

# Chapter 4: Housing

The *Weber County Housing Assessment and Plan* was adopted in 2013. The plan recognizes that the provision of affordable housing is essential to the stability of sustainable communities and serves as Weber County’s affordable housing plan.

The steps Housing Assessment and Plan process are as follows:

- 1) Gathering essential economic and housing data, employing mapping and analysis tools
- 2) Soliciting and ensuring meaningful community input from key stakeholders
- 3) Creating and prioritizing inter-jurisdictional objectives, goals and outcomes with planning professionals upon which a collective vision for regional growth could be shaped and adopted by the public, while supporting individual cities in maintaining their unique identities
- 4) Seeking out community-based organizational partners, and financial resources critical to its eventual implementation
- 5) Outlining a structure to assist in carrying the process forward.

This approach is in keeping with fundamental aspects of HUD’s Sustainable Communities Regional Planning Guidelines, HUD’s Six Livability Principles, Utah’s “Wasatch Choice for 2040” visioning processes and HB 295 legislative mandates.

A copy of the *Weber County Housing Assessment and Plan* is available in Appendix X.

# Chapter 5: Transportation (T&R/Charlie)

## Vision

The Western Weber transportation network will serve and reinforce the land use and community character vision for the area, supporting careful and deliberate growth while preserving and complementing the area’s agricultural places. To create this balance, the envisioned transportation network will emphasize compact and orderly growth, matching available infrastructure. It will serve the growing communities’ need to access the region through a series of multi-modal corridors connecting the Western Weber area to the rest of the Wasatch Front. The transportation network vision emphasizes connectivity of streets at all levels, reducing overdependence on a select few corridors. An associated part of this connectivity is strategically crossing the barriers of railroads and the Weber River. Finally, the vision seeks to create opportunities for residents to use other transportation modes besides driving by supporting compact communities and designing streets at a human scale.

## Existing and Projected Conditions

The existing Western Weber transportation network is currently based on a series of road corridors connecting the area communities to one another and the rest of the Wasatch Front. None of these currently carries major amounts of traffic.

But of the east-west corridors, most prominent is the 900 South/1200 South corridor (S.R. 39), which connects to and from the core of Weber County and the regional I-15 spine; 2550 South and 1800 South are also key links to the west. Of the north-south corridors, the 3500 West and 4700 West (S.R. 134) corridors link the area to Plain City on the north and Hooper and Roy to the south. All of these corridors are basic two-lane rural roads, with little to no active transportation infrastructure or shoulder space. The West Weber corridor is planned to be an additional link in the area, looping through the area up to the I-15 corridor further north.

In addition, local streets have been built over time to access homes and agricultural properties. This network has evolved organically from farms to residential subdivision growth, and is a mix of relatively long, straight or looping farm roads and cul-de-sac streets built off them.

The Union Pacific (UP) railroad and the Weber River present barriers to getting around the area, making bridge and crossing improvements critical. UP has made it clear that to expand crossings or create new crossings would mean closing two to five existing crossings. UDOT has state jurisdiction over railroad and river bridges. So, planning and implementing these crossings must be a collaborative, coordinated effort.

The dominant mode of travel is by the automobile, and, generally, Western Weber does not face major traffic issues. All of its major corridors – whether 12<sup>th</sup> Street, 4700 West, 2550 South, or 8300 West – have a capacity that is usually much greater than the current demand. For the most part, even with projected traffic growth (per Wasatch Front Regional Council) of up to 166 percent by 2050, these major corridors project to remain under capacity in this time horizon, especially with the addition of the West Weber Corridor. The one exception is the primary east-west corridor of 1200/1150/900 West, for which a widening and addition of lanes is planned and will address capacity issues.

But the network is at an inflection point – as growth increases in the area, the choice emerges of what type of network will evolve in Western Weber. Will it be disconnected, as many other parts of the suburban Wasatch Front have become, or connected? Will it continue to be auto-oriented and auto-dependent, or can it become more multi-modal? Will its streets and roads emphasize a vehicular scale or can streets and blocks become more human scale?

The land use and community character concept helps provide answers to these questions. The land use and community character vision for Western Weber emphasizes a thoughtfully planned series of compact, smaller lot communities that preserve the agricultural and riparian landscape. This vision requires a transportation network that is interconnected at all levels and produces a balance between human scale environments and a range of ways to access the region.

## Goals, Principles & Implementation Actions

- [Limit access to major collector streets – change double frontage prohibition in these cases.](#)
- [Fix 5900 W and 12<sup>th</sup> street intersection alignment.](#)
- [Notes from Commission conversation: Require snow storage area at end of culdesacs.](#)
- [Village area street design – working with UDOT.](#)

**Transportation Goal 1: Consistent with Land Use **Goal 2**, ensure the transportation network is designed and implemented in a smart growth manner in tandem with land uses.**

- **Transportation Principle 1.1: Ensure infrastructure keeps pace with growth rather than stimulating leap-frog development patterns**
- **Transportation Principle 1.2: Support compact growth and open space preservation**
- **Transportation Principle 1.3: Provide efficient regional access**
  - **Transportation Action Item 1.1.1: Locate and design new development with direct, redundant, and multi-modal access to major corridors**
- **Transportation Principle 1.4: Support places**
  - **Transportation Action Item 1.2.1: Coordinate land use density with appropriately scaled street and pathway networks by applying a series of street and pathway network typologies (see**

**Transportation Goal 2: [Consistent with small area planning [goal #x]] Establish and execute a vision for major corridors that creates opportunities for range of modes and supports the land use vision**

- **Transportation Principle 2.1: The 12<sup>th</sup> Street corridor is a multi-modal main artery for Western Weber, providing a focal point for a string of town centers and direct access to the Wasatch Front.**
  - **The 12<sup>th</sup> Street corridor (S.R. 39) is the Western Weber area’s primary east-west artery. Its central location, land use plans for mixed-use centers its link to both I-15 and Ogden, and its inclusion in the state highway network points toward a major role for this corridor in moving people from Western Weber to the Wasatch Front transportation and population spine; a widening to five lanes west to 4700 West is planned as part of the Regional Transportation Plan. As such, the corridor should be highly multi-modal, with enough vehicle capacity, pedestrian and bike/micro-mobility facilities separated from the moving vehicle traffic, and the possibility for transit service for at least the eastern segments of the corridor in the future.**
    - **2.1.1: Collaborate and anticipate needs with UDOT**
    - **2.1.2: If and when the widening/lane addition occurs, balance traffic needs with community needs for active transportation, sense of place, and mitigate the creation of a community barrier – ensure enough right-of-way to achieve these objectives**
    - **2.1.3: Anticipate and seek appropriate transit opportunities to link people along this corridor and regional destinations**
    - **2.1.4: Adapt design to mixed use town center context – turn pockets, traffic calming, pedestrian and bicycle crossings, human scale**
- **Transportation Principle 2.2: The 4700 West corridor is an important north-south corridor linking central Western Weber to adjacent communities but retaining its agricultural and human scale character.**
  - **[add in town center ideas on 4700] The 4700 West corridor (S.R. 134) is the primary existing north-south artery for the Western Weber area. While it does not form a spine for the planned activity centers like 1200/1150/900 South, it links the core of Western Weber with other communities – Plain City and Hooper and beyond. In the future, the West Weber Corridor can fulfill some of the north-south regional traffic role, which projects to limit the traffic growth on 4700 West – creating the opportunity to shape this corridor as a slower, more neighborhood-oriented street.**
    - **2.2.1: Collaborate and anticipate needs with UDOT**
    - **2.2.2: Preserve agricultural character of 4700 West**
    - **2.2.3: Allow for high degree of access and connection on 4700 West**
    - **2.2.4: Pursue the creation of a separated pathway on 4700 West**
    - **2.2.5: Adapt design to mixed use context at major center at 1150 South – turn pockets, traffic calming, pedestrian and bicycle crossings, human scale**
- **Transportation Principle 2.3: The West Weber Corridor will be a primary roadway for vehicle and freight trips to and from the area, alleviating traffic pressure on other corridors.**
  - **The West Weber Corridor is a planned highway providing an extension of the West Davis/Legacy Highway system into the northern part of the Wasatch Front. It is intended to provide mobility for north-south vehicle travel in growing areas several miles removed from I-15. The project appears to be potentially decades away.**
    - **2.3.1: Doesn’t have a major community role but implementation should mitigate the highway’s barrier**
    - **2.3.2: Context-sensitive as it passes through planned commercial/mixed use/activity center at 1600 South**
    - **2.3.3: Support implementation of multi-use path along the corridor and link to Western Weber trail network**

- **Transportation Principle 2.4: 1600 South/1800 South corridor will be a largely new, multi-modal and human scale arterial street to serve local travel, potentially evolving into a “Main Steet” for new developments and town centers.**
  - 1800 westward – alternative 1600? Major freight and people mover to 4700 w. 1800 east major collector for residential neighborhoods.
  - The 1600 South/1800 South corridor is currently a minor/collector level road but it figures strongly into the future land use vision, as a “Main Street” for planned developments and activity centers, especially west of the Weber River, as well as a secondary east-west corridor for the central part of the Western Weber planning area.
    - 2.4.1: Take advantage of the opportunity to create a 21<sup>st</sup> century arterial street on 1600 South west of the Weber River – human scale, multi-modal, embodying agricultural character but supporting compact, walkable places
    - 2.4.2: Adapt design to mixed use context at major center at 1150 South – turn pockets, traffic calming, pedestrian and bicycle crossings, human scale
    - 2.4.3: Support new link from 1800 South to 2100 South and I-15 interchange
    - 2.4.4: Coordinate with UDOT to implement Weber River bridge
- **Transportation Principle 2.5: The 8300 West corridor will serve residential, freight, commercial, and employment access to points north and south, as an extension of the West Weber Corridor.**
  - The 8300 West corridor is currently a minor collector-level road west of the existing agricultural and residential area of Western Weber, but this corridor figures strongly into the future roadway network and access to future industrial, office, and commercial development planned for the far western part of Western Weber.
    - 2.5.1: Establish primary industrial and freight access by creating a loop to Wasatch Front transportation spine to north and south via West Weber Corridor
    - 2.5.2: Design 8300 West to support walkable commercial and office development
- **Transportation Principle 2.6: The 2550 South corridor is an important east-west corridor linking southern Western Weber to the greater Wasatch Front but retaining its agricultural and human scale character.**
  - The 2550 South corridor is a key east-west link in the southern part of the Western Weber area. Traffic is not projected to increase to the levels of other east-west corridors but it will become more important as it will connect to a new I-15 interchange. The RTP envisions operational improvements to the roadway and bike facility improvements.
    - 2.2.1 Support active transportation improvements, considering separated pathway
    - 2.2.2: Preserve agricultural character of 2550 South
    - 2.2.3: Allow for high degree of access and connection on 2550 South

[3500/3600 west corridor] [add in town center ideas on 3500]

### **Transportation Goal 3: Plan, design, and build connected street and pathway networks**

- **Transportation Principle 3.1: Establish a regular, connected network of collector streets at quarter section (half-mile) lines.**
- **Transportation Principle 3.2: Follow the basic principles for street and pathway connectivity – connected streets, frequent intersections, and small blocks**
- **Transportation Principle 3.3: Create connected streets for all land use contexts**
  - **Transportation Action Item 3.3.1:** Use a series of street and pathway network typologies to guide and promote connected networks for different land use contexts. Larger lot residential, smaller lot residential, and commercial areas will need to have different size blocks and style of street networks – but they can all be connected. These typologies can be flexibly applied depending on the type of land use and lots sizes developed.
    - Agricultural/large lot
    - Medium Sized Residential Lots/Mixed Use Residential

- Town Center/Mixed Use Commercial
- **Transportation Action Item 3.3.2: Connectivity-incentivized development** - smaller lot sizes offered as a bonus for good connections
- **Transportation Action Item 3.3.3: Multi-property owner connectivity planning**

**Transportation Goal 4: Cross key barriers:** [charlie] Railroad crossings and railroad/UDOT relations and river crossings

**Transportation Principle X.1**

**Transportation Action Item X.1.1**

**Transportation Goal 5:** While vehicle travel is important, the transportation network should be designed and constructed to offer as much if not more consideration to all people, not just those in a private vehicle.

- **Transportation Principle 5.1:** Create human-scale street infrastructure. **Transportation Action Item 5.1.1:** The County should ensure that sidewalks are constructed on both sides of the street by the developer of adjacent land. Along streets where a paved multi-use paved pathway is intended, as displayed on the **Active Transportation Map**, the sidewalk on one side of the street could be reduced to four feet, provided the paved pathway is 10 feet wide. To the extent practicable, and unless a compelling reason exists to the contrary, a paved pathway should be located on the north side and west side of a street in order to provide optimal sun exposure during winter months.
- **Transportation Action Item 5.1.2:** Establish more frequent street connections and intersections (See Goal 3).
- **Transportation Action Item 5.1.3:** Require new development to design streets with balanced space for vehicles and people.
- **Transportation Action Item 5.1.4:** Implement a connected network of bicycle facilities and bicycle-supportive streets through new development and public investment.
- **Transportation Action Item 5.1.5:** Accommodate accessibility under the Americans with Disabilities Act.
- **Transportation Action Item 5.1.6:** Ensure safe street crossings and intersections.

[Street sections here?]

**Transportation Principle 5.2:** Design and build streets to complement their community context – whether agriculture, large lot residential, medium-lot residential, town centers, or open space.

- **Transportation Action Item 5.2.1:** Use a series of street and pathway network typologies to guide and promote connected networks for different land use contexts.
- **Transportation Action Item 5.2.2:** Establish a system of guidance for how street design can adapt to context while achieving the other Transportation Goals and Principles of connectivity, human scale, compact and orderly growth and regional access.

**Transportation Principle 5.3:** Integrate trails into the active transportation network.

**Transportation Principle 5.4:** Look for opportunities for transit – especially to serve the planned centers along the 900 South/1200 South corridor. [preserve brt/trax corridor]

**Transportation Goal 6:** [charlie] Enable quality freight access to western area of Western Weber.

**Transportation Goal 7:** [Address infrastructure safety in Uintah Highlands (curb gutter and sidewalk completion, upgrades to Combe road, etc.) CE to fill in

**Transportation Principle 7.1**

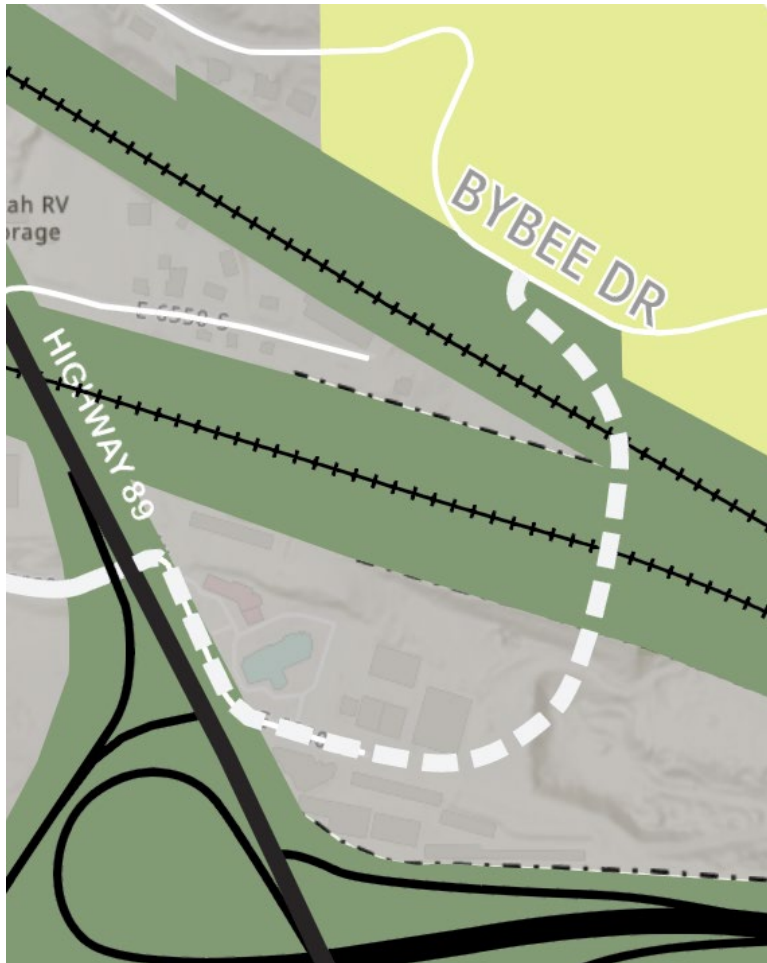
**Transportation Action Item 7.1.1**

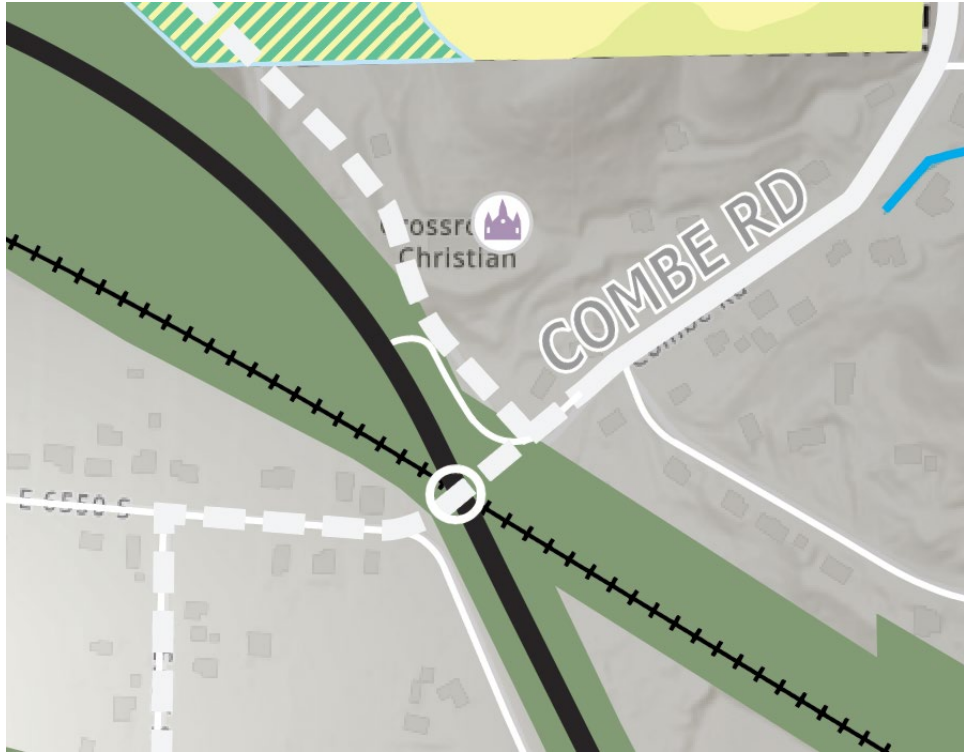
**Street variety of transportation connections**

**Context sensitive street types based on land uses**

**Uintah Highlands? Separate discussion and separate goals at end of chapter?**

- Uintah highlands: street connectivity reqd based on conceptual connections of Map XYZ unless alts can be found or the land is not developed except as park area.





# Chapter 6: Parks & Recreation (LDI)

## Vision

## Existing and Projected Conditions

## Goals, Principles & Implementation Actions

**Parks and Recreation Goal 1: Provide for the physical, mental, and emotional needs of the community by creating physical park locations in which existing and future residents may recreate, exercise, blow off steam, play, quietly contemplate, and connect with and enjoy nature.**

**Parks and Recreation Principle 1.1:** In tandem with Land Use Goal 7, Support the creation of a regional parks and trails system along the Weber River.

**Parks and Recreation Action Item 1.1.1:** Create an “Emerald Necklace” regional park system along the Weber River that includes a linear park system along the river and both natural and improved parks, or “emeralds,” along the linear park system.

**Parks and Recreation Action Item 1.1.2:** Create Weber River Corridor Park that includes all land within 300 feet of the high-water mark of the Weber River. Exact this land from the landowner at the time of development where appropriate. Reserve an easement for the future park when exaction of the land is not appropriate. Establish a Weber River corridor setback where no permanent structures will be constructed within 300 feet of the high-water mark of the river.

**Parks and Recreation Action Item 1.1.3:** In cooperation with the Park District, pursue opportunities to acquire park land along the Weber River. The areas shown on the Future Land Use Map present some opportunities, but pursue other opportunities with landowners as development along the river occurs.

**Parks and Recreation Action Item 1.1.4:** Encourage areas in floodplain to be held as public park land. Pursue opportunities to create nature parks in floodplains, unless a more formal park is more desirable in that area.

**Parks and Recreation Principle 1.2:** In tandem with Land Use Principle 2.5, support smart-growth principles by ensuring new developments contribute their fair share to providing community parks.

**Parks and Recreation Principle 1.1.1:** As development occurs, park improvements should be completed at the expense of the developer. Irrigation or secondary water should be provided with each park. Support the local park district’s role in acquiring, owning, and operating parks.

**Parks and Recreation Principle 1.3:** Provide for open space areas within residential areas as a means of breaking up development and to provide recreational opportunities and enhance visual aesthetics of a neighborhood.

**Parks and Recreation Action Item x.2.1:** Amend the County’s subdivision code to require the installation or fee-in-lieu for a specific square footage of improved park space for each new residential unit being created.. Study the appropriate level of service needed to serve the areas existing and future residents. See also Land Use Action Item 2.5.1.



**Parks and Recreation Action Item x.2.2:** Amend the County’s Master Planning Development Overlay Zone and Cluster Subdivision Code to incentivize the creation of public parks above and beyond that suggested in **Land Use Action Item 6.2.1**.

**Parks and Recreation Action Item x.2.3:** Subdividers that do not develop sufficient acreage to provide meaningful public park space should be required to pay a fee-in-lieu for their proportionate contribution.

**Parks and Recreation Action Item x.2.4:** The County should adopt an impact fee for the public parks system or encourage the local park district to adopt the fee.

**Parks and Recreation Action Item x.2.5:** Open space that is preserved in a residential area should first and foremost be offered to the local parks district as an improved park. If the parks district does not desire the park, an HOA owned and operated park that is open to the public should be provided.

**Parks and Recreation Action Item x.2.6:** A small pocket park should be established within a quarter mile of every home at build-out. If not owned by the park district or other municipal jurisdiction, the park should be owned and operated by an HOA.

**Parks and Recreation Action Item x.2.7:** Where a park is not desirable, low-impact crop production, such as a small hobby farm or community garden, should be encouraged and supported. The low impact raising and grazing of animals should also be supported provided sufficient acreage and land vegetation exists that overgrazing of the land is unlikely.

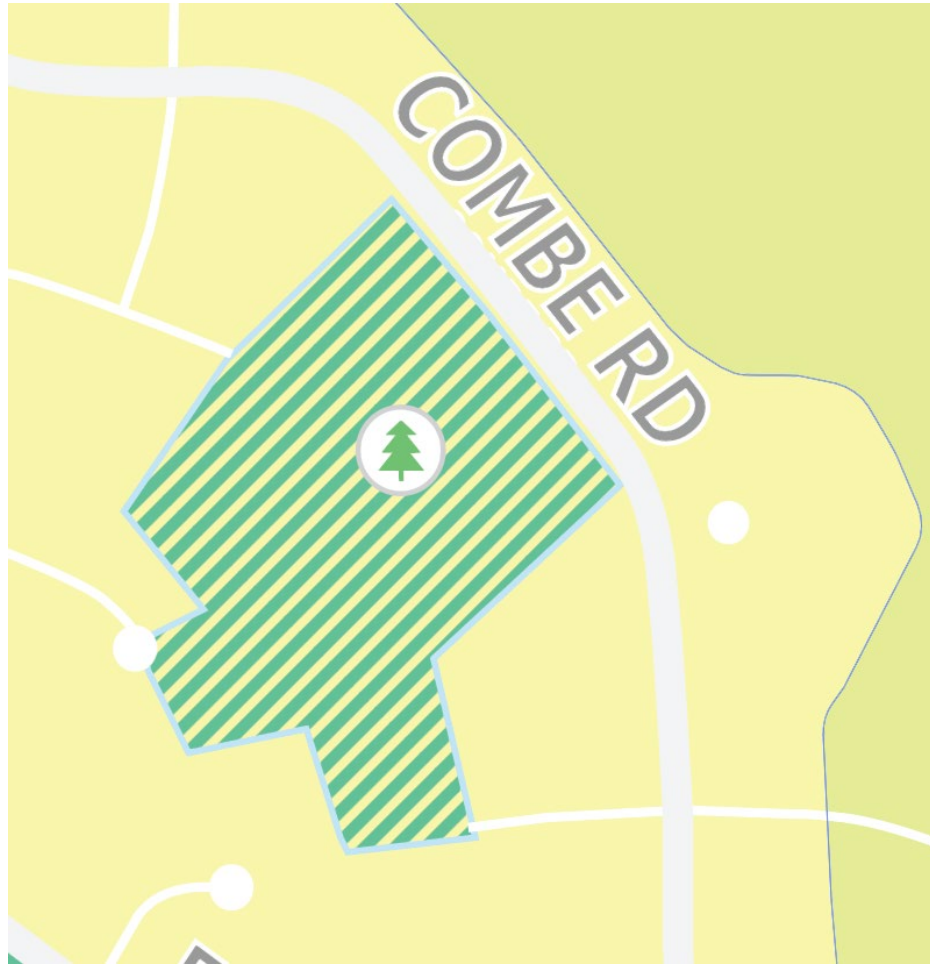
**Parks and Recreation Principle x.3:** Provide regional parks that support large-acreage parks and recreation. These parks may be natural parks in areas where natural land preservation is valuable, but may also include one or more large County or District park complex with sports fields, recreation centers, tracks, etc.

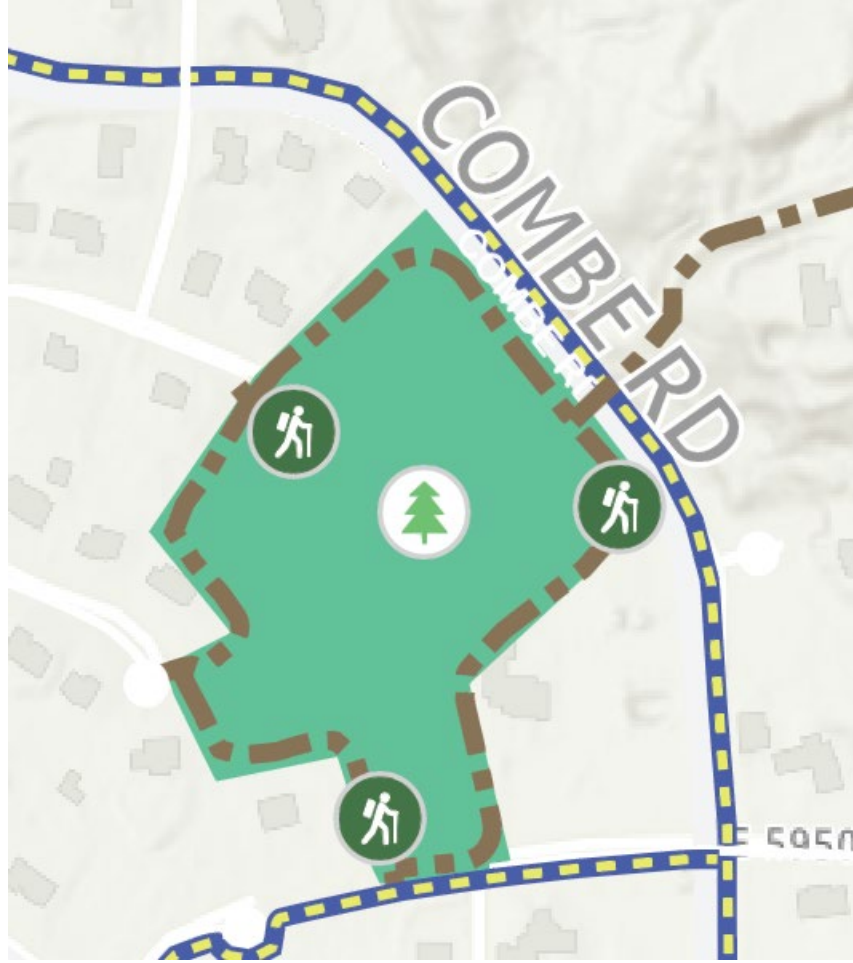
**Parks and Recreation Action Item x.3.1:** Pursue opportunities to preserve the large regional park area shown on the parks and recreation map.

#### Uintah Highlands –

- Create a parks and trails tax district

- Purchase “Combe Park” at approximately 2274 Combe Rd.





- Purchase "Ravine Park" below Pringle Circle.





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**Parks & Recreation Goal X:**

**Parks & Recreation Principle X.1**

**Parks & Recreation Action Item X.1.1**

## Chapter 7: Utilities & Services (LDI)

- For any rezone that is done on condition of a concept plan, require a standard rezone agreement that reverts zoning to previous zone after two years of inaction toward subdivision infrastructure installation (at the county's election).
- Water wise development requirements or regulations.

## Vision

Western Weber County desires adequate utilities and public services that provide for the current and long-term needs of the community. Weber County and other governmental agencies will provide infrastructure and services to support local roads and streets, paths and trails, and schools and parks.

## Existing and Projected Conditions

The capacity and quality of utilities and public services significantly affect the rural quality of life enjoyed by those who live and own property in Western Weber County. Residents expressed concern that population growth will increase the demand for utilities and public facilities and services. As the population increases, it is important to ensure that demand for services does not exceed the supply and that the expansion of utility infrastructure is planned to accommodate future needs.

The community consensus is that utility infrastructure development should be available when it is needed but should not drive growth, and that planning for future utility services should observe the limitations of the water and soil resources of the area.

The goals and principles presented in this element are designed to support planning for adequate utility and public services, either during the land development process or through appropriate government programs.

It is important that new development pay its fair share of the cost of expansion of utility infrastructure and provision of services to newly developed areas of the planning area. Most utilities and public services require a substantial investment that must be planned well in advance of the need for the services. Major factors in determining the amount, location and type of growth that Western Weber County can anticipate include who will pay for improvements and where those facilities will be located.

Residents in the unincorporated areas of Western Weber rely on individual water and sewer systems and on private companies and special-use districts to develop, operate, and maintain most of the community's water, sewer, and electric power utility services.

Planning, zoning, and general administrative services are provided directly by Weber County. Fire and emergency response services are provided by Weber Fire District, while police service is provided by the Weber County Sheriff's Office. Weber School District serves the residents of Western Weber County.

### Culinary Water

West Weber residents expressed great concern over the availability and quality of culinary water sources. A number of the residents and businesses in West Weber rely on private water wells and developed springs for culinary (drinking) water service, but many residents depend on water service from three individual water companies. Taylor-West Weber Water Improvement District, Hooper Irrigation Company, and Warren West Warren Water District are the primary water providers in Western Weber. Each water company has a limit on the number of customers it can serve, based on its public water system certification. Apart from authorized capacity, water service companies are limited by the production capacity of their water sources, primarily wells, and several have experienced deliverability problems in the past, despite having fewer customers than their authorized capacity. Weber Basin Water Conservancy District (WBWCD) is the water wholesaler for Weber County and has several projects underway to help expand service capabilities to water companies in the western portion of the county.

Weber County currently plays no direct role in supplying culinary water in Western Weber. Private water service providers generally work together to coordinate their efforts and share information, but they plan to remain independent for the foreseeable future. Whether through development of additional private sources or expansion of community water systems, Western Weber County's projected growth will require additional culinary water and new water infrastructure. Groundwater is expected to be the primary source of additional culinary water. Surface water can be treated for culinary uses, but the construction and operation of water treatment facilities are expensive.

### Wastewater Management

Sewer service for a limited portion of the unincorporated area is provided by the Central Weber Sewer Improvement District and Little Mountain Service Area. Residents outside of existing sewer service areas rely on individual septic drainfield systems<sup>1</sup>.

Utah state law requires that community sewer service must be provided by a "body politic," either a service district created by the County Commission or the Commission itself. The Commission may create a special district and delegate sewage control to the board of that district, while maintaining some control when it comes to the boundaries of the district. For community sewer systems that are not governed by a district, the County remains the body politic.

Although the County Commission either governs the body politic or supervises the delegated sewer districts, there is currently no County-wide sewer district or coordinated sewer system infrastructure planning. Residents are concerned that continued development with septic drainfield systems could degrade water quality in the future. The 2003 West Weber County General Plan Recreation Element recommends that the County encourage farmers to sell development density to developers interested in developing at higher densities near developing sewer infrastructure.

### Surface and Stormwater Management

The installation and maintenance of surface and stormwater management infrastructure is generally the responsibility of the developers and homeowners of development projects in Western Weber. As with sewer and water service, there currently is no county-wide entity for the planning and operations of surface/stormwater management facilities.

### Electric Power

Weber County neither owns nor operates power generating facilities, nor does the county distribute electric power. Rocky Mountain Power provides this service in Western Weber County. Rocky Mountain Power owns and operates high-voltage transmission lines in the center of the county, and new power distribution lines will be extended in the future to support new growth.

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<sup>1</sup> To use a septic system, a building lot must be at least 20,000 contiguous square feet of less than 25% slope if the culinary water supply is from a community water system, or 1 to 1.75 acres of land if culinary water service is from an individual well. There must also be room on the parcel for a wellhead protection zone and a replacement drainfield in case the initial drainfield fails.

### Public Safety

The Weber County Sheriff has a precinct office on 712 12th Street in Ogden which provides public-safety patrol in Western Weber. Weber Fire District Station 66, located in Taylor, provides fire and emergency response services. Response to major incidents is supplemented through automatic and mutual-aid agreements which Weber Fire District maintains with other fire agencies.

### Public Schools

Weber School District serves the educational needs of Western Weber County. West Weber Elementary School, located in Western Weber, serves younger grades while older students attend Walquist Junior High in Farr West and Fremont High School in Plain City. Three new schools are planned in the area, an elementary, junior high and high school. The new high school is schedule to open in 2024 and will be located in Taylor, at approximately 4400 West 2200 South.

## Uintah Highlands?

- **Goals, Principles & Implementation Actions**
  - **Encourage the area to annex into an adjacent city for better services.**

**Utilities & Public Services Goal 1: Understand the hydrology, service areas, capacities, facilities and planning for water and sewer services in the Western Weber planning area.**

**Utilities & Public Services Principle X.1**

**Utilities & Public Services Action Item X.1.1**

**Utilities & Public Services Goal 2: Encourage alternatives to septic drainfield systems.**

**Utilities & Public Services Goal 3: Improve surface and stormwater management in Western Weber.**

**Utilities & Public Services Goal 4: Reduce impacts of utility construction and operation in Western Weber.**

**Utilities & Public Services Goal 5: Improve public safety in Western Weber.**

**Utilities & Public Services Goal X:**

**Utilities & Public Services Goal X:**

**Utilities & Public Services Goal X:**

**Utilities & Public Services Goal X:**



# Chapter 8: Environment & Resource Management

INCLUDE INFO FROM KATHY AVERETT...

The Western Weber County Resource Management Plan was adopted in 2017. The plan, required by State of Utah Code Section 17-27a-401, addresses all of the area of unincorporated Weber County, not part of the Ogden Valley General Plan area, encompassing approximately 208,000 acres.

The Resource Management Plan addresses the following:

Mining

Land use

Livestock and grazing

Irrigation

Agriculture

Fire Management

Noxious Weeds

Forest Management

Water Rights

Ditches and Canals

Water Quality and Hydrology

Floodplains and River Terraces

Wetlands

Riparian Areas

Predator Control

Wildlife

Fisheries

Recreation and Tourism

Energy Resources

Mineral Resources

Cultural, Historical, Geological and Paleontological Resources

Wilderness

Wild and Scenic Rivers

Threatened, Endangered and Sensitive Species

Land Access

Law Enforcement

Economic Considerations

Air

A copy of the Western Weber County Resource Management Plan is available in Appendix X.

## Chapter 9: Weber County “Islands (LDI)

***look at state code regarding annexation of incorporated islands – to the extent state code allows – plan recommends these areas are annexed into adjacent cities.***

### Vision

#### Existing and Projected Conditions

##### *Incorporation*

The residents of all or portions of the Western Weber County planning area may decide to incorporate at some point in the future. County decisions should consider possible impacts on the effects on future town governance and budget.

##### *Community Character*

##### *Land Use*

##### *Housing*

##### *Transportation*

##### *Parks & Recreation*

##### *Utilities & Public Services Parks & Recreation*

##### *Environment and Resource Management*

### Goals, Principles & Implementation Actions

#### Weber County “Islands” Goal X:

## **Weber County “Islands” Principle X.1**

### **Weber County “Islands” Action Item X.1.1**

land uses need to be considered with adjacent land uses and annexation should be first goal)

(goal is to get rid of islands, doesn't make sense to ah work with adjacent cities to annex them in, make no changes in those areas based on what adjacent cities are showing

Add a blurb to prevent additional islands from being created – can't create a peninsula without county commission consent –

Address unincorporated peninsulas – bench of Ben Lomand and a couple of islands that border box elder county, and maybe some on south border by Davis County

# PART THREE: Key Appendices

Perhaps similar to Ogden Valley Plan, hyper-linked to main document.

1. **Planning History/Process/Timeline**
2. **Public Engagement Details**
  - A. **Original Planning Process (county staff)**
  - B. **Engagement results from current process (Landmark)**
  - C. **Final Workshop Results (Landmark - pending)**
3. **Plan Elements – Detailed Data and Findings**
  - A. **Community Character**
  - B. **Land Use**
  - C. **Housing (NB – LYRB input is still needed)**
  - D. **Transportation (T&R Lead)**
  - E. **Utilities & Public Services Parks & Recreation**

- F. Economic Development (not in scope – by Weber County staff?)
- G. Environment and Resource Management
- H. Parks & Recreation
- I. Weber County “Islands”

4. Glossary of terms

5. Data and Information from Others