

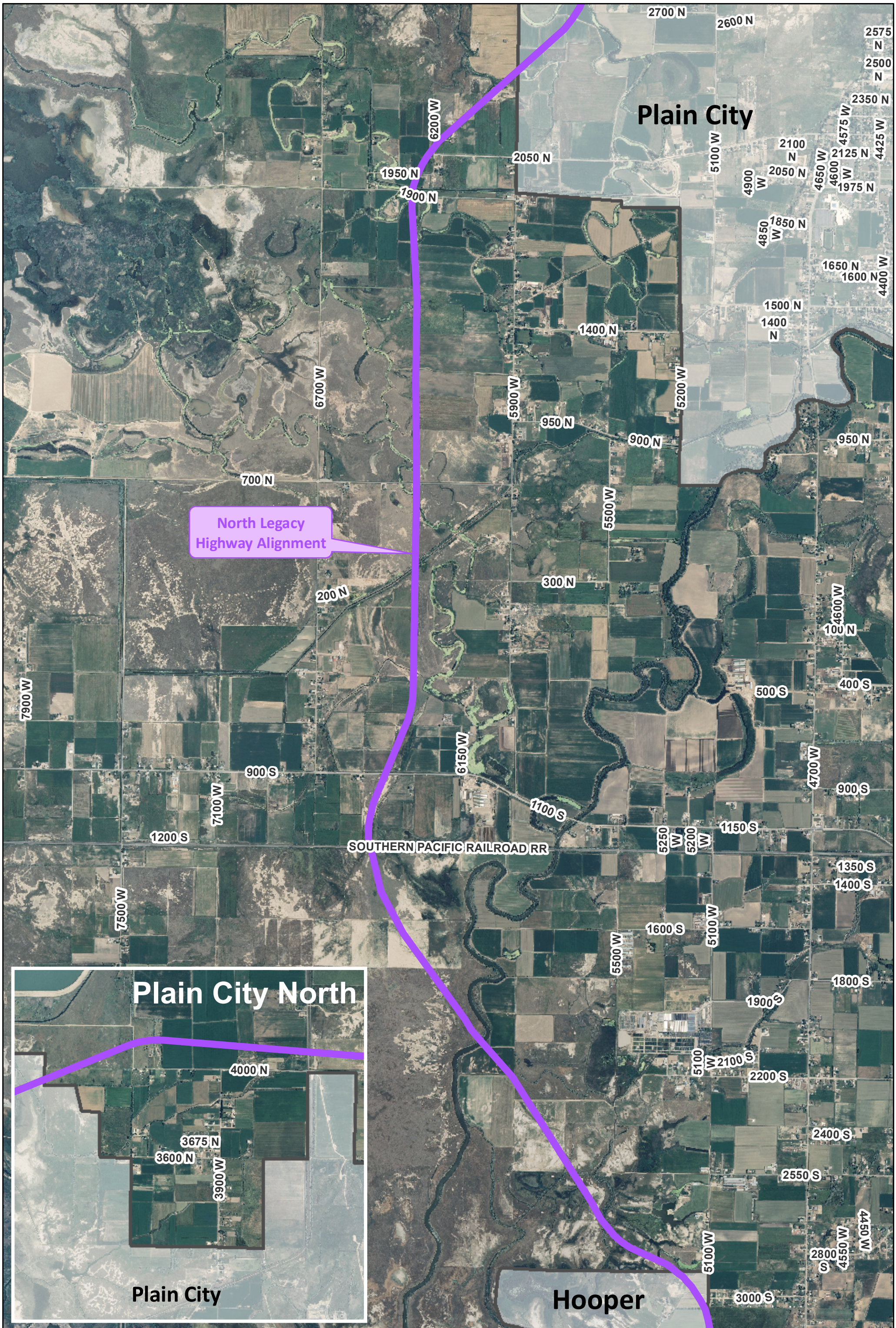
PUBLIC NOTICE

The Western Weber Planning Commission will hold a public hearing on Tuesday, July 13, 2010 in the County Commission Chambers located at 2380 Washington Blvd., beginning at 5:00 PM to consider amending the West Central Weber County General Plan Transportation Element. The proposed amendment will revise the corridor alignment for North Legacy Parkway moving it west from 4700 West.

The recommended corridor is represented on Map 3-2. It extends north from the West Haven City / Hooper City border at approximately 3300 South and 5100 West, travels west through unincorporated Weber County to about 6300 West before bending back to Plain City. There is one short segment on the north end in the unincorporated county before going into Box Elder County.

Further information can be obtained by viewing the Planning Division website at <http://www1.co.weber.ut.us/wiki/index.php/Planning> or by contacting the Planning Division office at (801) 399-8791.

West Central Weber County General Plan Map 3-2



Transportation Element

Introduction and Background

The purpose of this Element is to define current transportation issues and future plans for roadways in West Central Weber County. Bicycle, pedestrian and equestrian trails are addressed in the Land Use Element, Chapter 2.

Identified Transportation Issues

In the initial process of identifying issues and concerns for the West Central Weber County General Plan, several transportation-related issues were received from residents. These issues included:

- Improving 1200 South with respect to both capacity and safety.
- Addressing safety-related concerns on 4700 West.
- Providing an alternative road to the industrial area in the western part of the study area.
- Examining the need for Legacy Highway.

In 2010, the Transportation Element is being amended based upon further analysis and recommendations to refine the corridor alignment for North Legacy Parkway.

WEST CENTRAL WEBER COUNTY TRANSPORTATION SYSTEMS TODAY

Existing Transportation Conditions

With a relatively small population in the study area, priorities relative to the transportation infrastructure are somewhat different than a typical general plan update might generate. Traffic congestion and delay were not identified as problems in the West Central Weber County area. Traffic volumes were generally acceptable, although volumes on 1200 South to and from the industrial area were perceived to be high and in fact generated recommendations for new facilities to be built to serve that area. In addition, volumes on 4700 West were perceived to be high before and after school, as high school students use the route to travel to and from school.

Population density is sparse throughout the study area, making traffic on existing facilities far less than other Wasatch Front areas. Major transportation facilities in the area include 1200 South, 3500 West, 4700 West, and 6700 West.

PROJECTING FUTURE TRANSPORTATION NEEDS

Projected Transportation Conditions

With the limited anticipated growth in population and relatively expansive areas where development can occur, the projected increase in population is not expected to cause traffic congestion. However, development patterns can impact traffic conditions and should be carefully considered during the development approval process.

The Wasatch Front Regional Council's Long Range Plan identifies two projects for West Central Weber County over the next 30 years. The first is the widening of 1200 South to 4

lanes from I-15 to the proposed Legacy Parkway at 5100 West. The second project listed on the Long Range Plan is the purchase of right-of-way for the Legacy Parkway from 5500 South in Roy to 4200 South to Plain City. This right-of-way purchase is the result of a planning study conducted by the Wasatch Front Regional Council in cooperation with local governments to define a preferred route for the Legacy Parkway in northern Davis and Weber Counties. There was some ambiguity and lack of agreement on the future alignment of Legacy Highway and a Supplemental Study was instituted in 2007. The Supplemental Study was completed in October 2009 and is the basis for this amendment.

North Legacy Parkway Highway: The Wasatch Front Regional Council proposes a Legacy Parkway for the length of the entire Wasatch Front region. The need for a facility of this type in West Central Weber County is not anticipated for 30 – 50 years in the future. Weber County acknowledges the need for additional north-south roadways to serve as principal arterials, and has been preserving approximately 100 feet of right-of-way along 4700 West with plans to upgrade that facility to a four or five lane arterial.

The existing West Central Weber County General Plan is not consistent with the recommendations from the Supplemental Study, i.e., the 2003 Plan called for the North Legacy Parkway to be located along 4700 West and the Supplemental Study recommends the westerly corridor between 6300 and 6500 West. In order for Weber County to begin preserving a corridor the General Plan needs to be amended to accurately reflect a location.

The benefit of this amendment is that preserving the corridor will save the public significant amounts of money if land is purchased now verses 30 to 50 years out. Second, it is a timely notification to property owners of the corridor location.

The recommended location in unincorporated Weber County for the extension of North Legacy Parkway is shown on Map 3-2. The unincorporated alignment extends north from the Hooper City / West Haven City north boundary (3000 South and 5100 West) approximately seven miles through unincorporated Weber County until it interfaces with Plain City (2500 North and 6300 West). The center portion of the corridor bends west to approximately 6300 West. In addition there is one short stretch of corridor, approximately one half mile, in an unincorporated island bordered by Plain City and Box Elder County.

Alternative Road to Industrial Area: Several planning workshop “visioning maps” illustrated an alternative access to the industrial area at Little Mountain. While traffic volumes on 1200 South do not justify the construction of an alternative access, safety concerns might raise this on the County’s priority list. Providing only one access to an area such as the industrial park can be of concern if an accident or natural disaster closed access to the area. (See Transportation Map 3-1.)

ANALYZING OPTIONS FOR WEST CENTRAL WEBER COUNTY’S FUTURE

ALTERNATIVE GROWTH SCENARIOS

Two public workshops were conducted in March 2002. The purpose of the workshops was to allow West Central Weber County residents an opportunity to define future growth scenarios for the year 2020 using projections for population (1910 new individuals), dwelling units (580 single-family), and commercial development (7 to 14 acres). The entire Alternative Growth Scenarios process is described in detail in Chapter 2 – Land Use.

Alternative Growth Scenarios

Road improvements recommended are the same for Alternative Scenarios One and Two. This includes improvements to 1200 South consistent with the Wasatch Front Regional Council's Long Range Plan (addition of one lane in each direction), as well as turn lanes and shoulder improvements. These improvements should help to alleviate issues related to slow-moving vehicles such as tractors.

While traffic capacity on 4700 West is not of concern, safety is. The addition of turn lanes at major intersections and shoulders would help to alleviate safety concerns in the corridor. Weber County should begin preserving right-of-way and requiring sufficient setbacks along these major transportation facilities (1200 South and 4700 West) to accommodate future expansion and improvements.

With commercial development planned at the intersection of 1200 South and 4700 West, driveway spacing and possible shared access should be examined during the development approval process.

As the Little Mountain industrial area continues to develop, there may be a need or a desire for an alternative route serving the area. Currently 1200 South serves the area. A broad swath is identified for a possible location for a new service road to the industrial area, which could be either an entirely new alignment or an improved alignment on an existing roadway.

**WEST CENTRAL WEBER COUNTY
PROPOSED TRANSPORTATION POLICY RECOMMENDATIONS**

Recommended transportation policies as components of the West Central Weber County General Plan are described in the following.

Road Improvements to Improve Safety

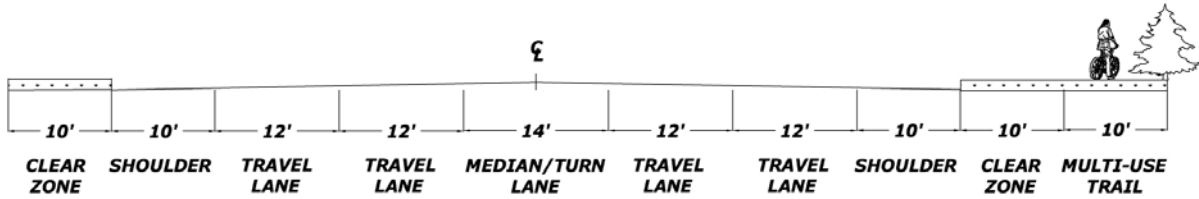
For safety reasons, this plan recommends that improvements be made on some existing transportation facilities in the West Weber County area. While these improvements address safety concerns more so than capacity-related concerns, future development of the area will necessitate these recommended improvements as well.

Policy: Road Improvements 1200 South

Turn lanes at major intersections as well as wider shoulders on 1200 South will improve overall safety on the road, and should help to alleviate issues related to slow-moving vehicles such as tractors. Included within an improved cross-section for 1200 South is a multi-purpose trail.

Implementation Action: Weber County should begin preserving right-of-way and requiring sufficient setbacks along this transportation facility to accommodate future expansion of these facilities.

1200 SOUTH



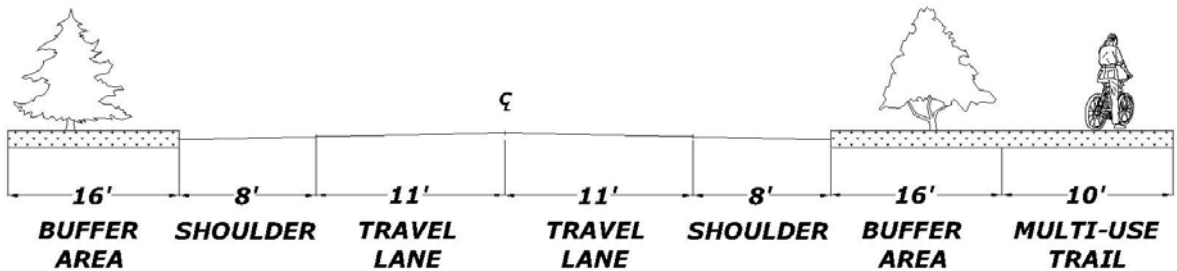
1200 South - Proposed Roadway Cross-Section and Multi-Use Trail

Policy: Road Improvements 4700 West

While traffic capacity on this road is not of concern, safety is. The addition of turn lanes at major intersections and shoulders would help to alleviate safety concerns in the corridor.

Implementation Action: Weber County should begin preserving right-of-way and requiring sufficient setbacks along this transportation facility to accommodate future expansion of these facilities.

4700 WEST



4700 West South - Proposed Roadway Cross-Section and Multi-Use Trail

Policy: Commercial Development Road Improvements

With commercial development planned at the intersection of 1200 South and 4700 West, driveway spacing and possible shared access should be examined during the development approval process.

Implementation Action: As commercial development is proposed, require access control actions such as shared driveways, master planned commercial development, and other means to reduce the number of access points onto 1200 South and 4700 West.

Policy: Transportation and Residential Development

As West Central Weber County begins to see increasing residential development, impacts of that development should be carefully examined. Although the population increase in the area is not expected to impact traffic congestion in the area, the impacts of development on internal circulation and access issues on major roads are

potential issues. Driveway spacing, increased turn movements, and safety concerns such as turn lanes and shoulders are in important part of the future of the West Weber County area.

Implementation Action: As part of the development review and approval process, take into consideration impacts to roadways caused by access to new residential development areas.

Road Improvements to Facilitate North/South Movements

North/south transportation improvements will be needed in the future. ~~In lieu of an extension of the Legacy Parkway,~~ In the short term (2010 to 2030), Weber County prefers improvements to three principal north/south streets.

Policy: Alternative North/South Roadway Corridors

North/south corridors shall be improved including 4700 West, 5100 West, and 3500 West south of 1200 South. Weber County has been preserving approximately 100 feet of right-of-way along 4700 West with plans to upgrade that facility to a four or five lane arterial. A similar approach is needed for 5100 West and 3500 West. In anticipation of the need for North Legacy Parkway Weber County in conjunction with the Utah Department of Transportation (UDOT) will begin to acquire right of way for eventual construction. The corridor width is recommended to be 220 feet wide. Weber County along with UDOT will take advantage of various tools to acquire the right of way, i.e., the UDOT Corridor Preservation Loan fund, Weber County \$10 Vehicle Registration Fee, and the Weber County Sales Tax Corridor Preservation Fund. A variety of corridor preservation tools will also be employed, e.g., acquisition of development rights and land use regulations. Land use regulations will be developed that will address special setback requirements, development exactions, access management, and density bonuses.

Map 3-2 is hereby adopted as the North Legacy Parkway corridor map. The specific alignment is meant to be general in nature. There is flexibility in the exact location which will be applied at the time of property development or engineering design prior to construction.

Alternative Road to Industrial Area

An alternative access to the industrial area in the western portion of the area may be warranted as the industrial area becomes fully developed. While traffic volumes on 1200 South do not justify the construction of an alternative access at this time, safety concerns might raise this on the County's priority list in the future. Providing only one access to an area, which may generate more traffic in the future, could be of concern if an accident or natural disaster closed access to the area.

West Haven is in the process of identifying an east/west roadway for improvement. Thus, when when the time is right, Weber County should work with West Haven and UDOT to

locate the best possible route to serve east/west traffic and accommodate the future need at the industrial area.

Policy: Alternative Road to Industrial Area

The County should identify and preserve a 66-foot right-of-way to accommodate a three-lane facility in the southern part of the study area. Options for this alignment include the 2550 South alignment, tying into the existing 2100 South interchange on I-15, 2100 South coming out of West Haven, or some other acceptable alignment. Coordinate with West Haven and UDOT.

Transportation Impact Fees

Weber County does not currently utilize impact fees for funding of transportation projects.

Policy: Transportation Impact Fees

As development pressures increase, Weber County should consider implementing an impact fee program to assist in minimizing the impacts of development, and as a growth management tool, allowing the County to better define areas where development will be encouraged and discouraged.

Implementation Action: Complete an impact fee feasibility study for new roads and other public infrastructure (water, sewer, parks), which are needed because of new development.

Implementation Action: Weber County should pursue the use of transportation impact fees to fund development related infrastructure. The County should consider preparing a capital facilities plan in preparation for the use of impact fees.