

SOUTH WEBER CITY JOINT COUNCIL AND COMMISSION 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, March 24, 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: Councilman Winsor
2. Prayer: Mayor Sjoblom

DISCUSSION ITEMS

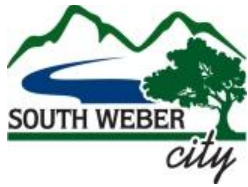
3. Mixed Use
4. General Plan Public Comments Review & Draft Revision
 - a. Introduction & Master Goal
 - b. Section 1: Citizen Involvement
 - c. Section 2: Existing Environment
 - d. Section 3: Land Use Goals and Projections
 - e. Section 4: Transportation
 - f. Section 5: Active Transportation
 - g. 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: March 20, 2020

CITY RECORDER: Lisa Smith



Council Meeting Date: March 24, 2020

Name: David Larson

Agenda Item: 3

Objective: Discuss Mixed Use Committee Recommendation

Background: The City Council & Planning Commission created a Mixed Use Committee to research, review, and come up with a recommendation on how the City should approach mixed use as a development option in the city.

The committee has met multiple times and reviewed many different options, including the creation of a base zone, an overlay, development areas, and not doing anything. After much deliberation, the committee recommends that the city does not create any mixed use zone or overlay, but require a development plan and development agreement on the properties that have already approached the city regarding mixed use.

The committee recognizes the need for a development to “pencil” for a developer and that no commercial will be built in the designated commercial areas if they don’t. So far, developers have proposed residential elements on the commercial property in order to make the development pencil. Understanding the position that puts the property owner, developer, and city, the committee recommends the city look at possible incentives that could allow a developer to build commercial only on these properties rather than allow residential.

Summary: Discuss Mixed Use Committee Recommendation

Committee Recommendation: No Mixed Use

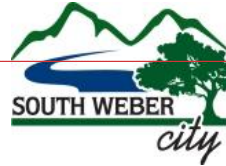
Planning Commission Recommendation: n/a

Staff Recommendation: n/a

Attachments: n/a

Budget Amendment: n/a

South Weber City General Plan Update 2020



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INTRODUCTION

South Weber City has, ~~for the past few years, has been experiencing experienced~~ rapid growth and continues ~~its transformation to transform~~ from ~~primarily an~~ agricultural community to a residential community. ~~The City Included in this growth is even seeing~~ the first significant commercial development in decades. ~~There is continuing pressure from~~ Along with this, the development community ~~continues to press~~ for higher densities ~~density housing~~ in the residential areas. ~~The This growth, both residential and commercial, along with the loss of agricultural areas, continues to change the~~ character of the community ~~has changed to be largely residential with pockets of agriculture and an emerging commercial base that is providing much needed services. city.~~

South Weber City recognizes the need to ~~constantly~~ regularly reevaluate planning ~~for the future of the city and respond to current issues and ideals. Late trends. The city updated the General Plan in 1996, again in late 2001, mid-2006 and, 2007, in 2010, and in 2014 and now in. In 2019, the City Council tasked the Planning Commission was asked to prepare and to once again review and recommend updates of the General Plan. During this most recent update to the General Plan. It has been the City's goal, city leaders and staff strived to obtain and integrate as much citizen input as possible and to incorporate feedback into this update and to address all major planning issues but not to duplicate efforts that have already been made of the General Plan as possible.~~

As with previous updates, this ~~plan does not totally replace all the research version of the General Plan builds upon and work done on enhances previous versions, but rather supplements those plans using current data and ideas. There will be some portions of the plan that must replace older plans by their very incorporating contemporary data and current thinking. By nature, such as land use section. Portions of the older plan, however, are still valid or have been replaced the General Plan is a living document, subject to revision and change with other more practical review methods the intention to guide planning efforts now and into the future.~~

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MASTER GOAL

~~Growth and how to deal with it~~ Appropriately managing growth is a major concern to every community in a rapidly expanding region. South Weber is no exception. From key focus of this plan. Between 1980 ~~to and~~ 1990 South Weber's population increased by 82 percent, growing from 1,575 residents to 2,863. ~~In~~The next decade, the ~~90's~~ ~~it~~ ~~increased another~~ ~~1990s~~, saw a 49 percent increase, bringing the total population in 2000 to 4,260. ~~The 2000s saw the population grow to 6,145 by 2010.~~ The 2017 ~~estimates place the~~ population ~~is estimated of the city~~ at 7,310 ~~and still~~ growing. ~~residents.~~ This growth ~~trend~~ has resulted in ~~fundamental~~ major changes in the character of the city. ~~What was once a largely agriculture based community is now mostly residential. The City is endeavoring~~ A primary goal of the city is to maintain ~~some a portion~~ of its historic rural character ~~but knows, while acknowledging~~ that agriculture ~~as an~~ plays a minimal role in the current and future economic base ~~is a thing~~ of the ~~past~~ community.

Even though the character of the community is changing, South Weber's geographic location ~~remains somewhat isolated~~ buffers the community from ~~the~~ surrounding urban ~~area.~~ ~~Sitting areas.~~ Nestled in the Weber River drainage basin, ~~it~~ the community is ~~cut~~ ~~off~~ ~~separated~~ from ~~other communities~~ neighboring cities by I-84 and the Weber River to the north, high bluffs to the south, the Wasatch Mountains to the east and a narrow band of land between the freeway and the bluff to the west. This geographic isolation ~~and geography~~ gives the community a distinct advantage in maintaining a clear identity as it continues to grow. Though the ~~City~~ city still has area that can sustain ~~considerable~~ growth ~~yet, it, the city~~ will ~~never blend in with and become~~ ~~indistinguishable from surrounding communities and it will never become~~ likely remain a ~~large city~~ small, distinct community.

As the ~~City~~ city continues to grow, South Weber should vigorously pursue the retention of the small-town charm that is its hallmark. ~~It should foster an environment where City officials, staff, and residents are safe, where they know their neighbors and look out for each other. It should work~~ toward to maintain a safe and neighborly environment and promote a network of trails and bike paths ~~to promote for~~ the good health of its residents. ~~South Weber, situated~~ Located at the mouth of Weber Canyon, South Weber is ~~the positioned to be a~~ gateway to northern Utah recreation. This ~~gives~~ provides the City opportunities to capitalize on ~~these~~ local recreational ~~pursuits~~ activities. The City should seek ways to promote itself as the **Gateway to Northern Utah Recreation.**

The City should ~~also utilize~~ frequently consult the ~~growth~~ principles contained in the Wasatch Choices 2050 plan as adopted by the Wasatch Front Regional Council. ~~The Wasatch Choices 2050 plan and growth principals~~ This can be found at www.envisionutah.org.

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SECTION 1: CITIZEN INVOLVEMENT

~~The City understands Participation and input from residents are important to ensure a General Plan that for reflects the attitudes and desires of city residents. For this document to be an effective as a planning tool, itthe public needs to provide ample an opportunity for the public to viewprovide feedback on the proposed General Plan text and maps. contents prior to adoption. To defacilitate this, the city made the first draft of the proposed General Plan was available online where residents could view and make comments. In addition, there were the draft and leave feedback. The city held two open houses where interestedto allow residents and property owners couldthe opportunity to see thedetailed maps in detail, be able to, ask questions of City Staff, and makesubmit written comments. There wasThe city also solicited feedback through an online survey solociting made available to residents. Additionally, residents were invited to several public eomments. The joint work meetings of the Planning Commission and City Council held several joint public meetings wherewhere the General Plan was the only agenda item. The city collected, organized and incorporated much of the feedback into a revised draft which was also published online and open for comment. Prior to its adoption, 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 wasfor an official public hearing held before the City Council prior to adoption. 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 was provided in accordance with state law and through whatever city wide distribution methods the City can practically achieve.~~

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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 — land use, 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, and opportunities — when undertaking any planning effort. By obtaining a full understanding of the current South Weber community, we can better understand and prepare for its future.

LAND USE:

South Weber is a community that has transitioned from its historical agricultural roots to the currently predominate area, South Weber has transferred into a predominantly residential community. Agricultural land use. The agricultural lands that once provided the rural small-town character are being developed, primarily into housing. The focus of the community seems to be shifting away from preserving the agricultural land to preserving ensuring there is enough open spaces to provide space for adequate recreational opportunities. Additionally, there is a new focus on the Weber River and the possibilities it provides for promoting outdoor recreation and that to promote South Weber is the as a gateway to many more outdoor recreational opportunities, with specific attention given to Weber Canyon and the Weber River.

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 the sand and gravel mining operations in the northeastern area. There are a of the city. A few construction businesses, some companies, self-storage complexes, and one significant manufacturing business, add to the South Weber economy. The gravel pits are the a source of constant irritation frustration to adjacent residents in the vicinity. Recently, however, the City. However, the city has worked with the Staker-Parsons gravel pit operators to significantly reduce lessen nuisances arising from caused by its operations. It is believed that these nuisance reduction measures are resulting in reduced reducing negative impacts to nearby neighboring properties. There are signs indication that at least one of these gravel pits pit may be reaching nearing the end of its life production as a mining operation.

There are few The city is also home to several institutional uses with just including four churches, one, a recreation center, one, an elementary school (comprised of two main buildings and multiple modular classrooms), a charter school, a fire station, and a city hall administration building. One institutional use which is not in the City, but which that impacts the city is the Weber Basin Job Corp which has its whose campus adjacent

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~~to neighbors~~ the city ~~onto~~ the east ~~side, just outside the city boundary~~. Five developed neighborhood ~~typestyle~~ parks, ~~a community recreation center, a posse grounds (an outdoor equestrian arena) (known locally as the posse grounds)~~, and a 4 ½ mile section of the Weber River Trail ~~constitute~~comprise the major developed recreational uses.

POPULATION:

One of the major factors contributing to changes in the community is increased population ~~change~~. As population ~~increases~~rises so does the amount of land devoted to residential use. ~~The demand for municipal services – police, fire, water, sewer, etc – increases, creating strain on city resources. It is impossible to predict changes in the population, but we can get an idea of the final buildout population through making some reasonable projections by analyzing past growth.~~ ~~The demand for municipal services, such as police and fire protection and water and sewer, goes up creating more of a strain on the resources of the City. It is not possible to predict exactly what changes will occur in the population in the future, but we can make some reasonable projections. This can be done by analyzing past population growth and projecting growth rates.~~

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

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

1. 07.04 ac. in Very Low Density = ~~0~~ 10% = 6.34 x .90 D.U./ac. = 5 D.U.
2. 45.46 ac. in Low Density – 10% = 40.91 x 1.45 D.U./ac. = 59 D.U.

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- 308
- 309 3. 207.46 ac. in Low-~~Med-~~Moderate Density – 10% = 186.71 x 1.85 D.U./ac. = 345
- 310 D.U.
- 311
- 312 4. 188.26 ac. in Moderate Density – 10% = 169.43 x 2.8 D.U./ac. = 474 D.U.
- 313
- 314 5. 16.88 ac. ~~In~~in Residential Patio – 10% = 15.19 x 4 D.U./ac. = 60 D.U.
- 315
- 316 6. 4.34 ac. in Multi-~~family-zoning~~Family – 10% = 3.91 x 7 D.U./ac. = 27 D.U.
- 317
- 318 7. ~~26.522.91~~ ac. in potential Mixed-Use ~~areas~~ x ~~1025~~ D.U./ac. = ~~26572~~ D.U.
- 319

Total Dwelling Units on Vacant Land = 1,~~230042~~ D.U.

322 Add 2,260 existing and approved dwellings with 1,~~230042~~ potential dwelling units on
323 vacant land and arrive at a potential build-out dwelling unit count of 3,~~490302~~. The
324 most recent persons per household number for South Weber is 3.89 based on Gardner
325 Policy Institute and 2017 U.S. Census estimates. Multiply that by the build-out dwelling
326 unit count and you arrive at a **build-out population of ~~13,576-~~12,844**. At an
327 average growth rate of 3% percent per year, build out will ~~be reached intake~~
328 approximately 20 years.

ENVIRONMENTAL CONDITIONS:

331 There are several known natural and human caused environmental hazards in South
332 Weber, ~~some man caused and others natural. The natural. Natural hazards~~ include
333 ~~possible faulting and associated earthquake hazard~~earthquakes, fire, high wind,
334 flooding, and landslides. ~~The man-~~Human caused hazards are associated with the two
335 gravel pits ~~in the community and the associated fugitive dust~~, the Davis and Weber
336 Counties Canal which runs the entire length of the City~~city~~ from the east end to the
337 west end with potential for flooding ~~and. Noise, accident potential from low flying~~
338 aircraft, and toxic waste disposal sites all originate from Hill Air Force Base, which
339 borders the city on its south side ~~west end. There are toxic waste disposal sites near~~
340 ~~that border and there is noise and accident potential from over flying aircraft and from~~
341 ~~vehicle transport via to the west. Proximity to~~ US-89 and I-84 provide and increase risk
342 as personal and commercial traffic increases.

344 It is critical that any environmental hazards are mitigated on properties where they
345 exist prior to development. It is recommended that any proposed development within
346 the areas identified on the Sensitive Lands Map #5 be required to address mitigate
347 potential environmental ~~conditions~~hazards in accordance with the Sensitive Lands
348 Ordinance (Ord. 10-14). If mitigation this is not possible or ~~not~~ feasible, some types of
349 development may not be permitted.

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

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 360 As development pressure increases ~~and starts to fill in for~~ the area between US-89 and
 361 the ~~mountain slope too steep to build on~~ mountains to the east, it will be imperative ~~that~~
 362 ~~the exact location of to~~ locate any future structures away from these fault lines ~~to be~~
 363 identified.

364
 365 **FLOODING:** The ~~Weber River forms the northern border of South Weber. It has been~~
 366 ~~identified by the~~ Federal Emergency Management Agency (FEMA) ~~has identified the~~
 367 ~~Weber River, the northern border of South Weber,~~ as a potential ~~flooding/flood~~ source to
 368 the low-lying lands ~~along/adjacent to~~ the river. ~~Even though the river~~
 369 ~~has/Notwithstanding~~ several dams along its course ~~upstream of South Weber, it the river~~
 370 can still flood due to ~~very/melting of a high snowpack that may exceed the capacity of~~
 371 ~~the reservoirs. Localized~~ heavy snowfall in its drainage area ~~exceeding the dams'~~
 372 ~~capacities. It can also flood due to localized cloud bursts/rain~~ or landslides which
 373 ~~might/could~~ dam its course ~~the river may also cause flooding~~. FEMA has produced Flood
 374 Insurance Rate Maps (FIRM) which ~~identifies the/identify~~ potential flood areas. ~~There are~~
 375 ~~no/FEMA does not identify any~~ other potential flood ~~sources identified by FEMA/source~~.

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 377 As development occurs, additional hard surfacing creates the potential for localized
 378 flooding ~~due to cloud bursts/resulting from heavy rain~~ and ~~potentially~~ excessive snow
 379 melt. It is recommended ~~that the City/city~~ continue to maintain its Capital Facilities Plan
 380 related to Storm Water flood control facilities (both existing and future) and ~~review and~~
 381 update the plan ~~as often as necessary/regularly~~.

382
 383 **LAND SLIDES:** South Weber ~~sits/is~~ in a river valley formed in ancient times as the
 384 Weber
 385 ~~River cut through an alluvial fan deposited there in even more ancient times when by~~
 386 ~~the receding~~ Lake
 387 Bonneville ~~which once~~ covered the entire region. ~~As Steep banks formed on both sides~~
 388 ~~of the river as it cut down through this/the~~ alluvial fan, ~~it left steep bluffs on the sides.~~
 389 ~~One of these bluffs is.~~ The bluff on the south side ~~of town running its/runs the entire~~
 390 length ~~This bluff has been of the city. Geologist have~~ identified in at least two geologic
 391 studies¹ ~~as having this area as a~~ very high risk for potential ~~for~~ landslides. ~~In fact, there~~

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

392 ~~is ample~~² Ample evidence exist of both ancient and more recent slope failure activity
393 along this bluff. ~~When It is important to analyze the feasibility of any~~ development of
394 any nature is proposed on or near this bluff, ~~it will be important to determine the safety~~
395 of such development as far as possible. ~~It may be necessary to require mitigation of the~~
396 hazard or even to prevent the development from occurring.

398 **WETLANDS:** There are ~~numerous pockets~~ several areas of wetlands and suspected
399 wetlands within South Weber, ~~the most prominent~~ of which lies along the banks of the
400 Weber River. These wetlands include sandbars, meadows, swamps, ditches, marshes,
401 and low spots that are periodically wet. They usually have wet soil, water, and marshy
402 vegetation ~~during some part of the~~ for a period or year ~~round~~. Open space is also
403 characteristic of ~~an effective wetland~~ wetlands.

404 ~~It is the intent of this plan that all~~ All wetlands ~~bear~~ considered sensitive lands.
405 Therefore, any development occurring ~~where wetlands are on~~ suspected ~~shall be or~~
406 ~~verified wetlands are~~ required to comply with the permitting process of the Army Corps
407 of Engineers, ~~if it is concluded (in a report acceptable to the Corps of Engineers) that~~
408 ~~jurisdictional wetlands will be impacted.~~

411 **HIGH WIND:** High winds blow consistently out of the Weber Canyon ~~and~~
412 ~~contribute~~ contributing to ~~the~~ fugitive debris from the gravel pits. The design standards
413 in high wind areas of the ~~City~~ city must account for the amount and level of wind.

415 **FIRE:** The ~~City~~ city is ~~almost entirely~~ nearly surrounded by wildland, creating large areas
416 of wildland/urban interface ~~with some sections of the city completely intertwined with~~
417 ~~interface.~~ This creates a high fire hazard ~~and requires~~ requiring building codes to
418 employ the wildland/urban interface standards. The ~~City~~ city should encourage
419 developers and residents to follow Utah state guidelines for hazard mitigation in the
420 wildland-urban interface.

422 **STEEP SLOPES:** Steep slopes are found along the south bench ~~area~~ of the ~~City,~~
423 ~~along~~ city, the foothill area of the Wasatch Mountains on the east side of the city, and at
424 ~~spot~~ other locations throughout the ~~City~~ city. These slopes should be considered fragile
425 from a development standpoint and ~~will be required to~~ developers must comply with the
426 Sensitive Lands Ordinance (Ord 10-14). Building roads and subdivisions within ~~them~~
427 ~~could~~ these areas can cause environmental damage, destabilize hillsides, and create a
428 hillside scar/eyesore, ~~due to the necessity of~~ resulting from needed cuts and/or fills to
429 do so. ~~There could be a great hazard of~~ make the property developable. Stripping the
430 land of vegetation may significantly increase erosion and flooding ~~should~~ denuding
431 result from development efforts without any if mitigation efforts are not applied. These
432 areas are also important to ~~wildlife~~ habitat areas for wildlife, including high value deer

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² Landslide Hazard Map by Mike Lowe, Davis County Geologist, 1989
Geologic Hazard Map by Bruce N. Kaliser, U.G.M.S., 1976

433 winter range. ~~They~~These areas also represent a significant fire hazard to structures
 434 which might be tucked within the heavy vegetation located ~~there. In addition, these~~on
 435 ~~or along steep slopes. These~~ steep foothills ~~are very~~provide an important view shed
 436 ~~areas for residents as well as passers-by, and those traveling through.~~ The mountains
 437 are ~~such~~ a prominent feature of the landscape ~~that the eye is constantly drawn to them~~
 438 and ~~their foothills. Should this landscape become scarred up due to any~~ development,
 439 or ~~for any other~~ reason, ~~it would be a significant reduction in~~impact will likely reduce
 440 the community's overall quality of life.

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

443 **GRAVEL**

444 ~~often~~ **GRAVEL PITS:** Two large gravel mining operations are located on the east side
 445 of South Weber. The Staker Parson pit adjacent to and west of US-89 and north of
 446 South

447 Weber Drive, and the Geneva pit adjacent to and east of US-89 between the Weber
 448 River and Cornia Drive. These gravel mining operations create potential hazards due to
 449 the dust and sand that blows out of them ~~during~~as strong winds ~~coming~~blow out of
 450 Weber Canyon. ~~This~~The dust can be hazardous to breathe and creates a nuisance
 451 ~~whereas~~ it is deposited ~~in~~ the residential neighborhoods west of the pits. The ~~City is~~
 452 ~~and city~~ should continue ~~to work~~their collaboration with the operators to ~~try and~~
 453 ~~reduce~~minimize the ~~amount of~~ fugitive dust ~~they create.~~

454 These mining operations have a limited lifespan due to depletion of the resource,
 455 although recycling of concrete and asphalt may extend ~~that lifespan~~the operations.
 456 Rehabilitating of steep slopes and disturbed soils ~~as well as~~and mitigating any
 457 ~~remaining~~ hazardous conditions is critical before their operations ~~cease~~terminate.

458 There has been a considerable ~~amount of~~ speculation ~~over the years~~ that ~~these~~the pits
 459 might become recreational lakes ~~once~~when mining operations cease. Though an
 460 attractive idea, it ~~does~~is not ~~seem~~ feasible ~~due to insufficient water rights, steep slopes~~
 461 ~~and permeability of the soils.~~ (Refer to "Feasibility Study for the Parsons Pit ASR and
 462 Recreation Facility", September 2014, prepared for Weber Basin Water Conservancy
 463 District by Bowen Collins & Associates, Inc.).³

464 **I-84/US-89 HIGHWAYS:** Two major highways traverse the city ~~and are near.~~ Due to
 465 their proximity to homes and businesses. ~~The,~~ the transportation of ~~all types~~various of
 466 goods and materials create the potential for accidents, spills, and hazardous material
 467 incidents. Both highways contribute to potential economic development in South Weber.

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³ "Feasibility Study for the Parsons Pit ASR and Recreation Facility", September 2014, prepared for Weber Basin Water Conservancy District by Bowen Collins & Associates, Inc.

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

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481 **NOISE HAZARDS:** Hill Air Force Base (HAFB) ~~sits~~located directly south of the city at
 482 the top of the bluff previously discussed. ~~Aircraft~~At times, aircraft flying over South
 483 Weber ~~can~~cause ~~annoying~~significantly increased levels of noise. In its Air Installation
 484 Compatible Use Zone (AICUZ) report, the Air Force designates specific zones where
 485 noise may cause a negative impact to the quality of life. These noise zones are
 486 produced by a computer model which takes many variables into account ~~such as,~~
 487 ~~including~~ the types of aircraft ~~being flown, fight, flight~~ paths, frequency of flights and
 488 time of flights. These noise zones are 65-70 Ldn, 70-75 Ldn, 75-80 Ldn, 80-85 Ldn and
 489 85+ Ldn. Ldn is a unit of noise measurement roughly equivalent to decibels but with
 490 other weighted factors ~~taken into account.~~considered. The ~~last officially adopted~~most
 491 ~~recent official~~ AICUZ report was published in 1993. ~~Noise contours were updated in~~
 492 ~~2006 using a~~ Department of Defense (DOD) contract. ~~There is a new AICUZ study~~
 493 ~~currently under way subsequent to~~ updated the noise contours in 2006. With the
 494 ~~recent~~ arrival and ~~ongoing~~ operations of the F-35 aircraft, ~~a new AICUZ study is under~~
 495 ~~development.~~ Preliminary noise modeling indicates a dramatic reduction in the noise
 496 impact to South Weber. ~~This is not, however, due to a result of~~ a reduction in actual
 497 aircraft noise, but ~~rather in due to the use of a more sophisticated~~new computer model
 498 ~~than has been used in previous studies.~~ The F-35 aircraft ~~is actually~~35s are noisier
 499 than the F-16 previously modeled. ~~Anecdotal evidence stationed at the base. Despite the~~
 500 ~~initial results, feedback~~ from residents ~~would~~indicate ~~an increase in~~ aircraft noise ~~has~~
 501 ~~increased~~ since the arrival of the F-35.

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502
 503 This creates ~~somewhat of~~ a dilemma for the ~~City.~~Land-city. ~~The noise zone has~~
 504 ~~significantly affected land~~ use planning for the past 40 years ~~has been greatly affected~~
 505 ~~by these noise zones.~~ Previous studies ~~have indicated~~indicate a major portion of the
 506 ~~City was~~city lay within the 75 Ldn noise contour, the threshold noise zone for restricting
 507 land uses. ~~If the preliminary noise modeling is eventually adopted as part of the Official~~
 508 AICUZ report, it will show ~~virtually~~essentially no ~~land within South Weber area in the city~~
 509 ~~is affected~~negatively impacted by noise from HAFB aircraft. Yet, during the mid-
 510 ~~nineties~~1990s, the State of Utah purchased easements on most of the properties ~~that~~
 511 ~~were~~ within the 75 Ldn noise zone ~~that severely restricts~~which significantly limits
 512 development on those properties. ~~Even~~These easements will remain if place even if the
 513 preliminary noise modeling becomes official and the modeled noise impact to South
 514 Weber is largely eliminated, ~~those easements will remain in place.~~ It is the. These
 515 easements ~~that~~ will continue to affect ~~South Weber~~ land use planning, ~~rather~~much
 516 ~~more so~~ than the ~~modeled~~ noise zones.

518 ~~Also, history teaches us that~~As technology advances, it's anticipated the type of aircraft
 519 ~~flown out of~~stationed at HAFB will most likely change again as the currently
 520 ~~operating~~current aircraft age beyond their usefulness. It is, therefore, felt that the best
 521 ~~are phased out. The recommended~~ course of action is to continue to utilize the noise
 522 zones that are currently ~~officially~~ adopted and upon which our historical land use
 523 planning has relied. This will ~~serve to~~ protect the residents of South Weber from undue
 524 noise impacts and will help ~~protect~~support the mission of HAFB, a very important
 525 ~~economic generator and job provider, as that mission evolves. It is therefore part of the~~
 526 ~~local economy. It is~~ recommended that no residential development ~~of any kind~~ be
 527 allowed within the 75+ Ldn noise zone as ~~it is~~ currently adopted even should the noise
 528 zones officially change in the future.

530 **ACCIDENT POTENTIAL:** ~~Anywhere that there are regular over flights of aircraft,~~
 531 ~~there exists a higher than average degree of potential for an accident involving aircraft.~~
 532 ~~This is certainly true in South Weber's case but there is an area where such potential is~~
 533 ~~particularly high.~~ The same AICUZ study discussed above designates "Crash Zones" and
 534 "Accident Potential Zones-" within the city limits. The Crash Zone is the area
 535 immediately off the north end of the runway ~~and.~~ The Accident Potential Zones (APZ)
 536 extend ~~outward~~northward along the flight path ~~from that.~~ The APZ 1 ~~which is,~~ adjacent
 537 to the Crash Zone on the north end of Hill's runway, ~~overlays~~ the very west end of
 538 South Weber.

539
 540 Careful consideration should be given to any development proposals in this area.
 541 Residential development in this area should be prohibited. ~~Agriculture and open space~~
 542 ~~should be~~are encouraged in these zones as much as possible.

544 **HILL AIR FORCE BASE ENVIRONMENTAL IMPACT:** Isolated areas of shallow
 545 groundwater and surface water in the southwest portion of South Weber are
 546 contaminated with low levels of various chemicals ~~resulting from~~ former activities at ~~Hill~~
 547 ~~Air Force Base (HAFB).~~ The areas affected ~~by these former activities~~ are known as
 548 ~~OU's~~Operable Units (OUs) 1, 2, and 4, and are shown on plume maps ~~available~~provided
 549 from HAFB.

550
 551 Since the early 1990s, the area has been closely monitored as part of the federal
 552 Superfund (or CERCLA) program. HAFB continuously monitors OUS 1, 2, and 4 through
 553 remediations technology.

554
 555 Since many contaminants evaporate easily, the chemicals can move up into basements
 556 and other overlying structures in the affected areas. ~~Drinking water~~ has ~~not been~~
 557 contaminated.

558
 559 ~~As part of the federal Superfund program, the area has been intensely studied and~~
 560 ~~monitored since the early 1990's. Remediation technologies have been implemented at~~
 561 ~~OU's 1, 2, and 4, and HAFB measures the performance of those technologies~~

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562 ~~continuously. In general, off-Base contamination in South Weber City has been~~
563 ~~identified.~~

564 Areas of known ~~underground~~ contamination are ~~typically~~ identified using plume maps-
565 ~~(See Sensitive Lands Map #5)~~. When using these maps, it is important to note that
566 plume boundaries are inexact and ~~are~~ based on available data. The plume images
567 ~~generally~~ illustrate the maximum extent of groundwater contamination that is above the
568 clean-up level imposed by the regulatory ~~(CERCLA or "Superfund")~~ process for the most
569 widespread contaminant.
570

571 Planners, developers, property owners, and residents ~~are encouraged to seek~~ can obtain
572 additional information from ~~reliable sources including~~ the following:
573

- 574
- 575 HAFB Restoration Advisory Board, www.hillrab.org
 - 576 HAFB Environmental Restoration Branch, (801) 777-6919
 - 577 State of Utah, Department of Environmental Quality, (801) 536-4100
- 578

579 Development in the ~~vicinity~~area of ~~this~~ contamination should be conducted in a manner
580 that minimizes chemical exposure. Building requirements could include prohibiting
581 basements, requiring field drains, adding vapor removal systems, etc. Builders should
582 be aware of alternate building standards ~~that may~~to mitigate potential hazards from
583 vapor or ground water contaminates. Those living or planning to live above or near the
584 areas of contamination need to familiarize themselves with this information, be aware
585 of possible issues ~~or~~ and associated health problems, and be accountable for their own
586 health and safety ~~programs~~ after studying all the available records.

SECTION 3: LAND USE GOALS AND PROJECTIONS

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This section discusses the various recognized major land use categories and various other important factors ~~impacting that may affect~~ 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 cases~~, these recommendations are general in nature and will be subject to refinement by the ~~Citycity~~ 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~~ Many variables ~~are involved in determining when these things will occur to make accurate predictions it difficult to predict future use.~~

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

AGRICULTURE, RURAL CHARACTER AND OPEN SPACE:

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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 is difficult to say that agriculture is a thriving industry upon which many depend for their livelihood. If the agriculture industry can survive, it historically.~~ Agriculture will ~~always~~ be a welcome part of the community. ~~If it fails~~ If agricultural use significantly declines, other means must be used to preserve ~~sufficient~~ open space to provide the rural feel ~~of to~~ the community. The ~~Citycity~~ should take measures to protect existing agricultural practices by not enacting restrictions on ~~these practices its use~~ due to encroaching residential uses.

~~One of the problems associated with the preservation of rural character/agriculture is that rural character is a~~ A goal of the city and community goal while the property ~~creating is to keep the rural feel of South Weber. One challenge with this character is individually~~ is the remaining agricultural lands are privately owned and it is by the individual's grace that the use is maintained. A landowner's prerogative may differ with ~~the community's goal.~~ In South Weber and ~~regionally, surrounding areas,~~ high land values ~~are too high for land to be purchased for~~ deter agricultural purposes. ~~uses.~~ Children ~~and grandchildren~~ of agriculture-based families are, ~~largely, primarily~~ seeking careers outside ~~the family business. This has created a situation where there are of~~ agriculture. As a result, aging farm owners ~~and have~~ no one to take over ~~the farm when current owners can no longer work. It has become impossible to operations upon retirement. It is difficult to~~ preserve farmland except by extraordinary means, such as government purchase of the agricultural lands for preservation purposes. ~~Such~~

630 ~~extraordinary means is felt to be out of the realm of possibility for~~This is not a realistic
 631 ~~option to preserve farmland in~~ South Weber. ~~Instead, the City~~The city should ~~try to~~
 632 ~~create~~ ~~examine~~ ~~creating~~ incentives for landowners/developers to preserve key pieces of
 633 open space, ~~thereby preserving~~ ~~to preserve~~ the desired ~~effect~~rural feel of agriculture, ~~if~~
 634 ~~not~~ the ~~industry~~community.

635
 636 Natural open space is also ~~a very~~an important asset to the community. For the
 637 purposes of this plan, open space is defined as undeveloped land with few or no
 638 structures ~~which provides~~and allows residents ~~with~~the ability to move about or view
 639 large outdoor areas, to experience nature, to ~~retreat~~forrecreate in a safe and peaceful
 640 outdoor ~~experiences~~setting, or which can be used for organized recreational activities.
 641 (See Recreation Section for more on this subject). Some of the valued open spaces
 642 within South Weber are the Weber River corridor, wooded and open areas along I-84,
 643 the steep hillsides above and below the Davis and Weber Canal, and the steep and
 644 wooded hillsides on the east side of the ~~City~~city adjacent to ~~the Forest~~forest lands.

645
 646 Since it is beyond the ~~City's capability~~city's resources to purchase property ~~for the~~
 647 ~~purpose of maintaining~~to maintain a rural character or ~~preserve~~ open space, other
 648 methods should be used; ~~such as, the City~~making. ~~The city should make~~ every effort
 649 not to interfere with, or allow adjacent land uses to ~~interfere with~~inhibit, ongoing
 650 agricultural pursuits, ~~and should consider~~ annexing hillside property adjacent to current
 651 city boundaries, and ~~potentially offering~~consider incentives to develop properties with
 652 large amounts of open space, ~~particularly open space that is~~specifically available for
 653 public use.

654 RESIDENTIAL:

655
 656 The existing residential development ~~pattern~~trend in South Weber is largely single-
 657 family, ~~but there have been~~ units. ~~In recent years the city has seen~~ a few multi-family
 658 developments built ~~in recent years~~.. This ~~pattern~~trend of mostly single-family residential
 659 development on moderate size lots is an acceptable and desirable trend to maintain,
 660 provided that some areas of open space are preserved ~~for community character~~
 661 ~~reasons~~.. It ~~would be beneficial~~is advantageous to encourage variety in lot size and
 662 housing types ~~so that~~to allow the ~~City~~city to accommodate residents of all ages,
 663 lifestyles, and ~~household~~ income levels.

664
 665 Multi-family residential areas should be spread out as much as practical ~~so that to~~
 666 ~~minimize any~~ associated impacts ~~are reduced~~ in any given area, ~~keeping in mind that~~
 667 ~~they~~. Multi-family residential areas should be located where they have direct access to
 668 collector or arterial roads. - These multi-family residential areas could be acceptable if
 669 adequate protections or buffers to nearby lower density housing are
 670 ~~incorporated~~included in the development.

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672 It is ~~also~~ important to reserve adequate ~~areasp~~space for moderate income housing which
673 ~~will, in today's housing~~the current market, ~~will~~ take the form of multi-family residential
674 areas (See ~~most recently adopted~~ Moderate Income Housing ~~Section~~).

675
676 ~~The Mixed-Use Overlay is a zoning designation that allows multi-family residential~~
677 ~~development in conjunction with commercial development. There are two areas within~~
678 ~~South Weber that are considered possible locations where mixed-use developments~~
679 ~~would be acceptable, if such development is designed in such a way as to be~~
680 ~~compatible with surrounding land uses. Those two areas are near the I-84 interchange~~
681 ~~and the US-89 interchange~~~~Plan on South Weber Drive west of Highmark Charter~~
682 ~~School~~.~~City website~~).

683
684 The following are graphical representations of the current densities allowed in
685 residential zones. *For comparison purposes, each block of land represented in all the*
686 *graphics is 5 acres.*

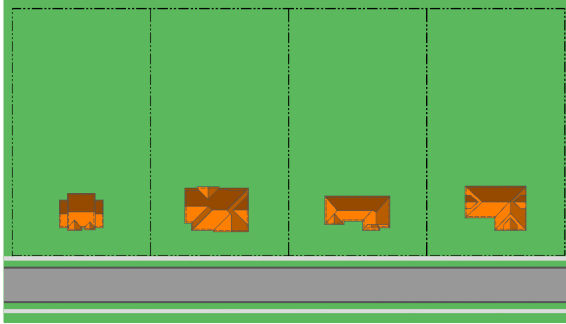
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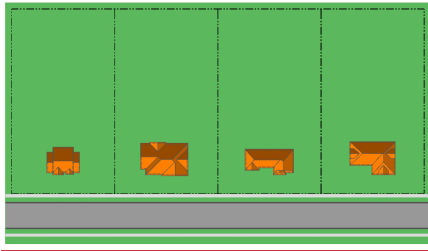
1. Very Low Density allows 0.90 dwelling units per gross acre⁴ or less.

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



694
695
696

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

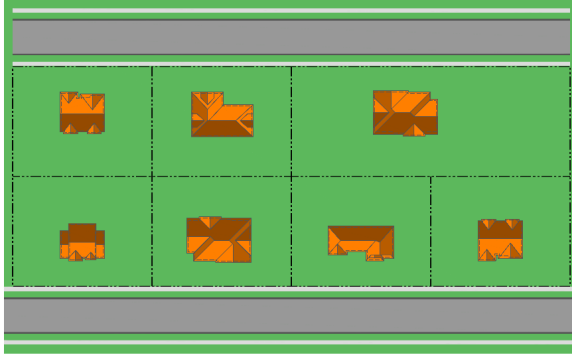


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2. Low Density allows 0.91 to 1.45 dwelling units per gross acre.

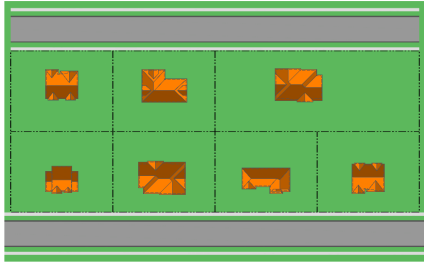
⁴ Gross acreage is defined as all property within a defined area including lots, streets, parking areas, open space, and recreational uses. For the purposes of calculating new development densities, all area within the development boundaries will be included.

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



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702

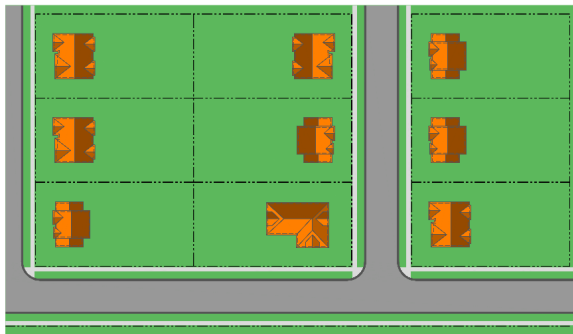
LOW DENSITY RESIDENTIAL (R-L)
1.45 UNITS/ACRE



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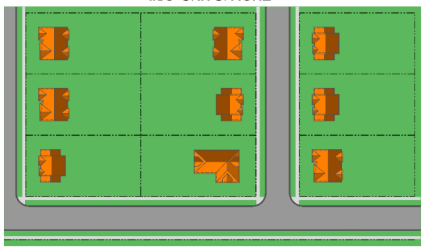
3. Low-Moderate Density allows 1.46 to 1.85 dwelling units per gross acre.

LOW MODERATE DENSITY RESIDENTIAL
1.85 UNITS/ACRE



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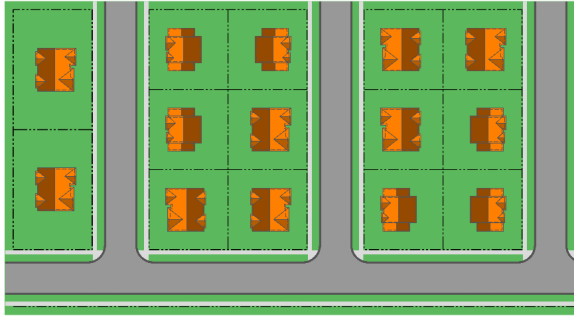
LOW MODERATE DENSITY RESIDENTIAL
1.85 UNITS/ACRE



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714

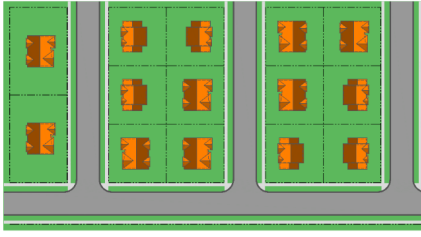
4. Moderate Density allows 1.86 to 2.8 dwelling units per gross acre.

MODERATE DENSITY RESIDENTIAL
2.8 UNITS/ACRE



715
716
717

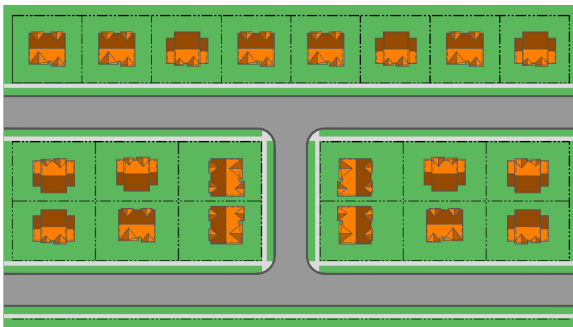
MODERATE DENSITY RESIDENTIAL
2.8 UNITS/ACRE



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719
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721

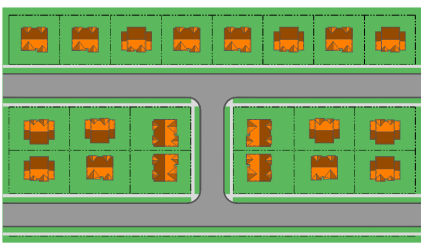
5. Residential Patio allows 2.81 to 4.0 dwelling units per gross acre.

RESIDENTIAL PATIO
4 UNITS/ACRE



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723
724

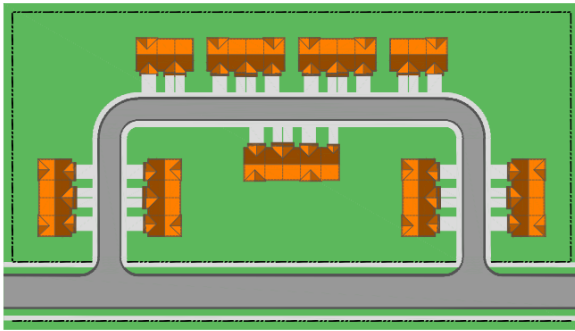
RESIDENTIAL PATIO
4 UNITS/ACRE



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726
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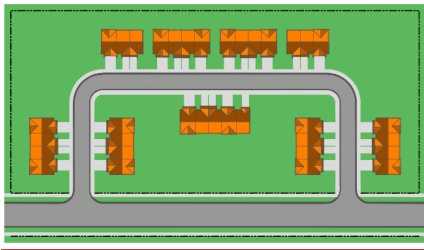
6. Multi-Family allows 4.1 to 7.0 dwelling units per gross acre.

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



729

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

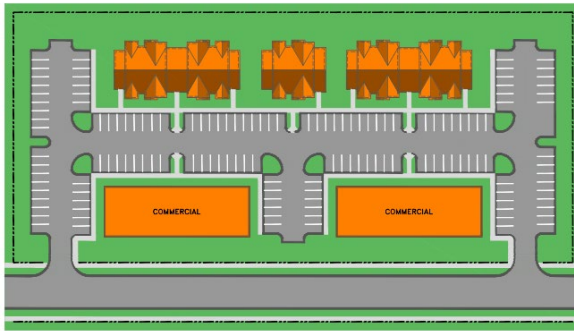


730

731

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

MIXED USE



*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 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 the Projected Land Use Map may be granted in exchange for such amenities as trails, buffers, etc. as deemed in the best interest of the city. The Zoning Ordinance has been structured so that a particular specific residential zone corresponds with each of the density categories and the maximum density allowed within that zone falls within the range described above.

MODERATE INCOME HOUSING:

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

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INDUSTRIAL:

Current industrial uses are limited to gravel ~~mining operations~~pits, a few areas ~~nearby~~near the gravel ~~operations~~pits, and a few businesses scattered throughout the community. ~~It is recognized~~As previously noted, the mining operations have some ~~negative impacts to the community. We also acknowledge~~ that the pits also provide a ~~substantial monetary benefit to the community and that~~ resources extracted by the gravel pits are important to the health and growth of the area in and around South Weber. ~~It is also recognized that these mining operations have caused negative impacts to the community.~~

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

COMMERCIAL:

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

~~It is very important~~For the convenience to ~~residents and~~ the financial health of the ~~City~~ and convenience of residents to encourage more commercial businesses to locate in South Weber. ~~New~~city, it is recommended that ~~appropriate~~ commercial development ~~should be~~is encouraged. The area in the vicinity of the US-89/South Weber Drive interchange ~~so that traffic has minimal impacts~~is the primary area designated for ~~commercial development, thus limiting commercial impacts~~ to residents of the area. The ~~land available for commercial development~~city should protect the land near the interchange ~~should be protected for future commercial purposes and not allowed to develop in less beneficial ways~~developments. The ~~City~~city has ~~rezoned~~designated all the land shown on the Projected Land Use Map ~~as commercial~~ in the vicinity of the US-89/South Weber Drive interchange, ~~to the~~as Commercial Highway zone ~~as a method of protection. Development in this area should be encouraged to be of the~~to encourage ~~commercial development there. All~~ retail type and uses that provide locally needed goods and services ~~should be encouraged.~~

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

Care should be given to any commercial development adjacent to a residential or planned residential area. ~~There should be a~~ buffer between the two land uses which reduces the negative impacts of the commercial development ~~as much as possible~~is ~~strongly encouraged.~~

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800 Design standards for commercial development ~~have been established~~exist to assure
801 ~~some~~ensure compatibility and a sense of community among various potential
802 commercial enterprises.

803
804 ~~The City has identified specific areas that may be suited for both residential and~~
805 ~~commercial development as a combined planned project. The City is willing to consider~~
806 ~~mixed use developments in these areas that are compatible and consistent with the~~
807 ~~character of the community.~~

808
809 **RECREATION:**

810 ~~There are 61 acres of developed park in several locations throughout South Weber. In~~
811 ~~addition to this park space, are six acres in the school grounds and the City owned~~
812 ~~Posse Grounds. The National Recreation and Parks Association recommends a total of~~
813 ~~25 acres of open space per 1,000 population as a standard. Ten acres of each 25 acres~~
814 ~~should be developed recreation areas. The rest of the acreage could be in stream~~
815 ~~corridor or other less developed open space. Following this standard, South Weber~~
816 ~~should have 70 acres of developed recreation space for the current population. If the~~
817 ~~community reaches its projected population, it should then have 130 acres developed~~
818 ~~for recreation.~~

819
820 South Weber city currently maintains recreational facilities at the following areas: Byram
821 Estates Holding Pond, Canyon Meadows, Cedar Cove, Central Park, Cherry Farms,
822 Nathan Tyler Loock Memorial, and the Posse Grounds. The city also has several grassed
823 detention basins that function as park space.

824
825 Additional development of recreational spaces should be included in budgets and parks
826 improvement plans, before new parks are developed. The city should continue to use
827 grassed detention basins as park space as they are created with additional
828 development.

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

835
836 ~~There are approximately 160 acres~~The Trails Foundation ~~of the Weber River Corridor in~~
837 ~~South Weber. Since the Weber River Recreation Corridor would be a regional type~~
838 ~~facility, it should not be the sole responsibility of the City to develop this facility. Weber~~
839 ~~Pathways~~Northern Utah, a private non-profit organization, has been very active in
840 securing access rights and in constructing the Weber River Parkway Trail. South Weber
841 should work closely with Weber Pathways~~them~~ and others in securing additional access,
842 extending the trail, ~~making improvements and improving~~ and maintaining existing
843 facilities. ~~This~~The river corridor should be protected as ~~a very~~an important recreational

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~~venue resource~~ in South Weber and as ~~important~~ valuable wildlife habitat. ~~Currently there are only three access points to the Weber River trail in South Weber. One is at the mouth of Weber Canyon; one is where the River goes under I 84 known as Fisherman's Access and the other is just east of the Adams Avenue/Cottonwood Drive intersection. Additional access near the City's population center is essential as is the development of a public parking and river access area at the mouth of Weber Canyon.~~

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

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

~~Other recommendations for recreation development are that public~~ Improved access from areas south of the canal ~~be provided to the park on 2100 East St. north of the canal to~~ Cherry Farms Park should be accomplished via a pedestrian bridge across the canal connecting the 2020 East holding pond to Cherry Farms Park.

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

INSTITUTIONAL:

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

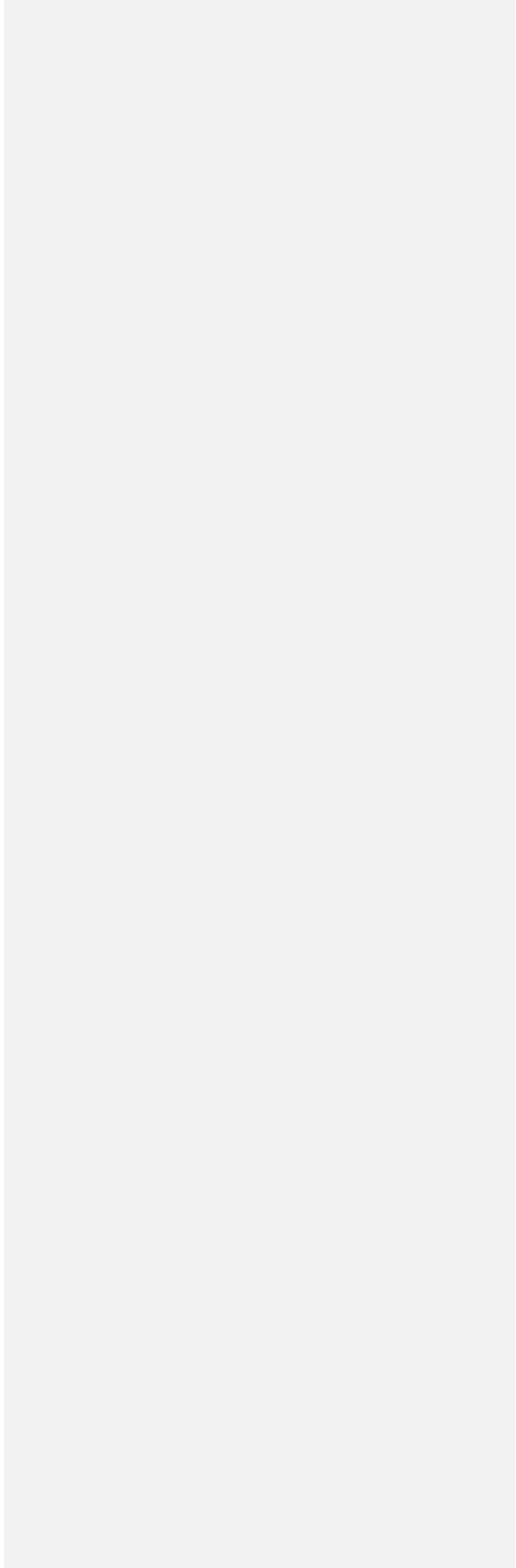
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SECTION 4: TRANSPORTATION

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 This section outlines the existing state of the transportation system and what should be done provides recommendations to improve it to meet current safety needs and while meeting the demands of future growth needs. This plan does not attempt give to provide exact locations of every local or residential access street in the City. What it will do is city, but does look at all critical transportation routes, specifically concentrating on those that are City streets and over which the City has control. All city is the streets that are steward of. Streets currently stubbed are shown with an intended connecting location so that all, thus informing any future development is aware of developers the City's 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 topography topography 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. Issues arise when too many driveways are allowed access directly onto a street, causing resulting in slower traffic to slow as vehicles maneuver in and out of the driveways. To reduce this motion concern and to 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 public streets within the City that serve the general public or that have no restrictions to ingress and egress by the public city be maintained in a reasonable and acceptable condition. To this end, all new roads developed in South Weber are public streets and no private. Private streets are allowed. There should be some strongly discouraged. Some leeway is allowed in the design of public roads within planned unit developments, to allow more creativity ingenuity in providing public improvements. In that case, the area of flexibility in the road standards should come This can be done in how park strips and foot traffic are handled.

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

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

931 The State is ~~currently~~ in the beginning stages of a major ~~widening and~~
932 ~~upgrading~~upgrade of US-89 that will turn it into a limited access expressway. ~~The~~
933 ~~project is scheduled to have its~~The projects northern terminus ~~at~~is the US-89/I-84
934 interchange. ~~The City~~city fully supports this project; ~~however, this, though it~~ will create
935 some known issues that affect South Weber. ~~It will be~~is critical that direct access from
936 South Weber Drive onto US-89 ~~be~~is maintained ~~in for~~ both north and south directions.
937 As US-89 transitions from a limited access facility to a restricted access highway in
938 South Weber, it will likely create an increase in backup of northbound traffic.
939 ~~Currently the,~~ traffic congestion on US-89 is somewhat spread out along the route
940 south of South Weber due to the traffic lights found between South Weber and
941 Farmington. ~~With no more traffic lights, that, though~~ northbound congestion will now
942 all be concentrated~~sometimes occurs~~ in South Weber when ~~it hits~~cars stop at the traffic
943 lights in Uintah ~~City~~city.

944
945 ~~We~~The city strongly ~~encourage~~encourages UDOT to ~~swiftly plan on continuing~~consider
946 solutions to the increasing traffic near the US-89 ~~widening and upgrading/I-84~~
947 interchange, anticipating additional slowdowns along US-89 once the expressway
948 project through Uintah and into South Ogden where traffic disperses ~~is completed.~~

949
950 The US-89 project creates an opportunity to install an underpass ~~of some sort~~ for the
951 continuation of the Weber River Parkway Trail/Bonneville Shoreline Trail (BST). ~~This~~
952 ~~will be~~is critical to the ~~connection of~~extension of the Weber River Parkway Trail to the
953 mouth of Weber Canyon, thus connecting the BST in Davis County with ~~the BST that~~ in
954 Weber County ~~and extending the Weber River Parkway Trail all the way to the mouth of~~
955 Weber Canyon as in the plans for both. ~~Funding for this underpass has been in doubt.~~

956
957 ~~The City is highly supportive of this. The city strongly supports an~~ underpass and should
958 continue to encourage its completion in every possible way.

960 **1900 EAST STREET:**

961 1900 East Street is an extremely important collector road. It has a serious safety hazard
962 at approximately 7550 South ~~where. Here~~ it traverses a steep bluff. ~~The bluff both~~
963 ~~which~~ reduces sight distance at the intersection with 7600 South ~~St.~~ and encourages
964 traffic to speed as cars travel north down the hill. It should be a priority to evaluate the
965 possibility to mitigate this safety hazard.
966 ~~The correction of, or reduction of, this safety hazard, if possible should be a priority for~~
967 South Weber road projects.

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

970 South Weber Drive, a State controlled road, is an arterial street ~~and~~which serves as the
971 transportation backbone of the community; ~~however, there are.~~ It is important to note

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972 ~~that~~ numerous homes ~~fronting on it which reduces~~ front the road somewhat reducing its
 973 effectiveness as an ~~arterial somewhat. This road also is a State controlled facility.~~ ~~artery.~~
 974 It is ~~also~~ anticipated ~~that~~ the road will ~~someday~~ need to be widened from the current 66
 975 ~~ft. foot~~ right-of-way (in many locations) ~~and the City).~~ ~~The city~~ should continue its
 976 current policy of requiring curb and gutter of all new development along this road.
 977 Widening of the road should include ~~sufficient enough~~ room ~~for to add~~ bike lanes. ~~It may~~
 978 ~~already be~~ ~~The road is~~ wide enough ~~for to add~~ bike lanes in the eastern part of the ~~City~~
 979 ~~and the striping of city.~~ ~~The city should pursue adding~~ these lanes ~~should be pursued by~~
 980 ~~the City.~~ Access to this road should be limited as much as possible to protect its
 981 arterial status and usage. This should be done in conjunction with UDOT standards ~~for~~
 982 ~~access onto a State Road.~~

984 ~~Traffic analysis~~ ~~Analysis~~ indicates traffic signals will eventually be needed at the
 985 intersections of South Weber Drive with 1900 East and 2100 East. The ~~City~~ ~~city~~ should
 986 encourage UDOT to install ~~a~~ traffic lights at these locations as ~~increases in~~ ~~soon as~~
 987 traffic ~~warrant~~ ~~warrants them.~~

989 **OLD FORT ROAD:**

990 Old Fort Road is intended to be a minor collector road ~~that is roughly a frontage road to~~
 991 ~~I-84. South Weber has already nearly completed construction of with limited access.~~
 992 ~~Currently,~~ the first phase of the ~~road is constructed on the west end of this new~~
 993 ~~collector road that will run~~ ~~which runs~~ eastward from 475 East, utilizing the old
 994 alignment of 6650 South past the Posse Grounds. -This road will eventually continue
 995 eastward through ~~some of the far~~ ~~lands~~ ~~farmland~~ near the freeway.

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

1001 **7600 SOUTH STREET / 1550 EAST STREET:**

1002 A high priority road project should be to connect (plat and construct) the remaining
 1003 portion of 7600 South ~~that.~~ ~~Presently, this~~ is not ~~currently~~ dedicated as a public right-
 1004 of-way (approx. 250 ft.) ~~in order to provide that this street become~~ ~~and connection will~~
 1005 ~~make this~~ a through street. This should ~~all~~ be developed with standard street
 1006 improvements and a 60 ft. right-of-way. This road is necessary to provide a more direct
 1007 and much safer route to the elementary school, as well the as central part of the city
 1008 and South Weber Drive.

1010 **6650 SOUTH STREET / 475 EAST STREET:**

1011 6650 South ~~St.~~ is a very narrow street with ~~existing~~ houses fronting it, some of which
 1012 ~~are not set back very far from~~ ~~were built extremely close~~ the edge of the asphalt.
 1013 ~~Currently the road has a,~~ ~~which would not happen if these houses were constructed~~

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1014 ~~today.~~ A temporary dead-end exists at the west end of the houses fronting it. As
1015 properties north of 6650 ~~S.~~South continue to develop an alternate east/west route
1016 (already begun) should be established to take all but local traffic off this substandard
1017 road. Only minimal widening and improvement of the road should occur between 475
1018 East and South Weber Drive due to feasibility challenges.

1019
1020 475 East Street is ~~currently~~ the main route from South Weber Drive to I-84. As
1021 development of the west end of town occurs, it is ~~imperative~~important that most of the
1022 ~~majority of~~ traffic in that area find an alternative route to 475 East Street. ~~The~~
1023 development of Old Fort Road ~~will accomplish to the east and the eventual extension of~~
1024 Old Maple Road to the west are steps to accomplishing this goal.

1025 VIEW DRIVE:

1026
1027 View Drive currently dead ends on its east end at approximately 2370 East. ~~In order~~
1028 ~~to~~To facilitate better traffic ~~flows~~flow in the area, this road should connect through to
1029 7800 South. ~~This should be done by developers as adjacent properties are developed.~~
1030 ~~It is important, given~~Due to the narrowness of 7800 South, it is important that strong
1031 consideration be given to the public's safety as road connections and improvements are
1032 made to the streets in this area.

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SECTION 5: ACTIVE TRANSPORTATION

TRAILS

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

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

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

BONNEVILLE SHORELINE TRAIL:

The Bonneville Shoreline Trail (BST) is a regional trail ~~based along the high-water level of ancient Lake Bonneville~~ conceptually traversing the entire ~~Wasatch Front and extending into Cache County~~approximately along the high-water level of ancient Lake Bonneville. A portion of this trail runs along the foothills east of the ~~City~~city at approximately ~~5200~~5,200 ft. elevation. Though most of ~~this~~the trail ~~lies~~is outside ~~the~~of city boundaries, it is ~~nevertheless of a great importance~~asset to the residents of South Weber.

~~The~~ ~~City~~city should ~~cooperate~~collaborate with and encourage Davis County and ~~others~~other stakeholders to complete the trail.

This trail should be ~~constructed at~~ approximately 4 ft. in width and have a natural ~~material~~ surface. Special care to reduce impacts and keep grades manageable will need to be taken ~~in~~when crossing Corbet Creek and other ravines. ~~At some point~~It is encouraged that the trail be located above the Weber Basin Job Corps ~~this~~. This trail needs to transition from the ~~5200~~5,200 ft. level to the proposed Weber Canyon Trailhead just above river level at the mouth of the canyon.

This trailhead will support and provide cross access to ~~two other trails~~, the proposed Canal ~~Trail~~ and ~~the proposed~~ Weber River Parkway ~~Trail~~Trails.

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WEBER RIVER PARKWAY TRAIL:

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CANAL TRAIL:

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

~~Some of the~~Multiple property ~~involved~~owners hold the land where the trail is ~~privately owned, some by~~proposed, including UDOT, the Utah ~~Department of Transportation, some the~~Division of Natural Resources, ~~Trails Foundation of Northern Utah, and some by~~Weber Pathways-private owners. The ~~City~~city should ~~work~~collaborate with other interested ~~groups~~parties in securing ~~the~~easements or ~~right~~rights-of-waysway for ~~this~~the proposed trail. Due to the regional nature of this trail, it ~~would be appropriate for is~~ recommended an entity such as ~~Weber Pathways to the~~ Trails Foundation of ~~Northern Utah~~ be responsible for management and maintenance of the trail. South Weber and other affected cities should participate to some proportionate level in the maintenance costs.

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

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

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

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

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VIEW DRIVE TRAIL:

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

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OLD FORT TRAIL:

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

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SOUTH HILLSIDE TRAIL:

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

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OTHER TRAILS:

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

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

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~~ identifies areas the ~~area that the City will~~ city may consider for annexation at some ~~undefined~~ point in the future. ~~This section also and~~ 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.)

CHARACTER OF THE COMMUNITY:

South Weber is a community ~~somewhat~~ to some extent isolated from the ~~other~~ communities ~~around~~ surrounding it.

This isolation is due to its geographic location in the Weber River drainage basin, ~~cut off from other communities by the river~~ the Weber River and ~~freeway~~ I-84 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 ~~onto~~ the west. This isolation fosters cohesiveness to the community which ~~in turn~~ promotes ~~friendliness among neighbors and a family-oriented~~ safe, neighborly environment.

The ~~City~~ city was founded, ~~and until recent years, continued to exist~~ on an agricultural ~~base~~ economy. Agriculture is a diminishing land use but remains an important factor in the ~~essence~~ character of South Weber. There is an emerging commercial center near the intersection of South Weber Drive and US-89 and a planned future commercial center near the I-84 interchange. ~~If build-out projections are correct~~ accurate, South Weber will always be a small city ~~and, hopefully,~~ With careful planning, the city will retain its charm and ~~rural~~ 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~~ these lands would ~~most likely be to~~ accommodate some type of development. ~~This would require requiring~~ full municipal services and possibly ~~services provided by those from~~ 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 ~~off~~ infrastructure expansion would ~~mostly~~ primarily be ~~borne~~ carried by the developers of these properties. There may be the need for the ~~City~~ city to participate in the financing ~~of~~ some facilities ~~which will~~ to improve service to existing development.

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1195 These costs will be met ~~via~~through various means. The ~~City~~city may choose to use
1196 general funds, impact fees, special improvement districts, bonding, or other ~~means of~~
1197 ~~meeting these financial obligations~~types of funding.

1198
1199 There are no existing developed areas within the expansion area, so adequacy or
1200 purchase of existing service systems is not an issue.

1201

TAX CONSEQUENCES OF ANNEXATIONS:

It is well known that property taxes from residential properties generally do not cover the full costs of ~~providing services~~ provided to those ~~residences. This means that, if~~ allowed to develop strictly in residents. If the development in these areas was limited to residential use, the annexation and development of these properties ~~will~~would result in an increase in the ~~City's~~city's financial burden ~~of paying~~ for the ~~services required by the~~ development services. To help ~~delay some of~~defray the increased tax burden, some of the proposed expansion area may be appropriately developed as a mix of commercial and residential uses.

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

INTEREST OF ALL AFFECTED ENTITIES:

Prior to adoption of this section of the South Weber General Plan, discussions were held with representatives of Davis County, Uintah City and Layton City. ~~Other entities that may have an interest in the expansion areas include the~~ The Davis School District which would be interested in how much of any annexation would be devoted to housing likely has interest in residential development ~~and the result as it relates to an~~ increase in student population. The Central Weber Sewer District may be impacted due to a possible increased sewage volume from South Weber. Some of these areas may also require services of the Weber Basin Water Conservancy District. ~~Sewer District may have an interest in expansion areas from the standpoint of how total sewage volume from South Weber may be increased. Some of these areas may benefit from services of the Weber Basin Water Conservancy District also.~~

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

URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:

The Utah State Code Annotated, Section 10-2-401.5 encourages all urban development within ~~a close~~ proximity of a city's boundary to be included in that city's expansion area. There are no areas of urban development within ~~a close~~ proximity to South Weber's boundary that are not already within an existing city except for that found on ~~Hill~~

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1244 ~~Air~~HAFB. Land within HAFB is not under the jurisdiction of South Weber even if it were
1245 ~~within the city limits; therefore, none of that urban development was included in the~~
1246 ~~expansion area.~~
1247 ~~Force Base. Land within HAFB. would not be under the jurisdiction of South Weber even~~
1248 ~~if it were within the City limits; therefore, none of that urban development was included~~
1249 ~~in the expansion area.~~
1250

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South Weber City General Plan Update 2020

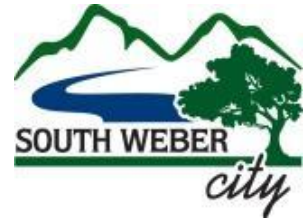


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56

57

58 **INTRODUCTION**

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

65
66 South Weber City recognizes the need to regularly reevaluate planning and respond to
67 current issues and trends. The city updated the General Plan in 1996, 2001, 2006,
68 2007, 2010, and in 2014. In 2019, the City Council tasked the Planning Commission to
69 once again review and recommend updates of the General Plan. During this most
70 recent update, city leaders and staff strived to obtain citizen input and to incorporate
71 feedback into this update of the General Plan as possible.

72
73 As with previous updates, this version of the General Plan builds upon and enhances
74 previous plans by incorporating contemporary data and current thinking. By nature, the
75 General Plan is a living document, subject to revision and change with the intention to
76 guide planning efforts now and into the future.

77

78 **MASTER GOAL**

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

87
88 Even though the character of the community is changing, South Weber’s geographic
89 location buffers the community from surrounding urban areas. Nestled in the Weber
90 River drainage basin, the community is separated from neighboring cities by I-84 and
91 the Weber River to the north, high bluffs to the south, the Wasatch Mountains to the
92 east and a narrow band of land between the freeway and the bluff to the west. This
93 geography gives the community a distinct advantage in maintaining a clear identity as it
94 continues to grow. Though the city still has area that can sustain growth, the city will
95 likely remain a small, distinct community.

96
97 As the city continues to grow, South Weber should vigorously pursue the retention of
98 the small-town charm that is its hallmark. City officials, staff, and residents should work
99 to maintain a safe and neighborly environment and promote a network of trails and
100 bike paths for the good of its residents. Located at the mouth of Weber Canyon, South
101 Weber is positioned to be a gateway to northern Utah recreation. This provides the city
102 opportunities to capitalize on local recreational activities. The city should seek ways to
103 promote itself as the **Gateway to Northern Utah Recreation**.

104
105 The city should frequently consult the principles contained in the Wasatch Choices 2050
106 plan as adopted by the Wasatch Front Regional Council. This can be found at
107 www.envisionutah.org.

108

109 **SECTION 1: CITIZEN INVOLVEMENT**

110
111 Participation and input from residents are important to ensure a General Plan that
112 reflects the attitudes and desires of city residents. For this document to be an effective
113 planning tool, the public needs an opportunity to provide feedback on the proposed
114 contents prior to adoption. To facilitate this, the city made the first draft available online
115 where residents could view the draft and leave feedback. The city held two open
116 houses to allow residents and property owners the opportunity to see detailed maps,
117 ask questions of City Staff, and submit written comments. The city also solicited
118 feedback through an online survey made available to residents. Additionally, residents
119 were invited to several public joint work meetings of the Planning Commission and City
120 Council where the General Plan was the only agenda item. The city collected, organized
121 and incorporated much of the feedback into a revised draft which was also published
122 online and open for comment. Prior to its adoption, the General Plan was the topic for
123 an official public hearing held before the City Council.

124

125 **SECTION 2: EXISTING ENVIRONMENT**

126
127 It is important to analyze the existing characteristics of the community — land use,
128 population, development limitations and opportunities — when undertaking any
129 planning effort. By obtaining a full understanding of the current South Weber
130 community, we can better understand and prepare for its future.
131

132 **LAND USE:**

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

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

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

161 **POPULATION:**

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

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

168
 169 As of January 7, 2020, new population projections were generated for South Weber
 170 based on population estimates by the U.S. Census Bureau and the University of Utah
 171 Gardner Policy Institute for 2017. At the end of 2017, South Weber had **1,878 lots or**
 172 **dwelling units**. Add to that the number of residential lots/units approved since 2017,
 173 plus the **382 lots or dwellings** that applied for approval or that presented concept
 174 plans as of January 7, 2020, and the current **total existing, approved or proposed**
 175 **dwelling units is 2,260.**

176
 177 If we assume that most vacant land remaining in the city will be developed, with
 178 limitations on some land, it is possible to estimate the potential population growth of
 179 South Weber. An analysis of vacant developable lands determined the total area in each
 180 residential density category and the number of dwelling units (D.U.) each could
 181 generate. For each density category the total number of acres of vacant land was
 182 decreased by 10 percent to allow for inefficiencies in platting of lots and odd shaped
 183 parcels which may result in fewer lots than the zone allows. The analysis follows:

- 184
 185 1. 7.04 ac. in Very Low Density – 10% = $6.34 \times .90$ D.U./ac. = 5 D.U.
 186
 187 2. 45.46 ac. in Low Density – 10% = 40.91×1.45 D.U./ac. = 59 D.U.
 188
 189 3. 207.46 ac. in Low-Moderate Density – 10% = 186.71×1.85 D.U./ac. = 345 D.U.
 190
 191 4. 188.26 ac. in Moderate Density – 10% = 169.43×2.8 D.U./ac. = 474 D.U.
 192
 193 5. 16.88 ac. in Residential Patio – 10% = 15.19×4 D.U./ac. = 60 D.U.
 194
 195 6. 4.34 ac. in Multi-Family – 10% = 3.91×7 D.U./ac. = 27 D.U.
 196
 197 7. 2.91 ac. in potential Mixed-Use x 25 D.U./ac. = 72 D.U.

198
 199 **Total Dwelling Units on Vacant Land = 1,042 D.U.**

200
 201 Add 2,260 existing and approved dwellings with 1,042 potential dwelling units on
 202 vacant land and arrive at a potential build-out dwelling unit count of 3,302. The most
 203 recent persons per household number for South Weber is 3.89 based on Gardner Policy
 204 Institute and 2017 U.S. Census estimates. Multiply that by the build-out dwelling unit
 205 count and you arrive at a **build-out population of 12,844**. At an average growth
 206 rate of 3 percent per year, build out will take approximately 20 years.

207

ENVIRONMENTAL CONDITIONS:

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

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

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

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

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

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

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

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

256
257 **WETLANDS:** There are several areas of wetlands and suspected wetlands within
258 South Weber, most of which lies along the Weber River. These wetlands include
259 sandbars, meadows, swamps, ditches, marshes, and low spots that are periodically wet.
260 They usually have wet soil, water, and marshy vegetation for a period or year-round.
261 Open space is also characteristic of wetlands.

262
263 All wetlands are considered sensitive lands. Therefore, any development occurring on
264 suspected or verified wetlands are required to comply with the permitting process of
265 the Army Corps of Engineers.

266
267 **HIGH WIND:** High winds blow consistently out of the Weber Canyon contributing to
268 fugitive debris from the gravel pits. The design standards in high wind areas of the city
269 must account for the amount and level of wind.

270
271 **FIRE:** The city is nearly surrounded by wildland, creating large areas of wildland/urban
272 interface. This creates a high fire hazard requiring building codes to employ the
273 wildland/urban interface standards. The city should encourage developers and residents
274 to follow Utah state guidelines for hazard mitigation in the wildland-urban interface.

275
276 **STEEP SLOPES:** Steep slopes are found along the south bench of the city, the foothill
277 area of the Wasatch Mountains on the east side of the city, and at other locations
278 throughout the city. These slopes should be considered fragile from a development
279 standpoint and developers must comply with the Sensitive Lands Ordinance (Ord 10-
280 14). Building roads and subdivisions within these areas can cause environmental
281 damage, destabilize hillsides, and create a hillside scar/eyesore resulting from needed
282 cuts and/or fills to make the property developable. Stripping the land of vegetation may
283 significantly increase erosion and flooding if mitigation efforts are not applied. These
284 areas are important habitat for wildlife, including high value deer winter range. These
285 areas also represent a significant fire hazard to structures which might be tucked within
286 the heavy vegetation located on or along steep slopes. These steep foothills provide an
287 important view shed for residents and those traveling through. The mountains are a
288 prominent feature of the landscape and any development or other impact will likely
289 reduce the community's overall quality of life.

290

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

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

299

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

304

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

307

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

312

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

319

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

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

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

337
338 This creates a dilemma for the city. The noise zone has significantly affected land use
339 planning for the past 40 years. Previous studies indicate a major portion of the city lay
340 within the 75 Ldn noise contour, the threshold noise zone for restricting land uses. If
341 the preliminary noise modeling is adopted as part of the Official AICUZ report, it will
342 show essentially no area in the city is negatively impacted by noise from HAFB aircraft.
343 Yet, during the mid-1990s, the State of Utah purchased easements on most of the
344 properties within the 75 Ldn noise zone which significantly limits development on those
345 properties. These easements will remain in place even if the preliminary noise modeling
346 becomes official and the modeled noise impact to South Weber is largely eliminated.
347 These easements will continue to affect land use planning, much more so than the
348 modeled noise zones.

349
350 As technology advances, it's anticipated the type of aircraft stationed at HAFB will
351 change as the current aircraft are phased out. The recommended course of action is to
352 continue to utilize the noise zones that are currently adopted and upon which our
353 historical land use planning has relied. This will protect the residents of South Weber
354 from undue noise impacts and will help support the mission of HAFB, a very important
355 part of the local economy. It is recommended that no residential development be
356 allowed within the 75+ Ldn noise zone as currently adopted even should the noise
357 zones officially change in the future.

358
359 **ACCIDENT POTENTIAL:** The same AICUZ study discussed above designates "Crash
360 Zones" and "Accident Potential Zones" within the city limits. The Crash Zone is the area
361 immediately off the north end of the runway. The Accident Potential Zones (APZ)
362 extend northward along the flight path. The APZ 1, adjacent to the Crash Zone on the
363 north end of Hill's runway, overlaps the very west end of South Weber.

364
365 Careful consideration should be given to any development proposals in this area.
366 Residential development in this area should be prohibited. Agriculture and open space
367 are encouraged in these zones as much as possible.

368
369 **HILL AIR FORCE BASE ENVIRONMENTAL IMPACT:** Isolated areas of shallow
370 groundwater and surface water in the southwest portion of South Weber are
371 contaminated with low levels of various chemicals from former activities at HAFB. The
372 areas affected are known as Operable Units (OUs) 1, 2, and 4, and are shown on plume
373 maps provided from HAFB.

374

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

378

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

382

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

388

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

391

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

395

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

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

405
406 This section discusses the various recognized major land use categories and other
407 important factors that may affect the future of South Weber. Citizen recommendations
408 and sound planning principles are integrated with physical and cultural constraints to
409 project the most beneficial uses for the community. In most cases, these
410 recommendations are general in nature and will be subject to refinement by the city as
411 proposed changes in land use or zoning are made.

412
413 Projected Land Use Map #1 shows specific locations and information concerning
414 projected land uses. Please note, there is no date at which time these projections
415 should be realized. Many variables make it difficult to predict future use.

416
417 (See Projected Land Use Map #1 for more detail on the recommendations of this
418 Section.)

419

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

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

427

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

439

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

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

449
450 Since it is beyond the city's resources to purchase property to maintain a rural character
451 or preserve open space, other methods should be used. The city should make every
452 effort not to interfere with, or allow adjacent land uses to inhibit, ongoing agricultural
453 pursuits and should consider annexing hillside property adjacent to current city
454 boundaries and consider incentives to develop properties with large amounts of open
455 space, specifically available for public use.

456

457 **RESIDENTIAL:**

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

464

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

470

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

474

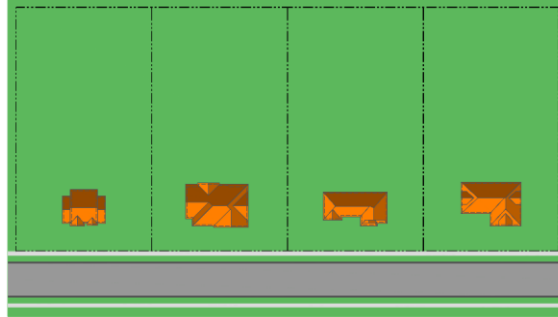
475 The following are graphical representations of the current densities allowed in
476 residential zones. *For comparison purposes, each block of land represented in all the*
477 *graphics is 5 acres.*

478

479
480
481

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

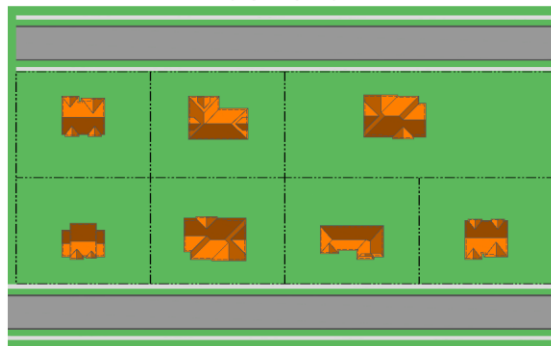
VERY LOW DENSITY RESIDENTIAL
(AGRICULTURAL ZONE)
0.9 UNITS/ACRE



482
483
484
485

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

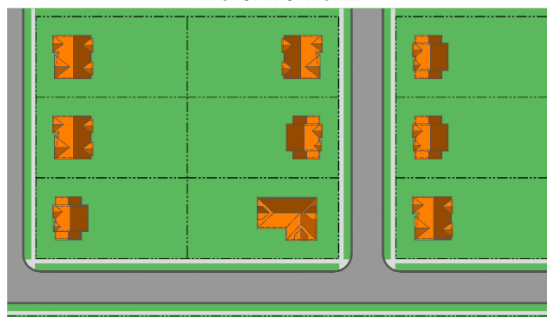
LOW DENSITY RESIDENTIAL (R-L)
1.45 UNITS/ACRE



486
487
488
489
490

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

LOW MODERATE DENSITY RESIDENTIAL
1.85 UNITS/ACRE

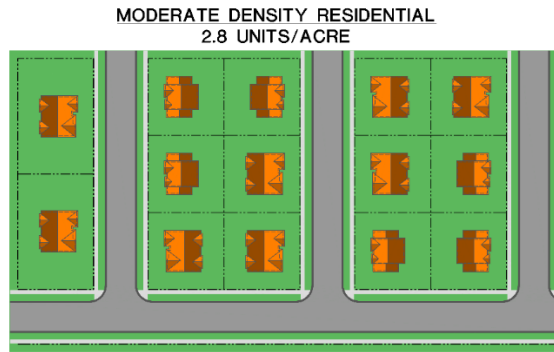


491
492

³ Gross acreage is defined as all property within a defined area including lots, streets, parking areas, open space, and recreational uses. For the purposes of calculating new development densities, all area within the development boundaries will be included.

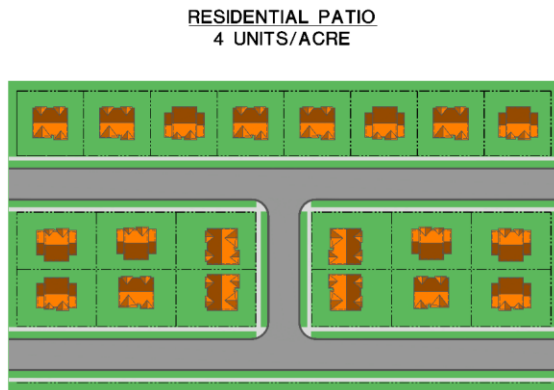
493
494

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



495
496
497
498

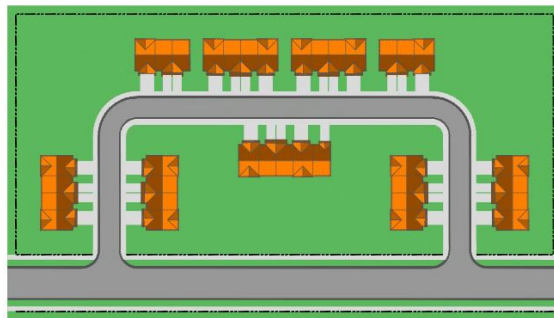
5. Residential Patio allows 2.81 to 4.0 dwelling units per gross acre.



499
500
501
502

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

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



503
504
505
506
507
508
509

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

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

516 **MODERATE INCOME HOUSING:**

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

520 **INDUSTRIAL:**

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

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

531 **COMMERCIAL:**

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

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

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

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

556 **RECREATION:**

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

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

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

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

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

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

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

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

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

597 **INSTITUTIONAL:**

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

604 **SECTION 4: TRANSPORTATION**

605
606 This section outlines the existing state of the transportation system and provides
607 recommendations to improve safety while meeting the demands of future growth. This
608 plan does not attempt to provide exact locations of every local or residential access
609 street in the city, but does look at all critical transportation routes, specifically
610 concentrating on those streets the city is the steward of. Streets currently stubbed are
611 shown with an intended connecting location, thus informing any future developers the
612 city's intent for connecting streets (See Vehicle Transportation Map #5). In order to
613 encourage connectivity between developments, cul-de-sacs or turnarounds are only
614 considered if topography or other constraints prohibit the connection to a thru street.
615 Temporary turnarounds must be provided at all stubbed street locations where a thru
616 street is eventually planned.

617
618 It is important that major transportation routes through South Weber are protected
619 from unnecessary traffic motion. Issues arise when too many driveways are allowed
620 access directly onto a street, resulting in slower traffic as vehicles maneuver in and out
621 of driveways. To reduce this concern and to preserve the full functionality of major
622 transportation routes, the number of direct access driveways should be limited to as
623 few as reasonably possible.

624
625 It is also important that public streets within the city be maintained in a reasonable and
626 acceptable condition. To this end, all new roads developed in South Weber are public
627 streets. Private streets are strongly discouraged. Some leeway is allowed in the design
628 of public roads within planned unit developments, to allow more ingenuity in providing
629 public improvements. This can be done in how park strips and foot traffic are handled.

630
631 (See Vehicle Transportation Map #2 for more detail on the recommendations of this
632 Section.)

633

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

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

645

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

649
650 The US-89 project creates an opportunity to install an underpass for the continuation of
651 the Weber River Parkway Trail/Bonneville Shoreline Trail (BST). This is critical to the
652 extension of the Weber River Parkway Trail to the mouth of Weber Canyon, thus
653 connecting the BST in Davis County with that in Weber County. The city strongly
654 supports an underpass and should continue to encourage its completion in every
655 possible way.

656

657 **1900 EAST STREET:**

658 1900 East Street is an extremely important collector road. It has a serious safety hazard
659 at approximately 7550 South. Here it traverses a steep bluff which reduces sight
660 distance at the intersection with 7600 South and encourages traffic to speed as cars
661 travel north down the hill. It should be a priority to evaluate the possibility to mitigate
662 this safety hazard.

663

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

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

675

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

679

680 **OLD FORT ROAD:**

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

687

688 7600 SOUTH STREET / 1550 EAST STREET:

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

696 6650 SOUTH STREET / 475 EAST STREET:

697 6650 South is a very narrow street with houses fronting it, some of which were built
698 extremely close the edge of the asphalt, which would not happen if these houses were
699 constructed today. A temporary dead-end exists at the west end of the houses fronting
700 it. As properties north of 6650 South continue to develop an alternate east/west route
701 (already begun) should be established to take all but local traffic off this substandard
702 road. Only minimal widening and improvement of the road should occur between 475
703 East and South Weber Drive due to feasibility challenges.
704

705 475 East Street is the main route from South Weber Drive to I-84. As development of
706 the west end of town occurs, it is important that most of the traffic in that area find an
707 alternative route to 475 East Street. The development of Old Fort Road to the east and
708 the eventual extension of Old Maple Road to the west are steps to accomplishing this
709 goal.
710

711 VIEW DRIVE:

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

719 **SECTION 5: ACTIVE TRANSPORTATION**

720

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

727

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

735

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

738

739 **BONNEVILLE SHORELINE TRAIL:**

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

747

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

755

756 **WEBER RIVER PARKWAY TRAIL:**

757 The proposed Weber River Parkway Trail is an extension of an existing trail in Riverdale
758 and South Weber currently terminating at Cottonwood Drive. In the Cottonwood Drive
759 area, the trail will run between Cottonwood and I-84 due to the existing residential lots

760 that back onto the river. From the bend where Cottonwood Drive crosses the river, the
761 proposed trail will run along the south bank of the river between the river and I-84.

762
763 Multiple property owners hold the land where the trail is proposed, including UDOT, the
764 Utah Division of Natural Resources, Trails Foundation of Northern Utah, and private
765 owners. The city should collaborate with other interested parties in securing easements
766 or rights-of-way for the proposed trail. Due to the regional nature of this trail, it is
767 recommended an entity such as the Trails Foundation of Northern Utah be responsible
768 for management and maintenance of the trail. South Weber and other affected cities
769 should participate to some proportionate level in the maintenance costs.

770
771 It is recommended that the South Weber section of the trail be approximately 10 ft.
772 wide with a compacted granular surface, with possible consideration to paving the trail
773 at some point in the future.

774
775 Pedestrian access from the Canyon Drive Trailhead at Canyon Drive and 1325 East
776 across I-84 to the Weber River Parkway should be a high priority trail improvement.

777

778 **CANAL TRAIL:**

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

786

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

793

794 **VIEW DRIVE TRAIL:**

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

798

799 **OLD FORT TRAIL:**

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

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

807 **SOUTH HILLSIDE TRAIL:**

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

813 **OTHER TRAILS:**

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

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

821 **SECTION 6: ANNEXATION POLICY PLAN**

822

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

827

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

829

830 **CHARACTER OF THE COMMUNITY:**

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

837

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

844

845 **NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED**

846 **UNINCORPORATED AREAS:**

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

853

854 Financing for infrastructure expansion would primarily be carried by developers of these
855 properties. There may be the need for the city to participate in the financing some
856 facilities to improve service to existing development. These costs will be met through
857 various means. The city may choose to use general funds, impact fees, special
858 improvement districts, bonding, or other types of funding.

859

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

862

TAX CONSEQUENCES OF ANNEXATIONS:

863
864 It is well known that property taxes from residential properties generally do not cover
865 the full costs of services provided to those residents. If the development in these areas
866 was limited to residential use, the annexation and development of these properties
867 would result in an increase in the city's financial burden for the required services. To
868 help defray the increased tax burden, some of the proposed expansion area may be
869 appropriately developed as a mix of commercial and residential uses.

870
871 It is anticipated that development of planned commercial areas within the city will
872 produce enough tax revenues to offset remaining deficiencies in tax revenue from
873 existing and potential future residential properties. The consequences of annexation of
874 expansion areas, when considered alone, will increase the tax burden of all city
875 residences. But, when considered with potential commercial development, the entire
876 city should receive either a reduction in tax burden or an increase in quality and amount
877 of services from the city.

878

INTEREST OF ALL AFFECTED ENTITIES:

879
880 Prior to adoption of this section of the South Weber General Plan, discussions were held
881 with representatives of Davis County, Uintah City and Layton City. The Davis School
882 District likely has interest in residential development as it relates to an increase in
883 student population. The Central Weber Sewer District may be impacted due to a
884 possible increased sewage volume from South Weber. Some of these areas may also
885 require services of the Weber Basin Water Conservancy District.

886

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

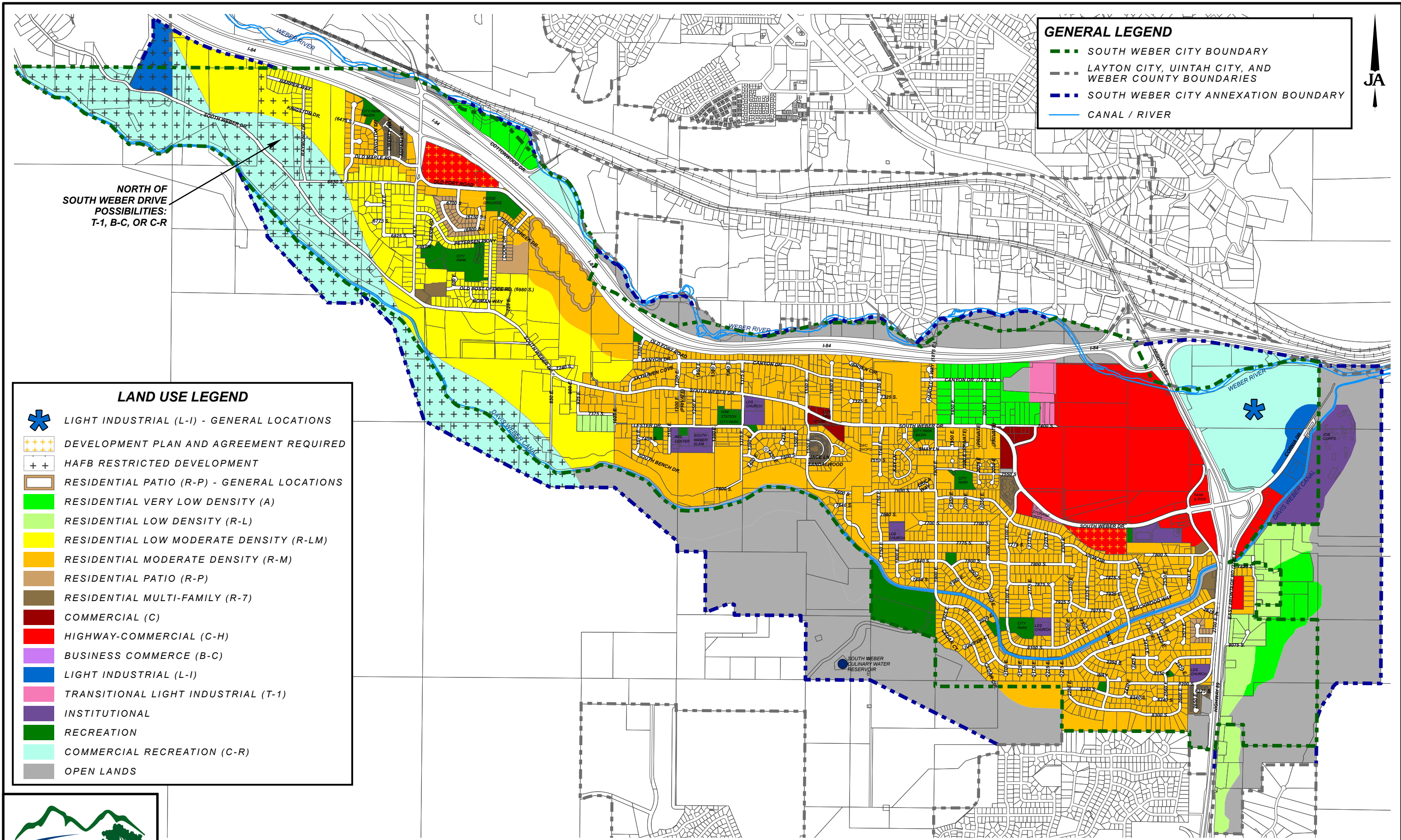
891

URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:

892
893 The Utah State Code Annotated, Section 10-2-401.5 encourages all urban development
894 within proximity of a city's boundary to be included in that city's expansion area.

895 There are no areas of urban development within proximity to South Weber's boundary
896 that are not already within an existing city except for that found on HAFB. Land within
897 HAFB is not under the jurisdiction of South Weber even if it were within the city limits;
898 therefore, none of that urban development was included in the expansion area.

899



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
- ++++ DEVELOPMENT PLAN AND AGREEMENT REQUIRED
- ++ 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 - 3/19/2020

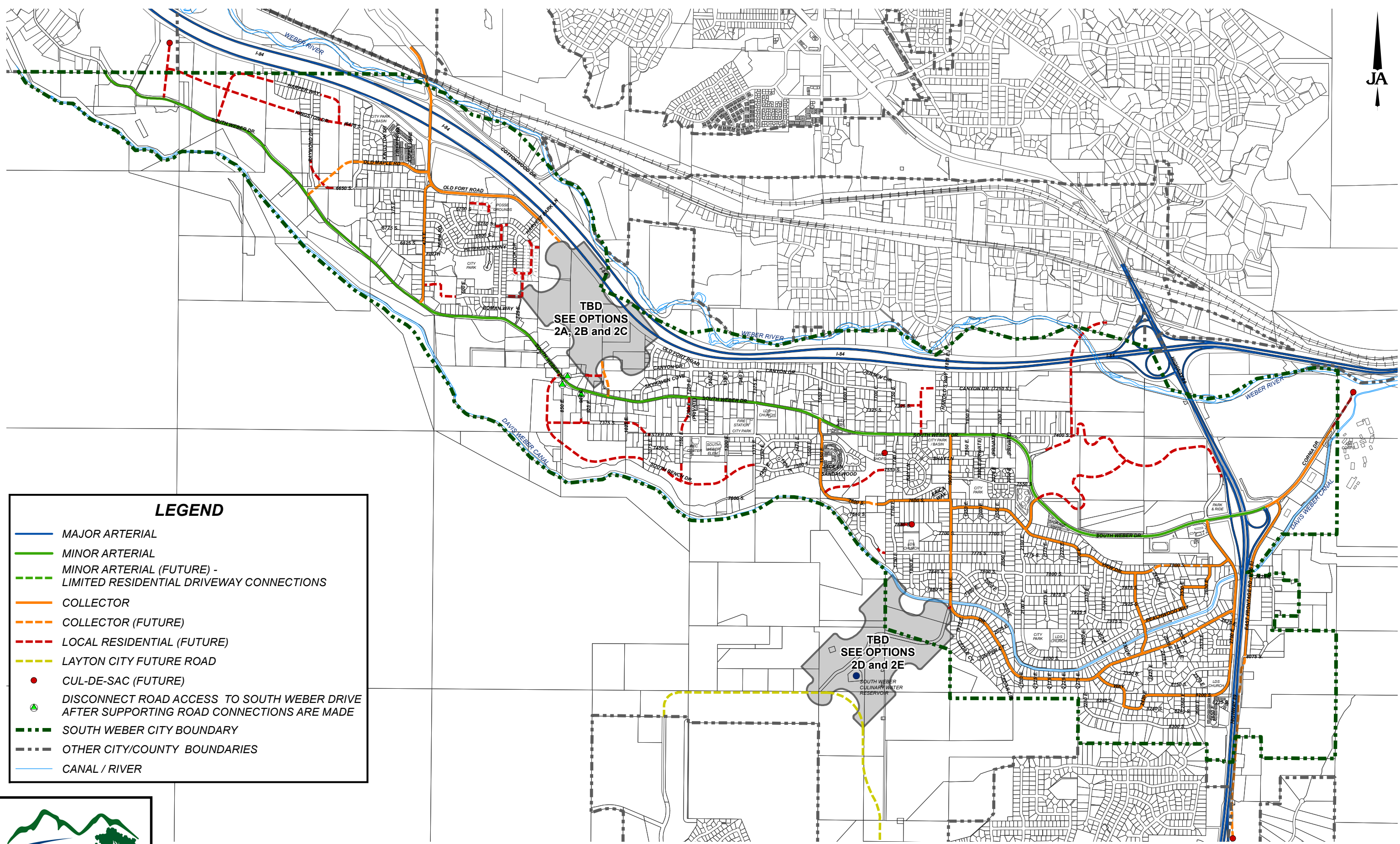
SCALE:
1 in = 1,800 ft
MM/DD/YYYY
XX/XX/2020

DESIGNED BEB
DRAWN BEB
CHECKED BKJ

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SOUTH WEBER CITY CORPORATION
GENERAL PLAN
PROJECTED LAND USE MAP

SHEET:
1
OF SHEETS
0



LEGEND

- MAJOR ARTERIAL
- MINOR ARTERIAL
- - - MINOR ARTERIAL (FUTURE) - LIMITED RESIDENTIAL DRIVEWAY CONNECTIONS
- 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



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

DRAFT #2 - 3/19/2020

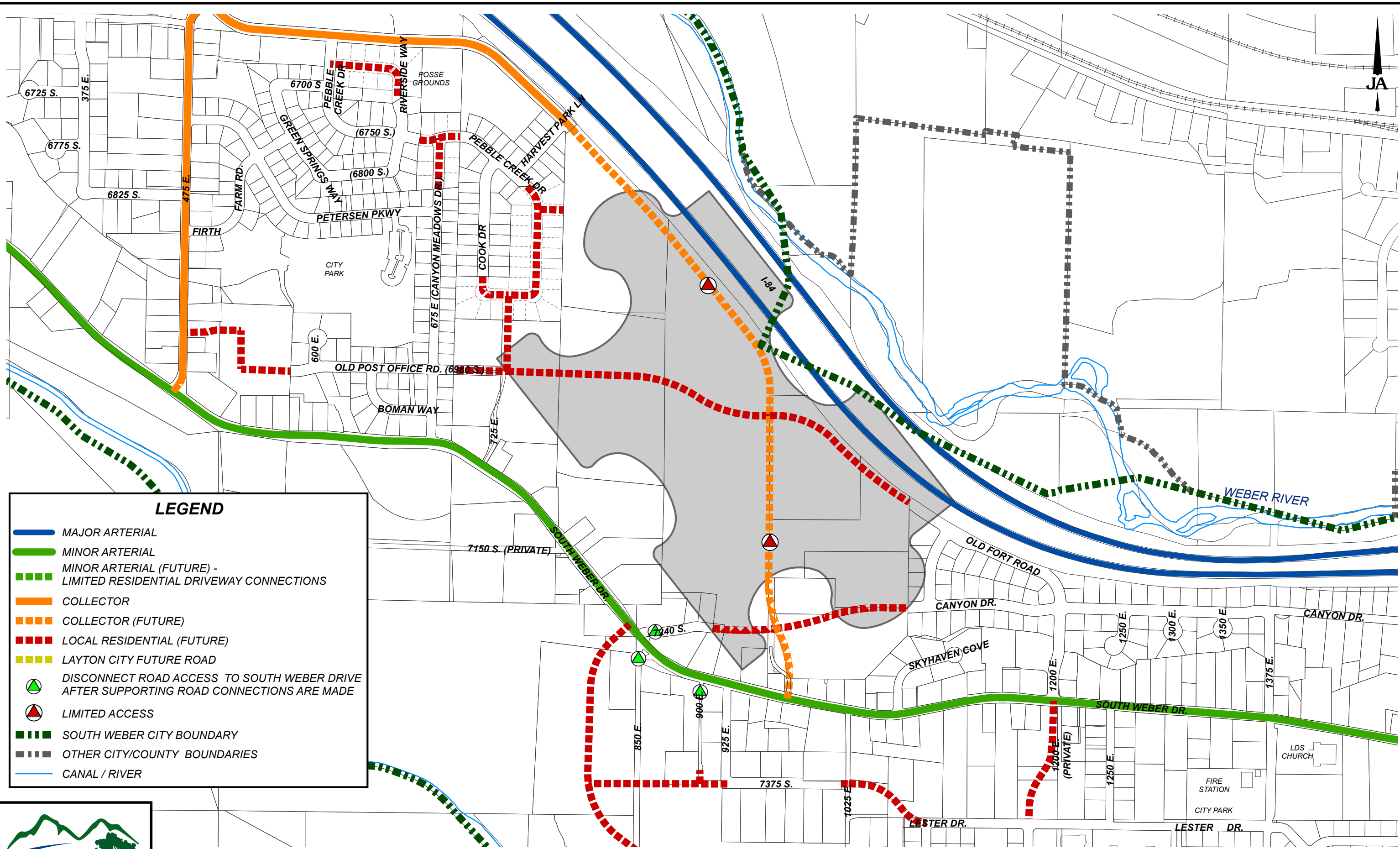
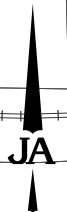
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MM/DD/YYYY
XX/XX/2020

DESIGNED BEB
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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 - 3/19/2020

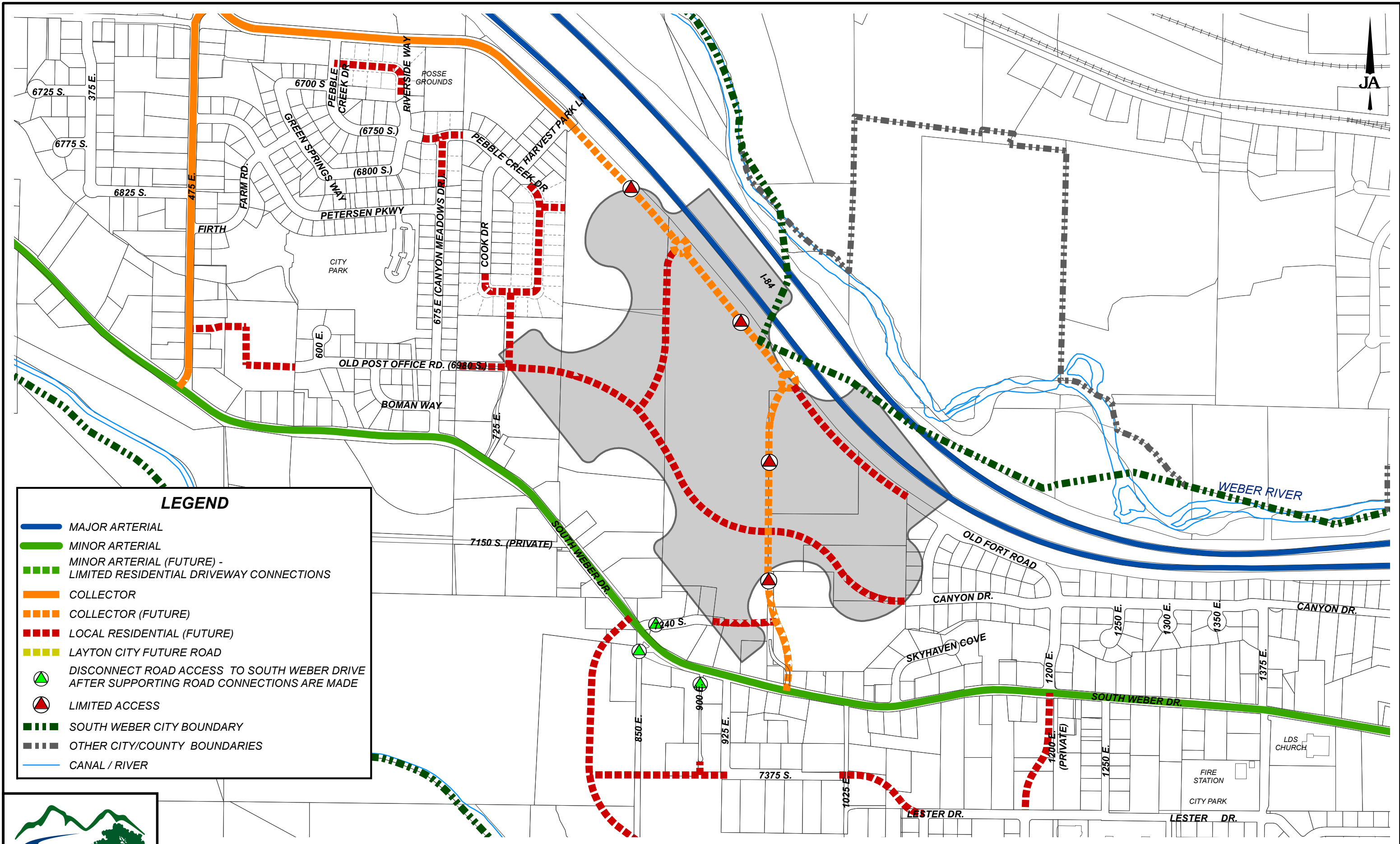
SCALE:
1 in = 550 ft
MM/DD/YYYY
XX/XX/2020

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CHECKED BKJ

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

SHEET:
2A
OF SHEETS
0



JA

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 - 3/19/2020

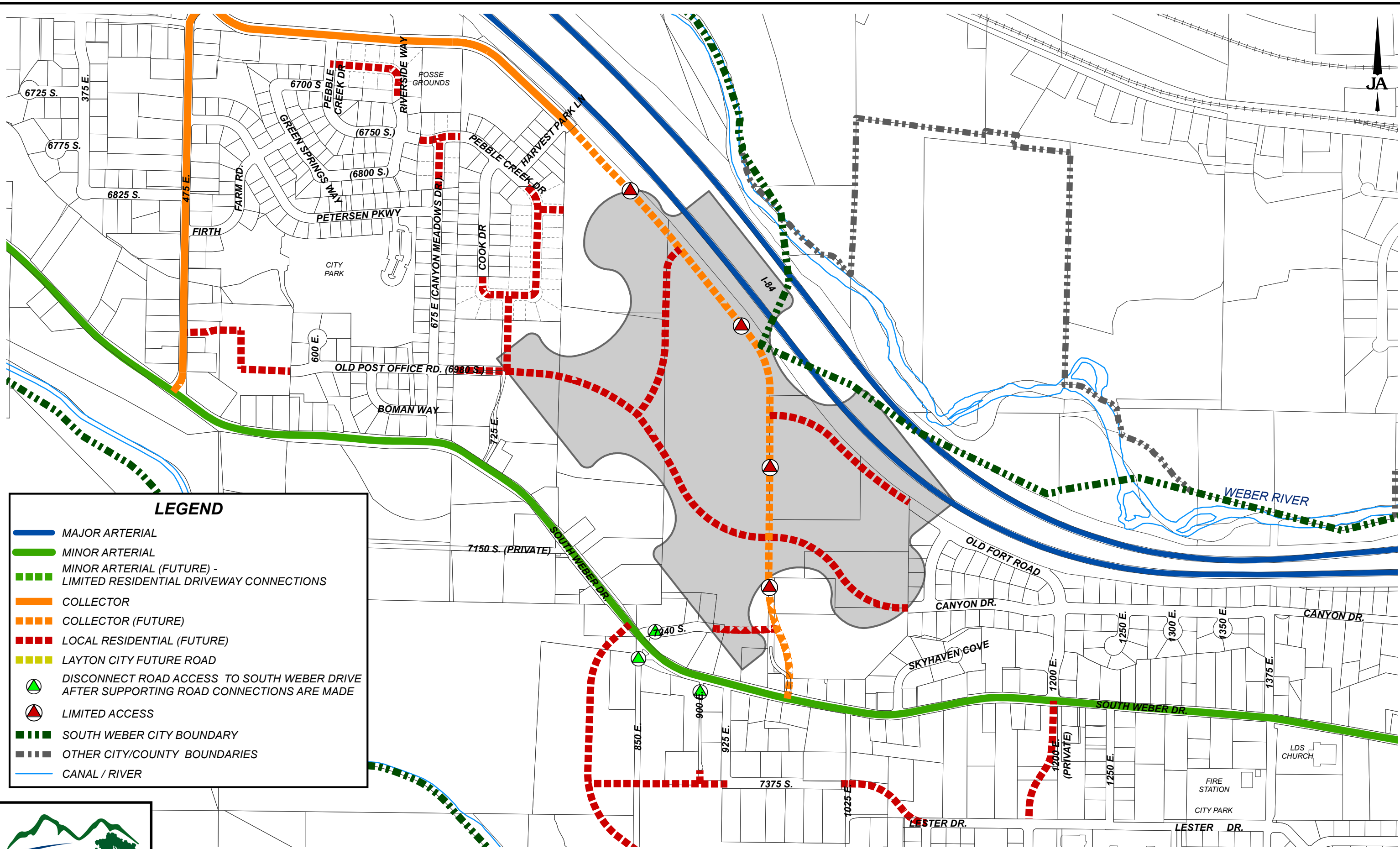
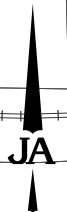
SCALE:
1 in = 550 ft
MM/DD/YYYY
XX/XX/2020

DESIGNED — BEB
DRAWN — BEB
CHECKED — BKJ

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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 - 3/19/2020

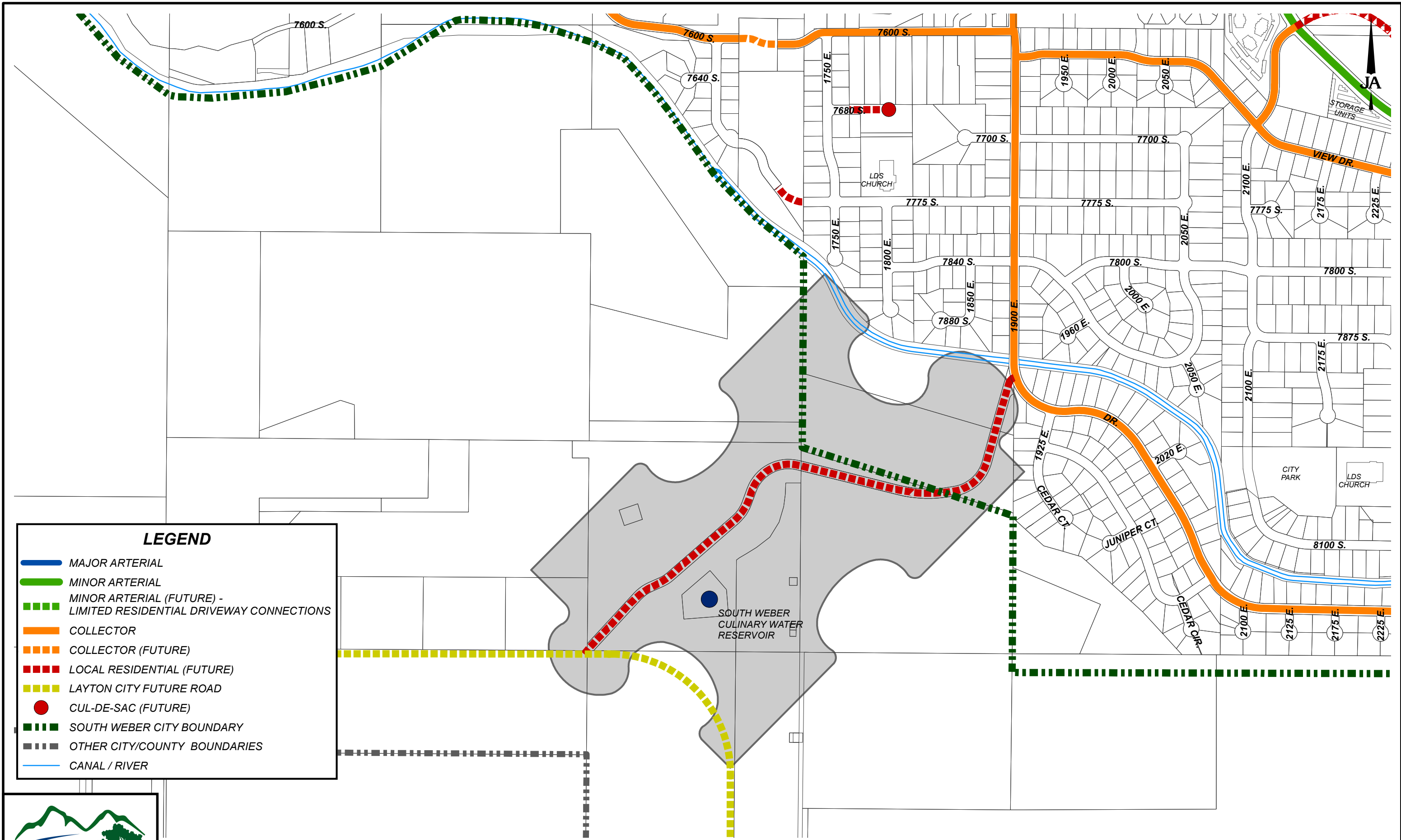
SCALE:
1 in = 550 ft
MM/DD/YYYY
XX/XX/2020

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CHECKED BKJ

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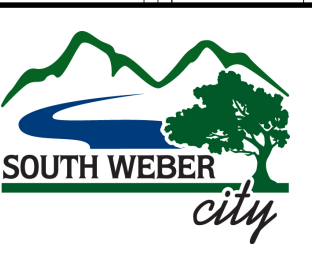
SOUTH WEBER CITY CORPORATION
GENERAL PLAN
VEHICLE TRANSPORTATION MAP - OPTION 2C

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 - 3/19/2020

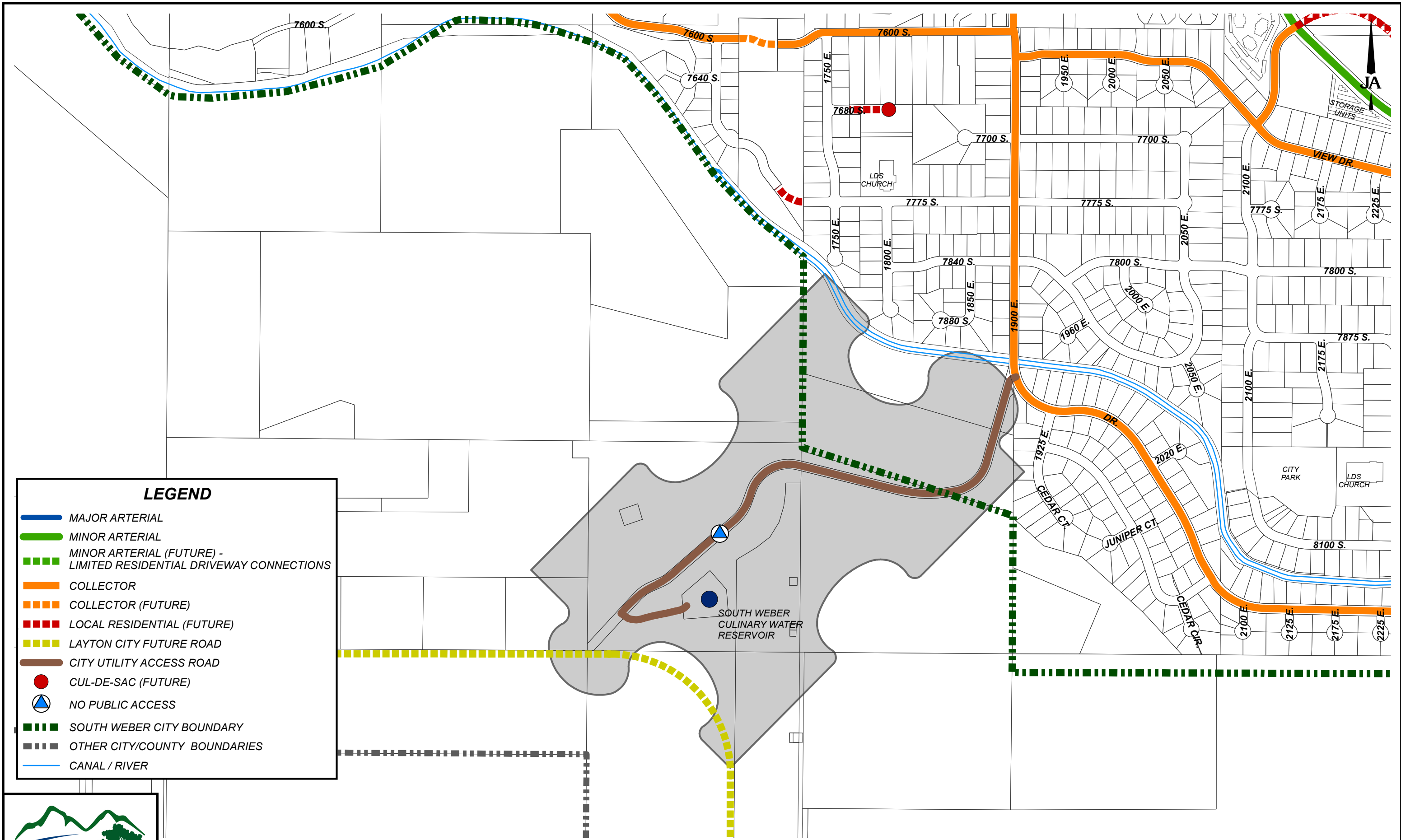
SCALE:
1 in = 550 ft
MM/DD/YYYY
xx/xx/2020

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CHECKED BKJ

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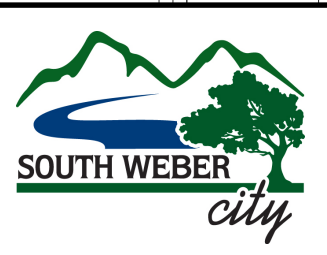
SOUTH WEBER CITY CORPORATION
GENERAL PLAN
VEHICLE TRANSPORTATION MAP - OPTION 2D

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 - 3/19/2020

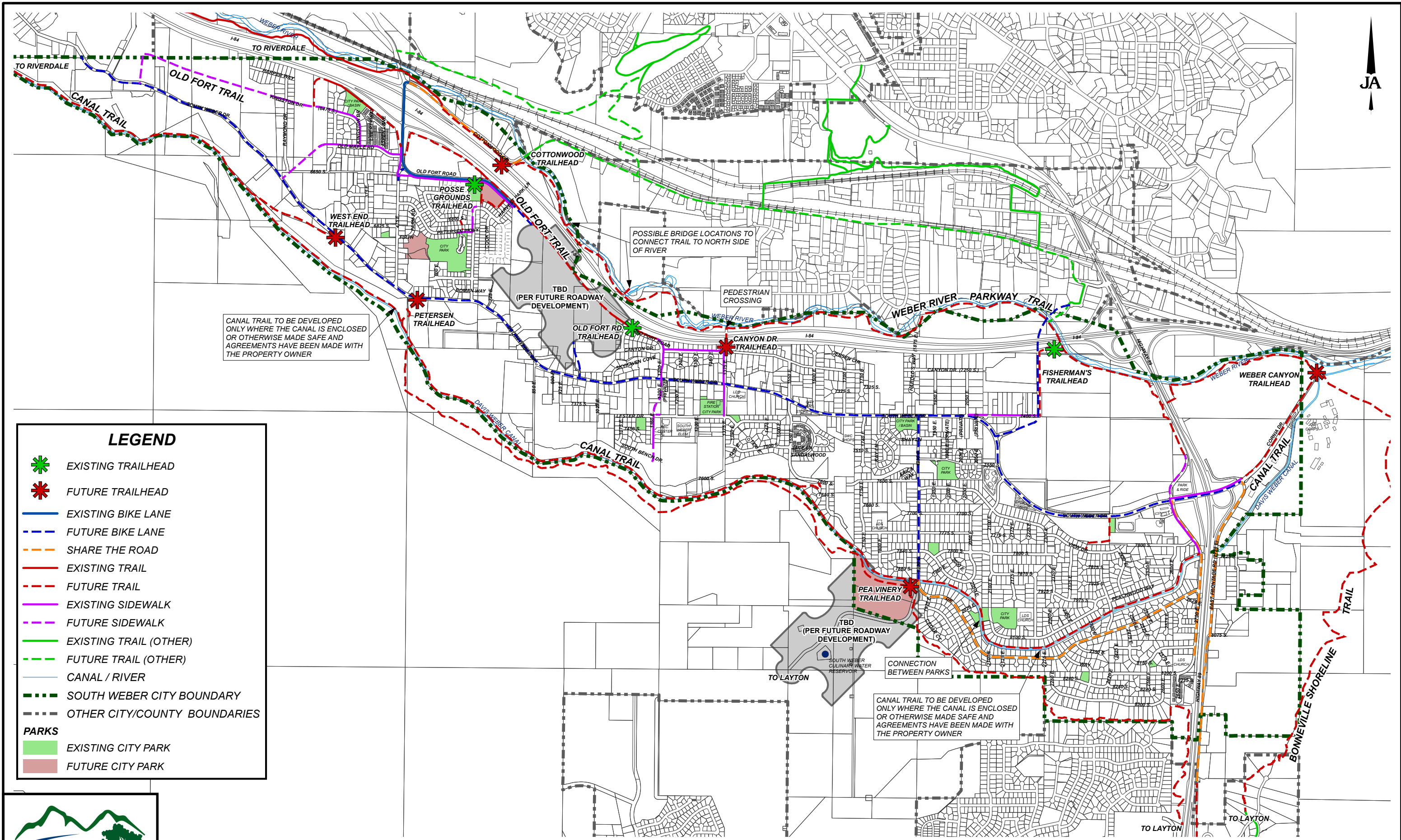
SCALE:
1 in = 550 ft
MM/DD/YYYY
xx/xx/2020

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CHECKED BKJ

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SOUTH WEBER CITY CORPORATION
GENERAL PLAN
VEHICLE TRANSPORTATION MAP - 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

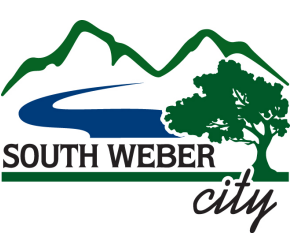
CANAL TRAIL TO BE DEVELOPED ONLY WHERE THE CANAL IS ENCLOSED OR OTHERWISE MADE SAFE AND AGREEMENTS HAVE BEEN MADE WITH THE PROPERTY OWNER

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 - 3/19/2020

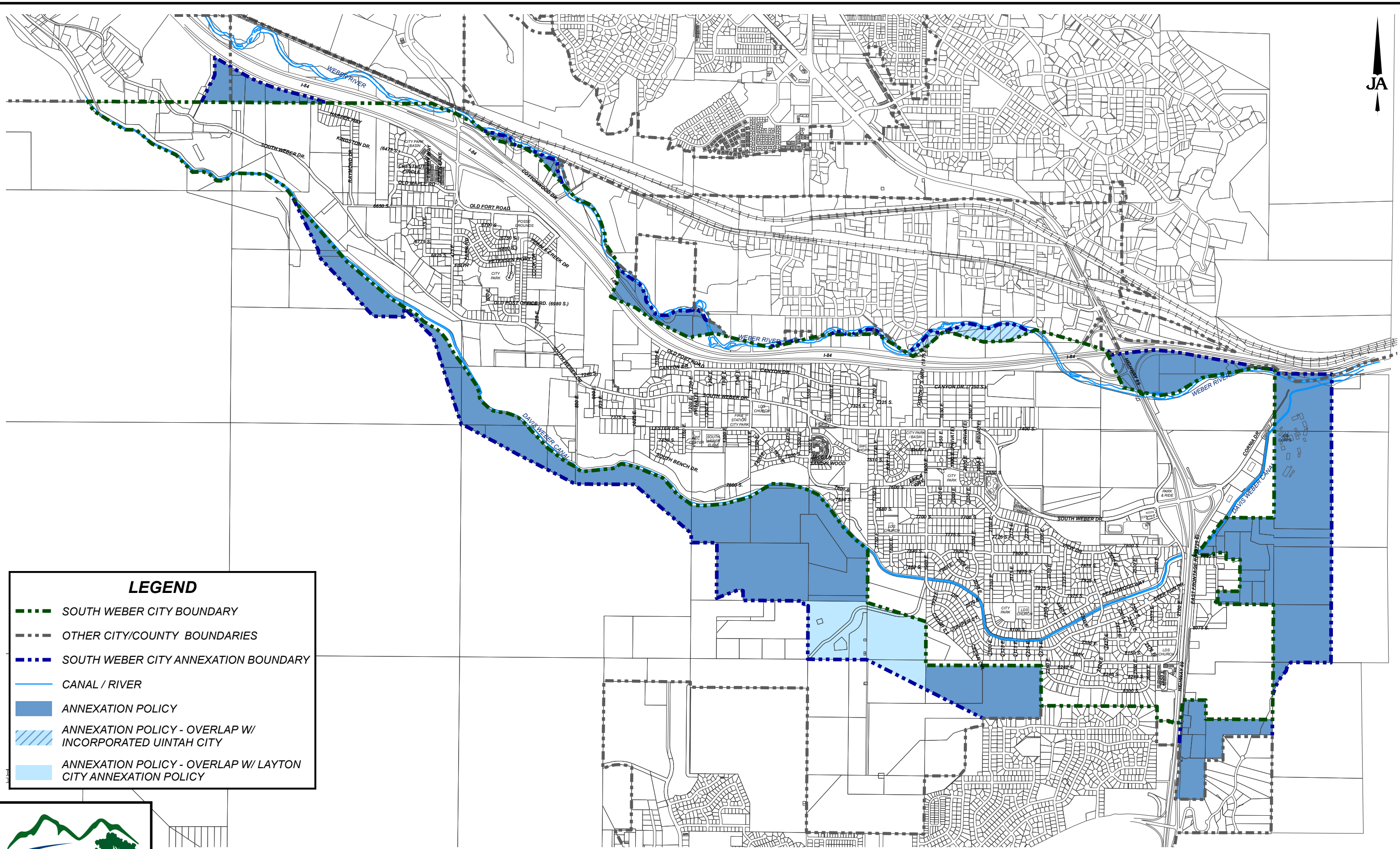
SCALE:
1 in = 1,800 ft
MM/DD/YYYY
xx/xx/2020

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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 - 3/19/2020

SCALE:
1 in = 2,000 ft

MM/DD/YYYY
xx/xx/2020

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SOUTH WEBER CITY CORPORATION

GENERAL PLAN

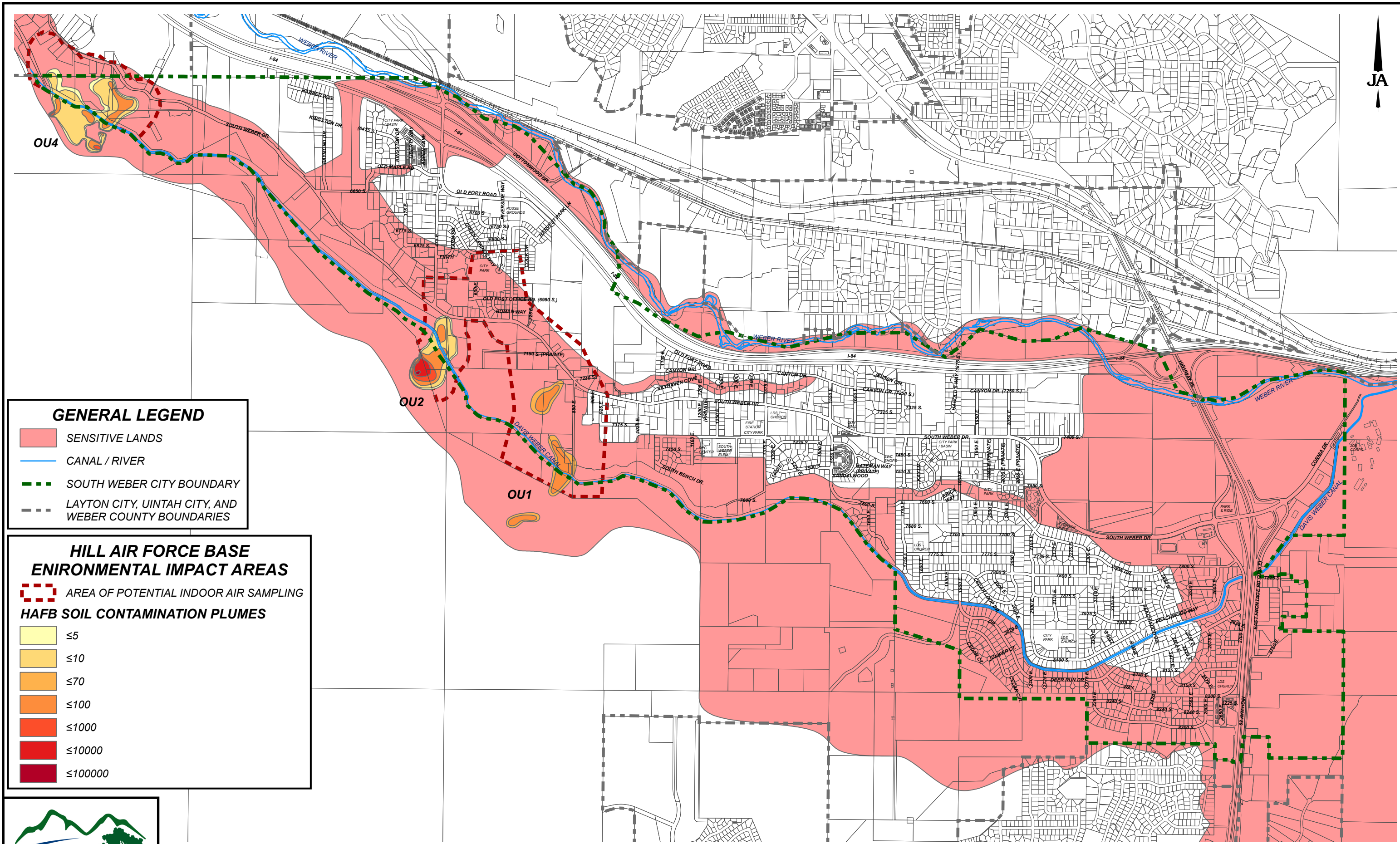
ANNEXATION MAP

SHEET:

4

OF SHEETS

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GENERAL LEGEND

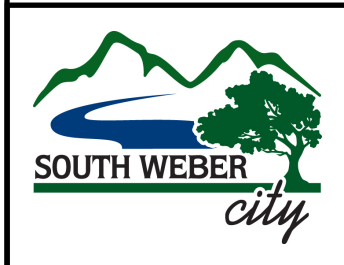
- SENSITIVE LANDS
- CANAL / RIVER
- SOUTH WEBER CITY BOUNDARY
- LAYTON CITY, UINTAH CITY, AND WEBER COUNTY BOUNDARIES

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 - 3/19/2020

SCALE:
1 in = 1,800 ft

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XX/XX/2020

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SOUTH WEBER CITY CORPORATION
GENERAL PLAN

SENSITIVE LANDS MAP

SHEET:
5
OF SHEETS
0