



**RIVERDALE CITY COUNCIL AGENDA  
CIVIC CENTER - 4600 S. WEBER RIVER DR.  
TUESDAY – FEBRUARY 4, 2014**

**5:30 p.m. – Work Session (City Council Conference Room)**

*No motions or decisions will be considered during this session, which is open to the public.*

**6:00 p.m. – Council Meeting (Council Chambers)**

**A. Welcome & Roll Call**

**B. Pledge of Allegiance**

**C. Moment of Silence**

**D. Open Communications**

(This is an opportunity to address the City Council regarding your concerns or ideas. Please try to limit your comments to three minutes.)

**E. Presentations and Reports**

**1. Mayor's Report**

**a. Report on Day with the Utah Legislature Activity**

*Presenter: Nicole Gross, Mayor of Riverdale Youth City Council*

**2. Recorder's Report (Review status of Council requested follow-up items)**

**3. Community Development Projects Status Report**

**4. Riverdale Bicycle and Pedestrian Transportation Plan**

*Presenter: Councilor Staten*

**F. Consent Items**

**1. Review of meeting minutes from:**

January 21, 2014 City Council Work Session

January 21, 2014 City Council Regular Session

**2. Consideration of appointment of a new member to finish Planning Commissioner Brent Ellis' term through January 31, 2016**

*Presenter: Mayor Searle*

**G. Action Items**

**1. Consideration of Ordinance 850 adopting proposed amendments to RCC 10-10A-3F Special Regulations**

*Presenter: Michael Eggett, Community Development Director*

**2. Consideration of Ordinance 851 adopting proposed amendments to RCC 10-10-2 Definitions**

*Presenter: Michael Eggett, Community Development Director*

**3. Consideration of recommendation on Resolution 2014-1 adopting proposed amendments to the Introduction section of the General Plan**

*Presenter: Michael Eggett, Community Development Director*

4. Consideration of Ordinance 852 proposed amendment to RCC 1-6-3B  
Presiding Officer; Mayor Pro Tempore  
*Presenter: Steve Brooks, City Attorney*

## **H. Discretionary Items**

Consideration of adjournment into Closed Executive Session for the purpose of discussing the character, professional competence, or physical or mental health of an individual pursuant to Utah Code 52-4-205(1)(a).

## **I. Adjournment**

- The public is invited to attend all Council meetings.
- In compliance with the Americans with Disabilities Act, persons in need of special accommodation should contact the City Recorder at 394-5541 x 1232.
- This agenda has been properly posted and a copy provided to local news media.

**RIVERDALE CITY  
CITY COUNCIL AGENDA  
February 4, 2014**

**AGENDA ITEMS: A,B,C**

**SUBJECT:** Welcome & Roll Call – Mayor Searle  
Pledge of Allegiance – Led by Councilor Staten 01/28/14  
Moment of Silence

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**RIVERDALE CITY  
CITY COUNCIL AGENDA  
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**AGENDA ITEM: D**

**SUBJECT:** Open Communications

**PETITIONER:** Anyone Interested

**ACTION REQUESTED BY PETITIONER:** Open agenda item provided for any interested person to be able to speak about any topic.

**INFORMATION:** Per Governing Body desire, this item will be placed on the agenda as a permanent and regular item.

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**RIVERDALE CITY  
CITY COUNCIL AGENDA  
February 4, 2014**

**AGENDA ITEM: E1**

**SUBJECT:** Mayor's Report  
a. Report on Day with the Utah Legislature Activity  
*Presenter: Nicole Gross, Mayor of Riverdale Youth City Council*

**ACTION REQUESTED BY PETITIONER:** Information Only

**INFORMATION:** To be presented at the meeting

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**RIVERDALE CITY  
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**AGENDA ITEM: E2**

**SUBJECT:** Recorder's Report

**ACTION REQUESTED BY PETITIONER:** Information only.

**INFORMATION:** Opportunity for the City Recorder to present any updates or information on follow-up issues to the Council, Mayor, and staff.

**PENDING ISSUES OR PROJECTS**

<b>First</b>	<b>Last</b>	<b>Who</b>	<b>Issue</b>	<b>Further</b>
		<i>City Admin</i>	List of tabled City Council items.	• <a href="#">Attached</a>

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**TABLED ITEMS**  
**RIVERDALE CITY COUNCIL**  
February 4, 2014

**RESOLUTIONS AND COUNCIL AGENDA ACTION ITEMS**

<b>Date</b>	<b>Item</b>	<b>Action</b>
	None.	

**RIVERDALE COMMUNITY DEVELOPMENT DEPARTMENT  
CITY COUNCIL AGENDA  
February 4, 2014**

**AGENDA ITEM: E3**

**SUBJECT:** Community Development Projects Status Report

**ACTION REQUESTED BY PETITIONER:** Information only.

**INFORMATION:** Opportunity for the Community Development Director to present any updates or information on follow-up issues to the Council, Mayor, and staff.

[Riverdale Community Development Report](#)

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**COMMUNITY DEVELOPMENT PROJECTS STATUS REPORT**  
**January 24, 2014**



EZ Pawn is planning to open in the next few weeks at 4068 S. Riverdale Road.



Allstate Insurance Company is planning to open an office in the 1140 W. Riverdale Road strip mall.



Blue Hills Dental will open an office at 4115 S. Riverdale Road.



Titlemax is planning to open a store in the 1140 W. Riverdale Road strip mall.



Vapor-Mania is planning to open a store at 1063 W. Riverdale Road.



**RIVERDALE CITY  
CITY COUNCIL AGENDA  
February 4, 2014**

**AGENDA ITEM: E4**

**SUBJECT:** Riverdale Bicycle and Pedestrian Transportation Plan to be presented by  
Councilor Staten

**ACTION REQUESTED BY PETITIONER:** Information Only

**INFORMATION:**

[Riverdale Bicycle and Pedestrian Transportation Plan](#)

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# *Riverdale City*

## **Bicycle and Pedestrian Transportation Plan**

prepared 2013

by the

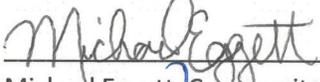
Riverdale Bicycle Planning Committee

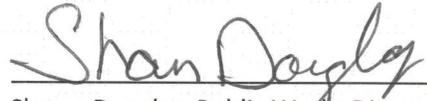


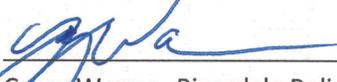
## Executive Summary

In order to improve safety for all transportation users, and to promote the quality of life in the community, Riverdale City created the Bicycle and Pedestrian Planning Committee, an ad-hoc committee comprised of residents, staff, and council, to prepare this Bicycle and Pedestrian Transportation Plan. The Utah Bicycle and Pedestrian Master Plan Design Guide provided the outline followed as the committee established goals and objectives, updated the city’s bikeways plan, took inventory of existing city infrastructure and policy, and prepared recommendations for changes, including infrastructure improvements, policy and ordinance considerations, and education and awareness efforts.

We, the members of the Riverdale Bicycle and Pedestrian Planning Committee, hope that the city staff and government will actively use this document and implement the recommendations herein, to create an equitable, safe transportation network accommodating all modes of transportation, thus increasing safety and quality of life in Riverdale for generations to come.

  
 Michael Eggett, Community Development Director

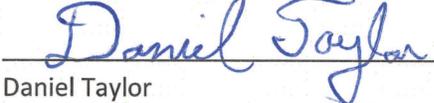
  
 Shawn Douglas, Public Works Director

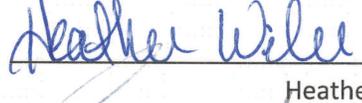
  
 Casey Warren, Riverdale Police Department

  
 Michael Staten, City Council

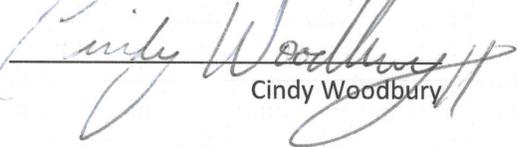
  
 Norm Baker

  
 Carol Coleman

  
 Daniel Taylor

  
 Heather Wille

  
 Mike Woodbury

  
 Cindy Woodbury

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## Contributors

The Bicycle and Pedestrian Planning Committee was tasked with preparing a Bicycle and Pedestrian Master Plan according to the guidelines from the Utah Bicycle and Pedestrian Master Plan Design Guide, by the city council in January 2012.

Michael Eggett, Community Development Director Michael Eggett joined Riverdale City as the community director in June 2013, as the finishing work of this document were being completed. Mr. Eggett has been involved in overseeing final draft revisions and coordinating the work of the committee in its final stages of the preparation of this plan.

Randy Daily, Community Development Director As the Community Development Director, Randy Daily was involved with the Bicycle and Pedestrian Planning Committee from its inception to his retirement from Riverdale City employment in June 2013. His involvement included planning information particularly with regards to the Goals and Objectives, Network Plan and Facility standards, and Project Selection and Prioritization work of the committee. Mr. Daily was also the primary liaison between the committee and the City Council.

Shawn Douglas, Public Works Director As the Public Works Director, Shawn Douglas has been involved with the committee since its inception, providing information, guidance, and feedback as the committee has prepared the plan, and technical expertise particularly regarding the Project Selection and Prioritization.

Casey Warren, Riverdale Police Department Casey Warren has represented the police department for the work of the committee. Casey provided accident statistics for use in evaluating safety of the priority routes, and feedback regarding the Police Enforcement section of Chapter 5 – Public Awareness.

Michael Staten, City Council Michael Staten has been the city council's representative on the committee, and guided the committee's work in line with the Utah Bicycle & Pedestrian Master Plan Design Guide<sup>8</sup>. In addition to being an experienced cyclist, Mr. Staten is a licensed Professional Engineer practicing as a Civil Engineering Consultant at Ensign Engineering and Land Surveying and has donated professional time and expertise to the committee in addition to the volunteer work. He has been responsible for compiling this document based on the findings and recommendations of the committee.

Citizen Committee Members: Norman Baker is a long-time Riverdale resident who enjoys walking the streets, walks, and trails of Riverdale City frequently year round, as well as the occasional recreational. Carol Coleman is Riverdale residence and an experienced bicyclist, both on and off road. Daniel Taylor is a bike-commuter with children who frequently ride recreationally and to school. Mike & Cindy Woodbury are recreational cyclists who also ride with their children to and from school and along the Weber River trail system. Heather Wille is an avid long-distance runner and fitness cyclist and a recent addition to the committee.

## References

1. "The Built Environment and Traffic Safety: A Review of Empirical Evidence"  
(<http://jpl.sagepub.com/content/23/4/347>. abstract)
2. "Adult Bicyclists in the United States: Characteristics and Riding Experience in 1996"  
(<http://www.enhancements.org/download/trb/1636-001.PDF>)
3. "Pathways to Prosperity: The Economic Impact of Investments in Bicycle Facilities"  
(<http://atfiles.org/files/pdf/NCbikeinvest.pdf> )
4. "Salt Lake County Bicycle Best Practice"  
(<http://www.activetransportation.slco.org/pdf/slcoBicycleBestPract.pdf>)
5. "Property Value/Desirability Effects of Bike Paths Adjacent to Residential Areas"  
(<http://128.175.63.72/projects/DOCUMENTS/bikepathfinal.pdf>)
6. "Economic Effects of Traffic Calming on Urban Small Businesses"  
([http://www.bikewalk.org/2004conference/sessions/28\\_Business\\_calm/TrafficCalming\\_summary.pdf](http://www.bikewalk.org/2004conference/sessions/28_Business_calm/TrafficCalming_summary.pdf))
7. "Quantifying the Benefits of Nonmotorized Transportation for Achieving Mobility Management Objectives" (<http://www.vtpi.org/nmt-tdm.pdf>)
8. "Utah Bicycle and Pedestrian Master Plan Design Guide"  
(<http://health.utah.gov/obesity/documents/Utah%20Bike%20Ped%20Guide.pdf>)
9. Wasatch Front Regional Council Regional Bicycle Plan  
([http://www.wfrc.org/publications/Adopted\\_2011\\_2040\\_RTP/Regional%20Bicycle%20Plan.pdf](http://www.wfrc.org/publications/Adopted_2011_2040_RTP/Regional%20Bicycle%20Plan.pdf))
10. Wasatch Front Regional Council Regional Bicycle Priority Routes Plan  
([http://www.wfrc.org/publications/Adopted\\_2011\\_2040\\_RTP/Regional%20Bicycle%20Plan%20Priority%20Routes.pdf](http://www.wfrc.org/publications/Adopted_2011_2040_RTP/Regional%20Bicycle%20Plan%20Priority%20Routes.pdf))
11. Riverdale City Transportation Master Plan by Wilbur Smith and Associates, Dec 2004

## Chapter 1. Goals and Objectives

Riverdale City enjoys a unique position along the northern Wasatch Front: a bedroom community to larger centers of industry, centrally located, with most conveniences and many recreational opportunities available either in the city or within a short distance in neighboring cities. Documented benefits of accommodating bicycle and pedestrian traffic in the community include increased safety for all modes of transportation<sup>1,2</sup>, increased use of recreational facilities and increased tourism<sup>3</sup>, increased livability<sup>4</sup>, enhanced property values<sup>5</sup>, increases in local retail sales and health of local business districts<sup>6</sup>, and decreases in transportation expenses to the community, household, and individual<sup>7</sup>.

Historically, nation-wide automobile-focused development and transportation policy have resulted in relatively little consideration of alternative modes of transportation including pedestrian and bicycle traffic, with primary concern given to maximizing automobile capacity. Riverdale, however, has been proactive in seeking to accommodate bicycle and pedestrian traffic, particularly in the last decade. Progress has been made, but some system deficiencies exist, with a bicycle and pedestrian network that is, in places, unconnected and disjointed.

With the completion of significant community projects, including the Senior Center, the Community Center, the Splash-Pad, and the Weber River Parkway, it is now timely and appropriate to shift focus to providing connectivity to these and other amenities for bicycle and pedestrian traffic. In order to more effectively accommodate bicycle and pedestrian transportation, Riverdale City has formed the Bicycle and Pedestrian Planning Committee and tasked the committee with the preparation of this Bicycle and Pedestrian Plan. The committee has identified the following plan goals and objectives:

1. **Improve safety for all transportation users** by
  - A. Identifying priority routes for bicycle and pedestrian transportation, identifying deficiencies in this network, then selecting and prioritizing improvements to the system, including physical improvements, pavement marking, and signage per nationally-established design standards.
  - B. Promoting safe bicycling and pedestrian behavior, as well as driver awareness, through recommended uses of the city's website, newsletter, recreational programs, and public safety programs, including safety workshops and events.
2. **Improve the quality of life in the community**:- accommodate recreation in the community, beautify the community, and improve social interaction by
  - A. Increasing connectivity of the parks, riverside trail, recreational facilities, churches, schools, and social and commercial centers, with safe bicycle and pedestrian facilities.
  - B. Providing signage and on-line maps to direct bicycle traffic to safe routes; provide access to route planning tools
  - C. Conducting city events for cycling running, and walking, possibly including low-key races, family friendly rides, and educational workshops.

With continued attention to these goals, Riverdale City will become a safer, friendlier, more livable community in which all appropriate modes of transportation are considered and accommodated to the benefit of the whole community.

## Chapter 2. Network Plan & Facility Standards

Riverdale City's transportation plan includes a bicycle network plan, based on Wasatch Front Regional Council's regional priority routes<sup>10</sup>. This plan was the starting point used by the committee, in preparing a more detailed network plan for both bicycle and pedestrian traffic, considering destinations in the city, as well as in nearby communities. End destinations in or near the city include, but are not limited to the elementary schools, churches, parks, community center, senior center, the Weber River parkway, the commercial district along Riverdale Road, and the UTA Park and Ride. Areas of higher population concentration, such as multifamily housing, have also been considered. Destinations outside of the city include elementary and secondary schools, the Roy Complex and Roy Aquatic Center, and neighboring communities including South Weber, Washington Terrace, Ogden, and Roy. These destinations were plotted on a map of the city and surrounding communities, and routes were plotted that would connect these destinations.

Three classes of facilities are depicted on this plan, which are compatible with the classifications of bicycle routes used by Utah Department of Transportation and Wasatch Front Regional Council in planning for bicycle traffic. Riverdale's plan, however, also describes a standard for pedestrian traffic. These standards are not intended to replace or modify accepted bicycle and pedestrian design methods or standards, for which the MUTCD and AASHTO guides remain the governing documents. These classifications are:

### **Class 1. Separate mixed-use paths for use by both bicycles and pedestrians**

Separate, mixed-use, paved paths, are designed for both bicycle and pedestrian traffic in accordance with the AASHTO Guide for the Design of Bicycle Facilities, and other generally accepted design guidelines: tThe Weber River Parkway is the primary example of this facility in Riverdale. The plan indicates other locations of both existing and proposed class 1 facilities. In some locations, an un-paved trail may be more appropriate. Figure 1 shows a typical section of a mixed use path.

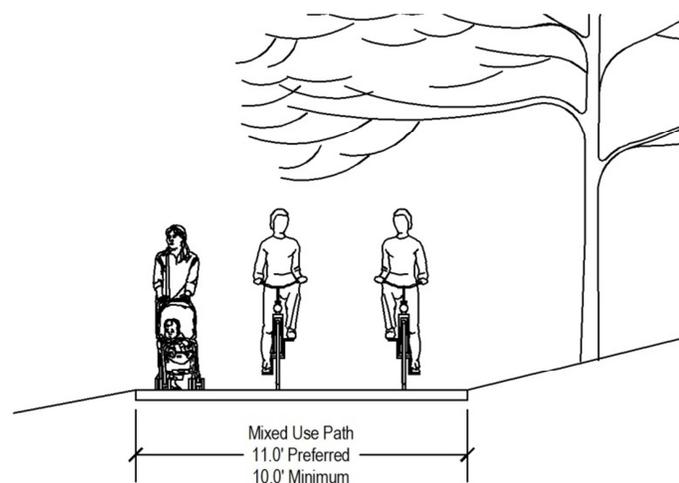


Figure 1 - Mixed Use Path

According to the AASHTO Guide for the Development of Bicycle Facilities, the preferred width for mixed use paths, in order to allow bicycle traffic to pass pedestrians as shown above, is 11 at least feet, with 5.5' lanes in each direction, striped down the center. 10' is the minimum acceptable width, where wider a wider path is not feasible, but passing should be discouraged in these zones.

**Class 2. Bicycle lanes for bicycle traffic, sidewalks for pedestrian traffic**

Bicycle lanes are the preferred facility for bicycle traffic along collector and arterial roads with speed limits of 45 mph or less. Bicycle lanes have been shown to reduce bicycle-automobile accidents by 50% over an un-marked shared lane. Special attention to accommodating bicycles at intersections is required. Sidewalks provide adequate facility for pedestrians. Crossing details recommended may include refuges with raised islands, particularly at otherwise uncontrolled crossings.

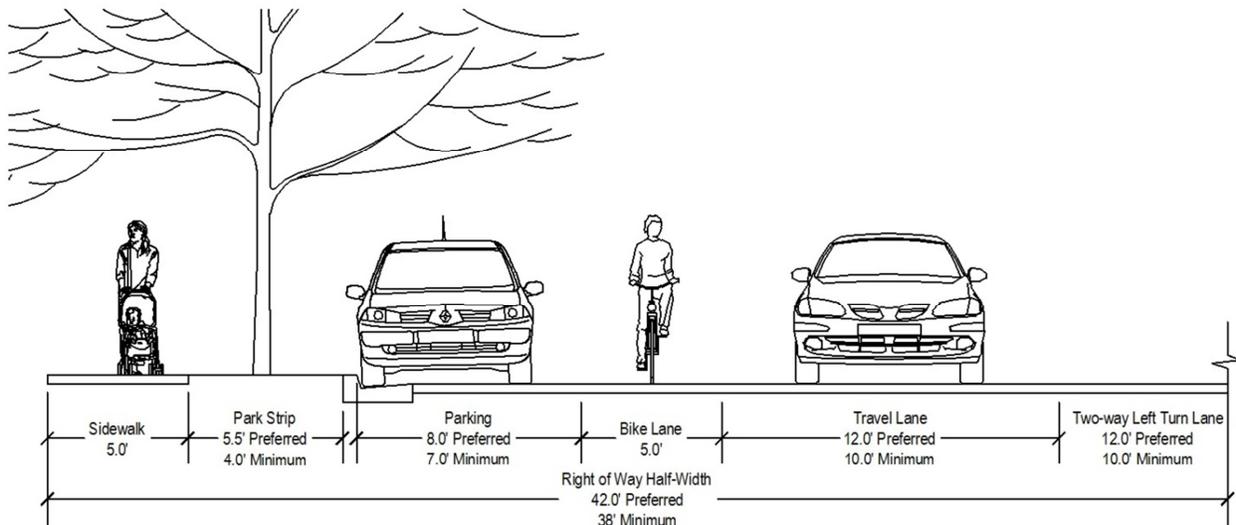


Figure 2 - Class 2 Facility - Bike Lanes and Sidewalk

According to the AASHTO Guide for the Development of Bicycle Facilities, the minimum width from face of curb for parking next to bicycle lanes is 7', with a 5' bicycle lane. For new construction or retrofit of existing streets including widening, 8' parking width is preferred, as are 12' auto lanes and a 12'ft center turning lane. For pavement marking-only improvements to create bike lanes along existing streets, and/or where right of way is not available for the preferred widths, 10' vehicle lanes and 7' parking aisles are acceptable. Where parking is not present adjacent to the bicycle lane, 4' bicycle lanes are acceptable.

Bike lanes must be striped – on the traffic side if there is no adjacent parking, and on both sides where curbside parking is allowed. Bike stencils and directional arrows should be used to discourage wrong-way riding, and bike lane signs may be used as well. Care should be taken at intersections to provide clear direction for bicycle lanes up to, and through intersections, according to AASHTO and MUTCD standards. The accepted standard at roundabouts is to

provide access to the sidewalks for cyclists and widen the sidewalks along the roundabouts, and to terminate the bicycle lane with a dotted line to allow cyclists the choice of merging with traffic or exiting the roadway onto the sidewalk. Shared lane markings (MUTCD Figure 9C-9, also referred to as sharrows) should be placed in roundabout approach lanes at the termination of the bike lane, accompanied with “Bikes May Use Full Lane” signs ( “BMUFL” for short, MUTCD #R4-11).

**Class 3. Shared lanes for bicycle traffic, sidewalks for pedestrian traffic**

Class 3 facilities are basically typical local residential streets, designated by the committee as important connections from Class 1 and Class 2 facilities, to destinations likely to be frequented by bicycle and pedestrian traffic, including recreation facilities, schools, business districts, etc. For such streets, with speed limits of 25 mph, and relatively low traffic volumes, separate facilities for bicycle traffic are not warranted; rather signage and pavement marking can be effectively used to alert drivers to the shared lane, and to provide wayfinding assistance for the cyclist. Such pavement marking and signage may include sharrows, stop or yield control for intersecting streets, and traffic calming measures such as raised crosswalks, landscaped medians, etc. Instead of simple “Bike Route” signs, signs with a bike logo and directions to destinations should be used to both increase driver awareness, and provide useful direction to cyclists to enable them to stay on bicycle-friendly routes. For pedestrian traffic along class 3 roadways, sidewalks are adequate. Crossings may be striped, particularly for uncontrolled crossings, and higher-traffic crossings such as those at schools, parks, etc.



Figure 3 - Shared Lane, or "Sharrow" marking

# RIVERDALE CITY

## LEGEND

City Boundry 

Existing Streets 

Railroad 

Weber River Parkway Trail 

Private Streets 

Class 1 - Separate Use Path  
 existing  
 proposed

Class 2 - Bicycle Lanes and Sidewalks  
 existing  
 proposed

Class 3 - Shared Lanes and Sidewalks  
 existing  
 proposed

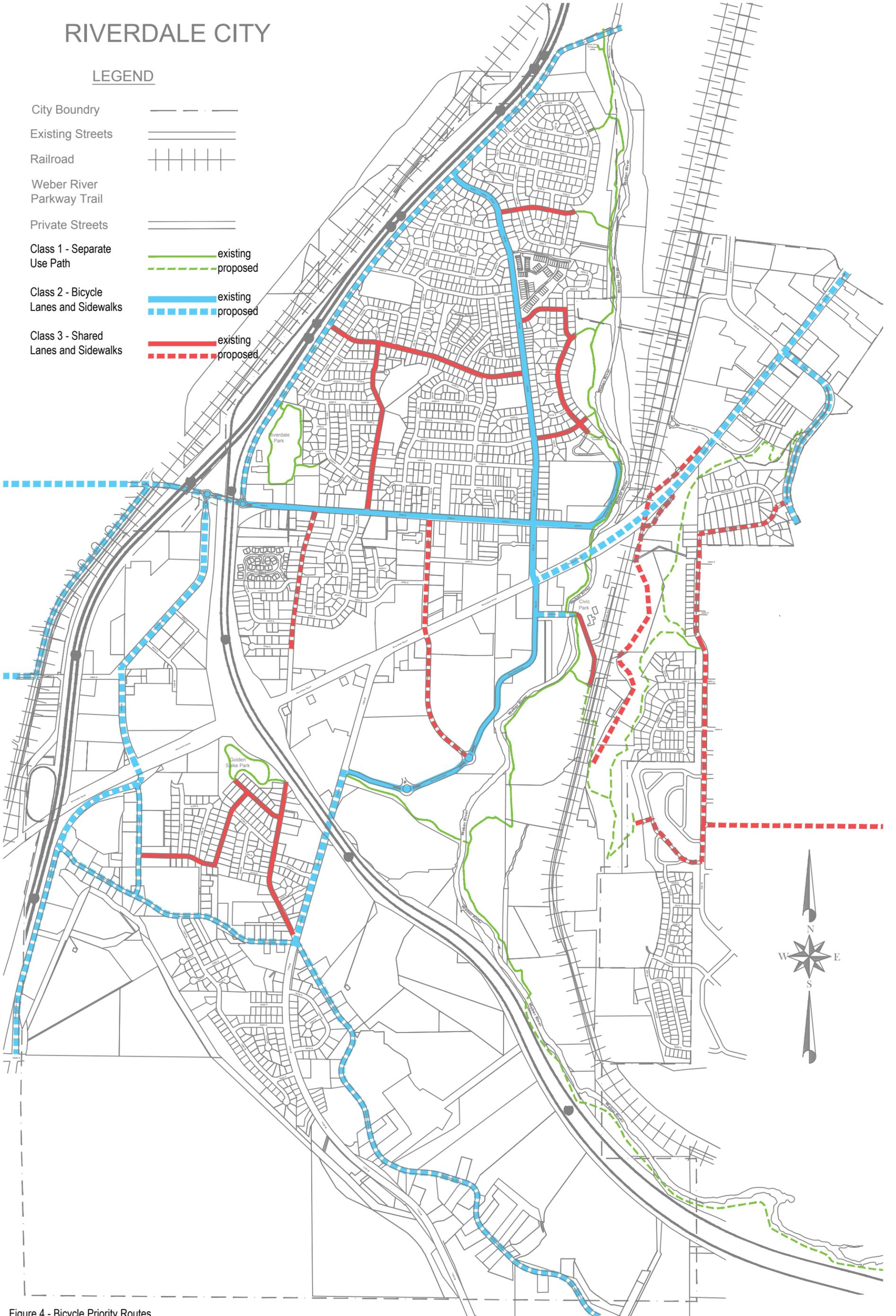


Figure 4 - Bicycle Priority Routes

Figure 4 – Bicycle Priority Routes, depicts the existing and master-planned priority bicycle and pedestrian routes. Planned routes may require a combination of physical improvements, signage, and/or pavement marking. This network plan should be used to prioritize improvements, recognizing that although all streets should be designed with all users in mind, prioritizing improvements for existing facilities is necessary in order to best achieve a walkable bikeable community. It may be that the master-planned facility for a given route is unfeasible in the short term, in which case interim measures can successfully be employed to increase safety until the planned facility can be installed.

The committee has reviewed these priority routes, and prepared a list of potential projects, with planning-level cost estimates and relative priorities in subsequent sections of this plan. In general, pedestrian infrastructure is ubiquitous throughout most of the city, however is lacking in specific locations, particularly infill areas and at older intersections. Bicycle improvements are, for the most part, not needed particularly on typical local residential streets.

### **Chapter 3. Inventory of Existing Conditions**

The Bicycle and Pedestrian Planning Committee conducted a walking, riding, and/or driving audit of each corridor shown in the Riverdale Priority Bicycle Routes map, in order to assess each corridor for its current conditions with regards to bikeability. This chapter contains a summary of the existing conditions found in this inventory, the master planned state of each corridor, and possible interim solutions that may be considered. Recommendations are advisory only. All improvements should be considered by the city's risk management committee and/or designed or reviewed by a qualified traffic engineer.

#### **1. Weber River Parkway**

The Weber River Parkway has been found by the city survey to be the most highly frequented recreational facility in the city. It's a popular destination for jogging, walking, cycling, and for access to the river for kayaking, swimming, and tubing. On the south end, the trail also provides access to the disc golf course, the city BMX pump track, and a nature trail. The disc golf course and points south are also used as a mountain bike and cyclocross park, although much of it is currently on private property. In addition to the recreational use of the Weber River Parkway itself, the parkway provides connection to points north including West Haven, Marriot-Slaterville, west Ogden, and downtown Ogden. As Weber Pathways completes the bridge over the river on the south end of the city, connection will also be provided to points south including South Ogden, Uintah, and South Weber. The network plan was designed to connect to and utilize this trail as much as possible.

The trail within Riverdale is essentially complete and in good condition. The bridge by Weber Pathways will be a welcome improvement. Another pedestrian bridge should be considered over the river at approximately 5100 South where the existing path that starts at 1050 West and River Park Drive currently dead-ends. Wayfinding signs at junctions to trailheads, per the Weber

County Uniform Trail Signage patterns, would improve the usability of the trail and reduce the formation of unwanted ghost trails through natural areas. Safety signs at trailheads with instructions “All users keep right except to pass”, and reminding users that all pets must be leashed are also recommended improvements.

## 2. North Riverdale

North Riverdale, for the purposes of this plan, is the area north of Riverdale Road, east of I-84, and west of the Weber River parkway. Destinations within North Riverdale include Riverdale Park with the splash pad and amphitheater, the community center, the senior center, Riverdale Elementary, two churches, and the Weber River trail. The network was laid out to provide connection to these destinations, and locations of higher population density. Points north and west of Riverdale are also accessed through North Riverdale, via 4400 South west, and Parker Drive and the Weber River Parkway north.

- a. 4400 South: 4400 South forms the primary east-west corridor in Riverdale for non-vehicular traffic, and is also fairly heavily used by vehicular traffic that is avoiding Riverdale Road. It is the alternate route to Riverdale Road for bicycle traffic, providing the primary connection to points west and south, providing the shortest route to the Roy Frontrunner station, the Denver and Rio Grande Western Rail Trail, the Roy Athletic Complex, and the Roy Aquatic Center. It sees daily bike commuting traffic year round, and use by students during the school year. Bicycle lanes were striped in September of 2012 east of Parker Drive to the Weber River Parkway. Sidewalk is complete along both sides of the road along this same stretch. There is a school crossing at 1150 west, and two striped uncontrolled crossings across 4400 South – one at 1025 West and another at 900 West. Physical pedestrian refuges should be considered at these crossings. The crossings of side-streets are unmarked, except for 1150 West. Marking these crossings should be considered. Handicap ramps are present at each corner and in good condition.

From the intersection of Parker Drive west, there are two roundabouts, with a narrow underpass under I-84 and a narrow bridge over I-15, with low parapets that pose a risk to cyclists and pedestrians who could be forced by vehicles over the edge onto the freeway below. Concurrent with the bike lanes to the east, BMUFL signs and sharrows were added at the roundabouts and between in 2012, and the response from cyclists has been favorable. This is an interim solution: bike lanes are preferred and pedestrian needs are unaddressed, so pressure should be kept on UDOT to widen 4400 South at these bridges as soon as feasible .

- b. 900 West: 900 West Street connects 4400 South to the business district along Riverdale Road, and to the senior center. As such, it is relatively heavily travelled by pedestrians

cyclists. There is no sidewalk along the east side of the road for approximately 365 feet from 4400 South almost to 4450 South. Sidewalk is present and in good condition elsewhere. The ramp at the southeast corner of 4400 South and 900 West will need to be reconstructed to accommodate this sidewalk when installed. Stop-controlled crossings at 4600 South and 4450 South should be considered for crosswalk striping.

For cyclists, the wide lanes provide comfortable conditions for sharing the road; however sharrows would increase cyclist comfort, with the speed limit now at 30 mph. Future improvements at Riverdale Road should include consideration of cyclists crossing Riverdale Road.

- c. Parker Drive: Parker Drive is a 30 and 40-mph collector street that connects directly to Riverdale Park, the Community Center, and the Weber River Parkway. It also provides connection to Ogden and points north, and to Roy and points west for bicycle commuters. Sidewalk is installed along the east side of the street, from the south end to just north of 3600 South Street, where it is missing for 380 feet along undeveloped property. The shoulder is not usable for pedestrians because of dense overgrowth. North of this property the sidewalk continues to the north boundary of the storage units site, where it ends and a fence separates it from the trailhead on the Weber River parkway, again forcing pedestrians into the narrow road in order to continue to the trailhead.

Vehicular traffic control along Parker Drive is not consistent, with left turn pockets for southbound traffic and right turn lanes also present at some intersections but not others. There is a wide lane from the curb to center striping with no direction for automobiles or cyclists. This poses a quandary for cyclists who are vulnerable to left cross accidents and right hook accidents if the cyclist does not control the lane; however, the 40-mph speed limit is intimidating for all but the most comfortable cyclists to take the lane.

There appears to be adequate width to stripe bike lanes on both sides of the street, with curbside parking along most of the east side, with limited widening required along the west side in some locations if the center striping is stripped and moved over. An interim measure would be to use uniform pavement marking patterns at all intersections along Parker Drive, with Bicycle Warning Signs (MUTCD#W11-1) placed in advance of each intersection in each direction, as well as lowering the speed limit to 30 mph to be consistent with other collector streets in the city, if warranted by a speed study at the judgment of the city Risk management Committee. At the north end of the city, Parker Drive crosses into Ogden over a narrow bridge owned by Ogden City. A sharrow and BMUFL sign should be added in advance of this crossing, and widening of the bridge should be requested of Ogden City when it reaches its design life. In the interim, the

sharrows and low speed limit are acceptable to cyclists, and the riverside trail provides an alternate route to the north for pedestrians and cyclists both.

- d. 700 West: 700 West Street is a 30-mph collector street for auto traffic, with bicycle lanes, and with sidewalks along most of the street. It forms a north-south corridor that accommodates higher-speed bicycle traffic than the river parkway, and is popular for joggers and other recreational uses. There is a school zone for pedestrian traffic crossing the street at 4400 South, which is the only marked crossing on the street. 700 West forms a connection to the bicycle infrastructure south of Riverdale Road, for access to points south, and to Parker Drive for access to points north, and collects bicycle traffic headed to and from the riverside trail.

Pedestrian improvements needed include 300 feet of sidewalk along the LDS Church property at approximately 4200 South, and 100 feet of sidewalk extending west along 4350 South. The committee recommends consideration of a mid-block striped crossing with pedestrian refuge at 4300 South, to accommodate pedestrian access to the Weber River Parkway at the kayak park.

Bicycle-related improvements are nearly complete with the recent addition of bicycle stencils and directional arrows to complete the bike lanes. “Bike Lane” signs would be a possible improvement to consider, and wayfinding signs directing to the Weber River Parkway at the streets nearest to each trailhead, to the park, the school, Roy, and South Weber at the intersection with 4400 South, and so forth. The intersection at Riverdale Road also needs consideration – there is no striped bike lane, so southbound bikes must merge with traffic, and the signal time is designed for cars without consideration for the time it takes for a cyclist waiting in a line of cars to accelerate and make it through the intersection. We recommend coordinating with UDOT to possibly change the signal timing, add bike boxes at the front of the through lanes, and/or restripe the lanes to extend the bike lane up to the stop line.

- e. 4100 South and 1000 West: these streets are local roads that collect neighborhood bicycle and pedestrian traffic. Sidewalks are in place and in good condition, and the 25-mph speed limit and low auto traffic volumes are bicycle-friendly. The only improvements the committee found lacking are stop or yield signs at T-intersections at 4150 South, 4175 South, and 4250 South along 1000 West. These signs would protect northbound and southbound bicycle traffic from failure-to-yield situations where vehicles roll into the intersection before noticing bicycle cross-traffic that should have the right of way.

3750 South, 4050 South, 4300 South, and 600 West: These streets provide access to the Weber River Parkway, and therefore are critical for the connectivity of the city’s priority routes network. 3750 South includes good sidewalk and ramps, and good trailhead

access; however, stop or yield signs at 625 West to give preference to traffic on 3750 south is recommended for bicycle safety. 4050 South Street includes acceptable improvements. 600 West and 4300 South have sidewalk, except for a vacant lot at the northeast corner of the intersection of said streets. Sidewalk ramps, however, are missing or inadequate at most of the intersections along 600 West. Wayfinding signs to and from the trail access at approximately 4075 South would also be helpful.

- f. Riverdale Park: Popular for pedestrians and cyclists, the path around Riverdale Park connects at the school, fire station, and to 4250 South. There is a connecting path from 1100 West just south of 4300 South that goes to the park by the tennis courts, but doesn't connect to the path. A sidewalk connection from the pavilion to the path is recommended.
- g. 1150 West Street: Sidewalk is missing along the west side of 1150 West Street, from 4400 to 4700 South. School children from the four-plexes and subdivision to the north must cross the street to the east at marked crossings before walking north to the school. Adding sidewalk on the west is recommended.

### **3. South Riverdale**

For the purposes of this plan, South Riverdale is the part of the city south of Riverdale Road, west of the Union Pacific tracks, and east of 1500 West Street. Destinations in south Riverdale include the commercial center, Golden Spike Park, one church, two schools, the BMX Pump track, the Weber River Parkway, disc golf course, and nature trail, as well as a possible future park on the city's property south of the city offices. From south Riverdale, connections are made to South Weber and Roy.

- a. River Park Drive: River Park Drive is the critical connector for bicycle traffic from the South of Riverdale, into the commercial district, to the river parkway, to the north side of town, and to points east and north. The street is built to its full cross section, including bike lanes which, with the recent addition of bike stencils and directional arrows, are essentially complete and adequate. Development along the street is not complete, particularly on the south and east side of the street. As such, sidewalks are missing on the south side except at the roundabouts, and on the north side behind Walmart, up almost to 4600 South Street. Completing the sidewalk along the north and west side behind Walmart and along the Toyota dealership should be a priority, so that pedestrians don't have to walk in the road.

The roundabouts include provisions for bicycles to take the sidewalk if needed, but do not have BMUFL signs and sharrows on the approach legs – these are recommended so that cars will not try to overtake cyclists at the last minute as the approaches narrow. The intersection at Riverdale Road also needs consideration – there is no striped bike

lane, so northbound bikes must merge with traffic, and the signal time is designed for cars without consideration for the time it takes for a cyclist waiting in a line of cars to accelerate and make it through the intersection. We recommend coordinating with UDOT to possibly change the signal timing, add bike boxes at the front of the through lanes, and/or restripe the lanes to extend the bike lane up to the stop line.

- b. 900 West Street: 900 West Street provides access to the heart of the business district, and a shorter route to and from the north side of Riverdale than taking River Park Drive further east. Sidewalks and ramps are present and in good condition, and pedestrian buttons at Riverdale Road provide for good crossings. Crossings of drives to businesses are wide in some locations, and may warrant striping for pedestrians. For Cyclists, however, south of Riverdale Road, 900 West Street is narrow, with a center turning lane and through lanes that are narrow enough that sharing the lane side by side with auto and truck traffic is not possible. Sharrows and BMUFL signs along the street are strongly recommended.
- c. 1050 West Street: 1050 West Street from Ritter Drive to River Park Drive is the south half of the critical north-south spine of bicycle traffic in south Riverdale: all traffic from South Weber Drive, Ritter Drive, Golden Spike Park, the schools, etc. uses 1050 West Street to access the commercial center, the riverside trail system, and other points north in Riverdale. 1050 West is heavily travelled by bicycle traffic particularly, and would be used by pedestrians more, if it were more pedestrian-friendly. It is a UDOT road, so improvements along the street must be coordinated with UDOT, which should make beginning this coordination a priority so that improvements can be made in a reasonable timeframe.

For pedestrians, the street is problematic. There is sidewalk on the east side of the street from the south up to the I-84 crossing, where it terminates. It resumes again just south of Johnny's Dairy. Sidewalk on the west side continues up to Riverdale Road, which is the first crossing for pedestrians who wish to go east. Johnny's Dairy, Walmart, Sams Club, all this area has to be accessed by a circuitous route, so pedestrians are motivated to jaywalk. The committee recommends design of physical improvements necessary to safely provide a crossing approximately 200' south of River Park Drive, including a pedestrian refuge in the center lane and possibly a pedestrian-actuated signal. Similar treatment should also be considered for the uncontrolled crossing at the schools south of I-84. Sidewalk should also be completed on the east side under I-84 to connect north and south.

For bicycles, the wide street with high speeds and inconsistent pavement marking is problematic – in some places, there is no fog line and no clear expectation for where bikes or cars would be driving in the lane. Turning lanes are inconsistent, and fog lines, where present, are striped for wide looping turns that encourage drivers to keep speeds

high and not to expect bicycle traffic on the shoulder. The existing pavement marking design should be wholly reconsidered and bike lanes added north and south. With the recent improvement of Riverdale Road, we understand that the once-warranted signal at River Park Drive is no longer warranted. We suspect that two lanes in each direction, particularly south of River Park Drive, are also not needed for the auto traffic volumes experienced. With or without both lanes each way, there still appears to be sufficient width to place bike lanes without additional physical improvements. On-street parking could be eliminated with no impact to businesses because they are adequately parked on-site, and south of the school there is room for on-street parking and bicycle lanes with the current width. Because this work can be done with no physical improvements, it should be pressed hard with UDOT's traffic safety division for implementation as soon as possible. The intersection with Ritter Drive, South Weber Drive is also unsafe for all users alike, and a solution, such as a roundabout, is strongly recommended by the committee. Wayfinding signs at this intersection and at the intersection with River Valley Drive are recommended to direct bicycle traffic along the priority routes.

- d. Ritter Drive: Ritter Drive has long been, and will continue to be a popular road for cyclists – it presents a relatively small but intense climb, popular for club rides and individual riders alike, and it is critical to the network to provide connection to Roy and points south, and to South Weber Drive for traffic from the west bench area and points north and west from there. For riders less ambitious about the climb, wayfinding signs at the east end can show a bike route on the residential streets to Golden Spike Park, and thence up 1225 West and 5175 South, but for most, Ritter Drive will remain the preferred route. Wayfinding signs should also be placed at the west end, to direct bike traffic down Ritter Drive to points south and east, and at 1500 West to direct bike traffic to points north and northwest. The recommended facility for Ritter Drive for bicycle improvements is the bike lane; however, with current right of way this is not possible. In the interim, BMUFL signs and sharrows for both directions, particularly where lane width is 14' or less, will improve driver awareness. Any site improvements or developments along Ritter Drive should include requirements to dedicate right of way to the city and to complete the full width improvements along the property being improved. As soon as enough width is available for at least one bike lane, a climbing bike lane should be used for westbound traffic, to provide separation for bicycle and automobile traffic. Eastbound bicycle traffic can travel at or near the speed limit, so separate bike lanes are less urgent.

For pedestrians, there is sidewalk along the south side of Ritter Drive from 1345 West Street to the east end. Sidewalk is only present on the north side at the east end for a short distance. Until more right-of-way is acquired, completing the sidewalk is not feasible.

- e. Golden Spike Park access: Access to Golden Spike Park from the city's collector streets is provided via 1150 West Street to 5050 South Street, and 5175 South Street to 1225 West Street. These streets have been designated as Class 3 facilities to provide this connection, and to provide an alternate route to Ritter Drive. Wayfinding signs at intersections will make this more used. Some signs are currently placed, but more are needed.
  
- f. South Weber Drive: With its low speed limit, gently rolling hills and curves, country scenery, and relatively low traffic volumes, South Weber Drive is a favorite bicycle route. Local cycling clubs and groups ride it daily during the warmer seasons, and others use the street year round. Pedestrian facilities are entirely lacking, but the lower population density along the road makes for lower demand for such facilities than at other locations in Riverdale, and the no-fly zone from Hill Air Force Base, and the current agricultural zoning by the city, are likely to keep the land lightly used.

The road is narrow, with corners that are almost blind and pose a risk to cyclists if autos are speeding or driving too fast for conditions. It is a UDOT facility, so any work done will need to be coordinated with UDOT. The recommended build-out condition for South Weber Drive is the Class 2 facility, with bike lanes; however, right of way would have to be acquired and considerable expense taken to do this work. Interim measures that would increase safety include BMUFL signs and sharrows, particularly in advance of sharper curves, and Bicycle Warning Sign at both ends of Riverdale. These measures may be more favorable to locals and others who do not want to lose the rural nature of the road, and would be satisfactory to cyclists, so long as traffic volumes do not increase drastically. The presence of I-84 for through traffic is likely to continue to provide an alternate route that is adequate to keep traffic volumes low. Another measure that should be pursued with UDOT would be to post a weight limit or a restriction prohibiting trucks with trailers except for local traffic.

- g. 4600 South and Weber River Drive: This street provides access over the Weber River to the city offices, the BMX Pump track, the Weber River Parkway, the disc golf course and nature trail, and the undeveloped property to the south, partly owned by the city, which is used by multiple cycling clubs as a cross country mountain bike park and a cyclocross training ground. Sidewalks are present west of the Weber River, but the sidewalk on the south side ends at the bridge – this should be addressed with a ramp and a crossing to the north. Sidewalk on the north side continues across the bridge and along city offices. A crosswalk east of the bridge allows access to the river parkway trail, which is adequate for connection to points south.

Bicycle lanes are recommended along the entire street, although reconstructing the narrow bridge for bicycle lanes to be built is not warranted with current low traffic volumes. Sharrows and BMUFL signs should be placed where the bike lanes would

terminate before the bridge. East and south of the bridge, if width for bike lanes can't be achieved with curbside parking intact, BMUFL signs and sharrows can be used as an interim solution.

#### 4. **West Bench**

Riverdale's West Bench is the area west of I-84 on the north side of the city, and along and west of 1500 West on the south side of the city. The area includes the West Bench RDA, which has recently approved a budget to help the area improve. This is a golden opportunity to increase bicycle friendliness in the area. The streets are used heavily by all transportation modes, including mass transit, freight, automobile, bicycle, and pedestrian traffic, including daily club rides.

- a. **Freeway Park Drive:** Freeway Park Drive provides access to the UTA Park and Ride at approximately 5300 South. The street is the connector to Roy, for points south and west. It is a higher-speed collector street, with businesses and an apartment complex along the east side. Most of the east side has a sidewalk. Sidewalk is not needed along the west side. At the apartments, the sidewalk departs from the roadside and follows the apartments, before dropping off down to 1500 West Street. This steep section does not meet ADA requirements, which stipulate the grade of a sidewalk should follow the road or be limited to 5%. Consideration should be given to reconstructing this sidewalk along the roadside. At the south end, the sidewalk needs to be extended past the businesses along an undeveloped lot to 5600 South. This may need to be coordinated with Roy City.

The recommended bicycle facility for this road is the bike lane, and if the centerline striping is stripped and moved, and curb-side parking not allowed, there is likely room for bike lanes along the entire length of the street. Although currently allowed, on-street parking is not often utilized along the street because businesses and the apartments are adequately parked, so disallowing on-street parking to make room for a bike lane should be relatively uncontroversial. At the north end of the street, the intersection with Riverdale Road is difficult. The multiple turning and through lanes are confusing for motorists and cyclists alike, and cyclists are required to merge with auto traffic under its current configuration. The committee recommends working with UDOT to add bike lanes up to the stop line, increasing width of the road, or decreasing lane width, and making the thru/left turn lane for southbound traffic into a left-turn-only lane and eliminating the merge west of 1500 West.

- b. **1500 West Street, South:** South of Riverdale Road, 1500 West provides critical connection for the bicycle network, and is frequented by cycling clubs and commuter cyclists. Pedestrians use the street daily for fitness as well. This part of 1500 west is a wide expanse of asphalt, with no clear expectation where vehicles or bicycles should

ride. Bike lanes are the recommended facility for this street, and can be striped without any physical improvements required, leaving curbside parking and a center turning lane, at the current roadway width down to 5175 South. South of 5175 South the roadway narrows slightly. Curbside parking along the east or the center turning lane could be eliminated to allow the continuation of bike lanes to the south end.

- c. 1500 West (North), Cozy Dale Drive: 1500 West Street and Cozy Dale Drive form the collector route that services the north half of Riverdale's West Bench. This route is a priority route for WFRC and Weber County, as well as Riverdale City, and is frequented by cycling clubs, commuters, recreational cyclists, and pedestrians, even in its undeveloped condition. Sidewalk improvements exist only along the recently-improved lots, including America First Credit Union's site. Because the road is narrow north and south of here, only the centerline of the road is striped, leaving a lane approximately 30 feet wide. This is problematic for cyclists, as drivers are inconsistent as to which part of the lane they drive in, and cyclists either ride where drivers want to be driving, or ride in debris or relatively out of sight to the side. At a minimum, fog lines should be striped through the wider areas until more of the street north and south is complete. North and South of the improved areas, the lanes are narrow, and shoulders vary in width from zero to several feet wide, making them unsafe for cyclists to use. Savvy cyclists use the lane and ride accordingly, while less experienced cyclists stay away. If the West Bench RDA is successful in encouraging development, and improvements completed in the near future, interim measures that would increase safety and rider comfort until bike lanes can be built would include sharrows and BMUFL signs. If it will be a matter of years until the street is completed to its planned cross section, constructing wider shoulders and adding bike lane signage and pavement marking is recommended. Wayfinding signs at 4400 South should be placed to direct cyclists and pedestrians to the school, park, river parkway, and points north and east; to the frontrunner station, Denver and Rio Grande Western Rail Trail, Roy Athletic Complex, and points west and south; and south to South Weber.

## 5. East Bench Area

Riverdale's East Bench is comprised, for the purposes of this study, of Riverdale east of the Union Pacific rail corridor. The north side is part of the Riverdale Road commercial corridor. The south side includes residential neighborhoods. Destinations nearby include Rohmer Park, two elementary schools, a junior high school, and a high school, and several churches. Students from all of Riverdale feed into the junior high and the high school, and much of south Riverdale also attends elementary school in Washington Terrace. The committee spent considerable thought on how to provide bicycle access to these destinations, and the recommendations made to achieve this will need to be studied and coordinated with Washington Terrace

- a. Riverdale Road: Riverdale Road west of 700 West is not critical to bicycle circulation, as alternate routes have less traffic, lower speeds, and more room for bicycles. East of 700 West, however, use of Riverdale road is unavoidable by cyclists who wish to travel across the river and railroad tracks and access South Ogden, Ogden, and Washington Terrace. Riverdale Road sees daily bicycle traffic, both by recreational riders and commuters.

The bridge over the river and rail line appears to have space for bicycle lanes, though they are not striped. The sidewalk is separated from the traffic lanes by a concrete parapet. Coordination with UDOT should be initiated, as to whether the shoulder past the fog line could be striped and signed as a bicycle lane and/or the parapet walls moved over to the edge of the traveled lane to provide more space for bicycles to share the walk area with pedestrians. East of the bridge, the bicycle lanes could be continued if the street were to be re-striped, or sharrows placed in the right-most lane, since the shoulder often dwindles to little or none. Recreational groups and local riders tend to leave Riverdale road as soon as possible, via 700 West and 300 West. Commuters, however, may not be aware of better options including 4400 South and Ritter Drive. Wayfinding signs should be placed at 700 West to make cyclists aware of other options.

Pedestrian improvements are adequate along Riverdale Road.

- b. 300 West: 300 West Street is the primary access to the east bench and Washington Terrace from lower Riverdale. It is used daily by cycling groups and pedestrians, and is the route for access to the public schools from Riverdale. Adequate pedestrian improvements are in place. The road was built with two lanes in each direction, and a center island, and sidewalks on both sides. These lanes appear to be approximately 14' wide each. If this is correct, the white dashed line could be striped and moved over 4' and a 4' bike lane could be added to the outside of the road in each direction. A less preferable measure, still preferable to existing conditions, would be to add sharrows and BMUFL signs along the street. At Riverdale Road, provisions should be made – a bike box at the front of the left and through lanes and a bike lane to the stop line, so that bicycles can make it through the light which has a very short green time. Wayfinding signs at both ends should be considered to inform cyclists as to routes and destinations. Any improvements made should be coordinated with Washington Terrace.
- c. Highland Drive, Ridgeline Drive: Highland Drive, Ridgeline Drive, and several other streets in the east bench are narrow, with about 30' from curb to curb, leaving little room for traffic if there is any on-street parking. For bicycles, the saving graces are the low speed limit and the low traffic volume. Sharrows and BMUFL signs are recommended.

There is sidewalk along the west side of Ridgeline Drive, from 4525 South almost to 4800 South. Elsewhere sidewalk could be installed, but only if residents give up front yard space for it, which is a discussion outside the scope of the committee's work.

- d. Rail Crossing and Hillside Trails: In order to provide bicycle and pedestrian access to the east bench, and to allow the east bench and Washington Terrace to access amenities in Riverdale, particularly the Weber River Parkway, the committee recommends studying the feasibility of a pedestrian underpass beneath the Union Pacific rail line at the city property south of the BMX pump track, and from there, a gravel trail that would zigzag up the hillside to the south to Rohmer park. The property is mostly owned by Washington Terrace City, and a trail there would be highly utilized by school kids, park users, and recreationally for access to the river corridor. Currently pedestrian tracks are worn up the hillside by Classic Waterslides, showing the demand for such a connection. Additionally, at 500 West, a path could possibly be made to connect to 300 west, shortening the route up the hill for cyclists and pedestrians, if grade allows. As an interim connection until the underpass is built, the road to Classic Waterslides could be improved for bicycles, and the private lane to the south possibly utilized to connect to the path to Rohmer Park. The committee also suggests a connecting trail between 500 West and the Rohmer Park connection, along the hillside. This could be a mountain-bike amenity, with easements onto the private land that is undevelopable because of hillside requirements, which could become a popular urban trail facility. We recognize the wishful nature of these ideas; however, we recommend investigating their feasibility – testing the waters, and pursuing the projects if conditions are favorable. Particularly for the underpass and path to Rohmer Park, funding may be available because of its purpose to provide a safe route to the schools.

## 6. Other Possible Bicycle Attractions

The committee has discussed several ideas that would give more recreational opportunities to residents and visitors, or that would improve features already present. Doing so could bring more visitors to the city, enhance its reputation as a healthy and fun place to live.

- a. Multiple Use City Park: The city-owned property south of the city offices is currently utilized for multiple purposes, including a BMX Pump track, a nature trail, the Weber River parkway, and a disc golf course. The disc golf course is largely on private property. The area has unofficially also become a cross country mountain bike playground and a cyclocross training course, drawing club cyclists from as far away as Bountiful and Salt Lake. Organized groups from Autoliv and Hill Air Force Base ride the area daily at lunch or in the evening, year round as conditions allow. The trails that have developed have done so without regard to conflicts with the disc golf course and the potential dangers that entails, and the existing habitat is becoming crisscrossed with dirt paths. Were this land to be acquired by the city, the city could improve the course, providing measures to

preserve vegetation, eliminate ghost trails and channel users onto maintained trails, and to consolidate and formalize the trail network that has developed. A planner's attention could resolve conflicts and provide for both uses in a compatible manner that also preserves the natural vegetation in some places, and provides landscaped park facilities in other areas. There could be room for ball fields, as the city has discussed on several occasions. Should the underpass under the rail corridor become a reality, the hillside mountain bike trail from Rohmer Park to 500 West could also tie in nicely and become a part of the complex. Other possible uses include an Olympic-standard BMX track, in addition to the pump track that has already been built, and a concrete-lined freestyle bike and skate park.

## Chapter 4. Project Selection and Prioritization

For the purposes of this plan, budgetary prices for unit costs were obtained from the Utah Bicycle and Pedestrian Master Plan Design Guide, prepared under direction from the state Department of Health and Human Services and the Utah Department of Health. Other costs not included in the guide were estimated by the committee based on past experience. These costs were applied to the itemized improvements identified for each corridor in the previous chapter and organized the work into a list of discrete projects.

The list of projects is long and overwhelming when viewed as a whole, and the committee does not recommend attempting to complete all the projects simultaneously. Instead, the projects have been prioritized, and the city can evaluate implementing projects individually, or with an annual budget for improving infrastructure gradually, as the budget allows.

The prioritization process has been developed based on Utah Bicycle and Pedestrian Master Plan Design Guide, considering 1 - safety, 2 - network connection, and 3 - ease of implementation, with objective criteria in each category, and relative weights assigned for a possible score of 200. The committee recommends using this table as a guide to select which projects represent the most effective use of resources.

Within this table, three groups of projects have been shown. The first group is projects that can be accomplished with signs and stripes only – that is, no construction of roadway improvements. These are the so-called “low hanging fruit” – projects that have relatively low cost and provide immediate benefit to the safety and quality of the city's bicycle transportation network. The total cost of the fifteen such projects recommended by the committee in this low-hanging-fruit category is \$71,573.

The second group is projects that require some physical improvements to the roadway, and are therefore more expensive. These are projects that are critical enough, in the eyes of the committee, to warrant consideration by the city for capital improvements budgets, and for seeking funding through the Transportation Alternatives program administered by WFRC. The total cost of the eleven projects recommended by the committee in this category is \$679,300.

The third group is projects that are not recommended for consideration by the city at this time. Some of these are projects consisting streets that have not yet been fully developed, and the cost for these improvements should be borne by the developer if or when property along these streets develops. Most of the cost is simply constructing the roadway to its master-planned width, and is not specific to bicycle design requirements. Establishing the standards of this plan, however, will give notice to future developers of the expectation by the city for the level of improvements required along these corridors, and can ensure that bicycle transportation is not neglected when these streets are improved. Other projects in this category are wish-list ideas – amenities the committee would like to see, and is suggesting these for possible consideration by the city for enhancing the existing trail network and future recreation plans, such as trail access to Rohmer Park, and a bike and pedestrian bridge across the Weber River if the area ever becomes a city park. The committee is not recommending these for construction at this time, just suggesting these as ideas to be considered in the long-range plan for city recreation and transportation facilities.

The prioritization of these projects, and their estimated costs, are shown on the following table.

For help interpreting the table, the criteria are listed across the top with the points value available. Projects are listed down the left side. To reduce subjectivity or arbitrary scoring, a '1' is used if the project meets the criteria, and full points given for that criteria, and '0' if it does not meet criteria and no points given. The points are then totaled up in the categories of 1 - Safety, 2 - Network Connection, and Ease of Implementation.

Project:	Bicycle (B), Pedestrian (P), or Joint (J)	Estimated Cost:	Score				Safety			Connections/Linkages													Ease of Implementation							
			Safety	Connections/Linkages	Ease of Implementation	Total	Accident History	Improves Safety	Traffic Volume	Sum of these not greater than 20					Links to Healthcare	Links to Recreation	Access to Nature	Cultural Connections	Civic Connections	Links to Other Bikeways	Links to Other Modes	Eliminates Barriers/connects gap	To Other Jurisdictions	Geographic Distribution (no near-parallel routes)	Add stripes, Signs Only	Remove stripes, repaint	City Roads (not UDOT, Rail)	Potential for TA Funding	Acquire ROW	
										School Connection	Parks and Community Center	Commercial Center	Employment Center	High-Density Residential																
			70	90	40	200	20	30	20	20	10	5	5	5	6	7	8	6	6	6	6	6	15	5	5	20	10	10	10	-30
<b>Signs and Stripes Only</b>																														
City-wide Wayfinding for Bicycle Routes	B	\$14,000	70	84	30	184	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	0
Stripe Bike Lanes on Parker Drive Where Possible	B	\$ 17,333	70	70	40	180	1	1	1	1	1	0	0	0	1	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0
Sharrows and BMUFL, Ritter Drive	B	\$ 1,250	70	54	30	154	1	1	1	0	0	1	1	0	1	0	0	0	1	1	1	1	1	1	1	1	1	0	0	
Bike Lanes and Crossing 4600 South and Weber River Drive (by City Offices)	J	\$ 2,450	30	69	30	129	0	1	0	0	1	0	0	0	1	1	1	1	1	1	1	1	0	1	1	1	0	1	0	
Sharrows and BMUFL, 900 West (South)	B	\$ 3,000	50	38	30	118	0	1	1	0	0	1	1	1	0	0	0	1	1	1	0	0	1	1	1	1	0	1	0	
Bike Lanes, 1500 West South of Riverdale Road	B	\$ 1,600	30	39	30	99	0	1	0	0	0	0	1	1	0	1	0	0	0	1	1	0	1	1	1	1	1	0	0	
Wayfinding and Safety Signs, Weber River Parkway	J	\$ 2,450	-	59	30	89	0	0	0	0	0	1	1	0	0	1	1	1	1	1	0	1	1	1	1	1	0	1	0	
Sharrows and BMUFL at River Park Drive Roundabouts	B	\$ 2,100	30	27	30	87	0	1	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	1	0	1	0	
Add Stop and Yield Signs around North Riverdale	B	\$ 1,250	30	17	30	77	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	0	1	0	
Sharrows and Signs, East Bench Streets	B	\$ 2,400	30	10	30	70	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	1	0	
Bike Lanes Along 1050 West Street	B	\$ 6,450	70	72	30	172	1	1	1	1	1	1	1	0	1	1	0	0	1	1	1	1	1	1	1	1	1	1	0	
Bike Lanes, Sharrows, Share the Road - Riverdale Road from 700 West to 300 West	B	\$ 3,500	70	57	20	147	1	1	1	1	0	1	1	1	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	
Bike Lanes, 300 West	B	\$ 3,450	70	57	10	137	1	1	1	1	0	1	1	1	0	0	0	0	1	1	1	1	1	1	1	1	0	1	0	
Stripe Bike Lanes, Freeway Park Drive	B	\$ 8,440	70	52	10	132	1	1	1	0	0	1	1	1	0	0	0	0	1	1	1	1	1	1	1	1	0	1	0	
Signs and Sharrows, South Weber Drive	B	\$ 1,900	50	58	20	128	0	1	1	0	0	0	0	0	1	1	1	0	1	1	1	1	1	1	1	1	0	0	0	
<b>Physical Improvements Required</b>																														
Widen Parker Drive, where needed, for bike lanes	B	\$ 47,500	70	78	10	158	1	1	1	1	1	0	1	0	0	1	1	0	1	1	1	1	1	1	1	1	0	0	1	0
1050 West Street - Sidewalk, Improved Crossing	P	\$ 37,500	70	52	10	132	1	1	1	1	0	1	1	0	0	0	0	0	0	1	1	1	1	0	1	1	0	0	1	0
Remove Fence, Add Sidewalk, Parker Drive	P	\$ 1,000	50	62	10	122	0	1	1	0	1	0	0	0	0	1	1	0	0	1	1	1	1	1	1	1	0	0	1	0
Bike Lanes and Widened Shoulders, Cozy Dale	B	\$ 312,250	50	54	10	114	0	1	1	0	0	1	1	0	0	1	0	0	0	1	1	1	1	1	1	1	0	0	1	0
Sidewalk and Crossings, 900 West (North)	P	\$ 18,600	50	43	10	103	0	1	1	0	0	1	1	0	0	0	0	1	1	1	1	0	0	0	0	0	0	1	0	
Parker Drive - Sidewalk from River Glen to Storage Units	P	\$ 17,500	50	62	(20)	92	0	1	1	0	1	0	0	0	0	1	1	0	0	1	1	1	1	1	1	1	0	0	1	
700 West (North) Complete Sidewalk, enhance crossings	P	\$ 35,300	50	28	10	88	0	1	1	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	
Sidewalk and Corner Ramps, 3750 South, 4050 South, 4300 South, and 600 West	P	\$ 31,000	30	46	10	86	0	1	0	0	1	0	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	1	0	
Complete Sidewalk at Riverdale Park	P	\$ 13,350	20	48	10	78	0	0	1	1	1	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0	
1150 West (North) Sidewalk on West Side	P	\$ 95,000	50	47	(20)	77	0	1	1	1	1	1	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	
River Park Drive - Add Sidewalk behind Walmart	P	\$ 70,300	30	25	10	65	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	

Project:	Bicycle (B), Pedestrian (P), or Joint (J)	Estimated Cost:	Score				Safety			Connections/Linkages													Ease of Implementation						
			Safety	Connections/Linkages	Ease of Implementation	Total	Accident History	Improves Safety	Traffic Volume	Sum of these not greater than 20					Links to Healthcare	Links to Recreation	Access to Nature	Cultural Connections	Civic Connections	Links to Other Bikeways	Links to Other Modes	Eliminates Barriers/connects gap	To Other Jurisdictions	Geographic Distribution (no near-byparallel routes)	Add stripes, Signs Only	Remove stripes, repaint	City Roads (not UDOT, Rail)	Potential for TA Funding	Acquire ROW
										School Connection	Parks and Community Center	Commercial Center	Employment Center	High-Density Residential															
			70	90	40	200	20	30	20	20	10	5	5	5	6	7	8	6	6	6	6	15	5	5	20	10	10	10	-30
<b>Deferred for Future Development/Capital Improvements</b>																													
Roundabout at 1050 West, Ritter Drive, South Weber Drive	J	\$ 300,000	70	64	-	134	1	1	1	1	0	1	1	0	0	1	0	0	0	0	1	1	1	1	0	0	0	0	0
Full Build-Out, Cozy Dale	J	\$1,868,250	50	54	10	114	0	1	1	0	0	1	1	0	0	1	0	0	0	1	1	1	1	1	0	0	1	0	0
Widen 4400 South between roundabouts and over I-15	P	\$7,688,000	50	64	-	114	0	1	1	1	1	0	1	1	0	0	0	0	1	1	1	1	1	1	0	0	0	1	0
Widen Ritter Drive for Sidewalk and Bike Lanes	J	\$1,380,000	70	54	(20)	104	1	1	1	0	0	1	1	0	0	0	0	0	1	1	1	1	1	1	0	0	1	0	1
Footbridge Across Weber River at 5100 South	J	\$1,000,000	-	84	10	94	0	0	0	1	1	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	1	0	0
Underpass and Trail to Rohmer Park	J	\$3,557,000	30	78	(30)	78	0	1	0	1	1	0	0	0	0	1	1	0	1	1	1	1	1	1	0	0	0	1	1
Widen South Weber Drive	J	\$5,162,400	50	58	(30)	78	0	1	1	0	0	0	0	0	0	1	1	1	0	1	1	1	1	1	0	0	0	0	1

Following is a summary of each of the projects listed in the table.

### **Signs and Pavement Markings Only**

1. City-Wide Wayfinding for Bicycle Routes, Wayfinding and Safety Signs, Weber River Parkway:  
While drivers and cyclists typically know how to get through Riverdale, the safest routes for cyclists are not necessarily the same as those known to drivers. Cyclists entering Riverdale on Riverdale Road, for example, may be unaware that one street over is a route with a bicycle lane, or how the riverside trail can be used to connect to different destinations. State-of-the-art in wayfinding signs is to put signs at key locations to direct bicycle traffic to the bicycle-friendly routes, reducing bicycle traffic on high-speed arterials, in favor of lower-speed more bike-appropriate corridors like 4400 South. The signs used should include destinations and distances thereto, in addition to arrows and bicycle-route symbols.

Additionally, Weber County has adopted a standard for trail signage that would enhance the Weber River Parkway. Trail users will be informed which fork leads where, and ghost trails would be marked off for regrowth of vegetation and preservation of the natural habitat.

Regarding safety on the parkway, it is a common trail user error to walk left of center, allow dogs on leash left of center, and for cyclists to ride too fast. Signs at the trailheads and periodically along the trail that read “all users keep right except to pass”, “give audible warning before passing”, and “speed limit 15 mph” would increase safety.

2. Stripe Bike Lanes on Parker Drive Where Possible:  
Parker Drive from 4400 South to River Valley Drive has adequate width so that, if the centerline is stripped and moved over 3-4 feet, bike lanes could be striped in both directions without losing parking along most of the length of the street. This would complete the circular pattern of bike lanes begun on River Valley Drive and 4400 South.
3. Sharrows, Climbing Lane, and BMUFL Signs, Ritter Drive:  
Ritter Drive has adequate width for a climbing bike lane from 1150 West to 1345 West. Sharrows and “Bikes May Use Full Lane” signs further west in the westbound lane and also for the eastbound lane for the entire street are recommended as this is a critical component of the bicycle network. A wayfinding sign at the intersection with 1150 West, directing bikes toward Golden Spike Park for access to Roy, and subsequent signs to direct the bikes up to the top via 1225 West Street may help in diverting slower-moving climbing bicycle traffic off of Ritter Drive.
4. Bike Lanes and Sharrows, 4600 South and Weber River Drive:  
4600 South Street from 700 West to the Weber River is a wide channeled expanse of asphalt. Bike lanes would add safety. At the bridge, and to the east and south along Weber River Drive, sharrows are recommended as there is not adequate width to ride in the margins. A sidewalk ramp and crosswalk from the south side of the street to the north west of the bridge is needed.
5. Sharrows and BMUFL, 900 West (South):  
900 West Street from Riverdale Road south to River Park Drive is an essential connection from the bicycle routes to the commercial district, and has narrow lanes that do not safely allow

riding in the margins. Sharrows and BMUFL signs should be installed to increase driver awareness and promote safe cycling behavior.

6. Bike Lanes, 1500 West South of Riverdale Road:  
1500 West Street is used for cyclists heading to and from South Weber Drive to points north. As a collector street, it has adequate width for bicycle lanes and on-street parking, and should be striped such.
7. Wayfinding and Safety Signs, Weber River Parkway: Signs along the trail naming the streets and points accessed therefrom will aid users in determining where they are along the trail. Safety signs at trailheads with instructions for all users to stay right except to pass, keep dogs on a leash, and keep riding speeds below 10 or 15 mph will aid in pedestrian-cyclist relations and safety.
8. Sharrows and BMUFL at River Park Drive Roundabouts:  
Roundabout safety and comfort for cyclists has been vastly increased on 4400 South with the addition of sharrows and BMUFL signs at the roundabouts. This reminds cars not to pass the cyclists at the entrance or within the roundabouts, and reminds cyclists to ride visibly in the center of the lane within the roundabouts. The roundabouts on River Park Drive lack these traffic control devices. The committee recommends bringing them up to the same standard.
9. Add Stop and Yield Signs around North Riverdale:  
The committee identified several uncontrolled intersections on the streets in the north part of Riverdale that pose a potential risk to cyclists. The committee's recommendations for stop or yield signs should be given to the city traffic engineer and/or risk management committee for consideration.
10. Sharrows and Signs, East Bench Streets:  
300 West Street up into Washington Terrace, Highland Drive, and Ridgeline Drive are important cycling connectors. Sharrows and BMUFL signs are recommended for the outside lanes of 300 West Street, and for Highland and Ridgeline Drive.
11. Bike Lanes, 300 West:  
The existing lane width on 300 West may be reduced to 10' without adversely impacting traffic flow or safety, and bicycle lanes added to the margins. This is viewed by the committee as more appropriate than sharrows, given the level of traffic and speed limit for 300 West. It is also more restrictive and more expensive. The committee asks that a traffic engineer and the risk management committee consider the two scenarios and act accordingly.
12. Bike Lanes Along 1050 West Street:  
1050 West Street is unavoidable as a bicycle corridor, connecting River Park Drive to South Weber Drive and Ritter Drive. The entire stretch has adequate width for bicycle lanes. UDOT has not striped it this way, and the way it is striped is daunting for cyclists. The committee recommends initiating conversation with UDOT and pressing until UDOT concedes to either re-stripe for bicycle lanes, or to allow the city to do so.
13. Bike Lanes, Sharrows, Bicycle Warning Signs - Riverdale Road from 700 West to 300 West:  
Riverdale Road from 700 West to 300 West is unavoidable as a bicycle corridor. The western portion of the corridor has adequate shoulder for bicycle lanes to be striped; however, the current pavement marking design does not function for bike lanes. UDOT should be petitioned

to reconsider the pavement marking pattern and incorporate bike lanes that meet AASHTO standards. East of the viaduct, particularly along Ruby River, there is not adequate width for bike lanes. “Bike Lane Ends” signs and transitional bike lane pavement marking should be followed by sharrows in the outside lane and BMUFL signs, up to 300 West, and beyond to the city limits.

14. Stripe Bike Lanes, Freeway Park Drive:

Freeway park drive has adequate pavement for bike lanes if the centerline is moved over, possibly requiring the removal of on-street parking. The businesses along this street appear to be adequately parked. The committee recommends seeking business acceptance, promoting the studies that bicycle lanes increase business and safety, so that bike lanes can be placed without the need for physical improvements.

15. Signs and Sharrows, South Weber Drive:

South Weber Drive is and will continue to be a popular cycling corridor. The rural nature, relatively low speed limit and light traffic are ideal for cycling; however, in places the shoulder is narrow and/or the corners are, if not blind, at least limited visibility. The committee recommends Bicycle Warning Signs where the lane and shoulder together are greater than 16’ wide, and sharrows and BMUFL signs where there is not 16’ half-width of pavement, particularly preceding corners where visibility is limited.

### **Physical Improvements Required**

1. Widen Parker Drive, where needed, for bike lanes:

Parker Drive, north of River Valley Drive, is not consistently wide enough for bike lanes. The committee recommends adding pavement width so that bike lanes can be completed to the trailhead and bridge at the Weber River. Except for a short stretch south of the storage units, this is a project that will not be funded by private development, and will have to be accomplished by other means. There is a potential for partial funding from the Transportation Alternatives program of the federal transportation budget, which is administered by Wasatch Front Regional Council. The committee recommends putting together a grant application, and pursuing this project. The remainder of the project would need to be funded by the city’s capital improvements budget.

2. 1050 West Street – Sidewalk, Improved Crossing

The committee recommends design of physical improvements necessary to safely provide a crossing approximately 200’ south of River Park Drive, including a pedestrian refuge in the center lane and possibly a pedestrian-actuated signal. Similar treatment should also be considered for the uncontrolled crossing at the schools south of I-84. Sidewalk should also be completed on the east side under I-84 to connect north and south. Coordination with UDOT will be required.

3. Remove Fence, Add Sidewalk, Parker Drive

The storage units at the Parker Drive, including adjacent sidewalk, were constructed after the trailhead. The trailhead fence extends past the sidewalk to the edge of asphalt. The committee recommends removing the fence back behind the sidewalk, and constructing new sidewalk –

asphalt or concrete – from the end of the existing sidewalk to the parking lot, to avoid users having to step into traffic on Parker Drive in order to access the sidewalk from the trailhead or vice-versa.

4. Bike Lanes and Widened Shoulders, Cozy Dale:

Cozy Dale Drive and 1500 West Street north of Riverdale Road should be built to its final width as part of the development of the area if/when this proceeds. In the mean time, much of the length, particularly along the America First Credit Union sites, is wide enough for bike lanes to be striped. These would be isolated bike lanes of little use without continuation to 4400 South and Riverdale Road, however. The committee recommends that, if development is not pending in the next few years, the city consider adding shoulder to the street at city expense, perhaps with a payback requirement from the owners for when they develop, so that bicycle lanes can be added prior to the development of the area. This is the highest-cost of any of the projects the committee has recommended for city implementation, and also relatively low priority, perhaps better grouped with the “deferred for future improvements/capital improvements” category.

5. Sidewalk and Crossings, 900 West (North)

Add sidewalk along the east side of the road for approximately 365 feet from 4400 South to 4450 South. The ramp at the southeast corner of 4400 South and 900 West will need to be reconstructed to accommodate this sidewalk when installed. Stop-controlled crossings at 4600 South and 4450 South should be considered for crosswalk striping.

6. Sidewalk on Parker Drive

Add sidewalk on the east side of Parker Drive from River Glen subdivision to the storage units. ROW acquisition may be required.

7. Sidewalk on Parker Drive

Add 300 feet of sidewalk along the LDS Church property at approximately 4200 South, and 100 feet of sidewalk extending west along 4350 South. The committee recommends consideration of a mid-block striped crossing with pedestrian refuge at 4300 South, to accommodate pedestrian access to the Weber River Parkway at the kayak park.

8. 3750 South, 4050 South, 4300 South, and 600 West

These streets provide access to the Weber River Parkway, and therefore are critical for the connectivity of the city’s priority routes network. Add sidewalk where missing along the a vacant lot at the northeast corner of the intersection 600 West and 4300 South. Reconstruct sidewalk at corners to provide handicap ramps at most of the intersections along 600 West.

9. Complete Sidewalk at Riverdale Park

Complete the connection of the park’s circulatory path, east past the south bowery behind the tennis courts, to the asphalt path to the adjacent neighborhood street to the east.

10. 1150 West (North) Sidewalk on West Side

Construct sidewalk along the west side of 1150 West Street, from 4400 to 4700 South.

11. River Park Drive – Add Sidewalk Behind Walmart

Work with developer to construct sidewalk along River Park Drive behind Walmart.

## Chapter 5. Public Awareness

Infrastructure improvements are a direct way of increasing safety for bicycle and pedestrian transportation by providing safer facilities and increasing bicycling. With bicycle traffic particularly, studies have shown that an increase in ridership decreases the overall crash rate, even without infrastructure changes, likely due to the increase in driver awareness and expectations. Other methods of increasing public awareness will also have a direct positive effect on the safety and quality of bicycle and pedestrian transportation in Riverdale. The committee recommends several means of increasing public awareness.

### 1. Online Bikeways Map and Bicycling Tools

The committee would like to provide content and work with the city web page administrator to construct a bicycling information page, and to publicize the page through the city's Facebook page, newsletter, a letter for school children to take home, and a press release to the standard examiner. Content of the page will include the city bikeways map, links to resources for planning bicycle-friendly routes, bicycle safety instruction, and bicycle commuting tips. This could also include an online reporting tool for complaints.

### 2. Bicycle and Pedestrian Activities

The city hosts a timed 5-K run and walk each summer on July 4<sup>th</sup>, which incorporates class 1, 2, and 3 facilities and increases awareness of pedestrian amenities. Other opportunities to increase awareness of the city's facilities also exist. Past privately-organized events have included kids' triathlons, a school color-run fundraiser, and mountain bike and cyclocross events by the BMX track and Disc Golf area. The city could partner with and/or otherwise support and advertise these events, or add its own through the city recreational program.

Additionally, May is Annual Bike Month, and the committee recommends some city-supported events, possibly including

- D. Kids' Bicycle Rodeo
- E. Bicycling Workshop Series for adults and teens
- F. A recreational supported ride along the Riverside Trail
- G. Bike to School Ride
- H. Bike to Work Ride
- I. Ride with the Mayor and Council
- J. Recreational circuit race for kids, teens, and adults, similar to the 5-K race in July
- K. Bicycle Commuter Challenge

These events could be conducted using a combination of volunteers from the bicycle committee and the community, or with the contribution of personnel and resources from the city through the city recreation program, and/or the police department.

Additionally, UDOT and Bike Utah conduct an annual Road Respect Tour which promotes awareness of safe riding and safe driving. Riverdale has Participation in the past, and should continue to participate and publicize the event.

### 3. Police Enforcement

Police enforcement of pedestrian-related laws is well-developed and appropriate. Pedestrian presence is generally accepted and expected by the driving public as well. Relations between drivers and bicyclists, however, are more problematic. One of the most common objections to cyclists' presence on the roads, and planning for bicycle infrastructure is the perception of scofflaw cyclists. While studies have shown that cyclists break the law no more frequently than drivers, this ubiquitous perception increases driver angst and results in confrontations and unsafe behavior toward cyclists. The committee asks that the police department include a practice of enforcing bicycle-related traffic laws and behaviors in their traffic enforcement, with the following suggested guidelines:

- L. Wrong Way Cyclists: Officers should enforce the law against wrong-way cyclists and advise them that danger is approximately ten times greater on the wrong side of the road than on the right side, with traffic.
- M. Riding at Night Without Lights: Officers should enforce the law concerning lights – the committee suggests pulling over kids and warning them and their parents, and citing adults. Riding at night without lights is the second most common cause of cycling-related accidents.
- N. Sidewalk Riding: While not illegal, sidewalk riding is generally not advisable for anyone over age 10, and is approximately five times more dangerous than riding on the road with traffic. Sidewalk riders who ride out into the road without yielding should be warned of the risks of sidewalk riding, and adults should be cited.
- O. Stop Signs: Stop-controlled movements such as right turns on red lights and movement through stop signs should be enforced with care – egregious and obvious violations should be enforced. Slow, rolling, yield-type movements should be grounds to pull over and warn the cyclist to at least put a foot down before moving into the intersection. The put-a-foot-down approach signals to vehicles that the cyclist is watching and aware of the intersection and not blindly rushing into it.
- P. Stop lights: The law should be actively enforced with regards to left turns and straight through running of stop lights. For stop-controlled right-turning movements, see the paragraph D.
- Q. Single-File, Obstructing Traffic: Law allows riding two abreast except when obstructing traffic. Practice has established that, if a car can pass left of center, even with a double-yellow line, that the cyclists aren't technically obstructing traffic. Two-abreast riding should only be limited if oncoming traffic and/or physical barriers such as medians, prevent passing of the two-abreast cyclists. Such cyclists should be pulled over and warned. For lone cyclists or single-file groups, taking the lane and impeding traffic is implicitly allowed by state law and should not be discouraged if done appropriately – see paragraph G.
- R. Ride to the Right: Law says to ride “as far right as practicable except when,” and then has a list of exceptions. In short, they amount to it being best practice for a cyclist to take the center or even the left of his/her lane unless the lane is at least 16' wide so that there is adequate room for maneuvering and 3' of space between a passing vehicle and

the cyclist. Even then it is justified at intersections, along parked cars, etc., and whether or not a bike lane is present. Don't pull over cyclists for riding in the middle of the lane except in obviously dangerous situations, and then, listen to their reason before issuing a warning or citation. They may be aware of factors that justify their behavior.

- S. Trail Use: if a speed limit is posted on trails, first warn and then ticket those who ignore it blatantly. Warn those who pass without giving an audible warning. Warn those who ride or walk, or allow their dogs to walk, on the left side. Ticket those with dogs off of a leash.

In addition to enforcing cycling laws relating to behavior of cyclists, please protect cyclists as vulnerable road users, with respect to drivers' behavior: Actively enforce the 3-foot passing law. Also, enforce the law with regards to horn use: using one's horn at cyclists for anything less than an emergency is a violation of the noise ordinance, and of the traffic code, and it dangerously startles cyclists. Actively enforce the harassment laws and vulnerable road user laws by citing drivers who swerve toward, throw things at, or otherwise act aggressively towards cyclists.

## Chapter 6. Implementation:

This plan provides an important tool and resource for use in city planning, street maintenance, and creating and/or modifying city policy and ordinances for the benefit of the community in making Riverdale more bicycle-friendly. A document that sits on the shelf is not the intent of the committee or of this document, but rather, a living document, regularly reviewed and updated, for active use by city staff and officials in implementing the recommendations herein. Following are specific recommendations as to how this plan should be implemented. These recommendations are suggestions or guidelines from the committee, and not necessarily intended to be adopted as city policy by the acceptance of this document.

### 1. Ongoing Bicycle and Pedestrian Advisory Committee

The committee that was formed and tasked to prepare this plan consists of four citizen members, the city Community Development Director, Public Works Director, a member of the police force, and a member of the City Council. This committee should not be disbanded, but should meet quarterly, to review the implementation of the plan and evaluate changes needed, if any. These meetings should precede the quarterly Strategic Planning Meeting by one month, to allow for recommendations to be prepared for the city council. Suggested schedule is January, April, July, and October. Attendance at this meeting should be a required part of the designated city staff members' regular responsibilities. As projects are completed, the document and online maps should be updated accordingly.

### 2. Funding and Implementation of Projects:

The city council should be advised of the status of the implementation of the plan at the strategic planning meetings, as an integrated part of the transportation department discussion, and informed as to the level of funding in the overall budget, with bicycle improvements discussed side-by-side with automobile and pedestrian improvements, so that a consensus

regarding an annual budget and rate of accomplishment of the improvements can be reached and incorporated into the capital improvements budget.

Many of the projects may be eligible for Transportation Alternatives funding as much as 90%. The committee, in its July quarterly meeting, should review the projects accomplished, which are next priority, and of those, which are potentially eligible for Transportation Alternatives funding, so that the grant application process can be followed in time for the next year's funding.

**3. Working with Weber County**

The Weber County Trails Committee holds quarterly meetings. Riverdale city currently participates in this committee. This plan should be presented in its entirety to the county planning department, particularly the Priority Bicycle and Pedestrian Routes Plan, and endorsed by the city for incorporation into the county's bikeways and trails map. The county can then send the updated county map to Wasatch Front Regional Council for its use in updating their map. A member of the city's Bicycle and Pedestrian Advisory Committee should attend the quarterly Weber County Trails Committee meeting.

**4. Working with Wasatch Front Regional Council**

Wasatch Front Regional Council is continually updating its Active Transportation Plan, with or without the city's input. Once the Priority Bicycle and Pedestrian Routes Plan recommended by the committee is accepted by the county, Wasatch Front Regional Council will incorporate the designated level of facility into its Regional Bicycle Priority Routes plan, which is the document that UDOT checks for bicycle facility demand when designing projects. Incorporation into this WFRC document is one of the primary purposes for the creation of Riverdale's plan.

**5. Working with UDOT**

Much of the hardship faced by the bicycling public is because of state facilities that do not accommodate bicycle traffic. Recent changes of administration and policy at UDOT are changing culture, and UDOT is more willing than ever to work with cities in rectifying past design omissions and incorporating appropriate bicycle and pedestrian infrastructure going forward. Once the county and Wasatch Front Regional Council are advised of this plan, the committee should schedule a meeting with UDOT Region 1, Jesse Glidden and Randy Jefferies, and other key UDOT staff, to review this document, particularly regarding the committee's recommendations for UDOT facilities including 1050 West, Riverdale Road, and South Weber Drive, to begin the coordination that may require a matter of years, in order to see that these recommendations are considered and implemented.

**6. Active Transportation Policy**

Concerned about the legal requirement status of a complete streets ordinance, the council moved in February of 2012, for staff to prepare a complete streets policy. UDOT has also established an active transportation policy. This plan embodies the principles of complete street or active transportation design: including bicycle facilities in addition to the pedestrian and motor-vehicle facilities that are customarily designed for. The staff should prepare a formal statement of policy regarding active transportation, modeled after the UDOT policy and

adjusted for city needs, for review by the committee and council, and for incorporation into city policies and procedures.

**7. Bicycle-Friendly Businesses**

City zoning ordinances should be evaluated for possible updates for consideration of bicycle-friendly business practices. Offices that provide for indoor bike parking and showers could be granted a reduction in required parking, as could restaurants that provide well-lit bicycle parking at the main entrance, and retail businesses that provide secure bike parking or a bicycle-valet program. Businesses could be given other incentives for achieving Bicycle-Friendly Business status from the League of American bicyclists.

**8. Bicycle-Friendly Community Status**

In 2012, Riverdale applied for designation as a Bicycle-Friendly Community by the League of American Bicyclists. With the bicycle advisory committee in its formative stages, recognition was not approved; however, quality feedback was given by the League of American Bicyclists. The committee should review this feedback and consider which of its recommendations can and should be implemented, and revise this plan accordingly. Riverdale can re-apply for the designation annually.

**RIVERDALE CITY  
CITY COUNCIL AGENDA  
February 4, 2014**

**AGENDA ITEM: F1**

**SUBJECT:** Consideration of meeting minutes from:  
January 21, 2014 City Council Work Session  
January 21, 2014 City Council Regular Session

**PETITIONER:** City Recorder

**ACTION REQUESTED BY PETITIONER:** Approve Minutes

**INFORMATION:** See attached minutes as follows:

[January 21, 2014 City Council Work Session](#)

[January 21, 2014 City Council Regular Session](#)

**[BACK TO AGENDA](#)**



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Minutes of the **Work Session** of the **Riverdale City Council of Riverdale City** held Tuesday, **January 21, 2014** at 5:32 PM at the Riverdale Civic Center, 4600 South Weber River Drive.

Members Present: Norm Searle, Mayor  
Don Hunt, Councilor  
Braden Mitchell, Councilor  
Michael Staten, Councilor  
Brent Ellis, Councilor  
Gary Griffiths, Councilor

Others Present: Larry Hansen, City Administrator; Steve Brooks, City Attorney;  
Michael Eggett, Community Development Director; Ember Herrick, City Recorder and no members of the public.

Mayor Searle welcomed the Council members stating for the record that all were in attendance and he asked for the Council's input about starting city work sessions with prayer. There was a brief discussion about the pros and cons and Mayor Searle asked the Council members to think about it for two weeks before making a determination at their next meeting on February 4, 2014.

Mayor Searle asked Councilor Staten to lead the pledge of allegiance.

Mayor Searle said he would like to modify the open communications format to allow Council members to ask clarifying questions of the petitioner so that staff will have more information and be better able to follow up. Mayor Searle said he doesn't want open communications to turn into a debate but he would like to acknowledge the comment and communicate to the petitioner that someone will follow up with them, when appropriate. Councilor Hunt said it would also be nice to set the record straight when inaccurate statements are made by a petitioner. City Attorney Steve Brooks said the Council shouldn't attempt to resolve problems not properly noticed on agendas and there is a process if a petitioner would like to get an action item on a Council agenda for consideration. Councilor Griffiths said agendas must be modified no later than 24 hours before the public meeting. Councilors Staten, Mitchell, and Ellis said the Chairperson communicating to the petitioner that someone will follow up with them is good customer service.

Mayor Searle asked for changes or corrections to the meeting minutes and none were noted. He said he has spoken with all the Council members and factored in their interest and seniority in recommending their appointments to the following committees:

Riverdale Senior Center Board Councilor Griffiths  
Communities That Care, Key Leader Board Councilor Mitchell  
Weber Mosquito Abatement District Board of Trustees Councilor Ellis  
Central Weber Sewer Improvement District Board of Trustees Mayor Searle

## Legislative Policy Committee Councilor Hunt

Mayor Searle said some members of the Council had questions about compensation for the different boards and he said the Weber Mosquito Abatement District Board of Trustees pays board members \$20 per meeting plus mileage. Mayor Searle said he will serve on the Central Weber Sewer Board because it is primarily composed of mayors and pays over \$300 a month before state and federal withholdings. He said if he appointed one Council member it could be interpreted as favoritism and to avoid the public perception that the mayor is being paid to serve on this board he has asked General Manager Lance Wood if the money he will earn for serving on the Sewer Board could be donated to the local charity like the Riverdale Veterans Advisory Group. Mayor Searle said he may choose a different charity like a local school to donate the money to each year. City Administrator Larry Hansen said the Riverdale Seniors have established a 501(c)3 designation to receive charitable donations. Councilor Hunt asked how many Mayors serve on the Sewer Board and Mayor Searle said the Mayors of 14 cities and some cities like Ogden that have established a different municipal government structure have two representatives. Councilor Mitchell said he has no problem with the Mayor appointing himself to a board if it is permitted in the bylaws. He asked Mr. Brooks if the seven consent items should be handled separately or in one vote and Mr. Brooks said it is at the Mayor and Council's discretion. Mayor Searle said he will ask for discussion on the different consent items but call for one vote. He asked for any questions about any of the consent items and Councilor Griffiths asked if the city has a representative serving on the Local Emergency Planning Committee (LEPC) and Mr. Hansen said Riverdale's Fire Chief Roger Bodily is Riverdale's Emergency Manager and he said he will confirm with him at this week's staff meeting that he is attending LEPC meetings.

Mayor Searle said he will be proposing Councilor Hunt continue as Mayor Pro-Tem, Kathy Eskelsen be reappointed to a four year term on the Planning Commission, and to ratify the Commission's recommendations that Blair Jones be Chairman and Steve Hilton Vice-Chairman of that body.

There being no further business to discuss, the Council adjourned at 6:00 p.m. to convene into their regular session.

February 4, 2014

Attest:

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Norm Searle, Mayor

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Ember Herrick, City Recorder



**RIVERDALE CITY COUNCIL AGENDA  
CIVIC CENTER - 4600 S. WEBER RIVER DR.  
TUESDAY –JANUARY 21, 2014**

Minutes of the **Regular Meeting** of the **Riverdale City Council** held Tuesday, **January 21, 2014** at 6:03 PM at the Riverdale Civic Center, 4600 South Weber River Drive.

Members Present: Norm Searle, Mayor  
Don Hunt, Councilor  
Braden Mitchell, Councilor  
Michael Staten, Councilor  
Brent Ellis, Councilor  
Gary Griffiths, Councilor

Others Present: Larry Hansen, City Administrator; Steve Brooks, City Attorney;  
Michael Eggett, Community Development Director; Lynn Fortie;  
Business Administrator; Ember Herrick, City Recorder and three  
members of the public David Leahy, Cody Hansen, and David  
Gailey.

**A. Welcome & Roll Call**

Mayor Burrows called the meeting to order and welcomed all in attendance including all Council members.

**B. Pledge of Allegiance**

Councilor Staten led the Pledge of Allegiance.

**C. Moment of Silence**

Mayor Searle read a quote from *Stand Up for Freedom: Teachings on Liberty* by Ezra Taft Benson former Secretary of Agriculture under President Eisenhower about the principal role of government. He said people are superior to government since God created people with certain unalienable rights and people created government to secure those rights and he reminded the Council their first duty is to serve the people they represent. Mayor Searle's quote was followed by a moment of silence when he asked everyone to remember our police officers, fire fighters, and U.S. military service members.

**D. Open Communications**

Mayor Searle invited any member of the public with questions or concerns to address the Council for approximately three minutes and there were none.

**E. Presentations and Reports**

Mayor Searle said the Riverdale Substance Abuse Court (RSAC) graduation is scheduled for Thursday, February 5, 2014 and he invited anyone with interest to attend. He said the Utah Legislature's Local Officials Day is January 29, 2014 and he invited all Council members to attend with the Riverdale Youth City Council. Mayor Searle said Council members can order a shirt with a city logo through Administrative Assistant Lynette Limburg.

City Administrator Larry Hansen gave a brief summary of the department, treasury and community development reports included in the packet and asked that any questions be directed to staff. He briefly reviewed the list of employees with anniversaries in January and noted that Public Works employee Kelly Rose has worked for Riverdale for 31 years and has announced his retirement as of April 1, 2014. Mr. Hansen briefly reviewed the staffing authorization plan and explained how it has been key to the success of his 2005 Action Plan. He noted that Riverdale is operating with 73 full-time equivalent employees with full time police, fire, and ambulance coverage.

Mayor Searle complimented the staff for their orientation of the new mayor and council members on Thursday, January 16, 2014 and he said that all the employees who presented commented on how much they love working for Riverdale City. He attributed staff's efficiency to the ability of the different departments to communicate and work together to provide services to the residents and businesses of Riverdale. Mayor Searle complimented Mr. Hansen for his leadership, job performance, and personal commitment and presented him with a service recognition award for his 15 years working for Riverdale City.

There were no questions about the Recorder's Report or the Community Development Report.

#### **F. Consent Items**

Mayor Searle asked if there were any changes to the January 7, 2014 meeting minutes and none were noted. He said he is proposing the appointment of the following Council members to serve on boards based on their interest and seniority:

Riverdale Senior Center Board Councilor Griffiths  
Communities That Care, Key Leader Board Councilor Mitchell  
Weber Mosquito Abatement District Board of Trustees Councilor Ellis  
Central Weber Sewer Improvement District Board of Trustees Mayor Searle  
Legislative Policy Committee Councilor Hunt

According to Mayor Searle, Councilor Staten already represents Riverdale at Weber County Trails meetings along with Public Works Director Shawn Douglas to discuss bike paths and trails. Mayor Searle said he also currently serves on the Weber Area Council of Governments (WACOG), the Weber Chamber of Commerce Transportation Committee, Weber Pathways, and as an alternate on the Wasatch Front Regional Council (WFRC).

Mayor Searle said a new bridge was installed on Thursday, January 16, 2014 to connect Riverdale's trail on the south end to Uintah and the Adams Parkway Trail.

Mayor Searle said the next two consent items are consideration of the reappointment of City Treasurer Lynn Fortie and City Recorder Ember Herrick for two year terms through January 31, 2016. He asked for discussion on any of the consent items to this point and none were noted.

Mayor Searle said he is proposing Councilor Hunt continue to serve as Riverdale's Mayor Pro Tem but he has yet to select someone to finish Councilor Ellis' term on the Planning Commission and would like to defer this consent item until the next Council meeting. Mayor Searle said he reviewed staff research and has determined Riverdale's Planning Commission will continue with seven members if Community Development Director Michael Eggett has no objections and Mr. Eggett said there are pros and cons to five and seven member committees but he is happy to work with both. Mr. Eggett said Commissioner Kathy Eskelsen has done a wonderful job serving on the Planning Commission bringing a unique, analytical perspective to the Commission and a positive energy to the body. He commended her on her ability to ask developers tough questions and respectfully articulate her concerns and he said she has been an asset to the Planning Commission and he recommends her reappointment for another four year term.

Mr. Eggett said at the January 14, 2014 Planning Commission meeting Blair Jones was nominated as the new Chairman and Steve Hilton as the new Vice-Chairman by unanimous consent and he said staff supports this recommendation. Councilor Ellis said Commissioners Jones and Hilton will do an excellent job and will bring experience and strong leadership to the Planning Commission. Councilor Staten says he supports the Planning Commission and feels these two appointees will do a great job.

**Motion:** Councilor Hunt moved to approve the consent items. Councilor Mitchell seconded the motion.

Mayor Searle asked for discussion on the motion and Councilor Griffiths stated he would like separate votes on each of the consent items. Mayor Searle called for a roll call vote.

**Roll Call Vote:** Councilor Hunt, aye; Councilor Griffiths, nay; Councilor Staten, aye; Councilor Mitchell, aye; and Councilor Ellis, aye. The motion passed with four in favor and one opposed.

#### **G. Action Items**

None.

#### **H. Discretionary Items**

Mayor Searle asked if there were any discretionary items and Councilor Ellis said he and the Mayor met with local historian Gary Boatright Jr. to discuss Riverdale's Historical Preservation Project and involving interested members of the community in an ad hoc committee to write historical summaries for the historical markers proposed along Riverdale's river trail. Councilor Ellis said the markers will have more visibility along the trail as many of the actual sites have been developed and he said Mr. Boatright also suggested a comprehensive history of Riverdale at both trailheads. Mr. Hansen asked how many people Councilor Ellis is proposing for his ad hoc committee and Councilor Ellis said five or six depending on interest and he said he has written something for the February newsletter. Mr. Hansen said the newsletter article should help Councilor Ellis see how much interest there is and if an ad hoc committee would be appropriate the Council could vote on that proposal at their March 4, 2014 meeting. Mayor Searle asked

about the cost of the markers and the amount the Council had appropriated in their budget for the current fiscal year and Mr. Hansen said he would get the exact numbers to the Council.

Councilor Staten said after 18 months the Riverdale Bike/Pedestrian Ad Hoc Committee has been disbanded as directed by the Council at the February 23, 2013 Strategic Planning Meeting with the completion of a plan to make the city more bike and pedestrian friendly. Councilor Staten said the plan which has been submitted to the Mayor and city staff includes short and long term projects including a proposal to stripe some streets and add some signs and trail amenities for \$70,000, which is less than the Council budgeted for new pickleball courts. Councilor Staten said he has been attending Weber County Trails meetings along with city staff where different cities and agencies discuss the projects they are working on. According to Councilor Staten, at the last meeting the Utah Department of Transportation (UDOT) discussed how their agency is working to make roads more transportation friendly to all modes of travel. Councilor Staten said Weber County Trails is working on a regional map of projects and with Council consensus his report recommendations could be included on that map. He said he would also like to see a Riverdale Bike/Pedestrian Advisory Group created to help implement the report's recommendations. He asked for any questions from the Council and there were none. Mayor Searle thanked Councilor Staten for his work on the committee and the report.

Councilor Mitchell asked Councilor Griffiths to share his snow removal expertise with Riverdale's Public Works Department. Councilor Griffiths said he plans to meet with the city's snowplow operators to show them a "V" cut on approaches to make it easier for residents to shovel their driveways and his snow book.

Councilor Hunt asked about a proposal the Council previously considered to use RDA funds to assist a resident who lives in one of the city's mobile home parks to repair a hazard on his porch. Mr. Hansen said Riverdale's Building Official Jeff Woody has been working with the petitioner and making calls to see if the materials and labor can be donated and if assistance from other agencies has been exhausted. Mr. Hansen said he will keep the Council updated.

There were no additional discretionary items.

**Adjournment:**

With no further business to come before the Council at this time, Councilor Staten moved to adjourn the meeting. Councilor Mitchell seconded the motion. The motion passed unanimously. The meeting adjourned at approximately 6:47 p.m.

Approved: February 4, 2014

Attest:

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Norm Searle, Mayor

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Ember Herrick, City Recorder

**RIVERDALE CITY  
CITY COUNCIL AGENDA  
February 4, 2014**

**AGENDA ITEM: F2**

**SUBJECT:** Consideration of appointment of a new member to finish Brent Ellis'  
Planning Commission term through January 31, 2016

**PETITIONER:** Mayor

**ACTION REQUESTED BY PETITIONER:** Consideration of appointment of a  
new member to finish Brent Ellis'  
Planning Commission term through  
January 31, 2016

**INFORMATION:** To be discussed at the meeting

**[BACK TO AGENDA](#)**

**RIVERDALE CITY  
CITY COUNCIL AGENDA  
February 4, 2014**

**AGENDA ITEM: G1**

**SUBJECT:** Consideration of Ordinance 850 adopting proposed amendments to RCC 10-10A-3F Special Regulations

**PETITIONER:** Community Development

**ACTION REQUESTED BY PETITIONER:** Consideration of Ordinance 850 adopting proposed amendments to RCC 10-10A-3F Special Regulations

**INFORMATION:**

[Executive Summary](#)

[Draft Planning Commission Meeting Minutes January 28, 2014](#)

[Notice Public Hearing](#)

[Ordinance 850 with proposed amendment to RCC 10-10A-3](#)

**[BACK TO AGENDA](#)**



## City Council Executive Summary

For the City Council meeting on: 2-4-2014

Petitioner: Riverdale City - Community Development

### Summary of Proposed Action

Consider City Council approval, approval with alterations, or non-approval of proposed amendments to 10-10A-3F "Special Regulations" in the Commercial Zones of the Riverdale City Code. Please see the attached documentation in order to review the proposed amendments to this section of the City Code.

### Title 10 Ordinance Guidelines (Code Reference)

Recently, the City has received application for a business to provide consumer loan services to clientele within the City. These types of consumer loans operations are not bank affiliated and therefore not regulated by FDIC standards for insurance purposes. This being the case, City staff has discussed the potential need to re-evaluate these services for inclusion to Section 10-10A-3F of the City Code as outlined on the attached documentation.

Section 10-10A-3E and 3F of the City Code states as follows:

- E. Check Cashing, Payday Loan, Title Loan And Pawnshop Businesses: Check cashing, payday loan, title loan and pawnshop businesses are allowed as a conditional use only in the C-3 zone. The C-1, C-2 zones, planned commercial zones, manufacturing zones, planned manufacturing zones, retail/commercial overlay zone, mixed use zone, office park zone, low impact transition overlay zone and the landmark development zone are expressly prohibited from having these uses.
- F. Limit Based On Population: Payday loan/check cashing/title loans/pawnshops/gold buyers, no more than one of each for every four thousand (4,000) residents (payday loan and check cashing are classified as being the same). Retail jewelry stores that do manufacturing repair and buying metal and stones are exempt from this section.

The proposed amendment adds "consumer loans" as a category within this section and also adds "consumer loans" to the statement, "(payday loan and check cashing are classified as being the same)".

A public hearing with the Planning Commission, regarding the proposed amendments, was held at the last meeting and the Planning Commission has reviewed these amendments. At the conclusion of the Planning Commission discussion regarding the proposed amendments, the Planning Commission unanimously supported a recommendation that the City Council approve these amendments to this section of the Riverdale City Code with the addition of language clarifying that "consumer loans", in this section of the Code, be defined as "non FDIC insured organizations".

City staff recommends that the City Council review the provided information and a make a motion in support of (with potential amendments) or no support of the proposed amendments to 10-10A-3F of the Riverdale City Code.

General Plan Guidance (Section Reference)

Legal Comments - City Attorney

Good



Steve Brooks, Attorney

Administrative Comments - City Administrator

Agree with staff and Planning Commission



Larry Hansen, City Administrator



# Riverdale City

Minutes of the **Regular Meeting** of the **Riverdale City Planning Commission** held Tuesday, **January 28, 2014 at 6:31 p.m.** at the Riverdale Civic Center, 4600 South Weber River Drive.

Members Present: Blair Jones, Chairman  
Kathy Eskelsen, Commissioner  
David Gailey, Commissioner  
Michael Roubinet, Commissioner  
Steve Hilton, Commissioner

Members Excused: Lori Fleming, Commissioner

Others Present: Michael Eggett, Community Development Director; Ember Herrick, City Recorder and one member of the public Rodney Banks.

## **E. Action Items**

### **2. a. Public hearing to receive and consider public comment on a proposed amendment to RCC 10-10A-3F Special Regulations**

Chairman Jones opened the public hearing and noted there are no members of the public present to comment.

**Motion:** Commissioner Hilton moved to close the public hearing. Commissioner Eskelsen seconded the motion.

Chairman Jones asked for discussion on the motion and there was none.

**Call the Question:** The motion passed unanimously.

### **b. Consideration of Ordinance 850 adopting proposed amendments to RCC 10-10A-3F Special Regulations**

Chairman Jones said the next item on the agenda is a public hearing to consider a proposed amendment to Riverdale City Code (RCC) 10-10A-3F Special Regulations. Mr. Eggett said the proposed amendment will add consumer loans to the list of businesses under special regulations including payday and check cashing, title loans, pawnshops and gold buyers.

Commissioner Gailey said Riverdale allows only one of each type of these businesses for every 4,000 residents so with a current population of 8,500 there will only be two businesses within the consumer loan category allowed in Riverdale.

**Motion:** Commissioner Hilton moved to forward the proposed amendments to RCC 10-10A-3F Special Regulations to the City Council with a favorable recommendation, noting that this limitation applies to consumer loans that are not FDIC insured. Commissioner Eskelsen seconded the motion.

Chairman Jones asked for discussion on the motion and there was none.

**Call the Question:** The motion passed unanimously.



**Riverdale**  
City

Administrative Offices  
4600 So. Weber River Drive  
Riverdale, Utah 84405

January 15, 2014

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# Notice of Public Hearing

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Riverdale City Planning Commission

Tuesday, January 28, 2014  
Which begins at 6:30 p.m.

Riverdale Civic Center  
4600 South Weber River Drive  
Riverdale, Utah

The Riverdale City Planning Commission will hold a public hearing to receive and consider public comment on proposed amendments to Introduction Section of the General Plan, RCC 10-2-2 Definitions, 10-10A-3 Special Regulations. The proposed language can be viewed at [www.riverdalecity.com](http://www.riverdalecity.com).

- The public is invited to attend all public meetings.
- In compliance with the Americans with Disabilities Act, persons who have need of special accommodations should contact the City Recorder at 394-5541.

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OGDEN UT 84412-2790

ORDER CONFIRMATION

Salesperson: LEGALS

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Acct #: 100310

Ad #: 542005

Status: N

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4600 S WEBER RIVER DR  
RIVERDALE UT 84405-3782

Start: 01/18/2014 Stop: 01/18/2014  
Times Ord: 1 Times Run: \*\*\*  
LEGL 2.00 X 16.00 Words: 86  
Total LEGL 32.00  
Class: 30090 LEGALS  
Rate: LEGAL Cost: 59.13  
# Affidavits: 1

Contact: EMBER HERRICK  
Phone: (801)394-5541ext  
Fax#: (801)399-5784ext  
Email: @riverdalecity.com  
Agency:

Ad Descript: HEARING 1/28  
Given by: EMAIL EMBER HERRICK  
Created: dmail 01/16/14 09:54  
Last Changed: dmail 01/16/14 09:55

PUB ZONE ED TP START INS STOP SMTWTFS  
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AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Name (print or type)

Name (signature)

PUBLIC NOTICE

Riverdale City gives notice that on Tuesday, January 28, 2014, the Riverdale City Planning Commission will hold a public hearing to receive and consider public comment on proposed amendments to Introduction Section of the General Plan, RCC 10-2-2 Definitions, 10-10A-3 Special Regulations, 10-21 Subdivisions, 10-25-7 Improvements. The proposed language can be viewed at [www.riverdalecity.com](http://www.riverdalecity.com). The meeting will begin at 6:30 p.m. at the Riverdale Civic Center, located at 4600 South Weber River Drive Riverdale, Utah. Public comment is invited.

Pub.: January 18, 2014.

542005



ORDINANCE NO. 850

AN ORDINANCE OF RIVERDALE CITY AMENDING TITLE 10, CHAPTER 10, ARTICLE A, COMMERCIAL ZONES (C-1, C-2, C-3), SECTION 3 LANGUAGE CHANGES UNDER SPECIAL REGULATIONS TO BETTER CLARIFY THE INTENT AND PURPOSE OF SAID SECTION, PROVIDE FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, Riverdale City (hereafter "City") is a municipal corporation, duly organized and existing under the laws of the State of Utah; and

WHEREAS, Utah Code Annotated 10-3-702 empowers municipalities of the state to enact all ordinances and rules that they consider necessary to regulate, require, prohibit, govern, control or supervise any activity, business, conduct or condition authorized by act or any other provision of law within the municipality; and

WHEREAS, from time to time it becomes necessary to review, update and/or clarify a part or parts of the Riverdale City Code in order to maintain uniformity, clarity and to continue conducting city operations in manner that is both informative and professional for the citizens, guests and visitors of the City; and

WHEREAS, recent inquiries or requests made to the City have necessitated that changes be made in the Code in order to be informative, uniform and consistent; and

WHEREAS, the Riverdale City Planning Commission reviewed the proposed amendments and received all competent evidence offered in support of and in opposition to said proposal in a lawful open meeting and it appearing that the proposed amendments are in accord with the City's comprehensive plan and/or goals or desires and will promote better health, safety and general welfare of the community, said Planning Commission recommended adoption of said amendments to the City Council; and

WHEREAS, it appearing that the proposed amendments are in accord with the City's Plan, goals or desires and will promote health, safety, understanding and the general welfare of the community, therefore the Riverdale City Council finds it to be in the best interest of the City;

NOW, THEREFORE, BE IT HEREBY ORDAINED AND ENACTED BY THE CITY COUNCIL OF THE CITY OF RIVERDALE:

Amendments. That the attached amendments be hereby amended as outlined in Exhibit A (attached hereto and incorporated by reference), shall read as set forth therein and be hereby incorporated and adopted into the City Code where indicated in said attachment and said updates shall replace currently existing portions in conflict therewith and, along with any and all unchanged portions of the currently existing Code, shall be known as the Riverdale City Code and be on file in the Riverdale City Recorder's Office and readily available for public inspection.

**Severability.** If any provision of this ordinance is declared invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

**Conflicts.** All ordinances or parts of ordinances conflicting with the provisions of this ordinance are hereby repealed.

**Application.** This ordinance shall take effect immediately upon its adoption and posting.

PASSED, ADOPTED AND ORDERED POSTED this 4<sup>th</sup> day of February, 2014.

---

Norm Searle, Mayor

Attest:

---

Ember Herrick, City Recorder

Exhibit A

**10-10A-3: SPECIAL REGULATIONS:**

F. Limit Based On Population: Payday loan/check cashing/consumer loans/title loans/pawnshops/gold buyers, no more than one of each for every four thousand (4,000) residents (payday loan, check cashing and consumer loans are classified as being the same. Consumer loans, for the purposes of this section, are defined as unsecured loans provided by a non-FDIC insured organization to a consumer. Retail jewelry stores that do manufacturing repair and buying metal and stones are exempt from this section.

**RIVERDALE CITY  
CITY COUNCIL AGENDA  
February 4, 2014**

**AGENDA ITEM: G2**

**SUBJECT:** Consideration of Ordinance 851 adopting proposed amendments to RCC  
10-10-2 Definitions

**PETITIONER:** Community Development

**ACTION REQUESTED BY PETITIONER:** Consideration of Ordinance 851  
adopting proposed amendments to  
RCC 10-10-2 Definitions

**INFORMATION:**

[Executive Summary](#)

[Draft Planning Commission Meeting Minutes January 28, 2014](#)

[Notice Public Hearing](#)

[Ordinance 851 with proposed amendment to RCC 10-2-2](#)

**[BACK TO AGENDA](#)**



## City Council Executive Summary

For the City Council meeting on: 2-4-2014

Petitioner: Riverdale City - Community Development

### Summary of Proposed Action

Consider City Council approval, approval with alterations, or non-approval of proposed amendments to 10-10-2 "Definitions" of the Riverdale City Code, specifically the definition of "family". Please see the attached documentation in order to review the proposed amendments to this section of the City Code.

### Title 10 Ordinance Guidelines (Code Reference)

A staff review of changes to the Utah State Code, associated with land use law, has revealed that a section of City Code is in conflict with the Utah State Code. Specifically, there is a conflict with the Utah State Code's definition of family (as found in 10-9a-505.5 "limit on single family designation") and the definition of "family" in Riverdale City Code 10-10-2. This being the case, City staff has discussed the potential need to amend Section 10-10-2 of the City Code as outlined in the attached documentation.

The definition of family in Section 10-10-2 of the City Code states as follows:

FAMILY: A. One or more persons related by blood, marriage, adoption, or legal guardianship, including foster children, living together as a single housekeeping unit in a dwelling unit; or

B. A group of not more than three (3) persons not related by blood, marriage, adoption, or legal guardianship living together as a single housekeeping unit in a dwelling unit; or

C. Two (2) unrelated persons and their children living together as a single housekeeping unit in a dwelling unit.

The term "family" shall not be construed to mean a club, group home, transitional victim home, substance abuse home, transitional home (all types), a lodge or a fraternity/sorority house.

In an effort to bring the Riverdale City Code into compliance with Utah State Code, the proposed amendment amends item B. of "Family" to state, "A group of not more than four (4) persons not related by blood, marriage, adoption, or legal guardianship living together as a single housekeeping unit in a dwelling unit".

A public hearing with the Planning Commission, regarding the proposed amendments, was held during the last meeting and the Planning Commission has reviewed these amendments. At the conclusion of the Planning Commission discussion regarding the proposed amendments, the Planning Commission unanimously supported a recommendation that the City Council approve these amendments to this section of the Riverdale City Code.

City staff recommends that the City Council review the provided information and make a motion in support of (with potential amendments) or no support of the proposed amendments to 10-10-2 of the Riverdale City Code.

General Plan Guidance (Section Reference)

Legal Comments - City Attorney

*Needed change*



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Steve Brooks, Attorney

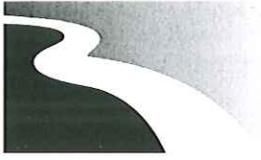
Administrative Comments - City Administrator

*Agree per staff and Planning Commission*



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Larry Hansen, City Administrator



# Riverdale City

Minutes of the **Regular Meeting** of the **Riverdale City Planning Commission** held Tuesday, **January 28, 2014 at 6:31 p.m.** at the Riverdale Civic Center, 4600 South Weber River Drive.

Members Present: Blair Jones, Chairman  
Kathy Eskelsen, Commissioner  
David Gailey, Commissioner  
Michael Roubinet, Commissioner  
Steve Hilton, Commissioner

Members Excused: Lori Fleming, Commissioner

Others Present: Michael Eggett, Community Development Director; Ember Herrick, City Recorder and one member of the public Rodney Banks.

## **E. Action Items**

### **3. a. Public hearing to receive and consider public comment on a proposed amendment to RCC 10-10-2 Definitions**

Chairman Jones opened the public hearing and noted there are no members of the public present to comment.

**Motion:** Commissioner Gailey moved to close the public hearing. Commissioner Eskelsen seconded the motion.

Chairman Jones asked for discussion on the motion and there was none.

**Call the Question:** The motion passed unanimously.

### **b. Consideration of Ordinance 851 adopting proposed amendments to RCC 10-10-2 Definitions**

Chairman Jones said the next item on the agenda is a public hearing to consider a proposed amendment to Riverdale City Code (RCC) 10-10-2 Definitions. Mr. Eggett said this proposed amendment is the result of staff's review of Utah State Code and efforts to bring Riverdale's definition of a family into compliance with the state's definition by changing it from three to four persons not related by blood, marriage, adoption or legal guardianship.

**Motion:** Commissioner Hilton moved to forward the proposed amendments to RCC 10-10-2 Definitions to the City Council with a favorable recommendation. Commissioner Roubinet seconded the motion.

Chairman Jones asked for discussion on the motion and there was none.

**Call the Question:** The motion passed unanimously.



**Riverdale**  
City

Administrative Offices  
4600 So. Weber River Drive  
Riverdale, Utah 84405

January 15, 2014

---

# Notice of Public Hearing

---

Riverdale City Planning Commission

Tuesday, January 28, 2014

Which begins at 6:30 p.m.

Riverdale Civic Center  
4600 South Weber River Drive  
Riverdale, Utah

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- The public is invited to attend all public meetings.
- In compliance with the Americans with Disabilities Act, persons who have need of special accommodations should contact the City Recorder at 394-5541.

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PO BOX 12790  
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ORDER CONFIRMATION

Salesperson: LEGALS

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Ad #: 542005

Status: N

RIVERDALE CITY CORP  
4600 S WEBER RIVER DR  
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Start: 01/18/2014 Stop: 01/18/2014  
Times Ord: 1 Times Run: \*\*\*  
LEGL 2.00 X 16.00 Words: 86

Total LEGL 32.00

Class: 30090 LEGALS

Rate: LEGAL Cost: 59.13

# Affidavits: 1

Contact: EMBER HERRICK  
Phone: (801)394-5541ext  
Fax#: (801)399-5784ext  
Email: @riverdalecity.com  
Agency:

Ad Descrpt: HEARING 1/28  
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Created: dmail 01/16/14 09:54  
Last Changed: dmail 01/16/14 09:55

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AUTHORIZATION

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\_\_\_\_\_  
Name (print or type)

\_\_\_\_\_  
Name (signature)

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Pub: January 18, 2014.

542005

## 10-2-2: DEFINITIONS:

### FAMILY:

A. One or more persons related by blood, marriage, adoption, or legal guardianship, including foster children, living together as a single housekeeping unit in a dwelling unit; or

B. A group of not more than ~~three (3)~~ four (4) persons not related by blood, marriage, adoption, or legal guardianship living together as a single housekeeping unit in a dwelling unit; or

C. Two (2) unrelated persons and their children living together as a single housekeeping unit in a dwelling unit.

The term "family" shall not be construed to mean a club, group home, transitional victim home, substance abuse home, transitional home (all types), a lodge or a fraternity/sorority house.

### Reasoning for Proposed Change

Utah State Code "10-9a-505.5 Limit on single family designation" states the following:

#### **10-9a-505.5. Limit on single family designation.**

(1) As used in this section, "single-family limit" means the number of unrelated individuals allowed to occupy each residential unit that is recognized by a land use authority in a zone permitting occupancy by a single family.

(2) A municipality may not adopt a single-family limit that is less than:

(a) three, if the municipality has within its boundary:

(i) a state university; or

(ii) a private university with a student population of at least 20,000; or

(b) four, for each other municipality.

Amended by Chapter 172, 2012 General Session



ORDINANCE NO. 851

AN ORDINANCE OF RIVERDALE CITY AMENDING TITLE 10, CHAPTER 2, SECTION 2 LANGUAGE CHANGES UNDER DEFINITIONS TO BETTER CLARIFY THE INTENT AND PURPOSE OF SAID SECTION, PROVIDE FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, Riverdale City (hereafter "City") is a municipal corporation, duly organized and existing under the laws of the State of Utah; and

WHEREAS, Utah Code Annotated 10-3-702 empowers municipalities of the state to enact all ordinances and rules that they consider necessary to regulate, require, prohibit, govern, control or supervise any activity, business, conduct or condition authorized by act or any other provision of law within the municipality; and

WHEREAS, from time to time it becomes necessary to review, update and/or clarify a part or parts of the Riverdale City Code in order to maintain uniformity, clarity and to continue conducting city operations in manner that is both informative and professional for the citizens, guests and visitors of the City; and

WHEREAS, recent inquiries or requests made to the City have necessitated that changes be made in the Code in order to be informative, uniform and consistent; and

WHEREAS, the Riverdale City Planning Commission reviewed the proposed amendments and received all competent evidence offered in support of and in opposition to said proposal in a lawful open meeting and it appearing that the proposed amendments are in accord with the City's comprehensive plan and/or goals or desires and will promote better health, safety and general welfare of the community, said Planning Commission recommended adoption of said amendments to the City Council; and

WHEREAS, it appearing that the proposed amendments are in accord with the City's Plan, goals or desires and will promote health, safety, understanding and the general welfare of the community, therefore the Riverdale City Council finds it to be in the best interest of the City;

NOW, THEREFORE, BE IT HEREBY ORDAINED AND ENACTED BY THE CITY COUNCIL OF THE CITY OF RIVERDALE:

Amendments. That the attached amendments be hereby amended as outlined in Exhibit A (attached hereto and incorporated by reference), shall read as set forth therein and be hereby incorporated and adopted into the City Code where indicated in said attachment and said updates shall replace currently existing portions in conflict therewith and, along with any and all unchanged portions of the currently existing Code, shall be known as the Riverdale City Code and be on file in the Riverdale City Recorder's Office and readily available for public inspection.

**Severability.** If any provision of this ordinance is declared invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

**Conflicts.** All ordinances or parts of ordinances conflicting with the provisions of this ordinance are hereby repealed.

**Application.** This ordinance shall take effect immediately upon its adoption and posting.

**PASSED, ADOPTED AND ORDERED POSTED** this 4<sup>th</sup> day of February, 2014.

---

Norm Searle, Mayor

Attest:

---

Ember Herrick, City Recorder

## Exhibit A

### 10-2-2: DEFINITIONS

FAMILY: A. One or more persons related by blood, marriage, adoption, or legal guardianship, including foster children, living together as a single housekeeping unit in a dwelling unit; or

B. A group of not more than ~~three (3)~~ four (4) persons not related by blood, marriage, adoption, or legal guardianship living together as a single housekeeping unit in a dwelling unit; or

C. Two (2) unrelated persons and their children living together as a single housekeeping unit in a dwelling unit.

The term "family" shall not be construed to mean a club, group home, transitional victim home, substance abuse home, transitional home (all types), a lodge or a fraternity/sorority house.

**RIVERDALE CITY  
CITY COUNCIL AGENDA  
February 4, 2014**

**AGENDA ITEM: G3**

**SUBJECT:** Consideration of recommendation on Resolution 2014-1 adopting proposed amendments to the Introduction section of the General Plan

**PETITIONER:** Community Development

**ACTION REQUESTED BY PETITIONER:** Consideration of recommendation on Resolution 2014-1 adopting proposed amendments to the Introduction section of the General Plan

**INFORMATION:**

[Executive Summary](#)

[Draft Planning Commission Meeting Minutes January 28, 2014](#)

[Notice Public Hearing with marked up proposed changes to the Introduction section of Riverdale's General Plan](#)

[Resolution 2014-1 with clean copy incorporating in the proposed changes to the Introduction section of Riverdale's General Plan](#)

**[BACK TO AGENDA](#)**



City Council  
Executive Summary

For the City Council meeting on: 2-4-2014

Petitioner: Riverdale City - Community Development  
and Other Respective City Departments

Summary of Proposed Action

Consider approval of proposed General Plan Amendments to the Introduction section of the Riverdale City General Plan. Please see the attached documentation in order to review the proposed amendments to the General Plan. City staff is seeking a decision for the approval (with any desired amendments) or non-approval of the proposed amendments to the Introduction section of the City's General Plan.

Title 10 Ordinance Guidelines (Code Reference)

General Plan Guidance (Section Reference)

Over the last year, the Community Development Department, in conjunction with the Public Works and Community Services Departments, have been working on a comprehensive review and revisions to the Riverdale City General Plan.

A review of the attached documents outlines changes that have been suggested by City Departments as they relate to the introductory section of Riverdale's General Plan. A comprehensive analysis was carried out by participating departments to update and verify the correctness of this section.

This matter has also had a public hearing with the Planning Commission regarding the proposed amendments and the Planning Commission has reviewed these amendments. At the conclusion of the Planning Commission discussion regarding these proposed amendments, the Planning Commission unanimously supported a recommendation that the City Council approve these amendments to the Introduction section of the Riverdale City General Plan.

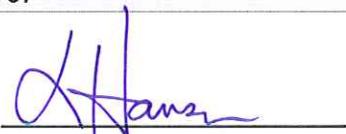
Departmental staff is proposing that the City Council review the proposed amendments and approve (with any desired amendments) or not approve the proposed changes to the Introduction section of the City's General Plan.

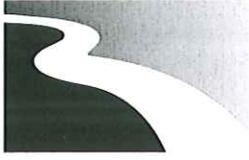
Legal Comments - City Attorney

  
Steve Brooks, Attorney

Administrative Comments - City Administrator

*Agree per staff and Planning Commission.*

  
Larry Hansen, City Administrator



# Riverdale City

Minutes of the **Regular Meeting** of the **Riverdale City Planning Commission** held Tuesday, **January 28, 2014 at 6:31 p.m.** at the Riverdale Civic Center, 4600 South Weber River Drive.

Members Present: Blair Jones, Chairman  
Kathy Eskelsen, Commissioner  
David Gailey, Commissioner  
Michael Roubinet, Commissioner  
Steve Hilton, Commissioner

Members Excused: Lori Fleming, Commissioner

Others Present: Michael Eggett, Community Development Director; Ember Herrick, City Recorder and one member of the public Rodney Banks.

## **E. Action Items**

### **4. a. Public hearing to receive and consider public comment on proposed amendments to the Introduction section of the General Plan**

Chairman Jones opened the public hearing and noted there are no members of the public present to comment.

**Motion:** Commissioner Roubinet moved to close the public hearing.  
Commissioner Eskelsen seconded the motion.

Chairman Jones asked for discussion on the motion and there was none.

**Call the Question:** The motion passed unanimously.

### **b. Consideration of recommendation on Resolution 2014-1 adopting proposed amendments to the Introduction section of the General Plan**

Chairman Jones said the next item on the agenda is a public hearing to consider a proposed amendment to the introduction section of Riverdale's General Plan. Mr. Eggett said over the course of the last year staff and the Planning Commission have updated all of Riverdale's General Plan except the zoning section. He said the introduction section being considered tonight has been reviewed by all the department heads and staff changes and updates were included in the packet and are recommended for adoption if there are no changes from members of the Planning Commission.

**Motion:** Commissioner Gailey moved to forward the proposed amendments to the Introduction section of the General Plan to the City Council with a favorable recommendation. Commissioner Eskelsen seconded the motion.

Chairman Jones asked for discussion on the motion and there was none.

**Call the Question:** The motion passed unanimously.



January 15, 2014

# Notice of Public Hearing

Riverdale City Planning Commission

Tuesday, January 28, 2014  
Which begins at 6:30 p.m.

Riverdale Civic Center  
4600 South Weber River Drive  
Riverdale, Utah

The Riverdale City Planning Commission will hold a public hearing to receive and consider public comment on proposed amendments to Introduction Section of the General Plan, RCC 10-2-2 Definitions, 10-10A-3 Special Regulations. The proposed language can be viewed at [www.riverdalecity.com](http://www.riverdalecity.com).

- The public is invited to attend all public meetings.
- In compliance with the Americans with Disabilities Act, persons who have need of special accommodations should contact the City Recorder at 394-5541.

January 15, 2014

TO: Standard Examiner Legal Notices

**PUBLIC NOTICE**

Riverdale City gives notice that on Tuesday, January 28, 2014, the Riverdale City Planning Commission will hold a public hearing to receive and consider public comment on proposed amendments to Introduction Section of the General Plan, RCC 10-2-2 Definitions, 10-10A-3 Special Regulations. The proposed language can be viewed at [www.riverdalecity.com](http://www.riverdalecity.com). The meeting will begin at 6:30 p.m. at the Riverdale Civic Center, located at 4600 South Weber River Drive Riverdale, Utah. Public comment is invited.

Publish one time on or before Saturday, January 18, 2014.

**PROOF OF PUBLICATION REQUIRED**

Please acknowledge receipt of notice by return fax or e-mail to:

Ember Herrick  
Riverdale City Recorder  
Fax: 801-399-5784  
Phone: 801-394-5541 ext 1232  
[eherrick@riverdalecity.com](mailto:eherrick@riverdalecity.com)

OGDEN PUBLISHING CORP  
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OGDEN UT 84412-2790

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RIVERDALE UT 84405-3782

Start: 01/18/2014 Stop: 01/18/2014  
Times Ord: 1 Times Run: \*\*\*  
LEGL 2.00 X 16.00 Words: 86  
Total LEGL 32.00  
Class: 30090 LEGALS  
Rate: LEGAL Cost: 59.13  
# Affidavits: 1

Contact: EMBER HERRICK  
Phone: (801)394-5541ext  
Fax#: (801)399-5784ext  
Email: @riverdalecity.com  
Agency:

Ad Descrpt: HEARING 1/28  
Given by: EMAIL EMBER HERRICK  
Created: dmail 01/16/14 09:54  
Last Changed: dmail 01/16/14 09:55

PUB	ZONE	ED	TP	START	INS	STOP	SMTWTFS
SE	A	97	W	01/18/14	1	01/18/14	SMTWTFS

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

\_\_\_\_\_  
Name (print or type)

\_\_\_\_\_  
Name (signature)

**PUBLIC NOTICE**

Riverdale City gives notice that on Tuesday, January 28, 2014, the Riverdale City Planning Commission will hold a public hearing to receive and consider public comment on proposed amendments to Introduction Section of the General Plan, RCC 10-2-2 Definitions, 10-10A-3 Special Regulations, 10-21 Subdivisions, 10-25-7 Improvements. The proposed language can be viewed at [www.riverdalecity.com](http://www.riverdalecity.com). The meeting will begin at 6:30 p.m. at the Riverdale Civic Center, located at 4600 South Weber River Drive Riverdale, Utah. Public comment is invited.

Pub.: January 18, 2014.

542005

## BACKGROUND

### HISTORY

Riverdale is situated immediately southwest of Ogden City. It was once called Stringtown because of its straggling character, the first houses being built mainly along a single road in a long string southwest of Ogden. It was also known as Jack Thompson's Settlement for John G. Thompson, an early settler. ~~Later it was called~~ South Weber and ~~still later it was known as~~ Union; but when a post office was established the name was changed to the present day Riverdale.

The first recorded settler ~~arrived in 1850 in this community was~~ James Graham. ~~He~~ laid claim to and farmed all the land between Uintah and Wilson Lane ~~and farmed as early as 1850~~. The pioneer settlers dug a canal, ~~taking diverting~~ water ~~out of from~~ the Weber River near the eastern bend ~~for the purpose of to~~ irrigating the ~~bottom lands~~ low lying land in Riverdale which they discovered was fertile, productive soil ideal for growing. ~~They found the soil very productive. By irrigating they raised good crops of~~ hay, potatoes, vegetables, fruits, berries, and sugar beets.

~~Riverdale has transformed from a primarily agricultural community to a thriving residential and commercial center.~~ Riverdale was incorporated March 4, 1946, and ~~became is~~ a third fifth class city ~~on July 7, 1956~~. Since that time Riverdale has transformed from a primarily agricultural community to a thriving residential and commercial center. See Figure 1 - Riverdale Region.

### REGIONAL CONTEXT

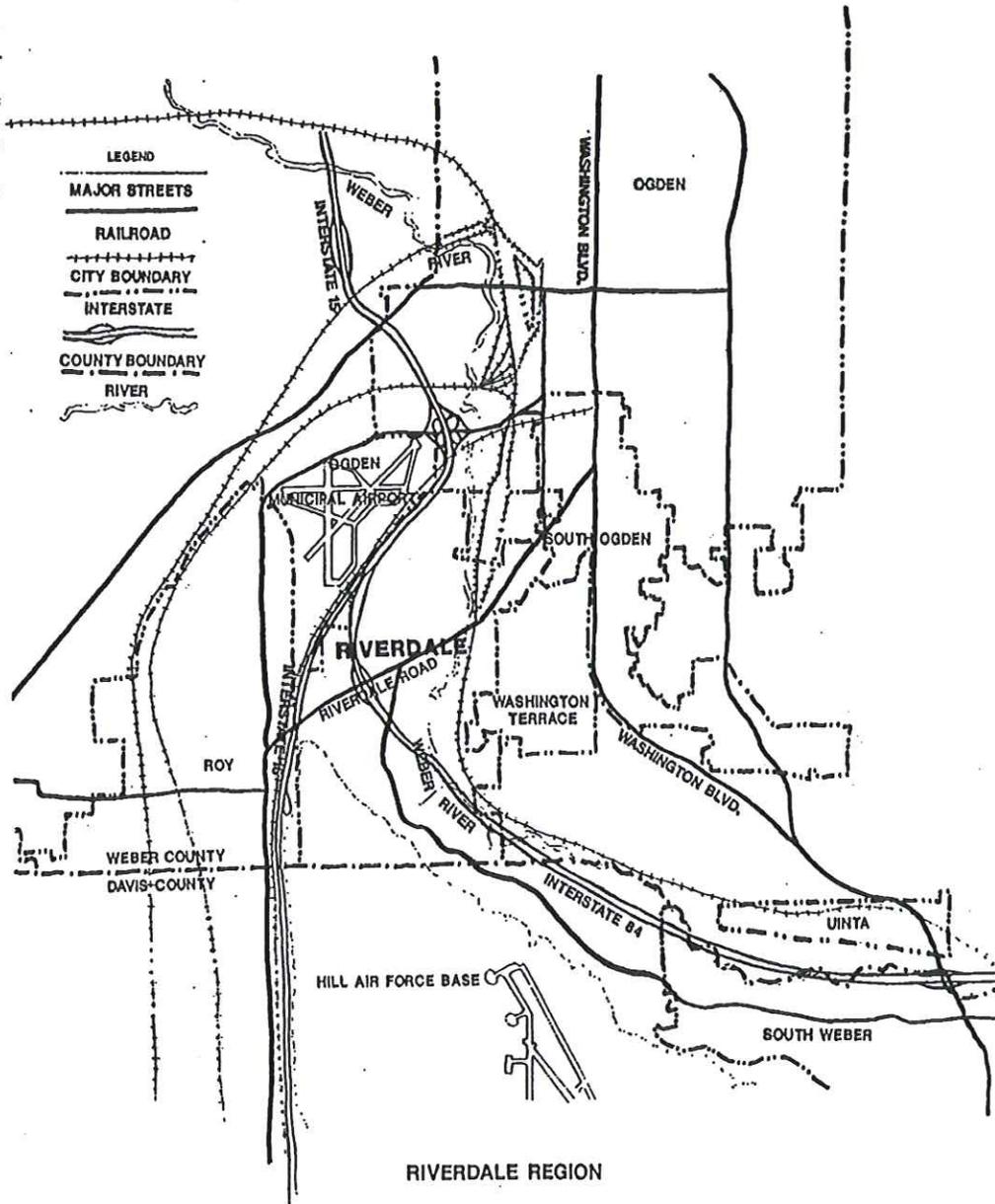
Riverdale City is situated at the extreme south end of Weber County, sharing its south boundary with Davis County, and its north boundary with the cities of Ogden and South Ogden. The City extends to the city of Roy on the west and the cities of South Ogden and Washington Terrace to the east.

Riverdale City is criss-crossed by several man-made and natural barriers dividing the City into isolated areas. ~~including~~ Riverdale Road ~~that~~ bisects the City and ~~Riverdale is an intersecting point for two interstate highways,~~ I-15 and I-84 which intersect on the North end.

The Weber River flows on along the eastern edge of Riverdale with the Union Pacific Railroad located just east of the river. The northern boundary of Hill Air Force Base (HAFB) extends into the City limits at the City's southern end ~~with~~ ~~HAFB extends south of Riverdale and is situated so the~~ flight paths extending over much a large area of Riverdale.

Figure 1 Riverdale Region

**Comment [EH1]:** "The Riverdale City boundary on this map needs to be updated a little bit along the western edge of the City limits." Comment Community Development Director Michael Eggett



## SUITABILITY FOR DEVELOPMENT

### BACKGROUND

Pre-historically the area which comprises Riverdale was beneath the waters of Lake Bonneville. The lake's alluvial deposits formed the valley in a classic alluvial fan which extends from the mouth of Weber Canyon. The Weber River has eroded the alluvial fan creating the valley where Riverdale has developed.

### TOPOGRAPHY

The topography of the Riverdale area is generally gentle, ~~and~~ nearly 70% ~~is of the City land area has~~ less than a 3% slope, ~~with and~~ steep slopes lining ~~only~~ the eastern and southwestern borders. Elevations range from 4,650 feet above sea level on ~~the Riverdale's~~ East Bench ~~and decrease toward the north to with a low point of~~ 4,340 feet along the Weber River. Slopes increase rather quickly to 30% ~~or greater and more~~ along the Riverdale East Bench and ~~Hill Air Force Base~~ bench. Slopes in the northwest section of Riverdale are generally less than 20%. (See Slope Map, Figure 2).

Steep slopes of 30% or more are generally considered unbuildable in many areas of Utah because of a significant increase in landslides. Because minor landslides have occurred along 20% and steeper slopes in Riverdale, it is recommended that a professional soils engineer or geotechnical engineer be consulted prior to developing on slopes of 20% or greater.

### GEOLOGY AND LIQUEFACTION

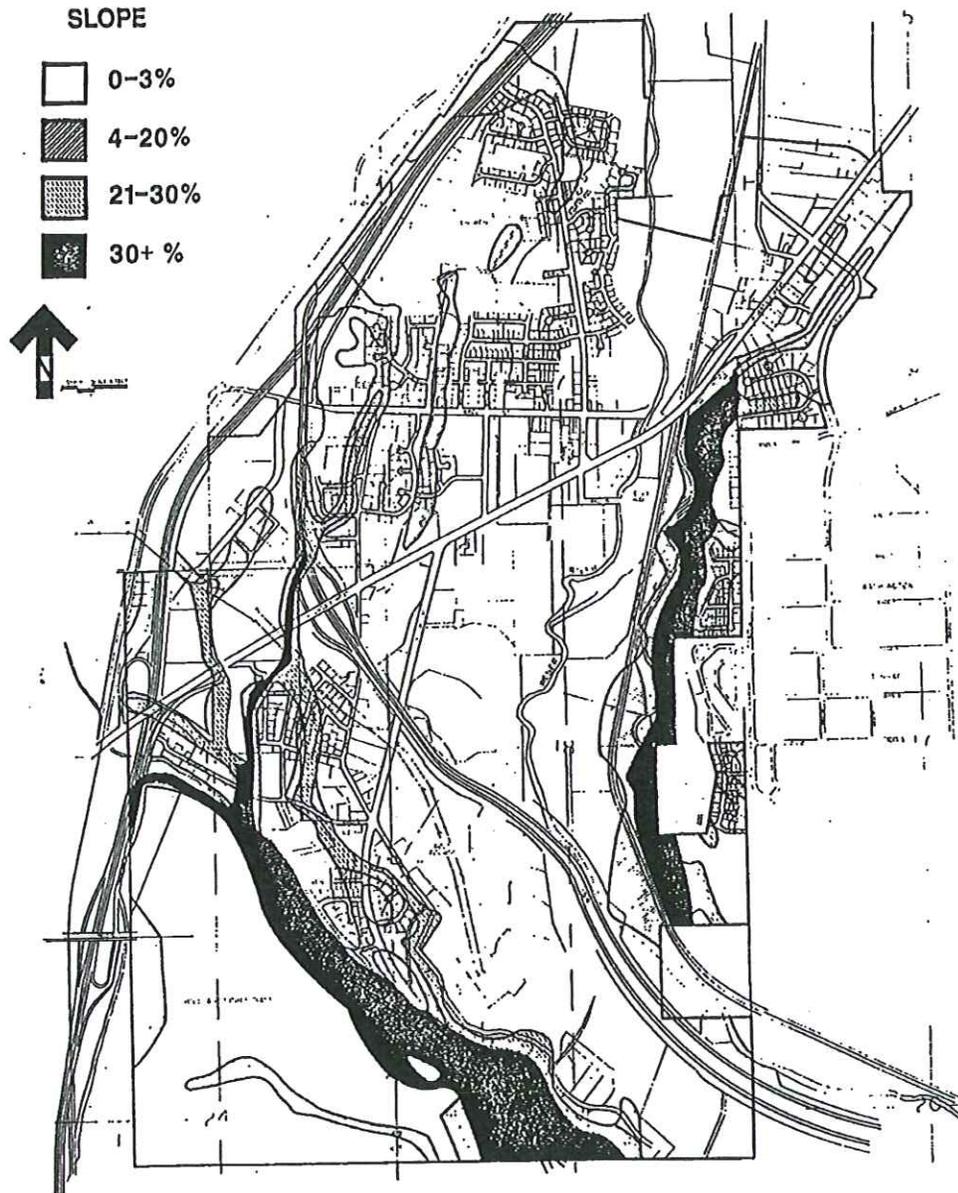
As part of the Earthquake Hazard Reduction Program, the U.S. Geological Survey ~~has~~ contracted with Utah State University and ~~Soil Engineers~~ Dames and Moore, ~~Soil Engineers~~, to evaluate the liquefaction potential of Weber County. ~~In Their~~ study is titled, "Liquefaction Potential for Weber County, Utah". ~~It is recommended that further reference should be sought from this publication in determining any high or moderate liquefaction potential in Riverdale. defines~~ Liquefaction ~~can be defined~~ as:

... the loss of soil cohesion caused by ground shaking which may cause major ground failure. Areas most susceptible are those where a high water table underlies a granular soil such as sand. The material changes state behaving for a short time as a dense fluid rather than a solid mass.

It is essential that adequate site investigations be performed by a qualified geologist and structural engineer on all critical public facilities and multi-story buildings to insure they are properly designed to reduce personal injury and property damage caused by liquefaction during an ~~earthquake~~.

Comment [EH2]: Who will enforce this?

Figure 2 - SLOPE MAP



## FAULTS

According to Mike Lowe, ~~former geologist with a previous Weber-Davis Counties geologist~~, there are no major faults or fault lines within the city limits of Riverdale, but major faults do exist within the ~~region of the~~ Wasatch Front ~~Region~~. The Wasatch Fault, which trends north-south along the mountain front east of Riverdale, is of ~~most the highest~~ concern because of recent ~~ness of~~ movement ~~indicating the~~ potential ~~to for~~ generating large earthquakes, ~~and in close~~ proximity to the Riverdale area. A major earthquake could occur ~~along the Wasatch Front~~ at anytime ~~and affect with a high probability of impacting~~ Riverdale.

## LAND SLIDES

The steep slopes along ~~Hill Air Force Base~~ and Riverdale East Benches are prime areas for landslides, falling rocks and debris flow. Landslides occur when a heavy soil (clay) overlying a lighter soil (sand and gravel) on a steep slope becomes saturated with water. When this happens the heavy saturated soil slips over the lighter soil. Whenever such soils occur on buildable slopes (30% or less), it is very important that an adequate site investigation be conducted by a qualified soils engineer to make sure buildings are properly located and designed to ~~insure help prevent against~~ personal injury and property damage ~~that may be~~ caused by landslides.

~~Courtesy of Mike Mr. Lowe, Weber County geologist, has identified and mapped~~ a potential landslide study area ~~has been identified and mapped~~ for the Riverdale area. It is recommended that all development within this boundary ~~be first determined be deemed~~ buildable by a qualified soils engineer. It is also recommended that a hillside ordinance be established that does not allow building on slopes greater than 30% unless otherwise determined buildable by a qualified soils engineer.

## ROCK FALL AND DEBRIS FLOW

Falling rocks occur when the soil ~~in which where~~ the rocks are anchored on a steep slope ~~is are~~ eroded away by rainfall or ~~sheet flow~~ storm water runoff. Loosened rocks are then dislodged by continued ~~sheet water~~ flow, ~~dislodging other rocks as they rolling~~ down the hill until they come to a stop, often at the bottom of a hill or roadway. When rocks and other matter, (i.e. sticks, leaves, branches, trees, etc.) fall into a drainage channel and are pushed down a steep slope by storm water flows they then constitute what is known as a debris flow. Rock slides and debris flows are common on steep slopes, therefore care should be taken to avoid building in or below drainage channels or beneath rock outcroppings on steep slopes. It is recommended that ~~more~~ efficient drainage channels be developed to handle major storm runoff.

## ENVIRONMENT

Riverdale has a temperate, semiarid climate characterized by four well defined seasons having warm, dry summers and cold, but usually not severe winters. The average temperature in Riverdale is in the low 50's (Fahrenheit). Summer highs reach in the 80's and

90's with winter maximum temperatures above freezing. The average annual precipitation total is nearly 17 inches.

## WETLANDS

### BACKGROUND

Several sites within the study area are classified as wetlands see Riverdale Environmental Constraints Map (Figure 3) ~~designates several areas as Wetland Study Areas~~. ~~The~~ study was conducted during the winter season when it is difficult to conduct take an accurate wetland inventory because plant species are difficult to identify. ~~Therefore, a~~ Areas likely to contain wetlands were identified by a wetlands biologist using 1:24,000 color aerial photography provided by the U.S. Army Corps of Engineers.

The 1977 Federal Clean Water Act, Section 404, defines wetlands as:

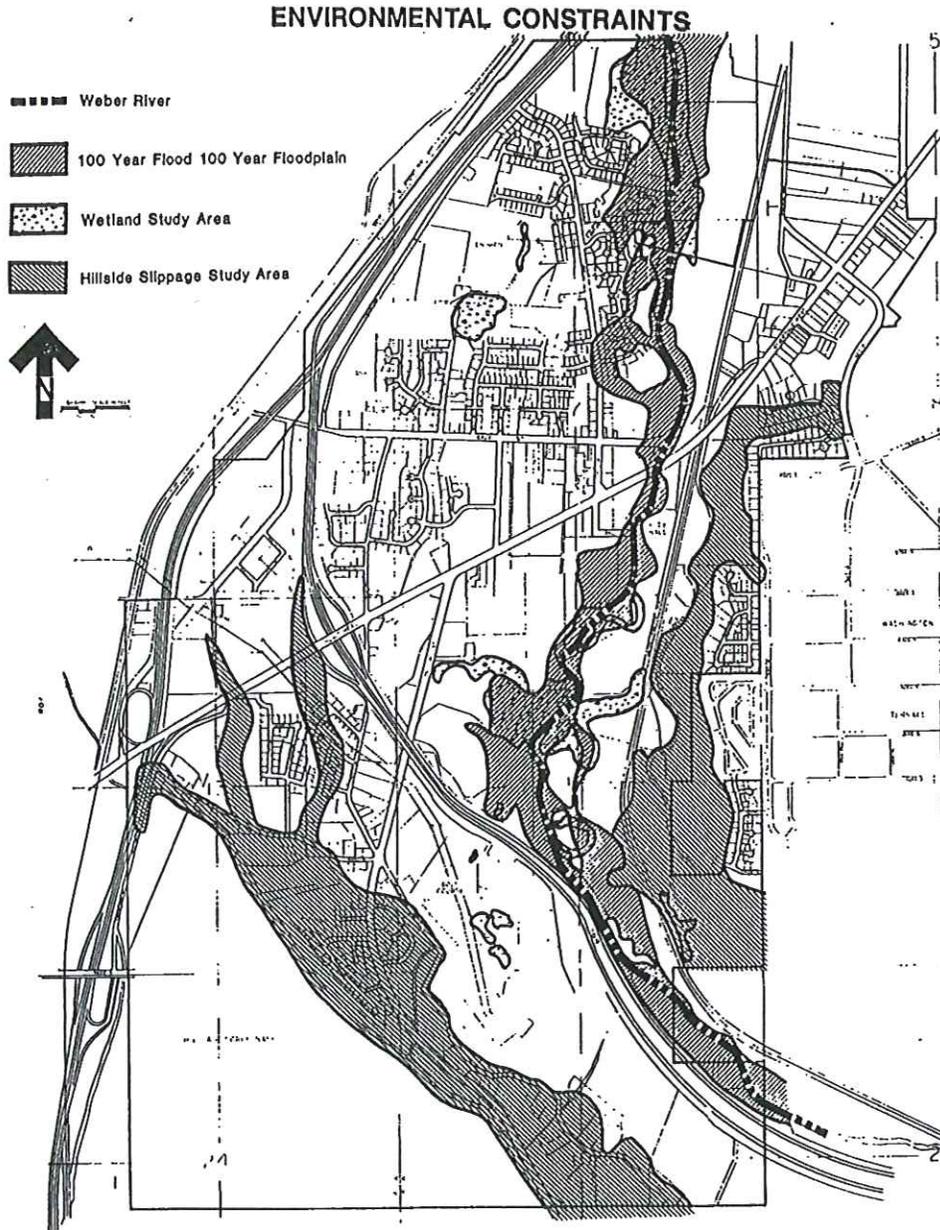
"those areas that are inundated by ground water or surface water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Generally wetlands within Riverdale are located adjacent to the Weber River and are a direct result of the river. Some isolated wetlands, however, occur throughout the community. These isolated wetlands are the result of high ground water manifested as springs, seeps, wet meadows, marshes, swamps, and ponds. Wetlands of the study area vary greatly in size, water regime, type of vegetation present and classification.

As urban development in Riverdale nears the saturation level, pressure to fill in the wetlands may increase. Once a wetland is filled in it is lost forever. Fortunately, many people recognize the benefits of wetlands as a scarce resource that can aid in flood protection, stream bank protection and stabilization, pollution control, wildlife habitat and hunting, recreation and aesthetics, environmental education, etc. Wetlands are now being often viewed as a rare and unique part of the urban landscape. Section 404 of the Clean Water Act designates the U.S. Army Corps of Engineers as the lead agency in wetland protection, maintenance and research. Development on wetlands may require a permit from that agency.

Development in wetlands areas increases the costs of construction and maintenance and potential. ~~P~~ property damage claims due to leaky if basements and are flooded ing is likely. Good subdivision design can incorporate wetland to preserve open space, provide recreational benefits opportunities and maintain wetland aesthetic values.

Figure 3 - ENVIRONMENTAL CONSTRAINTS



Preservation of the remaining wetlands is critical as development pressures continue to increase. ~~In addition to the Corps of Engineers protection, the State of Utah has considered development of a wetlands protection act to assume primary authority of protection from the Corps and to protect isolated, currently unprotected, wetlands. It may be several years before any action is taken in this regard.~~ Counties and cities can protect wetlands through zoning regulations, the development of ordinances to protect wetlands and maintain, rights-of-way, and outright purchase.

Comment [EH3]: Deletion proposed by Community Development Director Michael Eggelt

## FAUNA AND FLORA

### BACKGROUND

Riverdale is unique in the State of Utah. Though a suburban residential area, it offers substantial habitat for wildlife including the Peregrine Falcon and Bald Eagle which are on the rare and endangered species lists. According to Wildlife Biologist Don Paul, Utah State Division ~~Of~~ Wildlife Resources in Ogden, this area has become a significant corridor for transient birds because of the habitat along the Weber River. The river corridor, with other creeks and canals, provides important habitat for many bird and mammal species ~~by~~ it supplying critical water, and ~~equally important~~, a diverse vegetation for cover, feeding, breeding, nesting and resting; especially during migratory flights.

~~According to Mr. Paul,~~ this corridor is also an important range habitat for Mule Deer; ~~both for year round residents and for those which come down from Weber Canyon in the winter. Many bird species have been sighted, including the Bald Eagle and the Peregrine Falcon.~~ and ~~the~~ south bluff of Golden Spike Park contains habitat "(a)s important ... as the river" vital to many species of fowls birds, ~~according to Mr. Paul.~~

~~Riverdale~~ Fishery habitat rates fairly good during most parts of the year. ~~It is~~ classified as a Class III cold water fishery currently supporting Brown Trout, Cutthroat Trout, Rainbow Trout, Mountain White Fish, Mountain and Utah Sucker, and Mottled Sculpin.

~~Recently~~ the habitat for fish has been improved in Riverdale with the addition of several rock outcroppings to create protected areas.

### PROBLEMS

~~Commercial and residential~~ Development eliminates critical wildlife habitat by clearing trees and brush. Riverdale has a unique opportunity to highlight the Weber River corridor a valuable resource which gave Riverdale the city its name; ~~The Weber River. A parkway~~ Riverdale's trail along the river corridor would has enhanced this area for wildlife and become an asset ~~to~~ encouraging recreation and tourism which generates additional and revenues for Riverdale.

~~There are severe problems with the fisheries habitat.~~ Fisheries Biologist Kent Somers, with the Division of Wildlife Resources, ~~stated that~~ says the water quality is adequate for trout survival from the end of June through the Fall ~~months each year~~. However, abnormally low stream flows and increased turbidity resulting from water users upstream water users who

~~do not complying with State regulations regarding manipulation of what water levels should be maintained during the winter months. Spring floods greatly increase turbidity by and undercutting unablized banks and. Poor water quality could create a sever problem with Riverdale fishery habitats and causes can also have a seriously detrimental impact to on fish populations. If the stream flow and turbidity problems could be solved, the State of Utah would like to develop the stretch of the Weber River flowing through Riverdale into a year round fishery capable of supporting resident-Brown Trout and some Cutthroats.~~

~~If the proposed reopening of the old hydroelectric power plant at the south end of the Riverdale should take place, water needed for the operation will be taken from Weber River upstream from Riverdale. The entire stretch of river from the point the water is diverted, above Highway 89, to the return flume below the power plant could be completely dewatered, destroying important fishery habitat.~~

Comment [EH4]: Deletion proposed by Community Development Director Michael Eggett

## AIR QUALITY

### BACKGROUND

The quality of the air in Riverdale City is generally fair to good. The State of Utah maintains three air quality monitoring stations a short distance from the Community at: 2570 Grant Ave., Ogden; 5320 S. 2100 W., Roy; and 2955 S. Washington Blvd. in Weber County. These stations take readings of Total Suspended Solids (TSP), Carbon Monoxide (CO), Ozone (O3), Nitrous Oxide (NO2), and Lead (Pb). According to air quality their records, even with the heavy smog build up during times of atmospheric inversions, the ambient air quality readings rarely surpass the Federal Primary or even the Secondary air quality standards. Primary Federal Standards are those the Environmental Protection Agency has determined to be detrimental to the health and welfare of people. Secondary standards are those determined to be detrimental to various components of the environment. The minor problems that exist are primarily with regard to TSP, CO, and ozone levels. Sulfur Dioxide (SO2), Nitrogen Dioxide (NO2), and Hydrocarbon (H/C) levels are not read at these stations because they are not considered to be a problem particular to the Riverdale area. According to the 1985 Utah Air Emissions Inventory, published by the Utah State Department of Health, Bureau of Air Quality, air traffic, from such sources as Hill Air Force Base and the Ogden Hinckley Airport, contributes only insignificantly a small percentage (1.19%) to the pollutants in the air.

Comment [EH5]: "I do not know if this still correct or not. If these locations are no longer monitoring air quality, then this should be deleted entirely." Community Development Director Michael Eggett

~~Primary Federal Standards are those the Environmental Protection Agency has determined to be detrimental to the health and welfare of people. Secondary standards are those determined to be detrimental to various components of the environment. The minor problems that exist are primarily with regard to TSP, CO, and O3 levels.~~

Comment [EH6]: "This statistic and related date should be updated. Any Ideas on where to find this information to update? If not, it probably doesn't hurt to leave it here but it is aged information." Community Development Director Michael Eggett

### PROBLEMS

TSP is caused by particulates from industrial exhaust, wood burning stoves, reground-road dust and from dust particulates blown in from off the desert during wind storms. Expensive scrubbers on industrial smoke stacks, new regulations concerning wood burning stoves and stabilization of dirt road surfaces (i.e. paving, graveling), can greatly reduce TSP. be of

~~great benefit to this problem.~~ Dust storms are something residents living in desert climates must endure. ~~Careless construction activities can be a significant problem.~~ Stabilization of disturbed surfaces through revegetation and graveling greatly reduce the air quality problems from this activity associated with construction work.

~~CO levels were a problem until 1985.~~ Carbon Monoxide is created by automobile exhaust, industrial exhaust, and wood burning stoves which burn fuel inefficiently. Hydrocarbons (H/C), Nitrous Oxides (NOx), and CO chemically combine in the sunlight to produce Ozone. ~~It is suspected, and hoped, that t~~The Inspection/Maintenance Program (I/M), requiring automobiles along the Wasatch Front to meet strict emission standards has helped curb CO levels. ~~this problem.~~ Newer, Cleaner burning cars can continue to reduce the future CO levels. ~~fuels, electric vehicles and r~~Reducing the use of wood burning stoves, or using cleaner burning stoves ~~could help,~~ especially during times of high inversion can all help improve air quality.

Ozone is the primary component of smog and can decrease air quality. ~~O3, a more serious problem on hot summer days, is the primary component of smog. It is created by the sun light when temperatures exceed 90 - 95 degrees. Hydrocarbons (H/C), Nitrous Oxides (NOx), and Carbon Monoxide are chemically combined in the sunlight to produce Ozone. To reduce O3 levels all the other parameters must be reduced. The I/M Program is helping in this regard.~~

Pb and NO2 levels in the atmosphere are well within safe levels and should continue to decline with cleaner burning fuels for automobiles and homes, and using lead free gasoline. ~~Sulfur Dioxide (SO2), Nitrogen Dioxide (NO2), and Hydrocarbon (H/C) levels are not read at this station. However they are not considered to be a problem particular to the area.~~

## NOISE AND ACCIDENT POTENTIAL SURROUNDING

### ~~HILL AIR FORCE BASE~~

#### BACKGROUND

Due to concern by the U.S. Air Force for the safety and well being of citizens residing near its facilities, it has developed, ~~along with in connection with~~ the Federal Aviation Administration (FAA), an Air Installation Compatible Use Zone (AICUZ) ~~concept which is~~ designed to be a planning tool for local communities and municipalities ~~in~~ dealing with problems unique to air base environments. (See Figure 4.)

Primarily AICUZ is an assessment by the Air Force and the FAA of the Day/Night Noise Levels (DNL), and Accident Potential Zones (APZ). APZs and DNLs are overlaid on a map shown on the Air Installation Compatible Use Zone Map (Figure 8) and form what are called Compatible Use Districts (CUD). Based on this data the Air Force and the FAA have developed guidelines for land uses which are compatible within these CUDs. These compatible land uses are listed in Tables A, B & C.

Figure 4 - 1993 AICUZ Noise Contours



Table A - Land Use Compatibility Guidelines

Comment [EH7]: "Should this chart be updated? If so, with what newer chart or information?" Question Community Development Director Michael Eggett

LAND USE CATEGORY	COMPATIBLE USE DISTRICTS						
	3	4	5	10	11	12	13
	APZ I LDN 75-80	APZ I LDN 70-75	APZ I LDN 65-70	APZ I LDN 70-75	APZ I LDN 65-70	LDN 70-75	LDN 65-70
<b>RESIDENTIAL</b>							
Single Family	N	N	N	30 <sup>1,2</sup>	25 <sup>1,2</sup>	30 <sup>2</sup>	25 <sup>2</sup>
Two Family	N	N	N	N	N	30 <sup>2</sup>	25 <sup>2</sup>
Multi-family Dwelling	N	N	N	N	N	30 <sup>2</sup>	25 <sup>2</sup>
Residential Hotels	N	N	N	N	N	30 <sup>2</sup>	25 <sup>2</sup>
Mobile Home Parks/Courts	N	N	N	N	N	30 <sup>2</sup>	25 <sup>2</sup>
Other Residential	N	N	N	N	N	30 <sup>2</sup>	25 <sup>2</sup>
<b>INDUSTRIAL/MANUFACTURING<sup>3</sup></b>							
Food and Kindred Products	N	N	N	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Textile Mill Products	N	N	N	N	N	Y <sup>6</sup>	Y
Apparel	N	N	N	N	N	Y <sup>6</sup>	Y
Lumber & Wood Products	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Furniture & Fixtures	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Paper & Allied Products	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Printing and Publishing	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Chemicals & Allied Products	Y <sup>3,5</sup>	Y <sup>3,6</sup>	Y <sup>3</sup>	Y <sup>3,6</sup>	Y <sup>3</sup>	Y <sup>6</sup>	Y
<b>Petroleum Refining &amp; Related Industries</b>							
Industries	N	N	N	N	N	Y <sup>6</sup>	Y
Rubber & Misc. Plastic	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Stone, Clay & Glass Products	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Primary Metal Industries	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Fabricated metal Products	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
<b>Professional, Scientific &amp; Controlling Instruments</b>							
Instruments	N	N	N	N	N	25	Y
Miscellaneous Manufacturing	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y

This table is a guide. Adaptations to fit local conditions and more precise land use category designations are required based on the criteria of the AICUZ study.

Source: Hill Air Force Base, Air Installation Compatible Use Zone Report, Hill Air Force Base, Utah, Amended April 1982.

Table B - Land Use Compatibility Guidelines

LAND USE CATEGORY	COMPATIBLE USE DISTRICTS						
	3	4	5	10	11	12	13
	APZ I LDN 75-80	APZ I LDN 70-75	APZ I LDN 65-70	APZ I LDN 70-75	APZ I LDN 65-70	LDN 70-75	LDN 65-70
<b>PUBLIC &amp; QUASI PUBLIC SERVICES</b>							
Government Services	N	N	N	25 <sup>8</sup>	Y <sup>8</sup>	25	Y
Educational Services	N	N	N	N	N	30	25
Cultural Activities Including Churches	N	N	N	N	N	30	25
Medical & Other Health Services <sup>9</sup>	N	N	N	N	N	30	25
Cemeteries	Y <sup>5,10</sup>	Y <sup>6,10</sup>	Y <sup>10</sup>	Y <sup>6,10</sup>	Y <sup>10</sup>	Y <sup>6</sup>	Y
Non Profit Organizations	N	N	N	N	N	30	25
Other Public & Quasi Public Services	N	N	N	30	25	30	25
<b>OUTDOOR RECREATION</b>							
Playgrounds, Neighborhood Parks	N	N	N	Y	Y	Y	Y
Community & Regional Parks	N	Y <sup>11</sup>	Y <sup>11</sup>	Y	Y <sup>11</sup>	Y <sup>11</sup>	Y
Nature Exhibits	N	N	Y	N	Y	N	Y
Spectator Sports Inc. Arenas	N	N	N	N	N	N	Y
Golf Course <sup>12</sup> , Riding Stables <sup>13</sup>	Y <sup>14</sup>	Y <sup>15</sup>	Y	Y <sup>15</sup>	Y	Y <sup>15</sup>	Y
Water Based Recreational Areas	Y <sup>14</sup>	Y <sup>15</sup>	Y	Y <sup>15</sup>	Y	Y <sup>15</sup>	Y
Resort & Group Camps	N	N	N	N	N	Y	Y
Auditoriums, Concert Halls	N	N	N	N	N	N	Y
Outdoor Amphitheaters, Music Shells	N	N	N	N	N	N	N
Other Outdoor Recreation	N	Y <sup>11</sup>	Y <sup>11</sup>	Y	Y	Y	Y
<b>RESOURCE PRODUCTION, EXTRACTION &amp; OPEN SPACE</b>							
Agriculture (Except Livestock)	Y <sup>17</sup>	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>18</sup>	Y <sup>19</sup>
Livestock Farming, Animal Breeding	Y <sup>17</sup>	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>18</sup>	Y <sup>19</sup>
Forestry Activities	Y <sup>17</sup>	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>18</sup>	Y <sup>19</sup>
Fishing Activities & Related Srvc.	Y <sup>11</sup>	Y <sup>11</sup>	Y <sup>11</sup>	Y	Y	Y	Y
Mining Activities	Y	Y	Y	Y	Y	Y	Y
Permanent Open Space	Y	Y	Y	Y	Y	Y	Y
Water Areas	Y <sup>11</sup>	Y	Y				

This table is a guide. Adaptations to fit local conditions and more precise land use category designations are required based on the criteria of the AICUZ study.

Source: Hill Air Force Base, Air Installation Compatible Use Zone Report, Hill Air Force Base, Utah, Amended April 1982.

Table C - Land Use Compatibility Guidelines

LAND USE CATEGORY	COMPATIBLE USE DISTRICTS						
	3	4	5	10	11	12	13
	APZ	APZ	APZ	APZ	APZ		
	I LDN 75-80	I LDN 70-75	I LDN 65-70	I LDN 70-75	I LDN 65-70	LDN 70-75	LDN 65-70
<b>TRANSPORTATION, COMMUNICATIONS &amp; UTILITIES</b>							
Railroad, Rapid Rail Transit	Y	Y	Y	Y	Y	Y	Y
Highway & Street R.O.W.	Y	Y	Y	Y	Y	Y	Y
Auto Parking	Y	Y	Y	Y	Y	Y	Y
Communications (noise sensitive)	30	25	Y	25	Y	25	Y
Utilities	Y	Y	Y	Y	Y	Y	Y
Other Transportation, Communications & Utilities	Y	Y	Y	Y	Y	Y	Y
<b>COMMERCIAL/RETAIL TRADE</b>							
Wholesale Trade	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Building Materials - Retail	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
General merchandise – Retail	N	N	N	25	Y	25	Y
Food – Retail	N	N	N	25	Y	25	Y
Automotive, Marine	30	25	Y	25	Y	25	Y
Apparel & Accessories – Retail	N	N	N	25	Y	25	Y
Eating & Drinking Places	N	N	N	N	N	25	Y
Furniture, Home Furnishings – Retail	30	25	Y	25	Y	25	Y
Other Retail Trade	N	N	N	25	Y	25	Y
<b>PERSONAL &amp; BUSINESS SERVICES<sup>8</sup></b>							
Finance, Insurance & Real Estate <sup>8</sup>	N	N	N	25	Y	25	Y
Personal Services	N	N	N	25	Y <sup>1</sup>	25	Y
Business Services	N	N	N	25	Y	25	Y
Repair Services	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Contract Construction Services	N	N	N	25	Y	25	Y
Indoor Recreation Services	N	N	N	25	Y	25	Y
Other Services	N	N	N	25	Y	25	Y

This table is a guide. Adaptations to fit local conditions and more precise land use category designations are required based on the criteria of the AICUZ study.

Source: Hill Air Force Base, Air Installation Compatible Use Zone Report, Hill Air Force Base, Utah, Amended April 1982.

## NOTES

- N (NO)** The land use and related structures are not compatible and should be prohibited.
- Y (YES)** The land use and related structures are compatible without restriction and should be considered.
- YX (YES WITH RESTRICTIONS)** The land use and related structures are generally compatible; however, some special factors should be considered.
- 30 or 25** The land use is generally compatible; however, a Noise Level Reduction (NLR) of 30 or 25 must be incorporated into the design and construction of the structure.
- 30X or 25X** The land use is generally compatible with NLR; however, such NLR does not necessarily solve noise difficulties and additional evaluation is warranted.
- 1 Because of accident hazard potential, the residential density in these CUDs should be limited to the maximum extent possible. It is recommended that residential density not exceed one dwelling unit per acre. Such use should be permitted only following a demonstration of need to utilize this area for residential purposes.
  - 2 Although it is recognized that local conditions may require residential uses in these CUDs this use is strongly discouraged in CUDs 10 8 12 and discouraged in CUDs 11 8 13. The absence of viable alternative development options should be shown. Prior to approvals, an evaluation should be conducted, indicating a demonstrated community need exists for residential use of the CUDs. Where the community determines that residential uses must be allowed NLRs of at least 30 (CUDs 10 & 12) and 25 11 8 13) should be incorporated into building codes and/or individual approvals. Additional consideration should be given to modify the NLR levels based on peak noise levels. Such criteria will not eliminate outdoor environment noise problems and, as a result, site planning and design could include measures to minimize this impact particularly where the noise is from ground level sources.
  - 3 Because these uses vary considerably by locality and within a general category, particular care should be taken to evaluate and modify guidelines to fit local conditions. Among factors to be considered: Labor intensity; structural coverage; explosive, inflammable characteristics; size of establishment; people density; peak period (including shoppers/visitors) concentrations.
  - 4 A NLR of 30 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas or where the normal noise level is now.
  - 5 A NLR of 25 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas or where the normal noise level is now.
  - 6 No passenger terminals, and no major ground transmission lines in APZ I.

- 7 Low intensity office uses only (limited scale of concentration of such uses), meeting places, auditoriums, etc. not recommended.
- 8 Excludes hospitals.
- 9 Excludes chapels.
- 10 Facilities must be low intensity.
- 11 Clubhouse not recommended.
- 12 Concentrated rings with large classes not recommended.
- 13 A NLR of 30 must be incorporated into buildings for this site.
- 14 A NLR of 25 must be incorporated into buildings for this site.
- 15 Residential structures not permitted.
- 16 Residential buildings require a NLR of 30.
- 17 Residential buildings require a NLR of 25.

## WATER QUALITY

The water quality of the Weber River is rated very high for being so far down in Riverdale's location on the lower end of the valley. ~~The Weber River flowing through Riverdale and~~ is rated as a Class 3A— Cold Water Fishery. According to the State of Utah, Waste Water Disposal Regulations, published by the Utah Water Pollution Control Board, May 18, 1965, Class 3A streams are "protected for cold water species of game fish and other cold water aquatic life, including the necessary aquatic organisms in their food chain."

According to Dr. Mike Minor of the Weber River Basin Water Quality Laboratories, during the period from June through the fall months, the water quality is good and the State of Utah, Division of Wildlife Resources, is able to stock the stream with trout from June through the Fall months. During this periods of relatively low flows, sediments from Weber Canyon settle and build up until. Spring flood flows come and these wash sediments are "blown-out" downstream causing aquatic life to die and in severe flood years the river to alter course leading to, causing flooding problems along the its entire stretch. In the winter time, upstream water users, not in compliance with State regulations concerning proper water use, cause extreme fluctuations in the river's water level and turbidity, seriously damaging the quality of the water for aquatic organisms. Irrigation return flows containing fertilizer, pesticides, and salts further add to river water deterioration.

According to Dr. Minor Dredging and rechannelization activities create more problems than they solve when. Sstream bank vegetation is removed, further destabilizing the system; and bottom material areis removed increasing turbidity and removing material upon which fish feed on. A series of sediment catchments screens or drop structures installed upstream could greatly reduce the need for extensive dredging.

Riverdale was named because of for the Weber River which flows through the City and is a valuable. ~~The Weber River could become Riverdale's main~~ asset and attraction that should be if protected and enhanced. The main emphasis should be to protect the river as a system, not just portions which appear to be causing a problem atic with -at the moment. Emphasis should be placed on protecting floodplains, fisheries, and river bank vegetation, together with and water quality.

## FLOODPLAIN

The Weber River with its floodplain flows from the extreme south east corner of the Riverdale City along a northerly course through the study area. Theis river has been channelized and culverted along several reaches. Over various periods of time and it has filled in with sedimentary deposits creating reduced channel capacity over time. Add to this In times of increased urban runoff dumped into this drainage during storm events and the result is the channel cannot handle the flow and is forced to find other paths by spilling into. These alternate paths are called floodplain areas. The diminished capacity and increased flows have created flooding problems throughout along the entire length of the river. To minimize flood risks the Weber River has been dredged and in some places widened to handle increased higher flows in an effort to. This measure should control most of the future flooding problems along this river for the foreseeable future. However,

~~a~~According to Jerry Newell of the U.S. Army Corps of Engineers, in Salt Lake City, dredging activities on ~~the Riverdale's~~ portion of ~~the~~ Weber River ~~flowing through the study area has~~ve contributed ~~greatly~~ to the river's instability ~~and erosion by~~ leaving stream banks bare and unprotected by natural vegetation.

#### GROUND WATER

~~High water table areas are often associated with low areas adjacent to rivers, streams, old river channels, or atop an impermeable layer of soil somewhere beneath the surface of the ground. Ground water in portions of Riverdale is often very near the surface of the ground.~~ During periods of high stream flows the ground water table is ~~also~~ at its peak nearing 0-30 inches below the surface in some places.

~~High water table areas are often associated with low areas adjacent to rivers, streams, old river meander channels, or atop an impermeable layer of soil somewhere beneath the surface of the ground.~~

High ground water areas need to be identified prior to development so that special design considerations can be made to avoid problems with ~~leaking~~ basements ~~flooding, subsiding foundations,~~ and septic tank and drain field percolation, especially in areas of high to very high soil permeability. Areas where high ground water tables are most likely to pose problems are shown on ~~Figure 5~~ Soils and Soil Constraints Map, ~~Figure 5~~.

#### SOILS

Evaluation of soil types and constraints are important factors when considering the type and density of development which ~~should~~may be allowed in an area. Soil limitations were determined by examining the characteristics and qualities of each soil type such as: permeability; depth to water table; shrink-swell potential; erosion potential; texture; kind and amount of clay; content of alkali; bearing capacity; and percent slope.

Riverdale City has 21 different soil types (See Figure 5):

Cobbly alluvial land - Ca

Draper Loam - DaB

Francis Loamy Fine Sand, 0 to 3 percent slopes - FcB

Francis Loamy Fine Sand, 3 to 6 percent slopes - FcC

Hillfield-Marriott Complex, 30 to 60 percent slopes, eroded - HMG2

Hillfield-Timpanogos-Parleys complex, 20 to 30 percent slopes, eroded - HTF2

Kilburn sandy loam, 0 to 1 percent slopes - KbA

Kilburn sandy loam, 3 to 6 percent slopes - KbC

Kilburn gravely sandy loam, deep over clean sands, 0 to 3 percent slopes - KmA

Kilburn gravely sandy loam, deep over clean sands, 3 to 10 percent slopes - KmC

Marriott cobbly sandy loam, 10 to 30 percent slopes, eroded - McE2

Martini fine sandy loam, 0 to 1 percent slopes - MrA

Steed fine sandy loam, 0 to 1 percent slopes - SbA

Steed fine sandy loam, 0 to 1 percent slopes, channeled - ScA

Steed gravely fine sandy loam, 0 to 2 percent slopes - SdA

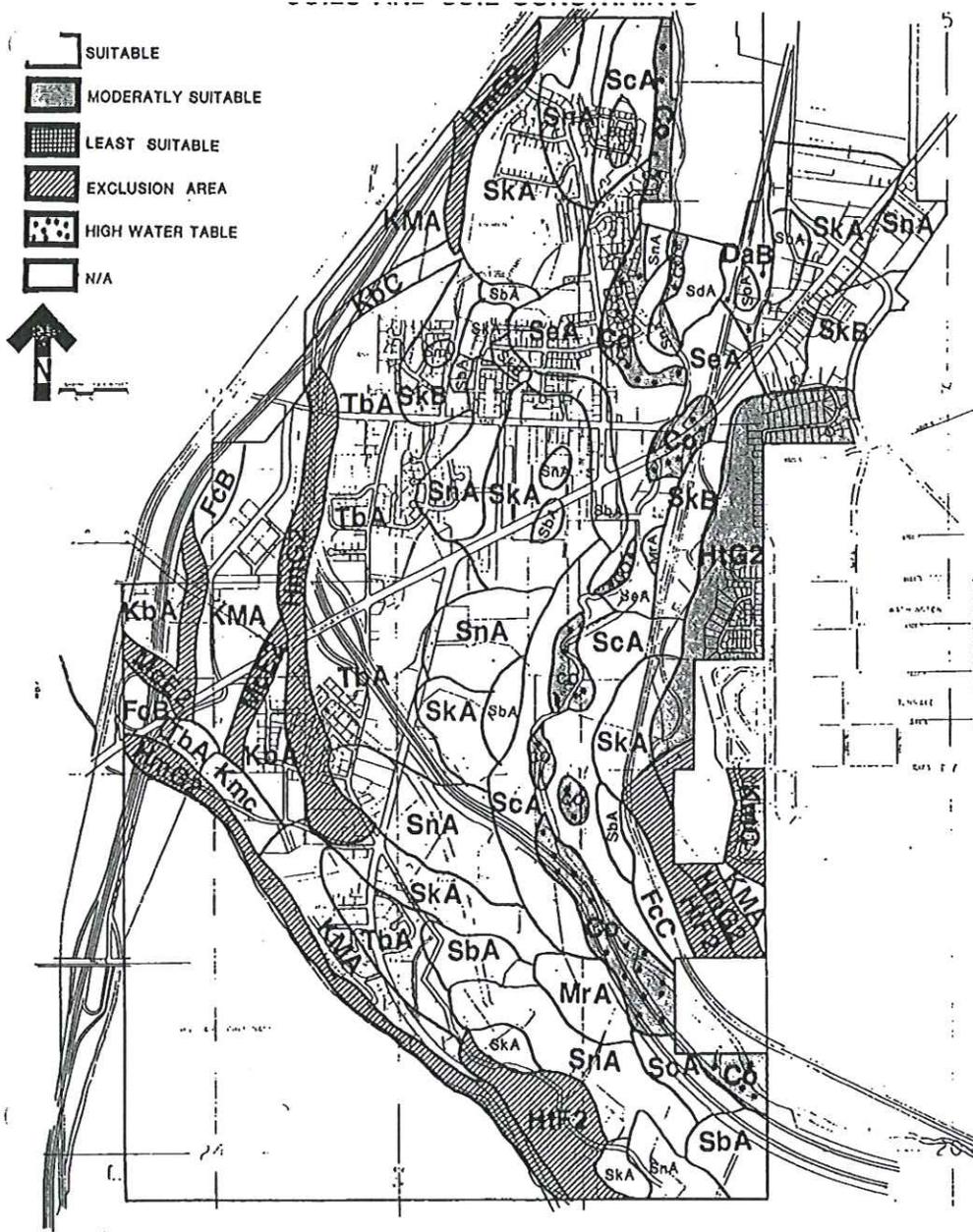
Steed gravely fine sandy loam, 0 to 2 percent slopes, channeled - SeA

Sunset loam, 0 to 1 percent slopes - SkA

Sunset loam, 1 to 3 percent slopes - SkB  
Sunset loam, gravely substratum, 0 to 1 percent slopes - SnA  
Timpanogos loam, 0 to 1 percent slopes – TbA

These soils have been classified into three main groupings: suitable, moderately suitable, and unsuitable for development (See Tables D, E & F). The classifications were based on the number of overlapping constraints each soil type exhibited. Zero to one constraint rated a soil as suitable for development, two or three overlapping constraints rated a soil as moderately suitable while four or more ~~rated a soil led to a soil rating of~~ severe and least suitable for development. Soils which have potential for hillside slippage are rated as exclusion areas where constraints generally cannot be mitigated and no development should be allowed without extensive engineering analysis to determine the soil's stability. The majority of the soils in the study area have been identified as suitable for development with a few areas which are classified as moderately suitable, unsuitable or exclusion areas. The rating of moderate to severe indicates special studies should be conducted by a qualified professional soils engineer to determine the soil's limitations prior to the land being developed.

Figure 5 - SOILS AND SOIL CONSTRAINTS



#### FOOTNOTES

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1. U.S. Department of the Army, Corps of Engineers, Preliminary Guide to Wetlands of the West Coast States, Environmental Laboratory, U.S. Army Engineer Waterways Experiment Station, Vicksburg, Miss., April, 1978, p. 7.

2. Utah State Department of Health, Division of Environmental Health, Bureau of Air Quality, 1985 Utah Air Emission Inventory, Salt Lake City, Utah, 1985.

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1. Hill Air Force Base. Air Installation Compatible Use Zone (AICUZ). Hill Air Force Base, Utah. April 1982.

2. U.S. Department of the Army, Corps of Engineers. Preliminary Guide to Wetlands of the West Coast States. Environmental Laboratory, U.S. Army Engineer Waterways Experiment Station. Vicksburg, Miss. April, 1978. p. 7.

3. Utah State Department of Health, Division of Environmental Health, Bureau of Air Quality. 1985 Utah Air Emission Inventory. Salt Lake City, Utah. 1985.

TABLE D, E- SOIL TYPES

TABLE D – SOIL TYPES

CONSTRAINTS:	Co	DaB	FcB	FcC	HMG2	HTF2	HTG2	KbA
0" – 30" WATER TABLE DEPTH	X	X						
HIGH SHRINK SWELL POTENTIAL								
HIGH OR VERY HIGH EROSION HAZARD					X	X	X	
STRONG SALT OR ALKALI								
RAPID OR VERY RAPID PERMEABILITY	X		X	X				X
SLOW, VERY SLOW OR IMPERMEABLE					X			
HIGH WATER RUNOFF POTENTIAL	X				X	X	X	
SUSCEPTIBLE TO HILLSIDE SLIPPAGE					EX	EX		
NUMBER OF OVERLAPPING CONSTRAINTS	3	1	1	1	EX	EX	2	1

TABLE E – SOIL TYPES

CONSTRAINTS:	KbC	KmA	KmC	McE2	MrA	SbA	ScA	SdA
0" – 30" WATER TABLE DEPTH								
HIGH SHRINK SWELL POTENTIAL								
HIGH OR VERY HIGH EROSION HAZARD								
STRONG SALT OR ALKALI								
RAPID OR VERY RAPID PERMEABILITY	X	X	X	X	X	X		
SLOW, VERY SLOW OR IMPERMEABLE								
HIGH WATER RUNOFF POTENTIAL				X				
SUSCEPTIBLE TO HILLSIDE SLIPPAGE			EX	EX				
NUMBER OF OVERLAPPING CONSTRAINTS	1	1	EX	EX	1	1	0	0

TABLE F - SOIL TYPES

TABLE F – SOIL TYPES

CONSTRAINTS:	SeA	SkA	SkB	SnA	TbA
0" – 30" WATER TABLE DEPTH					
HIGH SHRINK SWELL POTENTIAL					
HIGH OR VERY HIGH EROSION HAZARD					
STRONG SALT OR ALKALI					
RAPID OR VERY RAPID PERMEABILITY					
SLOW, VERY SLOW OR IMPERMEABLE					
HIGH WATER RUNOFF POTENTIAL					
SUSCEPTIBLE TO HILLSIDE SLIPPAGE					
NUMBER OF OVERLAPPING CONSTRAINTS	0	0	0	0	



**RESOLUTION NO. 2014-1**

**A RESOLUTION PROVIDING FOR AN AMENDMENT TO THE GENERAL PLAN INTRODUCTION AND PROVIDING FOR AN EFFECTIVE DATE**

**WHEREAS**, Riverdale City (herein City) recognizes the importance of proper and effective planning and zoning within the corporate city limits; and

**WHEREAS**, the City has previously adopted a General Plan and Maps outlining the city's vision and intent to provide that planning and zoning; and

**WHEREAS**, the City recognizes occasional updates are required to provide maximum attention and care to the General Plan, General Plan Goals, Plans, Objectives, Commentary and Maps; and

**WHEREAS**, the Planning Commission held a public hearing on January 28, 2014, and recommended approval of said amendments and all other State and local requirements have been complied with concerning changes made to a municipal general plan; and

**WHEREAS**, in an effort to keep the City current with the most recent information, data, plans and desires, the City wishes to incorporate the new amendments(s) and make them a part of the City's current General Plan; and

**NOW, THEREFORE, BE IT HEREBY RESOLVED AND ENACTED BY THE CITY COUNCIL OF THE CITY OF RIVERDALE** that the attached amendments and/or maps, be hereby incorporated and adopted into the City's General Plan, specifically pertaining to the introduction section, as updates and said updates shall replace currently existing portions in conflict therewith and, along with any and all unchanged portions of the currently existing Plan, shall be known as the Riverdale City General Plan and be on file in the Riverdale City Recorder's Office and readily available for public inspection.

**PASSED, ADOPTED AND ORDERED POSTED** this 4<sup>th</sup> day of February, 2014.

\_\_\_\_\_  
Norm Searle, Mayor

Attest:

\_\_\_\_\_  
Ember Herrick, City Recorder

## **Attachment**

# **BACKGROUND**

## **HISTORY**

Riverdale is situated immediately southwest of Ogden City. It was once called Stringtown because of its straggling character, the first houses being built mainly along a single road in a long string southwest of Ogden. It was also known as Jack Thompson's Settlement for John G. Thompson, an early settler, South Weber and Union but when a post office was established the name was changed to the present day Riverdale.

The first recorded settler arrived in 1850. James Graham laid claim to and farmed all the land between Uintah and Wilson Lane. The pioneer settlers dug a canal diverting water from the Weber River near the eastern bend to irrigate the low lying land in Riverdale which they discovered was fertile, productive soil ideal for growing hay, potatoes, vegetables, fruits, berries, and sugar beets.

Riverdale was incorporated March 4, 1946, and is a fifth class city. Since that time Riverdale has transformed from a primarily agricultural community to a thriving residential and commercial center. See Figure 1 - Riverdale Region.

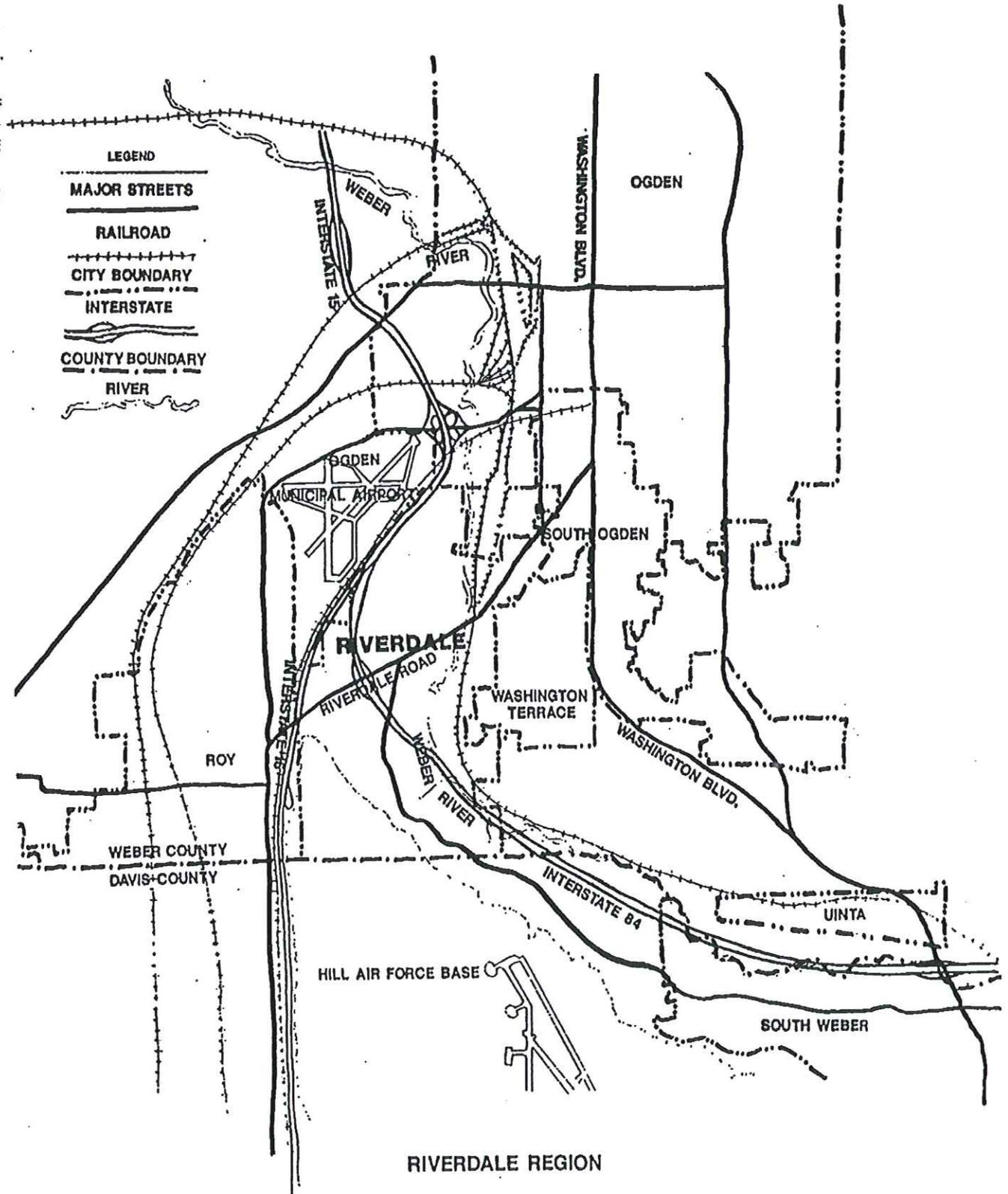
## **REGIONAL CONTEXT**

Riverdale City is situated at the extreme south end of Weber County, sharing its south boundary with Davis County, and its north boundary with the cities of Ogden and South Ogden. The City extends to the city of Roy on the west and the cities of South Ogden and Washington Terrace to the east.

Riverdale City is criss-crossed by several man-made and natural barriers dividing the City into isolated areas including Riverdale Road that bisects the City and I-15 and I-84 which intersect on the North end.

The Weber River flows along the eastern edge of Riverdale with the Union Pacific Railroad located just east of the river. The northern boundary of Hill Air Force Base (HAFB) extends into the City limits at the southern end with flight paths extending over a large area of Riverdale.

Figure 1 Riverdale Region



## SUITABILITY FOR DEVELOPMENT

### BACKGROUND

Prehistorically the area which comprises Riverdale was beneath the waters of Lake Bonneville. The lake's alluvial deposits formed the valley in a classic alluvial fan which extends from the mouth of Weber Canyon. The Weber River has eroded the alluvial fan creating the valley where Riverdale has developed.

### TOPOGRAPHY

The topography of the Riverdale area is generally gentle and nearly 70% of the City land area has less than a 3% slope, and steep slopes lining only the eastern and southwestern borders. Elevations range from 4,650 feet above sea level on Riverdale's East Bench with a low point of 4,340 feet along the Weber River. Slopes increase rather quickly to 30% or greater along the Riverdale East Bench and HAFB bench. Slopes in the northwest section of Riverdale are generally less than 20%. (See Slope Map, Figure 2).

Steep slopes of 30% or more are generally considered unbuildable in many areas of Utah because of a significant increase in landslides. Because minor landslides have occurred along 20% and steeper slopes in Riverdale, it is recommended that a professional soils engineer or geotechnical engineer be consulted prior to developing on slopes of 20% or greater.

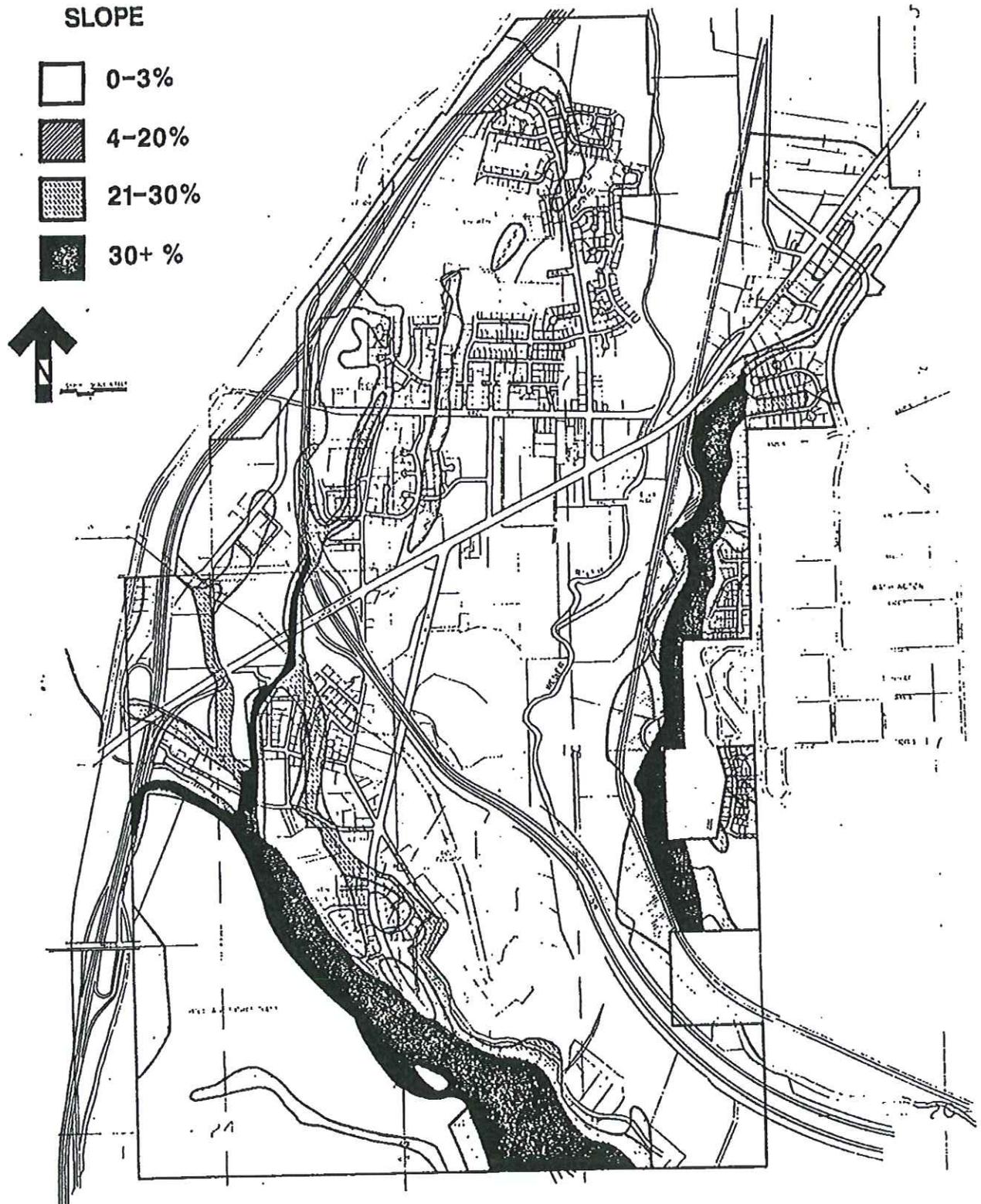
### GEOLOGY AND LIQUEFACTION

As part of the Earthquake Hazard Reduction Program, the U.S. Geological Survey contracted with Utah State University and Soil Engineers Dames and Moore to evaluate the liquefaction potential of Weber County. In their study titled, "Liquefaction Potential for Weber County, Utah" defines liquefaction as:

... the loss of soil cohesion caused by ground shaking which may cause major ground failure. Areas most susceptible are those where a high water table underlies a granular soil such as sand. The material changes state behaving for a short time as a dense fluid rather than a solid mass.

It is essential that adequate site investigations be performed by a qualified geologist and structural engineer on all critical public facilities and multi-story buildings to insure they are properly designed to reduce personal injury and property damage caused by liquefaction during an earthquake.

Figure 2 - SLOPE MAP



## FAULTS

According to Mike Lowe, former geologist with Weber-Davis Counties, there are no major faults or fault lines within the city limits of Riverdale, but major faults do exist within the Wasatch Front Region. The Wasatch Fault, which trends north-south along the mountain front east of Riverdale is of the highest concern because of recent movement indicating the potential to generate large earthquakes in close proximity to the Riverdale area. A major earthquake could occur along the Wasatch Front at anytime with a high probability of impacting Riverdale.

## LAND SLIDES

The steep slopes along HAFB and Riverdale East Benches are prime areas for landslides, falling rocks and debris flow. Landslides occur when a heavy soil (clay) overlying a lighter soil (sand and gravel) on a steep slope becomes saturated with water. When this happens the heavy saturated soil slips over the lighter soil. Whenever such soils occur on buildable slopes (30% or less), it is very important that an adequate site investigation be conducted by a qualified soils engineer to make sure buildings are properly located and designed to help prevent personal injury and property damage that may be caused by landslides.

Mr. Lowe has identified and mapped a potential landslide study area for the Riverdale area. It is recommended that all development within this boundary first be deemed buildable by a qualified soils engineer. It is also recommended that a hillside ordinance be established that does not allow building on slopes greater than 30% unless otherwise determined buildable by a qualified soils engineer.

## ROCK FALL AND DEBRIS FLOW

Falling rocks occur when the soil where the rocks are anchored on a steep slope are eroded away by rainfall or storm water runoff. Loosened rocks are then dislodged by continued water flow rolling down the hill until they come to a stop often at the bottom of a hill or roadway. When rocks and other matter, (i.e. sticks, leaves, branches, trees, etc.) fall into a drainage channel and are pushed down a steep slope by storm water flows they then constitute what is known as a debris flow. Rock slides and debris flows are common on steep slopes, therefore care should be taken to avoid building in or below drainage channels or beneath rock outcroppings on steep slopes. It is recommended that efficient drainage channels be developed to handle major storm runoff.

## ENVIRONMENT

Riverdale has a temperate, semiarid climate characterized by four well defined seasons having warm, dry summers and cold, but usually not severe winters. The average temperature in Riverdale is in the low 50's (Fahrenheit). Summer highs reach in the 80's and 90's with winter maximum temperatures above freezing. The average annual precipitation total is nearly 17 inches.

## WETLANDS

## BACKGROUND

Several sites within the study area are classified as wetlands see Riverdale Environmental Constraints Map (Figure 3). The study was conducted during the winter season when it is difficult to take an accurate wetland inventory because plant species are difficult to identify. Areas likely to contain wetlands were identified by a wetlands biologist using 1:24,000 color aerial photography provided by the U.S. Army Corps of Engineers.

The 1977 Federal Clean Water Act, Section 404, defines wetlands as:

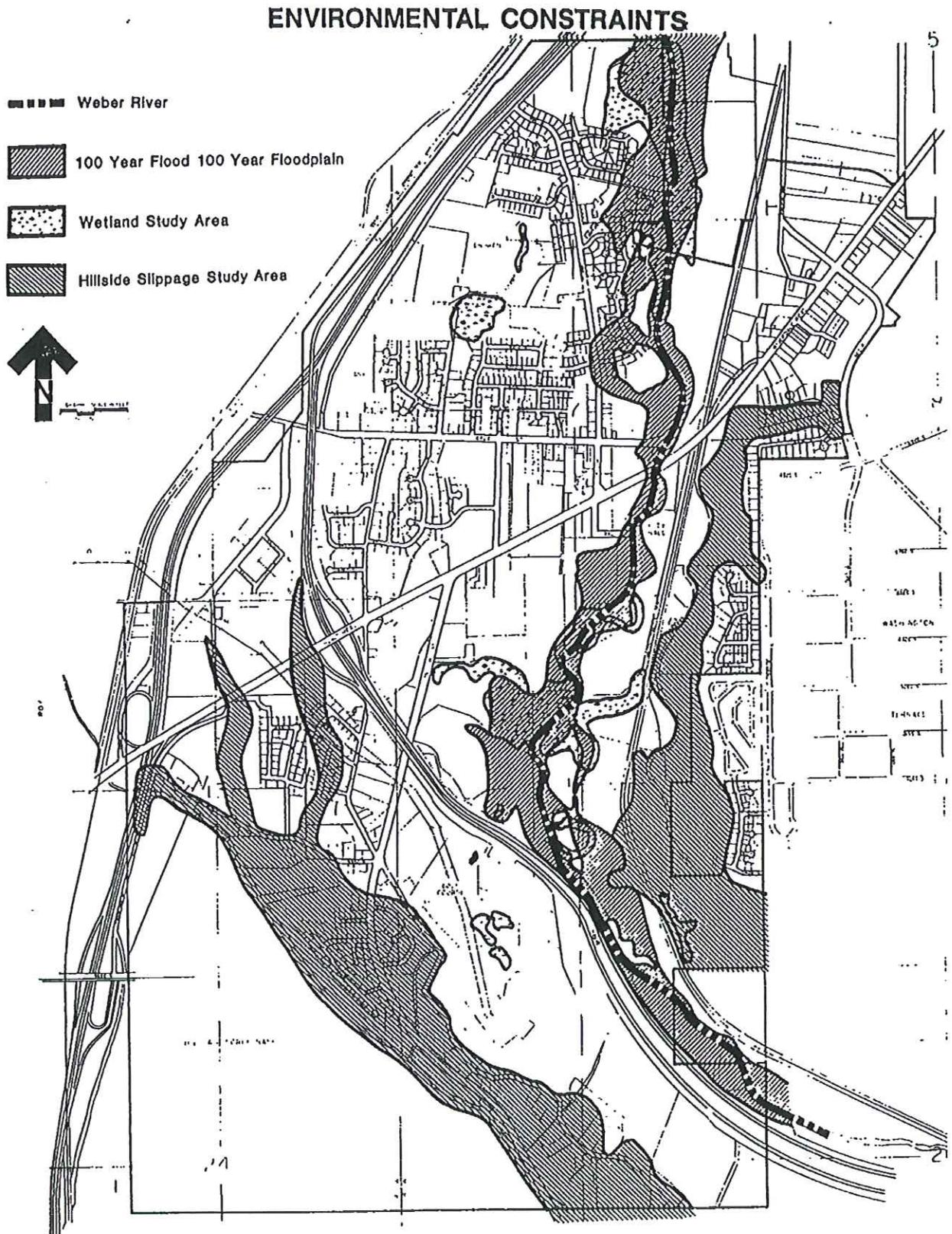
"those areas that are inundated by ground water or surface water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Generally wetlands within Riverdale are located adjacent to the Weber River and are a direct result of the river. Some isolated wetlands, however, occur throughout the community. These isolated wetlands are the result of high ground water manifested as springs, seeps, wet meadows, marshes, swamps, and ponds. Wetlands of the study area vary greatly in size, water regime, type of vegetation present and classification.

As urban development in Riverdale nears the saturation level, pressure to fill in the wetlands may increase. Once a wetland is filled in it is lost forever. Fortunately, many people recognize the benefits of wetlands as a scarce resource that can aid in flood protection, stream bank protection and stabilization, pollution control, wildlife habitat and hunting, recreation and aesthetics, environmental education, etc. Wetlands are often viewed as a rare and unique part of the urban landscape. Section 404 of the Clean Water Act designates the U.S. Army Corps of Engineers as the lead agency in wetland protection, maintenance and research. Development on wetlands may require a permit from that agency.

Development in wetland areas increases the costs of construction and maintenance and potential property damage claims if basements are flooded. Good subdivision design can incorporate wetland to preserve open space, provide recreational opportunities and maintain wetland aesthetic values.

Figure 3 - ENVIRONMENTAL CONSTRAINTS



Preservation of the remaining wetlands is critical as development pressures continue to increase. Counties and cities can protect wetlands through zoning regulations, the development of ordinances to protect wetlands and maintain rights-of-way and outright purchase.

## FAUNA AND FLORA

### BACKGROUND

Riverdale is unique in the State of Utah. Though a suburban residential area, it offers substantial habitat for wildlife including the Peregrine Falcon and Bald Eagle which are on the rare and endangered species lists. According to Wildlife Biologist Don Paul, Utah State Division of Wildlife Resources in Ogden, this area has become a significant corridor for transient birds because of the habitat along the Weber River. The river corridor, with other creeks and canals, provides important habitat for many bird and mammal species by supplying critical water and a diverse vegetation for cover, feeding, breeding, nesting and resting; especially during migratory flights.

According to Mr. Paul this corridor is also an important habitat for Mule Deer and the south bluff of Golden Spike Park contains habitat vital to many species of fowls.

Riverdale fishery habitat rates fairly good during most parts of the year classified as a Class III cold water fishery supporting Brown Trout, Cutthroat Trout, Rainbow Trout, Mountain White Fish, Mountain and Utah Sucker, and Mottled Sculpin. The habitat for fish has been improved in Riverdale with the addition of several rock outcroppings to create protected areas.

### PROBLEMS

Commercial and residential development eliminates critical wildlife habitat by clearing trees and brush. Riverdale has a unique opportunity to highlight the Weber River corridor a valuable resource which gave the city its name. Riverdale's trail along the river corridor has enhanced the area for wildlife and become an asset encouraging recreation and tourism which generates additional revenues for Riverdale.

Fisheries Biologist Kent Somers with the Division of Wildlife Resources says water quality is adequate for trout survival from the end of June through the fall. However, abnormally low stream flows resulting from water users upstream who do not comply with State regulations regarding what water levels should be maintained during the winter months. Spring floods greatly increase turbidity and undercut unstablized banks and poor water quality could create a severe problem with Riverdale fishery habitats and can also have a seriously detrimental impact on fish populations. If the stream flow and turbidity problems could be solved, the State of Utah would like to develop the stretch of the Weber River flowing through Riverdale into a year round fishery capable of supporting Brown Trout and Cutthroats.

## AIR QUALITY

### BACKGROUND

The quality of the air in Riverdale City is generally fair to good. The State of Utah maintains three air quality monitoring stations a short distance from the community at 2570 Grant Ave., Ogden; 5320 S. 2100 W., Roy and 2955 S. Washington Blvd. in Weber County. These stations take readings of Total Suspended Solids (TSP), Carbon Monoxide (CO), Ozone, Nitrous Oxide (NO<sub>2</sub>), and Lead (Pb). According to air quality records, even with the heavy smog build up during times of atmospheric inversion, the ambient air quality readings rarely surpass the Federal Primary or even the Secondary air quality standards. Primary Federal Standards are those the Environmental Protection Agency has determined to be detrimental to the health and welfare of people. Secondary standards are those determined to be detrimental to various components of the environment. The minor problems that exist are primarily with regard to TSP, CO, and ozone levels. Sulfur Dioxide (SO<sub>2</sub>), Nitrogen Dioxide (NO<sub>2</sub>), and Hydrocarbon (H/C) levels are not read at these stations because they are not considered to be a problem particular to the Riverdale area. According to the 1985 Utah Air Emissions Inventory published by the Utah State Department of Health Bureau of Air Quality, air traffic from such sources as HAFB and the Ogden Hinckley Airport, contribute only a small percentage (1.19%) to the pollutants in the air.

### PROBLEMS

TSP is caused by particulates from industrial exhaust, wood burning stoves, road dust and from particulates blown in from the desert during wind storms. Expensive scrubbers on industrial smoke stacks, new regulations concerning wood burning stoves and stabilization of dirt road surfaces (i.e. paving, graveling), can greatly reduce TSP.. Dust storms are something residents living in desert climes must endure. Stabilization of disturbed surfaces through revegetation and graveling greatly reduce air quality problems associated with construction work.

Carbon Monoxide is created by automobile exhaust, industrial exhaust, and wood burning stoves which burn fuel inefficiently. Hydrocarbons (H/C), Nitrous Oxides (NO<sub>x</sub>), and CO chemically combine in the sunlight to produce Ozone. The Inspection/Maintenance Program (I/M) requiring automobiles along the Wasatch Front to meet strict emission standards have helped curb CO levels. Cleaner fuels, electric vehicles and reducing the use of wood burning stoves, or using cleaner burning stoves especially during times of high inversion can all help improve air quality.

Ozone is the primary component of smog and can decrease air quality on hot summer days when temperatures exceed 90 - 95 degrees.

Pb and NO<sub>2</sub> levels in the atmosphere are within safe levels and should continue to decline with cleaner burning fuels for automobiles and homes.

## NOISE AND ACCIDENT POTENTIAL SURROUNDING

### HAFB

## **BACKGROUND**

Due to concern by the U.S. Air Force for the safety and well being of citizens residing near its facilities it has developed in connection with the Federal Aviation Administration (FAA) an Air Installation Compatible Use Zone (AICUZ) designed to be a planning tool for local communities and municipalities dealing with problems unique to air base environments. (See Figure 4.)

Primarily AICUZ is an assessment by the Air Force and the FAA of the Day/Night Noise Levels (DNL), and Accident Potential Zones (APZ). APZs and DNLs are overlaid on a map shown on the Air Installation Compatible Use Zone Map (Figure 8) and form what are called Compatible Use Districts (CUD). Based on this data the Air Force and the FAA have developed guidelines for land uses which are compatible within these CUDs. These compatible land uses are listed in Tables A, B & C.

Figure 4 - 1993 AICUZ Noise Contours



Table A - Land Use Compatibility Guidelines

LAND USE CATEGORY	COMPATIBLE USE DISTRICTS						
	3	4	5	10	11	12	13
	APZ I LDN 75-80	APZ I LDN 70-75	APZ I LDN 65-70	APZ I LDN 70-75	APZ I LDN 65-70	LDN 70-75	LDN 65-70
<b>RESIDENTIAL</b>							
Single Family	N	N	N	30 <sup>1,2</sup>	25 <sup>1,2</sup>	30 <sup>2</sup>	25 <sup>2</sup>
Two Family	N	N	N	N	N	30 <sup>2</sup>	25 <sup>2</sup>
Multi-family Dwelling	N	N	N	N	N	30 <sup>2</sup>	25 <sup>2</sup>
Residential Hotels	N	N	N	N	N	30 <sup>2</sup>	25 <sup>2</sup>
Mobile Home Parks/Courts	N	N	N	N	N	30 <sup>2</sup>	25 <sup>2</sup>
Other Residential	N	N	N	N	N	30 <sup>2</sup>	25 <sup>2</sup>
<b>INDUSTRIAL/MANUFACTURING<sup>3</sup></b>							
Food and Kindred Products	N	N	N	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Textile Mill Products	N	N	N	N	N	Y <sup>6</sup>	Y
Apparel	N	N	N	N	N	Y <sup>6</sup>	Y
Lumber & Wood Products	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Furniture & Fixtures	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Paper & Allied Products	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Printing and Publishing	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Chemicals & Allied Products	Y <sup>3,5</sup>	Y <sup>3,6</sup>	Y <sup>3</sup>	Y <sup>3,6</sup>	Y <sup>3</sup>	Y <sup>6</sup>	Y
Petroleum Refining & Related Industries	N	N	N	N	N	Y <sup>6</sup>	Y
Rubber & Misc. Plastic	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Stone, Clay & Glass Products	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Primary Metal Industries	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Fabricated metal Products	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Professional, Scientific & Controlling Instruments	N	N	N	N	N	25	Y
Miscellaneous Manufacturing	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y

This table is a guide. Adaptations to fit local conditions and more precise land use category designations are required based on the criteria of the AICUZ study.

Source: Hill Air Force Base, Air Installation Compatible Use Zone Report, Hill Air Force Base, Utah, Amended April 1982.

Table B - Land Use Compatibility Guidelines

LAND USE CATEGORY	COMPATIBLE USE DISTRICTS						
	3	4	5	10	11	12	13
	APZ I LDN 75-80	APZ I LDN 70-75	APZ I LDN 65-70	APZ I LDN 70-75	APZ I LDN 65-70	LDN 70-75	LDN 65-70
<b>PUBLIC &amp; QUASI PUBLIC SERVICES</b>							
Government Services	N	N	N	25 <sup>8</sup>	Y <sup>8</sup>	25	Y
Educational Services	N	N	N	N	N	30	25
Cultural Activities Including							
Churches	N	N	N	N	N	30	25
Medical & Other Health Services <sup>9</sup>	N	N	N	N	N	30	25
Cemeteries	Y <sup>5,10</sup>	Y <sup>6,10</sup>	Y <sup>10</sup>	Y <sup>6,10</sup>	Y <sup>10</sup>	Y <sup>6</sup>	Y
Non Profit Organizations	N	N	N	N	N	30	25
Other Public & Quasi Public Services	N	N	N	30	25	30	25
<b>OUTDOOR RECREATION</b>							
Playgrounds, Neighborhood Parks	N	N	N	Y	Y	Y	Y
Community & Regional Parks	N	Y <sup>11</sup>	Y <sup>11</sup>	Y	Y <sup>11</sup>	Y <sup>11</sup>	Y
Nature Exhibits	N	N	Y	N	Y	N	Y
Spectator Sports Inc. Arenas	N	N	N	N	N	N	Y
Golf Course <sup>12</sup> , Riding Stables <sup>13</sup>	Y <sup>14</sup>	Y <sup>15</sup>	Y	Y <sup>15</sup>	Y	Y <sup>15</sup>	Y
Water Based Recreational Areas	Y <sup>14</sup>	Y <sup>15</sup>	Y	Y <sup>15</sup>	Y	Y <sup>15</sup>	Y
Resort & Group Camps	N	N	N	N	N	Y	Y
Auditoriums, Concert Halls	N	N	N	N	N	N	Y
Outdoor Amphitheaters, Music Shells	N	N	N	N	N	N	N
Other Outdoor Recreation	N	Y <sup>11</sup>	Y <sup>11</sup>	Y	Y	Y	Y
<b>RESOURCE PRODUCTION, EXTRACTION &amp; OPEN SPACE</b>							
Agriculture (Except Livestock)	Y <sup>17</sup>	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>18</sup>	Y <sup>19</sup>
Livestock Farming, Animal Breeding	Y <sup>17</sup>	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>18</sup>	Y <sup>19</sup>
Forestry Activities	Y <sup>17</sup>	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>18</sup>	Y <sup>19</sup>
Fishing Activities & Related Srvc.	Y <sup>11</sup>	Y <sup>11</sup>	Y <sup>11</sup>	Y	Y	Y	Y
Mining Activities	Y	Y	Y	Y	Y	Y	Y
Permanent Open Space	Y	Y	Y	Y	Y	Y	Y
Water Areas	Y <sup>11</sup>	Y	Y				

This table is a guide. Adaptations to fit local conditions and more precise land use category designations are required based on the criteria of the AICUZ study.

Source: Hill Air Force Base, Air Installation Compatible Use Zone Report, Hill Air Force Base, Utah, Amended April 1982.

Table C - Land Use Compatibility Guidelines

LAND USE CATEGORY	COMPATIBLE USE DISTRICTS						
	3	4	5	10	11	12	13
	APZ I LDN 75-80	APZ I LDN 70-75	APZ I LDN 65-70	APZ I LDN 70-75	APZ I LDN 65-70	LDN 70-75	LDN 65-70
<b>TRANSPORTATION, COMMUNICATIONS &amp; UTILITIES</b>							
Railroad, Rapid Rail Transit	Y	Y	Y	Y	Y	Y	Y
Highway & Street R.O.W.	Y	Y	Y	Y	Y	Y	Y
Auto Parking	Y	Y	Y	Y	Y	Y	Y
Communications (noise sensitive)	30	25	Y	25	Y	25	Y
Utilities	Y	Y	Y	Y	Y	Y	Y
Other Transportation, Communications & Utilities	Y	Y	Y	Y	Y	Y	Y
<b>COMMERCIAL/RETAIL TRADE</b>							
Wholesale Trade	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Building Materials - Retail	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
General merchandise – Retail	N	N	N	25	Y	25	Y
Food – Retail	N	N	N	25	Y	25	Y
Automotive, Marine	30	25	Y	25	Y	25	Y
Apparel & Accessories – Retail	N	N	N	25	Y	25	Y
Eating & Drinking Places	N	N	N	N	N	25	Y
Furniture, Home Furnishings – Retail	30	25	Y	25	Y	25	Y
Other Retail Trade	N	N	N	25	Y	25	Y
<b>PERSONAL &amp; BUSINESS SERVICES<sup>8</sup></b>							
Finance, Insurance & Real Estate <sup>8</sup>	N	N	N	25	Y	25	Y
Personal Services	N	N	N	25	Y <sup>1</sup>	25	Y
Business Services	N	N	N	25	Y	25	Y
Repair Services	Y <sup>5</sup>	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y	Y <sup>6</sup>	Y
Contract Construction Services	N	N	N	25	Y	25	Y
Indoor Recreation Services	N	N	N	25	Y	25	Y
Other Services	N	N	N	25	Y	25	Y

This table is a guide. Adaptations to fit local conditions and more precise land use category designations are required based on the criteria of the AICUZ study.

Source: Hill Air Force Base, Air Installation Compatible Use Zone Report, Hill Air Force Base, Utah, Amended April 1982.

## NOTES

- N (NO)** The land use and related structures are not compatible and should be prohibited.
- Y (YES)** The land use and related structures are compatible without restriction and should be considered.
- YX (YES WITH RESTRICTIONS)** The land use and related structures are generally compatible; however, some special factors should be considered.
- 30 or 25** The land use is generally compatible; however, a Noise Level Reduction (NLR) of 30 or 25 must be incorporated into the design and construction of the structure.
- 30X or 25X** The land use is generally compatible with NLR; however, such NLR does not necessarily solve noise difficulties and additional evaluation is warranted.
- 1 Because of accident hazard potential, the residential density in these CUDs should be limited to the maximum extent possible. It is recommended that residential density not exceed one dwelling unit per acre. Such use should be permitted only following a demonstration of need to utilize this area for residential purposes.
  - 2 Although it is recognized that local conditions may require residential uses in these CUDs this use is strongly discouraged in CUDs 10 8 12 and discouraged in CUDs 11 8 13. The absence of viable alternative development options should be shown. Prior to approvals, an evaluation should be conducted, indicating a demonstrated community need exists for residential use of the CUDs. Where the community determines that residential uses must be allowed NLRs of at least 30 (CUDs 10 & 12) and 25 (11 8 13) should be incorporated into building codes and/or individual approvals. Additional consideration should be given to modify the NLR levels based on peak noise levels. Such criteria will not eliminate outdoor environment noise problems and, as a result, site planning and design could include measures to minimize this impact particularly where the noise is from ground level sources.
  - 3 Because these uses vary considerably by locality and within a general category, particular care should be taken to evaluate and modify guidelines to fit local conditions. Among factors to be considered: Labor intensity; structural coverage; explosive, inflammable characteristics; size of establishment; people density; peak period (including shoppers/visitors) concentrations.
  - 4 A NLR of 30 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas or where the normal noise level is now.
  - 5 A NLR of 25 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas or where the normal noise level is now.
  - 6 No passenger terminals and no major ground transmission lines in APZ I.

- 7 Low intensity office uses only (limited scale of concentration of such uses), meeting places, auditoriums, etc. not recommended.
- 8 Excludes hospitals.
- 9 Excludes chapels.
- 10 Facilities must be low intensity.
- 11 Clubhouse not recommended.
- 12 Concentrated rings with large classes not recommended.
- 13 A NLR of 30 must be incorporated into buildings for this site.
- 14 A NLR of 25 must be incorporated into buildings for this site.
- 15 Residential structures not permitted.
- 16 Residential buildings require a NLR of 30.
- 17 Residential buildings require a NLR of 25.

## WATER QUALITY

The water quality of the Weber River is rated very high for Riverdale's location on the lower end of the valley and is rated as a Class 3A Cold Water Fishery. According to the State of Utah Waste Water Disposal Regulations published by the Utah Water Pollution Control Board Class 3A streams are "protected for cold water species of game fish and other cold water aquatic life, including the necessary aquatic organisms in their food chain."

According to Dr. Mike Minor of the Weber River Basin Water Quality Laboratories the water quality is good and the State of Utah Division of Wildlife Resources is able to stock the stream with trout from June through the fall months. During periods of relatively low flows sediments from Weber Canyon settle and build up until Spring flood flows come and wash sediments downstream causing aquatic life to die and in severe flood years the river to alter course leading to flooding problems along the entire stretch. In the winter time upstream water users not in compliance with State regulations concerning proper water use cause extreme fluctuations in the river's water level and turbidity seriously damaging the quality of the water for aquatic organisms. Irrigation return flows containing fertilizer, pesticides, and salts further add to river water deterioration.

According to Dr. Minor dredging and channelization activities create more problems than they solve when stream bank vegetation and bottom material are removed increasing turbidity and removing material fish feed on. A series of sediment screens or drop structures installed upstream could greatly reduce the need for extensive dredging.

Riverdale was named for the Weber River which flows through the City and is a valuable asset and attraction that should be enhanced. The main emphasis should be to protect the river as a system, not just portions which appear to be problematic with emphasis placed on protecting floodplains, fisheries, river bank vegetation, and water quality.

## FLOODPLAIN

The Weber River with its floodplain flows from the extreme south east corner of Riverdale City along a northerly course. The river has been channelized and culverted along several reaches and it has filled in with sedimentary deposits creating reduced channel capacity over time. In times of increased urban runoff during storm events the channel cannot handle the flow and is forced to find other paths by spilling into floodplain areas. Diminished capacity and increased flows have created flooding problems along the entire length of the river. To minimize flood risks the Weber River has been dredged and in some places widened to handle higher flows in an effort to control future flooding problems. According to Jerry Newell of the U.S. Army Corps of Engineers in Salt Lake City dredging activities on Riverdale's portion of the Weber River has contributed to the river's instability and erosion by leaving stream banks bare and unprotected by natural vegetation.

## GROUND WATER

High water table areas are often associated with low areas adjacent to rivers, streams, old river channels, or atop an impermeable layer of soil somewhere beneath the

surface of the ground. During periods of high stream flows the ground water table is at its peak nearing 0-30 inches below the surface in some places.

High ground water areas need to be identified prior to development so that special design considerations can be made to avoid problems with basements flooding and septic tank and drain field percolation, especially in areas of high to very high soil permeability. Areas where high ground water tables are most likely to pose problems are shown on Figure 5 Soils and Soil Constraints Map.

#### SOILS

Evaluation of soil types and constraints are important factors when considering the type and density of development which may be allowed in an area. Soil limitations were determined by examining the characteristics and qualities of each soil type such as: permeability; depth to water table; shrink-swell potential; erosion potential; texture; kind and amount of clay; content of alkali; bearing capacity; and percent slope.

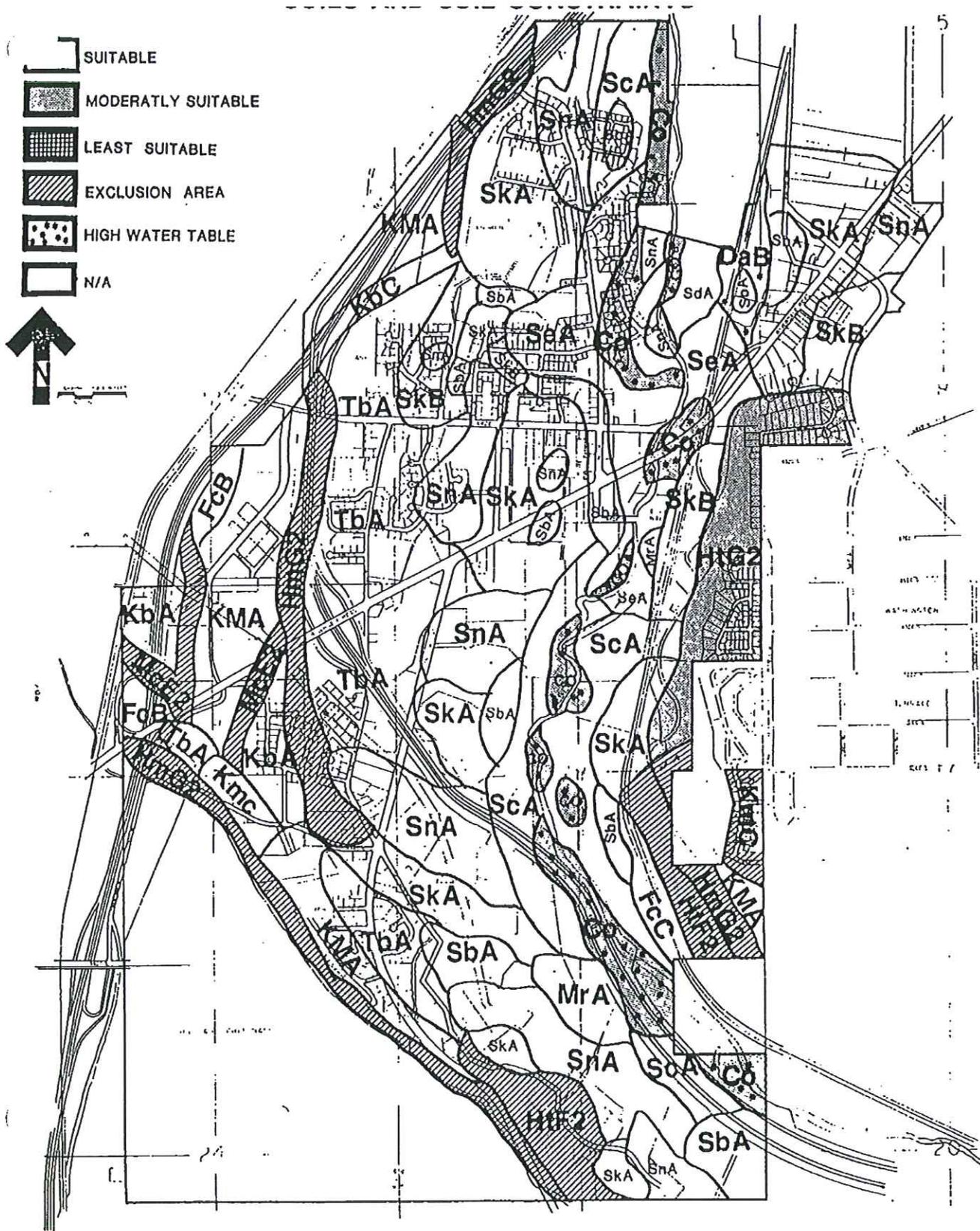
Riverdale City has 21 different soil types (See Figure 5):

- Cobbly alluvial land - Ca
- Draper Loam - DaB
- Francis Loamy Fine Sand, 0 to 3 percent slopes - FcB
- Francis Loamy Fine Sand, 3 to 6 percent slopes - FcC
- Hill field-Marriott Complex, 30 to 60 percent slopes, eroded - HMG2
- Hill field-Timpanogos-Parleys complex, 20 to 30 percent slopes, eroded - HTF2
- Kilburn sandy loam, 0 to 1 percent slopes - KbA
- Kilburn sandy loam, 3 to 6 percent slopes - KbC
- Kilburn gravely sandy loam, deep over clean sands, 0 to 3 percent slopes - KmA
- Kilburn gravely sandy loam, deep over clean sands, 3 to 10 percent slopes - KmC
- Marriott cobbly sandy loam, 10 to 30 percent slopes, eroded - McE2
- Martini fine sandy loam, 0 to 1 percent slopes - MrA
- Steed fine sandy loam, 0 to 1 percent slopes - SbA
- Steed fine sandy loam, 0 to 1 percent slopes, channeled - ScA
- Steed gravely fine sandy loam, 0 to 2 percent slopes - SdA
- Steed gravely fine sandy loam, 0 to 2 percent slopes, channeled - SeA
- Sunset loam, 0 to 1 percent slopes - SkA
- Sunset loam, 1 to 3 percent slopes - SkB
- Sunset loam, gravely substratum, 0 to 1 percent slopes - SnA
- Timpanogos loam, 0 to 1 percent slopes - TbA

These soils have been classified into three main groupings: suitable, moderately suitable, and unsuitable for development (See Tables D, E & F). The classifications were based on the number of overlapping constraints each soil type exhibited, zero to one constraint rated a soil as suitable for development, two or three overlapping constraints rated a soil as moderately suitable while four or more led to a soil rating of severe and least suitable for development. Soils which have potential for hillside slippage are rated as exclusion areas where constraints generally cannot be mitigated and no development should be allowed without extensive engineering analysis to determine the soil's stability. The majority of the

soils in the study area have been identified as suitable for development with a few areas which are classified as moderately suitable, unsuitable or exclusion areas. The rating of moderate to severe indicates special studies should be conducted by a qualified professional soils engineer to determine the soil's limitations prior to the land being developed.

Figure 5 - SOILS AND SOIL CONSTRAINTS



## FOOTNOTES

1. U.S. Department of the Army, Corps of Engineers, Preliminary Guide to Wetlands of the West Coast States, Environmental Laboratory, U.S. Army Engineer Waterways Experiment Station, Vicksburg, Miss., April, 1978, p. 7.

2. Utah State Department of Health, Division of Environmental Health, Bureau of Air Quality, 1985 Utah Air Emission Inventory, Salt Lake City, Utah, 1985.

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2. U.S. Department of the Army, Corps of Engineers. Preliminary Guide to Wetlands of the West Coast States. Environmental Laboratory, U.S. Army Engineer Waterways Experiment Station. Vicksburg, Miss. April, 1978. p. 7.

3. Utah State Department of Health, Division of Environmental Health, Bureau of Air Quality. 1985 Utah Air Emission Inventory. Salt Lake City, Utah. 1985.

TABLE D, E- SOIL TYPES

TABLE D – SOIL TYPES

CONSTRAINTS:	Co	DaB	FcB	FcC	HMG2	HTF2	HTG2	KbA
0" – 30" WATER TABLE DEPTH	X	X						
HIGH SHRINK SWELL POTENTIAL								
HIGH OR VERY HIGH EROSION HAZARD					X	X	X	
STRONG SALT OR ALKALI								
RAPID OR VERY RAPID PERMEABILITY	X		X	X				X
SLOW, VERY SLOW OR IMPERMEABLE					X			
HIGH WATER RUNOFF POTENTIAL	X				X	X	X	
SUSCEPTIBLE TO HILLSIDE SLIPPAGE					EX	EX		
NUMBER OF OVERLAPPING CONSTRAINTS	3	1	1	1	EX	EX	2	1

TABLE E – SOIL TYPES

CONSTRAINTS:	KbC	KmA	KmC	McE2	MrA	SbA	ScA	SdA
0" – 30" WATER TABLE DEPTH								
HIGH SHRINK SWELL POTENTIAL								
HIGH OR VERY HIGH EROSION HAZARD								
STRONG SALT OR ALKALI								
RAPID OR VERY RAPID PERMEABILITY	X	X	X	X	X	X		
SLOW, VERY SLOW OR IMPERMEABLE								
HIGH WATER RUNOFF POTENTIAL				X				
SUSCEPTIBLE TO HILLSIDE SLIPPAGE			EX	EX				
NUMBER OF OVERLAPPING CONSTRAINTS	1	1	EX	EX	1	1	0	0

TABLE F - SOIL TYPES

TABLE F – SOIL TYPES

CONSTRAINTS:	SeA	SkA	SkB	SnA	TbA
0" – 30" WATER TABLE DEPTH					
HIGH SHRINK SWELL POTENTIAL					
HIGH OR VERY HIGH EROSION HAZARD					
STRONG SALT OR ALKALI					
RAPID OR VERY RAPID PERMEABILITY					
SLOW, VERY SLOW OR IMPERMEABLE					
HIGH WATER RUNOFF POTENTIAL					
SUSCEPTIBLE TO HILLSIDE SLIPPAGE					
NUMBER OF OVERLAPPING CONSTRAINTS	0	0	0	0	

**RIVERDALE CITY  
CITY COUNCIL AGENDA  
February 4, 2014**

**AGENDA ITEM: G4**

**SUBJECT:** Consideration of Ordinance 852 proposed amendment to RCC 1-6-3B  
Presiding Officer; Mayor Pro Tempore

**PETITIONER:** Legal Department

**ACTION REQUESTED BY PETITIONER:** Consideration of Ordinance 852  
proposed amendment to RCC 1-6-3B  
Presiding Officer; Mayor Pro  
Tempore

**INFORMATION:**

[Executive Summary](#)

[Ordinance 852 with proposed changes to RCC 1-6-3A and B](#)

**[BACK TO AGENDA](#)**



# City Council Executive Summary

For the City Council meeting on: 2-4-2014

Petitioner: Legal

## Summary of Proposed Action

Proposed clarification on the selection and term of the Mayor Pro Tempore. Our current statute allows for the selection of a Mayor Pro Tempore but is silent on when and for how long. This proposal makes it so that the Council will select the Mayor Pro Tempore at its first meeting (or as soon as practicable) after a general election and runs the term of the Mayor Pro Tempore until the next general election winners take office (2 year term).

## Summary of Supporting Facts & Options

Our past practices have been somewhat inconsistent in how we handled the Mayor Pro Tempore position. This came about in part because the statute is silent on portions of this. This proposal seeks to clarify this and set the term of the Mayor Pro Tempore to run for two years or until the next election winners take over.

## Fiscal Comments - Treasurer/Budget Officer

  
Lynn Fortie, Treasurer

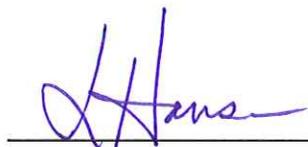
## Legal Comments - City Attorney

*We need some clarification here —*

  
Steve Brooks, Attorney

## Administrative Comments - City Administrator

*We should amend our ordinance.*

  
Larry Hansen, City Administrator



**ORDINANCE NO. 852**

**AN ORDINANCE AMENDING RIVERDALE MUNICIPAL ORDINANCE CODE, TITLE 1, CHAPTER 6, SECTION 3, TO AMEND CERTAIN PORTIONS THERETO PERTAINING TO THE SELECTION OF A MAYOR PRO TEMPORE; PROVIDING FOR SEVERALBILITY AND AN EFFECTIVE DATE.**

**WHEREAS**, Riverdale City (hereafter “City”) is a municipal corporation, duly organized and existing under the laws of the State of Utah; and

**WHEREAS**, Utah Code Annotated §10-3-702 empowers municipalities of the state to enact any and all ordinances and rules that would allow for the proper operation of a municipality; and

**WHEREAS**, the City finds it is in the best interest of the community and its citizens to sometimes update and clarify sections of the City Code in order to better inform the general public or to clarify sections that may be misunderstood, need better clarification or need to be updated to meet current practices, procedures or laws; and

**WHEREAS**, the Council finds that it would be beneficial and in the best interests of the citizens of Riverdale to amend the current city ordinance by inserting language and requirements that better clarifies the intentions and direction of the City Council; and

**WHEREAS**, the Riverdale City Council held a public meeting and considered all competent evidence offered in support of and opposed to said proposed amendment; and

**WHEREAS**, it appearing that the proposed amendment is in accord with the City's goals or desires and will promote health, safety and the general welfare of the employees and community at large and the City Council of the City of Riverdale finds it to be in the best interests of the City;

**NOW, THEREFORE, BE IT HEREBY ORDAINED AND ENACTED BY THE CITY COUNCIL OF THE CITY OF RIVERDALE:**

**Section 1.** The recitals above are true and correct.

**Section 2.** The Riverdale Municipal Ordinance, TITLE 1, ADMINISTRATION, CHAPTER 6, MAYOR AND CITY COUNCIL, SECTION 3, MAYOR AS A MEMBER OF THE CITY COUNCIL, is hereby amended to clarify the procedures used to elect a Mayor Pro Tem, as follows:

**1-6-3: MAYOR AS MEMBER OF CITY COUNCIL**

A. Authority  of Mayor: The mayor is the chief executive officer of this city. He shall supervise the conduct of all city officers and may suspend any appointive officer from office for sufficient

cause; such suspension, however, will terminate at the next regular meeting of the city council, unless such officer is, after a hearing and opportunity to present his defense, thereupon removed from office by action of the city council. (1985 Code § 2-2-1)

B. Presiding Officer; Mayor Pro Tempore: The mayor shall be the chairperson and preside at the meetings of the city council. In the absence of the mayor or because of his inability or refusal to act, the city council may elect a member of the city council to preside over the meeting as mayor pro tempore, who shall have all the powers and duties of the mayor during his absence or disability. The council shall, as soon as practicable or at its first meeting following each regular city election, and after the newly elected members take office, elect one of its members to serve as Mayor Pro Tempore, for a term expiring at the first Council meeting following each regular city election. The election of a mayor pro tempore shall be entered in the minutes of the meeting. (Ord. 845, 02 2014)

**Section 3.** All other titles, chapters and sections not otherwise amended hereby shall remain unchanged, in full force and effect. Any provision of the Riverdale Municipal Ordinance Code found to be in conflict with this ordinance is hereby repealed. The adoption of this ordinance supersedes all previous Ordinances in conflict herewith.

**Section 4.** Severability. If any provision of this ordinance is declared invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

**Section 5. Effective date.** This ordinance shall take effect immediately upon its adoption and posting.

**PASSED, ADOPTED AND ORDERED POSTED** this 4<sup>th</sup> day of February, 2014.

\_\_\_\_\_  
Norm Searle, Mayor

Attest:

\_\_\_\_\_  
Ember Herrick, City Recorder

**RIVERDALE CITY  
CITY COUNCIL AGENDA  
February 4, 2014**

**AGENDA ITEM: H**

**SUBJECT:** Discretionary Items

**PETITIONER:** Elected, Appointed, and Staff

**ACTION REQUESTED BY PETITIONER:** Open agenda item provided for comments or discussion on discretionary items.

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