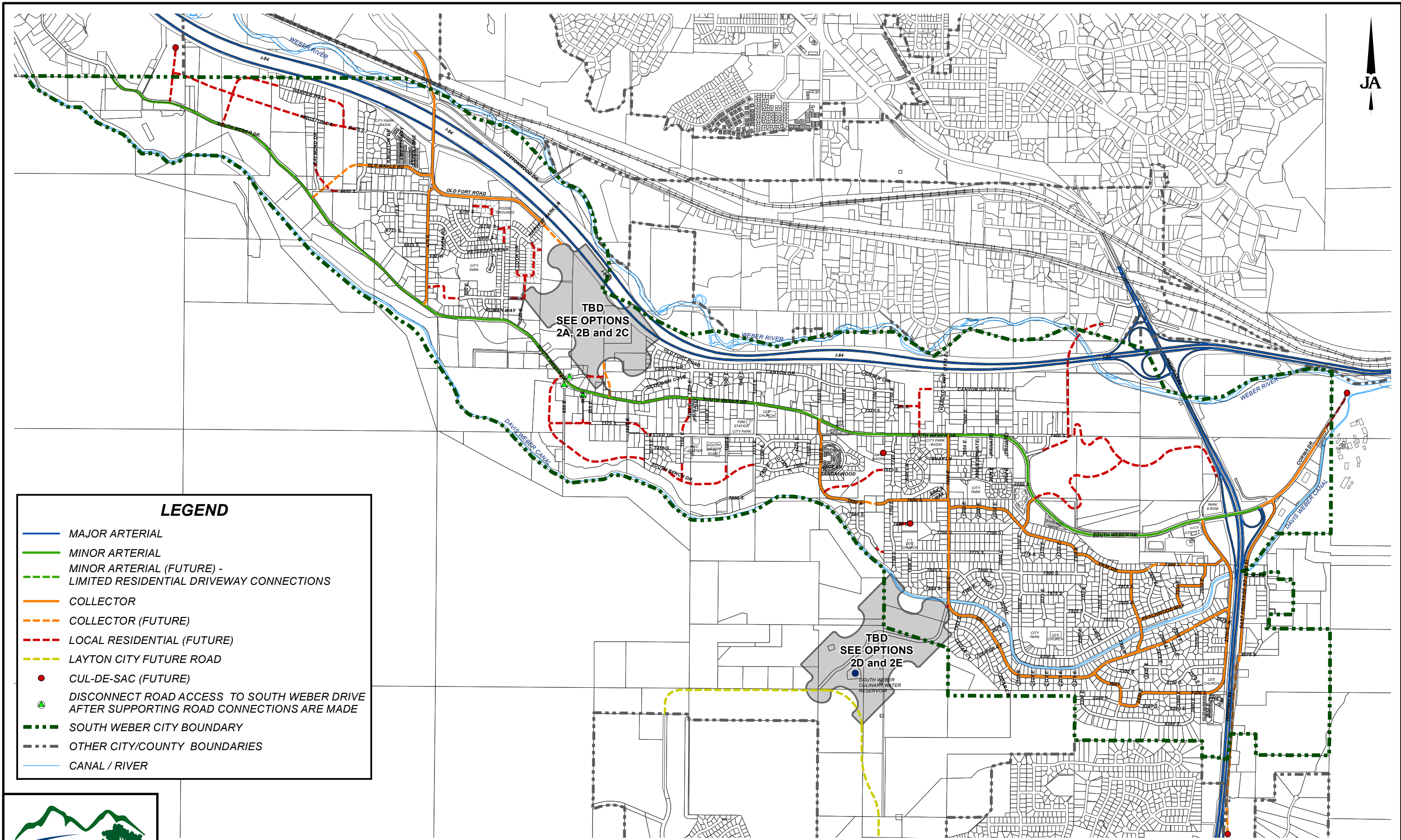
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DESIGNED BEB
DRAWN BEB
CHECKED BKJ

JA CONSULTING ENGINEERS
JONES & ASSOCIATES
6080 Fashion Point Drive
South Ogden, Utah 84403 (801) 476-9767

SOUTH WEBER CITY CORPORATION
GENERAL PLAN
PROJECTED LAND USE MAP

SHEET:
1
OF SHEETS
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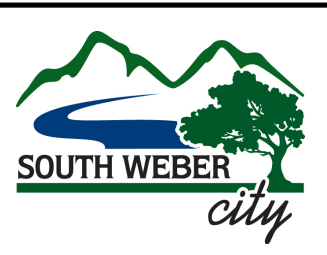


LEGEND

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

TBD
SEE OPTIONS
2A, 2B and 2C

TBD
SEE OPTIONS
2D and 2E



NOTES: FUTURE ROADS ARE INTENDED TO SHOW GENERAL CONNECTION. EXACT LOCATION TO BE DETERMINED AT TIME OF DEVELOPMENT.

DRAFT #2 - 1/28/2020

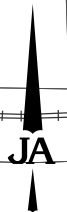
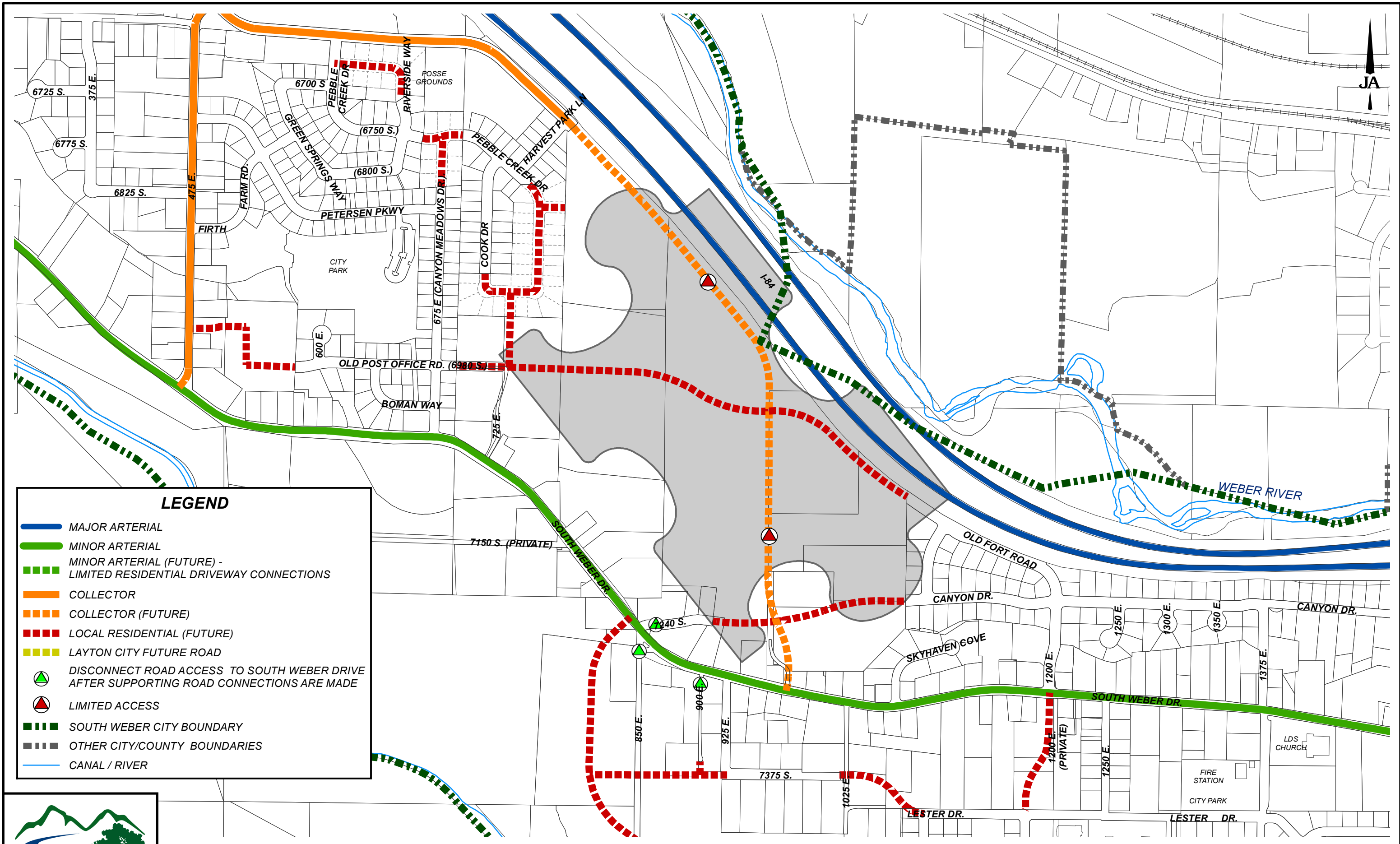
SCALE:
1 in = 1,800 ft
MM/DD/YYYY
xx/xx/2020

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CHECKED BKJ

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SOUTH WEBER CITY CORPORATION
GENERAL PLAN
VEHICLE TRANSPORTATION MAP

SHEET:
2
OF SHEETS
0



LEGEND

- MAJOR ARTERIAL
- MINOR ARTERIAL
- - - MINOR ARTERIAL (FUTURE) - LIMITED RESIDENTIAL DRIVEWAY CONNECTIONS
- COLLECTOR
- - - 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: FUTURE ROADS ARE INTENDED TO SHOW GENERAL CONNECTION. EXACT LOCATION TO BE DETERMINED AT TIME OF DEVELOPMENT.

DRAFT #2 - 1/28/2020

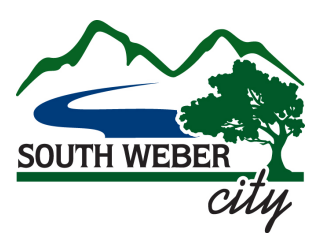
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MM/DD/YYYY
xx/xx/2020

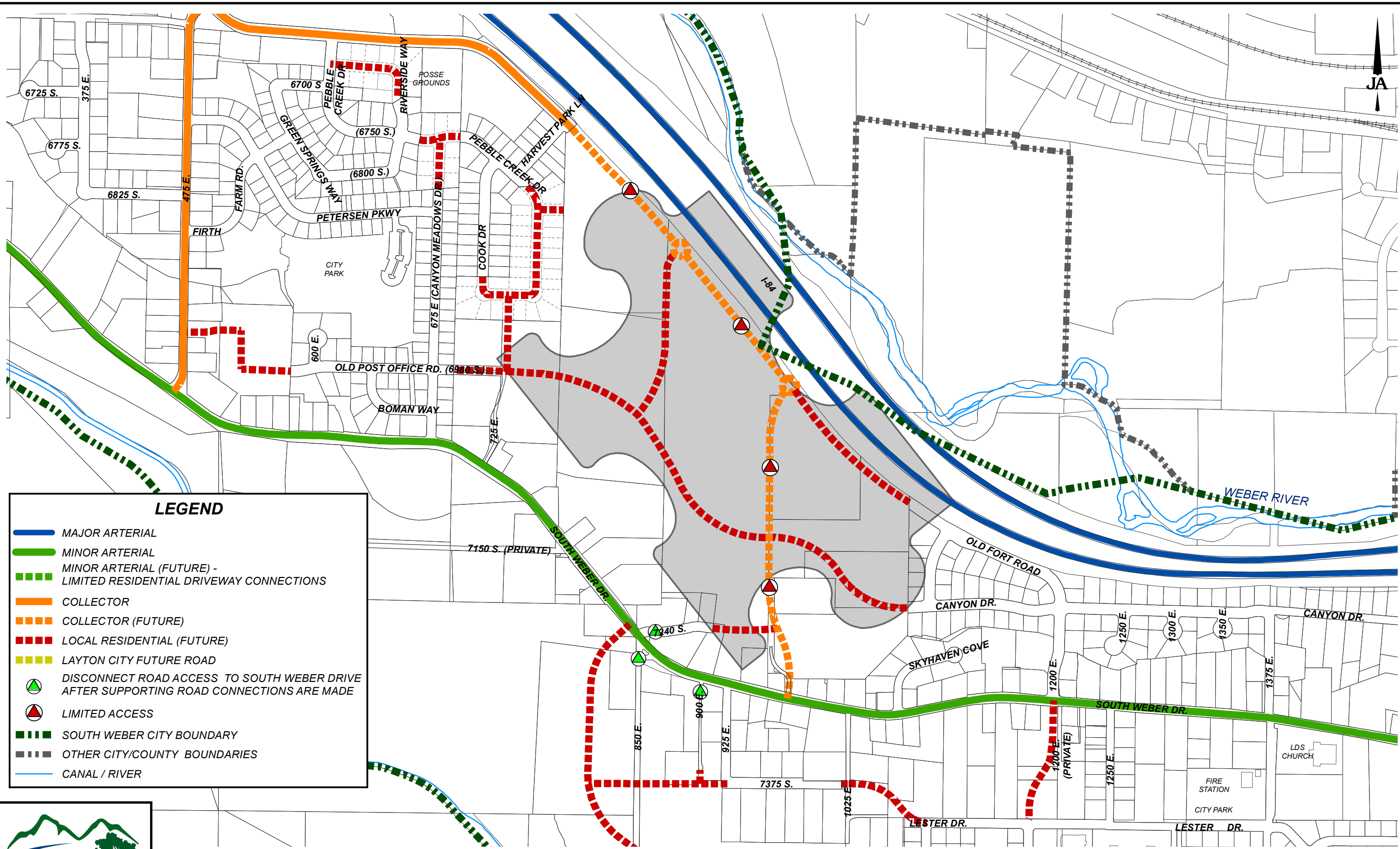
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CHECKED — BKJ

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

SHEET:
2A
OF SHEETS
0





LEGEND

- MAJOR ARTERIAL
- MINOR ARTERIAL
- - - MINOR ARTERIAL (FUTURE) - LIMITED RESIDENTIAL DRIVEWAY CONNECTIONS
- COLLECTOR
- - - 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: FUTURE ROADS ARE INTENDED TO SHOW GENERAL CONNECTION. EXACT LOCATION TO BE DETERMINED AT TIME OF DEVELOPMENT.

DRAFT #2 - 1/28/2020

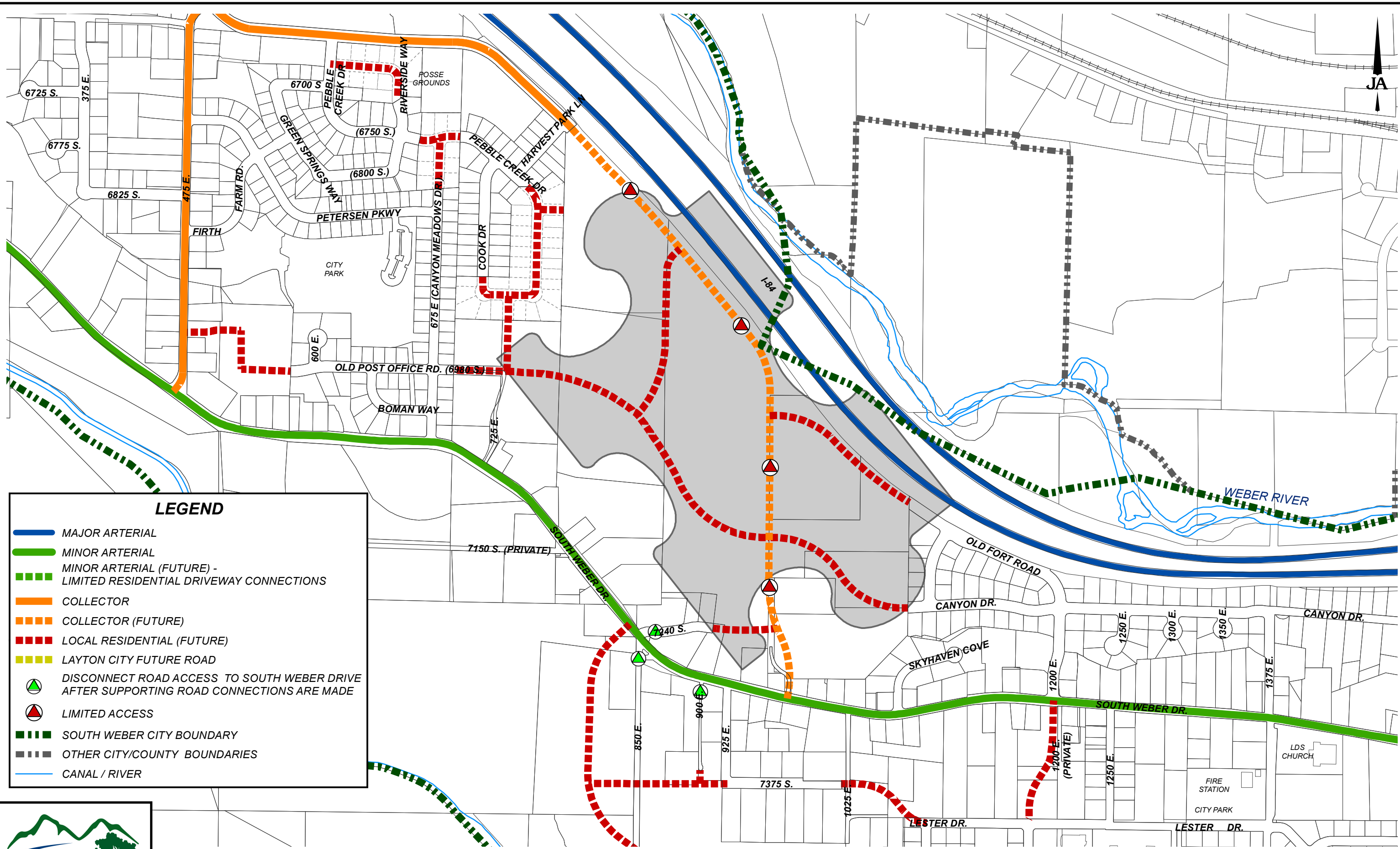
SCALE:
1 in = 550 ft
MM/DD/YYYY
xx/xx/2020

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

SHEET:
2B
OF SHEETS
0



LEGEND

- MAJOR ARTERIAL
- MINOR ARTERIAL
- MINOR ARTERIAL (FUTURE) - LIMITED RESIDENTIAL DRIVEWAY CONNECTIONS
- COLLECTOR
- 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: FUTURE ROADS ARE INTENDED TO SHOW GENERAL CONNECTION. EXACT LOCATION TO BE DETERMINED AT TIME OF DEVELOPMENT.

DRAFT #2 - 1/28/2020

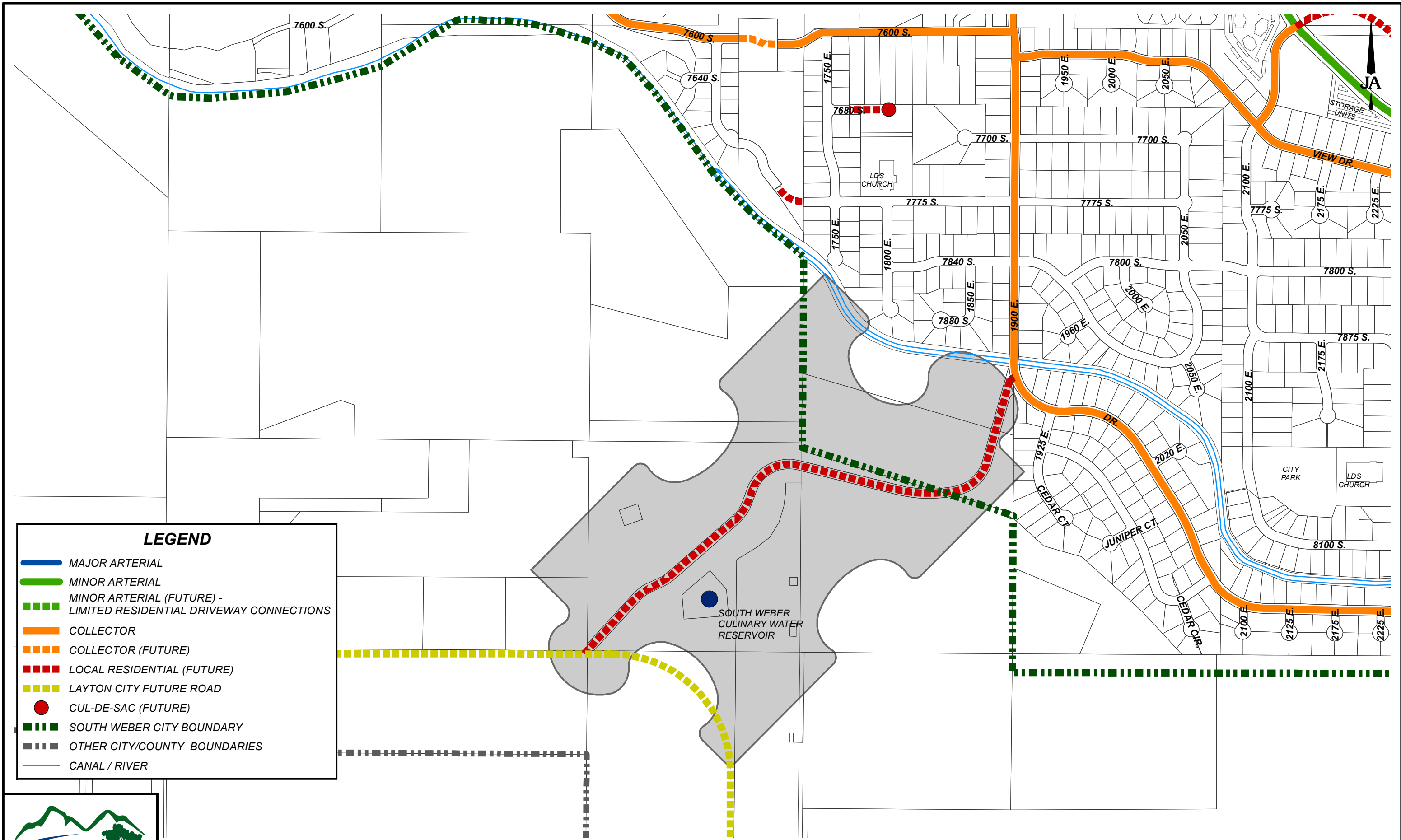
SCALE:
1 in = 550 ft
MM/DD/YYYY
XX/XX/2020

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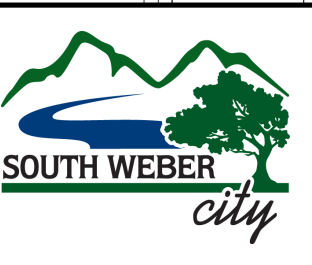
SOUTH WEBER CITY CORPORATION
GENERAL PLAN
VEHICLE TRANSPORTATION MAP - OPTION 2C

SHEET:
2C
OF SHEETS
0



LEGEND

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



NOTES: FUTURE ROADS ARE INTENDED TO SHOW GENERAL CONNECTION. EXACT LOCATION TO BE DETERMINED AT TIME OF DEVELOPMENT.

DRAFT #2 - 1/28/2020

SCALE:
1 in = 550 ft

MM/DD/YYYY
xx/xx/2020

DESIGNED BEB

DRAWN BEB

CHECKED BKJ

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JONES & ASSOCIATES

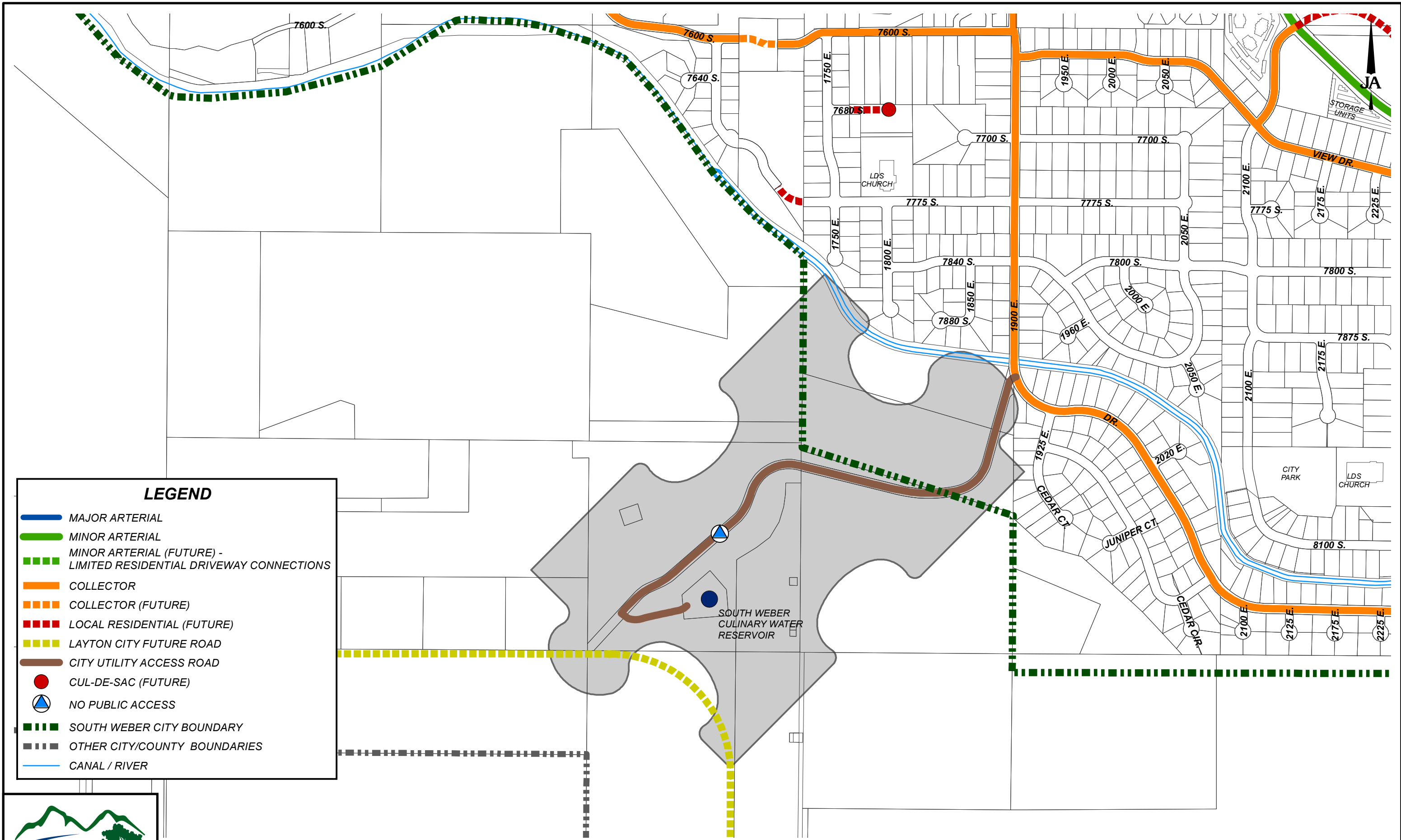
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SOUTH WEBER CITY CORPORATION














GENERAL PLAN

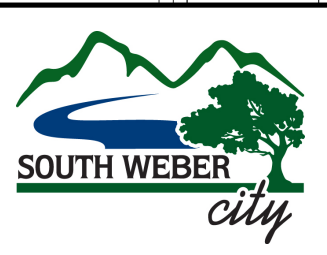
VEHICLE TRANSPORTATION MAP - OPTION 2D

SHEET:
2D
OF SHEETS
0



LEGEND

-  MAJOR ARTERIAL
-  MINOR ARTERIAL
-  MINOR ARTERIAL (FUTURE) - LIMITED RESIDENTIAL DRIVEWAY CONNECTIONS
-  COLLECTOR
-  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: FUTURE ROADS ARE INTENDED TO SHOW GENERAL CONNECTION. EXACT LOCATION TO BE DETERMINED AT TIME OF DEVELOPMENT.

DRAFT #2 - 1/28/2020

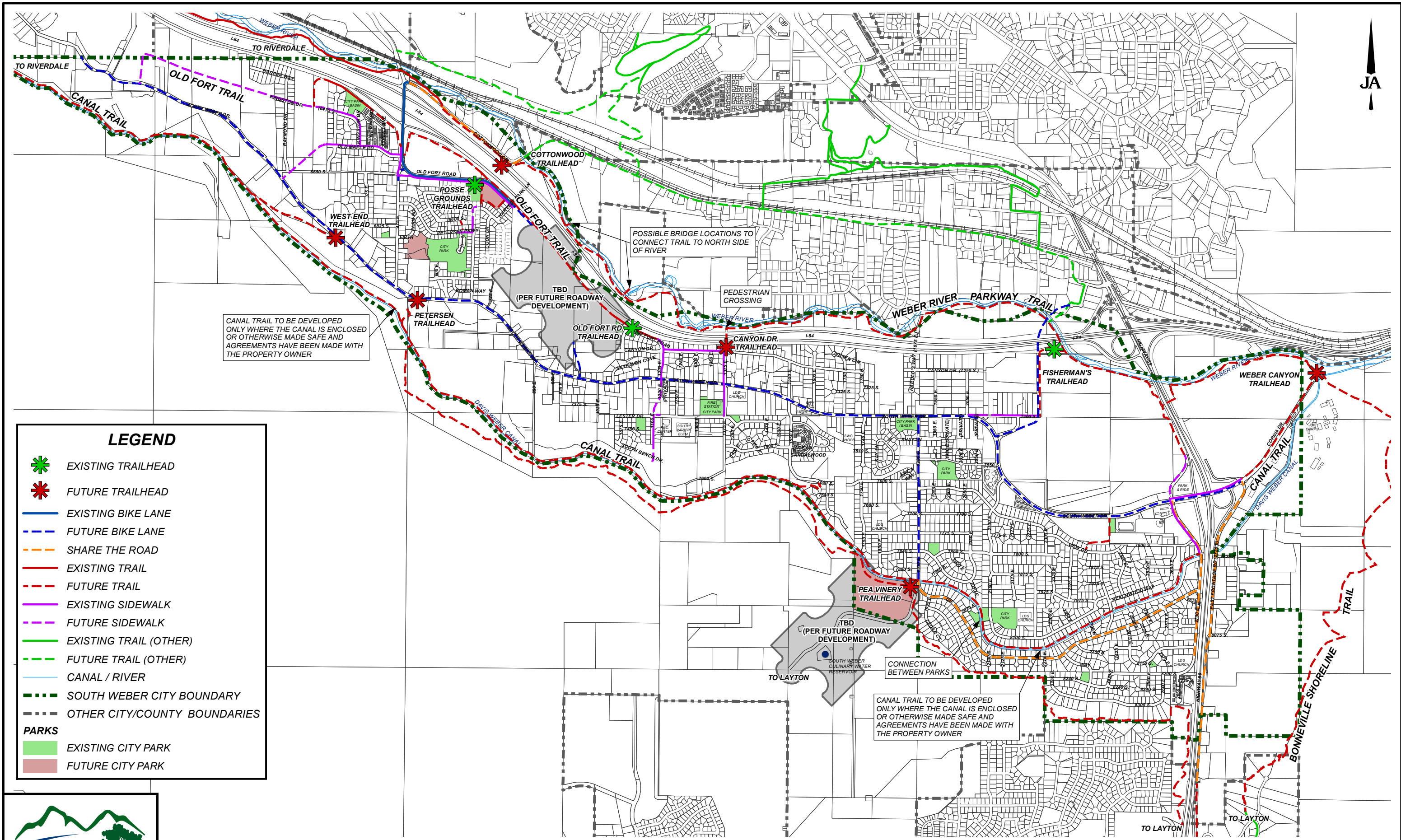
SCALE:
1 in = 550 ft
MM/DD/YYYY
xx/xx/2020

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SOUTH WEBER CITY CORPORATION
GENERAL PLAN
VEHICLE TRANSPORTATION MAP - OPTION 2E

SHEET:
2E
OF SHEETS
0



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

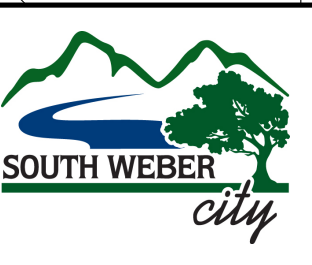
CANAL TRAIL TO BE DEVELOPED ONLY WHERE THE CANAL IS ENCLOSED OR OTHERWISE MADE SAFE AND AGREEMENTS HAVE BEEN MADE WITH THE PROPERTY OWNER

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.
DRAFT #2 - 1/28/2020

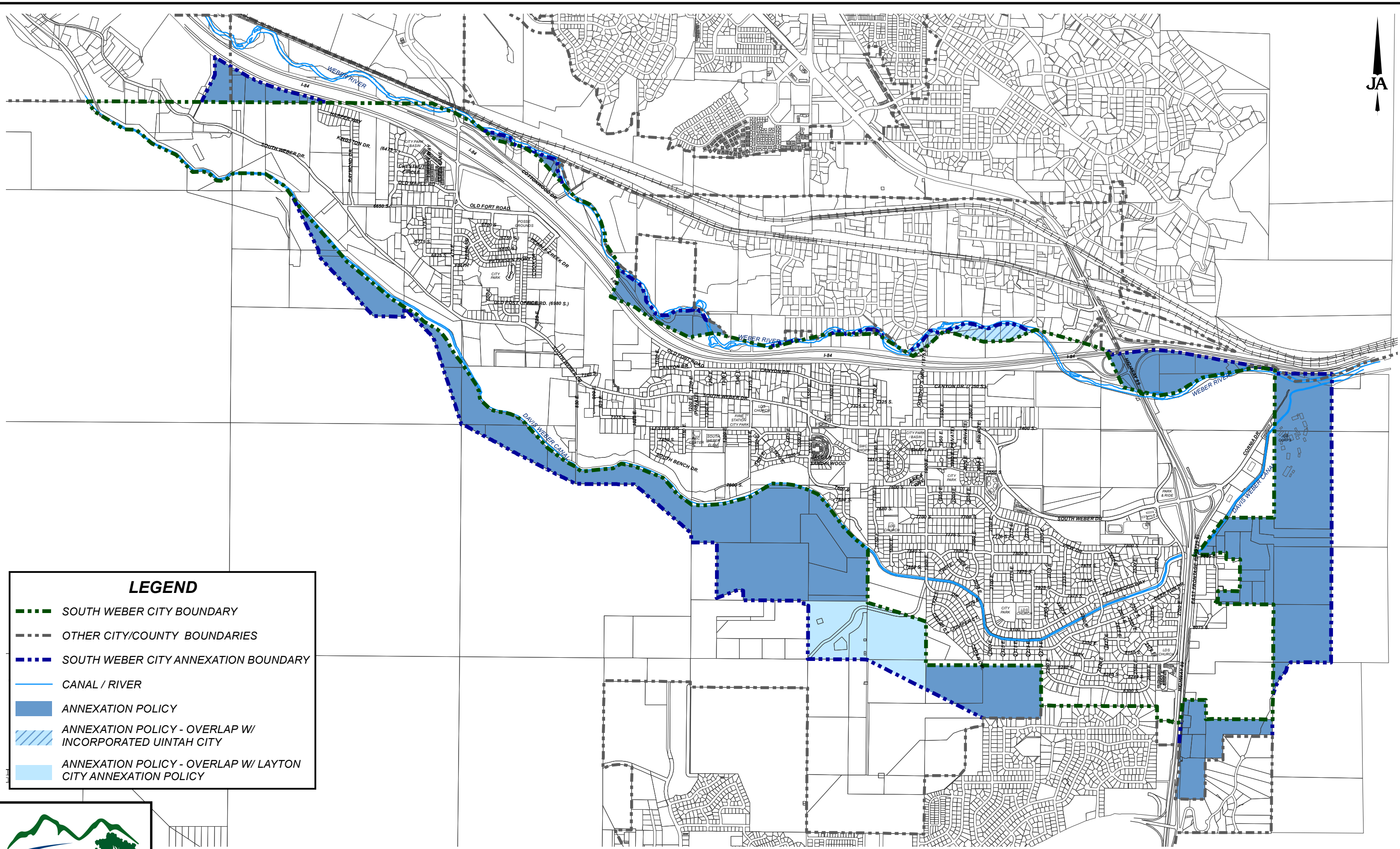
SCALE:
1 in = 1,800 ft
MM/DD/YYYY
xx/xx/2020

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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:

DRAFT #2 - 1/28/2020

SCALE:
1 in = 2,000 ft

MM/DD/YYYY
xx/xx/2020

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SOUTH WEBER CITY CORPORATION

GENERAL PLAN

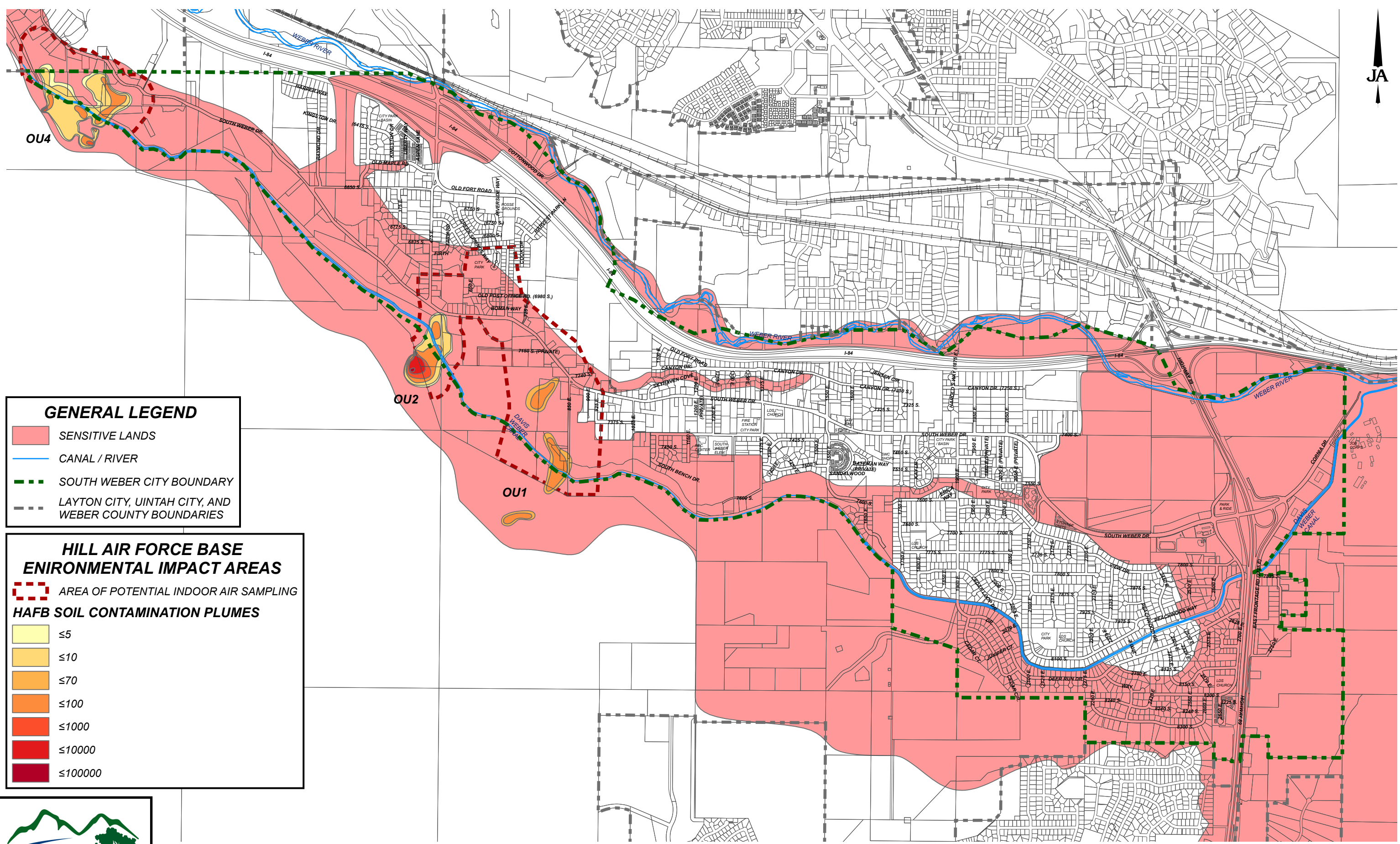
ANNEXATION MAP

SHEET:

4

OF SHEETS

0



GENERAL LEGEND

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

HILL AIR FORCE BASE ENVIRONMENTAL IMPACT AREAS

AREA OF POTENTIAL INDOOR AIR SAMPLING

HAFB SOIL CONTAMINATION PLUMES

- ≤5
- ≤10
- ≤70
- ≤100
- ≤1000
- ≤10000
- ≤100000



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

DRAFT #2 - 1/28/2020

SCALE:
1 in = 1,800 ft

MM/DD/YYYY
XX/XX/2020

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SOUTH WEBER CITY CORPORATION
GENERAL PLAN

SENSITIVE LANDS MAP

SHEET:
5
OF SHEETS
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