

ORDINANCE 2020-04

**AN ORDINANCE OF THE SOUTH WEBER CITY COUNCIL APPROVING
AMENDMENTS TO THE SOUTH WEBER CITY GENERAL PLAN**

WHEREAS, in 2019, the South Weber City Council tasked the Planning Commission with reviewing and recommending necessary updates to the General Plan; and

WHEREAS, the Planning Commission of South Weber City started its review in February 2019 and presented it to the public with a survey requesting comments from September 1 through October 11, 2019, and held an open house on October 2-3, 2019; and

WHEREAS, joint meetings of the City Council and the Planning Commission were held on October 22, 2019, and December 3, 2019, to review public comments and prepare a second draft; and

WHEREAS, additional joint meetings were held on January 21, 2020 and February 18, 2020, to review the second draft; and

WHEREAS, the second draft with a second survey was presented to the public June 15-30, 2020 with an open house on June 24-25, 2020; and

WHEREAS, the third draft was prepared by the Planning Commission on September 10, 2020, the final public hearing was held on October 8, 2020, and the Planning Commission voted to recommend approval of all amendments; and

WHEREAS, the South Weber City Council desired further amendments which were made before final approval of the South Weber City General Plan; and

NOW, THEREFORE, BE IT ORDAINED by the City Council of South Weber City, State of Utah:

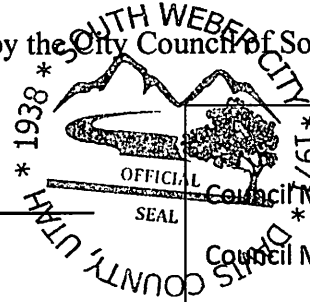
Section 1. Amendment. The South Weber City General Plan is hereby amended as more particularly shown in Exhibit A, attached hereto, and incorporated herein by reference.

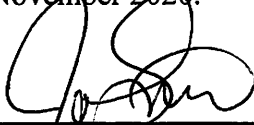
Section 2. Severability. If any section, part, or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance; and all sections, parts, and provisions of this Ordinance shall be severable.

Section 3. General Repealer. Ordinances in conflict with this ordinance are hereby repealed to the extent of such conflict.

Section 4. Effective Date. This Ordinance shall take effect upon publication or posting or thirty (30) days after passage, whichever occurs first.

PASSED AND ADOPTED by the City Council of South Weber, Davis County, on the 10th day of November 2020.




MAYOR: Jo Sjoblom


ATTEST: City Recorder, Lisa Smith

Roll call vote is as follows:

Council Member Alberts	<input checked="" type="radio"/> FOR	AGAINST
Council Member Halverson	<input checked="" type="radio"/> FOR	AGAINST
Council Member Petty	<input checked="" type="radio"/> FOR	AGAINST
Council Member Soderquist	<input checked="" type="radio"/> FOR	AGAINST
Council Member Winsor	<input checked="" type="radio"/> FOR	AGAINST

CERTIFICATE OF POSTING

I hereby certify that Ordinance 2020-04 was passed and adopted the 10th day of November 2020 and that complete copies of the ordinance were posted in the following locations within the City this 11th day of November 2020.

1. South Weber Elementary, 1285 E. Lester Drive
2. South Weber Family Activity Center, 1181 E. Lester Drive
3. South Weber City Building, 1600 E. South Weber Drive


Lisa Smith, City Recorder

EXHIBIT A
SOUTH WEBER CITY GENERAL PLAN

South Weber City General Plan Update 2020

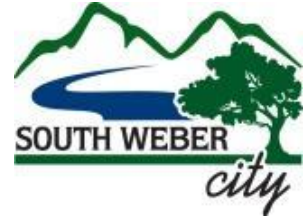


TABLE OF CONTENTS

1		
2		
3		
4		
5	TABLE OF CONTENTS	
6	INTRODUCTION	3
7	MASTER GOAL	4
8	SECTION 1: CITIZEN INVOLVEMENT	5
9	SECTION 2: EXISTING ENVIRONMENT	6
10	LAND USE:	6
11	POPULATION:	6
12	ENVIRONMENTAL CONDITIONS:	8
13	EARTHQUAKES:	8
14	FLOODING:	8
15	LAND SLIDES:	9
16	WETLANDS:	9
17	HIGH WIND:	9
18	FIRE:	9
19	STEEP SLOPES:	9
20	GRAVEL PITS:	10
21	I-84/US-89 HIGHWAYS:	10
22	DAVIS AND WEBER COUNTIES CANAL:	10
23	NOISE HAZARDS:	10
24	ACCIDENT POTENTIAL:	11
25	HILL AIR FORCE BASE ENVIRONMENTAL IMPACT:	11
26	SECTION 3: LAND USE GOALS AND PROJECTIONS	13
27	AGRICULTURE, RURAL CHARACTER AND OPEN SPACE:	13
28	RESIDENTIAL:	14

29	MODERATE INCOME HOUSING:	17
30	INDUSTRIAL:	17
31	COMMERCIAL:	17
32	RECREATION:	18
33	INSTITUTIONAL:	19
34	OPEN LANDS:	19
35	SECTION 4: TRANSPORTATION	20
36	US-89 (Highway 89):	20
37	1900 EAST STREET:	21
38	SOUTH WEBER DRIVE (State Route 60):	21
39	OLD FORT ROAD:	21
40	1650 EAST STREET/ 7775 SOUTH STREET:	22
41	6650 SOUTH STREET / 475 EAST STREET:	22
42	7800 SOUTH:	22
43	SERVICE ACCESS ROAD TO WATER TANK:	22
44	CONNECTION TO LAYTON:	22
45	SECTION 5: ACTIVE TRANSPORTATION	24
46	BONNEVILLE SHORELINE TRAIL:	24
47	WEBER RIVER PARKWAY TRAIL:	24
48	CANAL TRAIL:	25
49	VIEW DRIVE TRAIL:	25
50	OLD FORT TRAIL:	25
51	SOUTH HILLSIDE TRAIL:	26
52	OTHER TRAILS:	26
53	SECTION 6: ANNEXATION POLICY PLAN	27
54	CHARACTER OF THE COMMUNITY:	27
55	EAST & SOUTH BENCH AREAS	27
56	NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED OR UNINCORPORATED AREAS:	27
57	TAX CONSEQUENCES OF ANNEXATIONS:	28
58	INTEREST OF ALL AFFECTED ENTITIES:	28
59	URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:	28
60		

61 **INTRODUCTION**

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

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

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

80

81 **MASTER GOAL**

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

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

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

107
108 The City should frequently consult the principles contained in the Wasatch Choices 2050
109 plan as adopted by the Wasatch Front Regional Council. This can be found at
110 www.envisionutah.org.

111

112 **SECTION 1: CITIZEN INVOLVEMENT**

113
114 Participation and input from residents are important to ensure a General Plan that
115 reflects the attitudes and desires of city residents. For this document to be an effective
116 planning tool, the public needs an opportunity to provide feedback on the proposed
117 contents prior to adoption.

118
119 To facilitate this, after the Planning Commission prepared a first draft through a series
120 of meetings in 2019 (February 21, March 14, April 25, May 9, May 23, June 13, July 11,
121 August 8, and August 22), the City made the first draft available online from September
122 1 to October 11, 2019 where residents could view the draft and provide feedback. The
123 City held two open houses to allow residents and property owners the opportunity to
124 see detailed maps; ask questions of City Staff, Planning Commissioners, and City
125 Council Members; and submit written comments (October 2/3, 2019 and June 24/25,
126 2020). Additionally, residents were invited to several public joint work meetings of the
127 Planning Commission and City Council where the General Plan was the only agenda
128 item (2019 – October 22, November 12, December 3; 2020 – February 18 and March
129 24). The City collected, organized, and incorporated the community input into a revised
130 draft which was also published online and open for comment from June 15 to June 30,
131 2020. Other Planning Commission or City Council meetings in 2020 where the General
132 Plan was discussed include April 28 (Council), July 14 (Planning), September 10
133 (Planning), and October 27 (Council). Prior to its adoption, the General Plan was the
134 topic of an official public hearing held before the Planning Commission on October 8,
135 2020.

136

137 **SECTION 2: EXISTING ENVIRONMENT**

138
139 It is important to analyze the existing characteristics of the community — land use,
140 population, development limitations, and opportunities — when undertaking any
141 planning effort. By obtaining a full understanding of the current South Weber
142 community, we can better understand and prepare for its future.

143
144 **LAND USE:**

145 Historically an agricultural area, South Weber has transformed into a predominantly
146 residential community. Agricultural land that once provided the rural small-town
147 character is being developed, primarily into housing. The community is shifting away
148 from preserving agricultural land to ensuring there is enough open space for adequate
149 recreational opportunities. Additionally, there is a focus to promote South Weber as a
150 gateway to many outdoor recreational opportunities, with specific attention given to
151 Weber Canyon and the Weber River.

152
153 South Weber has seen its first commercial development in many years. These
154 commercial enterprises provide much-needed services to residents. There are a few
155 industrial type land uses, primarily the sand and gravel mining operations in the
156 northeastern area of the City. A few construction companies, self-storage complexes,
157 and one significant manufacturing business add to the South Weber economy. The
158 gravel pits are a source of constant frustration to adjacent residents due to fugitive
159 dust. However, the City has worked with the Staker-Parsons gravel pit operators to
160 significantly lessen nuisances caused by its operations. It is believed these measures
161 are reducing negative impacts to neighboring properties. There is indication that one
162 gravel pit may be nearing the end of its production as a mining operation.

163
164 The City is also home to several institutional uses including four churches, a recreation
165 center, an elementary school (comprised of two main buildings and multiple modular
166 classrooms), a charter school, a fire station, and a city administration building. One
167 institutional use that impacts the City is the Weber Basin Job Corp whose campus
168 neighbors the City to the east just outside the City boundary. Five developed
169 neighborhood style parks, an outdoor equestrian arena (known locally as the Posse
170 Grounds), and a 4 ½ mile section of the Weber River Trail comprise the major
171 developed recreational uses.

172
173 **POPULATION:**

174 One of the major factors contributing to changes in the community is increased
175 population. As population rises so does the amount of land devoted to residential use.
176 The demand for municipal services, i.e., police, fire, water, sewer, etc. increases, thus
177 creating a strain on city resources. It is impossible to predict changes in the population,

178 but we can get an idea of the final buildout population through making some
179 reasonable projections by analyzing past growth.

180
181 As of January 7, 2020, new population projections were generated for South Weber City
182 based on population estimates by the U.S. Census Bureau and the University of Utah
183 Gardner Policy Institute for 2017. At the end of 2017, South Weber had **1,878 lots or**
184 **dwelling units**. Add to that the number of residential lots/units approved since 2017,
185 plus the **382 lots or dwellings** that applied for approval or that presented concept
186 plans as of January 7, 2020, and the current **total existing, approved, or proposed**
187 **dwelling units is 2,260.**

188
189 If we assume that most vacant land remaining in the City will be developed, with
190 limitations on some land, it is possible to estimate the potential population growth of
191 South Weber. An analysis of vacant/developable lands determined the total area in each
192 residential density category and the number of dwelling units (D.U.) each could
193 generate. For each density category the total number of acres of vacant land was
194 decreased by 10 percent to allow for inefficiencies in platting of lots and odd-shaped
195 parcels which may result in fewer lots than the zone allows. The analysis follows:

- 196
197 1. 7.04 ac. in Very Low Density – 10% = 6.34 x .90 D.U./ac. = 5 D.U.
198
199 2. 45.46 ac. in Low Density – 10% = 40.91 x 1.45 D.U./ac. = 59 D.U.
200
201 3. 207.46 ac. in Low-Moderate Density – 10% = 186.71 x 1.85 D.U./ac. = 345 D.U.
202
203 4. 193.68 ac. in Moderate Density – 10% = 174.31 x 2.8 D.U./ac. = 488 D.U.
204
205 5. 16.88 ac. in Residential Patio – 10% = 15.19 x 4 D.U./ac. = 60 D.U.
206
207 6. 4.34 ac. in Multi-Family – 10% = 3.91 x 7 D.U./ac. = 27 D.U.
208
209 7. 2.91 ac. in potential Mixed-Use x 25 D.U./ac. = 72 D.U.

210
211 **Total Dwelling Units on Vacant Land = 1,056 D.U.**

212
213 Add 2,260 existing and approved dwellings with 1,056 potential dwelling units on
214 vacant land and arrive at a potential build-out dwelling unit count of 3,316. The most
215 recent persons per household number for South Weber is 3.89 based on Gardner Policy
216 Institute and 2017 U.S. Census estimates. Multiply that by the build-out dwelling unit
217 count and you arrive at a **build-out population of 12,900**. At an average growth
218 rate of 3 percent per year, build out will take approximately 20 years.
219

220 **ENVIRONMENTAL CONDITIONS:**

221 There are several known natural and human caused environmental hazards in South
222 Weber. Natural hazards include earthquakes, fire, high wind, flooding, and landslides.
223 Human caused hazards are associated with the two gravel pits, the Davis and Weber
224 Counties Canal that runs the entire length of the City from the east end to the west end
225 with potential for flooding. Aircraft noise, accident potential, and toxic waste disposal
226 sites all originate from Hill Air Force Base, which borders the City on its south side to
227 the west. Proximity to US-89 and I-84 provide an increased risk as personal and
228 commercial traffic increases.

229
230 It is critical that any environmental hazards are mitigated on properties where they
231 exist prior to development. It is recommended that any proposed development within
232 the areas identified on the Sensitive Lands Map #5 be required to mitigate potential
233 environmental hazards in accordance with the Sensitive Lands Ordinance (Ord. 10-14).
234 If this is not possible or feasible, some types of development may not be permitted.

235
236 **EARTHQUAKES:** The Wasatch Fault runs through the east end of the City in an area
237 envisioned for future annexation. The fault is not a single fissure in the earth's surface,
238 but a series of several faults running in a north/south direction. So far as these fault
239 lines have been identified, they are mostly located in fields and affect very few existing
240 structures directly. The Weber Basin Job Corp is the only development known to have
241 fault lines running through it.

242
243 As development pressure increases for the area between US-89 and the mountains to
244 the east, it will be imperative to locate any future structures away from these fault
245 lines. If/when an earthquake occurs, liquefaction is also a potential hazard in areas
246 where high groundwater is present.

247
248 **FLOODING:** The Federal Emergency Management Agency (FEMA) has identified the
249 Weber River, the northern border of South Weber, as a potential flood source to low-
250 lying lands adjacent to the river. Notwithstanding several dams along its course the
251 river can still flood due to melting of a high snowpack that may exceed the capacity of
252 the reservoirs. Localized heavy rain or landslides which could dam the river may also
253 cause flooding. Additionally, upstream dam failure has the potential to cause sequential
254 dam failures that could result in a significant flooding event for the City. FEMA has
255 produced Flood Insurance Rate Maps (FIRM) which identify potential flood areas. FEMA
256 does not identify any other potential flood source.

257
258 As development occurs, additional hard surfacing creates the potential for localized
259 flooding resulting from heavy rain and excessive snow melt. It is recommended the City
260 continue to maintain its Capital Facilities Plan related to storm water flood control
261 facilities (both existing and future) and review and update the plan regularly.

262

263 **LAND SLIDES:** South Weber City is in a river valley formed in ancient times as the
264 Weber River cut through an alluvial fan deposited by the receding Lake Bonneville
265 which once covered the entire region. Steep banks formed on both sides of the river as
266 it cut through the alluvial fan. The bluff on the south side runs the entire length of the
267 City. Geologists have identified this area as a very high risk for potential landslides.¹²
268 Ample evidence exist of both ancient and more recent slope failure along this bluff. It is
269 important to analyze the feasibility of any development proposed on or near this bluff.

270
271 **WETLANDS:** There are several areas of wetlands and suspected wetlands within
272 South Weber, most of which lies along the Weber River. These wetlands include
273 sandbars, meadows, swamps, ditches, marshes, and low spots that are periodically wet.
274 They usually have wet soil, water, and marshy vegetation for a period or year-round.
275 Open space is also characteristic of wetlands.

276
277 All wetlands are considered sensitive lands. Therefore, any development occurring on
278 suspected or verified wetlands are required to comply with the permitting process of
279 the Army Corps of Engineers.

280
281 **HIGH WIND:** High winds blow consistently out of the Weber Canyon contributing to
282 fugitive debris from the gravel pits. The design standards in high wind areas of the City
283 must account for the velocity of wind from the canyon.

284
285 **FIRE:** The City is nearly surrounded by wildland, creating large areas of wildland/urban
286 interface. This creates a high fire hazard requiring building codes to employ wildland-
287 urban interface standards. The City should encourage developers and residents to
288 follow Utah state guidelines for hazard mitigation in the wildland-urban interface.

289
290 **STEEP SLOPES:** Steep slopes are found along the south bench of the City, the foothill
291 area of the Wasatch Mountains on the east side of the City, and at other locations
292 throughout the City. These slopes should be considered fragile from a development
293 standpoint and developers must comply with the Sensitive Lands Ordinance (Ord 10-
294 14). Building roads and subdivisions within these areas can cause environmental
295 damage, destabilize hillsides, and create a hillside scar/eyesore resulting from needed
296 cuts and/or fills to make the property developable. Stripping the land of vegetation may
297 significantly increase erosion and potential flooding if mitigation efforts are not applied.
298 These areas are important habitat for wildlife, including high-value deer winter range.
299 These areas also represent a significant fire hazard to structures which might be tucked
300 within the heavy vegetation located on or along steep slopes. These steep foothills
301 provide an important view shed for residents and those traveling through the local area.
302 The mountains are a prominent feature of the landscape and any excessive

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

² Geologic Hazards Reconnaissance, South Weber Reservoir #4, Mr. Jay Yahne, P.E., Western GeoLogic, LLC.

303 development or other adverse impacts will likely reduce the community's overall quality
304 of life.

305
306 **GRAVEL PITS:** Two large gravel mining operations are located on the east end of
307 South Weber. The Staker Parson pit adjacent to and west of US-89 and north of South
308 Weber Drive, and the Geneva pit adjacent to and east of US-89 between the Weber
309 River and Cornia Drive. These gravel mining operations create potential hazards due to
310 the dust and sand that blows out of them due to the strong winds from Weber Canyon.
311 The dust can be hazardous to breathe and creates a nuisance as it is deposited
312 downwind in the residential neighborhoods west of the pits. The City should continue
313 their collaboration with the operators to minimize the fugitive dust.

314
315 These mining operations have a limited lifespan due to depletion of the resource,
316 although recycling of concrete and asphalt may extend those operations. Rehabilitating
317 the gravel pits' steep slopes and disturbed soils, and mitigating any remaining
318 hazardous conditions, are critical issues that must be addressed before their operations
319 terminate.

320
321 There has been a considerable speculation that the pits might become recreational
322 lakes when mining operations cease. Though an attractive idea, it is not feasible.³

323
324 **I-84/US-89 HIGHWAYS:** Two major highways traverse the City. Due to their
325 proximity to homes and businesses, the transportation of various of goods and
326 materials create the potential for accidents, spills, and hazardous material incidents.
327 Both highways contribute to potential economic development in South Weber.

328
329 **DAVIS AND WEBER COUNTIES CANAL:** The canal traverses the length of the City
330 from east to west through residential neighborhoods, open lands, and hillsides. The
331 open nature of sections of the canal present a potential danger if the water were to
332 flood into the City or contribute to slope instability and slides. Deterioration of the canal
333 may pose a hazard and lead to a canal break, like that which occurred in Riverdale in
334 1999 along the same canal.

335
336 **NOISE HAZARDS:** Hill Air Force Base (HAFB) is located directly southwest of the City
337 at the top of the bluff previously discussed. At times, aircraft flying over South Weber
338 cause significantly increased levels of noise. In its Air Installation Compatible Use Zone
339 (AICUZ) report, the Air Force designates specific zones where noise may cause a
340 negative impact to the quality of life. These noise zones are produced by a computer
341 model which takes many variables into account, including the types of aircraft, flight
342 paths, frequency, and time of flights. These noise zones are 65-70 Ldn, 70-75 Ldn, 75-
343 80 Ldn, 80-85 Ldn and 85+ Ldn. Ldn is a unit of noise measurement roughly equivalent

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.

344 to decibels, but with other weighted factors considered. The most recent official AICUZ
345 report was published in 1993. A Department of Defense (DOD) contract updated the
346 noise contours in 2006. With the recent arrival and operations of F-35 aircraft (78
347 planes by 2019), a new AICUZ study is under development. Preliminary noise modeling
348 indicates a dramatic reduction in the noise impact to South Weber. This is not a result
349 of a reduction in actual aircraft noise, but due to the use of a new computer model. The
350 F-35s are noisier than the F-16 previously stationed at the base. Despite the initial
351 results, feedback from residents indicate an increase in aircraft noise since the arrival of
352 the F-35.

353

354 This creates a dilemma for the City. The noise zone has significantly affected land use
355 planning for the past 40 years. Previous studies indicate a major portion of the City lay
356 within the 75 Ldn noise contour, the threshold noise zone for restricting land uses. If
357 the preliminary noise modeling is adopted as part of the Official AICUZ report, it will
358 show essentially no area in the City is negatively impacted by noise from HAFB aircraft.
359 Yet, during the mid-1990s, the State of Utah purchased easements on most of the
360 properties within the 75 Ldn noise zone which significantly limits development on those
361 properties. These easements will remain in place even if the preliminary noise modeling
362 becomes official and the modeled noise impact to South Weber is largely eliminated.
363 These easements will continue to affect land use planning, much more so than the
364 modeled noise zones.

365

366 As technology advances, it is anticipated that the types of aircraft stationed at HAFB will
367 change as the current aircraft are phased out. The recommended course of action is to
368 continue to utilize the noise zones that are currently adopted and upon which our
369 historical land use planning has relied. This will protect the residents of South Weber
370 from undue noise impacts and will help support the mission of HAFB, a very important
371 part of the local economy. It is recommended that no residential development be
372 allowed within the 75+ Ldn noise zone as currently adopted even should the noise
373 zones officially change in the future.

374

375 **ACCIDENT POTENTIAL:** The same AICUZ study discussed above designates "Crash
376 Zones" and "Accident Potential Zones" within the City limits. The Crash Zone is the area
377 immediately off the north end of the runway. The Accident Potential Zones (APZ)
378 extend northward along the flight path. The APZ 1, adjacent to the Crash Zone on the
379 north end of Hill's runway, overlays the very west end of South Weber.

380

381 Careful consideration should be given to any development proposals in this area.
382 Residential development in this area should be prohibited. Agriculture and open space
383 are encouraged in these zones as much as possible.

384

385 **HILL AIR FORCE BASE ENVIRONMENTAL IMPACT:** Isolated areas of shallow
386 groundwater and surface water in the southwest portion of South Weber are
387 contaminated with low levels of various chemicals from former activities at HAFB. The

388 areas affected are known as Operable Units (OUs) 1, 2, and 4, and are shown on plume
389 maps provided from HAFB.

390

391 Since the early 1990s, the area has been closely monitored as part of the federal
392 Superfund (or CERCLA) program. HAFB continuously monitors OUs 1, 2, and 4 for
393 hazardous chemical concentrations, and applies remediation technologies where
394 appropriate or possible.

395

396 Since many contaminants evaporate easily [Volatile Organic Compounds (VOCs)], the
397 chemicals can migrate into basements and other overlying structures in the affected
398 areas. Drinking water is not contaminated.

399

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

405

406 Planners, developers, property owners, and residents can obtain additional information
407 from the following:

408

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

412

413 Development in contaminated areas should be conducted in a manner that minimizes
414 chemical exposure. Building requirements could include prohibiting basements,
415 requiring field drains, adding vapor removal systems, etc. Builders should be aware of
416 alternate building standards to mitigate potential hazards from vapor or ground water
417 contaminates. Those living or planning to live within, or near, the areas of
418 contamination need to familiarize themselves with this information, be aware of
419 possible issues and associated health problems, and be accountable for their own
420 health and safety after studying all the available records.

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

422
423 This section discusses the various recognized major land use categories and other
424 important factors that may affect the future of South Weber. Citizen recommendations
425 and sound planning principles are integrated with physical and cultural constraints to
426 project the most beneficial uses for the community. In most cases, these
427 recommendations are general in nature and will be subject to refinement by the City as
428 proposed changes in land use or zoning are made.

429
430 Projected Land Use Map #1 shows specific locations and information concerning
431 projected land uses. Please note, there is no date at which time these projections could
432 be realized. Many variables make it difficult to predict future use.

433
434 (See Projected Land Use Map #1 for more detail on the recommendations of this
435 Section.)
436

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

438 Agriculture is still important to the community, but perhaps in a different way than it
439 was historically. Agriculture will always be a welcome part of the community. If
440 agricultural use significantly declines, other means must be used to preserve open
441 space to continue providing the rural feel of the community. The City should take
442 measures to protect existing agricultural practices by not enacting restrictions on its use
443 due to encroaching residential uses.

444
445 A goal of the City and community is to keep the rural feel of South Weber. One
446 challenge with this is the remaining agricultural lands are privately owned. A
447 landowner's prerogative may differ with the community's goal. In South Weber and
448 surrounding areas, high land values deter agricultural uses. Children and grandchildren
449 of agriculture-based families are primarily seeking careers outside of agriculture. As a
450 result, aging farm owners have no one to take over farm operations upon retirement.
451 It is difficult to preserve farmland except by extraordinary means, such as government
452 purchase of the agricultural lands for preservation purposes. This is not a realistic
453 option to preserve farmland in South Weber. The City should examine creating
454 incentives for landowners/developers to preserve key pieces of open space to preserve
455 the desired rural feel of the community.

456
457 Natural open space is also an important asset to the community. For the purposes of
458 this plan, open space is defined as undeveloped land with few or no structures and
459 allows residents to move about or view large outdoor areas, to experience nature, to
460 recreate in a safe and peaceful outdoor setting, or which can be used for organized
461 recreational activities. (See Recreation Section for more on this subject). Some of the
462 valued open spaces within South Weber are the Weber River corridor, wooded and
463 open areas along I-84, the steep hillsides above and below the Davis and Weber

464 Counties Canal, and the steep and wooded hillsides on the east side of the City
465 adjacent to forest lands.

466
467 Since it is beyond the City's resources to purchase property to maintain a rural
468 character or preserve open space, other methods should be used. The City should make
469 every effort not to interfere with, or allow adjacent land uses to inhibit, ongoing
470 agricultural pursuits and should consider annexing hillside property adjacent to current
471 city boundaries and consider incentives to develop properties with large amounts of
472 open space, specifically available for public use.

473

474 **RESIDENTIAL:**

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

481

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

487

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

491

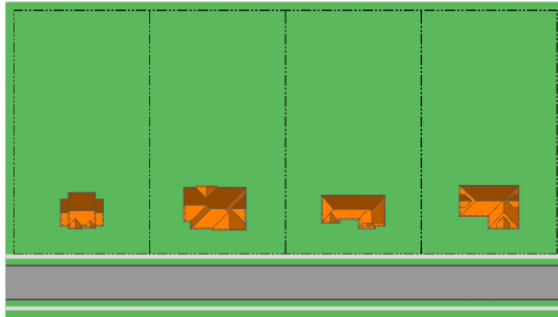
492 The following are graphical representations of the current densities allowed in
493 residential zones. *For comparison purposes, the block of land represented in each of*
494 *the following graphics is 5 acres.*

495

496
497
498

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

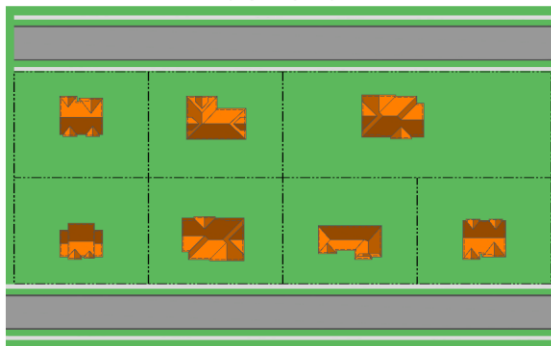
VERY LOW DENSITY RESIDENTIAL
(AGRICULTURAL ZONE)
0.9 UNITS/ACRE



499
500
501
502

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

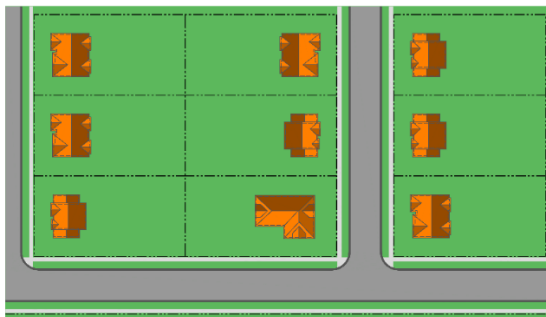
LOW DENSITY RESIDENTIAL (R-L)
1.45 UNITS/ACRE



503
504
505
506
507

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

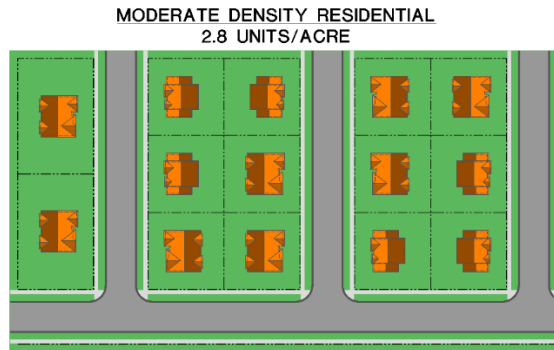
LOW MODERATE DENSITY RESIDENTIAL
1.85 UNITS/ACRE



508
509

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.

510 4. Moderate Density allows 1.86 to 2.8 dwelling units per gross acre.
511



512
513 5. Residential Patio allows 2.81 to 4.0 dwelling units per gross acre.
514
515



516
517 6. Multi-Family allows 4.1 to 7.0 dwelling units per gross acre.
518
519



520
521 These dwelling densities have been incorporated into the color-coded Projected Land
522 Use Map (Map #2). These recommended densities are intended as a guide for the given
523 colored area. Zoning requests or development approval requests for lower densities
524 than that recommended are always acceptable in terms of their density. Densities
525 greater than those contained on the Projected Land Use Map may be granted in
526

527 exchange for such amenities as trails, buffers, etc., as deemed in the best interest of
528 the City. The Zoning Ordinance has been structured so that a specific residential zone
529 corresponds with each of the density categories and the maximum density allowed
530 within that zone falls within the range described above.

531

532 **MODERATE INCOME HOUSING:**

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

535

536 **INDUSTRIAL:**

537 Current industrial uses are limited to gravel pits, a few areas near the gravel pits, and a
538 few businesses scattered throughout the community. As previously noted, the mining
539 operations have some negative impacts to the community. We also acknowledge that
540 the pits also provide a substantial monetary benefit to the community and that
541 resources extracted by the gravel pits are important to the health and growth of the
542 areas in and around South Weber.

543

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

546

547 **COMMERCIAL:**

548 Existing commercial developments are limited to a few businesses near the South
549 Weber Drive/US-89 interchange. Previous businesses in the center of town are out of
550 business.

551

552 For the convenience to residents and the financial health of the City, it is recommended
553 that appropriate commercial development is encouraged. The area in the vicinity of the
554 US-89/South Weber Drive interchange is the primary area designated for commercial
555 development, thus limiting commercial impacts to residents of the area. The City should
556 protect the land near the interchange for future commercial developments. The City has
557 designated all the land shown on the Projected Land Use Map in the vicinity of the US-
558 89/South Weber Drive interchange as Commercial Highway zone to encourage
559 commercial development there. All retail type and uses that provide locally needed
560 goods and services should be encouraged.

561

562 Other commercial development(s) should also be supported in the vicinity of the
563 I-84/Old Fort Road interchange. Development of this area should be done in a manner
564 that does not negatively impact surrounding neighborhoods.

565

566 Care should be given to any commercial development adjacent to a residential or
567 planned residential area. A buffer between the two land uses that reduces the negative
568 impacts of the commercial development is strongly encouraged.

569 Design standards for commercial development exist to ensure compatibility and a sense
570 of community among various potential commercial enterprises.

571

572 **RECREATION:**

573 South Weber City currently maintains recreational facilities at the following areas:
574 Byram Estates Holding Pond, Canyon Meadows, Cedar Cove, Central Park, Cherry
575 Farms, Nathan Tyler Looock Memorial, and the Posse Grounds. The City also has several
576 grassed detention basins that function as park space.

577

578 Additional development of recreational spaces should be included in budgets and parks
579 improvement plans, before new parks are developed. The City should continue to use
580 grassed detention basins as park space as they are created with additional
581 development.

582

583 The presence of the Weber River on the north boundary of the City presents an
584 opportunity for a river recreation corridor reaching into Weber County. The Wasatch
585 National Forest to the east of town presents abundant recreation possibilities that are
586 important to residents of South Weber and many others.

587

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

594

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

599

600 South Weber can become a more bicycle friendly community. The City should consider
601 areas to create bicycle lanes. The possibility of a bicycle path along the Davis and
602 Weber Counties Canal should be explored.

603

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

606

607 The Projected Land Use Map (Map #1) shows recommended locations for recreational
608 use due to existing or projected residential growth in the area. There may be other
609 areas suitable for recreational uses which are not designated on the map. Designation
610 of a property in the recreational category is not meant to limit the use of the property
611 exclusively to recreational use but is indicative of a recreational resource to protect.

612

613 **INSTITUTIONAL:**

614 The only current institutional uses in South Weber are schools and churches.
615 South Weber Elementary School and Highmark Charter School are the only schools in
616 the community. The City should assist Davis School District in locating any future school
617 sites. This will assure the most advantageous site for both the District and the City. The
618 City should be open to the development of additional church sites. It is also important
619 to note that just outside City boundaries on the north end of Cornia Drive, the U.S.
620 Forest Service operates the Weber Basin Job Corps.
621

622 **OPEN LANDS:**

623 Undeveloped properties may have a designation of Open Lands. Unlike other land use
624 designations, this designation does not imply any potential zoning classification.
625 Properties may be so designated because they are unbuildable due to terrain or may be
626 inaccessible.
627

628 **SECTION 4: TRANSPORTATION**

629
630 This section outlines the existing state of the transportation system and provides
631 recommendations to improve safety while meeting the demands of future growth. This
632 plan does not attempt to provide exact locations of every local or residential access
633 street in the City, but does look at all critical transportation routes, specifically
634 concentrating on those streets for which the City is responsible. Streets currently
635 stubbed are shown with an intended connecting location, thus informing any future
636 developers the City’s intent for connecting streets (See Vehicle Transportation Map #5).
637 To encourage connectivity between developments, cul-de-sacs or turnarounds are only
638 considered if topography or other constraints prohibit the connection to a thru street.
639 Temporary turnarounds must be provided at all stubbed street locations where a thru
640 street is eventually planned.

641
642 It is important that major transportation routes through South Weber are protected
643 from unnecessary traffic motion. Issues arise when too many driveways are allowed
644 access directly onto a street, resulting in slower traffic as vehicles maneuver in and out
645 of driveways. To reduce this concern and to preserve the full functionality of major
646 transportation routes, the number of direct access driveways should be limited to as
647 few as reasonably possible.

648
649 It is also important that public streets within the City be maintained in a reasonable and
650 acceptable condition. To this end, all new roads developed in South Weber are public
651 streets. Private streets are strongly discouraged. Some leeway is allowed in the design
652 of public roads within Planned Unit Developments (PUDs), to allow more ingenuity in
653 providing public improvements. This can be done in how park strips and foot traffic are
654 handled.

655
656 (See Vehicle Transportation Map #2 for more detail on the recommendations of this
657 Section.)

658
659 **US-89 (Highway 89):**

660 The State of Utah is in the beginning stages of a major upgrade and widening of US-89
661 that will turn it into a restricted access expressway. The project’s current northern
662 terminus is the US-89/I-84 interchange. The City fully supports this project, though it
663 will create some known issues that will affect South Weber. It is critical that direct
664 access from South Weber Drive onto US-89 is maintained for both north and south
665 directions. As US-89 transitions from a limited access highway to a restricted access
666 expressway in South Weber, it will likely create an increase of northbound traffic
667 backup. Currently, traffic congestion on US-89 is somewhat spread out along the route
668 south of South Weber due to the traffic lights found between South Weber and
669 Farmington, though northbound congestion sometimes occurs in South Weber when
670 cars stop at the traffic lights in Uintah City.

671
672 The City strongly encourages UDOT to consider solutions to the increasing traffic
673 congestion near the US-89/I-84 interchange, anticipating additional slowdowns along
674 US-89 once the expressway project is completed.

675
676 The US-89 project creates an opportunity to install an underpass for the continuation of
677 the Weber River Parkway Trail/Bonneville Shoreline Trail (BST). This is critical to the
678 extension of the Weber River Parkway Trail to the mouth of Weber Canyon, thus
679 connecting the BST in Davis County with that in Weber County. The City strongly
680 supports an underpass and should continue to encourage its completion in every
681 possible way.

682

683 **1900 EAST STREET:**

684 1900 East Street is an extremely important collector road. It has a serious safety hazard
685 at approximately 7550 South. At that point it traverses a steep bluff that reduces sight
686 distance at the intersection with 7600 South and encourages traffic to speed as cars
687 travel northward down the hill. It should be a priority to evaluate the possibility to
688 mitigate this safety hazard.

689

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

691 South Weber Drive, a State-controlled road, is an arterial street which serves as the
692 transportation backbone of the community. It is important to note that numerous
693 homes front the road, somewhat reducing its effectiveness as an artery. It is anticipated
694 the road will need to be widened from the current 66-foot right-of-way (in many
695 locations). The City should continue its current policy of requiring curb and gutter of all
696 new development along this road. Widening of the road should include enough room to
697 add bike lanes. The road is wide enough to add bike lanes in the eastern part of the
698 City. The City should pursue adding those lanes. Driveway access to this road should be
699 limited as much as possible to protect its arterial status and usage. This should be done
700 in conjunction with UDOT standards.

701

702 Analysis indicates traffic signals will eventually be needed at the intersections of South
703 Weber Drive with 1900 East and 2100 East. The City should encourage UDOT to install
704 traffic lights at these locations as soon as traffic density warrants them.

705

706 **OLD FORT ROAD:**

707 Old Fort Road is intended to be a minor collector road with limited access. Currently,
708 the first phase of the road is constructed on the west end which runs eastward from
709 475 East, utilizing the old alignment of 6650 South past the Posse Grounds. This road
710 will eventually continue eastward through farmland near the I-84 freeway. It is believed
711 this new roadway will provide increased opportunity for commercial development near
712 the I-84 interchange by establishing direct access to that site from the interchange.

713

714 **1650 EAST STREET / 7775 SOUTH STREET:**

715 A high priority road project should be connecting 1650 East with 7775 South. This will
716 provide an important alternate route, other than South Weber Drive, between the
717 central and eastern parts of the City. This would become extremely important in the
718 event of a South Weber Drive closure in this area.

719

720 **6650 SOUTH STREET / 475 EAST STREET:**

721 6650 South is a very narrow street with houses fronting it, some of which were built
722 extremely close the edge of the asphalt, which would not happen if these houses were
723 constructed today. A temporary dead-end exists at the west end of the houses fronting
724 it. As properties north of 6650 South continue to develop an alternate east/west route
725 (already begun) should be established to take all but local traffic off this substandard
726 road. Only minimal widening and improvement of the road should occur between 475
727 East and South Weber Drive due to feasibility challenges.

728

729 475 East Street is the main route from South Weber Drive to I-84. As development of
730 the west end of town occurs, it is important that most of the traffic in that area find an
731 alternate route to 475 East Street. The development of Old Fort Road to the east and
732 the eventual extension of Old Maple Road to the west are initial steps to accomplishing
733 this goal.

734

735 **7800 SOUTH:**

736 7800 South Street off the 2700 East frontage road is very narrow and both sides of the
737 road lack curb, gutter, and sidewalk. Introducing additional traffic to this street would
738 require widening and improving the road which would have a significant impact to the
739 adjacent residential properties. Though some improvements may be necessary, it
740 should only be done in a way that minimizes the impact to residents. Care should be
741 taken not to introduce any significant volume of traffic to this road.

742

743 **SERVICE ACCESS ROAD TO WATER TANK:**

744 Currently South Weber City has access to one of the City's water tanks on a road off
745 1900 East. The 60-foot right-of-way is owned by the City, has some utilities already
746 installed (fire hydrant and storm drain), and has a road base surface. This road is
747 closed to the public. After review of potentially paving this road to connect to Layton
748 and much public input, no changes to the status of this access road are recommended.

749

750 **CONNECTION TO LAYTON:**

751 A concept on previous General Plans – a road connection to Layton City to provide
752 additional ingress/egress for the community – is not included on this General Plan. That

753 concept was shown on previous plans through paving the service access road off 1900
754 East and/or building a new road up the hill south of the Family Activity Center.

755 Although not a comprehensive list, the following aspects of a connection to Layton were
756 considered prior to removing the concept from the General Plan:

- 757 • Growing traffic congestion within the City
- 758 • Additional ingress/egress needs and options ongoing and in emergencies
- 759 • Costs to current and future residents for construction and maintenance
- 760 • Visual impacts to the hillside
- 761 • Impact to sensitive lands along the hillside, including slope stability and
762 contamination
- 763 • Steep slope road maintenance (e.g. snow/ice, etc.)
- 764 • Impact to current traffic patterns

765 Throughout the General Plan update process, strong opinions were expressed both for
766 and against connecting to Layton. During the two public comment periods, the City
767 asked specific questions about this concept. A vast majority of respondents to the
768 survey questions expressed the desire to not connect to Layton City, regardless of
769 alignment. The Planning Commission recommended, and the City Council agreed that
770 South Weber should not work to connect our road network to Layton City.
771

772 **SECTION 5: ACTIVE TRANSPORTATION**

773
774 A recent survey by Utah State University on recreational activities and programs
775 indicates trails are the number one priority of South Weber residents. To promote the
776 health and general welfare of the citizens of South Weber, it is the intent of the City to
777 develop a network of non-motorized trails throughout the community. These trails
778 should be readily accessible to all residents and others so much as possible with
779 trailheads and access points located throughout the City.

780
781 Trails should provide a variety of walking, jogging, running, biking, and equestrian
782 experiences by utilizing different widths, surface material, and degree of difficulty. Trails
783 should generally be off-street and not sidewalks in the street right-of-way. There may
784 be locations where trails and sidewalks are concurrent for a short distance where other
785 options are not practical. Where potential trails cross private property, the City should
786 work with landowners to protect property rights and provide incentives to allow the trail
787 to be established on their land. Specific trail recommendations follow.

788
789 (See Active Transportation and Parks Map #3 for more detail on the recommendations
790 of this Section.)
791

792 **BONNEVILLE SHORELINE TRAIL:**

793 The Bonneville Shoreline Trail (BST) is a regional trail based along the high-water level
794 of ancient Lake Bonneville, conceptually traversing the entire Wasatch Front and
795 extending into Cache County. A portion of this trail runs along the foothills east of the
796 City at approximately 5,200 foot elevation. Although most of the trail is outside of City
797 boundaries, it is a great asset to the residents of South Weber. The City could
798 collaborate with Davis County and other stakeholders to complete the trail.

799
800 This trail should be approximately four feet wide and have a natural surface. Special
801 care to reduce negative impacts and to keep grades manageable will need to be taken
802 when crossing Corbet Creek and other ravines. The trail could potentially be located
803 above the Weber Basin Job Corps or along 2725 East. This trail needs to transition from
804 the 5,200 foot elevation to the proposed Weber Canyon Trailhead at the east end of
805 Cornia Drive near the mouth of the canyon which is approximately 4,570 feet elevation.
806 This trailhead will support and provide access to the proposed Davis and Weber
807 Counties Canal Trail and the Weber River Parkway Trail.

808
809 **WEBER RIVER PARKWAY TRAIL:**

810 The proposed Weber River Parkway Trail is an extension of an existing trail in Riverdale
811 and South Weber that currently terminates at Cottonwood Drive. In the Cottonwood
812 Drive area, the trail will run between Cottonwood Drive and I-84 due to the existing
813 residential lots that back onto the river. From the bend where Cottonwood Drive crosses

814 the river, the proposed trail will run along the south bank of the river between the river
815 and I-84.

816
817 Multiple property owners hold the land where the trail is proposed, including UDOT, the
818 Utah Division of Natural Resources, Trails Foundation of Northern Utah, and private
819 landowners. The City should collaborate with other interested parties in securing
820 easements or rights-of-way for the proposed trail. Due to the regional nature of this
821 trail, it is recommended an entity such as the Trails Foundation of Northern Utah be
822 responsible for management and maintenance of the trail.

823
824 It is recommended that the South Weber section of the trail be approximately 10 feet
825 wide with a compacted granular surface, with possible consideration to paving the trail
826 at some point in the future.

827
828 Pedestrian access from the Canyon Drive Trailhead at Canyon Drive and 1325 East
829 across I-84 to the Weber River Parkway should be a high priority trail improvement.

830

831 **CANAL TRAIL:**

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

839

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

846

847 **VIEW DRIVE TRAIL:**

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

851

852 **OLD FORT TRAIL:**

853 This trail is intended to be a 10 foot wide paved trail running from approximately 1200
854 East to near the west end of the City along the south side of I-84. Special attention to
855 safety is warranted at the trail crossing of Old Fort Road. The stewardship of this trail

856 should rest with the City. It is anticipated that developers of adjacent property will
857 construct this trail. As developments are proposed, the City should ensure that a
858 continuous trail is established with a consistent width and surface material.
859

860 **SOUTH HILLSIDE TRAIL:**

861 This proposed trail is intended to be a natural surface trail beginning at the Petersen
862 Trailhead on the west, run south across the Canal Trail, turn eastward on the hillside,
863 and run to the Pea Vinery Trailhead near 1900 East. From there it would continue
864 eastward along the hillside behind (south of) the South Weber residences to near the
865 Highway 89 right-of-way where it would turn southward making its way to top of the
866 bluff near Weber Basin Water Conservancy District facilities.
867

868 **OTHER TRAILS:**

869 If the Staker-Parson Gravel Pit closes and becomes open to development, it is
870 recommended that a trail be developed through the property connecting 7400 South to
871 the commercial area at the intersection on South Weber Drive and 2700 East.
872

873 The City should also consider developing trails and/or bicycle lanes to connect its
874 various parks.
875

876 **SECTION 6: ANNEXATION POLICY PLAN**

877
878 This section is set forth to comply with Section 10-2-400 Utah Code Annotated. This
879 section generally identifies areas the City may consider for annexation at some point in
880 the future and defines the criteria that will guide the City's decision to grant or deny
881 future annexation petitions.

882
883 (See Annexation Map #4 for more detail on the recommendations of this Section.)
884

885 **CHARACTER OF THE COMMUNITY:**

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

892
893 The City was founded on an agricultural economy. Agriculture is a diminishing land use
894 but remains an important factor in the character of South Weber. There is an emerging
895 commercial center near the intersection of South Weber Drive and US-89 and a planned
896 future commercial center near the I-84 interchange. If build-out projections are
897 accurate, South Weber will always be a small city. With careful planning, the City will
898 retain its charm and rural character.
899

900 **EAST & SOUTH BENCH AREAS**

901 The East & South Bench areas of the annexation plan should be considered differently
902 than other annexation areas due to their steep slopes and designation as open space in
903 the Projected Land Use Map #1. South Weber is interested in annexing these areas into
904 city boundaries to leave them as open space.
905

906 **NEED FOR MUNICIPAL SERVICES IN UNDEVELOPED OR**
907 **UNINCORPORATED AREAS:**

908 The areas considered for annexation are illustrated on Annexation Area Map (Map #4).
909 If annexed to South Weber, these lands would likely accommodate some type of
910 development requiring full municipal services and possibly those from Weber Basin
911 Water Conservancy District, South Weber Irrigation District, and Davis School District.
912 Infrastructure expansion (i.e. water, sewer, and storm drain systems) could be
913 extended into these areas on an as needed basis.
914

915 Financing for infrastructure expansion would primarily be carried by developers of these
916 properties. There may be the need for the City to participate in the financing of some

917 facilities to improve service to an existing development. These costs will be met through
918 various means. The City may choose to use general funds, impact fees, special
919 improvement districts, bonding, or other types of funding.

920

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

923

924 **TAX CONSEQUENCES OF ANNEXATIONS:**

925 It is well known that property taxes from residential properties generally do not cover
926 the full costs of services provided to those residents. If the development in these areas
927 was limited to residential use, the annexation and development of these properties
928 would result in an increase in the City's financial burden for the required services.

929

930 It is anticipated that development of planned commercial areas within the City will
931 produce enough tax revenues to offset remaining deficiencies in tax revenue from
932 existing and potential future residential properties. The consequences of annexation of
933 expansion areas, when considered alone, will increase the tax burden for all City
934 residents. But, when considered with potential commercial development, the entire City
935 should receive either a reduction in tax burden or an increase in quality and quantity of
936 services from the City.

937

938 **INTEREST OF ALL AFFECTED ENTITIES:**

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

945

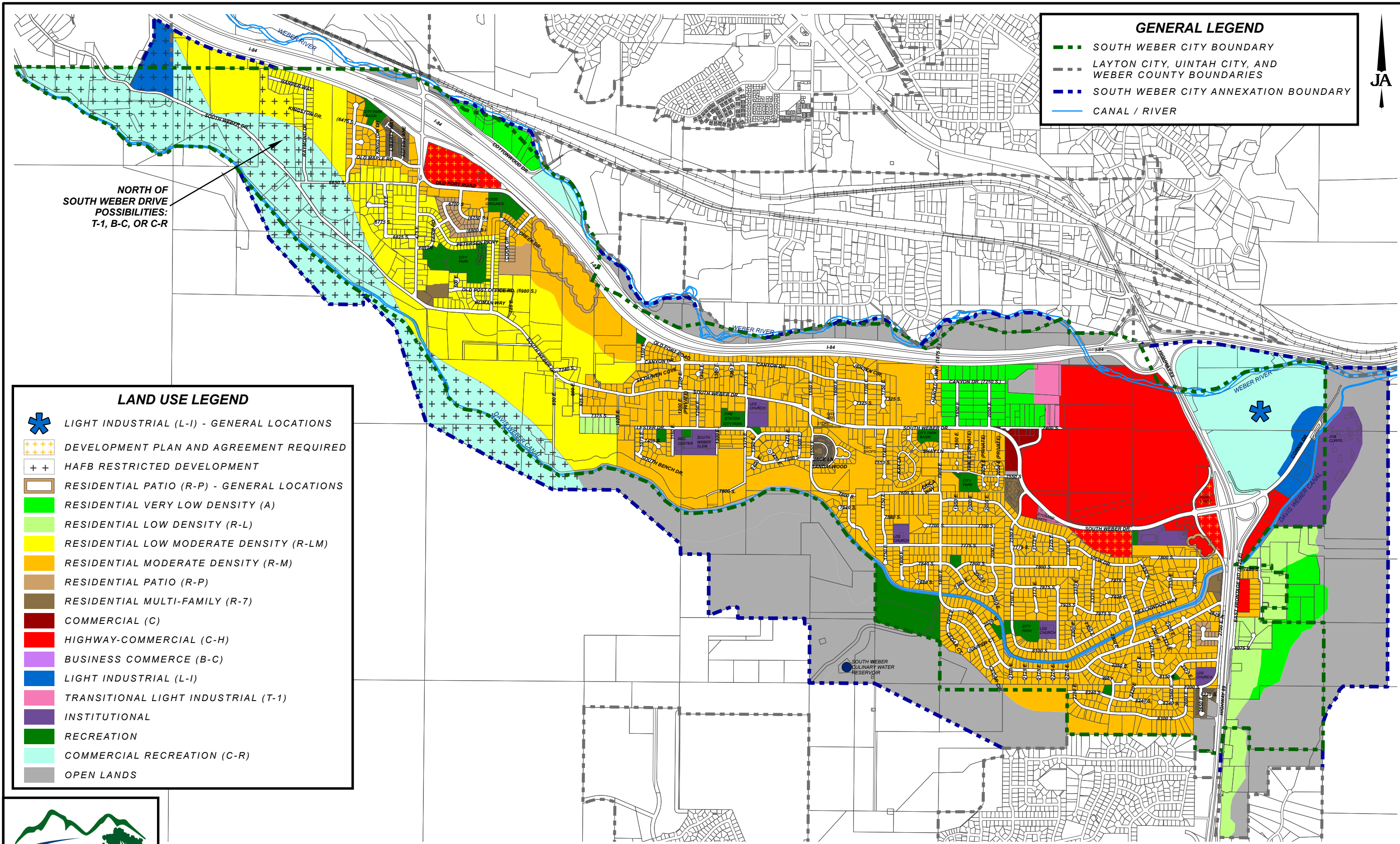
946 All affected entities as defined in the Utah Code Annotated, Section 10-2-401(1)(a) may
947 review the proposed annexation policy plan or any amendments thereto and may
948 submit oral or written comments and recommendations to the City. The City shall
949 address any comments made by affected entities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

950

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

952 The Utah State Code Annotated, Section 10-2-401.5 encourages all urban development
953 within proximity of a city's boundary to be included in that city's expansion area. There
954 are no areas of urban development within proximity to South Weber's boundary that
955 are not already within an existing city except for that found on HAFB. Land within HAFB
956 is not under the jurisdiction of South Weber even if it were within the City limits;
957 therefore, none of that urban development was included in the expansion area.

958



GENERAL LEGEND

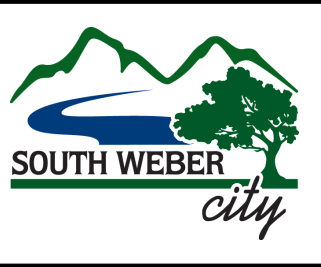
- - - SOUTH WEBER CITY BOUNDARY
- - - LAYTON CITY, UINTAH CITY, AND WEBER COUNTY BOUNDARIES
- - - SOUTH WEBER CITY ANNEXATION BOUNDARY
- CANAL / RIVER



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:

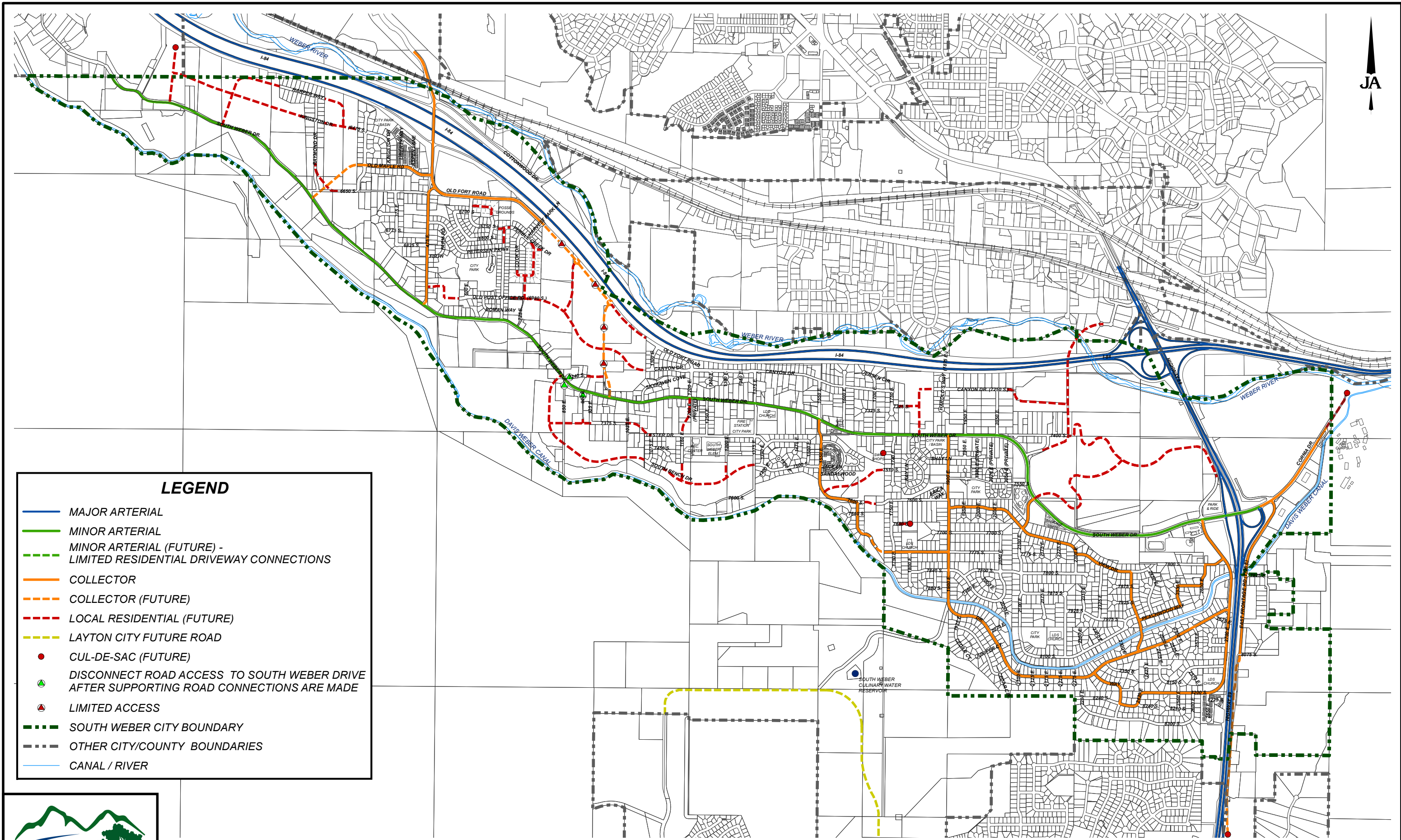
SCALE:
1 in = 1,800 ft
ADOPTED ON
11/10/2020

DESIGNED BEB
DRAWN BEB
CHECKED BKJ

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JONES & ASSOCIATES
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South Ogden, Utah 84403 (801) 476-9767

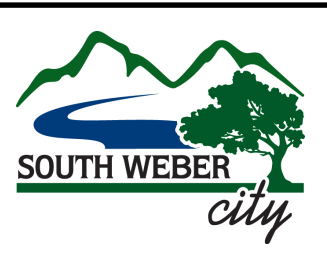
SOUTH WEBER CITY CORPORATION
GENERAL PLAN
PROJECTED LAND USE MAP

SHEET:
1
OF 5 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
- ▲ 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.

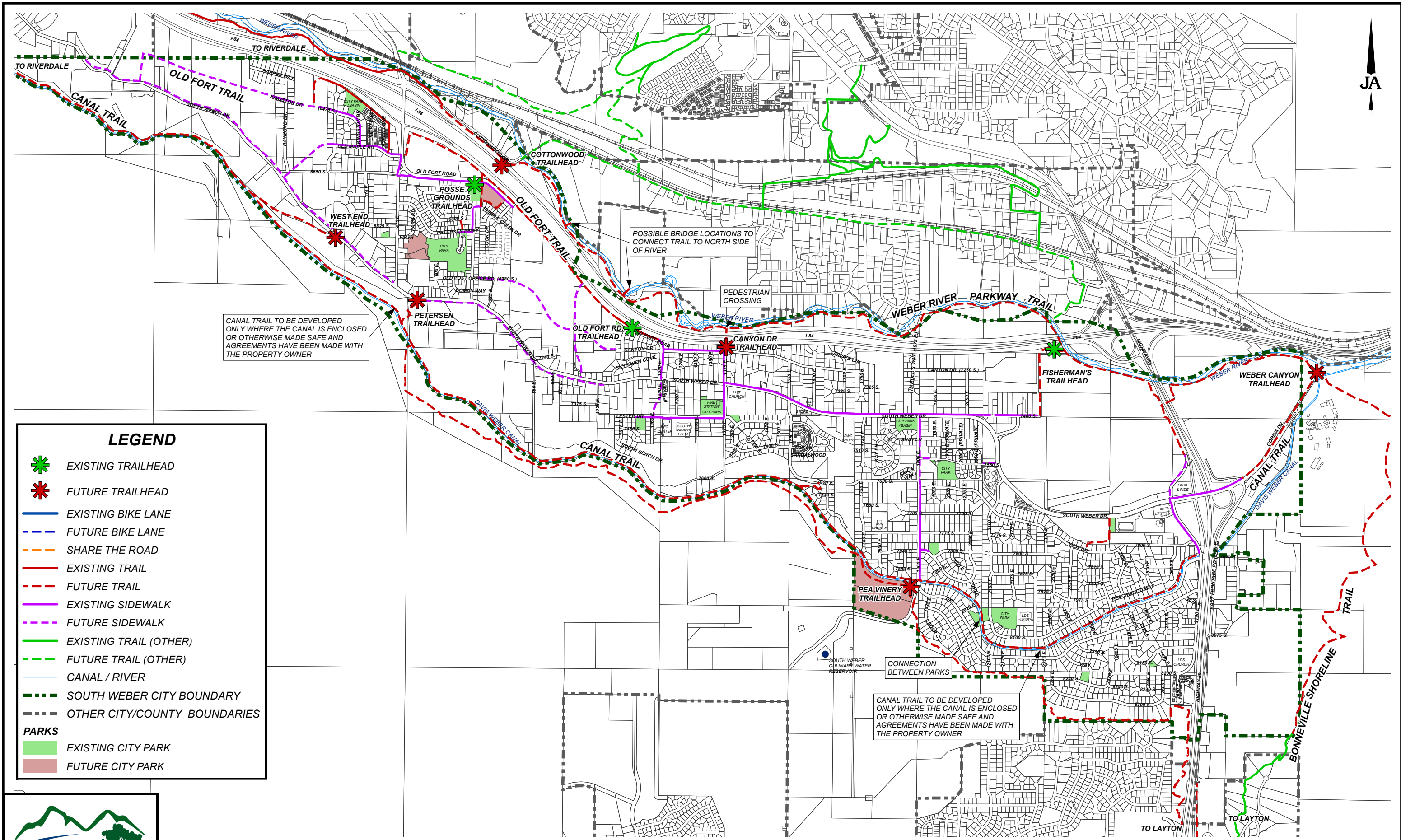
SCALE:
1 in = 1,800 ft
ADOPTED ON
11/10/2020

DESIGNED — BEB
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CHECKED — BKJ

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SOUTH WEBER CITY CORPORATION
GENERAL PLAN
VEHICLE TRANSPORTATION MAP

SHEET:
2
OF 5 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

PEDESTRIAN CROSSING

CONNECTION BETWEEN PARKS

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: THIS PLAN DOES NOT SHOW ALL EXISTING SIDEWALKS. THE EXISTING / FUTURE SIDEWALKS SHOWN ARE INCLUDED TO MAP CONNECTIVITY BETWEEN TRAILHEADS AND PARKS.

SCALE:
1 in = 1,800 ft
ADOPTED ON
11/10/2020

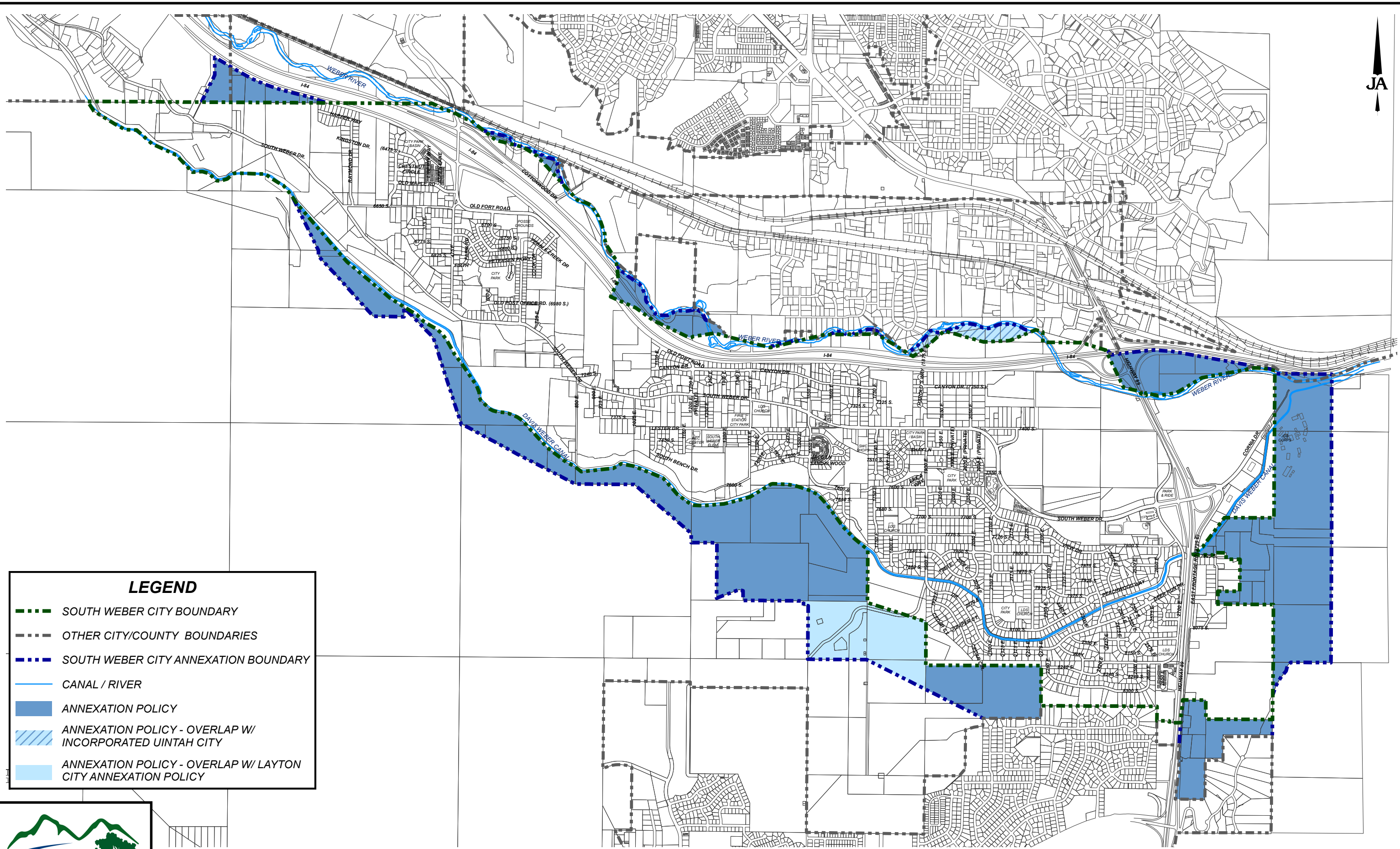
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SOUTH WEBER CITY CORPORATION
GENERAL PLAN
ACTIVE TRANSPORTATION AND PARKS MAP

SHEET:
3
OF 5 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:

SCALE:
1 in = 2,000 ft

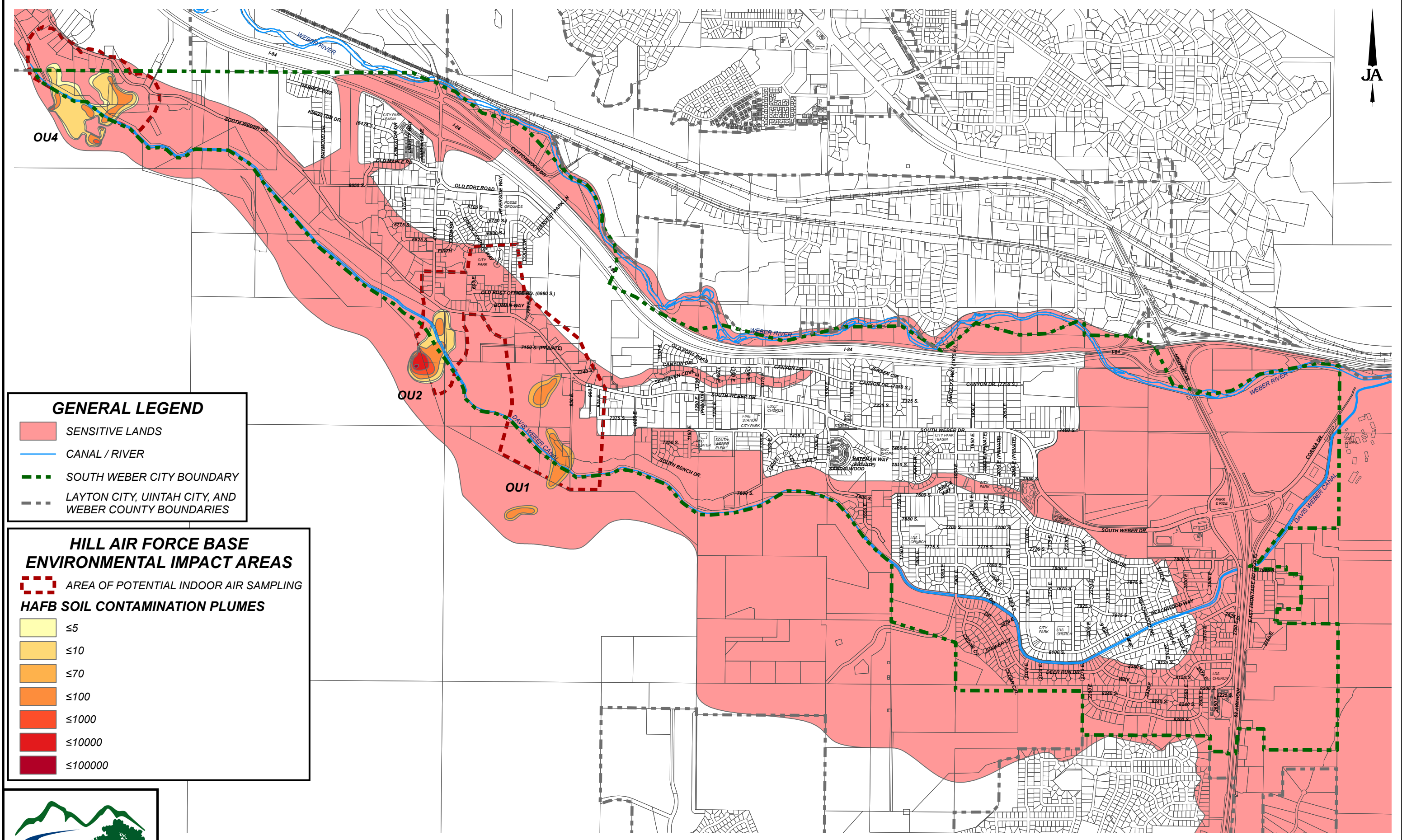
ADOPTED ON
11/10/2020

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CHECKED BKJ

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SOUTH WEBER CITY CORPORATION
GENERAL PLAN
ANNEXATION MAP

SHEET:
4
OF 5 SHEETS
0



GENERAL LEGEND

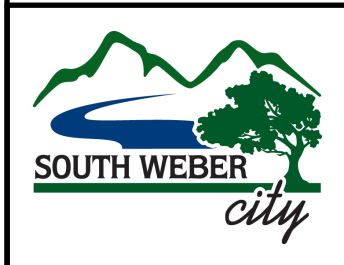
- SENSITIVE LANDS
- CANAL / RIVER
- SOUTH WEBER CITY BOUNDARY
- LAYTON CITY, UINTAH CITY, AND WEBER COUNTY BOUNDARIES

HILL AIR FORCE BASE ENVIRONMENTAL IMPACT AREAS

 AREA OF POTENTIAL INDOOR AIR SAMPLING

HAFB SOIL CONTAMINATION PLUMES

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



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

SCALE:
1 in = 1,800 ft
ADOPTED ON
11/10/2020

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SOUTH WEBER CITY CORPORATION
GENERAL PLAN
SENSITIVE LANDS MAP

SHEET:
5
OF 5 SHEETS
0