

# River Heights City

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## River Heights City Council Agenda **Tuesday, November 18, 2025**

Notice is hereby given that the River Heights City Council will hold their regular meeting at **6:30 p.m.**, at the River Heights City Office Building at 520 S 500 E.

Pledge of Allegiance

Adoption of Previous Minutes and Agenda

Mayor, Councilmembers, and Staff Reports

Public Comment

Presentation by Russ Price, Local Administrative Advisor (LAA) assigned by Bear River Association of Governments (BRAG)

A Resolution to Adjust Solid Waste, Recycling, and Greenwaste Collection and Disposal Fees

Approve Transportation Masterplan

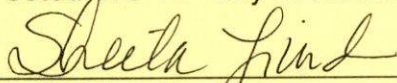
An Ordinance to Adopt a Senior Citizen Planned Unit Development Zone

An Ordinance to Adopt Changes to the City Code

An Ordinance to Replace the Sign Ordinance in the River Heights City Code

Adjourn

Posted this 14<sup>th</sup> day of November 2025

  
\_\_\_\_\_  
Sheila Lind, Recorder

In compliance with the American Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting should notify Sheila Lind, (435) 770-2061 at least 24 hours before the meeting.

# River Heights City

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## Council Meeting

November 18, 2025

Present: Mayor Blake Wright  
Council members: Lana Hanover  
Mark Malmstrom  
Janet Mathews  
Chris Milbank  
Lance Pitcher

Public Works Director Clayton Nelson  
Recorder Sheila Lind  
Treasurer Michelle Jensen

Others Present: Craig Rasmussen, Zach Robinette, Russ Price, Shellie Giddings, Noel Cooley

The following motions were made during the meeting:

### Motion #1

Councilmember Hanover moved to “approve the November 4, 2025 minutes for both the regular meeting and the CDBG public hearing, and the evening’s agenda.” Councilmember Milbank seconded the motion which passed with Hanover, Malmstrom, Mathews, Milbank, and Pitcher in favor. No one opposed.

### Motion #2

Councilmember Milbank moved to “approve a Resolution to Adjust Solid Waste Fees, including the round up needed to facilitate the ancillary service charges.” Councilmember Hanover seconded the motion which passed with Hanover, Malmstrom, Mathews, Milbank, and Pitcher in favor. No one opposed.

### Motion #3

Councilmember Milbank moved to “adopt Ordinance 5-2025, An Ordinance to Adopt Changes to the City Code of River Heights, Utah with the changes discussed. Councilmember Hanover seconded the motion which carried with Hanover, Malmstrom, Mathews, Milbank, and Pitcher in favor. No one opposed.

### Proceedings of the Meeting:

The River Heights City Council met at 6:30 p.m. in the Ervin R. Crosbie Council Chambers in the River Heights City Building on Tuesday, November 18, 2025, for their regular council meeting.

#### Pledge of Allegiance

Adoption of Previous Minutes and the Evening’s Agenda: Minutes for the November 4, 2025 Regular Meeting and Community Development Block Grant (CDBG) Public Hearing were reviewed.

Councilmember Hanover moved to “approve the November 4, 2025 minutes for both the regular meeting and the CDBG public hearing, and the evening’s agenda.” Councilmember Milbank seconded the motion which passed with Hanover, Malmstrom, Mathews, Milbank, and Pitcher in favor. No one opposed.

Mayor and Staff Reports:

Recorder Lind

- She reminded those in attendance to RSVP for the Christmas dinner.

Councilmember Hanover

- She encouraged all to attend the Tree Lighting Ceremony to be held on Monday, December 1 at 6:00 pm.

Councilmember Milbank

- He informed that River Heights had been rejected for the CDBG for the old school HVAC system because the building was a city owned rental.

Mayor Wright

- He announced his plan to hold two council meetings in December: the 1<sup>st</sup> and 16<sup>th</sup>. Cities are required to approve an International Wildland-Urban Interface Ordinance (WUI) by the end of the year, however the state had not finished the map(s) that accompany the ordinance yet. He’s was hoping they would be ready by the 16<sup>th</sup>.

Public Comment: Zach Robinette informed that he owned the property between the two 400 South dead ends. He was aware that the master plan showed a future collector road cutting through the property, which would mean his only option for development would be two or three small lots on the top portion and wasted space on the bottom portion (on the other side of the road). He noted the problems he saw with developing the road: 1) Cost. The land itself was already expensive. 2) Bob Davis owned the property next to his which the city would also need. 3) River Heights’ code prohibited homes from fronting a collector road. No multi-family dwellings were allowed, current setbacks cause more restrictions, and the 55+ PUD ordinance would prohibit a parcel of his size.

Mr. Robinette asked the Council to consider the following: 1) What are the community motivations for developing a collector road? He noted that all the surrounding properties had already been developed and traffic patterns had been established. 2) What would the cost to develop it be worth to the city?

Mr. Robinette proposed that the city abandon their idea of a collector road and allow his family to build on their property, while respecting the water line. They would develop 400 South to connect to 800 East. Alternatively, he asked that they reconsider multifamily and smaller lot developments, also that they decrease the minimum acreage required for a community of 55+, or the city should subsidize 50% of the development of the road.

Mayor Wright asked the size of the property. Mr. Robinette responded it was two acres.

Presentation by Russ Price, Local Administrative Advisor (LAA) assigned by Bear River Association of Governments (BRAG): Mr. Price introduced himself and his credentials. He was the city’s assigned representative and looked forward to supporting the city in whatever needs he could help with. He offered to look for funding sources for stormwater, the old school HVAC system, and the memorial gardens. He offered to help with ordinances, resolutions and the privacy policy required by the state. Recorder Lind asked for help with the privacy policy.

A Resolution to Adjust Solid Waste, Recycling, and Greenwaste Collection and Disposal Fees: Mayor Wright pointed out that Recorder Lind had updated the resolution before the meeting to reflect Waste Management’s ancillary charges. They had raised their rates by 5.1%. The fees on the resolution

91 were reflective of Waste Management's fees, plus River Heights's administrative fees. The ancillary  
92 charges were rounded up to the nearest dollar.

93 **Councilmember Milbank moved to "approve a Resolution to Adjust Solid Waste Fees, including**  
94 **the round up needed to facilitate the ancillary service charges." Councilmember Hanover seconded the**  
95 **motion which passed with Hanover, Malmstrom, Mathews, Milbank, and Pitcher in favor. No one**  
96 **opposed.**

97 Approve the Transportation Masterplan: Engineer Rasmussen presented the Plan which was  
98 started by CRS Engineers a few years ago and finished by Horrocks. The plan was funded by a grant from  
99 UDOT. He, PWD Nelson, Councilmember Pitcher, and Mayor Wright met with Horrocks to review the plan.  
100 Mr. Rasmussen reviewed the executive summary, which stated that the current level of service was  
101 acceptable throughout the city. The study showed significant increases in traffic volumes on the pass-  
102 through streets (moving between Logan and Providence). The next 20 years were projected to have the  
103 same level of service. There were only a few opportunities for infill and property development, which  
104 wouldn't affect the level of service.

105 Councilmember Milbank asked if the plan covered safety. Engineer Rasmussen said it discussed  
106 pedestrian and vehicular movement.

107 He reviewed the purpose of the Plan and goals. He discussed coordination with neighboring  
108 jurisdictions and on-going regional traffic studies.

109 Councilmember Mathews asked for validation of the removal of the city's support for 200 East.  
110 Engineer Rasmussen said it was shown as a regional road, not city supported.

111 He reviewed the traffic analysis which came about from the traffic studies.

112 He reviewed the Level of Service diagram. River Heights was rated average or better.

113 Councilmember Pitcher said they had discussed shooting for a B or C rating on their five-year plan.  
114 Existing traffic conditions were shown as average and acceptable.

115 The existing ADT & LOS map showed the daily amount of traffic on each road. Engineer  
116 Rasmussen explained some of the roads shown on the map were recommended future projects. He  
117 suggested they have some discussion to clarify them. He noted that the Plan was essentially what the  
118 city's current transportation plan showed. The study provided the backing for the city's plan. The data  
119 also showed where the counters were placed. Based on their findings they could project the counts on  
120 other roads and throughout the city for 5 and 20 years into the future. The pass-through streets could  
121 increase up to 50%.

122 Councilmember Mathews asked if Riverdale Avenue had been shown on past transportation plans  
123 as a future city road. Engineer Rasmussen noted it had been shown in proposed configurations and had  
124 changed over time as plans with 100 and 200 East had changed.

125 Mr. Rasmussen discussed the trails plan and noted that the trail along Spring Creek east of the  
126 Church was currently off the table.

127 He discussed the proposed capital improvement roads and noted that the residents who lived  
128 along the roads would most likely take exception to the development of "their" road, although it would  
129 benefit the whole of the community.

130 Mayor Wright asked if the Transportation Plan should be incorporated into the General Plan or be  
131 referenced as an appendix. Engineer Rasmussen suggested it be used as a stand-alone document,  
132 supporting the General Plan. They could combine the General Plan Transportation Map with the one from  
133 the study.

134 Councilmember Pitcher reviewed the revisions discussed by the Council: 1) On page 4, the  
135 unfinished sentence needed to be concluded or removed. 2) "Stewart Hill Park" needed to replace  
136 "Quinley's Garden" on the parks map. 3) Update the trails map to incorporate the General Plan's showing

137 of a trail on 400 South to 800 South and 800 South to 100 East. 4) The boundary was unclear on the trails  
138 map which showed 800 South as the city boundary. They couldn't tell if the trail line extended to 100 East,  
139 shown underneath the city boundary line. 5) Vehicle count verification map did show the continuance of  
140 800 South and 400 South between 750 and 850 East because the map shows when these projects are  
141 finished. 6) Appendix B was missing a description at the top of the map.

142 Councilmember Pitcher and Engineer Rasmussen would set up a meeting with Jacob Ames, at  
143 Horrocks to let him know of the discussed changes.

144 An Ordinance to Adopt a Senior Citizen Planned Unit Development Zone: Engineer Rasmussen  
145 informed that he hadn't finished his review due to spending his time on the Transportation Plan. He  
146 explained that PWD Nelson had brought up some recommendations from the state's land use code  
147 (Section H) on PUDs. They didn't support cities putting restrictions on specific architectural finishes,  
148 materials used, etc. Mr. Nelson questioned whether having those restrictions in the city's code could  
149 cause trouble for the city. The state precludes cities from establishing specific improvements of that  
150 nature. He suggested the Planning Commission investigate how specific the city could be. He realized that  
151 other cities do it, but if challenged, the city might lose. He also suggested having Attorney Jenkins look at  
152 it.

153 Russ Price said often, cities have lists of materials that can't be used, rather than what must be  
154 used. But generally the restrictive covenants are left to the HOA. He wasn't sure why the city would want  
155 to get so specific.

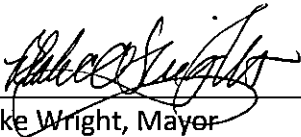
156 An Ordinance to Adopt Changes to the City Code: Mayor Wright suggested replacement of "Waste  
157 Management" with "the company contracted with the city to provide waste collection" in 10-13-26:D. He  
158 brought up a question on the necessity of 11-5-4:A. Commissioner Cooley responded that the recent  
159 developers along 800 South had questioned where their setbacks were measured from. The proposed  
160 changes were to clarify that. Mr. Wright suggested, "As determined by the DRC" since each case might be  
161 slightly different with easements involved.

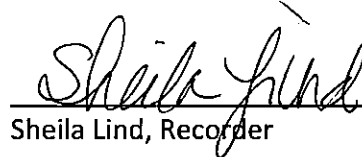
162 **Councilmember Milbank moved to "adopt Ordinance 5-2025, An Ordinance to Adopt Changes to**  
163 **the City Code of River Heights, Utah with the changes discussed. Councilmember Hanover seconded the**  
164 **motion which carried with Hanover, Malmstrom, Mathews, Milbank, and Pitcher in favor. No one**  
165 **opposed.**

166 An Ordinance to Replace the Sign Ordinance in the River Heights City Code: Councilmember  
167 Hanover brought up adding a time limit for signs to come down after an election. They discussed a 48  
168 hour limit.

169 Mayor Wright asked the difference between portable and temporary signs. There was enough  
170 confusion about it that it was suggested that the ordinance go back to the Planning Commission for  
171 clarifications.

172 The meeting adjourned at 8:45 p.m.

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Blake Wright, Mayor

  
Sheila Lind, Recorder

RESOLUTION NO. 7-2025

**A RESOLUTION TO ADJUST SOLID WASTE FEES**

WHEREAS River Heights City has contracted with Waste Management through the Cache Waste Consortium, for solid waste services, and

WHEREAS trash and recycling service are both required, and

WHEREAS greenwaste is optional and picked up weekly, April 1 – November 1, and is billed 12 months of the year, and

WHEREAS Waste Management has other trash associated fees, and

WHEREAS Waste Management increased their fees by 5.1%.

THEREFORE, the River Heights City Council adopts the following solid waste schedule, effective December 1, 2025:

**Container Rates per month:**

|                 |           |
|-----------------|-----------|
| 96 Gallon Trash | \$20.66 * |
| 64 Gallon Trash | \$19.57 * |
| Recycling       | \$ 5.52   |
| Greenwaste      | \$11.60   |
| Extra Recycling | \$3.31    |
| Extra Trash     | \$9.11    |

**Ancillary Service Charges (rounded up to the nearest dollar)**

|                             |         |
|-----------------------------|---------|
| Can Exchange                | \$50.00 |
| Can Removal/Delivery/Resume | \$28.00 |
| Contamination Charge        | \$ 6.00 |
| Overage Charge              | \$ 6.00 |
| Can Replacement             | \$83.00 |

\* Rates reflect Waste Management's rates plus an additional \$2.00/month/account to cover River Heights City's administrative costs, plus a \$1/month/account communication fee imposed by Logan City.

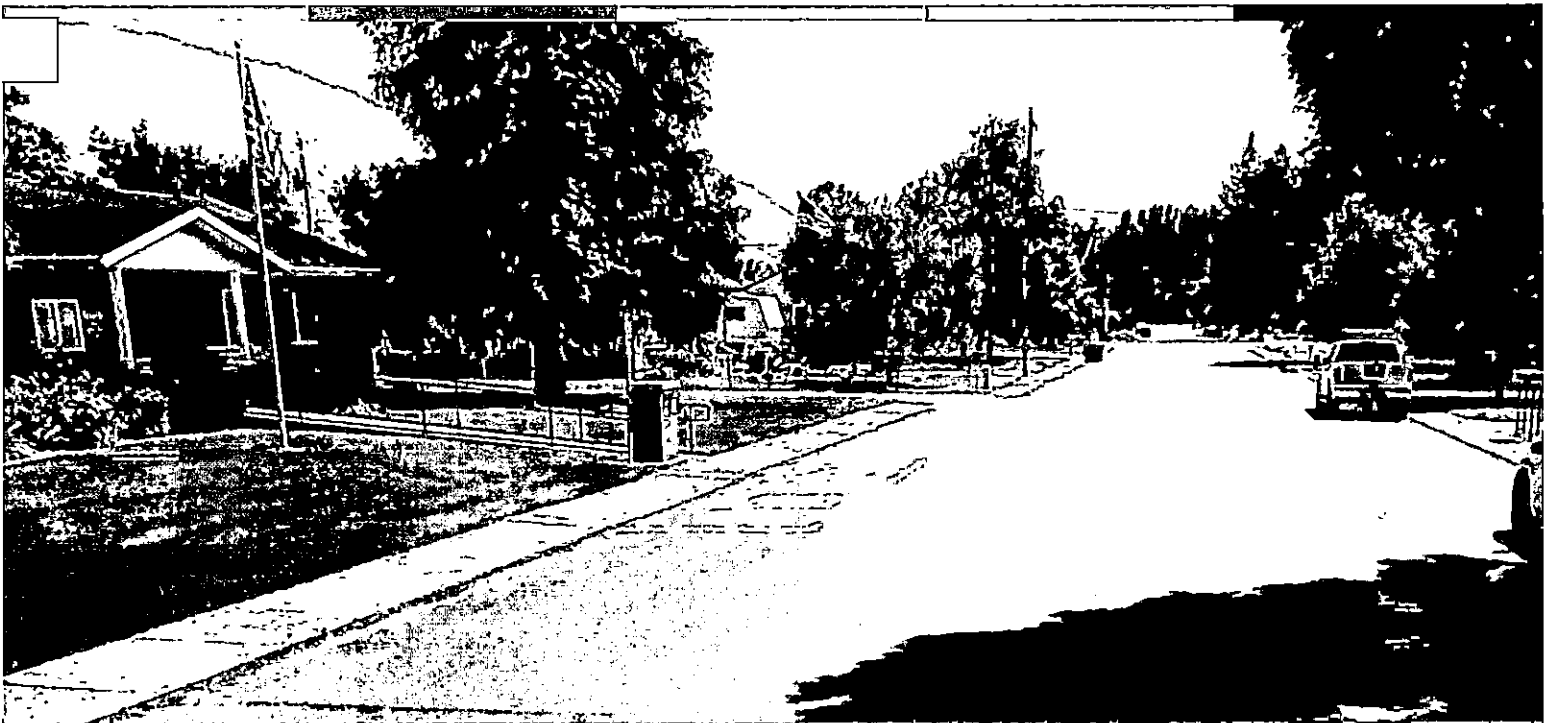
PASSED BY THE RIVER HEIGHTS MUNICIPAL COUNCIL, STATE OF UTAH, THIS 18<sup>th</sup> DAY OF NOVEMBER 2025.

\_\_\_\_\_  
Blake Wright, Mayor

ATTEST

\_\_\_\_\_  
Sheila Lind, Recorder

# *River Heights* **CITY**



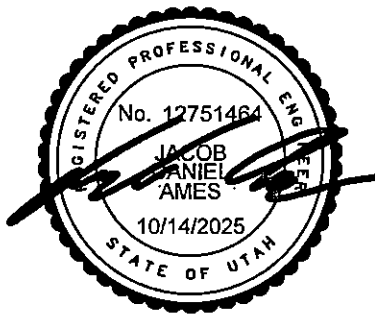
## **RIVER HEIGHTS CITY TRANSPORTATION MASTER PLAN**

SEPTEMBER 2025

## EXECUTIVE SUMMARY

River Heights City has a roadway system is based on the grid, which facilitates interconnectivity and accessibility. Currently they are experiencing passable levels of service throughout the City, and with few opportunities to expand and develop this means that there is not an immediate need for roadway projects. It is presumed that most of the growth in the coming years will be from traffic going through River Heights from other communities. This plan includes a roadway capital Improvements plan (RCIP) that if implemented will connect gaps in the existing grid system, maintain desirable level of service and improve safety conditions.

Projecting out 5 and 20 years it is determined that the roadway network will continue to function at passable levels of service with or without the projects listed in the RCIP. It also shows that these projects will facilitate an increase in connectivity and traffic options for River Heights City.





## Table of Contents

|  |    |
|--|----|
| Executive Summary.....                             | i  |
| Introduction .....                                 | 1  |
| Purpose of the Transportation Master Plan .....    | 2  |
| Goals of the Transportation Masterplan .....       | 2  |
| Traffic Analysis.....                              | 3  |
| Level of Service .....                             | 4  |
| Existing Conditions.....                           | 4  |
| Travel Demand Model.....                           | 6  |
| Roadway Classifications .....                      | 11 |
| State Projects.....                                | 12 |
| Active Transportation.....                         | 12 |
| Roadway Capital Improvement Plan .....             | 14 |
| Conclusion .....                                   | 16 |
| Appendix A: River Heights Resolution 2-2025.....   | A  |
| Appendix B: Count Locations in River Heights ..... | B  |
| Appendix C: Existing Traffic Data .....            | C  |

## List of Figures

|   |    |
|---|----|
| Figure 1: River Heights Aerials .....                                 | 1  |
| Figure 2: Level of Service Diagram.....                               | 4  |
| Figure 3: Existing ADT & LOS.....                                     | 5  |
| Figure 4: 5 Year ADT & LOS.....                                       | 7  |
| Figure 5: 20 Year ADT & LOS.....                                      | 8  |
| Figure 6: River Heights Transportation General Plan.....              | 10 |
| Figure 7: Proposed 66' ROW Section.....                               | 11 |
| Figure 8: Proposed 60' ROW Section.....                               | 11 |
| Figure 9: Partial Roadway Cross-Section.....                          | 11 |
| Figure 10: Trail and Park Masterplan Map.....                         | 13 |
| Table 1: Roadway Capital Improvement Plan Cost Estimates.....         | 14 |
| Figure 11: River Heights Transportation Capital Improvement Plan..... | 15 |

## INTRODUCTION

River Heights City is located in central Cache County Utah, southeast of Logan City and north of Providence. This Transportation Master Plan is to give the City and its residents direction forward to prepare the City for the future transportation needs based on land use and projected population growth. This plan will focus on the needs of River Heights City but will also account for potential impacts from neighboring communities.

Included in this report will be a capital improvements plan highlighting certain projects that will help the City increase safety, connectivity and account for traffic flow. This plan will allow the City to plan ahead and budget for these projects to bring them to fruition at an appropriate time schedule.



Figure 1: River Heights Aerials

River Heights is approximately 370 acres of land that is mostly built out with little room for future development without annexation. The City is mostly zoned as residential with small pockets of commercial on the west side bordering Logan City. This TMP assumes that there won't be significant residential zoning upsizing, for example changing from single home residential to condos. This provides a basis for the understanding that traffic patterns are not likely to change in a significant way.

Representatives from the City Council, public works department and planning and zoning commission were involved in discussing and determining the City's priorities for the City and its citizens. These goals included preparing the city for future growth and development, maintaining a functioning level of service.

## **PURPOSE OF THE TRANSPORTATION MASTER PLAN**

This transportation masterplan (TMP) was set forth by the River Heights City government to evaluate the conditions and efficiency of the current roadway system and prepare for future growth conditions. River Heights desires to maintain and promote a transportation system that allows for multiple modes of transportation and reduce traffic congestion for residential and commercial uses. This TMP will be used as a 20-year planning guide to increase transportation efficiency.

## **GOALS OF THE TRANSPORTATION MASTERPLAN**

The transportation masterplan is intended to be used as a planning guide for the next 20 years. The following are goals for this masterplan to meet:

- Anticipate and prepare for city growth and expansion.
- Identify roadways that will require upgrades.
- Preserve needed future transportation corridors early.
- Improve transportation mobility and efficiency throughout the city.
- Relieve the stress of existing roadways and intersections.
- Provide a balanced transportation network that includes improving the city's roadway connectivity.
- Coordinate with neighboring jurisdictions and on-going regional traffic studies.
- Identify cross-sections for required roadway widths.
- Promote bicyclist and pedestrian mobility.

By accomplishing these goals the River Heights community will benefit from increased communication, coordination, and integration across the transportation system. Thus, this TMP will be a useful tool in aiding River Heights in providing a proactive effort in planning and maintaining its transportation network.

## TRAFFIC ANALYSIS

Traffic modeling is the primary tool used for traffic analysis in the TMP. Traffic modeling software, Synchro 11 was used to evaluate and project traffic conditions. It incorporates growth rates and allows options to analyze the effect of changes proposed in the RCIP. This provides the most realistic traffic conditions for existing and future scenarios.

Traffic counting camaras were set up at key intersections along roads determined to be the busiest or most well connected per conversations with City officials and staff. These roads include:

- 1000 East
- 600 East
- 400 East
- River Heights Blvd
- 400 South
- 600 South
- 700 South
- 800 South

Traffic camaras were used to determine the traffic movements at key intersections. This information is critical for modeling traffic to match the existing conditions and to project future traffic behaviors.

Traffic sensors were used to determine peak hours traffic volumes and speeds. Peak hour is a term used to describe the highest amount of traffic to occur within a 60-minute period. This is used to analyze the needs that various roadways have and how this model can be used to mitigate potential problems.

## LEVEL OF SERVICE

Level of Service (LOS) is a rated designation reflecting the functionality of a roadway or intersection. LOS range from A, which traffic is virtually unimpeded, to F, where the traffic volumes exceed the occupancy of the roadway. Typically, municipalities try to maintain an LOS rating of D or better. These gradings are useful in determining the efficiency of the roadway system in specific areas. The projected . . . ?

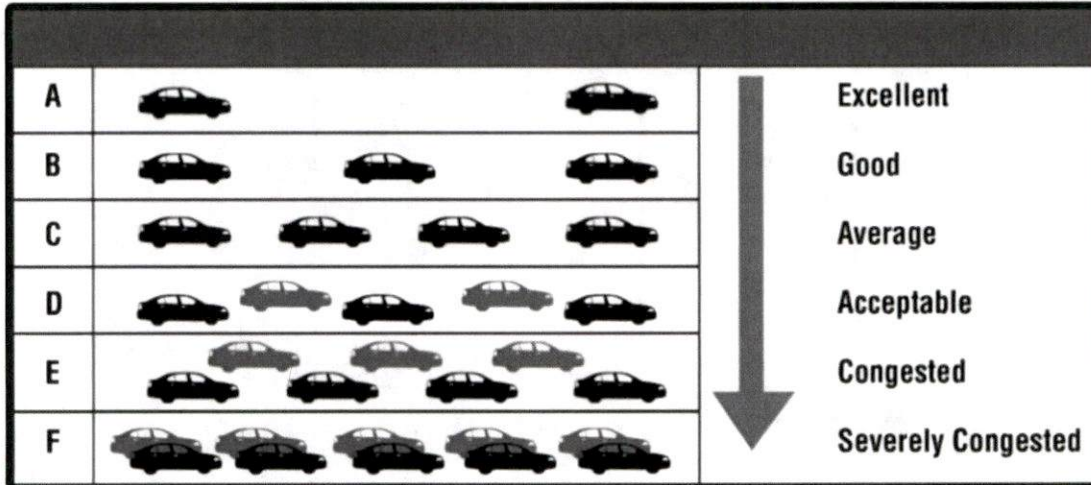


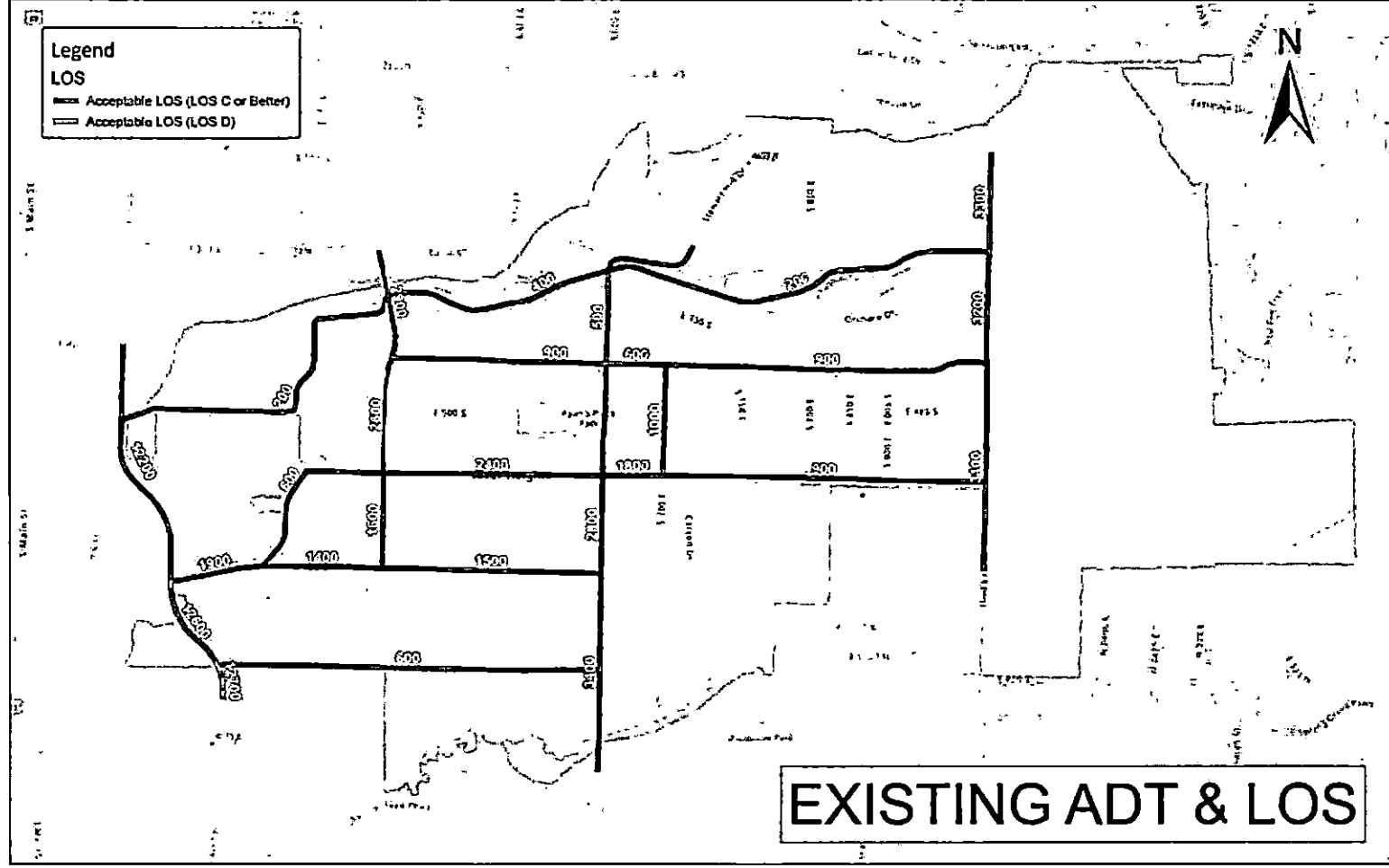
Figure 2: Level of Service Diagram

## EXISTING CONDITIONS

Currently River Heights City is a local community of just over 2,000 residents nestled in their own pocket of central Cache County. Their largest trip generators within the City are River Heights Elementary School, and local church buildings. Their commercial district is on the far west side of City tied directly into Logan's commercial district along 100 East. There is through traffic from outside communities that contributes to traffic volumes but they are mostly kept to 100 East and 1000 East.

There is one existing signalized intersection at 700 South and 100 East, an intersection shared with Logan City. The remaining intersections are stop controlled with 4-way stops at 600 East and 600 South, 600 East and 400 South, and 400 East and 600 South.

The existing conditions show that traffic volumes and turning movements on the roads listed previously show average levels of service or better everywhere except 100 East between 700 South and 800 South which is classified as acceptable. This means that for the traffic volumes gathered the existing roadway is capable of handling. These conditions indicate that there is not an immediate need for traffic improvements.



**Figure 3: Existing ADT & LOS**

## **TRAVEL DEMAND MODEL**

A travel demand model was used to project how future growth and potential improvement projects would affect the existing conditions. We used generalized growth rates applied to the existing data and trip generation software to create this model. We modeled for 5 and 20 year projects with both a "No Change" option and a RCIP project implemented option.

### **5 YEAR "NO CHANGE" (2030)**

This model shows little changes in traffic operations over the course of five years without implementing any of the changes in the RCIP.

### **20 YEAR "NO CHANGE" (2045)**

This model shows projected growth over the course of twenty years without implementing any of the changes in the RCIP will still hold to acceptable standards.

Because of the lack of change in levels of service there is not a need for projects that would build roads out to wider or increased lanes or modify intersections to include or increase roundabouts or signalized intersections. Instead the RCIP projects focus on connectivity and safety.

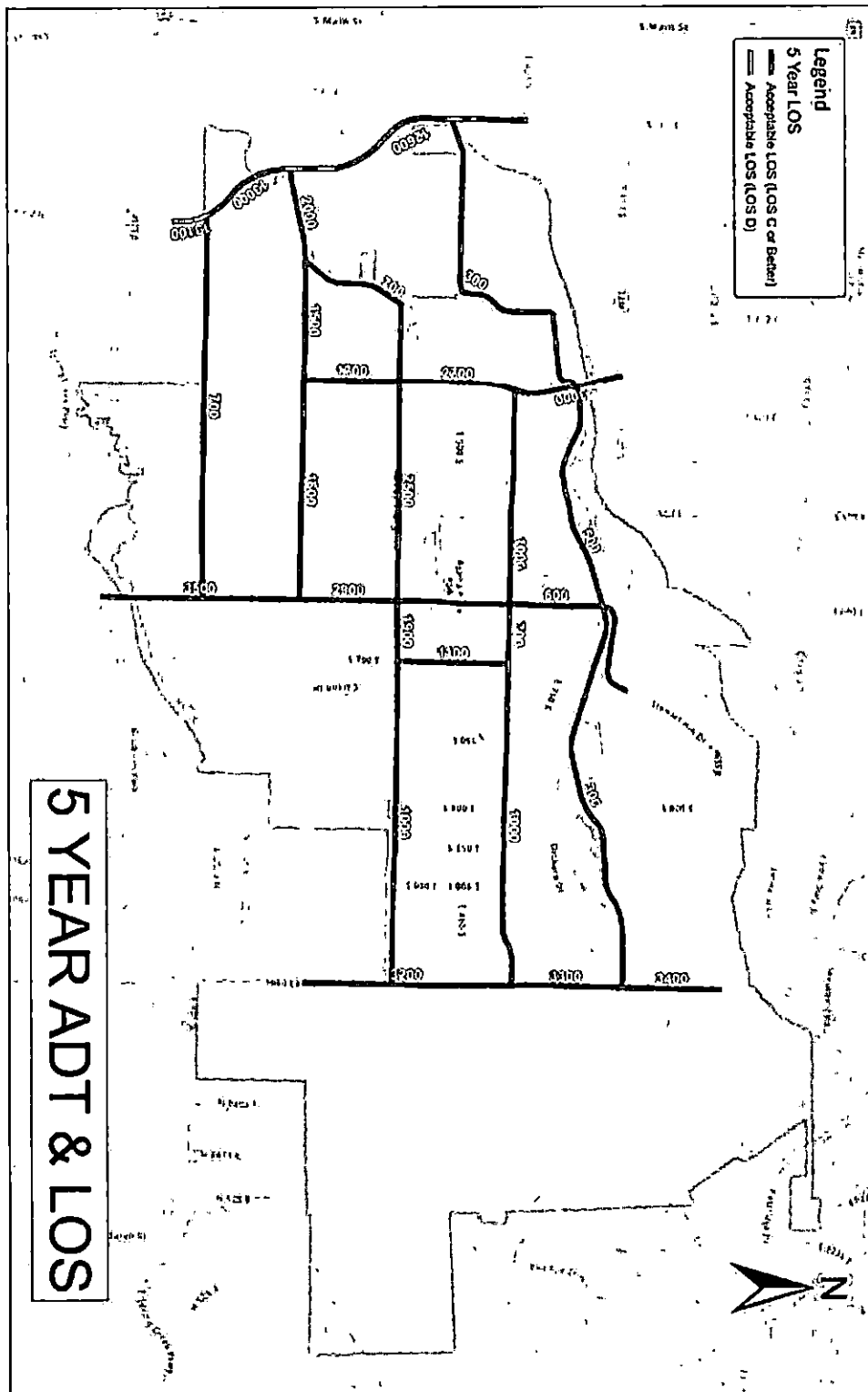


Figure 4: 5 Year ADT & LOS



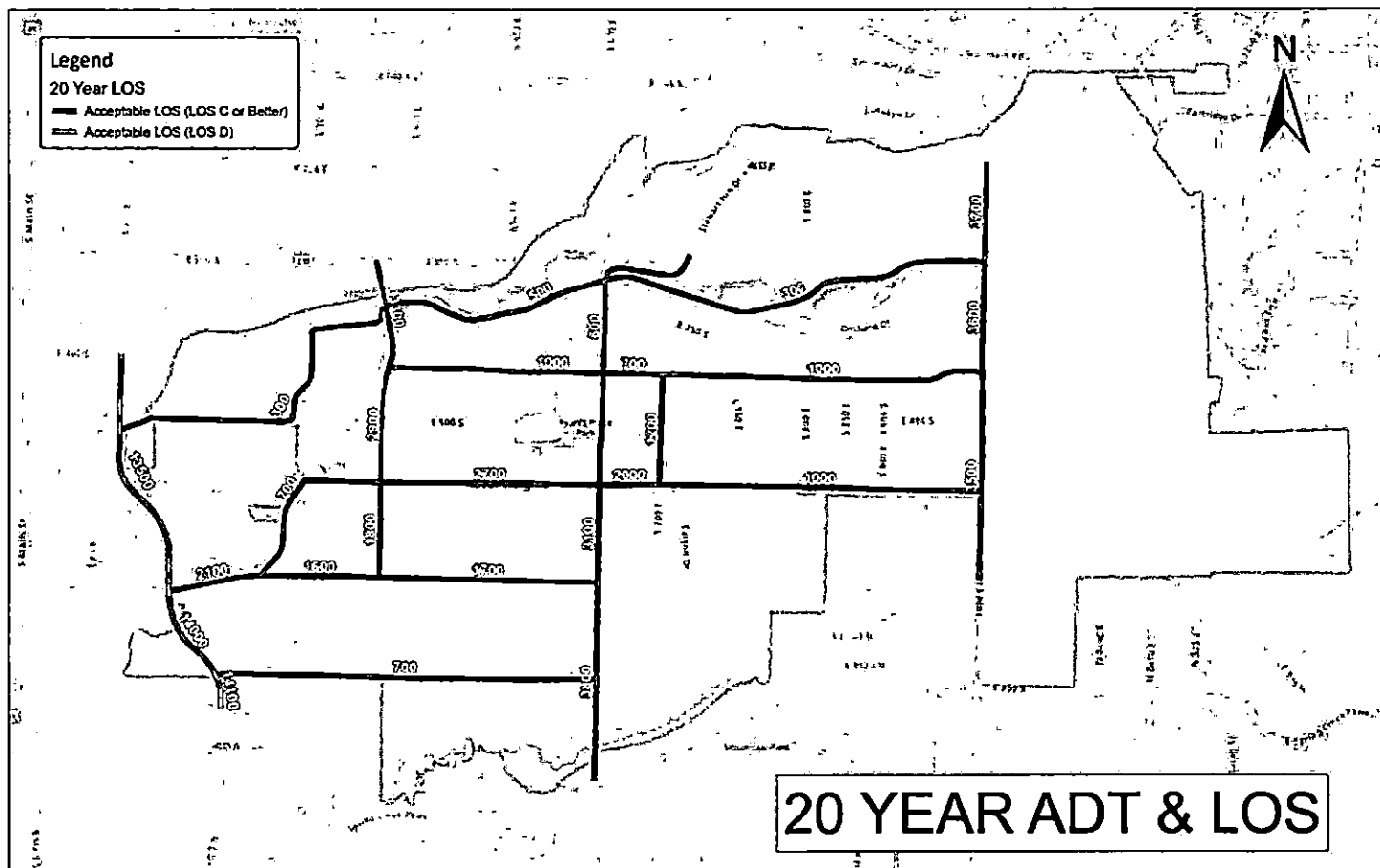


Figure 5: 20 Year ADT & LOS

### **5 YEAR WITH RCIP CHANGES**

This model shows increased connectivity and congestion relief over the course of five years the changes in the RCIP are implemented. The changes may not be enough to suggest a need to have them implemented in five years time.

### **20 YEAR WITH RCIP CHANGES**

This model shows significant changes from the "No Change" option at twenty years. This suggests that the changes proposed in the RCIP would improve conditions and be worth while completing in the next twenty years.

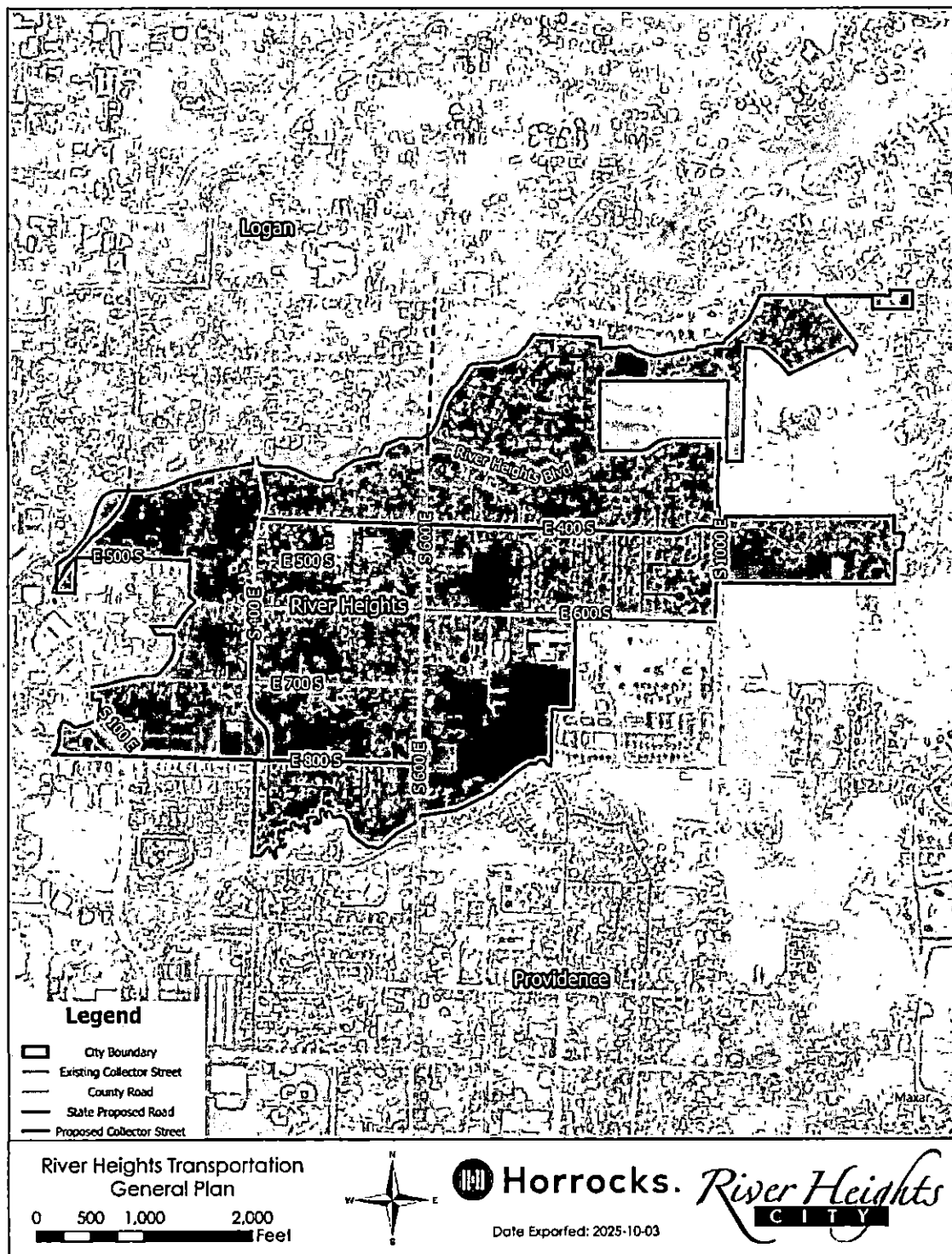


Figure 6: River Heights Transportation General Plan

## ROADWAY CLASSIFICATIONS

Roadway classifications create a design standard to allow a road to function efficiently based on the anticipated traffic volumes. These roadway designations are to be applied when the roadway is being updated or development occurs in adjacent to it. For the purposes of this plan we are implementing two different road classifications; Collector Street and Minor Street. Only two classifications are being used due to the volumes found during data collection, city layout and utilization. The only exception to these classifications is 100 East, which is mostly in Logan City and is consistent to their standards.

- **Collector Street** – Collector Streets will be used for larger capacity roadways that will primarily get people in and out of the City. They will utilize the 66-Foot right of way cross-section.

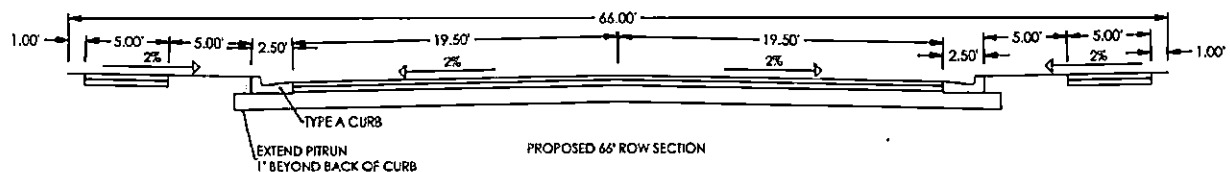


Figure 7: Proposed 66' ROW Section

- **Minor Street** – Minor Streets are all other streets that feed to the collector streets. They will use the 60-foot right of way cross-section.

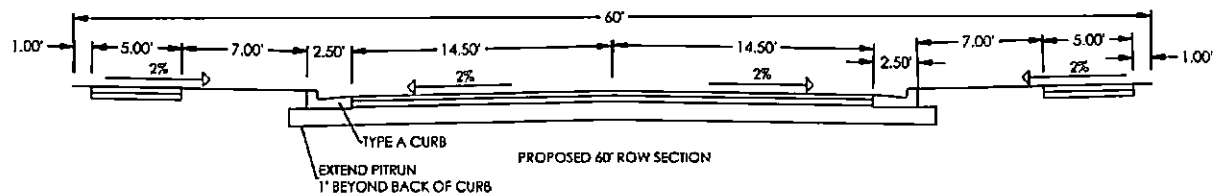


Figure 8: Proposed 60' ROW Section

- **Partial Roadway Cross-Section** – This section is to be used with future developments. As many developments are only responsible for the part of the road they are developing on, this detail will protect the City from having roads that are too narrow for two cars to safely pass each other.

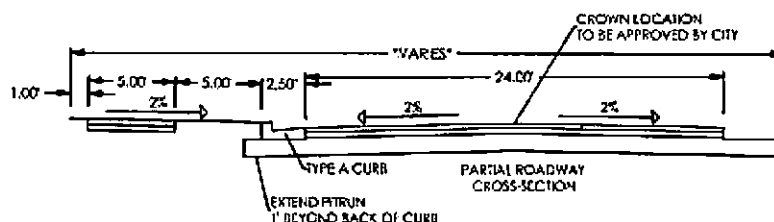


Figure 9: Partial Roadway Cross-Section

## STATE PROJECTS

In concurrence with this masterplan UDOT has conducted a regional masterplan to relieve congestion on US 89-91 in downtown Logan. This plan focused on roadway projects outside of the main corridor to give commuters more options that should take some of the above-mentioned traffic volume. One segment of this plan includes connecting 100 East to 200 East in the western portion of River Heights called Riverdale.

The River Heights plan is separate from the UDOT plan mentioned above; and as such no modeling for these proposed projects was included in the extents of this masterplan. As such no conclusive statements can be made regarding their impact in this masterplan.

River Heights City has taken an official stance of opposition to this project citing that they find no benefit to the city or its residents. In their resolution opposing the project, attached in the Appendix A, "alternative alignments exist that are less costly, less environmentally destructive, and less disruptive to the community than the proposed crossing".

## ACTIVE TRANSPORTATION

River Heights plans to accommodate opportunities for active transportation options. This includes travel lanes wide enough to share with non-motorized traffic and trails along the borders of the city.

Most of the trails on the active transportation plan (see image) are along roadways, particularly 66 foot right-of-way roads that are to be built wide enough to share room on the travel lane for motorized traffic to move past cyclists that share the road. The new typical sections also call for wider sidewalks changing from the previous requirement of 4 foot wide sidewalks to 5 foot. This small change makes the sidewalks more accommodating to pedestrians by making easier for people to move side by side or cross each other.

The size and build-out of the city limits the opportunities for dedicated stand alone trails. The planned trails include a trail on the south side of Logan River and through Quinley's Garden.

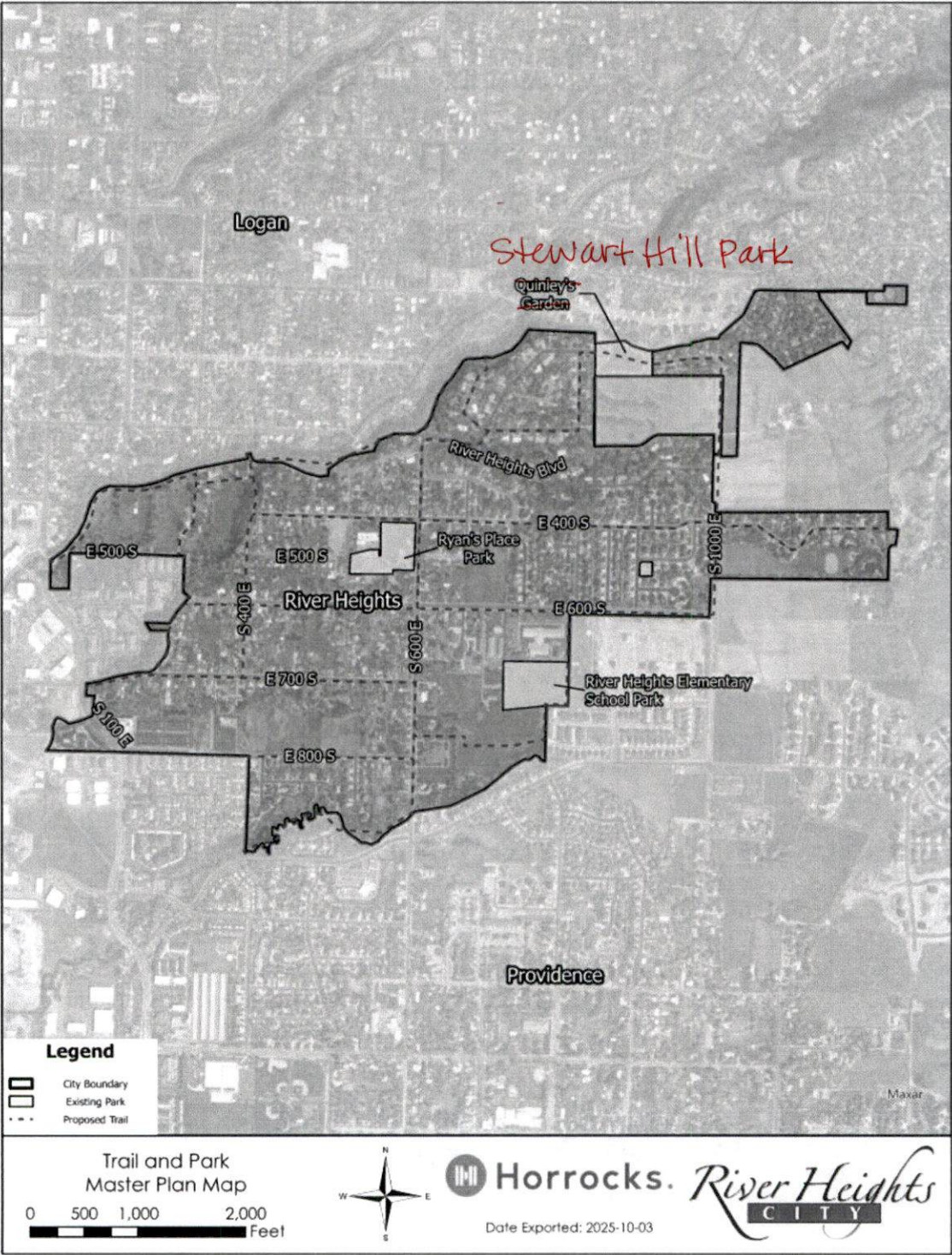


Figure 10: Trail and Park Masterplan Map

## ROADWAY CAPITAL IMPROVEMENT PLAN

The projects selected for the Roadway Capital Improvements Plan were determined by the model and based on areas of concern set forth by City officials and staff. Four projects were selected for this RCIP, three are to improve connectivity by connecting gaps in the city grid system and the other is for safety improvements.

- **400 South from 850 East to 750 East** – This project is to connect 400 South providing another route from 1000 East to 400 East, which is a pivotal corridor into Logan City.
- **800 South from Stone Creek Drive to 100 East** – This will provide another entrance to the commercial zone in the City and to downtown Logan City from 600 East. This will provide some relief to 700 South.
- **700 East from 400 South to 600 South** – This route continues to complete the grid and will provide another egress/regress route to River Heights Elementary School, a major contributor to traffic volumes in the area.
- **River Heights Blvd from 400 East to approximately 450 East** – Current roadway is a one-way road with unsafe conditions that include insufficient sight triangles at the 400 East intersection, steep running roadway slopes and close proximity to the Logan River that is just to the north of River Heights Blvd. There are mainly three methods that can be used to improve these conditions; Widen the road and retain the south bank of the river and add a left turn lane on 400 East, maintain the road as a one way road and clear the sight triangles, or finally close the road in this section and create a cul-de-sac or hammer turn around on River Heights Blvd. The last option would negatively impact traffic flows and connectivity and therefore is not recommended. Any of these options would increase safety at this intersection.

The following table has been generated to assist the city in their planning process. These project costs and time lines are high level estimates, not a guarantee. Time lines were given based on priorities of safety and direct impact to the community of River Heights. Final Cost includes the projection of five percent for each year from now rounded up to the nearest \$10,000.

|   | PROJECT  | ESTIMATED COST | YEAR | FINAL COST  |
|---|--|----------------|------|-------------|
| 1 | 400 SOUTH FROM 850 EAST TO 750 EAST                        | \$300,000      | 2033 | \$440,000   |
| 2 | 800 SOUTH FROM STONE CREEK DRIVE TO 100 EAST               | \$300,000      | 2037 | \$530,000   |
| 3 | 700 EAST FROM 400 SOUTH TO 600 SOUTH                       | \$400,000      | 2040 | \$840,000   |
| 4 | RIVER HEIGHTS BLVD FROM 400 EAST TO APPROXIMATELY 450 EAST | \$1,700,000    | 2033 | \$5,030,000 |

Table 1: Roadway Capital Improvement Plan Cost Estimates



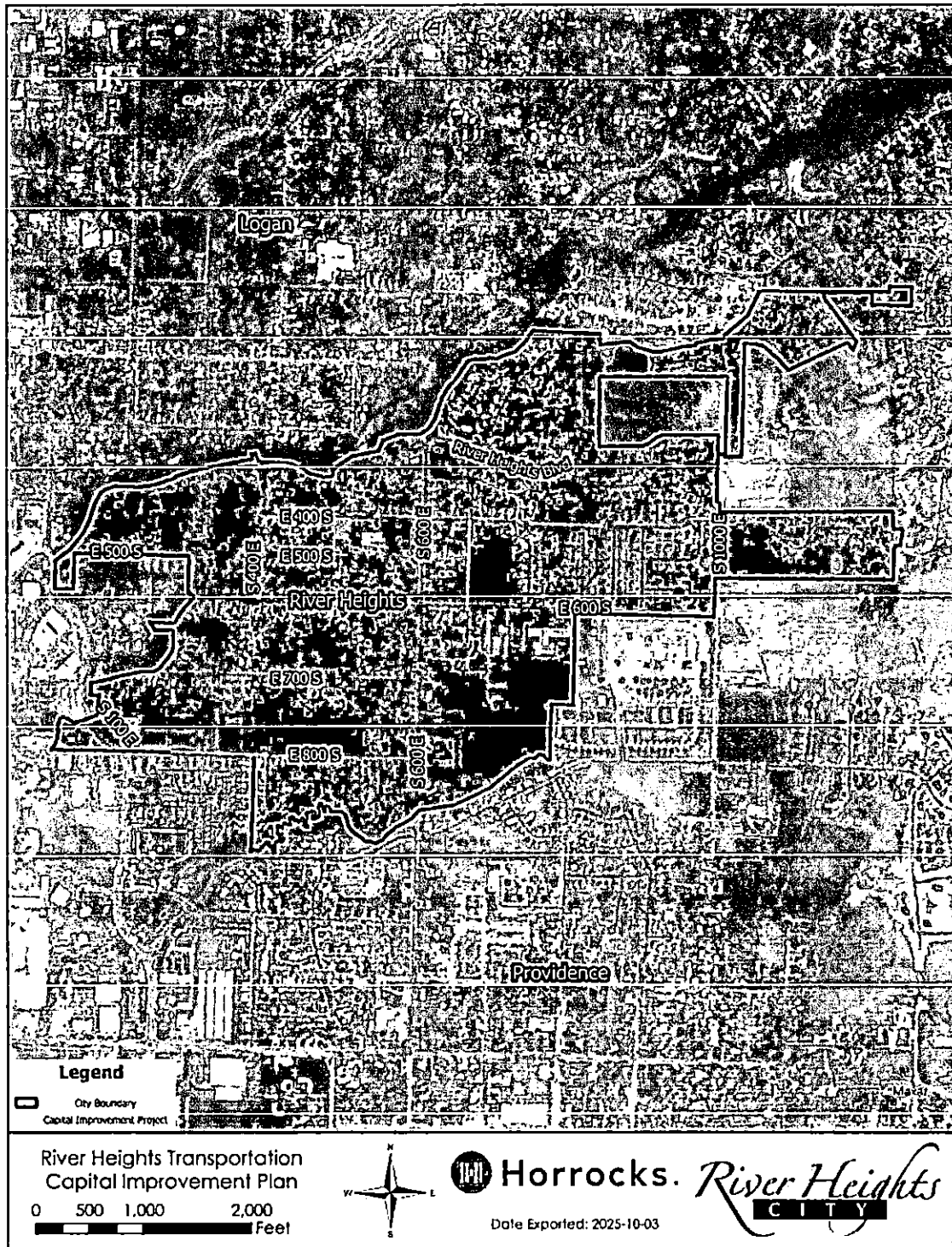


Figure 11: River Heights Transportation Capital Improvement Plan



## CONCLUSION

River Heights is a tight community with limited space and limited development opportunities. Existing conditions meet acceptable levels of service and provide connective routes to provide accessibility throughout the city for motorized and non-motorized users. It is recognized that River Heights is in the middle of the Cache County metropolitan area and that transportation needs routes and connections with the neighboring municipalities. River Heights will work these municipalities to maintain efficient connections with the understanding that the interests of River Heights City will be their highest priority.

This plan indicates that the City will enjoy passable levels of services in roadways and intersections for the next 20 years under the assumptions that no significant zoning changes occur. The Roadway Capital Improvements Plan shows projects that will assist the City maintain or improve future conditions for their residents and commuters. River Heights will prioritize good working conditions for their roads to provide safe transportation conditions for all their users.

## Ordinance 5-2025

### AN ORDINANCE TO ADOPT CHANGES TO THE CITY CODE OF RIVER HEIGHTS, UTAH

The River Heights City Planning Commission held a duly noticed public hearing on Tuesday, October 14, 2025, after which, the River Heights City Council adopted the following changes to the River Heights City Code.

#### 10-12-1-C: Use Regulations/Classification of New and Unlisted Uses

1. Should the commission determine that the new or unlisted use for all intents and purposes is listed under another name or category, they shall so inform the zoning administrator ~~and/or building inspector~~ to proceed accordingly . . .

#### 10-12-2: AREA REGULATIONS

Change RPUD to SCPUD in Chart A and throughout 10-13

*adopt when SCPUD is adopted.*

#### 10-13-26: REQUIREMENTS FOR ACCESSING PRIVATE PROPERTY FOR REFUSE AND RECYCLING COLLECTION

- D. Dwellings: If there is or will be less than three (3) separate dwellings located on a private road, customer(s) will be required to transport their containers to the nearest city or county road for collection. ~~The Logan City Environmental Department~~ Waste Management will determine the final collection point. If there is or will be more than three (3) separate dwellings, collection on a private road may be considered provided the roads are adequate and that placement and turnaround provisions are met.

*The company contracted with the city to provide waste collection ✓*

#### 11-5-4: REQUIRED REQUIREMENTS/IMPROVEMENTS:

The following requirements or improvements shall be required for minor subdivisions:

##### A. Setbacks

1. Setbacks will meet the setbacks requirements specified in Title 10, Chapter 12-12-2 for zone that pertains to the proposed development.
2. Distance shall be taken from either the development property lines, edge of private lane, or utility easements whichever is nearer to the proposed building footprint.

*lot-specific as determined by the DRC*  
Re-number the remaining paragraphs.

Adopted and effective this 18<sup>th</sup> day of November 2025.

\_\_\_\_\_  
Blake Wright, Mayor

Attest:

\_\_\_\_\_  
Sheila Lind, Recorder

## **Ordinance 7-2025**

### **AN ORDINANCE TO REPLACE THE SIGN ORDINANCE IN THE RIVER HEIGHTS CITY CODE**

The River Heights City Planning Commission held a duly noticed public hearing on Tuesday, October 14, 2025, after which, the River Heights City Council adopted the following changes to the River Heights City Code.

#### **TITLE 10 CHAPTER 16 SIGNS**

##### **SECTION:**

- 10-16-1: Signs Regulated
- 10-16-2: Temporary Signage
- 10-16-3: Home Occupation Signage
- 10-16-4: Commercial Signage
- 10-16-5: Political Signage
- 10-16-6: Portable Yard Signs
- 10-16-7: Compliance in Question

##### **10-16-1: SIGNS REGULATED**

Signs are regulated as stated in this chapter. In each instance the following restrictions apply:

- A. Location: All signs shall maintain a clear view of intersecting streets as provided in 10-13-15.
- B. Height: In every case, signs located in the front or side yards on a corner lot shall not be higher than ~~two~~ <sup>three</sup> feet (3').
- C. Animation and intermittent signs are not allowed.

##### **10-16-2: TEMPORARY SIGNAGE**

- A. Policy: It is the policy of the city, to restrict the use of temporary signage. Temporary signage has a place in the community for specialized purposes, such as announcing properties for sale or lease, upcoming events, yard sales, construction activities, or making political or ideological statements.
- B. Regulations:
  - 1. Size: Temporary signs shall not exceed three (3) square feet of area on the exposed sign face.
  - 2. Location: Temporary signs are permitted in any zone, provided they are located on private property, except for portable yard signs (10-16-6). On vacant lots, where there is no structure, no part of the sign shall be located outside of the property boundary.
  - 3. Height: No portion of the sign shall extend more than six feet (6') above the existing ground level at the location of the sign. Mounting devices may extend above the sign by not more than six inches (6").
  - 4. Number: Only one temporary sign is permitted on any one parcel of property except during election time (see 10-16-5).

##### **10-16-3: HOME OCCUPATION SIGNAGE**

- A. Current Home Occupation License Required
- B. Limit of One (1) Sign

- C. Sign Must be Attached to the Dwelling (or accessory building where the home occupation is housed).
- D. Size Restricted to Two-by-Two Feet (2'x2')

#### **10-16-4: COMMERCIAL SIGNAGE**

- A. Permits Required: Regardless of cost, no sign shall be erected or placed within the city without first making application for and obtaining a building permit. Construction or placement of a sign shall not be commenced until all approvals and permits have been obtained.
- B. Size:
  - 1. 30% of one façade for wall signs. Two wall mounted signs maximum.
  - 2. 300 square feet for all freestanding signs. One freestanding sign per parcel.

#### **10-16-5: POLITICAL SIGNAGE**

- A. Location: May be placed only on private property with permission of the property owner.
- B. Number: For sixty (60) days preceding a primary, general or special election, up to three (3) temporary signs may be placed on any one parcel of property.
- C. Size: There are no size restrictions on political signs if the sign(s) do not obstruct protected sight triangles (10-13-15) or otherwise cause unsafe conditions.

#### **10-16-6: PORTABLE YARD SIGNS**

- A. Location: Yard signs may be located on the property to which the sign pertains, keeping within 10-16-1. Off-site yard signs may be located within the public right of way, but not within the paved area of any street, and not on any sidewalk.
- B. Size: Yard signs shall not exceed three (3) square feet in area on any sign face, but may be double sided, awning or A-frame type construction, for a total sign area of six (6) square feet.
- C. Time Limit: Yard signs shall be displayed only immediately prior to and during the event, yard sale, or open house in progress, and shall be removed at sundown. Yard signs may not be displayed for more than seventy-two (72) hours continuously. Signs not removed after seventy-two (72) hours of display are deemed refuse and the owner or erector of the sign could be subject to a Class B misdemeanor for littering.

#### **10-16-7: COMPLIANCE IN QUESTION**

For any sign(s) where compliance is in question or where the requirements as set forth in this chapter do not address specific criteria, the City Council shall have the authority to approve or deny permission of said sign.

Adopted and effective this 18<sup>th</sup> day of November 2025.

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Blake Wright, Mayor

Attest:

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Sheila Lind, Recorder

