

**RIVERTON CITY PLANNING COMMISSION  
MEETING MINUTES  
OCTOBER 23, 2025**

**The Riverton City Planning Commission convened at approximately 6:30 PM in the Riverton City Hall, 12830 South Redwood Road, Riverton, Utah.**

**Planning Commission Members:**

Monique Beck, Vice-Chair  
Gary Cannon  
Shelly Cluff  
Crystal Keele  
Evan Matheson

**Staff:**

Jason Lethbridge, Development Services Director  
Matt Cassel, City Engineer  
Tim Prestwich, City Planner  
Ryan Carter, City Attorney  
Thomas McMurtry, City Consultant

**1. CALL TO ORDER/ROLL CALL**

In the absence of Chair Darren Park, Vice-Chair Monique Beck called the Planning Commission Meeting to order at 6:30 p.m. The Pledge of Allegiance was offered.

**2. PUBLIC HEARINGS**

**A. NONE.**

**3. DECISION ITEMS**

**A. NONE.**

**4. DISCUSSION ITEMS**

**A. RIVERTON CITY'S MASTER TRANSPORTATION PLAN UPDATE –  
PROGRESS REVIEW.**

Thomas McMurtry of Avenue Consultants reported on the Master Transportation Plan update process.

Early in the process, they acquired specialized data from Replica HQ, which sells Bluetooth data on cell phone movement showing where Riverton residents travel and how they get there. Using the Replica HQ data, they were able to track specifically where Riverton residents traveled to, including destinations within the City and to Sandy, Salt Lake City, etc. In 2024, an average of 156,000 daily trips originated in Riverton, 37% of which stayed in the City. Other top destinations included Herriman, South Jordan, Draper, and Salt Lake City.

Riverton has approximately 45,000 residents, and Herriman has approximately 62,000. Data from Herriman shows that although it has a larger population, they make fewer daily trips and a higher percentage remain in the city. Their primary external destination is Riverton.

They also reviewed pre-pandemic data from Fall 2019, which indicated that people are taking more trips but to the same destinations. The total number of trips increased by 22% while the population only grew 3%. The average number of trips per household was eight in 2019, and it increased to 11.5 trips. East-west movement had also increased, especially on 12600 South and 13400 South, but the majority of that traffic's final destination was near a north-south road like Bangerter Highway or Interstate 215.

Traffic data was presented to the City Council in July 2025, and they were asked to help the consultant set goals for the Transportation Master Plan.

The five primary goals identified by the City Council were:

1. Improve traffic operations and keep vehicles moving.
2. Better access management along key corridors.
3. Calm traffic in residential and sensitive areas.
4. Improve multimodal safety and connectivity.
5. Provide meaningful transportation choices.

Mr. McMurtry reported that the most recent average daily traffic count was from 2023, and their research now indicates higher numbers along 12600 South and 13400 South. A map showing the average traffic counts for roadways in the City was displayed. Crash data over a five-year period ending in 2024 indicated a total of 3,948 crashes. 2024 had the highest total, with 829 accidents. The number of serious and fatal crashes that have occurred in Riverton is lower than both neighboring cities and the State average, with only eight fatal accidents over the five-year period and only two on City streets.

In response to a question from Commissioner Matheson, Mr. McMurtry reported that the data was for all vehicular accidents, including those in which a bicyclist or pedestrian was struck by a vehicle but there were no bicyclist or pedestrian deaths. The accident data was collected from police reports, so non-reported crashes were not included.

Maps of average daily bicycle and pedestrian trips from Fall 2024 were displayed. On average, twice as many residents walk than bike to their destination, especially to schools. Mr. McMurtry noted that residents who walk their dog, for example, were not considered in the dataset. Only trips from one place to another were included.

Bus and transit maps were reviewed next. Bus routes 126 and 219 serve Riverton, with 126 connecting to the Draper FrontRunner station. Average daily trips are 214 and 90, respectively. The Utah Transit Authority ("UTA")'s most used bus route is 217, which runs along Redwood Road from the West Jordan TRAX station to 4500 South and has

over 3,000 daily riders. Some UTA routes have ridership as low as 30 per day. On average, 130 to 140 daily transit riders originate in Riverton, 115 of whom have a destination in downtown Salt Lake City.

It was reported that the bus route to downtown Salt Lake City was a one-hour service. UTA planned to decrease the transit time to 30 minutes, which would increase ridership. Train routes are considerably faster.

The Master Transportation Plan considers origins and destinations and how they impact traffic on City roadways. Data from Fall 2024 indicated that the portion of 12600 South between Mountain View Corridor and Bangerter Highway averages 30,000 vehicles per day. Most of those trips originated in neighborhoods off of 12600 South and traveled to Bangerter Highway or Mountain View Corridor and points north. In response to a question, Mr. McMurtry reported that the data was collected prior to and during construction, and more data would be collected after the interchange was opened. Recent counts were taken on 12600 South, and permanent traffic counters had been installed on the ramps at 12600 South and Bangerter Highway to assess real-time data. 13400 South is most often used to reach Bangerter Highway and access Interstate 215.

Mr. McMurtry reported that a public survey was ongoing and would close on October 31. A total of 644 responses had been received to date, including hundreds of comments about specific roadways and trip types. He encouraged the Planning Commissioners to participate in the survey. In response to a question, Mr. McMurtry reported that for Riverton's population of 45,000, only 385 responses were needed for the survey to be statistically valid. The survey was advertised on Instagram and Facebook. Residents were also invited to a public meeting the previous week.

In response to a question raised by Vice-Chair Beck, Mr. McMurtry clarified that the data obtained from Replica HQ was from cellphones, but Avenue Consultants uses a variety of sources, including the Travel Demand Model, the Utah Department of Transportation's ("UDOT") Performance Measurement System ("PeMS") data, and their own research. However, the Replica HQ data is unique in that it identifies origins and destinations.

Mr. McMurtry reviewed the project schedule, including complete tasks and upcoming milestones. They were currently working on the transportation system analysis. The draft Master Transportation Plan would be presented in April 2026.

Commissioner Cluff asked how future traffic demands are anticipated. Mr. McMurtry reported that they utilize the Wasatch Front Regional Council ("WFRC")'s Travel Demand Model to forecast trips. The model is regularly calibrated to current road counts and considers all future growth, such as Olympia Hills and The Point, in its forecasting. Undeveloped parcels that are not currently slated for development are also considered.

It was reported that the Master Transportation Plan is an element of the City's General Plan. The Planning Commission would ultimately review the final document and forward

a recommendation to the City Council. The City was also updating the Land Use portion of the General Plan, and the Master Transportation Plan would help inform those decisions.

Commissioner Cluff asked how UDOT roads are handled. Mr. McMurtry reported that UDOT is open to ideas from cities on how they would like their roads to grow. For example, Moab's Main Street is owned by UDOT, but UDOT has been very supportive of their desire to change it. City plans typically roll into the Wasatch Front Plan, which is then incorporated into a unified transportation plan. It is a collaborative process.

City Engineer, Matt Cassell stated that the portion of 12600 South from Bangerter Highway to Mountain View Corridor is a City road that will ultimately be transferred to UDOT. UDOT intends to expand it to seven lanes within 10 years and potentially nine lanes in the long-term future. The City's concerns about that expansion were a driver to updating the Transportation Master Plan so that as those discussions occur, they can better understand what is in Riverton's best interests.

## **B. DISCUSSION OF PROPOSED MOORE DEVELOPMENT AGREEMENT.**

Development Services Director, Jason Lethbridge, reported that the item would come back before the Planning Commission for a formal hearing and action. However, due to general concerns with this type of development, Staff wanted to introduce the item prior to the public hearing. The subject property is on the northeast corner of Redwood Road and 13200 South, and the application would be to rezone the property with a Development Agreement. The developer had requested a few deviations from RM-14-D Zone requirements. For example, the subject property is less than two acres in size but the zone requires a minimum of two acres. A Development Agreement would also allow the City to add architectural requirements.

The Applicant, Taylor Moore stated that a previous application was for 18 units per acre. His firm would apply to rezone the property to RM-14-D for 10 units per acre, which they believed was a good compromise. They intended to construct 15 townhomes, each with two levels above grade, a basement, and a two-car garage. The conceptual Site Plan indicated five rear-load units fronting on 13200 South and 10 front-load units with backyards fronting on a private road. Architectural features would include red brick and pitched roofs to mirror the historical elements of the area.

Mr. Moore stated that they believed the development would be the highest and best use for the parcel. It was currently zoned RR-22, but it would be difficult to meet the requirements of that zone.

Concept renderings were displayed indicating a three-rail vinyl fence around the property. The developer believed that more open fencing would complement the proposed architecture. Mr. Lethbridge stated that the City required solid masonry fencing along Redwood Road, but a deviation could be approved through the Development Agreement.

Commissioner Cluff stated that townhomes are often attractive to younger families, and she was concerned about allowing open fencing due to potential safety issues. She asked if the homeowners would be allowed to install their own fencing. Mr. Moore stated that front-load units usually have backyard fencing. In response to a follow-up question, he reported that they expected the townhomes to be priced in the \$500,000 range. Potential buyers are families with young children and retirees wishing to downsize.

Commissioner Cluff stated that neighboring property owners were opposed to the previous application and asked if the developer had done any community outreach to determine if the neighborhood would support the project. Mr. Moore stated that they planned to conduct outreach prior to the public hearing. They had discussed the project and resident feedback with District 5 Council Member, Spencer Haymond. Mr. Lethbridge added that concerns about the previous application included traffic and access, and this applicant had addressed that by including a traffic study with their submittal.

Commissioner Cannon stated that the developer should reconsider fencing. The project will be on Redwood Road, and anything that can be done to make residents feel more secluded may be beneficial. He liked the look of the open fence, but buyers with pets would prefer more secure fencing. He believed the project was a good fit for the parcel. Mr. Lethbridge stated that the developer may want to consider a picket fence or privacy fence that isn't as climbable or open. Mr. Moore stated that they were flexible in regard to fencing. The 10 front-load units would have rear fences, and the project would have a detention pond and other open space for walking pets.

Commissioner Matheson agreed that the fence looked nice, but young children and pets will live in the homes and people drive very fast on Redwood Road. He was concerned about allowing open fencing. He asked if there would be any issues with the entry from 13200 South. Mr. Cassell stated that they usually avoid having entrances from turn lanes, so they would need to look at it more closely. As proposed, it was an adequate distance from the intersection.

Mr. Lethbridge reported that he and Council Member Haymond met with the heritage group regarding the previous application. They did express concern about traffic but also indicated that they wanted some building massing between the neighborhood to the rear of the property and Redwood Road to help buffer the road noise. The proposed development would be multifamily units, but their architectural features would blend well with neighboring properties and incorporate some of the features the group had requested. Given the location and traffic levels, the parcel is not well-suited for single-family homes. From his perspective, this development was a good compromise. It would not significantly increase the number of trips to the area, the look and feel of the buildings would fit in with the area, and it would provide screening for the other neighborhood.

In response to a question from Commissioner Keele, Mr. Moore clarified that each townhome would have a two-car garage, and the rear-load units would have driveway

space for two additional cars. There would be nine additional guest parking stalls on the property.

Commissioner Cluff requested data on the number of vehicles anticipated for each home. Public roads near multifamily developments are often used for overflow parking, and that was a concern expressed over the previously proposed high-density development. Mr. Moore stated that there may be room for additional parking at the ends of the interior streets. Typically, residents have 1.75 cars per townhome.

### **C. UPDATE ON RECENT COUNCIL DISCUSSIONS.**

Mr. Lethbridge reported that the City Council considered the Text Amendment to allow automobile dealerships in the Commercial Gateway Zone, which is located along 12600 South and in some areas at the entryways to the City. The applicant requested a Rezoning and a Text Amendment on a property east of 2700 West. The Planning Commission forwarded a recommendation for approval of the rezone and denial of the Text Amendment to the City Council.

The Council added language requiring a finished commercial site with a permanent building and clarifying that service bays must be specific to cars for sale on the lot, as automotive repair and related services are a separate use in the zone that requires its own Conditional Use Permit. Due to concerns about how the change could be applied in other areas of the City, a limitation was also added restricting the use to only one automotive dealership within a 1.5-mile radius. The City Council approved the Text Amendment and Rezoning with those changes.

At the meeting, the applicant shared plans to mitigate any potential negative impacts, including that all lights will be turned off before 7:00 p.m. and landscaping will be installed along the rear of the property. Mr. Lethbridge anticipated that a Site Plan would be presented to the Planning Commission in 2026.

## **5. MINUTES**

### **A. MINUTES APPROVAL – OCTOBER 9, 2025.**

Commissioner Cannon moved that the Planning Commission **APPROVE** the Planning Commission Meeting Minutes of October 9, 2025, as reported. Commissioner Cluff seconded the motion. The motion passed with unanimous consent of the Commission.

## **6. ADJOURNMENT**

The meeting adjourned at approximately 7:30 PM.