

1 **South Weber City**
 2 **General Plan**
 3 **Update**
 4 **2020**

5
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71 INTRODUCTION

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

79

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

86

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

92

93 **MASTER GOAL**

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

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

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

124

125

SECTION 1: CITIZEN INVOLVEMENT

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

SECTION 2: EXISTING ENVIRONMENT

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

LAND USE:

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

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

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

POPULATION:

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

187 to predict exactly what changes will occur in the population in the future, but we can
 188 make some reasonable projections. This can be done by analyzing past population
 189 growth and projecting growth rates.

190

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

202

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

210

211 1. 0 ac. in Very Low Density = 0 D.U.

212

213 2. 45.46 ac. in Low Density – 10% = 40.91 x 1.45 D.U./ac. = 59 D.U.

214

215 3. 207.46 ac. in Low-Mod. Density – 10% = 186.71 x 1.85 D.U./ac. = 345 D.U.

216

217 4. 188.26 ac. in Moderate Density – 10% = 169.43 x 2.8 D.U./ac. = 474 D.U.

218

219 5. 16.88 ac. In Residential Patio – 10% = 15.19 x 4 D.U./ac. = 60 D.U.

220

221 6. 4.34 ac. in Multi-family zoning – 10% = 3.91 x 7 D.U./ac. = 27 D.U.

222

223 7. 26.52 ac. in potential Mixed-Use areas x 10 D.U./ac. = 265 D.U.

224

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

226

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

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

233

234 **ENVIRONMENTAL CONDITIONS:**

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

244

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

251

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

258

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

262

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

271

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

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

276

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

287

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

293

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

299

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

303

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

310

311 **STEEP SLOPES:** Steep slopes are found along the south bench area of the City, along
312 the foothill area of the Wasatch Mountains on the east side of the city, and at spot
313 locations throughout the City. These slopes should be considered fragile from a
314 development standpoint and will be required to comply with the Sensitive Lands
315 Ordinance (Ord 10-14). Building roads and subdivisions within them could cause

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

316 environmental damage, destabilize hillsides and create a hillside scar/eyesore, due to
317 the necessity of cuts and fills to do so. There could be a great hazard of erosion and
318 flooding should denuding result from development efforts without any mitigation efforts
319 applied. These areas are also important to wildlife habitat areas including high value
320 deer winter range. They represent a significant fire hazard to structures which might be
321 tucked within the heavy vegetation located there. In addition, these steep foothills are
322 very important view shed areas for residents as well as passers-by. The mountains are
323 such a prominent feature of the landscape that the eye is constantly drawn to them and
324 their foothills. Should this landscape become scarred up due to development, or for any
325 other reason, it would be a significant reduction in the community's overall quality of
326 life.

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

330

331 **GRAVEL**

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

336

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

341

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

348

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

353

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

358

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

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

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

398
399 **ACCIDENT POTENTIAL:** Anywhere that there are regular over flights of aircraft, there
400 exists a higher than average degree of potential for an accident involving aircraft. This
401 is certainly true in South Weber's case but there is an area where such potential is
402 particularly high. The same AICUZ study discussed above designates "Crash Zones" and

403 "Accident Potential Zones." The Crash Zone is the area immediately off the end of the
404 runway and Accident Potential Zones (APZ) extend outward along the flight path from
405 that. The APZ 1 which is adjacent to the Crash Zone on the north end of Hill's runway
406 overlays the very west end of South Weber.

407

408 Careful consideration should be given to any development proposals in this area.
409 Residential development in this area should be prohibited. Agriculture and open space
410 should be encouraged in these zones as much as possible.

411

412 **HILL AIR FORCE BASE ENVIRONMENTAL IMPACT:** Isolated areas of shallow
413 groundwater and surface water in the southwest portion of South Weber are
414 contaminated with low levels of various chemicals resulting from former activities at Hill
415 Air Force Base (HAFB). The areas affected by these former activities are known as OU's
416 1, 2, and 4, and are shown on plume maps available from HAFB.

417

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

421

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

427

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

433

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

436

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

440

441 Development in the vicinity of this contamination should be conducted in a manner that
442 minimizes chemical exposure. Building requirements could include prohibiting
443 basements, requiring field drains, adding vapor removal systems, etc. Builders should
444 be aware of alternate building standards that may mitigate potential hazards from
445 vapor or ground water contaminants. Those living or planning to live above or near the
446 areas of contamination need to familiarize themselves with this information, be aware

447 of possible issues or health problems and be accountable for their own health and
448 safety programs after studying all the available records.

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

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

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

462
463 (See Projected Land Use Map #1 for more detail on the recommendations of this
464 Section.)

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

466
467 Agriculture, the foundation upon which South Weber was built, is still important to the
468 community, but perhaps in a different way than it was originally. It is difficult to say
469 that agriculture is a thriving industry upon which many depend for their livelihood.
470 If the agriculture industry can survive, it will be a welcome part of the community. If it
471 fails, other means must be used to preserve sufficient open space to provide the rural
472 feel of the community. The City should take measures to protect existing agricultural
473 practices by not enacting restrictions on these practices due to encroaching residential
474 uses.

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

489
490 Natural open space is also a very important asset to the community. For the purposes
491 of this plan, open space is defined as undeveloped land with few or no structures which
492 provides residents with the ability to move about or view large outdoor areas, to

493 experience nature, to retreat for a safe peaceful outdoor experience or which can be
494 used for organized recreational activities. (See Recreation Section for more on this
495 subject). Some of the valued open spaces within South Weber are the Weber River
496 corridor, wooded and open areas along I-84, the steep hillsides above and below the
497 Davis and Weber Canal and the steep and wooded hillsides on the east side of the City
498 adjacent to the Forest lands.

499
500 Since it is beyond the City's capability to purchase property for the purpose of
501 maintaining rural character or open space, other methods should be used; such as, the
502 City making every effort not to interfere with, or allow adjacent land uses to interfere
503 with ongoing agricultural pursuits, annexing hillside property adjacent to current city
504 boundaries, and potentially offering incentives to develop properties with large amounts
505 of open space, particularly open space that is available for public use.

506
507 **RESIDENTIAL:**

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

515
516 Multi-family residential areas should be spread out as much as practical so that
517 associated impacts are reduced in any given area, keeping in mind that they should be
518 located where they have direct access to collector or arterial roads. These multi-family
519 residential areas could be acceptable if adequate protections or buffers to nearby lower
520 density housing are incorporated in the development.

521
522 It is also important to reserve adequate area for moderate income housing which will,
523 in today's housing market, take the form of multi-family residential areas (See Moderate
524 Income Housing Section).

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

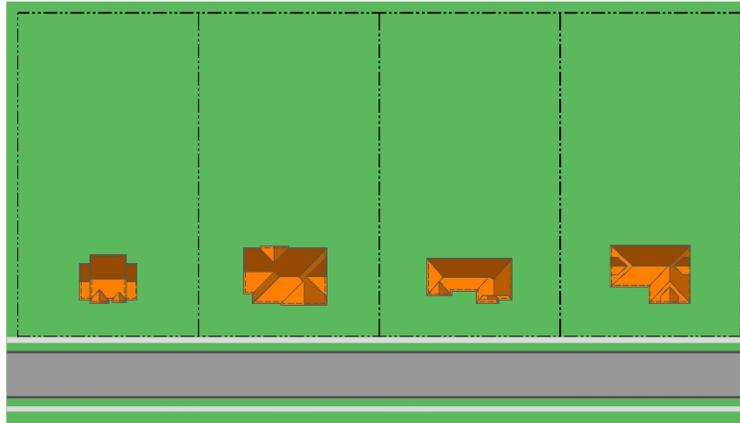
532
533 The following are graphical representations of the current densities allowed in
534 residential zones. *For comparison purposes, each block of land represented in all the*
535 *graphics is 5 acres.*

536

537
538
539
540

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

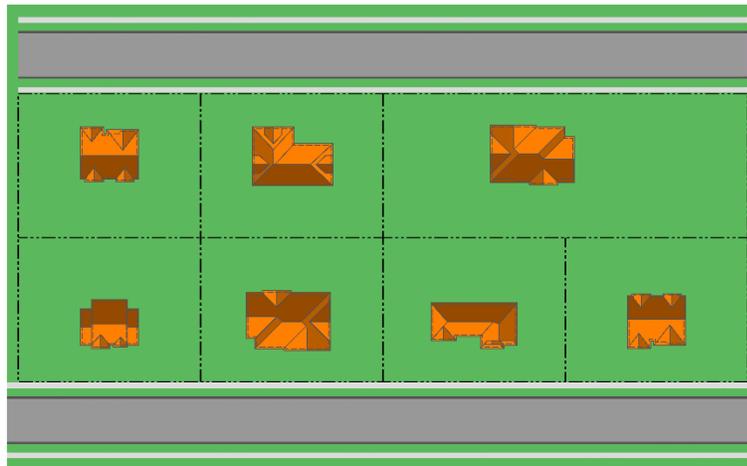
**VERY LOW DENSITY RESIDENTIAL
(AGRICULTURAL ZONE)
0.9 UNITS/ACRE**



541
542
543
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546

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

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

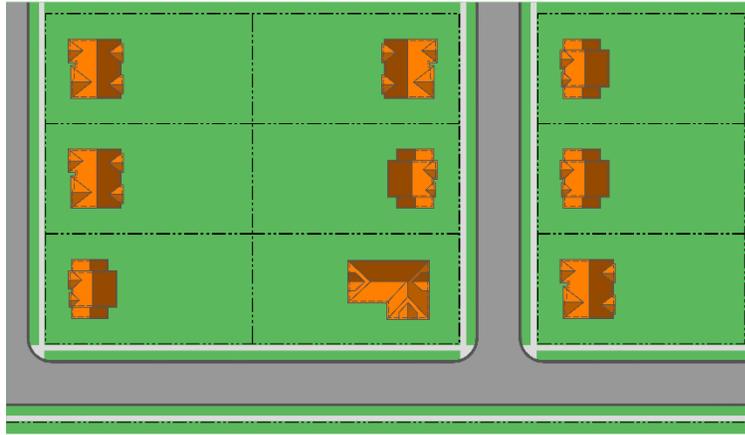


547
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- 3. Low-Moderate Density allows 1.46 to 1.85 dwelling units per gross acre.

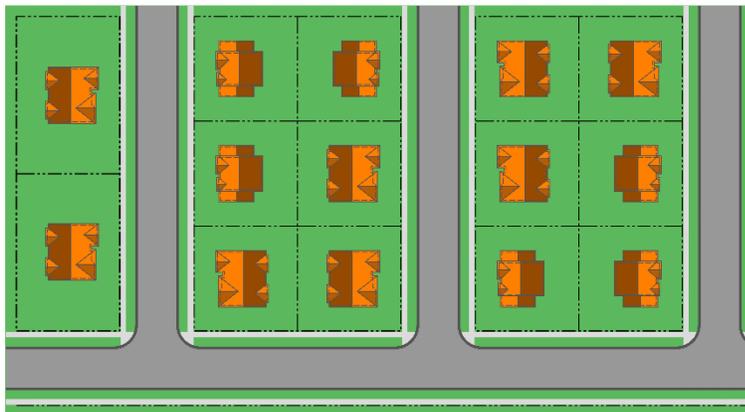
LOW MODERATE DENSITY RESIDENTIAL
1.85 UNITS/ACRE



552
553
554
555
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557

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

MODERATE DENSITY RESIDENTIAL
2.8 UNITS/ACRE

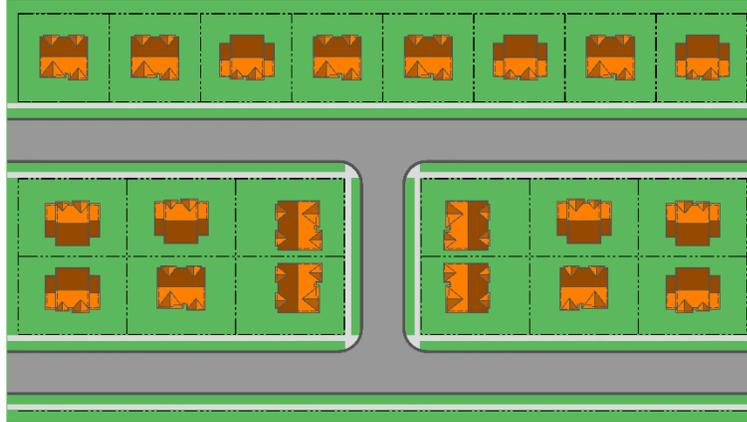


558
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560

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562

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

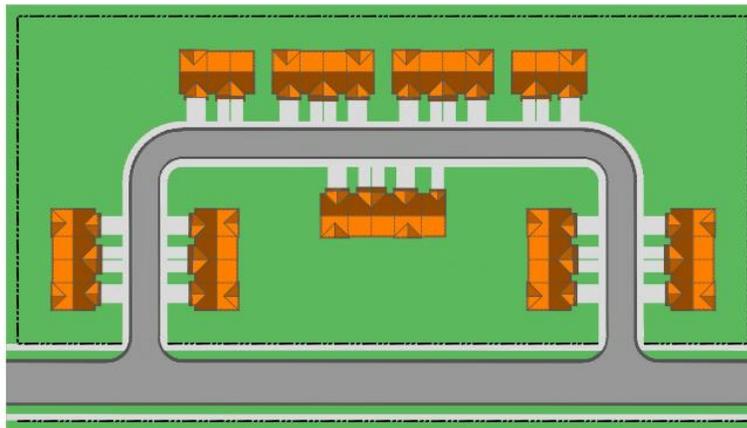
RESIDENTIAL PATIO
4 UNITS/ACRE



563
564
565
566
567
568

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

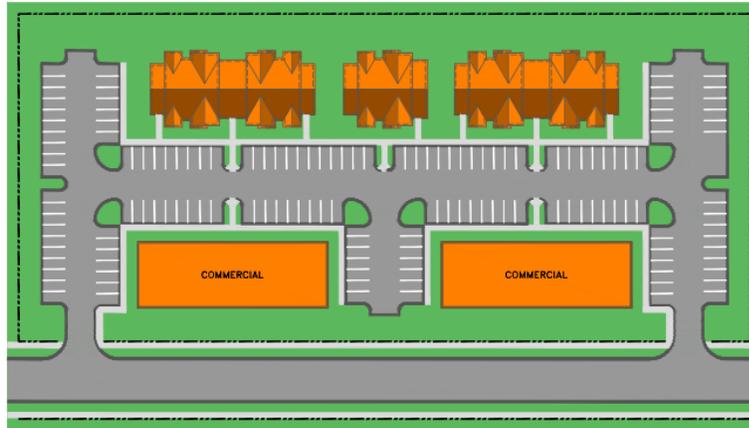
MULTI-FAMILY RESIDENTIAL (7 UNITS/ACRE)
35 TOWNHOMES WITH SMALLER PRIVATE STREETS



569
570

- 571 7. Mixed-Use Overlay allows residential dwelling units in conjunction with
- 572 commercial uses. The density of residential uses is controlled through
- 573 restrictions on building height, setbacks, open space and parking
- 574 requirements.
- 575

MIXED USE



576

577

578

579 * Gross acreage is defined as all property within a defined area including

580 lots, streets, parking areas, open space, and recreational uses. For the

581 purposes of calculating new development densities, all area within the

582 development boundaries will be included.

583

584 These dwelling densities have been incorporated into the color-coded Projected Land

585 Use Map (Map #2). These recommended dwelling unit densities are intended to be a

586 guide and recommended densities for the given colored area. Zoning requests or

587 development approval requests for lower densities than that recommended are always

588 acceptable in terms of their density. Densities greater than those contained on the

589 Projected Land Use Map may be granted in exchange for such amenities as trails,

590 buffers, etc. as deemed in the best interest of the city. The Zoning Ordinance has been

591 structured so that a particular residential zone corresponds with each of the density

592 categories and the maximum density allowed within that zone falls within the range

593 described above.

MODERATE INCOME HOUSING:

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

INDUSTRIAL:

599 Current industrial uses are limited to gravel mining operations, a few areas nearby the

600 gravel operations, and a few businesses scattered throughout the community. It is

601 recognized that the resources extracted by the gravel pits are important to the health

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

604
605 It is recommended that the industrial area currently located on Cornia Drive be officially
606 designated as such and that it be expanded to both sides of the road.

607

608 **COMMERCIAL:**

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

612

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

623

624 Other commercial development should be encouraged in the vicinity of the I-84/Old
625 Fort Road interchange. Development of this area should be done in a manner that does
626 not unduly impact the neighborhood.

627

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

633

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

638

639 **RECREATION:**

640 There are 61 acres of developed park in several locations throughout South Weber. In
641 addition to this park space, are six acres in the school grounds and the City owned
642 Posse Grounds. The National Recreation and Parks Association recommends a total of
643 25 acres of open space per 1,000 population as a standard. Ten acres of each 25 acres
644 should be developed recreation areas. The rest of the acreage could be in stream
645 corridor or other less developed open space. Following this standard, South Weber

646 should have 70 acres of developed recreation space for the current population. If the
647 community reaches its projected population, it should then have 130 acres developed
648 for recreation.

649
650 The presence of the Weber River on the north boundary of the City presents an
651 opportunity for a river recreation corridor reaching from Morgan County through South
652 Weber into Weber County and which would be of regional interest. The Wasatch
653 National Forest to the east of town also presents abundant recreation possibilities which
654 are important to residents of South Weber and many others.

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

670
671 As development along the east bench area occurs, the City should try to secure public
672 access to the National Forest. The Forest provides hunting, hiking, mountain biking and
673 nature appreciation opportunities different from other recreation sites. It is critical to
674 maintain public access to these public lands.

675
676 South Weber should become more bicycle friendly by considering adding bicycle lanes
677 to all new roads and by connecting City parks with bicycle lanes and trails. The
678 possibility of a bicycle path along the Davis & Weber Canal should be explored. It may
679 be possible to enter into a use agreement with the Canal Company. Liability to the
680 Canal Company would be limited by Utah Code Annotated Section 57-14, Limitation of
681 Landowner Liability Act.

682
683 Other recommendations for recreation development are that public access from areas
684 south of the canal be provided to the park on 2100 East St. north of the canal via a
685 pedestrian bridge across the canal.

686
687 There are recommended locations on the Projected Land Use Map (Map #1), for
688 recreational use. They are only intended to indicate that, due to existing or projected
689 residential growth in the area, it would be a good location for some type of public

690 recreation facilities. There may be other areas suitable for recreational uses which are
691 not designated on the map. Designation of a property in the recreational category is not
692 meant to limit the use of the property exclusively to recreational use but is indicative of
693 a special recreational resource which needs protecting or the resource may be lost.
694 Other uses which are compatible with the development of the recreational resources
695 will be considered on such properties.

696

697 **INSTITUTIONAL:**

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

704

705

706 **SECTION 4: TRANSPORTATION**

707

708 **VEHICLE TRANSPORTATION:**

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

723

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

737

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

740

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

742 The State is currently in the beginning stages of a major widening and upgrading of US-
743 89 that will turn it into a limited access expressway. The project is scheduled to have
744 its northern terminus at the US-89/I-84 interchange. The City fully supports this
745 project; however, this will create some issues that affect South Weber. It will be critical
746 that direct access from South Weber Drive onto US-89 be maintained in both north and
747 south directions. As US-89 transitions from a limited access facility to a restricted access
748 highway in South Weber, it will create a backup of northbound traffic. Currently the
749 traffic congestion on US-89 is somewhat spread out along the route south of South

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

753

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

756

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

762

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

765

766 **1900 EAST STREET:**

767 1900 East Street is an extremely important collector road. It has a serious safety hazard
768 at approximately 7550 South where it traverses a steep bluff. The bluff both reduces
769 sight distance at the intersection with 7600 South St. and encourages traffic to speed.
770 The correction of, or reduction of, this safety hazard, if possible should be a priority for
771 South Weber road projects.

772

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

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

785

786 Traffic analysis indicates traffic signals will eventually be needed at the intersections of
787 South Weber Drive with 1900 East and 2100 East. The City should encourage UDOT to
788 install ~~a~~-traffic lights at these locations as increases in traffic warrant.

789

790 **OLD FORT ROAD:**

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

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

796

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

800

801 **7600 SOUTH STREET / 1550 EAST STREET:**

802 A high priority road project should be to connect (plat and construct) the remaining
803 portion of 7600 South that is not currently dedicated as a public right-of-way (approx.
804 250 ft.) in order to provide that this street become a through street. This should all be
805 developed with standard street improvements and a 60 ft. right-of-way. This road is
806 necessary to provide a more direct and much safer route to the elementary school, as
807 well the as central part of the city and South Weber Drive.

808

809 **6650 SOUTH STREET / 475 EAST STREET:**

810 6650 South St. is a very narrow street with existing houses fronting it, some of which
811 are not set back very far from the edge of the asphalt. Currently the road has a
812 temporary dead-end at the west end of the houses fronting it. As properties north of
813 6650 S. continue to develop an alternate east/west route (already begun) should be
814 established to take all but local traffic off this substandard road. Only minimal widening
815 and improvement of the road should occur between 475 East and South Weber Drive
816 due to feasibility challenges.

817

818 475 East Street is currently the main route from South Weber Drive to I-84. As
819 development of the west end of town occurs, it is imperative that the majority of traffic
820 in that area find an alternative route to 475 East Street. The development of Old Fort
821 Road. will accomplish this goal.

822

823 **VIEW DRIVE:**

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

830

831 **SECTION 5: ACTIVE TRANSPORTATION**

832
833 **TRAILS**

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

847
848 (See Active Transportation and Parks Map #3 for more detail on the recommendations
849 of this Section.)

850
851 **BONNEVILLE SHORELINE TRAIL:**

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

859
860 This trail should be constructed at approximately 4 ft. in width and have a natural
861 material surface. Special care to reduce impacts and keep grades manageable will need
862 to be taken in crossing Corbet Creek and other ravines. At some point above the
863 Weber Basin Job Corps this trail needs to transition from the 5200 ft. level to the
864 proposed Weber Canyon Trailhead just above river level at the mouth of the canyon.
865 This trailhead will support and provide cross access to two other trails, the proposed
866 Canal Trail and the proposed Weber River Parkway Trail.

867
868 **WEBER RIVER PARKWAY TRAIL:**

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

875
876 Some of the property involved is privately owned, some by the Utah Department of
877 Transportation, some the Division of Natural Resources and some by Weber Pathways.
878 The City should work with other interested groups in securing the easements or right-
879 of-ways for this trail. Due to the regional nature of this trail, it would be appropriate for
880 an entity such as Weber Pathways to be responsible for management and maintenance
881 of the trail. South Weber and other affected cities should participate to some
882 proportionate level in the maintenance costs.

883
884 It is recommended that the South Weber section of the trail be approximately 10ft.
885 wide with a compacted granular surface. It could be paved at some point in the future,
886 should that prove to be a wise course of action.

887
888 Pedestrian access from the Canyon Drive Trailhead at Canyon Drive and 1325 East
889 across I-84 to the Weber River Parkway should be a high priority trail improvement.

890
891 **CANAL TRAIL:**
892 The Canal Trail is proposed to run adjacent to or on top of the Davis and Weber
893 Counties Canal running the length of the City on the south side. The City should seek
894 an agreement with the Davis and Weber Counties Canal Company and any private
895 property owners along the route to allow public use and development of the trail.
896 Safety precautions should be used in designing a trail along open portions of the canal.
897 The City should also encourage Riverdale City officials to continue this trail through
898 their city as well.

899
900 This trail should be developed partly as natural surface trail and partly as a paved trail
901 utilizing the existing maintenance road along the canal or directly on top of the canal
902 where it has been piped. This trail should be paved to at least 10 ft. in width where it
903 passes through residential areas from 2700 East to approximately 1550 East. The rest
904 of the trail east of US-89 and west of 1550 East should be graded dirt with some
905 possible surface stabilization where necessary.

906
907 **VIEW DRIVE TRAIL:**
908 This proposed new trail should extend from View Drive to South Weber Drive near the
909 west side of the charter school property. This will better facilitate pedestrian access
910 from the south to the school and commercial services in the area.

911
912 **OLD FORT TRAIL:**
913 This trail is intended to be a 10 ft. wide paved trail running from approximately 1200
914 East to near the west end of the City following along the south side of I-84. Special
915 attention to safety will be warranted at the trail crossing of Old Fort Road. This trail
916 should become the responsibility of the City for maintenance and control. It is
917 anticipated that the majority of this trail will be constructed by developers of adjacent

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

920

921 **OTHER TRAILS:**

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

926

927 **SECTION 6: ANNEXATION POLICY PLAN**

928

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

934

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

936

937 **CHARACTER OF THE COMMUNITY:**

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

950

951 **NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED UNINCORPORATED**
952 **AREAS:**

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

965

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

968

TAX CONSEQUENCES OF ANNEXATIONS:

969
970 It is well known that property taxes from residential properties generally do not cover
971 the full costs of providing services to those residences. This means that, if allowed to
972 develop strictly in residential use, the annexation and development of these properties
973 will result in an increase in the City's burden of paying for the services required by the
974 development. To help delay some of the increased tax burden, some of the proposed
975 expansion area may be appropriately developed as a mix of commercial and residential
976 uses.

977
978 It is felt that future development of planned commercial areas within the City will
979 produce enough tax revenues that remaining deficiencies in tax revenue from existing
980 and potential future residential properties will be offset. The consequences of
981 annexation of expansion areas, when looked at alone, will be to increase the tax burden
982 of all residences within the City. But, when looked at in light of potential commercial
983 development, the entire City should see either a reduction in tax burden or an increase
984 in quality and amount of services offered by the City.

INTEREST OF ALL AFFECTED ENTITIES:

985
986
987 Prior to adoption of this section of the South Weber General Plan, discussions were held
988 with representatives of Davis County, Uintah City and Layton City. Other entities that
989 may have an interest in the expansion areas include the Davis School District which
990 would be interested in how much of any annexation would be devoted to housing
991 development and the resultant increase in student population. The Central Weber
992 Sewer District may have an interest in expansion areas from the standpoint of how total
993 sewage volume from South Weber may be increased. Some of these areas may benefit
994 from services of the Weber Basin Water Conservancy District also.

995
996 All affected entities as defined in the Utah Code Annotated, Section 10-2-401(1)(a) may
997 review the proposed annexation policy plan or any amendments thereto and may
998 submit oral or written comments and recommendations to the City. The City shall
999 address any comments made by affected entities prior to adoption.

1000

URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:

1001 The Utah State Code Annotated, Section 10-2-401.5 encourages all urban development
1002 within a close proximity of a city's boundary to be included in that city's expansion area.
1003 There are no areas of urban development within a close proximity to South Weber's
1004 boundary that are not already within an existing city except for that found on Hill Air
1005 Force Base. Land within HAFB. would not be under the jurisdiction of South Weber even
1006 if it were within the City limits; therefore, none of that urban development was included
1007 in the expansion area.
1008
1009