



August 13, 2014

Notice of Public Hearing

Riverdale City Planning Commission

Tuesday, August 26, 2014

Which begins at 6:30 p.m.

Riverdale Civic Center
4600 Weber River Drive
Riverdale, Utah

Riverdale City gives notice that on Tuesday, August 26, 2014, the Riverdale City Planning Commission will hold a public hearings to receive and consider public comment concerning amending the Land Uses section of Riverdale's General Plan, Riverdale City Code 10-13C-13-D14 Driveway and Curb Openings, and 10-10A Commercial Zones (C-1, C-2, C-3) and 10-10B Planned Commercial Zones (CP-1, CP-2, CP-3). The proposed language can be viewed at 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. **All residents are invited and encouraged to attend.**

- 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.

August 13, 2014

TO: Standard Examiner Legal Notices

PUBLIC NOTICE

Riverdale City gives notice that on Tuesday, August 26, 2014, the Riverdale City Planning Commission will hold a public hearings to receive and consider public comment concerning amending the Land Uses section of Riverdale's General Plan, Riverdale City Code 10-13C-13-D14 Driveway and Curb Openings, and 10-10A Commercial Zones (C-1, C-2, C-3) and 10-10B Planned Commercial Zones (CP-1, CP-2, CP-3). The proposed language can be viewed at 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 August 19, 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

ALTERNATIVE LAND USES

INTRODUCTION

The Mayor and City Council of Riverdale City have ~~undertaken-participated in~~ the General Plan ~~update~~-process ~~regarding land uses~~. The ~~Committee members used the~~ following sources ~~have been historically used~~ for information and background ~~purposes~~:

- Riverdale Master Development Plan 1972-~~1990~~2001(?)
- Comprehensive Plan-Riverdale-University of Utah Planning Practicum-1987
- Riverdale City Strategic Plan 1995-~~2005~~2013
- Riverdale Municipal Ordinance Code, 1995
- Planning and Zoning Administration in Utah, Center for Public Policy and Administration, University of Utah, 3rd Edition
- ~~The Summary of Recommendations was published in September 1995 with a recommended land use map summarizing the proposed land use districts.~~
- Riverdale General Plan adopted April 30, 1997 ~~and updated on~~ , 200(?).

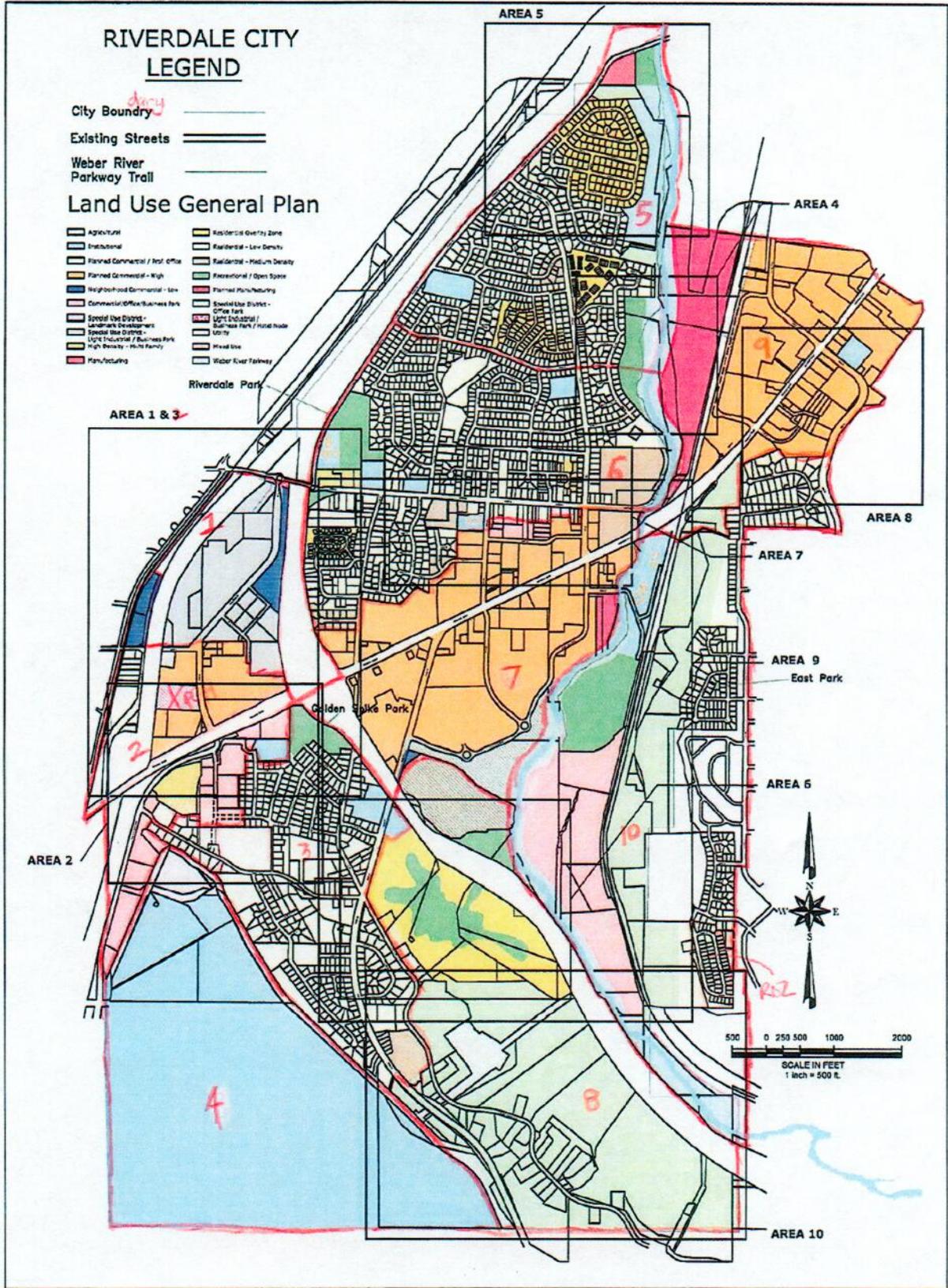
Figure 6 is the existing Land Use Master Plan map for Riverdale City, as ~~established~~ ~~updated~~ in 2004(?). The Land use Master has been updated to reflect recent zoning changes in the ~~Weber River Redevelopment area bounded by Riverdale Road, 1050 West, and the Weber River City~~. Most of the land uses remain as recommended by the Riverdale City General Plan dated April 30, 1997 ~~and dated~~ , 200(?).

RIVERDALE CITY LEGEND

- City Boundary 
- Existing Streets 
- Weber River 
- Parkway Trail 

Land Use General Plan

- | | |
|---|--|
|  Agricultural |  Residential Quality Zone |
|  Institutional |  Residential - Low Density |
|  Planned Commercial - Prof. Office |  Residential - Medium Density |
|  Planned Commercial - High |  Recreational / Open Space |
|  Neighborhood Commercial - Low |  Planned Manufacturing |
|  Commercial / Office / Business Park |  Special Use District - Office Park |
|  Special Use District - Landmark Developers |  Light Industrial / Office Park / Retail Node |
|  Special Use District - Light Industrial / Business Park |  Mixed Use |
|  High Density - Mixed Family |  Weber River Parkway |
|  Manufacturing | |



ALTERNATE LAND USES

Based on extensive community input and review, ~~by the Management Committee~~ the following land use areas and issues have been identified for ~~further future~~ discussion purposes. Figure 6 is the existing City map with an indication of the areas identified for discussion and recommendations. ~~For the purpose of clarity and continuity, the areas are identified with the same area designations as in the original General Plan and not by the designations used in the "Update" report.~~

The following are analyses of specific problematic areas within the City.

AREA ONE ~~AND AREA THREE~~

~~See Figure 7 for more regarding this area.~~ The majority of Area One is presently zoned manufacturing, the ~~previous Master Land Use Plan~~ recommendation ~~was that the for this area's future land use is be zoned~~ light ~~manufacturing industrial/business~~ park. Due to the fact that Big D construction has moved and America First Credit Union has purchased the property and is using it as their headquarters, it is recommended that the entire area be zoned Business Park ~~at some point in the future.~~ ~~See Figure 7.~~ The difference ~~is that we would like to change being that the change of~~ the zoning district to ~~light industrial/business park would more~~ accurately reflect the actual uses that are ~~going on currently occurring in this area.~~ For example, uses of business, office, research, high-tech businesses, financial institutions, credit card processing, and telemarketing types of uses, limited warehouse/distribution and assembly spaces ~~would also be area already~~ allowed ~~in this area as a result of the current zoning.~~

Even though the landscaping and site development requirements would be very similar to those developments that have already occurred, we believe this ~~land use plan~~ would protect and enhance the existing investment made by the businesses that are already located within the area. We also believe that it is a logical and excellent use that would have minimal traffic impact on the rest of the City and would enjoy ~~good close~~ access to the ~~I-15 and I-84~~ freeways. ~~The area that is currently zoned commercial has been re-evaluated and the recommendation is to alter the roadway to allow more Business Park development.~~ The small area at the northern end of this study area adjacent to I-15 should be annexed into the City as development occurs. Incidental retail could be located in the business/office buildings. The Business Park zoning will be more compatible with ~~any of~~ the proposed land uses to ~~South in Area Two.~~ ~~Any development in this area should also maximize its potential traffic/visibility opportunities with both I-15 and I-84 freeways located adjacent to this area.~~

AREA TWO

~~See Figure for more regarding this area.~~ ~~The two~~ This special Use Districts at the ~~southern portion of the area area is~~ uniquely located within the City because of ~~its~~ tier command of the panoramic views of the valley. ~~They Area Two~~ faces directly toward one of the most stunning views in the city, which is the eastern boundary of Riverdale City and the bluff to Riverdale East Bench. ~~Area Three~~ This area is also an extremely prominent location

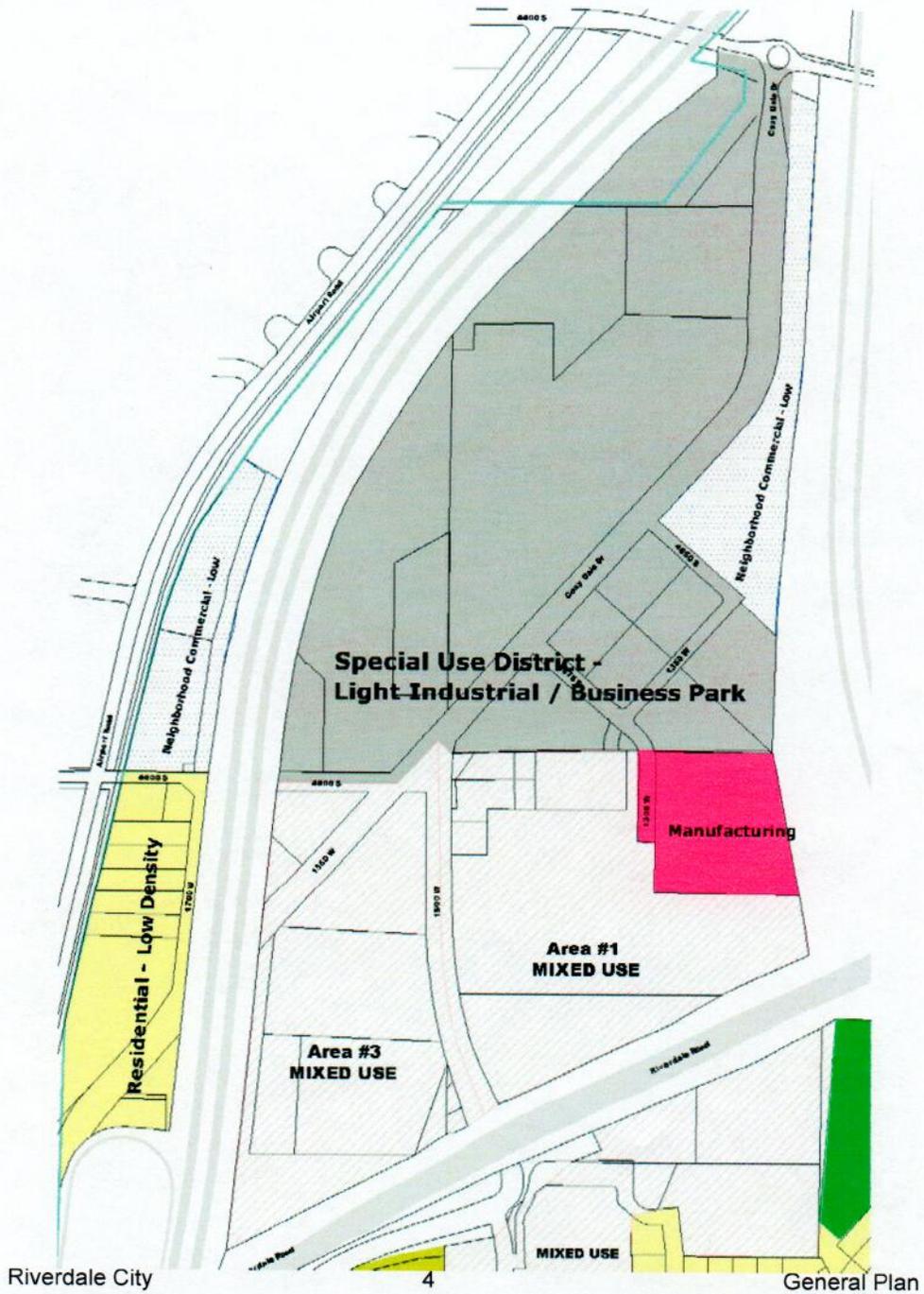
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for ~~landmark-strategic~~ development as the key to the entrance of the City from I-15 and I-84. Therefore, the recommended uses ~~or alternative uses~~ include: a major hotel, ~~high-rise condominiums~~ a retail/commercial center, and/or ~~a landmark~~ a corporate ~~center~~ office use. ~~Though it is currently zoned commercial, we believe that it would only be marginally effective because it does not have real visual frontage off of Riverdale Road and access would have to come off of 1500 West.~~ The opportunities for all other similar uses are extraordinary also great in this location.

The majority of this area is part of the West Bench RDA Project Area. The property owned by Scott Priest, Ford property, Keyes Insurance property, and the business offices south of Keyes are recommended to remain as either commercial/office or business park. There is also an approved site plan for the Aunt Nancy's assisted living facility to be located along Ritter Drive, which could have additional impact on this area. The development of the Larry H. Miller Auto complexes, Freeway Park Drive retail, the Tullis Business Park, and the Brook Haven Business Park have set a tone for this area to develop as a retail commercial and office site. There may be additional opportunities for other uses to be very successful at this location. The traffic generated by the majority of these developments is anticipated to be Riverdale Road oriented.

It is recommended that the revisions to the land use ordinance for the Business Park area be adopted and that minimum thresholds for development and guidelines for "landmark" development and architecture be developed. It is recommended that any development of this land in the future be sensitive to this location's unique geography in relation to I-15, I-84, Riverdale Road and Freeway Park Drive, in addition to its close proximity to the Ogden Airport site. It is also important to note that UDOT has recently completed Riverdale Road lane expansion which should be of direct benefit to the development of this West Bench area.

Figure 7 - Alternate Land Uses - Area 1 and 2 (Needs a new map page or pages?) and 3



AREA TWO

The majority of this area is part of the West Bench RDA Project Area. It is probably a consensus opinion that single family residential be developed on the Coleman property. The property owned by Scott Priest, Hayward property, Keyes Insurance, and the business offices south of Keyes are recommended to remain as either commercial/office or business park. The removal of the Cinedome, Roberts Photography, Meyer house, and the development of the Larry H. Miller Auto complex has set a tone for this corner being a retail commercial area.

Figure 8 indicates the extension of 5175 South and the addition of 1500 West from Ritter Dr. to 5175 South. After careful analysis by Sear Brown, the City's traffic engineering consultant, the recommendation was to provide access for further residential development and to provide better emergency vehicle access without adversely impacting the traffic in the neighborhoods. The traffic generated by the Commercial / Office Park and the Larry H. Miller development is anticipated to be Riverdale Road oriented.

AREA THREE

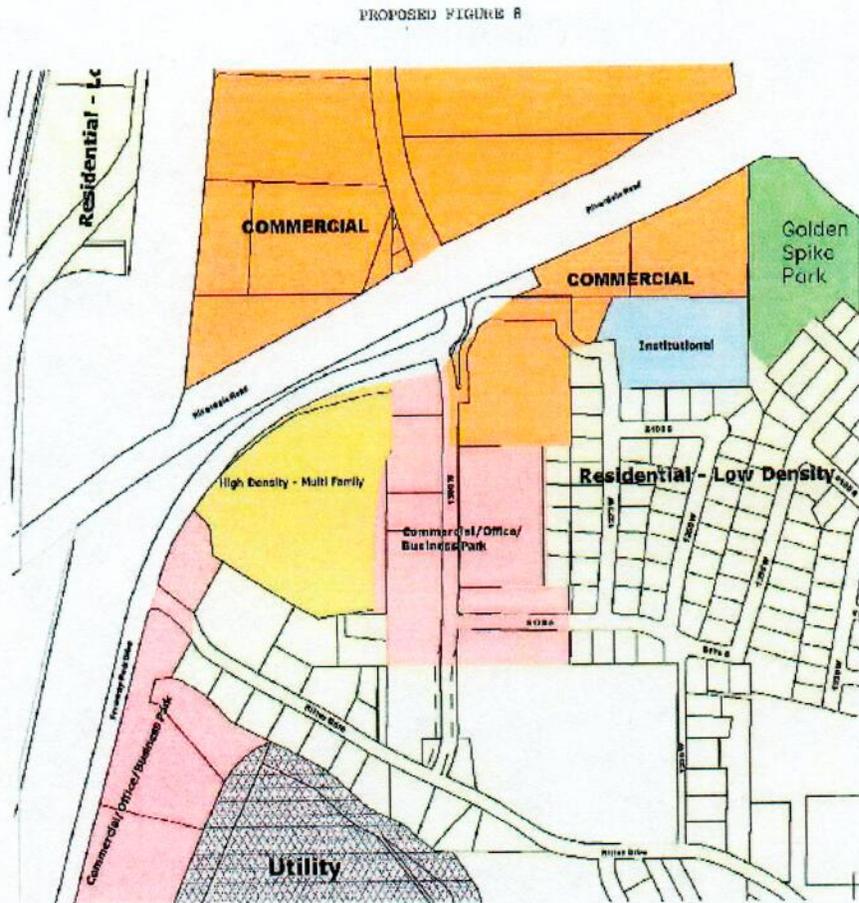
See Figure for more regarding this area. This area consists of a large quantity of residential properties located on the south side of Riverdale Road and bounded on the south by the Hill Air Force Base bench and hillside areas. Golden Spike Park is located in this area as are the Good Foundations Academy and the Christian Heritage School buildings.

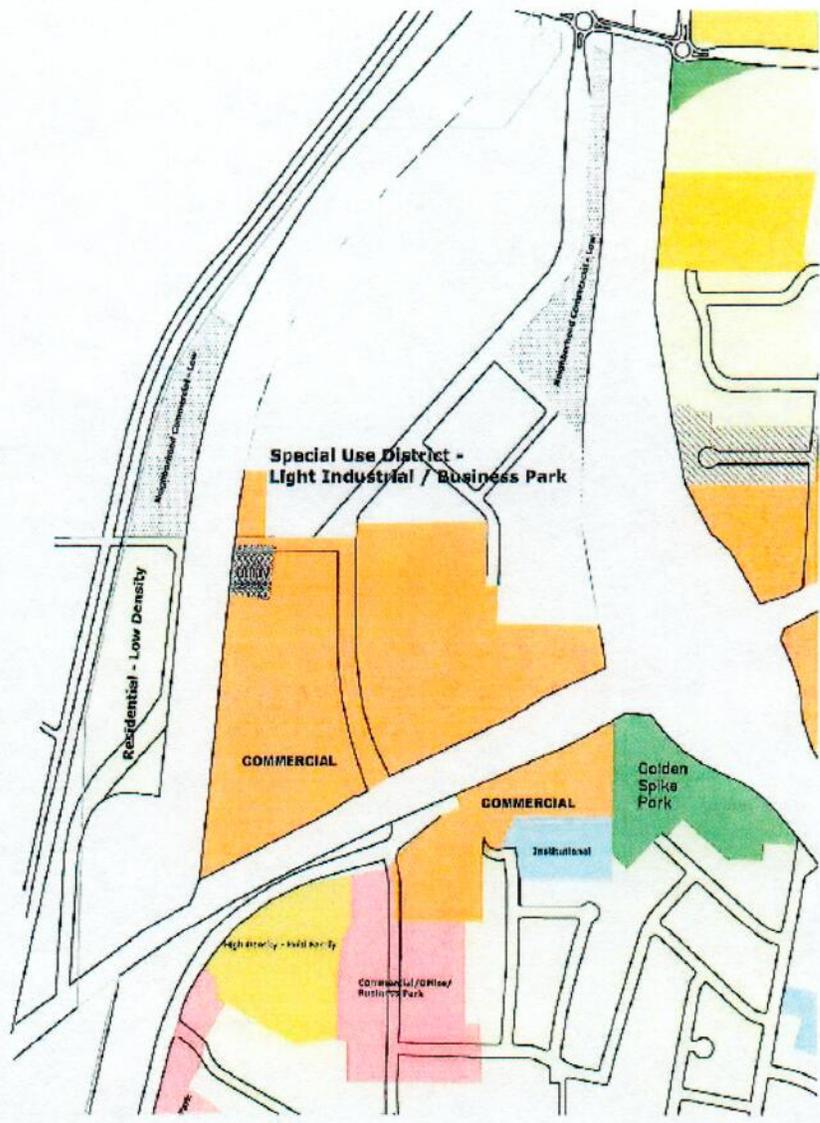
Main routes of travel in this area include Ritter Drive, 1050 West, and South Weber Drive. There has also been some discussion of linking 1150 West to 5600 South in Roy sometime in the future as a planned transportation corridor option. Per previous General Plan recommendations, 5175 South has been extended and connected to the addition of 1500 West; 1500 West has also been connected to Ritter Drive. This connection now provides access for further residential development and provides better emergency vehicle access without adversely impacting the traffic in the neighborhoods.

The majority of this area has been developed for single-family residential use. It is probably a consensus opinion by most in the City that single family residential be developed on the Coleman property and similar undeveloped properties in this area. There is also a small section of mobile home residential use located to on the far southeast end of this area. Any development of properties along the hillside should be sensitive to the additional engineering required in order to develop safely along these hillside development areas.

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Figure 8 - Alternate Land Uses - Area 2 [\(Needs a new map page or pages?\)](#)





AREA FOUR

See Figure for more regarding this area. This area consists of Hill Air Force Base properties, the Hill Air Force Base museum, and the Roy Water Conservancy District site. A large portion of the Hill Air Force Base properties has been master planned for development as part of the Falcon Hill development project. Falcon Hill is regulated and developed by internal processes and overseen by a Military Installation Development Authority (MIDA) board in association with Hill Air Force Base leadership. Riverdale City has agreed to provide services to Falcon Hill as part of this effort. The City should benefit from the development of this project area which is planned to provide new offices, commercial/retail, restaurants, hotels, and job-related opportunities to the community.

The I-15 corridor provides off and on-ramp access to 5600 South which has connection to Freeway Park Drive and the Hill Air Force Base North gate in this area. The 5600 South roadway is a connector to Roy City and other neighboring communities to the west. There has been some discussion of linking 5600 South through the Falcon Hill project area to 1150 West sometime in the future as a planned transportation corridor option.

(unchanged since 1997 General Plan)

~~Starting on the area adjacent to 4400 South, we believe that the existing modular home park should remain as affordable housing opportunities. See Figure 9. As new developments accrue and the park is upgraded, it ought to meet higher standards for open space and amenities. In future maybe the ordinance would allow condominium ownership of the sites for any modular home park. It is recommended that the open space along the Weber River be kept as a natural habitat/open space (not a park) and the Hundred Year Floodplain becomes part of the Weber River Parkway, with the possibility of a trail system linking the City. No access from the neighborhood or parking shall be provided. It is recommended that north of 4400 South be single family detached residential zoning.~~

Updated 10-23-07

AREA FIVE

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See Figure for more regarding this area. This area is enclosed by I-15 and Parker Drive to the west, Parker Drive and Ogden City limits to the north, the Weber River to the east, and 4100 South to the south. Roadways within this area are expected to operate as local neighborhood and collector roads as already constructed and established.

This area, Figure 10, is adjacent to the Weber River, and a portion of this area includes is part of the Weber River Trail System and a main trailhead on the north for this trail system. This area also has a future planned trailhead expansion location across Parker Drive in Ogden City limits that would be of benefit for the City to develop as a small park area in addition to the trailhead. There is a federally protected wetlands site located in this area along the Weber River.

The property to the south has been developed as low density residential with fourteen acres donated to Riverdale City for trail access and regulated open space. That allowed the Weber River Trail System to be completed along the river. Part of the property from the Ogden City boundary change allowed the completion of the trail system, a trailhead, under bridge trail connection, a parking lot and restroom facilities. The remaining property was brought in as Agricultural and was allowed to be developed as a personal storage facility ~~because of~~ as a result of a court judgment. This development is a legal non-conforming use in the A-1 zone and was planned, engineered, reviewed and approved to alleviate potential impacts to the adjacent properties. There is also a legal non-conforming use currently existing on an A-1 zoned property operating as a production/shipping business facility.

The Aother larger property in this area ~~(tax # 051430030)~~ is zoned A-1 and may be developed as low density residential. When development occurs utilities are available and perhaps only slab on grade structures would be allowed. Development in such a manner with the adjacent Weber River Trail System and other open space amenities could in fact result in a continuation of quality residential development. Portions of this area are in the flood plain. The adjacent freeway to the west with continual increasing volume of traffic creates higher levels of sound. A sound wall has been installed to help mitigate this issue.

There are also two Residential Overlay Zone areas within this area. One, designed with townhome style condominiums, is located along 700 West and 4050 South. The other, developed as single story patio-home style units, is located along 850 West between 4100 South and 3950 South.

Updated 12-02-08

AREA SIX

See Figure for more regarding this area. This area is bounded by I-15 and I-84 on the west, 4100 South on the north, the Weber River on the east, and low density residential areas located between 4400 South and Riverdale Road on the south end of this area. There is a federally protected wetlands site in this area along the Weber River and also south of 4150 South located between 1000 West and 950 West.

The Weber River Trail system is located in this area as well. It is recommended that the open space along the Weber River be kept as a natural habitat/open space (not a park) as the Hundred Year Floodplain becomes part of the Weber River Parkway. No access from the neighborhood or parking shall be provided, except as otherwise established by the City. The Riverdale Park is also located in this area adjacent to the Fire Station and the Community Center. This park should continue to be maintained and enhanced, as appropriate, to the benefit of the Riverdale citizens and community.

This area is planned for continued use as a residential area, the majority of which is low density residential. Starting on the area adjacent to 4400 South, the desire is for the existing modular home park to remain as an affordable housing option. If the park is upgraded, it ought to meet higher standards for open space and amenities. In the future, it may make sense to allow condominium ownership of the sites for any modular home park. It is recommended that north of 4400 South continue as single family detached residential use. There are also two Residential Overlay Zone sites in this area, as well as two assisted living care facilities/elderly care apartment complexes. On 900 West the addition of the Senior Center and apartments creates a transition point from commercial to residential use.

This area is highly transitional, due to its proximity to the Planned Commercial High uses in Area Seven to the south. Due to the transitional nature of this area, planning efforts should be sensitive to the needs and impacts on residents in the southern section of Area Six. Specifically, the property on the south side of 4400 South, between 1025 West and 700 West, is an extremely strategic land use area for Riverdale City. It is very important in terms of stabilizing and enhancing the neighborhood development to the north since it represents the transitional area between traditional residential neighborhoods and intense development along Riverdale Road. The area between 700 West and 900 West, property fronting 4400 South (the north portion of the parcels), should remain Residential. Properties fronting 4450 South (the south portion of the parcels) are designated as Mixed Use, with the line of demarcation between residential and commercial extending to the west side of 900 West where residential would front 4400 South, and commercial to the south fronting 900 West. The demarcation line runs between 4400 South and 4450 South, from 700 West approximately along 442.50' West at 130' from 4400 South to that point continuing to 900 West along 227' from 4400 South. The area north of this line would remain residential. The area south of this demarcation line running to 4450 South may be a mixed use. The H & P properties are currently zoned commercial on the south side of the demarcation line and two lots on the north side of the line are zoned mixed use residential where two (2) separate four (4) unit owner occupied townhouses currently sit. The RDA Board approved the use of residential only in this mixed use zone in keeping with the desire of continued residential uses on both sides of 4400 South. The land use map reflects the

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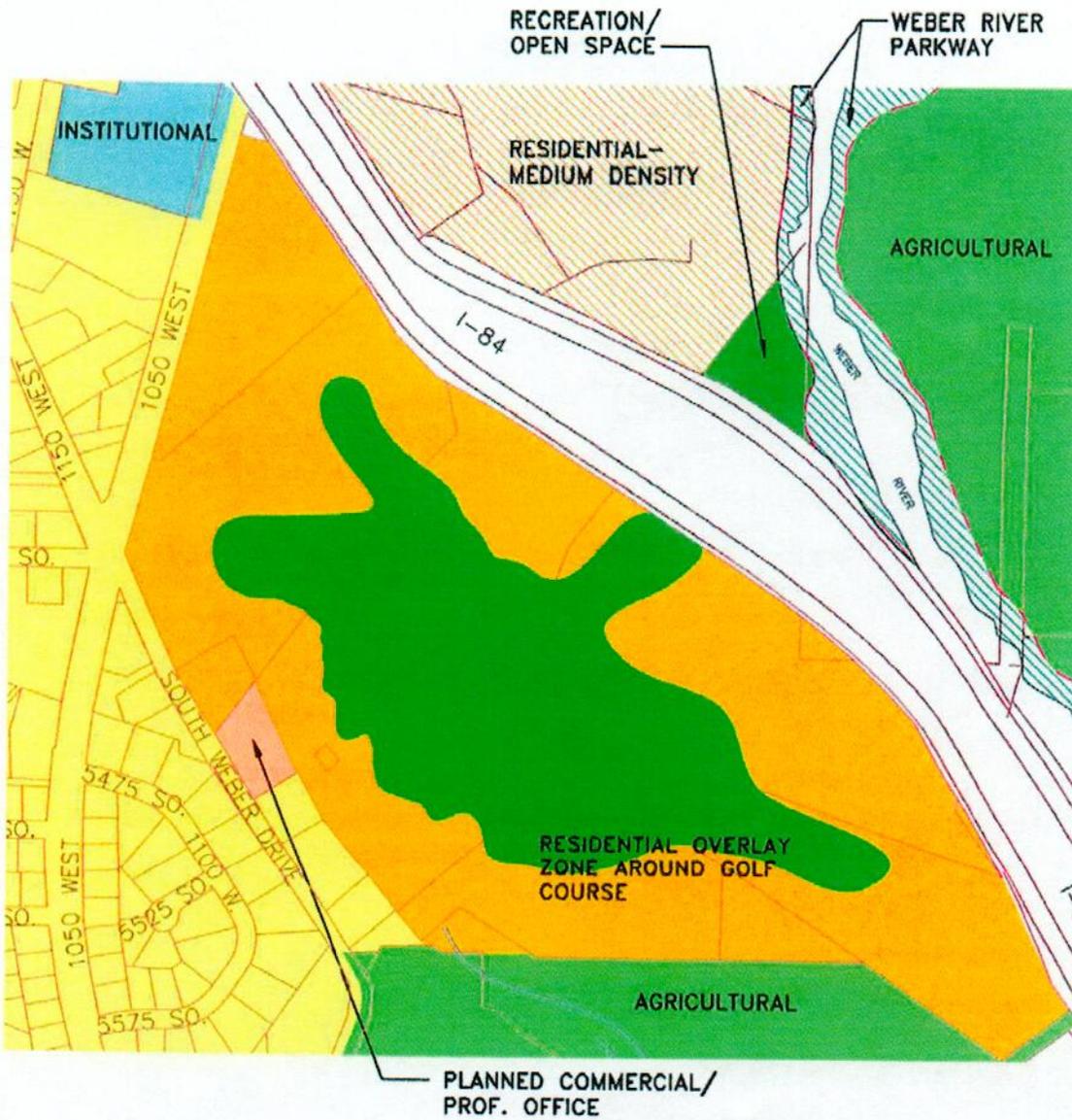
current planned uses for this location. The Mixed Use zone is designed to permit only those businesses which would not have a noise impact on surrounding residential areas, would not accept deliveries at late hours; would not incur heavy vehicle traffic (such as fast food restaurants, low impact retail, etc.), and would have limited hours of operation. The mixed use zone protects existing residential while allowing property owners on 4450 South choices on developing their property as residential, residential/commercial mix or commercial.

~~Should the drive in theater no longer be in the desired use of the property owner, then we believe the most logical use would be that of single family detached dwellings to stabilize and enhance the existing neighborhood. Interstate 84 is a good divider between the commercial uses and the residential neighborhoods.~~

~~There is one other unique opportunity that should be mentioned. There is a great potential to "add value" to a residential development by combining the drive in site with the adjacent golf course site to develop housing clustered around an executive golf course. This would add a new dimension to the housing types available to Riverdale and to allow the project to reach higher price levels than if the drive in site were a typical subdivision. Figure 11 is an idealization of how this development would be zoned as ROZ.~~

~~It is recommended that this idealized mixed use area be designated Residential Overlay Zone (ROZ) as a mechanism for development around a golf course. The golf course/housing land use is shown on the Master Land Use plan to encourage this specific type of development. In no case will elimination of the golf course be encouraged. If the mixed use were not to be developed then it is recommended that the Drive in theater property become R-1 low density housing if the use were to change, and the golf course to remain recreational use.~~

Figure 11 - Alternate Land Uses - Area 6 [\(Needs a new map page\)](#)



AREA SEVEN

See Figure for more regarding this area. This area is bounded by I-84 on the west, transitional areas of low density residential uses and senior living apartments to the north in Area Six, the Weber River and its trail system to the east, and a mobile home park site to the south adjacent to I-84 and the Schneider's Riverside Golf Course.

There is a transitional section of this area to the north and planning efforts should be in this northern location should be sensitive to the needs and impacts on residential areas located in the south of Area Six. The property on the south side of 4400 South, between 1025 West and 700 West is an extremely strategic ~~area in the~~ land use ~~strategy area~~ for Riverdale City. It is very important in terms of ~~stabilization~~ stabilizing and enhancement enhancing of the neighborhood development to the north and since it represents the transitional area between traditional residential neighborhoods and intense development along Riverdale Road. The area between 700 West and 900 West, property fronting 4400 South (the north portion of the parcels), ~~shall should~~ remain Residential. Propertyies fronting 4450 South (the south portion of the parcels) are designated as Mixed Use, with the line of demarcation between residential and commercial ~~to also extending~~ to the west side of 900 West, where residential would front 4400 South, and commercial to the south ~~would fronting~~ 900 West. The demarcation line ~~which~~ runs between 4400 South and 4450 South, from 700 West approximately 442.50' West at 130' from 4400 South to that point continuing to 900 West at 227' from 4400 South. The area north of this line would remain residential. The area south of ~~the this~~ demarcation line ~~running~~ to 4450 South may be a mixed use. The H & P properties are currently zoned commercial on the south side of the demarcation line and two lots on the north side of the line are zoned mixed use residential ~~for the purpose of constructing where~~ two (2) separate four (4) unit owner occupied townhouses ~~currently sit. The RDA Board approved the use of residential only in this mixed use zone in keeping with the desire of continued residential uses on both sides of 4400 South.~~ The land use map ~~should~~ reflects ~~the~~ current ~~approved planned~~ uses ~~for this location.~~ The Mixed Use zone is designed to permit only those businesses which would not have a noise impact on surrounding residential areas, would not accept deliveries at late hours; would not incur heavy vehicle traffic (such as fast food restaurants, ~~low impact retail~~, etc.), and would have limited hours of operation. The mixed use zone protects existing residential while allowing property owners on 4450 South choices on developing their property as residential, residential/commercial mix or commercial. ~~See Figure 12.~~

There is an existing gas station/convenience store on the east side of 700 West and Riverdale Road ~~should become and a small retail/office shopping plaza on the west side of 700 West that is in~~ Planned Commercial High Zone and use category. There is also a section of residential medium density in the northeast of this area, along 4400 South and near 700 West, that has potential to be converted to a planned commercial use in the future. There is also a parcel along 4600 South, owned by Crabtree Auto, that is reflected as Planned Manufacturing and, for the time being, should remain as such. Additionally, there is an abundance of Planned Commercial High land use category properties in this area that should continue to be planned for this use in the future. These properties are crucial to the continued financial operations of the City and its resources. Fostering and

maintaining positive relationships with businesses are property owners in this area is key to the City's continued success.

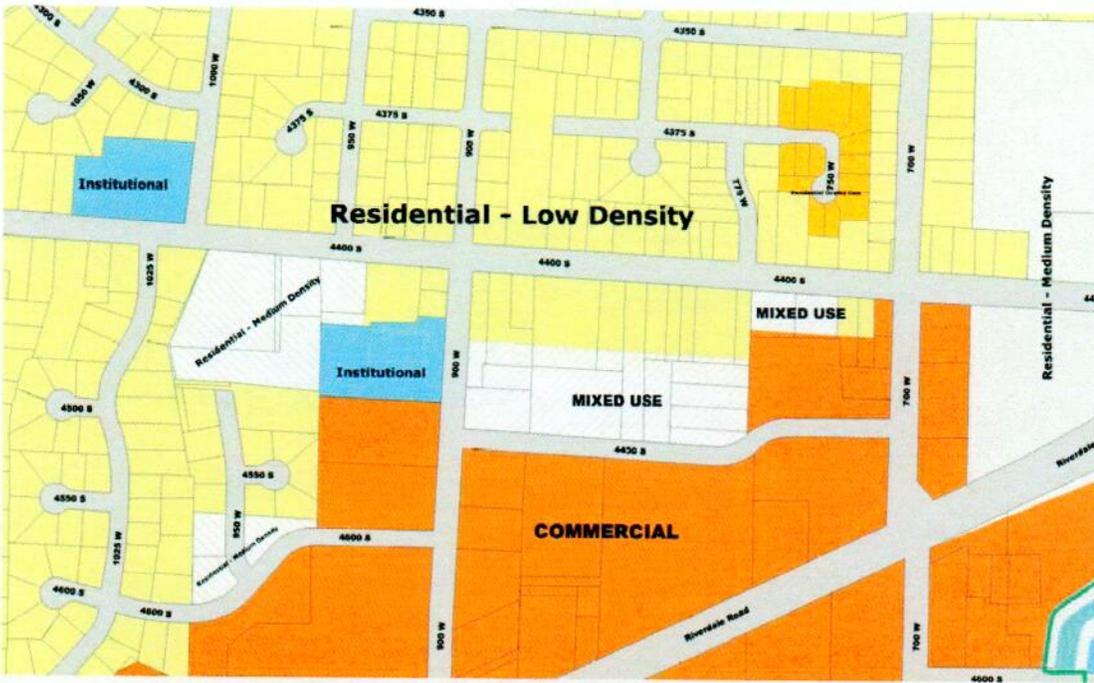
On the south side of this area there is a section of property located along Weber River Drive that is designated as Special Use District Office Park and has been planned to be developed at such. At this time, multiple other land use proposals have been considered for this property, but have had difficulties in changing the use of the property due to the City's desire to see an Office Park use or similar retail/commercial use occur at this site. Initial concepts for this land have included a mixture of commercial development, office park development and open-space development, which could be developed pursuant to a City approved overlay zone and development agreement. The nature of an office park development could be similar to the development of the City Hall campus, specifically in the way the campus is landscaped, undulated, and integrated with its natural surroundings. There has even been a suggestion that, in addition to traditional open lawns and tree plantings, a transition toward xeriscape landscape design techniques could add an orderly visual transition to the natural habitat. Clearly, there may be other land use options to consider at this location which may include a public/private venture for a shared "community use/retail development" on this property.

Riverdale Road, 1050 West, 700 West, 900 West, and Weber River Drive are all major roadways in this area. UDOT has completed a major reconstruction of Riverdale Road in recent years and also has oversight over 1050 West construction and use. Weber River Drive, 700 West, and 900 West are all City roads and should be maintained and enhanced to the benefit of this area for continued operational functionality.

~~The east side of 700 West and the west side of 900 West is intended to substantially reduce the conflict between commercial high zoning and residential zoning. On 900 West the addition of the Senior Center and apartments creates a transition from commercial to residential.~~

Updated 9-16-08

Figure 12 - Alternate Land Uses - Area 7 [\(Needs a new map page\)](#)



Updated 9-16-08

AREA EIGHT

See Figure for more regarding this area. Area Eight is bounded by 1050 West, portions of South Weber Drive, and Hill Air Force Base on the west, a mobile home park site to the north (that is adjacent to I-84), the Weber River to the east along I-84, and the border with South Weber City to the south.

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The mobile home property to north has had some operational concerns during the more recent years and should be watched closely for continued land use and residential concerns. There may be an opportunity in the future to review this location and determine other residential/commercial land use options at this location.

The Motor-Vu Drive-In Theaters continues to operate in this area along 1050 West. Should the drive-in theater no longer be a desirable operation for the property owner, then it is believed that the most logical use would be that of single family detached dwellings to stabilize and enhance the existing neighborhoods to the west and south of the drive-in theater. At the current time, I-84 is a good divider between the commercial uses and the residential neighborhoods.

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The Schneider's Riverside Golf Course is located in this area south of the drive-in theater. There may be another unique development opportunity associated with the golf course. There is potential to "add value" to a residential development by combining the drive-in site with the adjacent golf course site to develop housing clustered around an executive golf course. This could provide some unique housing development in Riverdale and may allow the project to reach higher price levels than if the drive-in site were a typical subdivision. Figure illustrates how this proposed land use may be applied around the golf course as a Residential Overlay Zone. The golf course/housing land use is shown on the Master Land Use plan to encourage discussion regarding this type of development. In no case will elimination of the golf course be encouraged. If the mixed use concept were not to develop, then it is recommended that the drive-in theater property become Residential Low Density housing and the golf course remain Recreational/Open Space use.

The area south of the golf course, along South Weber Drive, is presently zoned Agriculture and remains as such on the Master Land Use Plan because approximately one third of the area is in the Hill Air Force Base runway Accident Potential Zone (APZ). The Federal government has purchased development rights in this area and buildings are not allowed to be developed in the APZ area.

Previously the area had only one access via South Weber Drive and this narrow road goes through an existing residential area to the north. There is a connection to I-84 via Adams Ave to the South in South Weber City. Proximity to I-84 via Adams Ave may provide a different orientation for the Agricultural use area and could potentially be developed as a Residential Overlay Zone. The purpose of such a proposal would be to encourage innovative development, such as clustering or small lot development. Cluster development could preserve the open space character of the area if the underlying density were to remain 1 D.U. per acre.

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It has historically been determined that the majority of the South Weber Drive area remain planned for Agricultural use as previously constituted in earlier versions of this plan.

Major roadways in Area Eight include I-84, South Weber Drive, and 1150 West. There has been some discussion of linking 5600 South through the Falcon Hill project area to 1150 West sometime in the future as a planned transportation corridor option through this area.

This area (Figure 13) is a difficult area in terms of topography. Any residential in this area is no longer desirable with the widening of 300 West and Riverdale Road. Protecting the Hillside would be most appropriate using the Hillside Protection Overlay Zone. A good fit for this area (approximately 15 acres) would be Planned Commercial High. The high traffic through the area and the addition of the traffic signal at 550 West blends itself to a Commercial 3 zone. This is also part of the 550 West RDA.

HILLSIDE PROTECTION

The recommended Hillside Protection is in place on the Discount Tire/Ruby River Development. The rest of this area and the bluffs on the east edge of the City should follow the provisions as recommended:

- The provisions are designed to accomplish the following:
 1. Encourage the location, design and development of building sites to provide maximum safety, and human enjoyment while adapting the development to the natural terrain;
 2. Provide for safe circulation of vehicular and pedestrian traffic to public and private areas minimizing the scarring and erosion effects of cutting, filling and grading related to construction on slopes;
 3. Prohibit activities and uses, which would result in degradation of fragile soils and steep slopes;
 4. Encourage preservation of open space to preserve the natural terrain;
 5. Minimize flooding by protecting streams, drainage channels, absorption areas and flood plains from substantial alteration of the natural.
- The Hillside Protection/No-Build Area shall be an overlay recorded on the Weber County Land Parcel Plat.
- Outdoor lighting must be so organized and constructed so as to minimize the view of such lights more than 300' away.
- Waste Disposal—Development will provide infrastructure to connect to the City sewer regardless of the distance of the structure from the existing line. (Septic tanks will not be allowed.)
- Provided other drainage satisfactory to the City Engineer and the Planning Commission.

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- ~~Erosion~~ — No structure shall be located so as to cause an increase in erosion.
- ~~Development shall comply with the current Riverdale City Hillside Ordinance.~~
- ~~Building sites for accessory buildings or structures such as tennis courts, swimming pools, outbuildings, etc. shall be approved by the City Council upon recommendation of the Planning Commission.~~
- ~~Soils Report~~ — The soils report shall be prepared by a qualified soils engineer.
- ~~Grading and Drainage Plan~~
 - ~~A grading and drainage plan shall be prepared by a professional engineer registered in the state. The plan must be sufficient to determine erosion control measures necessary to prevent soil loss during construction and after project completion.~~
- ~~Vegetation Plan~~
 - ~~The Vegetation plan and report shall be prepared by a person or firm qualified by training and experience to have expert knowledge of the subject and shall include at least the following:~~
 - ~~1. A survey of existing trees, large shrubs, and ground covers.~~
 - ~~2. A plan of the proposed re-vegetation of the site, detailing existing vegetation to be preserved, new vegetation to be planted, and any modifications to existing vegetation.~~
 - ~~3. A plan for the preservation of existing vegetation during construction activity~~
 - ~~4. A vegetation maintenance program, including initial and continuing maintenance necessary.~~
 - ~~5. A written statement by the person or firm preparing the vegetation plan and report, identifying any vegetation problems, and further stating an opinion as to the ability of the proposed plan to mitigate or eliminate such problems as to prevent hazard to life or property; adverse effects on the safety, use and stability of a public way or drainage channel; and adverse impact on the natural environment.~~
- ~~Other reports and plans as deemed necessary by the Planning Commission may be required. The Planning Commission may require second source verification.~~
- ~~Site buildings in a manner that preserves significant views~~
 - ~~1. Buildings should be designed to fit their sites and to leave natural massing and features of the landscape intact. Treat each building as an integral part of the site rather than an isolated object at odds with its surroundings.~~
 - ~~2. To the maximum extent feasible, views both to the site and to features beyond, as seen from public rights-of-way, trails, and other public lands, shall be maintained. To the maximum extent feasible, new construction shall not dominate or obscure the views of others.~~

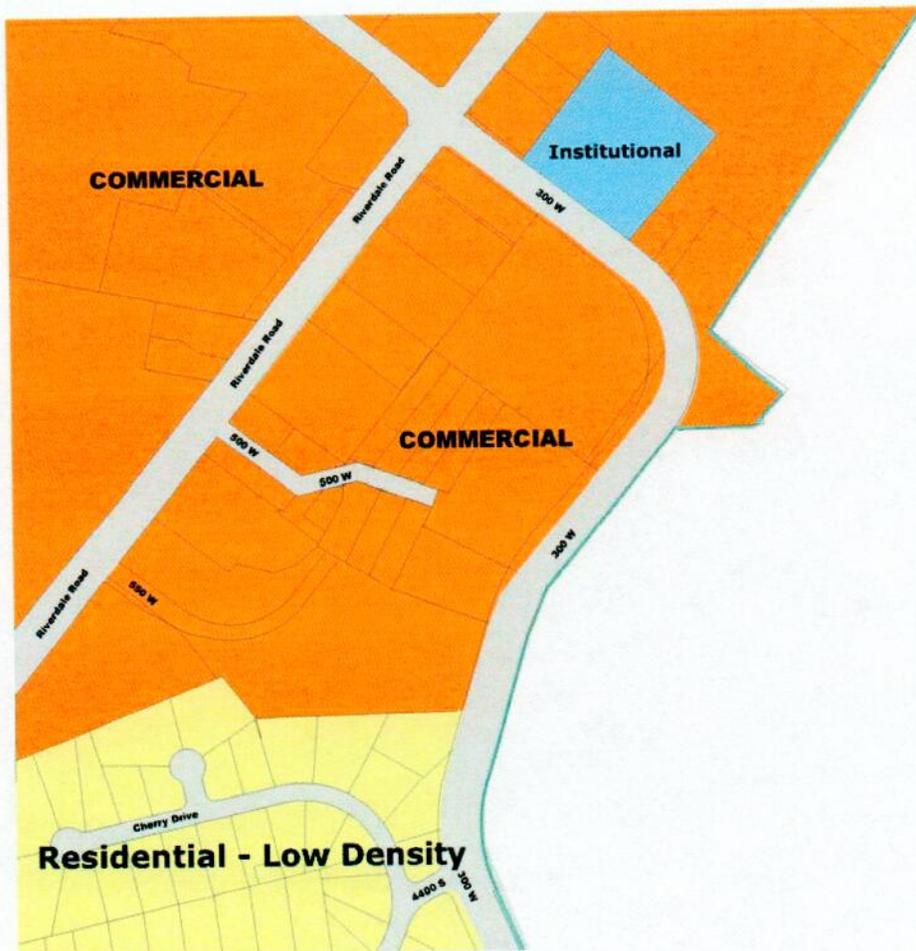
- Site buildings in a manner that preserves significant trees and vegetation.
- Cluster buildings and parking, and coordinate neighboring developments.
- Locate parking facilities to minimize their visual impact.
- It is desirable to place utility lines underground.
- Design buildings so they solidly meet the ground plan.

- Preserve existing trees and vegetation
 - Landscape to retain harmony between the various elements of a landscape and to preserve its original character.

The recommendation is to review possible alternative uses in the future and to implement Hillside Protection/No-Build area and to buffer the residential quality of the surrounding residents. The sensitive hillsides as delineated on the Weber County prepared Sensitive Area Overlay Zone Map for Landslides, dated September 30, 1987 was not adopted by Riverdale City, but could still be considered when planning development in this area.

Updated 9-16-08

Figure 13 - Alternate Land Uses - Area 8 [\(Needs a new map page\)](#)



Updated 9-16-08

AREA NINE

See Figure for more regarding this area. Area Nine is bounded by the Weber River to the west, the city boundaries of Ogden City and South Ogden City to the north, the city boundaries of South Ogden City and Washington Terrace to the east, and a low density residential use to the south that is located on a bluff overlooking this area.

A great planned use for this area is Planned Commercial High, as is reflected by recently developed commercial/retail centers in this area. The high traffic through the area and the addition of the traffic signal at 550 West have accommodated new retail destination commercial growth in this area. This area is also part of the 550 West RDA and the Riverdale Road RDA. A portion of this area on the south end includes the Classic Waterslides commercial use. Commercial/retail growth in this area should continue to be fostered in order to maintain continued commercial/retail success in this area.

Major roadways in this area include Riverdale Road, 550 West, 300 West, and Pacific Avenue. Additionally, the Union Pacific Railroad operates, maintains, and regulates the use of the railroad system that runs through this area and into Area Ten. It is recommended that there be some planning sensitivity relative to the impacts of the rail lines adjacent to the commercial/retail areas in this district. As part of this Master Land Use Plan, there is a portion of land west of the railroad tracks that has been identified in previous Plans as Planned Manufacturing use, and the intent of this Plan is to continue support of this concept.

On the east side of this area there are some significant concerns in terms of topography. Application of the City's Hillside Protection Overlay zone standards would be most appropriate in order to protect approved uses along the hillside and bluff sites in this area. It is recommended to review possible alternative uses and to implement Hillside Protection/No Build areas, where appropriate, in order to protect the interests of property owners and residents in the area and adjacent to this area.

HILLSIDE PROTECTION EFFORTS

The recommended Hillside Protection is enforced on parcels located adjacent to and north of the Discount Tire/Ruby River Development. The bluffs on the east edge of this area and Area Ten should follow the provisions as recommended below:

- The provisions are designed to accomplish the following:
 1. Encourage the location, design and development of building sites to provide maximum safety, and human enjoyment while adapting the development to the natural terrain;
 2. Provide for safe circulation of vehicular and pedestrian traffic to public and private areas minimizing the scarring and erosion effects of cutting, filling and grading related to construction on slopes;
 3. Prohibit activities and uses, which would result in degradation of fragile soils and steep slopes;
 4. Encourage preservation of open space to preserve the natural terrain;

5. Minimize flooding by protecting streams, drainage channels, absorption areas and flood plains from substantial alteration of the natural.

- The Hillside Protection/No-Build Area shall be an overlay recorded on the Weber County Land Parcel Plat.
- Outdoor lighting must be so organized and constructed so as to minimize the view of such lights more than 300' away.
- Waste Disposal – Development will provide infrastructure to connect to the City sewer regardless of the distance of the structure from the existing line. (Septic tanks will not be allowed.)
- Provided other drainage satisfactory to the City Engineer and the Planning Commission.
- Erosion – No structure shall be located so as to cause an increase in erosion.
- Development shall comply with the current Riverdale City Hillside Ordinance.
- Building sites for accessory buildings or structures such as tennis courts, swimming pools, outbuildings, etc. shall be approved by the City Council upon recommendation of the Planning Commission.
- Soils Report – The soils report shall be prepared by a qualified soils engineer.
- Grading and Drainage Plan
A grading and drainage plan shall be prepared by a professional engineer registered in the state. The plan must be sufficient to determine erosion control measures necessary to prevent soil loss during construction and after project completion.
- Vegetation Plan
The Vegetation plan and report shall be prepared by a person or firm qualified by training and experience to have expert knowledge of the subject and shall include at least the following:
 1. A survey of existing trees, large shrubs, and ground covers.
 2. A plan of the proposed re-vegetation of the site, detailing existing vegetation to be preserved, new vegetation to be planted, and any modifications to existing vegetation.
 3. A plan for the preservation of existing vegetation during construction activity
 4. A vegetation maintenance program, including initial and continuing maintenance necessary.
 5. A written statement by the person or firm preparing the vegetation plan and report, identifying any vegetation problems, and further stating an opinion as to the ability of the proposed plan to mitigate or eliminate such problems as to prevent hazard to life or property; adverse effects on the safety, use and

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stability of a public way or drainage channel; and adverse impact on the natural environment.

- Other reports and plans as deemed necessary by the Planning Commission may be required. The Planning Commission may require second source verification.
- Site buildings in a manner that preserves significant views
 1. Buildings should be designed to fit their sites and to leave natural massing and features of the landscape intact. Treat each building as an integral part of the site rather than an isolated object at odds with its surroundings.
 2. To the maximum extent feasible, views both to the site and to features beyond, as seen from public rights-of-way, trails, and other public lands, shall be maintained. To the maximum extent feasible, new construction shall not dominate or obscure the views of others.
- Site buildings in a manner that preserves significant trees and vegetation.
- Cluster buildings and parking, and coordinate neighboring developments.
- Locate parking facilities to minimize their visual impact.
- It is desirable to place utility lines underground.
- Design buildings so they solidly meet the ground plan.
- Preserve existing trees and vegetation
 - Landscape to retain harmony between the various elements of a landscape and to preserve its original character.

(unchanged since 1997 General Plan)

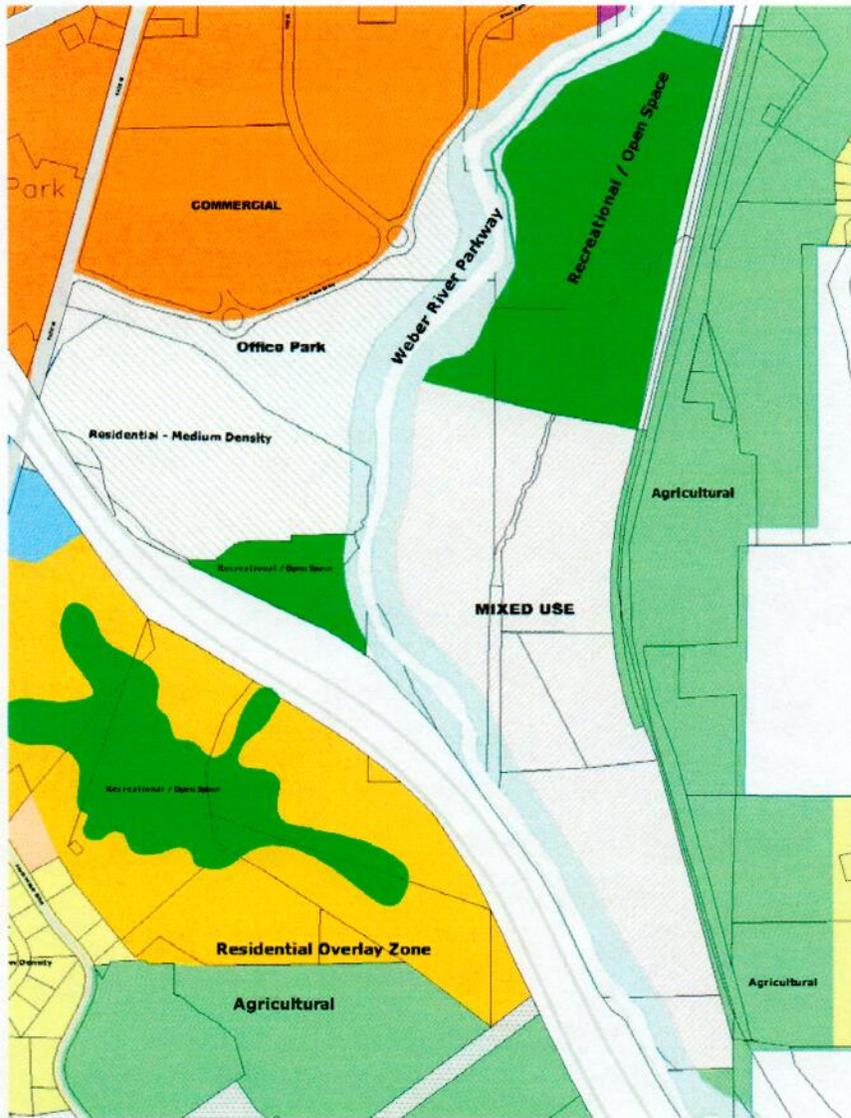
Plan Recommendations

- ~~Connect 700 West as a collector street to 1050 West. 800 West is not to be developed. See Figure 14.~~
- ~~700 West would be a connector with speeds of 25 to 35 mph. no curves should have an inside radius of less than 300 feet, in order to maintain proper traffic movement and this would be a limited access collector street. See recommendations and traffic analysis. The exact alignment of 700 West to be determined at Time of Development Review.~~
- ~~The area between Weber River and the railroad tracks should be designated as "agriculture".~~
- ~~Crabtree Auto shall remain as presently zoned, with the adjacent parcel proposed to be "regional commercial" use.~~
- ~~The northern portion is used for an active recreational complex, such as baseball fields, soccer fields, picnic areas and so forth as a part of the city complex with only the existing vehicular access and controlled parking area for security and control.~~
- ~~The rest of the area to the south be preserved as agriculture, wetlands preservation and natural habitat area.~~
- ~~It is recommended that the 100 Year Floodplain boundary be established as the Weber River Parkway and that it be used for potential wetlands preservation, floodplain control and Parkway preservation for the Urban Trails system and natural habitat preservation. It could serve as the spine for the Urban Trail System.~~
- ~~View corridors be preserved from Riverdale Road and 1050 West towards this natural habitat and open space in order to provide visual amenities and visual access to the east side to the Weber River.~~
- ~~The land use option indicates a mixture of commercial development, office park development and open space development, which may be developed pursuant a City approved overlay zone and development agreement. The nature of the office park development is development consistent with that of City Hall in the way it is landscaped, undulated~~

and integrated with its natural surroundings. There has even been a suggestion that, in addition to traditional open lawns and tree plantings, a transition toward xeriscape landscape design techniques be added that would provide an orderly visual transition to the natural habitat.

- The transportation consultant strongly suggests that the extension of 700 West be the divider between land uses. Therefore, it is recommended that the separation of retail and office park uses occur at 700 West.
- The urban trail / landscape buffer will be integrated into the office park landscape. This would allow the urban trail / buffer to not be a narrow area sandwiched between two non-compatible uses.

Figure 14 - Alternate Land Uses - Area 9 [\(Needs a new map page\)](#)



AREA TEN

See Figure for more regarding this area. Area Ten is bounded by the Weber River to the west, Riverdale Road, Classic Waterslides, and commercial/retail sites to the north, the city boundary of Washington Terrace to the east, and I-84 to the south.

On the east side of this area there are some significant concerns in terms of topography. Application of the City's Hillside Protection Overlay zone standards would be most appropriate in order to protect approved uses along the hillside and bluff sites in this area. It is recommended to review possible alternative uses and to implement Hillside Protection/No Build areas, where appropriate, in order to protect the interests of property owners and residents in the area and adjacent to this area. See the Area Nine description for more information regarding the "Hillside Protection Efforts".

A large portion of this area consists of Residential Low Density uses located on top of the hillside/bluff sites to the east in this area. These Residential Low Density locations are directly connected to Washington Terrace roads, residents, and the Terrace community. There is also a Residential Overlay Zone location to the southeast end of this area and located on the top of the bluff. The City should employ a fair amount of sensitivity to the geographical separation that exists between residents living in this area and other residential areas in the City. The City does have a small recreational facility located within one of these residential sites known as East Park (located between 4825 South and 4900 South on the bluff). This is a locally used park and should be maintained for continued use by residents in this area of the City.

The rest of properties to the west and below the hillside/bluff is currently planned for Agricultural, Institutional, Recreational/Open Space, and Mixed Use. The Riverdale City Offices, Police Department, and Public Works Department are located in this area. Additionally, there is a natural park location adjacent to the City facilities and to the south of the City campus that includes a BMX bike area, picnic facilities, the Weber River Trail system that connects to a bridge across the Weber River into South Weber City, and other informal natural recreational uses. There are some significant natural wetlands sites in this area and these areas could be preserved in the future for natural habitat preservation and protection areas.

There has been a great amount of discussion in previous years to consider the development of a major recreational facility/park in this location. An active recreational park facility like this could include baseball fields, soccer fields, enhanced picnic areas and so forth as a part of this proposed city complex. The Mixed Use property to the south is a bit of a conundrum as the current property owners have desires to maintain this property on the Master Land Use Plan as a mixed use location; however, there has been a great deal of discussion from the City leadership to look at other options in the event that the current owners no longer desire to utilize this property for any mixed use development.

Major roadways in this area include 300 South, 500 West, 4600 South, and a future potential roadway connection to the south of the City Offices that would connect via a newly constructed bridge to the eastmost round-a-bout along Weber River Drive. Additionally, the

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Union Pacific Railroad operates, maintains, and regulates the use of the railroad system that runs through this area and north into Area Nine. It is recommended that there be some planning sensitivity relative to the impacts of the rail lines adjacent to any planned development in this area. These railroad tracks significantly bisect this area and clearly separate planned uses as a result.

The area presently zoned Agriculture was left as such in the Master Land Use Plan because:

Approximately one third of the area is in the Hill Air Force Base runway Accident Potential Zone, APZ, to be indicated on the drawing when info is obtained). The Federal government has purchased development rights in this area.

Previously the area had only one access via So. Weber Drive and this narrow road goes through an existing residential area to the north. There is now a new connection to I-84 via Adams Ave. See Figure 15a. This provides a different orientation for the area indicated in green (agriculture) and could be developed as a Residential Overlay Zone (ROZ). See Figure 15b. The purpose is to encourage innovative development, especially cluster or small lot development. Cluster development would preserve the open space character of the area if the underlying density were to remain 1 D.U. per acre.

It was determined that the area shall remain agriculturally zoned for the time being.

Figure 15a - Alternate Land Uses - Area 10 [\(Needs a new map page or pages?\)](#)

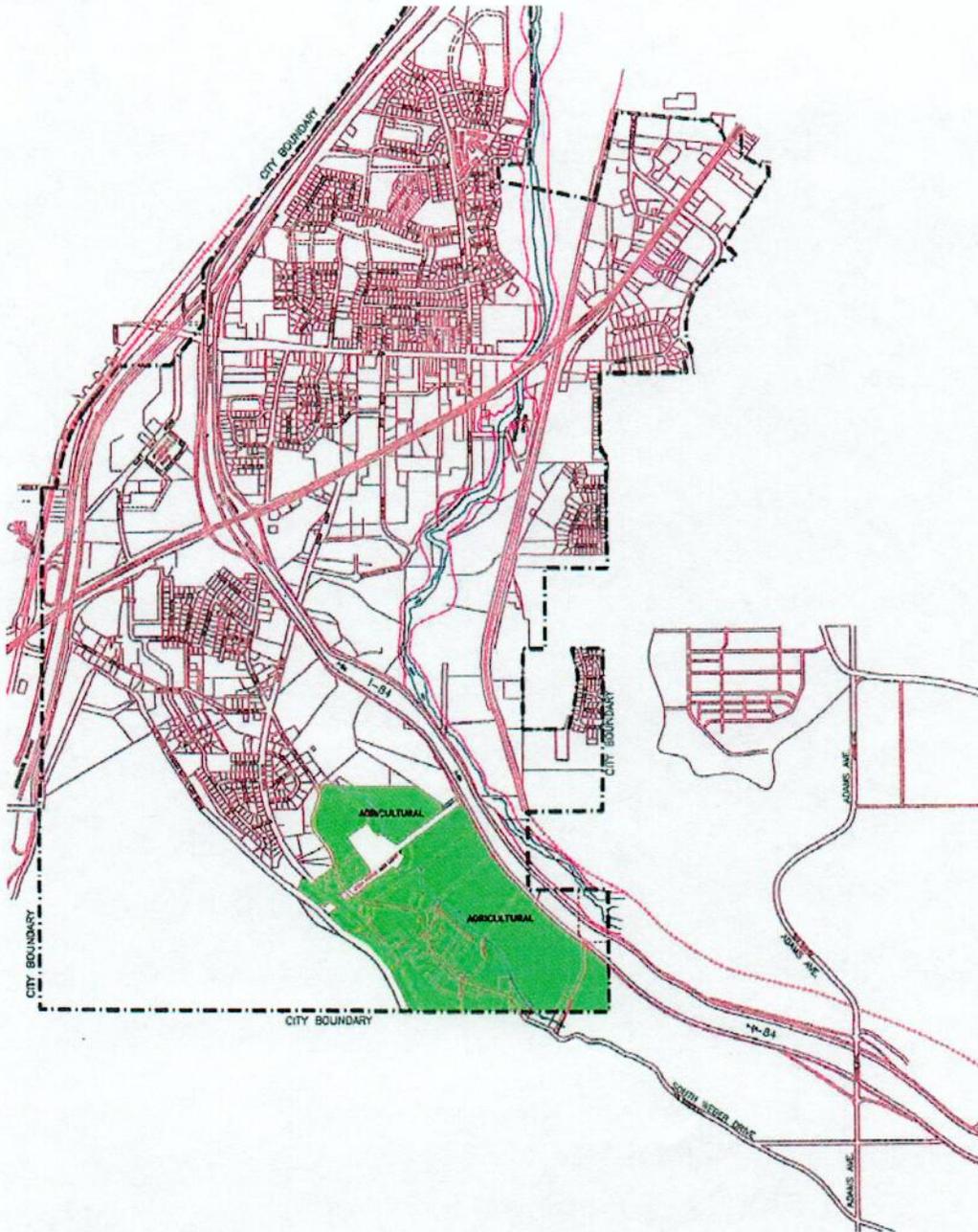
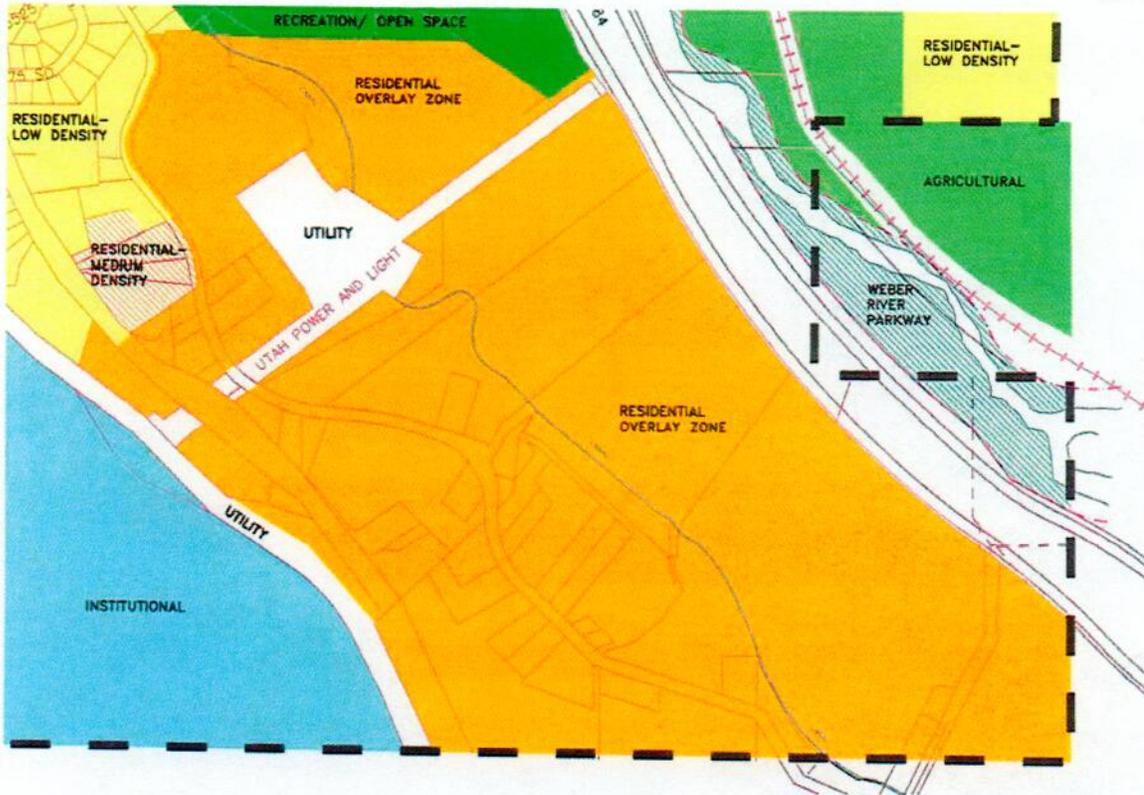


Figure 15b - Land Use Master Plan - Area 10 [\(Needs a new map page or removal?\)](#)



CONSENSUS LAND USE PLAN

~~See Refer to~~ Figure 46 - Land Use Master Plan. This plan is to be the guiding policy document and strategy for the long term management of the growth and quality life for the City of Riverdale. Though it is a flexible document ~~that is and is established~~ to respond to new opportunities and challenges that will face the community in the future, it should not be changed without much deliberation, thought, and community ~~participation/~~input. ~~It has been much~~ There has been a great deal of consideration ~~of regarding~~ the past history of the community, its present circumstances and the desire of the people of the community ~~to chart their destiny that has brought about to establish~~ this ~~g~~Master Land Use ~~eneral p~~Plan.

The ~~G~~General P~~lan, as a whole,~~ must be the guiding document that aids staff, elected officials, City volunteer boards, community groups and organizations in the decision making process with respect to land use issues, growth management, capital improvement priorities, City budgets, and the revision of codes and ordinances.

~~The Any proposed changes in~~ zoning districts should ~~reference be brought into compliance with the L~~and U~~se M~~aster P~~lan.~~ Critical areas facing developmental pressures contrary to community goals and objectives should be ~~changed immediately~~heavily scrutinized in order to discourage land speculation. Areas where the City wants to encourage certain types of development should be ~~changed as soon rezoned when as~~ possible in order to attract ~~appropriate new land use~~ interests by land-owners and developers. Other ~~less critical~~ areas ~~less critical~~ could be ~~de~~rezoned at a later, more ~~appropriate opportunistic and appropriate~~ time.

New zoning districts ~~must should~~ be ~~adopted explored, where appropriate, in order to that~~ encourage and ~~require the desired achieve quality~~ developments ~~quality and type~~ consistent with the goals and objectives of the community. ~~All C~~community assets must be protected ~~when they are considered of great benefit to the City while still viable~~. The implementation section of the ~~g~~General p~~lan will outlines~~ the City priorities and ~~proposed~~ action plans for the implementation of the ~~g~~General p~~lan and the Land Use~~ Master Plan.

Table M - Land Use District Definitions

| | |
|---------------|--|
| COM-R | Commercial - Retail regional - large scale retail development oriented toward attracting a regional trade area. Located with great vehicular access, visibility and parking facilities. |
| COM-N | Neighborhood Commercial - neighborhood oriented commercial such as butcher, bakery, coffee, deli, specialty grocer, green grocer etc., that is oriented to the surrounding neighborhood and is residential in scale of development and roof line. The parking is located behind the retail development and encourages pedestrian and bike access. |
| HDR | High Density Multi-Family Housing - rental or owner occupied attached housing usually apartment or condominium type of development. |
| I | Institutional Uses - public or quasi-public uses including schools, cemeteries, churches, civic facilities, medical facilities, etc. |
| ID-BUS | Light Industrial/Business Park - development similar to the existing America First facilities are to be protected and encouraged. No outdoor storage. Business, telemarketing, financial processing and office uses that may require clean non-polluting light industrial, assembly and electronic manufacturing, etc. Only uses with modest truck traffic requirements. Landscape requirements, site planning review and restriction of building types (e.g. no prefabricated metal buildings) would be part of approval process |
| ID | Light Industrial - manufacturing, compounding, processing, assembling, packaging, or testing of goods or equipment or research activities entirely within an enclosed structure, with no outside storage, serviced by a modest volume of small trucks or vans and imposing a negligible impact upon the surrounding environment by noise, vibration, smoke, dust or pollutants. |
| LDR | Low Density Residential - single family subdivisions. |
| LIC | Low Impact Commercial - retail sales, office, and service establishments that have limited access to and from major arterials. Limited access is defined as driveways no less than 200 feet apart (150 feet in special cases). Where the district is adjacent to residential uses, activities must be entirely within an enclosed structure, with no outside storage, serviced by a modest volume of small trucks or vans and imposing a negligible impact upon the surrounding environment by noise, vibration, smoke, dust or pollutants. Hours of operation shall be limited to 6:30 A.M. until 10:00 P.M. Special light tight, decorative |

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walls and landscaping must buffer the residential uses. No structure shall be greater than two stories (35 feet).

| MDR

Medium Density Residential - owner occupied attached or small lot housing usually in a Planned Unit type of development with at least one enclosed parking space. Second car and guest parking may be open or under a carport.

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| OFF-PARK

Office Park - office uses and incidental retail and service support business. The nature of the office park development is development consistent with that of City Hall in the way it is landscaped, undulated and integrated with its natural surroundings. Objectives for the development would be to preserve as much of the natural forest and vegetation, wetlands, river front and character of the area as possible. The "foot print" of buildings and parking areas would be as small as possible. Therefore higher structures (4-6 stories) and structured or underground parking would be encouraged. A low ratio of developed area to open space would be required. There would be a strict conditional use approval process. It has even been suggested that, in addition to traditional open lawns and tree plantings, a transition toward xeriscape landscape design techniques be added to provide an orderly visual transition to the natural habitat.

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P

Parks - developed recreation facilities

| OS

Open Space - open space, protected natural habitat with limited or no development allowed.

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PRUD

Planned Residential Unit Development - an owner occupied, attached or small lot residential development guided by a total design plan in which one or more of the zoning or subdivision regulations, other than use regulations, may be waived or varied to allow flexibility and creativity in site and building design and location, in accordance with general guidelines that allow and encourage sensitive and efficient development of unique lots with steep topography, high ground water, wetlands, unique natural habitat, etc. The present zoning ordinance needs to be updated to better reflect the quality in design and site planning desired.

SFD

Single Family Detached Housing - with the possibility of secondary rental unit as a conditional use with apartment license required.

| U

Utility - public or private utility use.

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10-13C-13: DRIVEWAY AND CURB OPENINGS:

- A. Required: Unobstructed and direct driveways of sufficient width to safely accommodate projected twenty (20) year turning volumes as determined by the traffic impact analysis required by subsection 10-13C-29C3 of this article shall be provided. Loading driveways may coincide with driveways to parking facilities.
- B. Considerations In Establishing: In establishing permissible curb openings and sidewalk driveway crossings for access to private property, they shall not be authorized where they are unnecessary or where they would reasonably interfere with the movement of vehicular traffic, with public improvements, or with the rights of the public in the adjacent street or alley, and in no case shall any curb opening be of greater length than necessary for reasonable access to the property to be served thereby. In determining the length of curb openings and spacing of driveways, the end transitions in each case will be considered a part of the length of the curb opening.
- C. Design And Location: Unless otherwise specified by this article, design and location of access drives shall comply with Guidelines for Driveway Location and Design, a Recommended Practice of the Institute of Transportation Engineers, 1987, or as revised.
- D. Standards: The following standards shall apply in determining the size of curb openings and location of driveways:
14. Circulation roadways shall also conform to the requirements of the Uniform International Fire Code with regard to providing emergency vehicle access.

RIVERDALE CITY CODE

Chapter 10 COMMERCIAL ZONES

ARTICLE A. COMMERCIAL ZONES (C-1, C-2, C-3)

10-10A-1: PURPOSE AND INTENT:

10-10A-2: SITE DEVELOPMENT STANDARDS:

10-10A-3: SPECIAL REGULATIONS:

10-10A-4: USES:

10-10A-5: SITE PLAN APPROVAL REQUIRED:

10-10A-1: PURPOSE AND INTENT:

The purpose of the C-1 neighborhood commercial zone, C-2 community commercial zone and C-3 regional commercial zone is to provide suitable areas for the location of the various types of commercial activity needed to serve the people and commerce of the city. It is also to separate into three (3) zones, uses based upon type of activity which are compatible and complementary, as well as intensity of land utilization and accessory use needs. (Ord. 803, 4-4-2012)

10-10A-2: SITE DEVELOPMENT STANDARDS:

| | C-1 | C-2 | C-3 |
|----------------------------------|--|----------------------|----------------------|
| Minimum lot area | None | None | None |
| Minimum lot width | None | None | None |
| Minimum yard setbacks: | | | |
| Front | 50-20 feet | 50-20 feet | 50-20 feet |
| Side | None, except 20 feet adjacent to a residential boundary | | |
| Side facing street on corner lot | 20 feet | 20 feet | 20 feet |
| Rear | None, except 20 feet adjacent to a residential boundary ¹ | 20 feet ¹ | 20 feet ¹ |

| | | | |
|----------------------|---|---------|---------|
| Building height: | | | |
| Minimum | 1 story | 1 story | 1 story |
| Maximum | 2 ¹ / ₂ stories or 35 feet | None | None |
| Maximum lot coverage | Not over 45 percent of lot area by buildings or accessory buildings | | |

Note:

1. If it is determined by the fire department that a distance greater than 20 feet is necessary for separation or access to a building this setback may be increased in the C-1, C-2 and C-3.

(Ord. 803, 4-4-2012)

ARTICLE B. PLANNED COMMERCIAL ZONES (CP-1, CP-2, CP-3)

10-10B-1: PURPOSE AND INTENT:

10-10B-2: USE REGULATIONS:

10-10B-3: SITE DEVELOPMENT STANDARDS:

10-10B-4: SPECIAL PARKING REQUIREMENTS:

10-10B-5: PROTECTION OF ADJOINING RESIDENTIAL PROPERTIES:

10-10B-6: GENERAL REGULATIONS:

10-10B-7: APPLICATION SUBMISSION:

10-10B-8: PLANNING COMMISSION APPROVAL:

10-10B-9: CITY COUNCIL ACTION:

10-10B-10: BUILDING PERMIT ISSUANCE:

10-10B-11: TIME LIMITATION:

10-10B-12: APPLICATION TO EXISTING COMMERCIAL DISTRICT:

10-10B-1: PURPOSE AND INTENT:

A. The intent of the planned commercial zones is to permit the establishment of a well designed complex of retail commercial facilities for a neighborhood, community or region which will provide goods and services for the people to be served, minimize traffic congestion on public streets in the vicinity and which shall best fit the general environment and land use pattern of the area to be served. The protective standards contained in this article are intended to minimize any adverse effect of the planned commercial zone on nearby property values by achieving maximum compatible integration of the area, and to provide for safe and efficient use of the planned commercial zone itself.

B. The three (3) types of planned commercial zones provided for in this article are as follows:

1. CP-1, neighborhood: Provides for the sale and supply of daily living needs for the people in the neighborhood.

2. CP-2, community: Provides, in addition to the convenience goods, a wider range of facilities for the sale of retail goods and personal services for the neighborhood and major segments of the community.
3. CP-3, regional: Provides for the sale and supply of the complete range of retail and wholesale goods and personal services for the metropolitan area and, also, a center for recreational entertainment and cultural activities for the entire region. (1985 Code § 19-24-1)

10-10B-2: USE REGULATIONS:

Any permitted use or any conditional use allowed in the C-1, C-2 and C-3 zones shall be a conditional use in their respective CP-1, CP-2 or CP-3 zone; provided, that a conditional use permit is obtained as provided in [chapter 19](#) of this title. Such uses shall be indicated on the final development plan. (1985 Code § 19-24-2)

10-10B-3: SITE DEVELOPMENT STANDARDS:

| | <u>CP-1</u> | <u>CP-2</u> | <u>CP-3</u> |
|--|---|----------------------------|----------------------------|
| Minimum lot area | None | 3 acres | None |
| Maximum lot area | 5 acres | None | None |
| Minimum yard setbacks: | | | |
| Front | 50-20 feet | 50-20 feet | 50-20 feet |
| Side | None, except 10 feet adjoining a residential zone | | |
| Side facing street on corner lot | 20 feet | 20 feet | 20 feet |
| Rear | None, except 20 feet adjoining a residential zone | | |
| Building height: | | | |
| Minimum | 1 story | 1 story | 1 story |
| Maximum or 35 feet | 2½ stories | none | none |
| Lot coverage | | | |
| The aggregate area of all buildings shall not exceed of the entire lot | 40% | 50% | 60% |

(1985 Code § 19-24-3; amd. 2001 Code)