RIVERTON CITY
PLANNING COMMISSION AGENDA
THURSDAY, JULY 10, 2014

NOTICE IS HEREBY GIVEN THAT THE RIVERTON CITY PLANNING COMMISSION WILL HOLD A PUBLIC MEETING AT **6:30 PM, THURSDAY, JULY 10, 2014** AT THE **RIVERTON CITY MUNICIPAL BUILDING, 12830 SOUTH 1700 WEST,** RIVERTON UTAH.
ANY QUESTIONS, CALL 801-208-3141 OR 801-208-3130.

REASONABLE ACCOMMODATIONS FOR INDIVIDUALS WITH DISABILITIES AND/OR THE NEED FOR TRANSLATION SERVICES WILL BE PROVIDED UPON REQUEST. FOR ASSISTANCE, PLEASE CALL 801-208-3100.

1. PUBLIC HEARING

A. COMMERCIAL SITE PLAN / CONDITIONAL USE PERMIT, PL-14-8005
SPRINKLER SUPPLY RIVERTON STORE, 13727 SOUTH REDWOOD ROAD, C-G ZONE, MIKE CANNING, APPLICANT.

2. DISCUSSION ITEMS (No public comment or questions will be taken on these items)

A. CONDITONAL USE PERMIT, PL-14-2010, OUR JOURNEY SCHOOL DBA MONTESSORI AT RIVERTON, 1646 WEST 13200 SOUTH, C-N ZONE, EMILY AUNE, APPLICANT.

3. MINUTES

A. JUNE 12, 2014

4. ADJOURNMENT

ITEM I.A

RIVERTON CITY
MEMORANDUM

TO: **Planning Commission**

FROM: **Development Review Committee**

DATE: **July 10, 2014**

SUBJECT: **COMMERCIAL SITE PLAN / CONDITIONAL USE PERMIT, SPRINKLER SUPPLY RIVERTON STORE, 13727 SOUTH REDWOOD ROAD, C-G ZONE, MIKE CANNING, APPLICANT.**

PL NO.: **14-8005 – Sprinkler Supply 2 Commercial Site Plan**

PROPOSED MOTION:

I move that the Planning Commission recommend APPROVAL of the Sprinkler Supply Riverton Store commercial site plan and APPROVE the conditional use permit for application number PL-14-8005, located at 13727 South Redwood Road, with the following conditions:

1. Storm drainage systems and accommodation comply with Riverton City standards and ordinances, and with the recommendations of the Riverton City Engineering Division.
2. An interim storm drainage and erosion control plan and an access management plan be approved by the City prior to any construction or grading on the site.
3. The site and structures comply with any and all applicable Riverton City standards and ordinances, including the International Building and Fire Codes.
4. Lighting, both on the building and in the site shall be designed and installed to minimize impacts to the surrounding properties.
5. Obtain and maintain a UDOT access permit for any amendments to the access onto Redwood Road.
6. Material storage areas shall be screened with an architecturally pleasing fence that resembles the building in color and appearance. Storage area gates shall be solid metal or vinyl.
7. Eight foot solid masonry fencing shall be installed along the eastern boundary line.
8. The southern wall of the building must be constructed with a one hour fire wall rating.

BACKGROUND:

Mike Canning of Sprinkler Supply retail has submitted an application requesting commercial site plan and conditional use approval for a second irrigation parts retail store. The first being located at 11654 South Redwood Road. The property is zoned C-G (Commercial Gateway) and is currently vacant ground. To the north property is zoned C-G and is occupied by a credit union. Property to the south is zoned C-G and C-PO EHOV (Commercial Professional Office with Elderly Housing Overlay). To the east property is zoned R-1 (Residential 1 acre lots). To the west property is zoned C-G.

The property is .79 acres and the applicant proposes that the building be constructed on the western half closer to Redwood Road with parts and supplies stored behind the building on the

eastern half. Access into the site will be shared with the Cyprus Credit Union building to the north. No new accesses are planned as part of this application. However, amendments to the access may be required and if this is the case Redwood Road is a UDOT controlled highway and any and all requirements would come from the State.

Parking for the business is along the northern side of the building. Two parking standards are used to calculate the required number of parking stalls for the business. 600 square feet of the building is retail floor space and thus requires 3 parking stalls. 5400 square feet of the building is storage and thus uses the warehouse parking standard of 1 parking stall per 2000 square feet of storage area, thus requiring 3 parking stalls. Total required parking is 6 parking stalls and 8 are provided.

A boundary or lot line adjustment is taking place with this site plan. The lot line is shifting to the middle of the access lane into the site. Both lots will still remain above the minimum lot size as required by the C-G zone and there are no building setback issues resulting from the adjustment.

There is proposed to be constructed a storage area on the exterior of the eastern side of the building. The storage area will contain irrigation pipe, valve boxes and other larger items related to irrigation installation. Exterior storage of material is not prohibited in the zone as long as the storage area is screened from public view. The applicant is proposing to construct and 8' precast concrete wall around the storage area. The gates on this enclosure are required to be solid metal or vinyl, chain link is not permitted on storage enclosures.

The building meets all setback requirements. The setback on the southern property line is allowed by code to be a zero setback as long as the wall is constructed with a one hour fire wall rating. This fire wall rating is verified during building permit review. Staff has added a condition requiring a one hour fire wall rating for the southern façade and the plans do indicate that this will be completed.

Building architecture does satisfy the requirements of the C-G zone. The building exterior is predominantly ashlar pattern rough cut stone veneer along the lower portions of the exterior wall with stucco eifs paneling on the upper portions of the wall, the wall then being capped with painted metal caps. There are some portions of the upper wall that are accented with pre-painted hardie board lap siding, which as a predominant material is not permitted but can be accepted as a minor accent. There are also painted metal awnings over the windows on the northern and western facades.

There is fencing required with this application both around the perimeter of the exterior storage area as well as the eastern property line where the property is adjacent to residential zoning and uses. In this situation, 8' solid masonry is required along the eastern property line.

Riverton City staff is recommending approval with the eight conditions listed above.

ATTACHMENTS:

The following items are attached for your review:

1. A copy of the Site Plan application
2. A copy of the Zoning Map
3. A copy of the Aerial Views

4. A copy of the Site Plan and Landscape Plans.
5. A copy of the building elevations

PL No. _____

Date _____

Application

Site Plan

A. Applicant's Name SPRINKER SUPPLY COMPANY (MIKE CANNING)

Home Address 7878 SOUTH 1410 WEST

City WEST JORDAN State UTAH Zip 84088

Telephone # 801 566 8102 Mobile # _____

E-mail Address MCANNING@sprinklersupplyco.com Fax # 801-566-8172

B. Primary Contact Person Larry Howden

Address 380 EAST MAIN ST.

City AMERICAN FORK State UT Zip 84003

Telephone # 801-492-9330 Mobile # 801-360-7874

E-mail Address larry@nharchitects.net Fax # 801.492.9331

C. Project Information

1. Name of Proposed Business SPRINKLER SUPPLY CO.
2. Address 13727 South REDWOOD Road.
3. Description of the Proposed Business landscape sprinkler supplies. landscaping supplies
4. Sidwell/Tax ID# 33-03-252-040 Total Acreage of the Site .79
5. Current Zoning of the Proposed Site CG

   Zoning of Adjacent Parcels: North CG South CG/CPO East R-1 West CG.
6. Current Use of the Land VACANT
7. Number of Existing Structures NONE
8. Describe the Proposed Use and Structures for the Site SALES & STORAGE
9. Did this Project Require a Rezone? Yes / (No) If Yes, PL# _____
10. Did this Project Require a Conditional Use Permit? (Yes) / No If Yes, PL# _____

By signing this application, I acknowledge that I have read and understood the application, ordinances, checklists, etc, associated with this application, and that any and all required drawings, plans, and other submittals are included and complete. All drawings and plans, and the proposed development, must comply with the requirements of the Engineering Plan Review Checklist, Riverton City Standards and Specifications, and all applicable Riverton City ordinances and standards.

Applicant's Signature _____ Date 5/12/04

You will receive a letter following the Planning Commission and City Council meeting providing status of your application

S:\Planning\Applications\Site Plan.doc Revised 07/08

PL No. 14-8005
Date 5/12/14

Application

Conditional Use Permit

(For site plans of any retail use within 300 feet of residence or any conditional use as defined in the zoning district)

Applicant's Name SPRINKER SUPPLY CO. (MIKE CANNING)
Home Address 7878 South 1410 WEST
City WEST JORDAN State UTAH Zip 84088
Telephone # 801-566-8102 Mobile #
E-mail Address MCANNING@SPRINKLERSUPPLYCO.com Fax # 801-566-8172

Contact Person and Title Larry Howden
Address 360 E MAIN ST.
City AMERICAN FORK State UTAH Zip 84003
Telephone # 801.492.9330 Mobile # 801.360.7874
E-mail Address larry@nharchitects.net Fax # 801 492.9331

1. **Project Information**
   1. Name of proposed business SPRINKER SUPPLY CO.
   2. Address 13727 South Redwood Road
   3. Description of the proposed use landscape sprinkler supplies & landscape supplies
   4. Sidwell/Tax ID# 33-03-252-040 Total Acreage of the Site .79
   5. Current Zoning of the Proposed Site CG
      Zoning of Adjacent Parcels: North CG South CG/C-PO East R-1 West CG.
   6. Current Use of Land Vacant
   7. Number of Existing Structures NONE

All drawings and other requirements must meet Riverton City Engineering Standards and Development Standards as presented by ordinance. Please note that for your convenience, an application checklist is enclosed. Incomplete applications will not be accepted or approved.

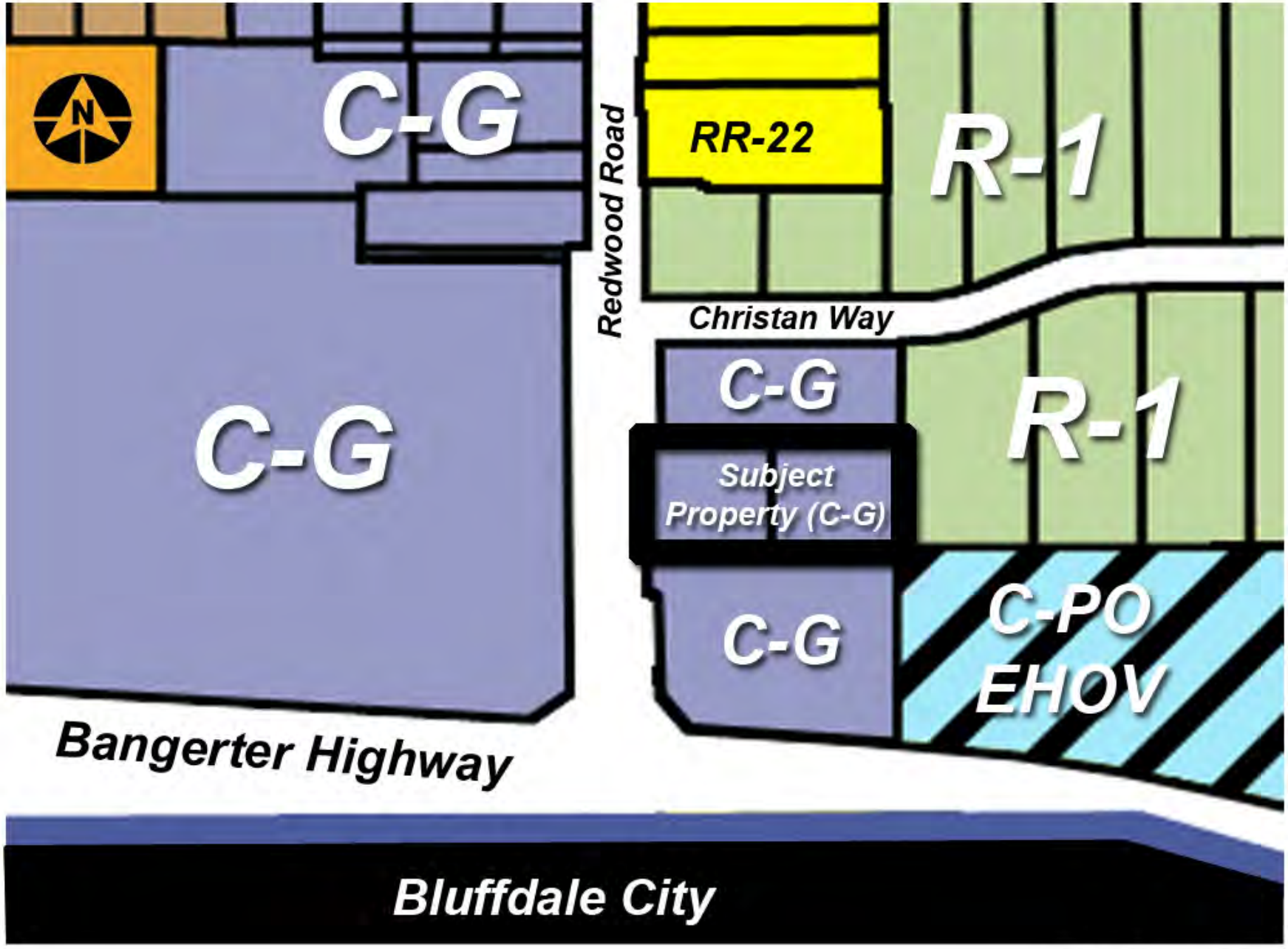
M Canning
Applicant's Signature

5/12/14
Date

******You will receive a letter following the Planning Commission and City Council meeting providing status of your application******

S:\Planning\Applications\CU.doc Revised 07/08

Sprinkler Supply 2 Site Plan



Zoning Map

Sprinkler Supply 2 Site Plan

Aerial View

EXTEND EXISTING GAS LINE TO BUILDING

EXTEND EXISTING CULINARY WATER LINE TO BUILDING

LOCATION OF ADDITIONAL CROSS EASEMENT STALLS

EXISTING TRANSFORMER

CONCRETE APRON

NEW GARBAGE DUMPSTER ENCLOSURE. SEE 3/A03

NEW 8' HIGH CONCRETE PANEL FENCE

NEW CURB AND GUTTER

NEW ASPHALT PAVING OVER 6" MIN ROAD BASE

HANDICAPPED SIGN ON A POST (VAN ACCESSIBLE) SEE 1/A03

8 PARKING STALLS

LANDSCAPING

ROLLING GATE

LOADING AREA

ELECTRICAL METER

NEW CATCH BASIN

NEW ASPHALT PAVING OVER 6" MIN ROAD BASE

6" CURB

EXISTING CONCRETE BLOCK FENCE (90"± HIGH) REMOVE CAP AND PLATE, OPTION: ADD 1 ROW OF 8" BLOCK TO MAKE FINISHED HEIGHT 98" ABOVE FINISHED GRADE. REINSTALL PLATE AND CAP.

PROPOSED BUILDING
6012 sq.ft. total
600 sq.ft. sales
5412 sq.ft. storage

OUTSIDE STORAGE

1 HR FIRE WALL

2 HR FIRE WALL

EXISTING IRRIGATION BOX

NEW 8' HIGH CONCRETE PANEL FENCE

TELEPHONE AND INTERNET CONNECTION

GENERAL N

A. ALL FENCES INC PANEL FENCES

B. ACCESSIBLE RO PUBLIC RIGHT O

C. SIDEWALKS &HA

D. ALL PARKING L ELECTRONIC (C

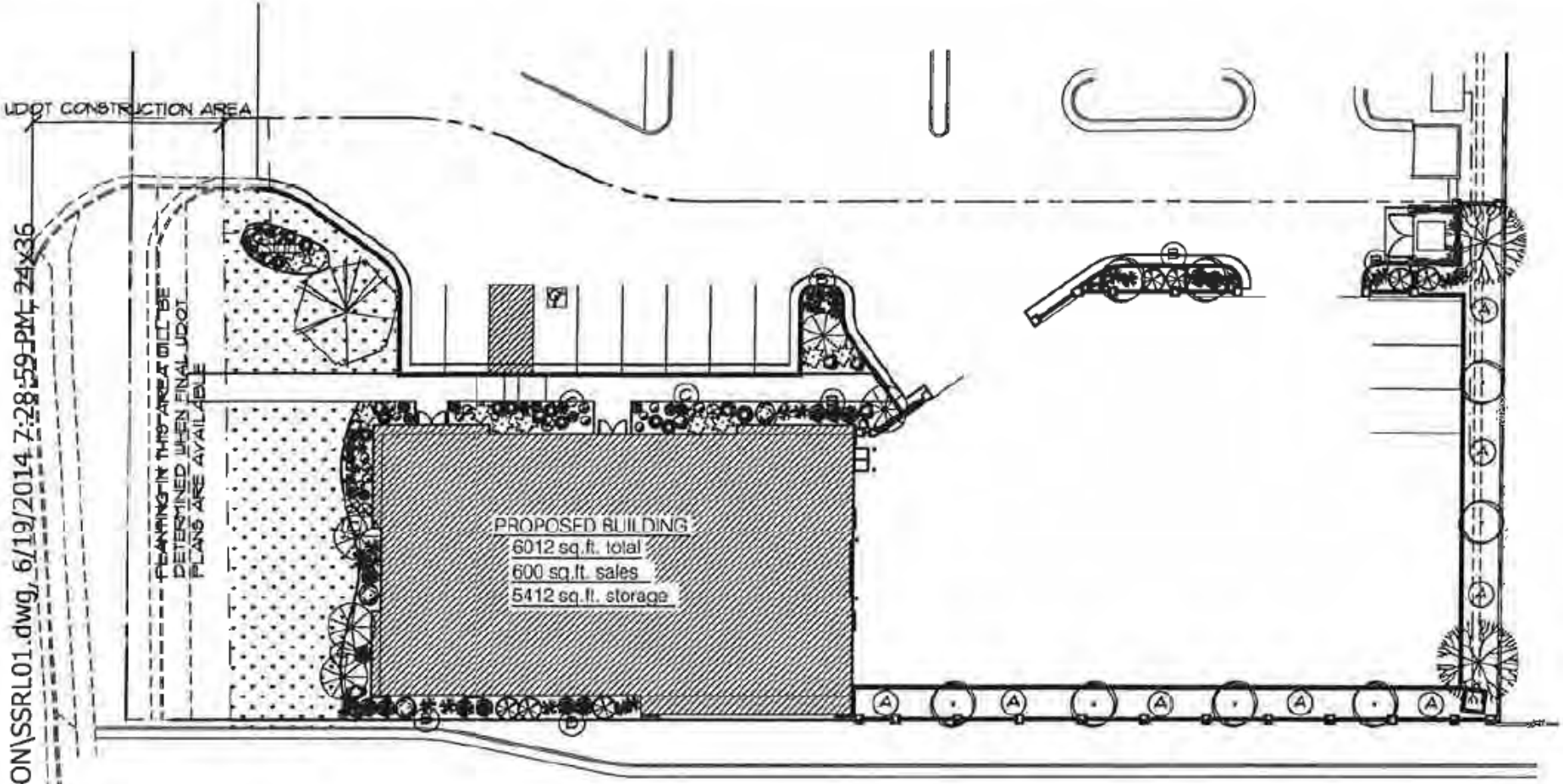
KEYED NOTE

1. PROVIDE (2) 3" BUILDING AS SH FIELD VERIFY AN ELECTRICAL
2. PROVIDE AN AD TELEPHONE BOX
3. PROVIDE A GAS AS SHOWN-COOR
4. PROVIDE A CLE ON THE SITE PLA LOCATION IN THE
5. PROVIDE A 4" U COORDINATE W
6. CONNECT TO EXI AS REQUIRED.
7. 6" STEEL BOLLA
8. 6" CONCRETE PA SLOPE AWAY FR
9. TRANSFORMER IS ROCKY MOUNTAI

1 SITE PLAN
SCALE: 1"=20'

SITE AREA
TOTAL LOT AREA =31566#
LANDSCAPE REQUIRED (20%) = 6313 #
LANDSCAPE PROVIDED = 6320 #
SIDEWALK = 914 #
BUILDING AREA = 6012#
AREA OF ASPHALT, CURB AND GUTTER = 18320# ±

PARKING REQUIREMENTS
600 sq.ft. sales = 1/200 sf = 3 stalls
5412 sq.ft. storage = 1/2000 sf = 3 stalls
total parking required = 6 stalls
total parking provided = 12 stalls
additional cross easement available parking stalls = 11 stalls



1 LANDSCAPE PLAN
- SCALE: 1" = 20'

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1 NORTH ELEVATION
- SCALE:

1 SOUTH ELEVATION
- SCALE:

2 WEST ELEVATION
- SCALE:

2 EAST ELEVATION
- SCALE:

SCALE VERIFICATION
0 1/2" 1" 2"
24x36 FULL
12x18 HALF
OTHER N.T.S.

Nelson·Howden & Associates
architects / planners
360 east main st.
american fork,
utah, 84003
801-492-9330
fax 801-492-9331
NH&A

SPRINKLER SUPPLY COMPANY
RIVERTON STORE
13727 S REDWOOD ROAD RIVERTON, UTAH

drawing title:
EXTERIOR ELEVATIONS

date:
06/19/14

sheet:
a2.0

06/19/14

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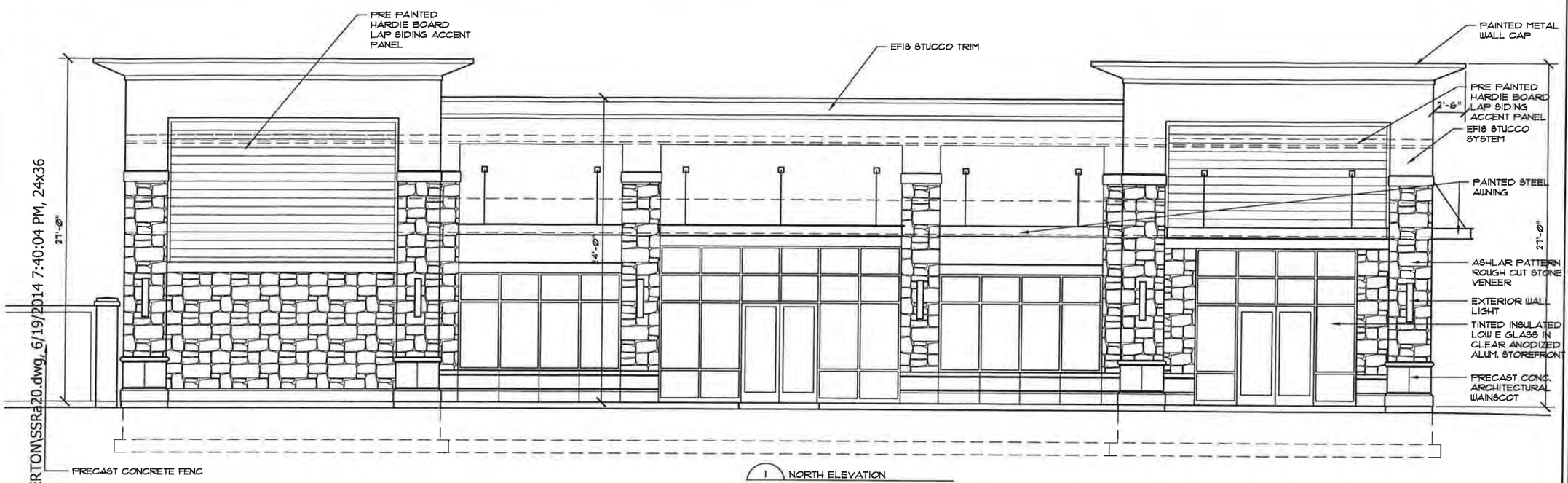
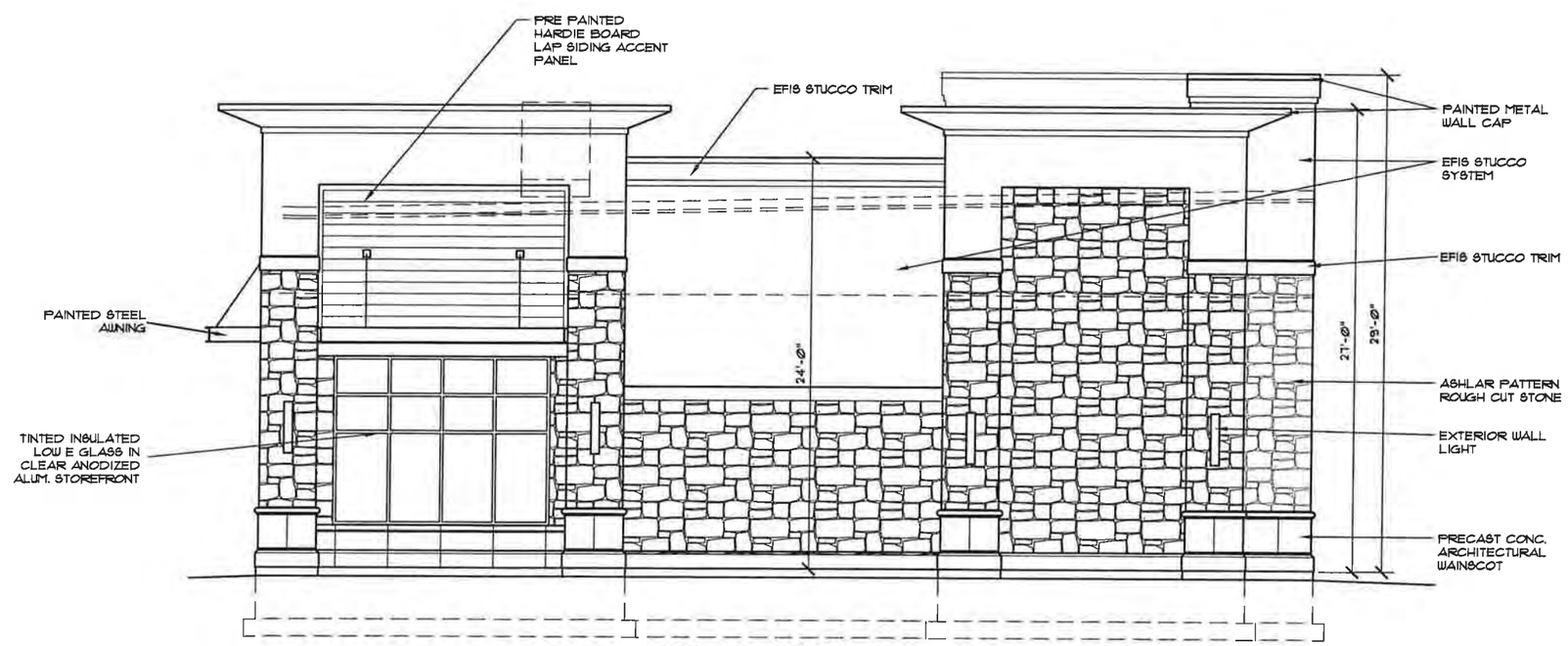


1 NORTH ELEVATION
SCALE: 1/4"=1'-0"



2 WEST ELEVATION
SCALE: 1/4"=1'-0"

SCALE VERIFICATION
24x36 FULL
12x18 HALF
OTHER N.T.S.

LICENSED ARCHITECT 12160 STATE OF UTAH

06/19/14

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EXTERIOR ELEVATIONS

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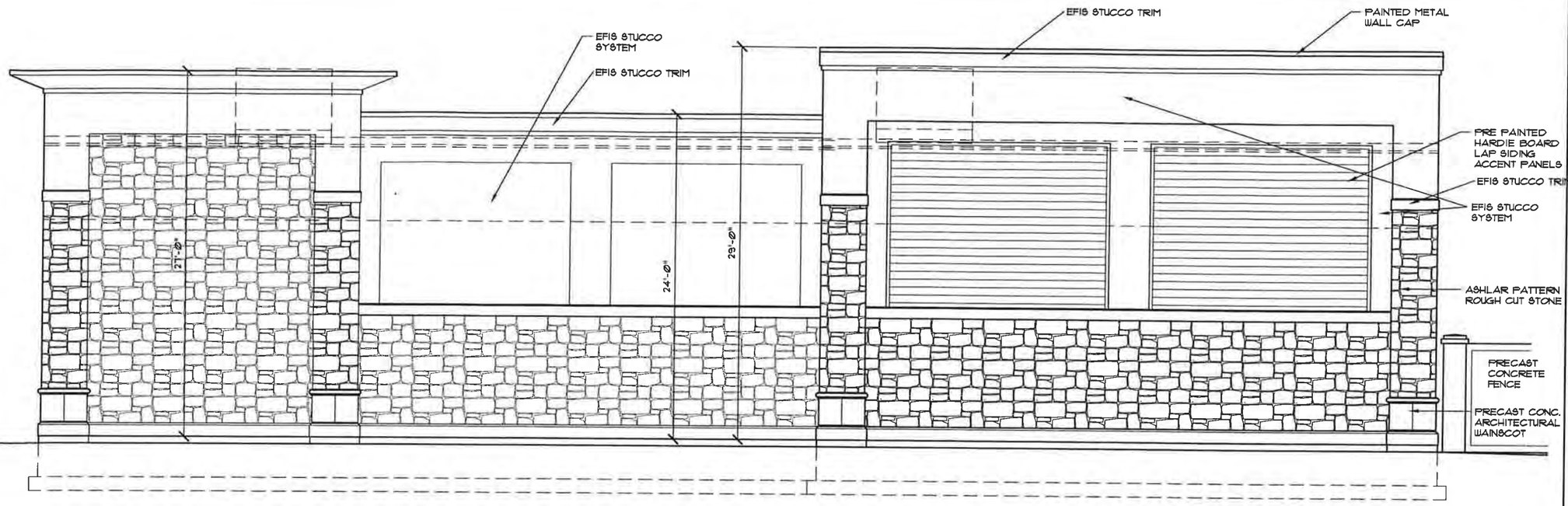

1 SOUTH ELEVATION
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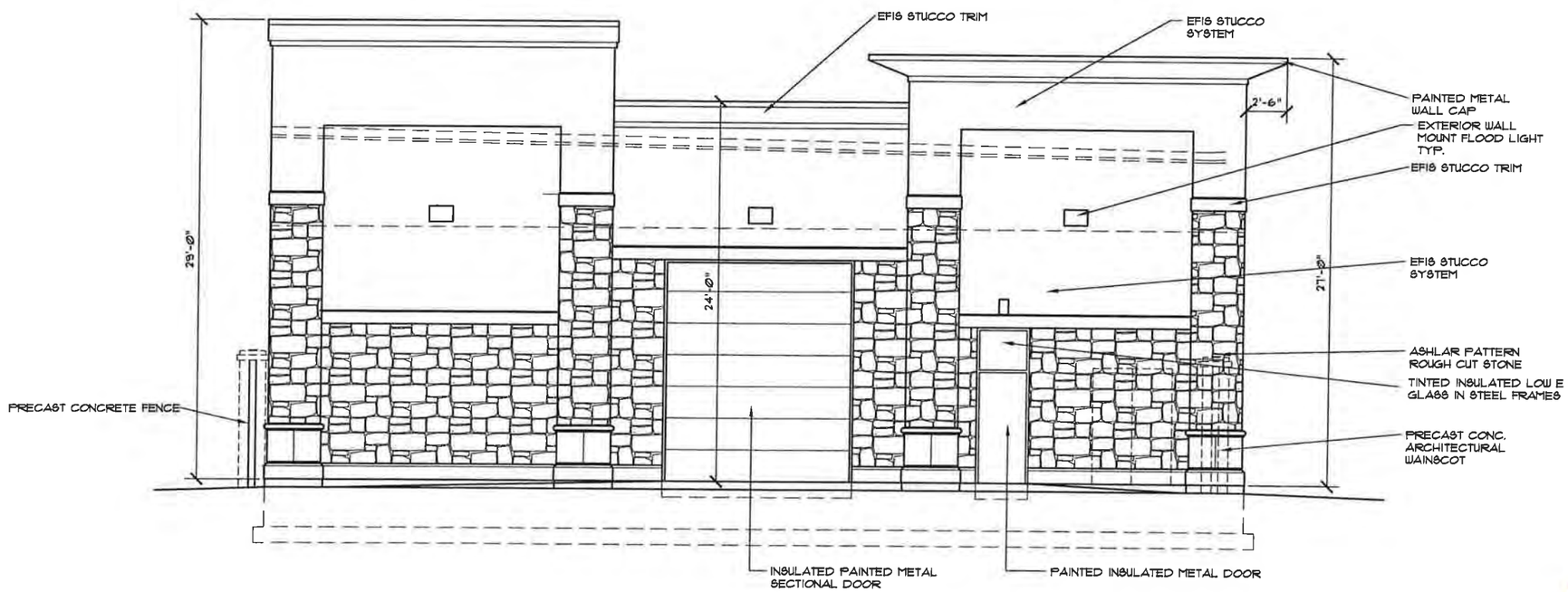

2 EAST ELEVATION
SCALE: 1/4"=1'-0"

SCALE VERIFICATION
0 1/2" 1" 2"
24x36 FULL
12x18 HALF
OTHER N.T.S.

STATE OF UTAH
06/19/14

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drawing title:
EXTERIOR ELEVATIONS

date:
06/19/14

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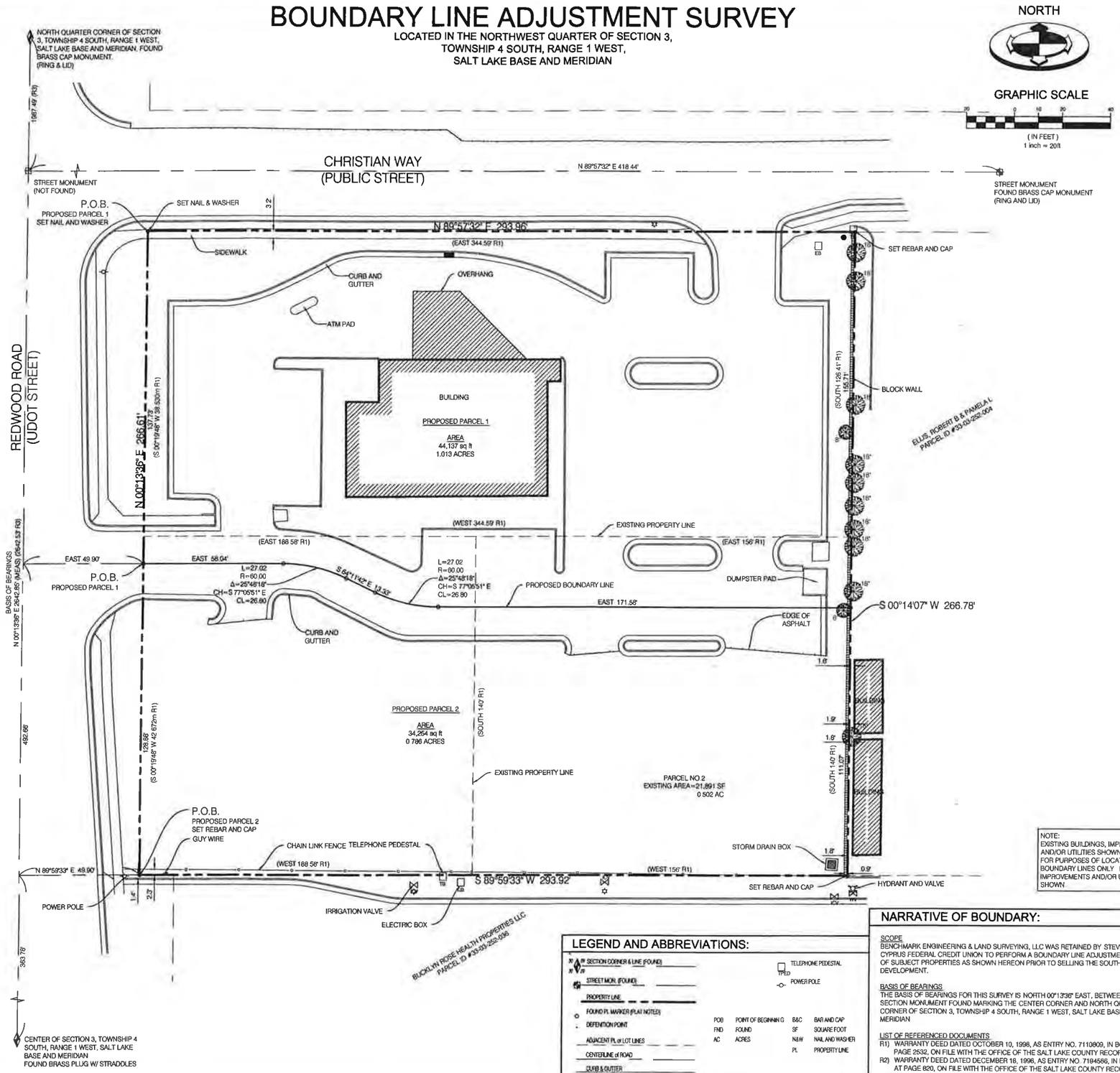
BOUNDARY LINE ADJUSTMENT SURVEY

LOCATED IN THE NORTHWEST QUARTER OF SECTION 3,
TOWNSHIP 4 SOUTH, RANGE 1 WEST,
SALT LAKE BASE AND MERIDIAN



NOTE:
EXISTING BUILDINGS, IMPROVEMENTS AND/OR UTILITIES SHOWN HEREON ARE FOR PURPOSES OF LOCATING BOUNDARY LINES ONLY NOT ALL IMPROVEMENTS AND/OR UTILITIES ARE SHOWN

LEGEND AND ABBREVIATIONS:

- SECTION CORNER & LINE (FOUND)
- STREET MON. (FOUND)
- PROPERTY LINE
- FOUND PL MARKER (PLAT NOTED)
- DEFENTION POINT
- ADJACENT PL or LOT LINES
- CENTERLINE of ROAD
- CURB & GUTTER
- EDGE OF EXISTING ASPHALT
- TELEPHONE PEDESTAL
- POWER POLE

POB	POINT OF BEGINNING	BAC	BAR AND CAP
FND	FOUND	SF	SQUARE FOOT
AC	ACRES	NAW	NAIL AND WASHER
		PL	PROPERTY LINE

NARRATIVE OF BOUNDARY:

SCOPE
BENCHMARK ENGINEERING & LAND SURVEYING, LLC WAS RETAINED BY STEVE FIFIELD OF CYPRUS FEDERAL CREDIT UNION TO PERFORM A BOUNDARY LINE ADJUSTMENT SURVEY OF SUBJECT PROPERTIES AS SHOWN HEREON PRIOR TO SELLING THE SOUTH PARCEL FOR DEVELOPMENT.

BASIS OF BEARINGS
THE BASIS OF BEARINGS FOR THIS SURVEY IS NORTH 00°13'36" EAST, BETWEEN THE SECTION MONUMENT FOUND MARKING THE CENTER CORNER AND NORTH QUARTER CORNER OF SECTION 3, TOWNSHIP 4 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN

LIST OF REFERENCED DOCUMENTS
R1) WARRANTY DEED DATED OCTOBER 10, 1998, AS ENTRY NO. 7110809, IN BOOK 8117, AT PAGE 2532, ON FILE WITH THE OFFICE OF THE SALT LAKE COUNTY RECORDER
R2) WARRANTY DEED DATED DECEMBER 18, 1998, AS ENTRY NO. 7194586, IN BOOK 8201, AT PAGE 820, ON FILE WITH THE OFFICE OF THE SALT LAKE COUNTY RECORDER
R3) EQUESTRIAN MEADOWS SUBDIVISION, ON FILE WITH THE OFFICE OF THE SALT LAKE COUNTY RECORDER

SURVEYOR'S CERTIFICATE:

I, DALE K. BENNETT, SALT LAKE CITY, UTAH, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR AND THAT I HOLD LICENSE NO. 103381 AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH; THAT I HAVE MADE A SURVEY OF THE FOLLOWING DESCRIBED PROPERTY; THAT THIS PLAT CORRECTLY SHOWS THE TRUE DIMENSIONS OF THE BOUNDARIES SURVEYED AND OF THE VISIBLE IMPROVEMENTS AFFECTING THE BOUNDARIES AND THEIR POSITION IN RELATIONSHIP TO SAID BOUNDARIES;

PROFESSIONAL LAND SURVEYOR DALE K. BENNETT No. 103381 STATE OF UTAH

RECORD DESCRIPTIONS:

DEED DESCRIPTION (ENTRY 7110809):

PARCEL NO 1:
BEGINNING AT A POINT 22 RODS NORTH OF THE SOUTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 4 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE NORTH 140 00 FEET; THENCE EAST 188 58 FEET; THENCE SOUTH 140 00 FEET; THENCE WEST 188 58 FEET TO THE POINT OF BEGINNING

EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PROPERTY:

A PARCEL OF LANG IN FEE FOR THE WIDENING OF REDWOOD ROAD INCIDENT TO THE CONSTRUCTION OF AN EXPRESSWAY KNOWN AS PROJECT NO 0154, BEING PART OF AN ENTIRE TRACT OF PROPERTY, SITUATE IN THE SOUTHWEST QUARTER NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 4 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN. THE BOUNDARIES OF SAID PARCEL OF LAND ARE DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID ENTIRE TRACT, WHICH POINT IS 110 642 METERS NORTH (NORTH 00°19'48" EAST HIGHWAY BEARING) ALONG THE QUARTER SECTION LINE FROM THE CENTER OF SAID SECTION 3, AND RUNNING THENCE NORTH (NORTH 00°19'48" EAST HIGH-WAY BEARING) 42 672 METERS TO THE NORTHWEST CORNER OF SAID ENTIRE TRACT; THENCE EAST (SOUTH 89°54'15" EAST HIGHWAY BEARING) 15 210 METERS ALONG THE NORTHERLY BOUNDARY LINE OF SAID ENTIRE TRACT TO A POINT 16 460 METERS PERPENDICULARLY DISTANT EASTERLY FROM THE CENTERLINE OF REDWOOD ROAD OF SAID PROJECT; THENCE SOUTH 00°19'48" WEST (HIGHWAY BEARING) 42 672 METERS TO THE SOUTHERLY BOUNDARY LINE OF SAID ENTIRE TRACT; THENCE WEST (NORTH 89°54'15" WEST HIGHWAY BEARING) 15.210 METERS TO THE POINT OF BEGINNING AS SHOWN ON THE OFFICIAL MAP OF SAID PROJECT ON FILE IN THE OFFICE OF THE UTAH DEPARTMENT OF TRANSPORTATION

PARCEL NO 2:
BEGINNING 503 00 FEET NORTH AND 188 58 FEET EAST FROM THE SOUTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 4 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE EAST 156 00 FEET; THENCE SOUTH 140 00 FEET; THENCE WEST 156 00 FEET; THENCE NORTH 140 00 FEET TO THE POINT OF BEGINNING

DEED DESCRIPTION (ENTRY 7194586):

COMMENCING AT A POINT 503 NORTH OF THE SOUTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 4 SOUTH, TANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE NORTH 126 41 FEET; THENCE EAST 344 59 FEET; THENCE SOUTH 126 41 FEET; THENCE WEST 344 59 FEET TO THE POINT OF BEGINNING

EXCEPT THEREFROM THE FOLLOWING:

A PARCEL OF LAND IN FEE FOR THE WIDENING OF REDWOOD ROAD INCIDENT TO THE CONSTRUCTION OF AN EXPRESSWAY KNOWN AS PROJECT NO 054, BEING PART OF AN ENTIRE TRACT OF PROPERTY, SITUATE IN SOUTHWEST 1/4 NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 4 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN THE BOUNDARIES OF SAID PARCEL OF LAND ARE DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID ENTIRE TRACT WHICH POINT IS 153 314M NORTH (NORTH 00°19'48" EAST HIGHWAY BEARING) ALONG THE QUARTER SECTION LINE FROM THE CENTER OF SAID SECTION 3, AND RUNNING THENCE NORTH (NORTH 00°19'48" EAST HIGHWAY BEARING) 38 53M TO THE NORTHWEST CORNER OF SAID ENTIRE TRACT; THENCE EAST (SOUTH 89°54'14" EAST HIGHWAY BEARING) 15 210M ALONG THE NORTHERLY BOUNDARY LINE OF SAID ENTIRE TRACT TO A POINT 16 460M PERPENDICULARLY DISTANT EASTERLY FROM THE CENTERLINE OF SAID REDWOOD ROAD; THENCE SOUTH 00°19'48" WEST (HIGHWAY BEARING) 38 530M ALONG A LINE PARALLEL TO SAID CENTERLINE TO THE SOUTHERLY BOUNDARY LINE OF SAID ENTIRE TRACT; THENCE WEST (NORTH 89°54'15" WEST HIGHWAY BEARING) 15 210M ALONG SAID SOUTHERLY BOUNDARY LINE TO THE POINT OF BEGINNING THE ABOVE DESCRIBED PARCEL OF LAND CONTAINS 598 0 SQUARE METERS (6,308 SQ FT.) IN AREA OF WHICH 387 5 SQUARE METERS (4,172 SQ. FT.) IN AREA ARE OCCUPIED BY REDWOOD ROAD. BALANCE IS 198 5 SQUARE METERS (2,136 SQ FT.) IN AREA.

PROPOSED DESCRIPTIONS:

PROPOSED PARCEL 1

BEGINNING AT A POINT ON THE EAST RIGHT-OF-WAY LINE OF REDWOOD ROAD, SAID POINT ALSO BEING NORTH 00°13'36" EAST 492 66 FEET ALONG THE QUARTER SECTION LINE AND EAST 49 90 FEET FROM THE CENTER OF SECTION 3, TOWNSHIP 4 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE NORTH 00°13'36" EAST ALONG SAID EAST RIGHT-OF-WAY LINE 137 73 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF CHRISTIAN WAY; THENCE NORTH 89°57'32" EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE 293 96 FEET TO THE NORTHWEST CORNER OF LOT 1, EQUESTRIAN MEADOWS SUBDIVISION, ON FILE WITH THE OFFICE OF THE SALT LAKE COUNTY RECORDER; THENCE SOUTH 00°14'07" WEST ALONG THE WEST LINE OF SAID LOT 1 A DISTANCE OF 155 71 FEET; THENCE WEST 171 58 FEET TO THE POINT OF A 60 00 FOOT RADIUS TANGENT CURVE TO THE RIGHT; THENCE ALONG SAID CURVE A DISTANCE OF 27 02 FEET THROUGH A CENTRAL ANGLE OF 25°48'18" (CHORD BEARS NORTH 77°05'51" WEST 26 80 FEET) TO A POINT OF TANGENCY; THENCE NORTH 64°11'42" WEST 13 33 FEET TO THE POINT OF A 60 00 FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE ALONG SAID CURVE A DISTANCE OF 27 02 FEET THROUGH A CENTRAL ANGLE OF 25°48'18" (CHORD BEARS NORTH 77°05'51" WEST 26 80 FEET) TO A POINT OF TANGENCY; THENCE WEST 58 04 FEET TO THE POINT OF BEGINNING

CONTAINS 44,137 SQUARE FEET
1 013 ACRES, MORE OR LESS

PROPOSED PARCEL 2

BEGINNING AT A POINT ON THE EAST RIGHT-OF-WAY LINE OF REDWOOD ROAD, SAID POINT ALSO BEING NORTH 00°13'36" EAST 363 78 FEET ALONG THE QUARTER SECTION LINE AND NORTH 89°59'33" EAST 49 90 FEET FROM THE CENTER OF SECTION 3, TOWNSHIP 4 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE NORTH 00°13'36" EAST ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 128 88 FEET; THENCE EAST 58 04 FEET TO THE POINT OF A 60 00 FOOT RADIUS TANGENT CURVE TO THE RIGHT; THENCE ALONG SAID CURVE A DISTANCE OF 27 02 FEET THROUGH A CENTRAL ANGLE OF 25°48'18" (CHORD BEARS SOUTH 77°05'51" EAST 26 80 FEET) TO A POINT OF TANGENCY; THENCE SOUTH 64°11'42" EAST 13 33 FEET TO THE POINT OF A 60 00 FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE ALONG SAID CURVE A DISTANCE OF 27.02 FEET THROUGH A CENTRAL ANGLE OF 25°48'18" (CHORD BEARS SOUTH 77°05'51" EAST 26 80 FEET) TO A POINT OF TANGENCY; THENCE EAST 171 58 FEET TO THE WEST LINE OF LOT 1, EQUESTRIAN MEADOWS SUBDIVISION, ON FILE WITH THE OFFICE OF THE SALT LAKE COUNTY RECORDER; THENCE SOUTH 00°14'07" WEST ALONG THE WEST LINE OF SAID LOT 1 A DISTANCE OF 111 07 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1, THENCE SOUTH 89°59'33" WEST 293 92 FEET TO THE POINT OF BEGINNING

CONTAINS 34,254 SQUARE FEET
0.786 ACRES, MORE OR LESS

No.	DATE	DESCRIPTION
1	5/6/13	REVISE PROPOSED DESCRIPTIONS PER COMMENTS
2	5/9/13	REVISE PROPOSED DESCRIPTIONS PER COMMENTS

DRAWN BY KMD
CHECKED BY KMD
FIELD WORK DMH
DATE 08/01/2013
DWG FILE 1307126a
SCALE 0.5

SCALE MEASURES 1-INCH ON FULL SIZE SHEETS
PLOTS ACCORDINGLY FOR REDUCED SIZE SHEETS

BENCHMARK ENGINEERING & LAND SURVEYING
9138 SOUTH STATE STREET SUITE # 100
SANDY, UTAH 84070 (801) 542-7192
www.benchmarkcivil.com

CYPRUS CREDIT UNION
13717 SOUTH REDWOOD ROAD
RIVERTON, UTAH

PROJECT NO 1307126

BOUNDARY LINE ADJUSTMENT

SVB.01
1 OF 1

ITEM II.A

RIVERTON CITY
MEMORANDUM

TO: **Planning Commission**

FROM: **Development Review Committee**

DATE: **July 10, 2014**

SUBJECT: **<u>CONDITONAL USE PERMIT</u>, OUR JOURNEY SCHOOL DBA MONTESSORI AT RIVERTON, 1646 WEST 13200 SOUTH, C-N ZONE, EMILY AUNE, APPLICANT.**

PL NO.: **14-2010 – MONTESSORI SCHOOL CONDITIONAL USE**

This application is a public hearing and administrative action item.
In rendering a decision the Planning Commission is serving an administrative function, decisions are based on substantial evidence.

PROPOSED MOTION:

I move the Planning Commission APPROVE the Conditional Use Permit for the Montessori School located at 1646 West 13200 South, with the following conditions:

1. All customer parking and child drop-off and pick-up shall occur off-street
2. A site plan application shall be submitted for city review and approval prior to any site construction on the site. This includes all related land disturbance permits and building permits for any remodeling work done on the building or future buildings to be used in conjunction with the school.
3. The site and structures comply with any and all applicable Riverton City standards and ordinances, including the International Building and Fire Codes.
4. Fencing type and location to be determined at site plan.

BACKGROUND:

On June 26, 2014 the Riverton City Planning Commission held a public hearing regarding the conversion of an existing structure at 1646 West 13200 South into a private school. After comments were received regarding traffic issues that may result from a private school being located on the property the item was tabled pending the completion of a traffic study. The applicant has completed the traffic study and the item is again before the Planning Commission to review and discuss the traffic study and make a decision regarding the conditional use permit.

The traffic study provides information on two phases of the project. Phase 1 involves only the main building. Phase 2 incorporates the use of the accessory buildings located on the northern parcel. In Phase 1 the traffic study considers a total enrollment of 70 students on campus at any given time. In Phase 2 the traffic study considers a total enrollment of 130 students on campus. The Planning Commission requested that the traffic study provide recommendations on the impacts of, 1. Potential queuing of

vehicles into 13200 South from child drop-off and pick-up, and 2. Impact of traffic generated from school on the intersection of Redwood Road and 13200 South.

The recommendations are as follows:

1. **Student drop-off and pick-up.**
    a. **None – the ons-site queue storage of 20 (Phase 1) and 30 (Phase 2) vehicles should be adequate for student drop-off and pick-up. The traffic study does recommend that the applicant encourage carpooling, staggering drop-off and pick-up times and assigning parents specific pick-up and drop-off times.**
2. **Intersection of Redwood Road and 13200 South:**
    a. **None – Table 9 shows that the intersection will operate at an acceptable Level of Service (LOS) of D or better in the year 2014 and 2034. In the year 2020 the westbound left and right turn will operate at LOS E. The widening of Redwood Road to four lanes will improve the westbound left and right turn LOS at the intersection.**

The Planning Commission may discuss the findings of the traffic study further with the applicant if so desired. Now, it should be emphasized that the Planning Commission is not just considering traffic issues that may be generated by the private school. In considering a conditional use permit the Planning Commission must make decisions based upon a much wider range of concerns and potential issues. Therefore, just because the traffic study supports the school having 70 to 130 students does not require the Planning Commission to approve the conditional use permit with those numbers. It is the Planning Commission's responsibility to determine an appropriate number of students for the property based upon not only traffic but also any other potential impacts that may result from the school being located at this location.

Emily Aune has submitted an application requesting a conditional use permit to operate a private school at 1646 West 13200 South. The property is zoned C-N (Commercial Neighborhood) and is currently occupied by the old Crane Home which has seen a number of commercial uses come and go in recent years such as a reception center and an antiques shop. Property to the west is zoned RR-22 (Rural Residential ½ acre lots) as is the property to the east. Property to the north is zoned Park and Open Space, however, an application has been submitted requesting that this parcel be rezoned to C-N.

The applicant is proposing to operate a private school for ages two and half up to eighth grade. The number of students indicated on the proposed plans are 37 on the upper floor and 30 on the lower floor with another 30 on the main floor. Occupancy limits are determined by the Unified Fire Authority and building code and both would be required to inspect and sign off on the proposals prior to the school operating at this location.

Riverton City staff does have an application to rezone the property to the north. The property to the north has two structures on it. The application for rezoning the parcel indicates that this parcel will eventually be utilized by Montessori School. It should be emphasized that in order for these buildings to be utilized in a commercial manner there will be extensive requirements for both the buildings and the site to bring both up to current commercial standards. Therefore, this application before the Planning Commission is to consider only the use on the subject property.

The applicant has also provided a site plan that shows changes to the access into the property, a lot line adjustment for the property, a lot consolidation, and the addition of parking stalls along

the eastern boundary. These items, although pertinent information, are all dealt with as part of the site plan application that will come before the Planning Commission at a later date. The site plan was provided to help illustrate to the Planning Commission how the applicant plans on dealing with vehicular stacking related to child pick-up and drop-off. Vehicles will enter the property from 13200 South, drive north, turn behind the structure, loop around and head back out to 13200 South. According to scaled drawings there is enough stacking room for 21 vehicles.

Currently there are no solid fences on the site and child play areas are not shown on the submitted site plans. The residential properties adjacent to the proposed school are zoned for large animals. The Planning Commission should consider fencing requirements, especially when children could be playing adjacent to properties where large animals are present.

Riverton City Staff supports the applicant's request to utilized this old historic home as a private school with the conditions listed above.

ATTACHMENTS:

The following items are attached for your review:

1. A copy of the Conditional Use Permit application
2. An 8½"x11" copy of the Zoning Map
3. An 8½"x11" copy of the Aerial View(s)
4. Images of the site
5. Site Plan

PL No. 14-2010
Date 6/5/2014

Application

Conditional Use Permit

(For site plans of any retail use within 300 feet of residence or any conditional use as defined in the zoning district)

Applicant's Name Emily Aune
Home Address 849 Alan Point Drive
City Draper State Utah Zip 84020
Telephone # 801-913-6564 Mobile # 801-913-6564
E-mail Address emily@omner.org Fax # 801-303-6934

Contact Person and Title Emily Aune, Director
Address 849 Alan Point Drive
City Draper State Utah Zip 84020
Telephone # 801-913-6564 Mobile # 801-913-6564
E-mail Address emily@omner.org Fax # 801-303-6934

1. **Project Information**
   1. Name of proposed business Our Journey School DBA Montessori at Riverton
   2. Address 1646 W 13200 S
   3. Description of the proposed use Montessori School for ages 2.5 through 8th grade
   4. Sidwell/Tax ID# 27344020510000 Total Acreage of the Site 0.5
   5. Current Zoning of the Proposed Site ~~CC~~ C-N
      Zoning of Adjacent Parcels: North RR-22 / P South RR-22 East RR-22 / P West RR-22
   6. Current Use of Land Previously an antique shop, currently vacant
   7. Number of Existing Structures 1

All drawings and other requirements must meet Riverton City Engineering Standards and Development Standards as presented by ordinance. Please note that for your convenience, an application checklist is enclosed. Incomplete applications will not be accepted or approved.

Emily Aune
Applicant's Signature

5/30/14
Date

******You will receive a letter following the Planning Commission and City Council meeting providing status of your application******

S:\Planning\Applications\CU.doc Revised 07/08

KEY NOTES

1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]
5. [illegible]
6. [illegible]
7. [illegible]
8. [illegible]
9. [illegible]
10. [illegible]
11. [illegible]
12. [illegible]
13. [illegible]
14. [illegible]
15. [illegible]

GENERAL NOTES

ALL WORK SHALL CONFORM TO THE RIVERTON CITY GENERAL NOTES WITH THE ADDITION OF THE FOLLOWING SPECIFIED NOTES

1. CONTRACTOR SHALL VERIFY ALL EXISTING AND FINISH GRADES AND DIMENSIONS BEFORE STARTING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY THE SANITARY SEWER, STORM DRAIN, AND WATER LINE STREET CONNECTIONS AND THE LOCATION, DEPTH AND SIZE OF ALL EXISTING UTILITIES BEFORE STARTING ANY CONSTRUCTION.
3. CONTRACTOR SHALL FOLLOW PIPE MANUFACTURER'S SPECIFICATIONS FOR THE INSTALLATION OF ALL PIPES.
4. ALL SITE WORK, INCLUDING CURBS, GUTTERS, SIDEWALKS, DRIVEWAYS, PARKING AREAS, UTILITIES, STORM DRAINS, ETC. SHALL CONFORM TO RIVERTON CITY DEVELOPMENT STANDARDS, ENGINEERING PER ARCHITECT AND SUPPLEMENTAL SPECIFICATIONS FOR PUBLIC IMPROVEMENTS - LATEST EDITION, AND THE LATEST EDITION OF THE APWA STANDARD PLANS AS REFERENCED.
5. THE FINISH GROUND SURFACE SHALL BE GRADED TO DRAIN WATER AWAY FROM EACH WALL OF THE BUILDING.
6. PREVENT ALL STORM WATER FROM RUNNING ONTO THE ADJACENT PROPERTY.
7. HOT WEATHER ASPHALT CONCRETE PAVEMENT TE-AR PER APWA PLAN NO. 254 IS REQUIRED.
8. ON FLAT SLOPE, THE ADA PARKING STALLS AND AISLES SHALL NOT EXCEED 2.0% IN ANY DIRECTION. ADA ROUTE CROSS SLOPE SHALL NOT EXCEED 2.0% AND LONGITUDINAL SLOPE SHALL NOT EXCEED 4.5%.
9. VERIFY AND COORDINATE SITE PLAN UTILITIES WITH THE PLUMBING PLANS BEFORE STARTING ANY WORK.
10. OBTAIN A LAND DISTURBANCE PERMIT FROM RIVERTON CITY PRIOR TO DISTURBING ANY LAND.
11. CONTRACTOR WILL BE REQUIRED TO PROVIDE A LICENSED SURVEYOR TO STAKE OUT NEW CONSTRUCTION PRIOR THE ARCHITECT'S COMPLETION SITE PLAN.
12. OBTAIN A PERMIT-OF-WAY ENCROACHMENT PERMIT FROM RIVERTON CITY PRIOR TO CONDUCTING ANY WORK WITHIN THE RIGHT-OF-WAY.
13. ALL RIGHT-OF-WAY UTILITIES SHALL BE BACKFILLED WITH FLOWABLE FILL.

LEGEND

4896	EXISTING CONTOUR ELEVATION	LP GRID	LIGHT POLE
4851	FINISH CONTOUR ELEVATION	◆	LIGHT BOLLARDS
4852	EXISTING SPOT ELEVATION	IB □	INLET BOX
4852.5	FINISH SPOT ELEVATION	CO O	SEWER CLEANOUT
TA	TOP OF ASPHALT	HYD	HYDRANT
TP	TOP OF CONCRETE PAVING		FIRE HYDRANT
TC	TOP OF CONCRETE (GENERAL)		WATER GATE VALVE
TBC	TOP BACK OF CURB		WATER LINE TURNS BLOCKING RIVERTON STD DRAWING LS-4
SW	TOP OF SIDEWALK	SD	STORM DRAIN LINE
TG	TOP OF GRADE	W	WATER LINE
I J	ISOLATION JOINT	FL	FIRE LINE
FL	FLOWLINE	IRR	IRRIGATION LINE
	DRAINAGE DIRECTION	SS	SANITARY SEWER LINE
	PROPERTY LINE	SEC	SECONDARY WATER LINE
ADA	ADA ROUTE - SEE NOTE 8	G	GAS LINE
		OHE	OVERHEAD ELECTRICAL LINE
		P	POWER LINE
		T	TELEPHONE LINE
			EXISTING UTILITY LINE
			NEW UTILITY LINE

PASKER GOULD AMES & WEAVER

ARCHITECTS - PLANNERS • [illegible]

DRAWN BY
REVISIONS

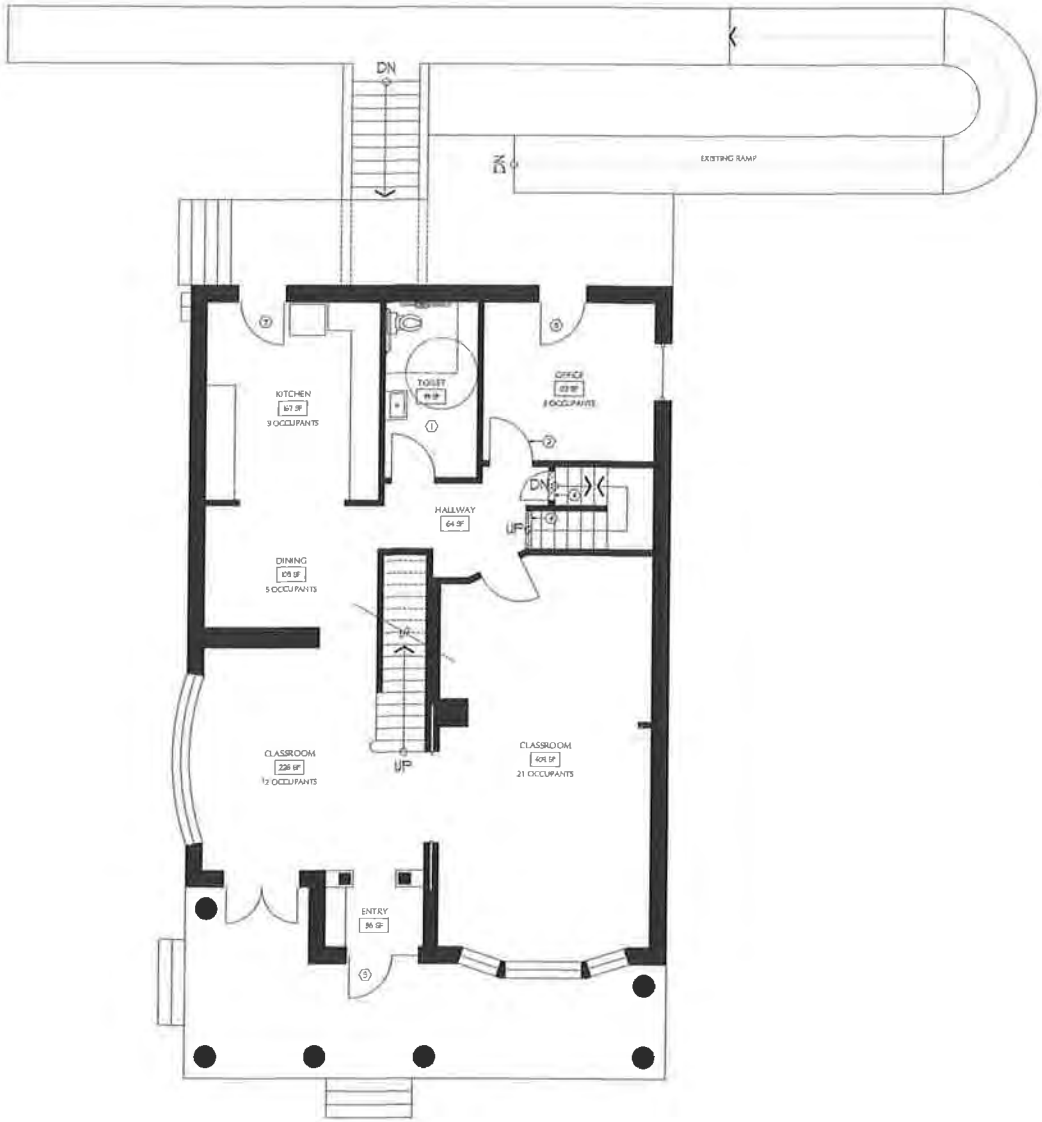
PROFESSIONAL ARCHITECT
DANIEL E. GOULD
No. [illegible]
STATE OF UTAH

SITE PLAN
A NEW MONTESSORI SCHOOL:
OUR JOURNEY
[illegible] WEST 13200 SOUTH
RIVERTON, UTAH

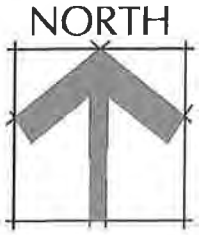
CONDITIONAL USE
PERMIT APPLICATION

DATE: MAY 30, 2014
JOB NO.: 2014100

C
1.0



MAIN LEVEL



FLOOR LEVEL INFORMATION

OCCUPANCY: E - EDUCATIONAL
AGGREGATE FLOOR AREA: 1,217 SF
FLOOR OCCUPANT LOAD: 49 OCCUPANTS - SEE PLAN

IBC 2014 - TABLE 1014.3, COMMON PATH OF EGRESS TRAVEL
75 FEET FOR BUILDINGS WITHOUT SPRINKLER SYSTEM

IBC 2014 - TABLE 1016 2, EXIT ACCESS TRAVEL DISTANCE
200 FEET FOR BUILDINGS WITHOUT SPRINKLER SYSTEM

IBC 2014 - 3411 4.2, CHANGE IN OCCUPANCY
AT LEAST ONE ACCESSIBLE BUILDING ENTRANCE REQUIRED
- ONE PROVIDED BY EXISTING NORTH RAMP.

IBC 2014 - 3411.9.4, TOILET AND BATHING FACILITIES
AT LEAST ONE ACCESSIBLE FAMILY OR ASSISTED-USE TOILET ROOM COMPLYING WITH SECTION 1109 2.1 SHALL BE PROVIDED. MAIN FLOOR TOILET ROOM CAN BE ALTERED TO BE ACCESSIBLE.

KEY NOTES

1. MAIN FLOOR TOILET ROOM TO BE ACCESSIBLE - PROVIDE REQUIRED FIXTURES AND ACCESSORIES AS REQUIRED.
2. PROVIDE NEW ADA COMPLIANT LEVER AND HARDWARE FOR EXISTING DOOR TO PREVENT DOOR FROM LOCKING AND PREVENTING EGRESS.
3. PROVIDE ADA COMPLIANT DOOR HARDWARE AT EXISTING BUILDING ENTRANCE DOORS.
4. FILL IN STAIR ACCESS WITH GYPSUM PARTITION TO PREVENT USE, FINISH AND PAINT TO MATCH ADJACENT SURFACE.

PASKER GC
ARCHITECTS / PLANNERS • 3289 SOUTH
D AMES & WEAVER
F. MURRAY, UTAH 84107 • PHONE: 801.264.4484 FAX: 801.261.4472

DRAWN BY:
CHECKED:

PROFESSIONAL ARCHITECT
DANIEL E GOULD
STATE OF UTAH

MAIN LEVEL PLAN
A NEW MONTESSORI SCHOOL:
OUR JOURNEY

CONDITIONAL USE
PERMIT APPLICATION

DATE: MAY 30, 2014
JOB NO.: 2494.00

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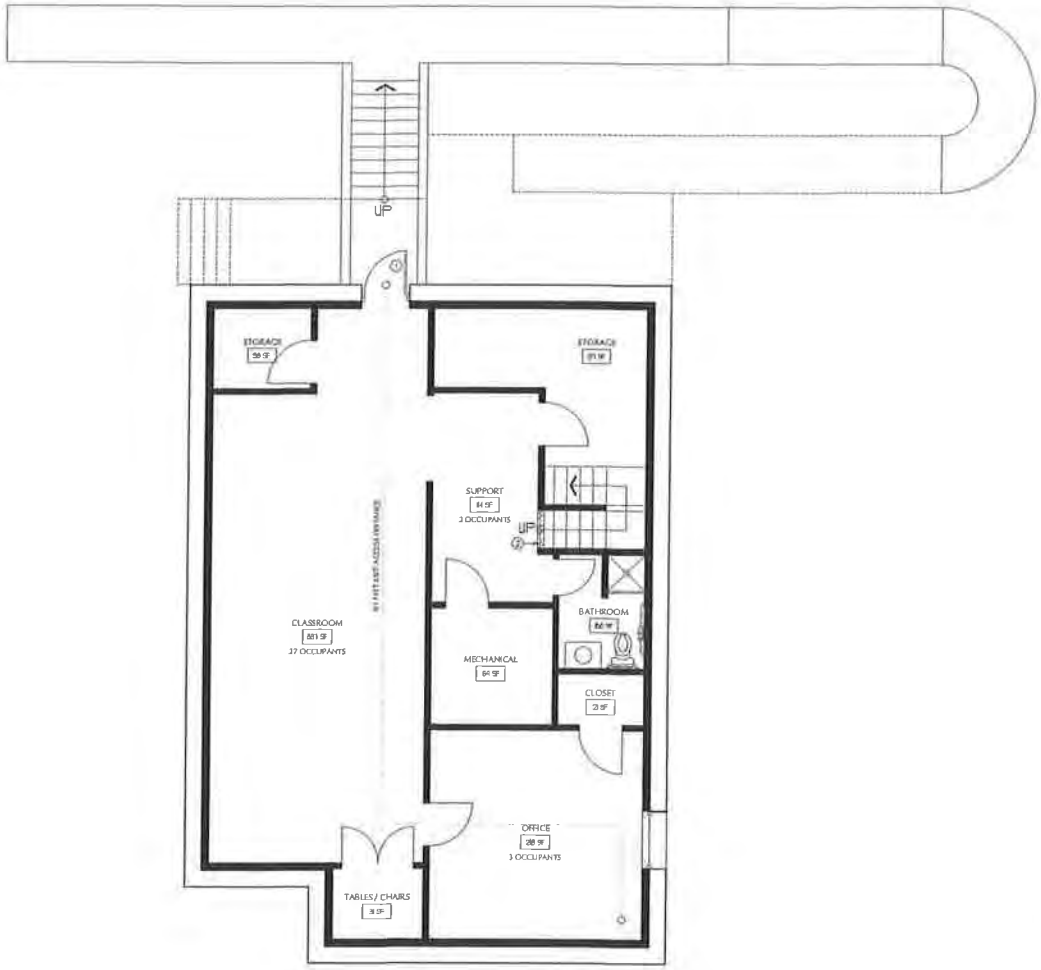

NORTH

BASEMENT LEVEL

SCALE: 1/4" = 1'-0"

FLOOR LEVEL INFORMATION

OCCUPANCY: E - EDUCATIONAL
AGGREGATE FLOOR AREA: 1,323 SF
FLOOR OCCUPANT LOAD: 30 OCCUPANTS

IBC 2014 - TABLE 1021 2(2), STORIES W/ ONE EXIT:
MAX. OCCUPANTS PER STORY: 49 OCCUPANTS
MAX. EXIT ACCESS TRAVEL DISTANCE: 75 FEET

IBC 2014 - 1104 4 ACCESSIBLE ROUTE - EXCEPTION #1
AN ACCESSIBLE ROUTE IS NOT REQUIRED TO STORIES THAT HAVE AN AGGREGATE AREA OF NOT MORE THAN 3,000 SF.

IBC 2014 - 3411.8.11, TOILET ROOMS
WHERE IT IS TECHNICALLY INFEASABLE TO ALTER EXISTING TOILET AND BATHING ROOMS TO BE ACCESSIBLE, AN ACCESSIBLE FAMILY OR ASSISTED-USE TOILET OR BATHING ROOM IN ACCORDANCE WITH 1109.2.1 IS PERMITTED.

KEY NOTES

1. PROVIDE ADA COMPLIANT DOOR HARDWARE AT EXISTING BUILDING EXTERIOR DOORS.
2. FILL IN STAIR ACCESS INTO OPENING FUNCTION TO PROVIDE SAFE FINISH AND FLAT TRANSITION AGAINST SURFACE.

PGAWA

DAMES & WEAVER

PASKER GC
ARCHITECTS / PLANNERS

PROFESSIONAL ARCHITECT
DANIEL E GOULD
STATE OF UTAH

BASEMENT LEVEL PLAN

A NEW MONTESSORI SCHOOL:
OUR JOURNEY

CONDITIONAL USE PERMIT APPLICATION

DATE: MAY 30, 2014
JOB NO.: 2414.00

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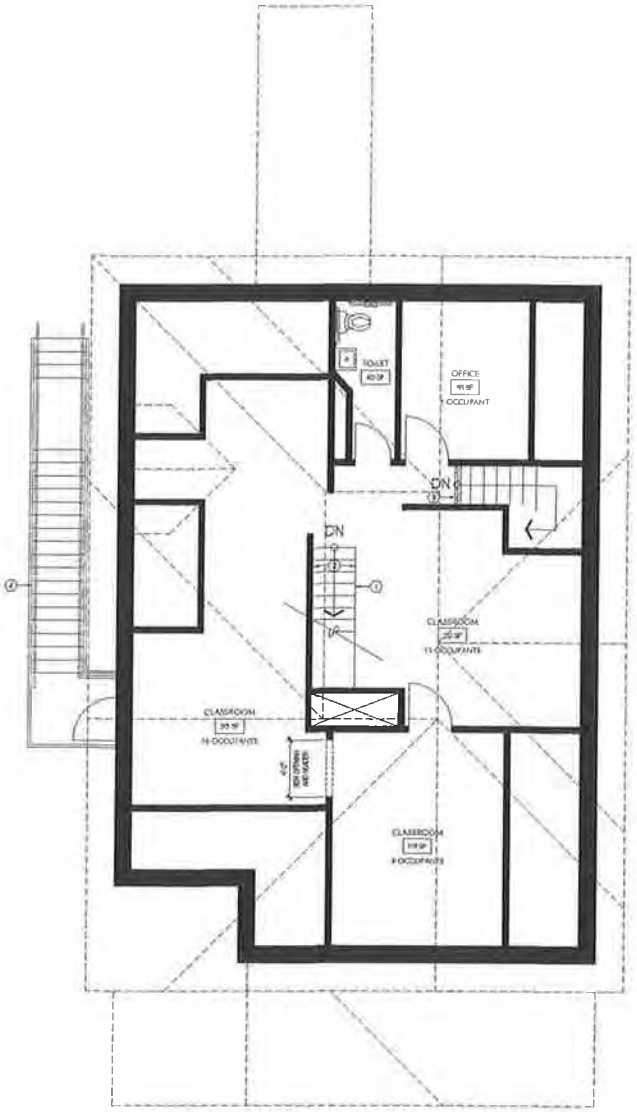

NORTH

UPPER LEVEL

SCALE: 1/4" = 1'-0"

FLOOR LEVEL INFORMATION

OCCUPANCY: E - EDUCATIONAL
AGGREGATE FLOOR AREA: 845 SF
FLOOR OCCUPANT LOAD: 37 OCCUPANTS - SEE PLAN

IBC 2014 - TABLE 1021.2(2), STORIES W/ ONE EXIT:
NOT ALLOWED FOR E-OCCUPANCIES ON SECOND STORY.

IBC 2014 - TABLE 1014.3, COMMON PATH OF EGRESS TRAVEL
75 FEET FOR BUILDINGS WITHOUT SPRINKLER SYSTEM

IBC 2014 - TABLE 1016.2, EXIT ACCESS TRAVEL DISTANCE
200 FEET FOR BUILDINGS WITHOUT SPRINKLER SYSTEM

IBC 2014 - 1104.4 ACCESSIBLE ROUTE - EXCEPTION #1
AN ACCESSIBLE ROUTE IS NOT REQUIRED TO STORIES THAT HAVE AN AGGREGATE AREA OF NOT MORE THAN 3,000 SF.

IBC 2014 - 3411.8.11, TOILET ROOMS
WHERE IT IS TECHNICALLY INFEASABLE TO ALTER EXISTING TOILET AND BATHING ROOMS TO BE ACCESSIBLE, AN ACCESSIBLE FAMILY OR ASSISTED-USE TOILET OR BATHING ROOM IN ACCORDANCE WITH 1109.2.1 IS PERMITTED.

KEY NOTES

1. REMOVE AND REPLACE EXISTING GUARDRAIL WITH NEW 42" HIGH HOOD GUARDRAIL. SPACE BALUSTRADE TO PREVENT PASSAGE OF 4" SPHERE.
2. REMOVE EXISTING STAIR HANDRAIL AND REPLACE WITH NEW HOOD HANDRAIL. BOTH SIDES OF STAIR, MOUNT AT 36" ABOVE STAIR NOSINGS.
3. FILL IN STAIR ACCESS WITH GYPSUM PARTITION TO PREVENT USE. FINISH AND PAINT TO MATCH ADJACENT SURFACE.
4. PROVIDE NEW PAINTED GALVANIZED EXTERIOR EGRESS STAIR AND NEW EXTERIOR EGRESS DOOR.

PASKER GC
ARCHITECTS / PLANNERS · 5280 SOUTH

D AMES & WEAVER
JP TURNER, UTAH 84601 · PHONE: 801.364.1484, FAX: 801.364.2822

PROJECT NO.
DATE

DANIEL E GOULD
PROFESSIONAL ARCHITECT
STATE OF UTAH

UPPER LEVEL PLAN
A NEW MONTESSORI SCHOOL:
OUR JOURNEY

CONDITIONAL USE PERMIT APPLICATION

DATE: MAY 30, 2014
JOB NO.: 2014100

A
1.2

Traffic Study

Our Journey

DBA Montessori at Riverton

Private School

Near 13200 South and Redwood Road (SR-68)

Riverton, Utah

July 7, 2014

2533 West Pinyon Ave
Grand Junction, CO 81505
970-985-4001

TurnKey Consulting, LLC
Superior Project Leadership

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APPENDIX 19

1 Introduction

The City of Riverton (City) requested that a traffic study for the Proposed Our Journey DBA Montessori at Riverton Private School (Proposed School) that address the following two questions:

- Will vehicle queuing from student drop-off and/or pick-up at the Proposed School extend back onto 13200 South?
- Will the intersection of Redwood Road and 13200 South operate at acceptable level of service (LOS) with the addition of the traffic to/from the Proposed School?

This traffic study answers these two questions. The following sections describe the Proposed School, On-Site Vehicle Queuing Calculations, Intersection Analysis, and Recommendations.

2 Proposed School

The Proposed School will be located at 1646 West 13200 South in Riverton. Figures 1 and 2 show the location of the Proposed School. The Proposed School consists of renovating the existing building near the front of the property for Phase 1 and renovating the existing building at the back of the property for Phase 2. The Appendix contains the site plan. Tables 1 and 2 give the details of the Proposed School that will impact the traffic to/from the Proposed School and the vehicle queuing during student drop-off and pick-up.

FIGURE 1 – Location of Proposed School (Zoomed In)

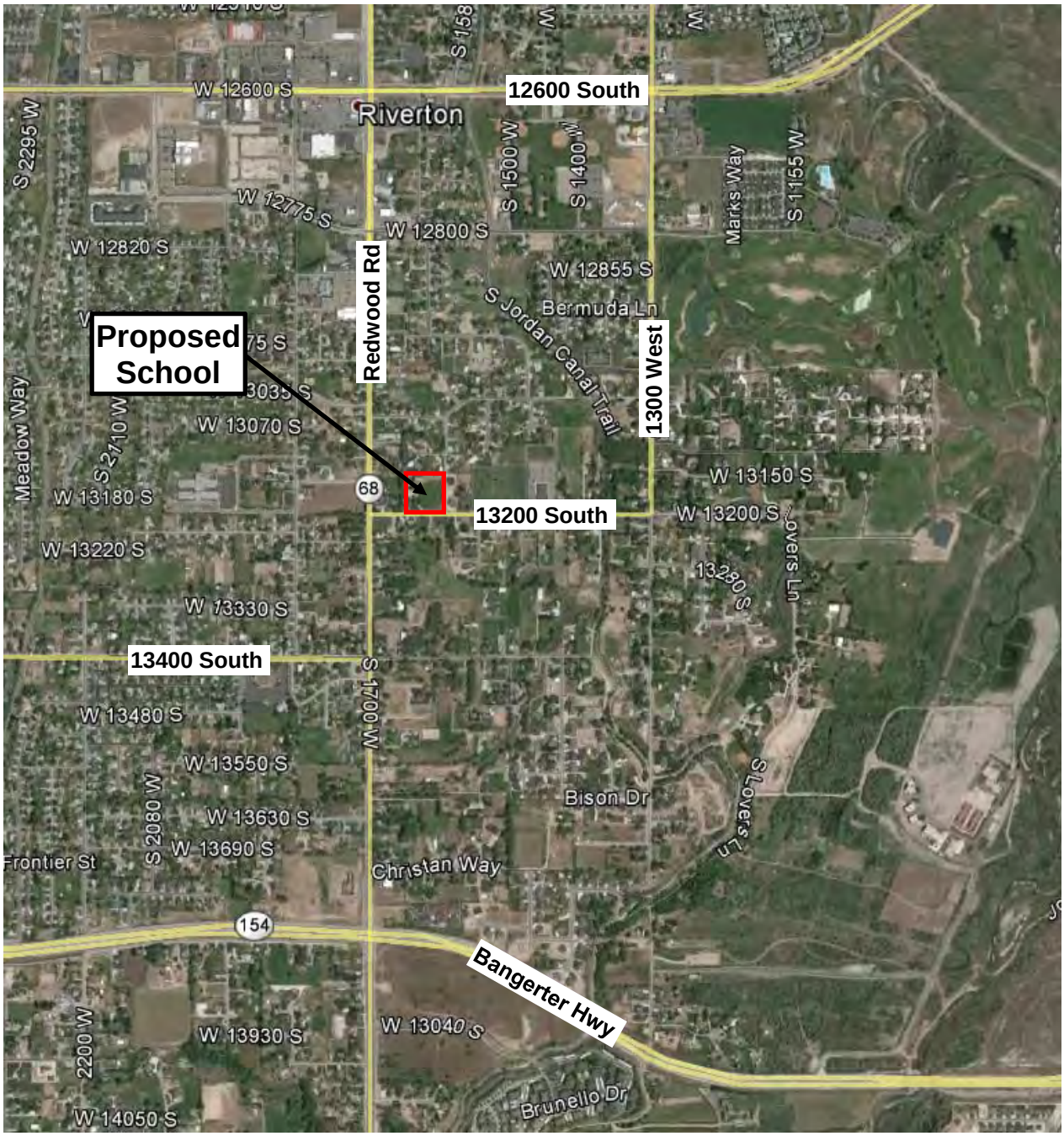

FIGURE 2 – Location of Proposed School (Zoomed Out)

TABLE 1 – Number of Students and Employees

Class	Ages	# of students						# of Employees
		Total Enrolled	Full Day	½ Day		On Campus		
				AM	PM	AM	PM	
Phase 1 *(Main Building)*								
Toddlers	1-3	---	---	---	---	---	---	---
3 Year-Old	2.5-3.5	10	---	5	5	5	5	1
Early Childhood	3-6	20	10	5	5	15	15	2
Elementary 1	6-9	15	15	---	---	15	15	2
Elementary 2	9-12	15	15	---	---	15	15	2
Jr. High	12-14	10	10	---	---	10	10	1
Admin Staff	---	---	---	---	---	---	---	1
TOTAL		**70**	**50**	**10**	**10**	**60**	**60**	**9**
Phase 2 *(Main Building plus Future Building on back parcel)*								
Toddlers	1-3	10	---	10	---	10	---	2
3 Year-Old	2.5-3.5	20	---	20	---	20	---	2
Early Childhood	3-6	40	20	---	20	20	40	4
Elementary 1	6-9	20	20	---	---	20	20	2
Elementary 2	9-12	20	20	---	---	20	20	2
Jr. High	12-14	20	20	---	---	20	20	2
Admin Staff	---	---	---	---	---	---	---	1
TOTAL		**130**	**80**	**30**	**20**	**110**	**100**	**15**

AM – morning session; PM – afternoon session

TABLE 2 – Daily Start and End Times

Description	Time	**Phase 1** *(# of Students)*		**Phase 2** *(# of Students)*	
		Arriving	Departing	Arriving	Departing
Start – Early Morning Childcare	7:30 am	20	---	30	---
Start – School (all ages)	8:30 am	40	---	80	---
End – AM / Morning Session	11:30 am	---	10	---	30
Start – PM / Afternoon Session	12:00 pm	10	---	20	---
End – School (all ages) Start – After School Childcare	3:30 pm	---	40	---	70 [1]
End – After School Childcare	5:30 pm	---	20	---	30

Notes

1. The Proposed School will host specialty classes after school from 3:30 pm to 5:30 pm on Monday thru Thursday for about 20 students. Since these classes will not be held on Fridays, these 20 students are shown as departing school at 3:30 pm to represent the highest-traffic scenario on Fridays.

3 On-Site Vehicle Queuing Calculations

The following sections describe the 1) data collection at a similar school, and 2) vehicle queuing estimations at the Proposed School during student drop-off and pick-up.

3.1 Data Collection at Similar School

TurnKey Consulting collected data on student drop-off and pick-up at a similar school in Grand Junction, Colorado. The Holy Family Catholic School (Catholic School), which is located at 786 26 1/2 Road, has about 400 students in pre-school thru 8th grade. The Catholic School campus is laid out such that there are three separate drop-off and pick-up areas based on grade levels, which are listed below along with the number of students in each group.

- pre-school thru 2nd grade – 184 students
- 3rd grade thru 5th grade – 117 students
- 6th grade thru 8th grade – 100 students

The student drop-off and pick-up durations were observed at each area over a three day period from February 19-21, 2014. Each area was observed once and the data collected was aggregated to come up with averages that would represent a student population similar to the Proposed School. The following is a summary of the student drop-off and pick-up durations.

<u>Student Drop-Off</u>

- Drop-off time for one vehicle
  (vehicle stops, child gets out, vehicle starts to pull away)
  - Average = 27 seconds (Min = 5 seconds, Max = 70 seconds)
- Drop-off time for multiple vehicles in a queue
  (multiple vehicles pull up in a line and stop, children get out of all stopped vehicles, last vehicle in the queue starts to pull away)
  Average durations per number of vehicles
  - 4 vehicles per 41 seconds (1 vehicle per ~10 seconds)
  - 5 vehicles per 49 seconds (1 vehicle per ~10 seconds)
  - 6 vehicles per 58 seconds (1 vehicle per ~10 seconds)
- Vehicles arriving early
  - ~40 vehicles were parked in a queue waiting to drop-off students prior to the school doors being open, which was 15 minutes prior to school starting.
    (40 vehicles / 400 students = 10%)

Student Drop-Off = ~10 seconds per vehicle in a queue

Number of Vehicles in Queue prior to the school doors being open (15 minutes prior to school starting) = 10% of student population

<u>Student Pick-Up</u>

- Pick-up duration for multiple vehicles in a queue
    - 14 pick-ups/vehicles per 3 minutes 25 seconds
      (1 pick-up per ~15 seconds)
    - 29 pick-ups/vehicles per 6 minutes 10 seconds
      (1 pick-up per ~13 seconds)
- Vehicles arriving early
    - ~60 vehicles were parked in a queue waiting to pick-up students at the time the first child got to a vehicle, which was 2-3 minutes after the students were dismissed.
      (60 vehicles / 400 students = 15%)

Student Pick-Up = 1 pick-up/vehicle per ~15 seconds

Number of Vehicles in Queue at 2-3 minutes after Student Dismissal = 15% of student population

A few things to note about the data collection at the Catholic School:

- Measured times were generally rounded up to the nearest 5 second interval
- About 25% of the vehicles dropped off or picked up multiple kids; the measured times reflect the additional time that was sometimes necessary for multiple kids to be dropped off or picked up in one vehicle.
- For drop-off, vehicles pulled up to the drop-off area in a single line, and then departed in a single line. Vehicles that finished unloading before the vehicle(s) in front of them waited for the vehicle(s) in front to pull out before they would pull out.
- For pick-up, vehicles pulled up to the pick-up area in a single line, but would depart as soon as their child(ren) was in the vehicle and not wait for the vehicle in front of them to finish loading. In this situation, the right lane adjacent to the curb was for pick-up and the left-lane was for exiting.
- The durations of the student drop-off and pick-up were as follows:
    - **Drop-off** – A majority (~90%) of parents arrived to drop-off their child within a 10-minute window just before school started. There was a steady flow of vehicles arriving and dropping off students for ~10 minutes at each area prior to school starting.
    - **Pick-up** – A majority (~90%) of parents either 1) arrived early and waited on-site, or 2) arrived within a 10-minute window that started 2-3 minutes after school dismissed. In addition to the vehicles that were queued up in each area waiting to pick-up a student(s) prior to school dismissal, there was a steady flow of vehicles arriving to pick-up students for ~10 minutes after the first student got to the pick-up area about 2-3 minutes after school dismissal.

3.2 Vehicle Queuing Estimations for Proposed School

The queuing for the Proposed School was estimated based on the assumptions listed below. The queuing was estimated for Phase 1 and 2.

3.2.1 Phase 1 Vehicle Queuing Estimations

The following information was used to estimate the on-site vehicle queuing in Phase 1.

- 20 kids will be part of the Early Morning and After School Childcare (Table 2), such that they do not get dropped off or picked up during the peak times.
- ~50% of the remaining 40 students will carpool or have a sibling that attends the school, resulting in a vehicle student occupancy of 1.33 students per vehicle.

AM: 50% of 40 students = 20 students; these 20 students will carpool and/or have a sibling ride in the same vehicle resulting in 20 students in 10 vehicles; total = 30 vehicles (20 vehicles with one student and 10 vehicles with 2 students)

PM: (same as AM)

Drop-Off and Pick-Up = 30 Vehicles

(during the ~10 minute period before and after School)

The student drop-off and pick-up circulation plan for Phase 1 shows that there is on-site storage for ~14 vehicles, which is based on an average vehicle length of 25-ft (the average vehicle is 18-ft plus ~7-ft of space between each vehicle in a queue).

On-site Queue Storage = ~14 vehicles

Tables 3 and 4 show the estimated vehicle queuing during student drop-off and pick-up for Phase 1.

TABLE 3 – Estimated Vehicle Queuing During Student Drop-Off – PHASE 1

Values Used in Queuing Estimation Calculations	
Total Vehicles = 30 veh	Vehicles arriving for Student Drop-Off
Initial Queue = 6 veh	Vehicles in queue prior to Student Drop-Off *(10% of student population)*
Arrival Duration = 10 min	Most vehicles arrive during this window to drop-off students
Arrival Rate = 25 sec	Arrival Duration divided by # of vehicles arriving for drop-off *10 min / (30 veh – 6 veh) = 25.0 sec*
Departure Rate = 10 sec	Average Time for each vehicle to drop-off student(s)

Queuing Estimation Calculations				
Time (min)	Vehicles Arrived (veh)	Vehicles Departed (veh)	Queue (veh)	Comment
0	6	0	**6**	Time "0" is ~10 min before school starts; initial queue is 6 veh; **Max Queue = 6 veh**
1	8	6	3	Arrival Rate > Departure Rate *(Queue should be minimal)*
2	11	11	1	
3	13	13	1	
4	16	16	1	
5	18	18	1	
6	20	20	1	
7	23	23	1	
8	25	25	1	
9	28	28	1	
10	30	30	0	

TABLE 4 – Estimated Vehicle Queuing During Student Pick-Up – PHASE 1

Values Used in Queuing Estimation Calculations	
Total Vehicles = 30 veh	Vehicles arriving for Student Pick-Up
Initial Queue = 9 veh	Vehicles in queue at 2-3 minutes after school is dismissed *(15% of student population)*
Arrival Duration = 10 min	Most vehicles arrive during this window to pick-up students
Arrival Rate = 29 sec	Arrival Duration divided by # of vehicles arriving after school dismissal *10 min / (30 veh – 9 veh) = 28.6 sec*
Departure Rate = 15 sec	Average Time for each vehicle to pick-up student(s)

Queuing Estimation Calculations				
Time (min)	Vehicles Arrived (veh)	Vehicles Departed (veh)	Queue (veh)	Comment
0	9	0	**9**	Time "0" is 2-3 min after school dismissal; initial queue is 9 veh; **Max Queue = 9 veh**
1	11	4	8	Queue slowly decreases because vehicles depart twice as fast as they arrive (15 sec vs 29 sec)
2	13	8	6	
3	15	12	4	
4	17	16	2	
5	20	20	1	
6	22	22	1	
7	24	24	1	
8	26	26	1	
9	28	28	1	
10	30	30	0	

3.2.2 Phase 1 Queuing Summary

The following conclusions are based on the observations at the Catholic School and the calculations in Tables 3 and 4.

<u>Student Drop-Off</u>

- It is estimated that there will be ~6 vehicles queued (waiting on-site) prior to the school doors being opened (about 15 minutes prior to school starting). ***The on-site queue storage of ~14 vehicles should be adequate to handle the vehicles that arrive early (~15 minutes prior to school starting).***

- As observed at the Catholic School, the duration of the arrival time for student drop-off is ~10 minutes long just prior to school starting. Table 3 shows that the maximum queue is anticipated to be 6 vehicles. ***This means that the on-site queue storage of ~14 vehicles should be adequate for student drop-off.***

Student Pick-Up

- It is estimated that there will be ~9 vehicles queued (waiting on-site) at the time school is dismissed. ***The on-site queue storage of ~14 vehicles should be adequate to handle the vehicles that arrive prior to school dismissal.***

- As observed at the Catholic School, the duration of the arrival time for student pick-up is ~10 minutes long (not including those that arrive early). Table 4 shows that the maximum queue is anticipated to be 9 vehicles. ***This means that the on-site queue storage of ~14 vehicles should be adequate for student pick-up.***

3.2.3 Phase 2 Vehicle Queuing Estimations

The following information was used to estimate the on-site vehicle queuing in Phase 2.

- 30 kids will be part of the Early Morning and After School Childcare (Table 2), such that they do not get dropped off or picked up during the peak times.
- ~50% of the remaining 80 (AM) and 70 (PM) students will carpool or have a sibling that attends the school, resulting in a vehicle student occupancy of 1.33 students per vehicle.

AM: 50% of 80 students = 40 students; these 40 students will carpool and/or have a sibling ride in the same vehicle resulting in 40 students in 20 vehicles; total = 60 vehicles (40 vehicles with one student and 20 vehicles with 2 students)

PM: 50% of 70 students = 35 students; these 35 students will carpool and/or have a sibling ride in the same vehicle resulting in 35 students in 18 vehicles; total = 53 vehicles (35 vehicles with one student and 18 vehicles with 2 students)

Drop-Off = 60 Vehicles and Pick-Up = 53 Vehicles

(during the ~10 minute period before and after School)

The student drop-off and pick-up circulation plan for Phase 2 shows that there are two drop-off and pick-up locations and on-site storage for ~30 vehicles, which is based on an average vehicle length of 25-ft (the average vehicle is 18-ft plus ~7-ft of space between each vehicle in a queue).

On-site Queue Storage = ~30 vehicles

Tables 5 and 6 show the estimated vehicle queuing during student drop-off and pick-up for Phase 2. The queuing estimation calculations in Tables 5 and 6 are based on one student drop-off and pick-up area. There will be two separate student drop-off and pick-up areas in Phase 2 so the vehicle queuing should be less than what in shown in Tables 5 and 6.

TABLE 5 – Estimated Vehicle Queuing During Student Drop-Off – PHASE 2

Values Used in Queuing Estimation Calculations	
Total Vehicles = 60 veh	Vehicles arriving for Student Drop-Off
Initial Queue = 11 veh	Vehicles in queue prior to Student Drop-Off *(10% of student population)*
Arrival Duration = 10 min	Most vehicles arrive during this window to drop-off students
Arrival Rate = 12 sec	Arrival Duration divided by # of vehicles arriving for drop-off *10 min / (60 veh – 11 veh) = 12.2 sec*
Departure Rate = 10 sec	Average Time for each vehicle to drop-off student(s)

Queuing Estimation Calculations
(Based on 1 student drop-off and pick-up area)

Time (min)	Vehicles Arrived (veh)	Vehicles Departed (veh)	Queue (veh)	Comment
0	11	0	**11**	Time "0" is ~10 min before school starts; initial queue is 11 veh; **Max Queue = 11 veh**
1	16	6	10	Arrival Rate ~ Departure Rate *(Queue slowly dissipates)*
2	21	12	9	
3	26	18	8	
4	31	24	7	
5	36	30	6	
6	40	36	5	
7	45	42	4	
8	50	48	3	
9	55	54	2	
10	60	60	0	

TABLE 6 – Estimated Vehicle Queuing During Student Pick-Up – PHASE 2

Values Used in Queuing Estimation Calculations	
Total Vehicles = 53 veh	Vehicles arriving for Student Pick-Up
Initial Queue = 15 veh	Vehicles in queue at 2-3 minutes after school is dismissed *(15% of student population)*
Arrival Duration = 10 min	Most vehicles arrive during this window to pick-up students
Arrival Rate = 16 sec	Arrival Duration divided by # of vehicles arriving after school dismissal *10 min / (53 veh – 15 veh) = 15.8 sec*
Departure Rate = 15 sec	Average Time for each vehicle to pick-up student(s)

Queuing Estimation Calculations
(Based on 1 student drop-off and pick-up area)

Time (min)	Vehicles Arrived (veh)	Vehicles Departed (veh)	Queue (veh)	Comment
0	15	0	**15**	Time "0" is 2-3 min after school dismissal; initial queue is 15 veh; **Max Queue = 15 veh**
1	19	4	**15**	Queue remains steady at 14-15 vehicles until all vehicles arrive because the departure rate is nearly equal the arrival rate (15 sec vs 15.8 sec)
2	23	8	**15**	
3	26	12	**15**	
4	30	16	**15**	
5	34	20	14	
6	38	24	14	
7	42	28	14	
8	45	32	14	
9	49	36	14	
10	53	40	13	Queue starts to dissipate after last vehicle arrives
11	53	44	9	
12	53	48	5	
13	53	52	1	
14	53	53	0	

3.2.4 Phase 2 Queuing Summary

The following conclusions are based on the observations at the Catholic School and the calculations in Tables 5 and 6.

<u>Student Drop-Off</u>

- It is estimated that there will be ~11 vehicles queued (waiting on-site) prior to the school doors being opened (about 15 minutes prior to school starting).

The on-site queue storage of ~30 vehicles should be adequate to handle the vehicles that arrive early (~15 minutes prior to school starting).

- As observed at the Catholic School, the duration of the arrival time for student drop-off is ~10 minutes long just prior to school starting. Table 5 shows that the maximum queue is anticipated to be 11 vehicles. ***This means that the on-site queue storage of ~30 vehicles should be adequate for student drop-off.***

Student Pick-Up

- It is estimated that there will be ~15 vehicles queued (waiting on-site) at the time school is dismissed. ***The on-site queue storage of ~30 vehicles should be adequate to handle the vehicles that arrive prior to school dismissal.***

- As observed at the Catholic School, the duration of the arrival time for student pick-up is ~10 minutes long (not including those that arrive early). Table 6 shows that the maximum queue is anticipated to be 15 vehicles. ***This means that the on-site queue storage of ~30 vehicles should be adequate for student pick-up.***

The queuing estimation calculations in Tables 5 and 6 are based on one student drop-off and pick-up area. There will be two separate student drop-off and pick-up areas in Phase 2 so the vehicle queuing should be less than what in shown in Tables 5 and 6.

4 Intersection Analysis – Redwood Road and 13200 South

The following sections describe the traffic volumes, Redwood Road widening, and HCS intersection analysis.

4.1 Traffic Volumes

The following sections describe the traffic volumes that were used in the intersection analysis.

4.1.1 Existing Year 2014 Traffic Volumes

TurnKey Consulting conducted peak hour turning movement counts at the Intersection on Wednesday, July 2, 2014 from 7:00 am to 9:30 am (AM Peak) and 2:30 pm to 6:30 pm (PM Peak). The Appendix contains the raw traffic count data.

Riverton Elementary School

Riverton Elementary School is near the Proposed School. Riverton Elementary is on year-round school such that the 2013/2014 school year ended on July 3, 2014. July 2 (the day the traffic counts were conducted) was the last regular day of school for Riverton Elementary. Therefore, the traffic counts conducted on July 2 included traffic to/from Riverton Elementary.

UDOT ATR on Redwood Road

The Utah Department of Transportation (UDOT) has a permanent automated traffic recorder (ATR) on Redwood Road south of Bangerter Highway (ATR #407). Traffic data from ATR #407 was compiled for year 2013 to determine how the first Tuesday in July compared to the average weekday daily traffic (AWDT) for the whole year. Table 7 gives a summary of the comparison. The Appendix contains the year 2013 traffic data from ATR #407.

TABLE 7 – Compare 1St Tuesday in July to AWDT using ATR #407

	Year 2013 Daily Volume *on Redwood Road at ATR #407*	Comment
Minimum	17,348	Based on compilation of Monday thru Friday for year 2013 *(excluding major holidays)*
Average	20,889	
85th Percentile	21,897	
Maximum	23,760	
1st Tuesday in July (see note)	21,070	**0.96 of 85% Percentile**

Note

Even though the traffic count was conducted on a Wednesday, Tuesday was used in the comparison because the traffic count was conducted two days before the 4th of July Holiday, and two days before the 4th of July in year 2013 was on a Tuesday.

Based on the information in Table 7, the traffic data collected on Wednesday, July 2, 2014 was increased by 4% so that it more-closely matches the 85% percentile weekday daily traffic.

4.1.2 Future Years (2020 and 2034) Traffic Volumes

TurnKey Consulting used annual growth rates (AGR) from the Wasatch Front Regional Council (WFRC) travel demand model (TDM) to forecast years 2020 and 2034 traffic volumes at the Intersection. Table 8 shows the AGR's and TDM data used to calculate the AGR's. The WFRC TDM data listed in Table 8 was provided by Wayne Bennion, the WFRC Director of Short Range Planning and Programming.

TABLE 8 – AGR's Calculated from WFRC TDM Data

Year	ADT from WFRC TDM	Calculated AGR (1)
2011	22,000 vpd	---
2030	31,000 vpd	1.82% *(Yr 2011 to Yr 2030)*
2040	44,000 vpd	3.56% *(Yr 2030 to Yr 2040)*

Note:
vpd – vehicles per day
1. AGR calculated using the compounded annually growth formula [F=P*(1+R)^Yr]

Redwood Road Widening
Redwood Road from 12600 South to Bangerter Highway is slated to be widened from two lanes to four lanes. This widening project is listed as a Phase 1 Highway Project (Year 2011 – 2020) in the "Utah's Unified Transportation Plan, 2011 – 2040". It is also listed in the 2015-2040 Regional Transportation Plan. The Appendix contains select pages from the above-mentioned documents.

The analysis years of 2020 and 2034 were selected for the following reasons:

- Year 2020 – With Redwood Road slated for widening to four lanes in Phase 1 (2011 – 2020), the year 2020 scenario with Redwood Road as a two-lane road represents the highest-traffic volume scenario for Redwood Road prior to widening to four lanes.
- Year 2034 – This represent the 20-year horizon, which is the typical horizon year for traffic impact studies.

The Appendix contains a table that shows the years 2020 and 2034 traffic volumes at the Intersection.

4.2 HCS Intersection Analysis

The intersection of Redwood Road and 13200 South was analyzed using the Highway Capacity Software (HCS). Table 9 lists the results of the HCS Intersection Analysis. The Appendix contains the HCS output.

TABLE 9 – Intersection Analysis Results (With Proposed School)

Year	Period	Southbound Left-Turn				Westbound Shared Left/Right-Turn			
		v/c Ratio	Queue *(veh)*	Delay *(sec)*	LOS	v/c Ratio	Queue *(veh)*	Delay *(sec)*	LOS
2014	AM	0.06	1	10	A	0.38	2	25	D
	PM	0.06	1	9	A	0.39	2	25	D
2020	AM	0.11	1	10	B	0.70	5	48	E
	PM	0.09	1	9	A	0.69	5	49	E
2034	AM	0.14	1	12	B	0.45	3	21	C
	PM	0.11	1	10	B	0.34	2	16	C

v/c Ratio – volume to capacity ratio; LOS – level of service

Table 9 shows that the Intersection will operate at an acceptable LOS (D or better) in year 2014 and 2034. In year 2020 (with Redwood Road as a two-lane road) the westbound left- and right-turn will operate at LOS E. The widening of Redwood Road to four lanes will improve the westbound left- and right-turn LOS at the Intersection.

5 Recommendations

The following sections list the recommendations.

5.1 Student Drop-Off and Pick-Up

The following is recommended for the student drop-off and pick-up at the Proposed School:

<u>Carpooling</u>

The Proposed School should proactively encourage parents to carpool. One idea for the Proposed School to consider is to use Google Earth (or similar map program) to plot the home addresses of all kids attending the Proposed School. Prior to the school year starting, the Proposed School would then send letters (or emails) to parents letting them know which kids live close to them, and encouraging them to contact the parents of these kids to discuss and arrange carpooling.

Student Drop-off and Pick-Up
None – The on-site queue storage of ~20 (Phase 1) / 3~30 (Phase 2) vehicles should be adequate for student drop-off and pick-up

The conclusions and recommendations in this memo are based on various observations and assumptions about the Proposed School. The key assumptions and observations that are more likely to change are listed below. If the assumptions change (for better or for worse), the queuing situation will also change. For that reason, ***it is recommended that the Proposed School continually monitor the queuing situation and make adjustments to the student drop-off and/or pick-up as necessary to prevent the queue from extending back onto 13200 South.***

If queuing from the student drop-off and/or pick-up backs out onto the adjacent road, the Proposed School should consider spreading out the student drop-off and/or pick-up over a longer period. This can be accomplished by:

- Staggering the school start/end times by 10 minutes (i.e. 50% of the students start/end at one time, with the other 50% starting/ending 10 minutes later, or

- Assign 50% of the parents to pick-up their child(ren) during one 10 minute window, and the other 50% after the 10 minute window.

Key Assumptions and Observations
(Not in any order of importance)

- Number of kids in the Early Morning Childcare program – Anything less than 20 (Phase 1) / 30 (Phase 2) kids in the program means that additional kids will get dropped off and picked up during the ~10 minutes before and after school, thus increasing the student drop-off and pick-up queuing.

- Number of kids that carpool – this memo assumed 50% of kids would carpool; if this number changes, the queuing will also change. The number of kids carpooling will have the greatest impact on the length of the student drop-off and pick-up queuing.

- Arrival time of parents – Based on observations at the Catholic School (and other traffic studies at numerous schools in Colorado, Utah, and Texas), parents arrive to drop-off and pick-up their kids within a ~10 minute window before and after school. The recommendations in this memo will help stretch that ~10 minute window to 15-20 minutes, thus reducing the chance that queuing will extend back onto the adjacent road.

5.2 Intersection of Redwood Road and 13200 South

None – Table 9 shows that the Intersection will operate at an acceptable LOS (D or better) in year 2014 and 2034. In year 2020 the westbound left- and right-turn will operate at LOS E. The widening of Redwood Road to four lanes will improve the westbound left- and right-turn LOS at the Intersection.

APPENDIX

- Site Plan
  - Phase 1
  - Phase 2
- Year 2014 Turning Movement Count Data – Redwood Road and 13200 South
- Traffic Data from ATR #407
- Select Pages from Long Range Transportation Plans
  - Utah's Unified Transportation Plan, 2011 – 2040 (1 page)
  - 2015-2040 Regional Transportation Plan (1 page)
- Traffic Volumes – Redwood Road and 13200 South
- HCS Intersection Analysis Output

Site Plan

- Phase 1
- Phase 2

KEY NOTES

1. EXISTING DRIVEWAY TO REMAIN DURING PHASE I.
2. EXISTING CONCRETE PAVING / PARKING LOT TO REMAIN.
3. REMOVE EXISTING TREES AS NECESSARY TO ACCOMMODATE NEW DROP-OFF / PICK-UP ZONE, AND SAFE SIDEWALD PASSAGEWAY TO BUILDING ENTRANCES.
4. REMOVE PORTION OF EXISTING CONCRETE CURB TO ACCOMODATE VEHICLE TURN AROUND.
5. NEW CONCRETE DROP-OFF / PICK-UP ZONE.
6. PROVIDE 50 FT DIAMETER MINIMUM VEHICLE TURN-AROUND AREA.

VEHICLE QUEUING

SEE TRAFFIC STUDY PROVIDED BY TURNKEY CONSULTING, LLC. - DATED JULY 7, 2014

PHASE I - MAXIMUM VEHICLE QUEUING REQUIRED:
- DROP-OFF: 6 VEHICLE MAX. QUEUE
- PICK-UP: 9 VEHICLE MAX. QUEUE

PHASE I - VEHICLE QUEUING PROVIDED:
- MINIMUM 14 VEHICLE QUEUE
- 4 ACTIVE DROP-OFF / PICK-UP LOCATIONS

OFF-STREET PARKING

RIVERTON CITY MUNICIPAL CODE:
CHAPTER 18 - AUTOMOBILE PARKING
SECTION 18.145.120: MINIMUM SPACE REQUIREMENTS: TWO SPACES PER TEACHING STATION PLUS 10 VISITOR SPACES

PHASE I:
5 TEACHING STATIONS: 20 PARKING STALLS REQUIRED
20 PARKING STALLS PROVIDED

PGA&W
ARCHITECTS / PLANNERS

PASKER GOULD AMES & WEAVER
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DRAWN BY:
REVISIONS:

PROFESSIONAL ARCHITECT
DANIEL E. GOULD
No. 6045017-0301
STATE OF UTAH

PHASE 1 - SITE PLAN

OUR JOURNEY - PRIVATE SCHOOL
DBA MONTESSORI AT RIVERTON

1646 WEST 13200 SOUTH RIVERTON, UTAH

CONDITIONAL USE SUBMITTAL

DATE: JULY 07, 2014
JOB NO.: 2454.100

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By: Dan Gould; Jul 07, 2014 – 12:46pm
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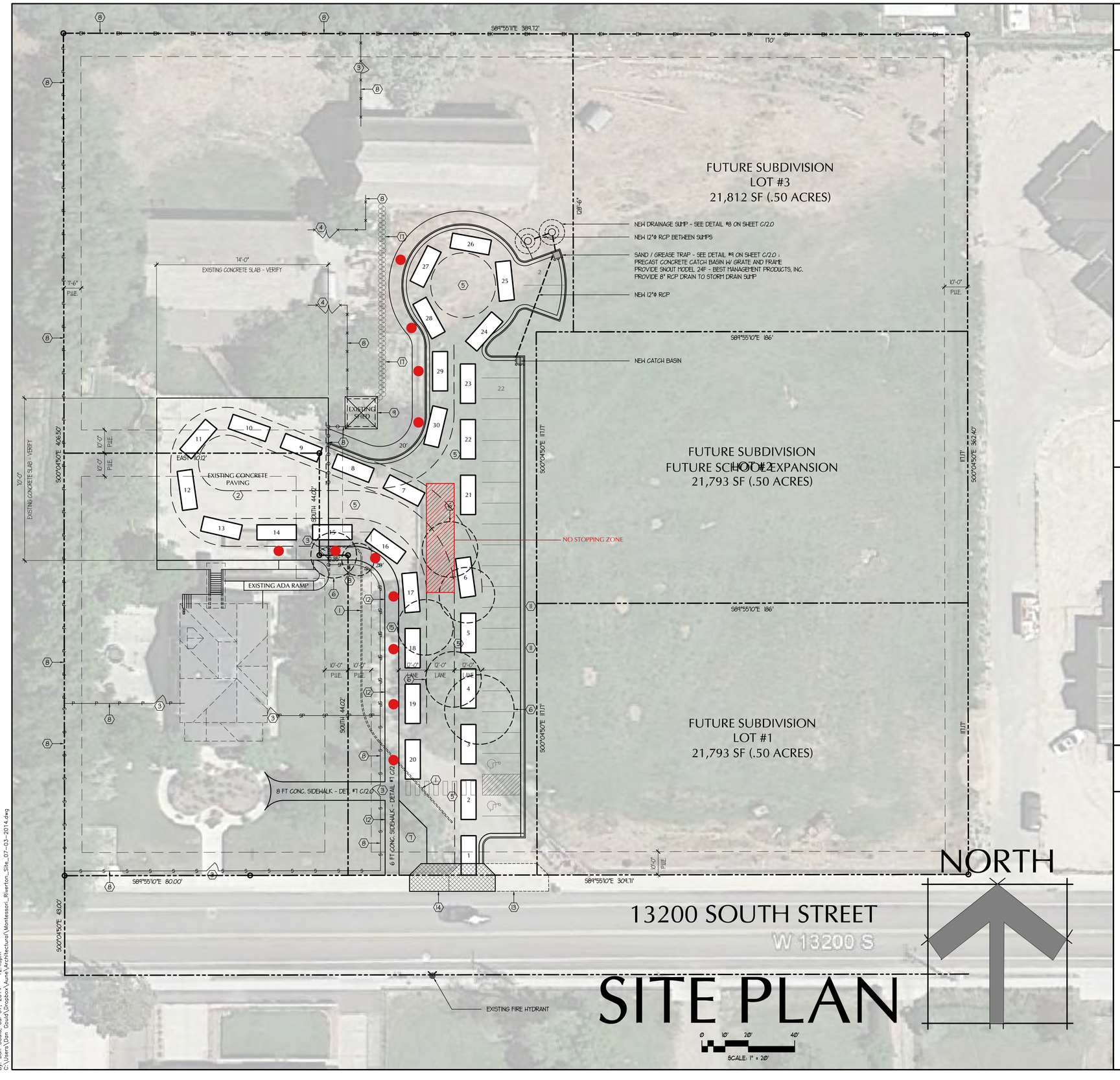

KEY NOTES

1. REMOVE EXISTING CONCRETE CURB / RETAINING WALL.
2. EXISTING CONCRETE PAVING / PARKING LOT TO REMAIN.
3. NEW 5 FT GATE - SEE FENCE SCHEDULE FOR STYLE.
4. NEW 10 FT GATE - SEE FENCE SCHEDULE FOR STYLE
5. NEW ASPHALT PAVING AT DRIVEWAY ACCESS ROAD AND PARKING LOT AREAS - PER OWNER'S REQUESTED SPECIFICATIONS.
6. REMOVE EXISTING TREES AND LANDSCAPING AS NECESSARY FOR CONSTRUCTION OF NEW DRIVEWAY ACCESS ROAD.
7. NEW LANDSCAPE PLANTER.
8. NEW FENCE - SEE LEGEND
9. EXISTING SHED STRUCTURE TO REMAIN.
10. NEW EXTERIOR GALVANIZED STEEL EGRESS STAIR FROM 2ND FLOOR LEVEL.
11. NEW ADA PARKING STALL SIGN - SEE DETAIL #2 ON SHEET C/2.0.
12. MATCH NEW GRADE ALONG ENTIRE LENGTH OF NEW CONCRETE SIDEWALK.
13. REMOVE EXISTING FLARE DRIVEWAY APPROACH AND REPLACE / REPAIR SIDEWALK PER APPROVED APWA STANDARD.
14. NEW FLARE DRIVEWAY APPROACH - TYPE B, APWA PLAN NO. 221
15. ADA SIDEWALK RAMP - SEE DETAIL # 3 ON SHEET C/2.0
16. N/A
17. EXISTING STONE RETAINING WALL TO REMAIN
18. N/A

VEHICLE QUEUING

SEE TRAFFIC STUDY PROVIDED BY TURNKEY CONSULTING, LLC. - DATED JULY 7, 2014

PHASE 2 - MAXIMUM VEHICLE QUEUING REQUIRED:
- DROP-OFF: 11 VEHICLE MAX. QUEUE
- PICK-UP: 15 VEHICLE MAX. QUEUE

PHASE 2 - VEHICLE QUEUING PROVIDED:
- MINIMUM 20 VEHICLE QUEUE
- MAXIMUM 30 VEHICLE QUEUE

- 7 ACTIVE ELEMENTARY DROP-OFF / PICK-UP LOCATIONS PROVIDED
- 4 ACTIVE EARLY CHILDHOOD DEVELOPMENT DROP-OFF / PICK-UP LOCATIONS PROVIDED

11 TOTAL ACTIVE DROP-OFF / PICK-UP LOCATIONS PROVIDED

OFF-STREET PARKING

RIVERTON CITY MUNICIPAL CODE:
CHAPTER 18 - AUTOMOBILE PARKING
SECTION 18.145.120: MINIMUM SPACE REQUIREMENTS: TWO SPACES PER TEACHING STATION PLUS 10 VISITOR SPACES

PHASE 1:
7 TEACHING STATIONS: 24 PARKING STALLS REQUIRED
24 PARKING STALLS PROVIDED

PGA&W
ARCHITECTS / PLANNERS

PASKER GOULD AMES & WEAVER
ARCHITECTS / PLANNERS · 5263 SOUTH 300 WEST MURRAY, UTAH 84107 · PHONE: 801.266.4664 FAX: 801.262.6122

DRAWN BY:
REVISIONS

PROFESSIONAL ARCHITECT
DANIEL E. GOULD
No. 6045017-0301
STATE OF UTAH

PHASE 2 - SITE PLAN

OUR JOURNEY - PRIVATE SCHOOL
DBA MONTESSORI AT RIVERTON
1646 WEST 13200 SOUTH RIVERTON, UTAH

CONDITIONAL USE SUBMITTAL

DATE: JULY 07, 2014
JOB NO.: 2454.100

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By: Dan Gould; Jul 07, 2014 - 12:45pm
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Redwood Road and 13200 South
Year 2014 Turning Movement Count Data
Wednesday, July 2, 2014

Redwood Road and 13200 South

INTERSECTION TURNING MOVEMENT COUNT FORM

Day	Time	Northbound		Southbound		Westbound	
		Thru	Right-turn	Thru	Left-turn	Left-turn	Right-turn
Wednesday, July 02, 2014	7:00-7:15 am	110	4	37	0	2	2
	7:15-7:30 am	141	5	43	1	4	2
	7:30-7:45 am	172	7	66	1	2	1
	7:45-8:00 am	212	10	76	1	4	8
	8:00-8:15 am	188	5	63	3	2	9
	8:15-8:30 am	153	1	76	8	3	9
	8:30-8:45 am	160	6	73	2	4	5
	8:45-9:00 am	161	5	81	5	3	5
	9:00-9:15 am	98	5	104	2	7	2
	9:15-9:30 am	112	7	89	7	4	4
	2:30-2:45 pm	91	4	104	5	6	3
	2:45-3:00 pm	88	9	130	2	6	6
	3:00-3:15 pm	107	7	110	3	8	10
	3:15-3:30 pm	103	3	117	4	5	8
	3:30-3:45 pm	128	1	117	10	6	5
	3:45-4:00 pm	134	3	137	7	4	3
	4:00-4:15 pm	144	8	150	2	5	7
	4:15-4:30 pm	131	5	173	2	5	3
	4:30-4:45 pm	148	3	177	1	9	4
	4:45-5:00 pm	142	1	185	4	11	8
	5:00-5:15 pm	194	9	193	2	9	4
	5:15-5:30 pm	176	7	261	4	8	6
	5:30-5:45 pm	171	4	215	5	11	10
	5:45-6:00 pm	160	11	220	8	7	9
	6:00-6:15 pm	141	6	260	1	3	6
	6:15-6:30 pm	134	12	208	4	18	9

Redwood Road and 13200 South

INTERSECTION TURNING MOVEMENT COUNT FORM

Day	Time	Northbound	
		Thru	Right-turn
Wednesday, July 02, 2014	7:00-7:15 am	110	4
	7:15-7:30 am	141	5
	7:30-7:45 am	172	7
	7:45-8:00 am	212	10
	8:00-8:15 am	188	5
	8:15-8:30 am	153	1
	8:30-8:45 am	160	6
	8:45-9:00 am	161	5
	9:00-9:15 am	98	5
	9:15-9:30 am	112	7

Redwood Road and 13200 South

INTERSECTION TURNING MOVEMENT COUNT FORM

Day	Time	Southbound Thru	Southbound Left-turn	Westbound Left-turn	Westbound Right-turn
Wednesday, July 02, 2014 (Thursday, July 03, 2014)	7:00-7:15 am	37	0	2	2
	7:15-7:30 am	43	1	4	2
	7:30-7:45 am	66	1	2	1
	7:45-8:00 am	76	1	4	8
	8:00-8:15 am	63	3	2	9
	8:15-8:30 am	76	8	3	9
	8:30-8:45 am	73	2	4	5
	8:45-9:00 am	81	5	3	5
	9:00-9:15 am	104	2	7	2
	9:15-9:30 am	89	7	4	4

Redwood Road and 13200 South

INTERSECTION TURNING MOVEMENT COUNT FORM

Day	Time	Northbound	
		Thru	Right-turn
Wednesday, July 02, 2014	2:30-2:45 pm	91	4
	2:45-3:00 pm	88	9
	3:00-3:15 pm	107	7
	3:15-3:30 pm	103	3
	3:30-3:45 pm	128	1
	3:45-4:00 pm	134	3
	4:00-4:15 pm	144	8
	4:15-4:30 pm	131	5

Redwood Road and 13200 South

INTERSECTION TURNING MOVEMENT COUNT FORM

Day	Time	Southbound		Westbound	
		Thru	Left-turn	Left-turn	Right-turn
Wednesday, July 02, 2014	2:30-2:45 pm	1 104	2 5	3 6	4 3
	2:45-3:00 pm	130	2	6	6
	3:00-3:15 pm	119	3	8	10
	3:15-3:30 pm	117	4	5	8
	3:30-3:45 pm	117	10	6	5
	3:45-4:00 pm	137	7	4	3
	4:00-4:15 pm	150	2	5	7
	4:15-4:30 pm	173	2	5	3

Redwood Road and 13200 South
INTERSECTION TURNING MOVEMENT COUNT FORM

Day	Time	Northbound	
		Thru	Right-turn
Wednesday, July 02, 2014	4:30-4:45 pm	148	3
	4:45-5:00 pm	142	1
	5:00-5:15 pm	194	9
	5:15-5:30 pm	176	7
	5:30-5:45 pm	171	4
	5:45-6:00 pm	160	11
	6:00-6:15 pm	141	6
	6:15-6:30 pm	134	12

Redwood Road and 13200 South

INTERSECTION TURNING MOVEMENT COUNT FORM

Day	Time	Southbound		Westbound	
		Thru	Left-turn	Left-turn	Right-turn
Wednesday, July 02, 2014	4:30-4:45 pm	177	1	9	4
	4:45-5:00 pm	185	4	11	8
	5:00-5:15 pm	196	2	9	4
	5:15-5:30 pm	261	4	8	6
	5:30-5:45 pm	215	5	11	10
	5:45-6:00 pm	220	8	7	9
	6:00-6:15 pm	260	1	3	6
	6:15-6:30 pm	208	4	18	9

ITEM III.A

RIVERTON CITY PLANNING COMMISSION
MEETING MINUTES

June 12, 2014

The Riverton City Planning Commission convened at 6:30 p.m. in the Riverton City Municipal Building, 12830 South 1700 West, Riverton, Utah.

Planning Commission Members:	**Staff:**
Brian Russell	**Jason Lethbridge, City Planning Manager**
James Endrizzi	**Casey Taylor, Deputy City Attorney**
Dennis Hansen	**Gordon Miner, City Engineer**
Scott Kochevar	
Cade Bryant	
James Webb	

Commissioner Kent Hartley was excused from the meeting.

Chair Brian Russell called the meeting to order. A Commissioner (NOT INDICATED ON AUDIO) led the Pledge of Allegiance.

I. PUBLIC HEARING

A. ORDINANCE AMENDMENT, ADOPTING SECTION 18-58, RM-25-D, A MULTI-FAMILY RESIDENTIAL ZONE ALLOWING A MAXIMUM 25 UNITS PER ACRE FOR THE RIVERTON CITY DOWNTOWN AREA, AMENDMENTS PROPOSED BY RIVERTON CITY.

City Planning Manager, Jason Lethbridge, explained that the City recently adopted several ordinances that are specific to downtown that are designed to accommodate residential multi-family housing. The proposed ordinance is similar to the other RM-D ordinances that have recently been adopted. The maximum density will be 25 units per acre and the maximum height will be three stories and 50 feet, which is the standard height for the downtown area. This height is also necessary in order to achieve the proposed density level.

Another requirement of the proposed ordinance is that all units have at least one covered parking stall and half of the units in the zone shall also have an enclosed, attached garage. Private streets and a clubhouse will be included as well as two additional amenities that will be determined at the discretion of the Planning Commission and City Council. Development will require a minimum of five acres. An aerial map of the subject property was then presented. Mr. Lethbridge emphasized that the proposed zone could only apply to the downtown area. It is not something that could be applied elsewhere in the City.

Mr. Lethbridge explained that there is a section in the ordinance that deals with incompatible uses. There is a minimum requirement of a 30-foot setback from the building to the property line, as well as requirements for fencing and landscaping. Additional language is included in the ordinance that allows the Planning Commission and City Council discretion in the approval process to determine distance and building orientation. This also helps address

matters related to any potentially incompatible uses. Mr. Lethbridge then noted that the street setbacks are set at 20 feet.

The design guidelines are similar to the other requirements that have been made downtown. The exterior materials in the proposed zone will be brick, stucco, or stone, as well as other decorative masonry elements such as fiber cement siding. Wood and vinyl siding will not be permitted. A minimum requirement of 25% of the exterior of the building will need to either be brick or stone. The details would be approved as part of the site plan and accent materials may be approved during this process as well. All sides of the building will also be given equal design consideration.

Mr. Lethbridge explained that the primary reason why the City has looked to multi-family development is that some of the occupied buildings downtown have struggled. Fortunately, Gold's Gym will be moving into an empty building that once was a grocery store. However, there are still several businesses downtown that are struggling. Commercial brokers and property owners have communicated that most of the vacant properties downtown are not marketable. Therefore, by adding more population to the City, hopefully current business can become better supported, and generate interest for future business. Staff recommended approval of the ordinance as proposed in the staff report.

Mr. Lethbridge responded to a question from Chair Russell, by explaining that the ordinance does not explicitly require the formation of a Homeowners' Association (HOA.) However, the landscaping, clubhouse and other amenities can only be maintained by an HOA. Therefore, the CC&Rs will be established once a developer is identified and a site plan is submitted. Furthermore, he explained that the City currently has ordinances that allow for up to 24 units per acre. The projects that have been developed under those ordinances are currently located on the west side of the City. For example, there are developments adjacent to Monarch Meadows and Western Springs that have been developed under that density requirement. It was noted that the RDA Project was zoned for 14 units per acre, and the project located north of the City building was completed at eight units per acre. There was further discussion about some other current projects in the City.

Chair Russell opened the public hearing.

Greg Bilbow expressed concern with the proposed level of density and felt that it was too high. He encouraged the Commission to consider whether or not a large housing development downtown would help Riverton's economy. Mr. Bilbow also stressed the importance of keeping Riverton family-friendly, and preventing it from becoming too transient.

Russell Crocket was concerned with bringing in new crime to the City. He felt that people who move into apartment complexes want to live near the district. He was of the opinion that the proposed ordinance would not affect the economic development of downtown Riverton. Mr. Crocket stated that any apartment complexes in the area will likely become rundown and suggested that lower density housing would be a better fit for the area. He explained that he lives on Timpview and requested that an eight-foot masonry wall be constructed between their neighborhood and the subject property.

Ben Franklin felt that an apartment complex on the subject property would disturb the view. He also believed that after a few years the property will become rundown.

Ray Lopez stated that apartments will fundamentally change the structure of downtown Riverton. He was of the opinion that high density housing in the area will deter businesses from coming to Riverton. Mr. Lopez explained that families seeking apartment homes are not looking to build roots and be a part of the community. Lastly, he stated that over time, any new apartment complexes in the downtown area will not be maintained to a high standard.

Joe Carlson explained that he has lived in the area for 33 years. He stated that apartments will obstruct the view from neighboring properties. He also expressed concern with the proposed density level.

Ms. Norton stated that Riverton City needs apartments. However, she felt the proposal was indicative of "spot building," and explained that over time, apartments will become detrimental to the downtown area. She suggested that lower density residential be considered, such as condominiums or townhouses.

John Spence explained that he moved to Riverton in 1981 and served on the Planning Commission for several years. He emphasized the need for master planning and asked the Commission to consider what they want the Riverton City Center to look like in the future. He didn't feel that apartments in downtown Riverton will benefit the overall economic development of the City.

Mindy Warinski asked the Commission to explain how the proposed ordinance and subsequent apartment complexes will affect neighboring property values. She also requested that the Commission consider how apartment complexes will affect enrollment at public schools, which are already overcrowded.

Bruce Hunter expressed concern with the increased crime that will result from the addition of apartment complexes in the downtown area. Mr. Hunter was also concerned with how the higher density housing will affect the public schools.

Todd Nelson pointed out that many audience members have lived in Riverton for a long time. Riverton is a great place to live, and typically has had a low crime rate. He felt that bringing in additional apartment complexes will negatively impact the City.

Brad Reynolds addressed misconceptions about multi-family housing. He stated that anything that he would propose would be a higher end product. He explained that rents will start at $850 for a single bedroom. He felt that the assumption of lower income families and higher crime resulting from the construction of a new apartment complex was incorrect. The demographic will change in that younger families and professionals will be brought into the City. Clientele that are willing to pay up to $1,300 in rent will be of a higher caliber. Mr. Reynolds stated that his company is used to custom designing a wide variety of homes.

There were no further public comments. Chair Russell closed the public hearing.

Mr. Lethbridge addressed Mr. Spence's comments about the lack of master planning, by stating that numerous master plans relating to downtown have been reviewed extensively over the past several years. He pointed out that the Peterson property and the corner of 12600 South and Redwood Road are part of a Redevelopment Agency (RDA). An RDA is a financial tool that allows the City to offer incentives and tax increment financing to attract development to that spot.

Despite best efforts to develop the area, there has been a lack of interest from the development community. This has not been due to a lack of planning or negligence on the part of the City and its governing bodies. Rather, it has primarily been the victim of geography because commercial development has shifted to the west. Mr. Lethbridge explained that there was a master site plan approved on the property that included a bowling alley and several retail development locations. The developer of the project was the Sorensen Group, which is one of the biggest developers in Utah. However, even with their influence, the project never materialized.

Mr. Lethbridge explained that the proposal to develop more residential is not a short-term solution to the economic health of the City. Rather, it is in response to several years of research and observation. The continuous feedback from businesses is that commercial development is being attracted to the western portion of the valley because of the number of rooftops and the traffic flow in those areas. Therefore, this has been the information that has driven the planning process with the proposed ordinance. The City is looking to diversify and create opportunities for the downtown area. Mr. Lethbridge reviewed other development plans for the City. Lastly, he stated that if the Commission has concern with the density level, they can recommend a different density level that would be more appropriate for the downtown area.

Chair Russell asked about the level of occupancy on another recent development of 109 units. The developer of that project was present and stated that it is at 99% occupancy, noting that there are about 15 to 20 units that still need to close. There was further discussion regarding another development that is currently going through the plat recordation process. Chair Russell wanted to know at what point the City will reach their level of occupancy in a way that will benefit business and attract future commercial development. Mr. Lethbridge explained that there isn't a sufficient level of interest that would be required in order to support commercial development on a piece of property that is as large as 10 acres. As the City looks at the remaining vacant properties downtown there is the potential for redevelopments to occur. Mr. Lethbridge commented that Jeff Hawker, Riverton City's Economic Development Director, has been very involved in the creation of this ordinance and proposed rezone.

Commissioner Bryant inferred that if businesses were in the red financially, it would make sense for them to voice their support as the proposed ordinance is intended to play a role in revitalizing the location of their business. However, only one person had spoken in favor of the proposal, and that person was the developer. Commissioner Bryant also felt that the developer could have provided more sufficient data in order to better present his project. He was understanding of the fact that the citizens don't want this change to be implemented in the downtown area. Commissioner Hansen interjected that in his 10 years on the Planning

Commission, he has found that 99% of the individuals who show up to public hearings are present to speak against an issue. The 1% who are in favor of a project typically do not attend meetings. Commissioner Bryant was not convinced that increasing the housing density was the best approach. Commissioner Hansen remarked on the importance of making Riverton a balanced, diverse community.

Commissioner Bryant moved that the Planning Commission recommend DENIAL of the ordinance amendment, creating Section 18-58, RM-25-D, a multi-family residential zone allowing a maximum of 25 units per acre for the Riverton City downtown area. The motion failed for lack of a second.

Commissioner Hansen moved that the Planning Commission recommend APPROVAL of the ordinance amendment, creating Section 18-58, RM-25-D, a multi-family residential zone allowing a maximum of 25 units per acre for the Riverton City downtown area. Commissioner Endrizzi seconded the motion. Vote on motion: Cade Bryant – Nay; Brian Russell – Aye; James Endrizzi – Aye; Scott Kochevar – Aye; Dennis Hansen – Aye; James Webb – Aye. The motion passed 5-to-1.

B. REZONE, REZONING 9.65 ACRES LOCATED AT APPROXIMATELY 2050 WEST 12600 SOUTH TO RM-25-D, CURRENTLY C-D ZONE, BRAD REYNOLDS, APPLICANT.

Mr. Lethbridge presented the staff report and displayed an aerial map of the subject property. The property is currently zoned C-D and the surrounding properties to the north, south, and east are likewise zoned. The property to the west is zoned R-4. Mr. Lethbridge pointed out that the Coventry Cove Senior Apartments are located to the south and are similar in size to the requirements outlined in the new RM-25-D zone. Therefore, apartment buildings of this size are not out of character in the area. The appearance and style of the Coventry Cove Apartments are also similar to what would be developed under the RM-25-D zone.

Mr. Lethbridge explained that fencing will be required on the property line that borders single family residential property, and in doing so he referenced guidelines listed in the ordinance. Setbacks of the neighboring areas were discussed. Mr. Lethbridge stated that there aren't any homes along the property line that have less than a 50 to 60 foot setback. The ordinance requires a minimum of 30 feet on the development side; therefore, any development on the property will give at least 90 feet of separation from homes to new buildings within the development. There are also existing trees along the property line, which the City would like to preserve.

In terms of traffic flow, Mr. Lethbridge noted that the development will have access to12600 South and Redwood Road, which are some of the more significant roads in the City. These larger roads will help accommodate traffic. Furthermore, there are existing signals along Redwood Road at 12600 South, 12800 South, and 18300 South. The City has been working with UDOT on the intersection at 12600 South and Redwood Road, which is controlled by them. The City is also working with UDOT to get a signal at the Park Avenue intersection. There was further review of the aerial map identifying the locations of the aforementioned traffic signals.

Chair Russell opened the public hearing.

Ray Lopez asked the Commission not to move forward with an apartment complex, but rather consider developing ownership property instead. Mr. Lopez emphasized that apartments are not family-friendly and the City shouldn't give up altogether on potential commercial development that could still occur in the area.

Bruce Hunter explained that he raised a family of nine children in the area and they have come back to Riverton seeking homes to rent. They want to be a part of the community, so they have sought residential areas where they can live until they can afford to purchase their own home. Mr. Hunter recommended that the proposed rezone be changed to a lower density, such as an RM-8-D Zone.

Joe Carlson stated that he moved to the area because he didn't want to live in the City. He expressed concern with the increased crime rate that would result from the construction of an apartment building in downtown Riverton. He also commented that apartments degenerate over time and he felt they would obstruct the view of neighboring residences.

Greg Bilbo explained that he loves seeing the open field and felt that the City was starting to become overcrowded. He stated that citizens have moved to Riverton because of the rural atmosphere and because they no longer wanted to live in the City. Mr. Bilbo was of the opinion that Riverton is overspending and made reference to a park that was recently built. He felt that an ulterior motive is involved with the process in that the City needs more tax dollars to pay for frivolous expenses they cannot afford.

Rod Norton thanked the Commission for making difficult decisions. He acknowledged that Mr. Reynolds builds high quality products and he hopes he will continue developing in Riverton. Mr. Norton was concerned with the proposed density as well as the aging of certain segments of the City. He stated that reinvesting properties is what saves communities. He noted that that's what the City is trying to do. In summary, Mr. Norton requested that the Commission consider a lower density for the area rather than the proposed high density of 25 units per acre.

Susan Crockett stated that her property borders the subject property and explained that she attended meetings where the Sorensen Group approached the City about building a bowling alley. She explained that the reason why the bowling alley was never built was because the City didn't grant them a liquor license. She stated that she would have rather seen the bowling alley go in over an apartment complex. She was concerned with the density level and how the additional several hundreds of people will impact the area.

John Spence reiterated concerns he expressed in his previous comments about the City lacking a master plan and adhering to that plan. He stressed the importance of focusing on economic development.

Brad Reynolds expressed his appreciation for the concerns of the neighbors. He provided an overview of his company's projects and commented the level of detail and quality that go into

each individual development. For example, all of the apartments will have granite counter tops, larger molding, two-tone paint, raised panel cabinets, and crown molding. He stressed that they have gone to great expense to ensure that their products are of the highest quality. In doing so, rent is higher, which brings in better clientele. Mr. Reynolds stated that if the Sorensen Group would have seen any potential for commercial development on this piece of property they would not have sold it. In conclusion, he strongly urged the Commission to approve the proposal and stated that the quality of work they produce will enhance the community and be an asset to Riverton City.

Gail Hunter expressed concern with the overcrowded public schools and stated that the children won't have a place to go to school. She stated that she worked for the Jordan School District for 23 years and emphasized that the schools need better support from the City.

Bruce Hunter felt that the Planning Commission was ignoring the requests of the citizens and asked them to consider compromising.

Dan Park asked if any studies have been conducted that would show how a new development would affect traffic and schools in the area. Mr. Park also wanted to know how those issues would be addressed if this proposal moves forward. He also was concerned with how a high density development will affect his home value. Mr. Park stressed the importance of having as much information as possible before moving forward with the project.

Mr. Lethbridge stated that while the City works very closely with the school district, the school district has their own Planning Department which plans for their growth. In situations where the school district expresses concern, the City is responsive to that feedback. Mr. Lethbridge stated that the school district is very aware of this particular application. Furthermore, with regard to traffic, there are general aspects that are reviewed and put in place. When the City gets to a certain density with any project, a traffic study is conducted and considered when making a recommendation to the City's governing bodies.

There were no further public comments. Chair Russell closed the public hearing.

Commissioner Hansen noted that when the bowling alley was proposed, there was a similar turnout at the public hearing and similar concerns were voiced. There was further discussion about the history of the bowling alley project. The Commission asked if they could make a specific recommendation as to the type of housing, such as condominiums or townhomes, to be developed on this property. Deputy City Attorney, Casey Taylor, responded that this would constitute discrimination and the Commission also cannot make specifications as to whether or not the units are rented or purchased. There are, however, some zones where single-family residential versus multi-family residential can be specified.

Commissioner Hansen moved that the Planning Commission recommend DENIAL of this rezone application, rezoning 9.65 acres located at approximately 2050 West 12600 South from C-D to RM-25-D, due to further study needed of commercial potential for the area. Lower densities may also be considered at a later time. Commissioner Bryant seconded the motion. Vote on motion: Cade Bryant – Aye; Brian Russell – Aye;

James Endrizzi – Aye; Scott Kochevar – Aye; Dennis Hansen – Aye; James Webb – Aye. The motion passed unanimously.

The Commission took a five-minute break.

C. SITE PLAN, HOLY TRINITY LUTHERAN CHURCH AND SCHOOL, 13249 SOUTH REDWOOD ROAD, RR-22 ZONE, KEVIN ANDREWS REPRESENTING THE HOLY TRINITY LUTHERAN CHURCH, APPLICANT.

Mr. Lethbridge mentioned that a conditional use permit was recently approved for this applicant. It was noted that all of the surrounding properties are also zoned RR-22. While an RR-22 Zone is residential, a use of this type is allowed on a conditional basis. An aerial map of the subject property, as well as the site plan, were presented. Access was shown off of Redwood Road and parking for the site was identified. There is an area on the property that has room for future development and if that were to occur, the applicant would come forward again for an amended site plan under this same application.

Mr. Lethbridge explained that the landscaping is a little heavier on the front side of the property, along the main entry into the property, as well as surrounding the building itself. There will be a detention basin on the remaining undeveloped portion of the property as well as some seeding. Mr. Lethbridge then explained that the building elevations comply with City ordinance. Building materials also remain consistent with other similar types of buildings within the City.

Mr. Lethbridge explained that one of the biggest questions that has come forward on this property relates to fencing. City ordinance requires that all sites that are surrounded by properties with animal rights need to have fencing that is sufficient to withstand impacts from large animals. With recent projects the Commission and Council have consistently required masonry fencing. Mr. Lethbridge identified the property line on the aerial map that would require such fencing. He also made mention of a section that will not have this fencing because it will cause visibility issues at the access point onto Redwood Road. The applicant was aware of this requirement and has prepared information to share with the Commission. In conclusion, Mr. Lethbridge stated that this application has been reviewed extensively by City staff and it meets all of the requirements and standards set forth by ordinance. Staff recommended approval.

Commissioner Hansen referenced an ordinance that caused the removal of steeples on some LDS chapels. He wanted to know if this will affect the proposed development. Mr. Lethbridge read directly from the ordinance, which stated that in the RR-22 Zone, buildings shall not exceed two stories of 35 feet in height. Steeples or other decorative elements of a religious or cultural building may be allowed up to 50 feet as approved.

<u>Kevin Andrews</u> identified himself as the applicant and the President of the Holy Trinity Lutheran Church and School. He stated that his church and school takes very seriously the desire to be a good neighbor to members of the community, particular those who live nearby. They have sought to be upfront and responsive with property owners as well as with various

City departments. Mr. Andrews stated that they have been well-received in the community and staff has been very professional and responsive in their communication.

Mr. Andrews explained that they have taken matters related to fencing and lot lines very seriously. Through the years, the lot lines have blurred with various types of fences constructed, and many of them are in need of repair. One of the items that attracted the applicant to the property was the openness and rural feel, particularly in the back acreage, as well as the trees that line parts of the property. Mr. Andrews stated that they have tried to preserve these elements in their proposal, while balancing the needs and desires of the City.

Over the past four to five weeks, the applicant has spoken with the neighbor to the north, who voiced his support for the project. Furthermore, they have contacted five of the property owners who are affected by the lot adjustment and were able to visit personally with four out of five of those property owners. Upon visiting with the residents they were able to present a Power Point Presentation and provided each with a copy of the lot plan, site grading plan, and contact information if they had questions. Three out of four of those property owners voiced their support. Mr. Andrews read a statement from one of the neighbors who expressed her appreciation to him directly in writing.

Mr. Andrews stated four goals that he and other members of his church's administration have for this development. First, they would like to keep as many trees as possible, which is also a desire for several members of City staff. Second, they would like to keep the open space, and maintain the rural environment. Third, they would like to create as much uniformity as possible while improving the neighbors' property as well as their own, by only having two types of fencing. Lastly, they would like to provide safety for the animals on the neighbors' property, as well for the members of their church and school. Mr. Andrews made a Power Point Presentation that outlined the details of their proposed fencing solutions. It was noted that much of the proposed fencing will be vinyl.

Chair Russell pointed out that the ordinance is specific about requiring solid fencing. He asked Mr. Lethbridge if the Commission has the authority to deviate from what the ordinance requires. Mr. Lethbridge explained that there is some ambiguity in the section of ordinance which specifically pertains to this fencing, in that it simply indicates that the fencing needs to be of good quality and be able to withstand large animal impacts. However, the Commission can forward a recommendation and staff can review it to determine if additional oversight is needed from the Board of Adjustment. Mr. Taylor added to Mr. Lethbridge's statement by explaining that if the Commission wants to make a recommendation in this meeting they can look into the legalities. Commissioner Hansen referred to a type of reinforced vinyl fencing that was used for another project and suggested that this may be another option.

There was clarification made about a condition that the applicant keep the entire property mowed and well maintained for weed control.

Chair Russell opened the public hearing.

Rachelle Fjord expressed her appreciation for Holy Trinity Lutheran Church reaching out to the neighbors in order to mitigate some of the issues that have been discussed. She stated

that her biggest concern had to do with the safety of the animals as well as for the church's patrons. She requested that solid masonry fencing be required over the vinyl fencing option.

Paula Regent asked for further explanation on the types of fences that are appropriate for livestock and noted that she owns horses. She suggested that a solid fence be installed.

Stewart Hayward thanked the Commission and staff for their time and dedication to the City. He welcomed the Trinity Lutheran Church and School as new neighbors, and was happy to see them move to the area. He also expressed his desire to see a solid masonry fence and felt it would be better for horses. He didn't feel a masonry fence would interfere with the plans for the trees.

Mr. Andrews explained that as they interacted with neighboring residents, the feedback they received was the citizens' desire to see that the rural atmosphere of the area be maintained. Therefore, they presented mock-ups of what a solid fence would do to the area. Mr. Andrews noted that as the ground slopes away, there aren't any solid fences in that area down below. To put a solid masonry fence in the area could potentially destroy the rural atmosphere, which is why they have proposed the vinyl fencing. It would also be unified with the other types of fencing on either side.

Elsie Beckstead was present representing her mother who lives in one of the neighboring residential areas. Ms. Beckstead explained that she and her mother are fine with the trees remaining; however, they could use help keeping the trees trimmed because they are old and overgrown. Ms. Beckstead also stated that they love the wide open spaces, because they have family parties in the field. They also aren't opposed to either type of fencing. Lastly, Ms. Beckstead commented that the Lutheran Church seems like they will be great neighbors and they were happy that they are moving to the area.

Dill Coy was happy to have new neighbors who will help keep the weeds mowed. She explained that her property line is ambiguous based on three different records kept by the City, County, and a Surveyor. She looked forward to visiting with Mr. Andrews so that the property line can become better defined. Lastly, she welcomed the Lutheran Church to the neighborhood.

There were no further public comments. Chair Russell closed the public hearing.

Commissioner Hansen thanked the public for their comments. Chair Russell asked if the proposed fencing has been deemed "un-climbable." He pointed out that many of the patrons will be children and will likely be attracted to the fence for various reasons. Having the reassurance that children will not be able to climb the fences will be a necessary safety measure. Mr. Lethbridge was unsure as to whether or not this could be guaranteed. Commissioner Bryant added that it would be very difficult to climb these fences. Furthermore, children that could potentially climb vinyl fencing could also climb a masonry fence just as easily. He remarked that ultimately safety should be more important than aesthetics.

Mr. Taylor pointed out that conditions to property also tend to change. Although the property owners to the north and south may be fine with the vinyl fencing now, there are existing animal rights on the property. There may be future property owners with horses and other large animals who oppose the vinyl fencing. Mr. Taylor emphasized that ordinances are in place to maintain efficiency and safety.

Mr. Andrews commented that there are other alternatives to masonry fencing and explained that they have looked at other types of materials.

Commissioner Hansen moved that the Planning Commission recommend APPROVAL of the Holy Trinity Lutheran Church and School commercial final site plan, application number PL-14-8003, located at 13249 South Redwood Road, subject to the following conditions:

1. **Storm drainage systems and accommodation comply with Riverton City standards and ordinances, and with the recommendations of the Riverton City Engineering Department.**

2. **An interim storm drainage and erosion control plan and an access management plan be approved by the City prior to any construction or grading on the site.**

3. **The site and structures comply with any and all applicable Riverton City standards and ordinances, including the International Building and Fire Codes.**

4. **Lighting, both on the building and in the site shall be designed and installed to minimize impacts to the surrounding properties.**

5. **Obtain and maintain a UDOT access permit for access to 12600 South.**

6. **Install six-foot solid fencing able to withstand the impacts from large animals around the entire perimeter of the property.**

Commissioner Kochevar seconded the motion. Vote on motion: Cade Bryant – Aye; Brian Russell – Aye; James Endrizzi – Aye; Scott Kochevar – Aye; Dennis Hansen – Aye; James Webb – Aye. The motion passed unanimously.

D. CONDITIONAL USE / HOME OCCUPATION, BLING IT ON DRESS RENTALS, 2158 WEST 13400 SOUTH, R-3 ZONE, PROPOSED HOME BASED BUSINESS, ALYSIA MAYNARD, APPLICANT.

Mr. Lethbridge presented the staff report and displayed an aerial map of the subject property. He noted that the property is accessed from a private lane. All of the surrounding properties are also zoned R-3, with the exception of a piece of property to the west which is zoned RR-22. Mr. Lethbridge pointed out that the accessory building, where business will take place, is not very visible from the roadway. The nature of the business will be that of formal dress rentals. As far as home occupations are concerned, this particular business has a substantial amount of off-street parking. Mr. Lethbridge stated that the proposal fits within the Riverton's

criteria for a home occupation business. He then reviewed the conditions as listed in the staff report.

In response to a question from Commissioner Hansen, Mr. Lethbridge explained that the applicant lives in the home on the property and the owner of the accessory building has granted by affidavit permission to use the building. The application is in the name of the owner of the property and accessory building. The business has been designated to Alysia Maynard who will run and operate the business. It was noted that there is a family relationship between the two properties.

Commissioner Bryant asked about the hours of operation. Ms. Maynard stated that the shop will be open after school, typically between the hours of 3:00 p.m. and 6:00 p.m. During busier seasons, they may stay open as late as 7:00 p.m. Ms. Maynard stressed the fact that this will be a seasonal business and will only need to be open when there is a major school dance. Typically the business will only be open on weekdays, but may occasionally be open for a couple of hours on Saturdays.

Chair Russell opened the public hearing.

Steve Brooks voiced his support for the proposed home occupation and stated that they are fantastic neighbors.

There were no further public comments. Chair Russell closed the public hearing.

Commissioner Kochevar moved that the Planning Commission APPROVE the conditional use permit for Bling It On Dress Rentals Home Occupation located at 2158 West 13400 South, with the following conditions:

1. **No more than one (1) non-resident employee may perform work associated with this business on the property.**

2. **All work and storage associated with this business shall be conducted within the accessory building.**

3. **A maximum of eight (8) customers at a time shall be allowed on the site.**

4. **The site, structures, and use shall remain in compliance with any and all applicable Riverton City standards and ordinances, including the International Building and Fire Codes.**

Commissioner Hansen seconded the motion. Vote on motion: Cade Bryant – Aye; Brian Russell – Aye; James Endrizzi – Aye; Scott Kochevar – Aye; Dennis Hansen – Aye; James Webb – Aye. The motion passed unanimously.

II. MINUTES

A. APRIL 24, 2014
B. MAY 8, 2014
C. MAY 22, 2014

The minutes were reviewed.

Commissioner Hansen moved to approve the Minutes for April 24, 2014, May 8, 2014, and May 22, 2014, as presented. Commissioner Kochevar seconded the motion. Vote on motion: Cade Bryant – Aye; Brian Russell – Aye; James Endrizzi – Aye; Scott Kochevar – Aye; Dennis Hansen – Aye; James Webb – Aye. The motion passed unanimously.

III. ADJOURNMENT

The meeting adjourned at approximately 8:42 p.m.