



RIVERTON CITY  
PLANNING COMMISSION AGENDA  
THURSDAY, AUGUST 13, 2015



NOTICE IS HEREBY GIVEN THAT THE RIVERTON CITY PLANNING COMMISSION WILL HOLD A PUBLIC MEETING AT **6:30 PM, THURSDAY, AUGUST 13, 2015** 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. **ORDINANCE AMENDMENT**, REPEALING RIVERTON CITY ORDINANCE 17.20.010 (3), "SECURITY GATE IN LIEU OF TWO CONNECTIONS TO PUBLIC STREETS WITHIN A SUBDIVISION", AMENDMENTS PROPOSED BY RIVERTON CITY
- B. **REZONE**, REZONE 28.29 ACRES LOCATED AT 12989 SOUTH CACTUS BERRY DRIVE FROM RR-22 (RESIDENTIAL SINGLE FAMILY, ½ ACRE MINIMUM LOT SIZE) TO RM-18-SD (RESIDENTIAL MULTI-FAMILY, 18 UNITS PER ACRE MAXIMUM DENSITY WITH SPECIFIC DEVELOPMENT DESIGNATION), STEVE MADDOX REPRESENTING EDGE HOMES, APPLICANT
- C. **REZONE**, REZONE 4.5 ACRES LOCATED 4425 WEST 12600 SOUTH FROM R-1 (RESIDENTIAL 1 ACRE LOTS) TO C-G (COMMERCIAL GATEWAY), RIVERTON 4.5 LLC, APPLICANT **ITEM TO BE CONTINUED TO AUGUST 27 HEARING**
- D. **REZONE**, REZONE 1.29 ACRES LOCATED AT 12524 SOUTH DOREEN DRIVE FROM C-D (COMMERCIAL DOWNTOWN) TO C-D EHOV (ELDERLY HOUSING OVERLAY), JUAN HERNANDEZ, APPLICANT **ITEM TO BE CONTINUED TO AUGUST 27 HEARING**
- E. **REZONE**, REZONE .5 ACRES LOCATED AT 2765 WEST 12320 SOUTH FROM RR-22 (RURAL RESIDENTIAL ½ ACRE LOTS) TO R-4 (RESIDENTIAL 10,000 SQUARE FOOT LOTS), JON ONEAL, APPLICANT **ITEM TO BE CONTINUED TO AUGUST 27 HEARING**

2. **MINUTES**

- A. JULY 9, 2015 PLANNING COMMISSION

3. **ADJOURNMENT**

**Item 1.A**  
**Ordinance Amendment**

**RIVERTON CITY  
MEMORANDUM**

**TO: Planning Commission**

**FROM: Planning Department**

**DATE: August 13, 2015**

**SUBJECT: ORDINANCE AMENDMENT, REPEALING RIVERTON CITY ORDINANCE 17.20.010 (3), "SECURITY GATE IN LIEU OF TWO CONNECTIONS TO PUBLIC STREETS WITHIN A SUBDIVISION", AMENDMENTS PROPOSED BY RIVERTON CITY**

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**POSSIBLE MOTION:**

I move the Planning Commission recommend the City Council repeal Riverton City Ordinance Section 17.20.010 (3), "Security Gate in Lieu of Two Connections to Public Streets within a Subdivision".

**BACKGROUND:**

In spring of 2013, the City Council reviewed a request for the installation of an emergency vehicle gate on Reeve's Lane in Riverton City. As part of that review process, the Riverton City Attorney determined that Riverton City's ordinance regulating streets prohibited closure of the north end of Reeve's Lane because Riverton City Code prohibits cul de sacs in excess of 450 feet in length. There was also a concern that sealing off Reeves Lane completely from connecting with property further to the north could trigger a regulatory taking claim against the City. The ultimate solution was an amendment to the Riverton City Code which empowered the Riverton City council to authorize a security gate in lieu of opening a roadway to comply with cul de sac standards under our ordinance. The ordinance permitting a security gate, however, was freighted with criteria so specific that it seemed implausible it could be used to authorize a security gate in any other location of Riverton City. The City Council, following a recommendation for approval by the Planning Commission, adopted the amended language, which reads as follows:

*(3) Security Gate in lieu of two connections to public streets within a subdivision. Notwithstanding the length limitations for cul-de-sacs described in subsection (2) of this section, a security gate which permits public emergency vehicle ingress and egress, but otherwise prohibits ingress and egress of the general public, may be permitted by the Riverton City Council at one end point of a minor street within a subdivision, provided the following conditions are met:*

*(a) The Riverton City Council finds and determines that the proposed location of the security gate, is also located upon the territorial border of Riverton City and a neighboring municipality;*

*(b) The Riverton City Council finds and determines that all components of the proposed public safety gate, apart from electrical power lines which connect to an electrical utility, would be located more than 1320 direct linear feet from the nearest collector street.*

*(c) Any roadway leading up to the location of a security gate within the municipal territory of Riverton City shall be designed to include an 80-foot diameter turnaround within 100 feet of the security gate, or shall otherwise feature a roadway design which enables emergency vehicle turnaround compliant with applicable standards;*

*(d) As a condition of granting installation of a public security gate the City Council may require the installation of signage and other traffic control devices at the point of installation and along any and all routes to/from that point.*

*(e) A security gate may not be installed upon the dead-end point of a minor street within an existing subdivision unless conditions on subsections 3 (a) through (d) are present, and Riverton City has followed all statutes which govern the process to vacate a city street under Utah Code Sections 10-9a-609.5, 10-9a-608, 10-9a-208, or successor statutes.*

Since that time, the issue of the security gate which precipitated the ordinance's adoption has been under further review by the City. The City Council at one time did not authorize approval for the gate for fiscal reasons. Since then, the City has produced additional traffic study data which supports the proposition that Reeves Lane remain open. Candidly, the traffic study data produced by the City does not hold the same weight as a comprehensive traffic study for the simple reason that it does not estimate trip generation from regions outside of Reeves Lane. However, the basic fact remains that the ordinance which allows a security gate in this region will impede emergency traffic flow under certain circumstances, which is why cul de sac length restrictions exist in the first place. In other words, allowing a security gate in lieu of opening Reeves Lane is not an ideal solution, and it never was. This is why adoption of the security gate ordinance was a difficult decision for the Council in the year 2013.

Funding for the security gate was specifically not included in the Council's most recent budget. As this ordinance was narrowly crafted to address very specific situations such as this, and in light of the decision not to fund installation of a gate, the ordinance is before you for reconsideration. The specific question to be considered by the Planning Commission is whether the ordinance above should be maintained in the Land Use Code or repealed. Information regarding the proposed gate on Reeves Lane, or any other situation where the ordinance may be applied, is certainly relevant to the discussion, but the Commission's motion is focused on the ordinance itself. The motion included above for reference by the Planning Commission is to repeal the section in question. Should the Commission desire to maintain the ordinance in its current form, the motion could read as follows:

"I move the Planning Commission recommend the City Council *not* repeal Riverton City Ordinance Section 17.20.010 (3), "Security Gate in Lieu of Two Connections to Public Streets within a Subdivision".

#### **ATTACHMENTS**

1. Redline Copy of Section 17.20.010 (3), "Security Gate in Lieu of Two Connections to Public Streets within a Subdivision"
2. Minutes from Original Adoption of Ordinance
3. Traffic Data and Map of Reeves Lane Area

**ATTACHMENTS:**

The following items are attached for your review:

1. A copy of Ordinance 17.20.010 showing the proposed amendments.

**17.20.010 Streets and bridges.**

(1) Relation to Adjoining Street System. Except as provided under subsection (3) of this section, the subdivider shall locate streets within the subdivision so that the streets will connect with existing streets. Streets shall be located and designed so that the adjoining land shall not be diminished in value. If the adjoining land is zoned for residential use, streets shall be located so that the adjacent land may be most efficiently subdivided.

(2) Standards.

(a) Major and collector streets shall conform to the location and width designated on the transportation element of the general plan and the official map accompanying the element wherever a subdivision falls in an area for which such a plan has been adopted.

(b) The required right-of-way width of minor streets shall be 60 feet.

(c) Minor terminal streets (cul-de-sacs) shall not be longer than 450 feet from the centerline of the adjoining street to the center of the cul-de-sac. Each cul-de-sac must be terminated by a turnaround of not less than 100 feet in diameter. If surface water drains into the turnaround, due to the grade of the street, necessary catch basins and drainage systems and easements shall be provided. Where a street longer than one lot but not to exceed 400 feet is designed to remain only temporarily as a dead-end street, an adequate turning area shall be provided as follows:

(i) Where the street dead-ends into a subsequent phase of the same subdivision, a temporary, graveled 80-foot diameter turnaround and a permanent easement of right-of-way on the property shall be required. However, if the subsequent subdivision phase is not recorded at the time of roadway paving in the preceding phase, an 80-foot diameter asphalt surfaced turnaround shall be placed in the preceding phase.

(ii) Where the street dead-ends against property which is not part of a subsequent subdivision phase, either a bubble inside the subdivision or an asphalted 80-foot diameter turnaround, along with a permanent easement of right-of-way from the adjacent property, shall be provided.

(d) Streets along a subdivision boundary shall be constructed to city standards, except that at the recommendation of the planning commission and with the approval of the city council the right-of-way line may be contiguous with the back of the curb.

(e) Partial street right-of-way width shall be considered only if full asphalt and curb and gutter improvements are installed on both sides of the road. The city council may allow a partial right-of-way only when the above-described improvements are installed. In this case, and in order to equalize improvement costs between adjoining property owners, a protection strip agreement may be entered into on forms prescribed by the city and as allowed in this title.

(f) All proposed streets, whether public or private, shall conform to the Riverton City Standard Specifications and Plans Manual.

~~(3) Security Gate in Lieu of Two Connections to Public Streets within a Subdivision. Notwithstanding the length limitations for cul-de-sacs described in subsection (2) of this section, a security gate which permits public-emergency vehicle ingress and egress, but otherwise prohibits ingress and egress of the general public, may be permitted by the Riverton City council at one end point of a minor street within a subdivision, provided the following conditions are met:—~~

~~(a) The Riverton City council finds and determines that the proposed location of the security gate is also located upon the territorial border of Riverton City and a neighboring municipality;—~~

~~(b) The Riverton City council finds and determines that all components of the proposed public safety gate, apart from electrical power lines which connect to an electrical utility, would be located more than 1,320 direct-linear feet from the nearest collector street;~~

~~(c) Any roadway leading up to the location of a security gate within the municipal territory of Riverton City shall be designed to include an 80-foot diameter turnaround within 100 feet of the security gate, or shall~~

~~otherwise feature a roadway design which enables emergency vehicle turnaround compliant with applicable standards;~~

~~(d) As a condition of granting installation of a public security gate the city council may require the installation of signage and other traffic control devices at the point of installation and along any and all routes to/from that point;~~

~~(e) A security gate may not be installed upon the dead end point of a minor street within an existing subdivision unless conditions on subsections (3)(a) through (d) of this section are present, and Riverton City has followed all statutes which govern the process to vacate a city street under Utah Code Sections 10-9a-609.5, 10-9a-608, 10-9a-208, or successor statutes. [Ord. 13-11 § 1 (Exh. A); Ord. 8-17-99 § 1 (Exh. A); Ord. 2-3-98 § 1 (Exh. A). Code 1997 § 12-325-040 A.]~~

Approved: June 27, 2013

**RIVERTON CITY PLANNING COMMISSION  
MEETING MINUTES**

**May 23, 2013**

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

**Planning Commission Members:**

**Staff:**

**Larry Brown  
Cade Bryant  
Kent Hartley  
Taylor Morrill  
Brian Russell**

**Andrew Aagard, City Planner  
Gordon Miner, City Engineer  
Ryan Carter, City Attorney**

**Commissioner Larry Brown led the Pledge of Allegiance. Commissioner Brian Russell called the meeting to order.**

**I. PUBLIC HEARINGS**

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**D. ORDINANCE AMENDMENT, RIVERTON CITY ORDINANCE 17.20.010, STREETS AND BRIDGES, ADDRESSING THE INSTALLATION OF EMERGENCY VEHICLE ACCESS GATES. AMENDMENTS PROPOSED BY RIVERTON CITY.**

Mr. Aagard stated that the City Council recently reviewed a request for installation of an emergency vehicle gate on an existing right-of-way within Riverton City. As part of the review process, the Riverton City Attorney determined that the City's current ordinance regulating streets and public rights-of-way does not sufficiently address the question of emergency vehicle gates on existing rights-of-way. The proposed amendment would add specific language to the Streets and Bridges standards addressing the installation of an emergency vehicle gate on a public right-of-way where that right-of-way terminates to an adjacent municipality.

Commissioner Hartley opened the public hearing.

Mr. Cameron Francis, speaking on behalf of a group of 60 families living on Reeves Lane, Meadowridge Circle, Woodview Place, and Lanton View Drive, supports the amendment. His group would like to see an emergency vehicle gate constructed at the north end of Reeves Lane.

There were no other public comments. Commissioner Hartley closed the public hearing.

Mr. Carter stated that the Reeves Lane area presented a unique situation and the amendment was crafted to allow the City to appropriately regulate traffic in the area. He

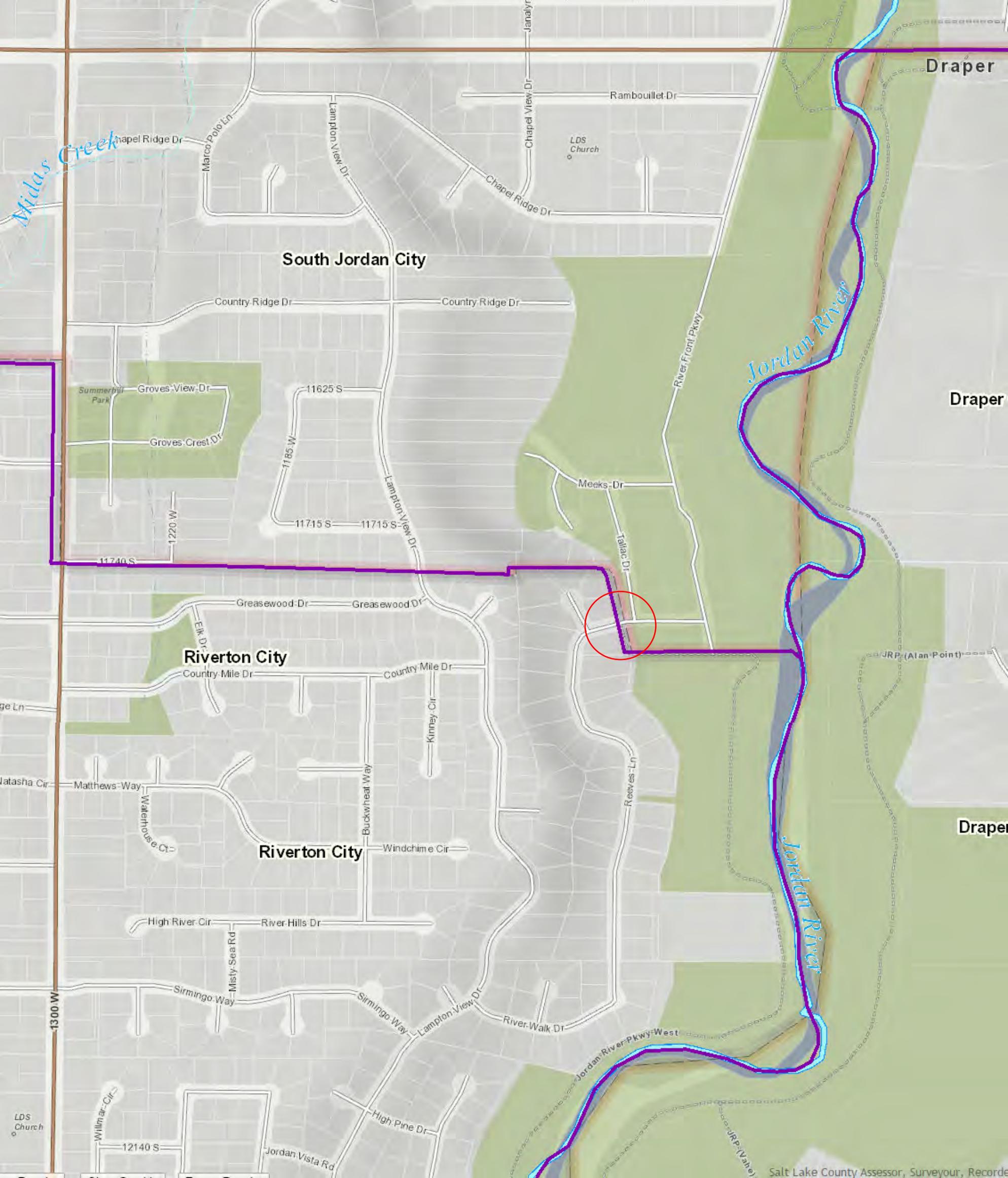
1 emphasized that the City is not generally in favor of security gates, but, in this case, the City  
2 felt it was appropriate.

3

4 **Commissioner Brown moved to recommend APPROVAL of the proposed amendments**  
5 **to Riverton City Ordinance 17.20.010, as outlined in the attached Exhibit "A."**

6 **Commissioner Russell seconded the motion. Vote on motion: Brian Russell – Aye;**  
7 **Kent Hartley – Aye; Cade Bryant – Aye; Taylor Morrill – Aye; Larry Brown – Aye. The**  
8 **motion passed unanimously.**

9



Draper

South Jordan City

Draper

Riverton City

Riverton City

Draper



**2015 Riverton Traffic Study**  
**1154 W COUNTRY MILE DRIVE - WESTBOUND**

**Datasets:**

**Site:** [01\_BG2059BG] 1154 West Country Mile Drive <25 mph>  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 16:13 Monday, July 20, 2015 => 16:52 Thursday, July 23, 2015  
**Zone:**  
**File:** 01\_BG2059BG23Jul2015.EC0 (Plus)  
**Identifier:** BG2059BG MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default (v3.21 - 15271)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** 10:00 Tuesday, July 21, 2015 => 10:00 Thursday, July 23, 2015  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** West (bound)  
**Separation:** All - (Headway)  
**Class Legend:** 1-CYCLE 2-PC 3-2A-4T 4-BUS 5-2A-6T 6-3A-SU 7-4A-SU 8-<5A DBL 9-5A DBL 10->6A DBL 11-<6A  
MULTI 12-6A MULTI 13->6A MULTI  
**Name:** RIVERTON 2015  
**Scheme:** Vehicle classification (Scheme F2)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

0 [Time] 24-hour time (0000 - 2359)  
1 [Total] Number in time step  
2 [Mean] Average speed  
3 [Vpp] Percentile speed  
4 [Vbin] Speed bin totals

**\* Tuesday, July 21, 2015**

Time	Total	Mean	Vpp 85	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin
				5	10	15	20	25	30	35	40	45
				10	15	20	25	30	35	40	45	50
1100	12	28.0	31.3	0	0	1	1	5	5	0	0	0
1200	14	28.4	30.9	0	0	0	0	10	4	0	0	0
1300	12	26.0	28.6	0	0	2	0	8	2	0	0	0
1400	8	25.5	-	0	0	1	4	1	2	0	0	0
1500	12	21.9	25.9	2	0	2	3	4	0	1	0	0
1600	14	26.0	31.8	0	1	0	6	4	2	1	0	0
1700	29	24.0	30.2	1	1	5	8	9	5	0	0	0
1800	13	24.3	29.3	0	1	2	4	4	2	0	0	0
1900	12	20.0	27.3	1	3	3	0	5	0	0	0	0
2000	17	21.5	25.1	0	2	2	9	4	0	0	0	0
2100	14	23.0	25.1	1	0	0	10	2	1	0	0	0
2200	6	22.8	-	0	0	1	4	1	0	0	0	0
2300	5	22.0	-	1	1	0	0	2	0	1	0	0
<b>07-19</b>	<b>114</b>	<b>25.4</b>	<b>30.9</b>	<b>3</b>	<b>3</b>	<b>13</b>	<b>26</b>	<b>45</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>157</b>	<b>24.3</b>	<b>30.0</b>	<b>5</b>	<b>8</b>	<b>18</b>	<b>45</b>	<b>56</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>168</b>	<b>24.2</b>	<b>30.0</b>	<b>6</b>	<b>9</b>	<b>19</b>	<b>49</b>	<b>59</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>168</b>	<b>24.2</b>	<b>30.0</b>	<b>6</b>	<b>9</b>	<b>19</b>	<b>49</b>	<b>59</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (29) AM Peak step 11:00 (12) PM Peak step 17:00 (29)

Vehicles = 168

Posted speed limit = 25 mph, Exceeding = 85 (50.60%), Mean Exceeding = 28.84 mph

Maximum = 39.3 mph, Minimum = 7.2 mph, Mean = 24.2 mph

85% Speed = 30.0 mph, 95% Speed = 32.2 mph, Median = 25.1 mph

10 mph Pace = 21 - 31, Number in Pace = 111 (66.07%)

Variance = 39.21, Standard Deviation = 6.26 mph

**\* Wednesday, July 22, 2015**

Time	Total	Mean	Vpp 85	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin
				5	10	15	20	25	30	35	40	45
				10	15	20	25	30	35	40	45	50
0000	0	-	-	0	0	0	0	0	0	0	0	0
0100	1	34.7	-	0	0	0	0	0	1	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0
0400	2	24.4	-	0	0	1	0	0	1	0	0	0
0500	6	27.2	-	0	0	0	0	5	1	0	0	0
0600	8	25.3	-	0	0	0	4	4	0	0	0	0
0700	21	26.0	29.1	0	1	0	5	13	1	1	0	0
0800	14	27.9	31.5	0	0	0	3	8	3	0	0	0
0900	12	24.5	29.1	0	1	2	2	6	1	0	0	0
1000	12	26.9	30.9	0	0	1	5	2	4	0	0	0
1100	14	22.5	28.4	0	2	3	3	5	1	0	0	0
1200	6	23.5	-	0	1	0	2	3	0	0	0	0
1300	9	24.9	-	0	0	1	4	3	1	0	0	0
1400	14	23.3	28.6	2	0	0	5	6	1	0	0	0
1500	15	25.2	30.0	0	1	2	3	6	3	0	0	0
1600	13	23.0	29.5	0	3	0	4	4	2	0	0	0
1700	20	25.3	29.1	0	0	3	4	11	2	0	0	0
1800	22	24.0	27.1	0	0	2	11	9	0	0	0	0
1900	12	22.0	25.1	0	2	1	6	2	1	0	0	0
2000	10	22.6	-	0	0	4	3	2	1	0	0	0
2100	7	23.2	-	1	0	1	2	2	1	0	0	0
2200	6	23.8	-	0	0	2	1	3	0	0	0	0
2300	2	29.0	-	0	0	0	0	1	1	0	0	0
<b>07-19</b>	<b>172</b>	<b>24.8</b>	<b>29.5</b>	<b>2</b>	<b>9</b>	<b>14</b>	<b>51</b>	<b>76</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>209</b>	<b>24.5</b>	<b>29.3</b>	<b>3</b>	<b>11</b>	<b>20</b>	<b>66</b>	<b>86</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>217</b>	<b>24.5</b>	<b>29.3</b>	<b>3</b>	<b>11</b>	<b>22</b>	<b>67</b>	<b>90</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>226</b>	<b>24.6</b>	<b>29.5</b>	<b>3</b>	<b>11</b>	<b>23</b>	<b>67</b>	<b>95</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>

Peak step 18:00 (22) AM Peak step 7:00 (21) PM Peak step 18:00 (22)

Vehicles = 226

Posted speed limit = 25 mph, Exceeding = 122 (53.98%), Mean Exceeding = 28.32 mph

Maximum = 35.5 mph, Minimum = 8.6 mph, Mean = 24.6 mph

85% Speed = 29.5 mph, 95% Speed = 31.5 mph, Median = 25.1 mph

10 mph Pace = 21 - 31, Number in Pace = 168 (74.34%)

Variance = 26.92, Standard Deviation = 5.19 mph

\* Thursday, July 23, 2015

Time	Total	Mean	Vpp 85	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50
0000	1	22.6	-	0	0	0	1	0	0	0	0	0	0
0100	2	24.0	-	0	0	0	1	1	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0
0300	2	28.1	-	0	0	0	0	2	0	0	0	0	0
0400	2	22.1	-	0	0	0	2	0	0	0	0	0	0
0500	7	25.6	-	0	1	0	1	3	2	0	0	0	0
0600	10	26.6	-	0	0	1	3	4	2	0	0	0	0
0700	18	25.0	28.9	0	2	0	4	11	1	0	0	0	0
0800	10	24.6	-	1	0	1	2	4	2	0	0	0	0
0900	16	22.1	30.2	2	1	4	2	4	2	1	0	0	0
07-19	44	23.9	29.5	3	3	5	8	19	5	1	0	0	0
06-22	54	24.4	29.8	3	3	6	11	23	7	1	0	0	0
06-00	54	24.4	29.8	3	3	6	11	23	7	1	0	0	0
00-00	68	24.5	29.8	3	4	6	16	29	9	1	0	0	0

Peak step 7:00 (18) AM Peak step 7:00 (18)

Vehicles = 68

Posted speed limit = 25 mph, Exceeding = 39 (57.35%), Mean Exceeding = 28.68 mph

Maximum = 36.9 mph, Minimum = 7.3 mph, Mean = 24.5 mph

85% Speed = 29.8 mph, 95% Speed = 32.0 mph, Median = 25.7 mph

10 mph Pace = 21 - 31, Number in Pace = 49 (72.06%)

Variance = 39.24, Standard Deviation = 6.26 mph

\* Grand Total

Time	Total	Mean	Vpp 85	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50
--	462	24.5	29.8	12	24	48	132	183	58	5	0	0	0

Vehicles = 462

Posted speed limit = 25 mph, Exceeding = 246 (53.25%), Mean Exceeding = 28.56 mph

Maximum = 39.3 mph, Minimum = 7.2 mph, Mean = 24.5 mph

85% Speed = 29.8 mph, 95% Speed = 32.0 mph, Median = 25.3 mph

10 mph Pace = 21 - 31, Number in Pace = 323 (69.91%)

Variance = 33.09, Standard Deviation = 5.75 mph

In profile: Vehicles = 464 / 969 (47.88%)

**2015 Riverton Traffic Study**  
**1154 W COUNTRY MILE DRIVE - EASTBOUND**

**Datasets:**

**Site:** [01\_BG2059BG] 1154 West Country Mile Drive <25 mph>  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 16:13 Monday, July 20, 2015 => 16:52 Thursday, July 23, 2015  
**Zone:**  
**File:** 01\_BG2059BG23Jul2015.EC0 (Plus)  
**Identifier:** BG2059BG MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default (v3.21 - 15271)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** 10:00 Tuesday, July 21, 2015 => 10:00 Thursday, July 23, 2015  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** East (bound)  
**Separation:** All - (Headway)  
**Class Legend:** 1-CYCLE 2-PC 3-2A-4T 4-BUS 5-2A-6T 6-3A-SU 7-4A-SU 8-<5A DBL 9-5A DBL 10->6A DBL 11-<6A  
MULTI 12-6A MULTI 13->6A MULTI  
**Name:** RIVERTON 2015  
**Scheme:** Vehicle classification (Scheme F2)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

0 [Time] 24-hour time (0000 - 2359)  
1 [Total] Number in time step  
2 [Mean] Average speed  
3 [Vpp] Percentile speed  
4 [Vbin] Speed bin totals

**\* Tuesday, July 21, 2015**

Time	Total	Mean	Vpp 85	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin
				5	10	15	20	25	30	35	40	45
1100	11	26.3	30.9	0	1	0	4	2	4	0	0	0
1200	15	27.2	30.6	0	1	0	1	9	4	0	0	0
1300	14	26.9	28.6	0	0	0	4	8	2	0	0	0
1400	8	24.9	-	0	0	1	2	5	0	0	0	0
1500	23	24.2	28.9	0	2	2	6	10	3	0	0	0
1600	24	24.5	28.2	0	1	3	7	11	2	0	0	0
1700	32	26.4	29.8	0	1	2	6	18	4	1	0	0
1800	31	25.8	29.8	0	1	2	10	13	5	0	0	0
1900	24	21.4	27.7	1	4	6	3	8	2	0	0	0
2000	23	24.1	27.7	0	0	2	13	7	1	0	0	0
2100	11	24.7	29.3	0	1	0	5	3	2	0	0	0
2200	9	26.2	-	0	0	0	4	3	2	0	0	0
2300	6	21.5	-	0	2	1	0	2	1	0	0	0
<b>07-19</b>	<b>158</b>	<b>25.7</b>	<b>30.0</b>	<b>0</b>	<b>7</b>	<b>10</b>	<b>40</b>	<b>76</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>216</b>	<b>25.0</b>	<b>29.8</b>	<b>1</b>	<b>12</b>	<b>18</b>	<b>61</b>	<b>94</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>231</b>	<b>25.0</b>	<b>29.8</b>	<b>1</b>	<b>14</b>	<b>19</b>	<b>65</b>	<b>99</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>231</b>	<b>25.0</b>	<b>29.8</b>	<b>1</b>	<b>14</b>	<b>19</b>	<b>65</b>	<b>99</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (32) AM Peak step 11:00 (11) PM Peak step 17:00 (32)

Vehicles = 231

Posted speed limit = 25 mph, Exceeding = 132 (57.14%), Mean Exceeding = 28.43 mph

Maximum = 36.9 mph, Minimum = 6.7 mph, Mean = 25.0 mph

85% Speed = 29.8 mph, 95% Speed = 32.0 mph, Median = 25.7 mph

10 mph Pace = 21 - 31, Number in Pace = 172 (74.46%)

Variance = 26.62, Standard Deviation = 5.16 mph

**\* Wednesday, July 22, 2015**

Time	Total	Mean	Vpp 85	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin
				5	10	15	20	25	30	35	40	45
0000	2	27.4	-	0	0	0	0	2	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0
0200	1	27.8	-	0	0	0	0	1	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0
0400	3	20.6	-	0	0	2	0	1	0	0	0	0
0500	1	24.7	-	0	0	0	1	0	0	0	0	0
0600	2	26.3	-	0	0	0	0	2	0	0	0	0
0700	3	24.5	-	0	0	0	2	0	1	0	0	0
0800	4	23.4	-	0	0	0	3	1	0	0	0	0
0900	11	25.1	28.0	0	0	2	3	5	1	0	0	0
1000	6	22.6	-	0	1	0	3	2	0	0	0	0
1100	12	26.1	28.2	0	0	0	5	5	2	0	0	0
1200	11	23.0	28.4	0	2	2	2	3	2	0	0	0
1300	9	24.9	-	0	0	1	5	2	1	0	0	0
1400	17	24.9	29.8	0	2	0	6	7	2	0	0	0
1500	17	25.1	29.8	0	1	1	5	7	3	0	0	0
1600	30	26.3	30.0	0	1	1	10	13	5	0	0	0
1700	27	25.6	32.4	0	3	3	5	8	7	1	0	0
1800	27	24.0	29.8	0	1	8	7	8	3	0	0	0
1900	16	23.2	28.0	0	2	1	6	6	1	0	0	0
2000	11	23.9	28.9	0	0	2	6	2	1	0	0	0
2100	12	26.1	28.0	0	0	0	4	7	1	0	0	0
2200	15	26.2	31.1	0	0	0	7	5	3	0	0	0
2300	3	24.8	-	0	0	0	2	1	0	0	0	0
<b>07-19</b>	<b>174</b>	<b>25.0</b>	<b>30.4</b>	<b>0</b>	<b>11</b>	<b>18</b>	<b>56</b>	<b>61</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>215</b>	<b>24.9</b>	<b>29.8</b>	<b>0</b>	<b>13</b>	<b>21</b>	<b>72</b>	<b>78</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>233</b>	<b>25.0</b>	<b>29.8</b>	<b>0</b>	<b>13</b>	<b>21</b>	<b>81</b>	<b>84</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>240</b>	<b>24.9</b>	<b>29.8</b>	<b>0</b>	<b>13</b>	<b>23</b>	<b>82</b>	<b>88</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (30) AM Peak step 11:00 (12) PM Peak step 16:00 (30)

Vehicles = 240

Posted speed limit = 25 mph, Exceeding = 122 (50.83%), Mean Exceeding = 28.90 mph

Maximum = 38.7 mph, Minimum = 10.8 mph, Mean = 24.9 mph

85% Speed = 29.8 mph, 95% Speed = 33.1 mph, Median = 24.8 mph

10 mph Pace = 20 - 30, Number in Pace = 171 (71.25%)

Variance = 26.79, Standard Deviation = 5.18 mph

\* Thursday, July 23, 2015

Time	Total	Mean	Vpp 85	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50
0000	2	30.2	-	0	0	0	0	1	0	1	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0
0200	1	31.4	-	0	0	0	0	0	1	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0
0400	2	18.7	-	0	0	2	0	0	0	0	0	0	0
0500	1	21.5	-	0	0	0	1	0	0	0	0	0	0
0600	3	22.1	-	0	0	1	1	1	0	0	0	0	0
0700	4	25.6	-	0	0	0	1	3	0	0	0	0	0
0800	7	23.3	-	0	0	1	3	3	0	0	0	0	0
0900	9	21.6	-	1	1	2	1	3	1	0	0	0	0
07-19	20	23.0	26.6	1	1	3	5	9	1	0	0	0	0
06-22	23	22.9	26.6	1	1	4	6	10	1	0	0	0	0
06-00	23	22.9	26.6	1	1	4	6	10	1	0	0	0	0
00-00	29	23.3	27.1	1	1	6	7	11	2	1	0	0	0

Peak step 9:00 (9) AM Peak step 9:00 (9)

Vehicles = 29

Posted speed limit = 25 mph, Exceeding = 14 (48.28%), Mean Exceeding = 27.79 mph

Maximum = 35.1 mph, Minimum = 8.3 mph, Mean = 23.3 mph

85% Speed = 27.1 mph, 95% Speed = 33.3 mph, Median = 24.2 mph

10 mph Pace = 17 - 27, Number in Pace = 22 (75.86%)

Variance = 33.18, Standard Deviation = 5.76 mph

\* Grand Total

Time	Total	Mean	Vpp 85	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50
--	500	24.9	29.8	2	28	48	154	198	67	3	0	0	0

Vehicles = 500

Posted speed limit = 25 mph, Exceeding = 268 (53.60%), Mean Exceeding = 28.61 mph

Maximum = 38.7 mph, Minimum = 6.7 mph, Mean = 24.9 mph

85% Speed = 29.8 mph, 95% Speed = 32.2 mph, Median = 25.3 mph

10 mph Pace = 21 - 31, Number in Pace = 356 (71.20%)

Variance = 27.11, Standard Deviation = 5.21 mph

In profile: Vehicles = 503 / 969 (51.91%)

**2015 Riverton Traffic Study**  
**1037 W COUNTRY MILE DRIVE - WESTBOUND**

**Datasets:**

**Site:** [02\_BG21YRTF] 1037 West Country Mile Drive <25 mph>  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 16:16 Monday, July 20, 2015 => 16:54 Thursday, July 23, 2015  
**Zone:**  
**File:** 02\_BG21YRTF23Jul2015.EC0 (Plus)  
**Identifier:** BG21YRTF MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default (v3.21 - 15271)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** 10:00 Tuesday, July 21, 2015 => 10:00 Thursday, July 23, 2015  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** West (bound)  
**Separation:** All - (Headway)  
**Class Legend:** 1-CYCLE 2-PC 3-2A-4T 4-BUS 5-2A-6T 6-3A-SU 7-4A-SU 8-<5A DBL 9-5A DBL 10->6A DBL 11-<6A  
MULTI 12-6A MULTI 13->6A MULTI  
**Name:** RIVERTON 2015  
**Scheme:** Vehicle classification (Scheme F2)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

0 [Time] 24-hour time (0000 - 2359)  
1 [Total] Number in time step  
2 [Mean] Average speed  
3 [Vpp] Percentile speed  
4 [Vbin] Speed bin totals

**\* Tuesday, July 21, 2015**

Time	Total	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin
			85	5	10	15	20	25	30	35	40	45
				10	15	20	25	30	35	40	45	50
1100	5	20.1	-	0	0	1	4	0	0	0	0	0
1200	10	20.0	-	0	1	2	7	0	0	0	0	0
1300	5	21.4	-	0	0	0	5	0	0	0	0	0
1400	6	19.5	-	0	0	3	3	0	0	0	0	0
1500	14	17.8	20.4	0	3	8	3	0	0	0	0	0
1600	7	16.7	-	0	2	4	1	0	0	0	0	0
1700	30	18.3	20.8	0	4	20	6	0	0	0	0	0
1800	12	19.4	20.8	0	0	8	4	0	0	0	0	0
1900	6	18.4	-	0	0	5	1	0	0	0	0	0
2000	10	18.1	-	0	1	8	1	0	0	0	0	0
2100	12	17.4	20.1	0	3	6	3	0	0	0	0	0
2200	3	18.7	-	0	0	3	0	0	0	0	0	0
2300	1	18.4	-	0	0	1	0	0	0	0	0	0
<b>07-19</b>	<b>89</b>	<b>18.8</b>	<b>21.5</b>	<b>0</b>	<b>10</b>	<b>46</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>117</b>	<b>18.6</b>	<b>21.3</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>121</b>	<b>18.6</b>	<b>21.3</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>121</b>	<b>18.6</b>	<b>21.3</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (30) AM Peak step 11:00 (5) PM Peak step 17:00 (30)

Vehicles = 121

Posted speed limit = 25 mph, Exceeding = 0 (0.00%), Mean Exceeding = 0.00 mph

Maximum = 23.0 mph, Minimum = 11.2 mph, Mean = 18.6 mph

85% Speed = 21.3 mph, 95% Speed = 22.1 mph, Median = 18.8 mph

10 mph Pace = 13 - 23, Number in Pace = 118 (97.52%)

Variance = 6.64, Standard Deviation = 2.58 mph

**\* Wednesday, July 22, 2015**

Time	Total	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin
			85	5	10	15	20	25	30	35	40	45
				10	15	20	25	30	35	40	45	50
0000	0	-	-	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0
0400	1	17.9	-	0	0	1	0	0	0	0	0	0
0500	2	18.3	-	0	1	0	1	0	0	0	0	0
0600	3	18.3	-	0	1	0	2	0	0	0	0	0
0700	6	19.7	-	0	0	5	1	0	0	0	0	0
0800	5	19.2	-	0	0	4	1	0	0	0	0	0
0900	5	20.2	-	0	0	2	3	0	0	0	0	0
1000	6	19.5	-	0	0	4	2	0	0	0	0	0
1100	9	19.0	-	0	1	4	4	0	0	0	0	0
1200	4	18.3	-	0	0	3	1	0	0	0	0	0
1300	7	18.5	-	0	1	4	1	1	0	0	0	0
1400	8	18.5	-	0	0	6	2	0	0	0	0	0
1500	9	21.0	-	0	0	5	2	2	0	0	0	0
1600	7	17.0	-	0	2	3	2	0	0	0	0	0
1700	17	16.7	18.8	1	4	11	1	0	0	0	0	0
1800	11	15.1	16.6	0	5	5	1	0	0	0	0	0
1900	10	18.2	-	0	1	7	2	0	0	0	0	0
2000	5	18.3	-	0	0	3	2	0	0	0	0	0
2100	6	18.2	-	0	1	4	1	0	0	0	0	0
2200	10	14.6	-	2	1	7	0	0	0	0	0	0
2300	1	17.4	-	0	0	1	0	0	0	0	0	0
<b>07-19</b>	<b>94</b>	<b>18.2</b>	<b>20.6</b>	<b>1</b>	<b>13</b>	<b>56</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>118</b>	<b>18.2</b>	<b>20.6</b>	<b>1</b>	<b>16</b>	<b>70</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>129</b>	<b>17.9</b>	<b>20.6</b>	<b>3</b>	<b>17</b>	<b>78</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>132</b>	<b>17.9</b>	<b>20.6</b>	<b>3</b>	<b>18</b>	<b>79</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (17) AM Peak step 11:00 (9) PM Peak step 17:00 (17)

Vehicles = 132

Posted speed limit = 25 mph, Exceeding = 3 (2.27%), Mean Exceeding = 25.81 mph

Maximum = 26.6 mph, Minimum = 5.7 mph, Mean = 17.9 mph

85% Speed = 20.6 mph, 95% Speed = 22.8 mph, Median = 18.1 mph

10 mph Pace = 12 - 22, Number in Pace = 117 (88.64%)

Variance = 11.10, Standard Deviation = 3.33 mph

\* Thursday, July 23, 2015

Time	Total	Mean	Vpp 85	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50
0000	1	15.8	-	0	0	1	0	0	0	0	0	0	0
0100	1	17.1	-	0	0	1	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0
0300	1	21.2	-	0	0	0	1	0	0	0	0	0	0
0400	1	21.1	-	0	0	0	1	0	0	0	0	0	0
0500	3	17.1	-	0	1	1	1	0	0	0	0	0	0
0600	1	17.5	-	0	0	1	0	0	0	0	0	0	0
0700	3	21.1	-	0	0	0	3	0	0	0	0	0	0
0800	6	17.9	-	0	1	4	1	0	0	0	0	0	0
0900	9	19.6	-	0	1	3	5	0	0	0	0	0	0
07-19	18	19.3	21.5	0	2	7	9	0	0	0	0	0	0
06-22	19	19.2	21.5	0	2	8	9	0	0	0	0	0	0
06-00	19	19.2	21.5	0	2	8	9	0	0	0	0	0	0
00-00	26	18.9	21.5	0	3	11	12	0	0	0	0	0	0

Peak step 9:00 (9) AM Peak step 9:00 (9)

Vehicles = 26

Posted speed limit = 25 mph, Exceeding = 0 (0.00%), Mean Exceeding = 0.00 mph

Maximum = 23.6 mph, Minimum = 12.0 mph, Mean = 18.9 mph

85% Speed = 21.5 mph, 95% Speed = 23.3 mph, Median = 19.5 mph

10 mph Pace = 14 - 24, Number in Pace = 24 (92.31%)

Variance = 10.37, Standard Deviation = 3.22 mph

\* Grand Total

Time	Total	Mean	Vpp 85	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50
--	279	18.3	21.0	3	35	159	79	3	0	0	0	0	0

Vehicles = 279

Posted speed limit = 25 mph, Exceeding = 3 (1.08%), Mean Exceeding = 25.81 mph

Maximum = 26.6 mph, Minimum = 5.7 mph, Mean = 18.3 mph

85% Speed = 21.0 mph, 95% Speed = 22.4 mph, Median = 18.3 mph

10 mph Pace = 13 - 23, Number in Pace = 257 (92.11%)

Variance = 9.15, Standard Deviation = 3.03 mph

In profile: Vehicles = 279 / 599 (46.58%)

## 2015 Riverton Traffic Study 1037 W COUNTRY MILE DRIVE - EASTBOUND

**Datasets:**

**Site:** [02\_BG21YRTF] 1037 West Country Mile Drive <25 mph>  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 16:16 Monday, July 20, 2015 => 16:54 Thursday, July 23, 2015  
**Zone:**  
**File:** 02\_BG21YRTF23Jul2015.EC0 (Plus)  
**Identifier:** BG21YRTF MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default (v3.21 - 15271)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** 10:00 Tuesday, July 21, 2015 => 10:00 Thursday, July 23, 2015  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** East (bound)  
**Separation:** All - (Headway)  
**Class Legend:** 1-CYCLE 2-PC 3-2A-4T 4-BUS 5-2A-6T 6-3A-SU 7-4A-SU 8-<5A DBL 9-5A DBL 10->6A DBL 11-<6A  
 MULTI 12-6A MULTI 13->6A MULTI  
**Name:** RIVERTON 2015  
**Scheme:** Vehicle classification (Scheme F2)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

**0 [Time]** 24-hour time (0000 - 2359)  
**1 [Total]** Number in time step  
**2 [Mean]** Average speed  
**3 [Vpp]** Percentile speed  
**4 [Vbin]** Speed bin totals

\* Tuesday, July 21, 2015

Time	Total	Mean	Vpp 85	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50
1100	9	19.4	-	0	2	2	4	1	0	0	0	0	0
1200	7	19.8	-	0	1	3	2	1	0	0	0	0	0
1300	9	20.6	-	0	1	2	5	1	0	0	0	0	0
1400	7	18.7	-	0	2	3	2	0	0	0	0	0	0
1500	14	18.5	21.9	1	0	8	5	0	0	0	0	0	0
1600	6	20.1	-	0	1	1	4	0	0	0	0	0	0
1700	14	20.9	23.5	0	1	4	9	0	0	0	0	0	0
1800	23	20.0	22.6	0	1	10	12	0	0	0	0	0	0
1900	13	18.9	21.3	0	1	8	4	0	0	0	0	0	0
2000	6	19.6	-	0	0	4	2	0	0	0	0	0	0
2100	6	20.2	-	0	1	2	3	0	0	0	0	0	0
2200	5	22.2	-	0	0	1	3	1	0	0	0	0	0
2300	3	19.7	-	0	0	1	2	0	0	0	0	0	0
<b>07-19</b>	<b>89</b>	<b>19.8</b>	<b>23.0</b>	<b>1</b>	<b>9</b>	<b>33</b>	<b>43</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>114</b>	<b>19.7</b>	<b>22.8</b>	<b>1</b>	<b>11</b>	<b>47</b>	<b>52</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>122</b>	<b>19.8</b>	<b>23.0</b>	<b>1</b>	<b>11</b>	<b>49</b>	<b>57</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>122</b>	<b>19.8</b>	<b>23.0</b>	<b>1</b>	<b>11</b>	<b>49</b>	<b>57</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 18:00 (23) AM Peak step 11:00 (9) PM Peak step 18:00 (23)

Vehicles = 122

Posted speed limit = 25 mph, Exceeding = 4 (3.28%), Mean Exceeding = 26.11 mph

Maximum = 27.1 mph, Minimum = 6.0 mph, Mean = 19.8 mph

85% Speed = 23.0 mph, 95% Speed = 24.6 mph, Median = 19.9 mph

10 mph Pace = 14 - 24, Number in Pace = 108 (88.52%)

Variance = 11.02, Standard Deviation = 3.32 mph

\* Wednesday, July 22, 2015

Time	Total	Mean	Vpp 85	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50
0000	0	-	-	0	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0
0200	1	22.4	-	0	0	0	1	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0
0400	3	15.1	-	0	2	0	1	0	0	0	0	0	0
0500	4	16.3	-	0	2	1	1	0	0	0	0	0	0
0600	7	19.0	-	0	0	5	2	0	0	0	0	0	0
0700	12	20.1	23.0	0	2	3	7	0	0	0	0	0	0
0800	9	18.9	-	0	0	5	4	0	0	0	0	0	0
0900	9	20.5	-	0	1	2	6	0	0	0	0	0	0
1000	5	21.2	-	0	0	2	3	0	0	0	0	0	0
1100	13	20.7	22.8	0	1	4	7	1	0	0	0	0	0
1200	6	17.6	-	1	0	3	1	1	0	0	0	0	0
1300	3	17.8	-	0	1	1	1	0	0	0	0	0	0
1400	7	19.6	-	0	1	4	1	1	0	0	0	0	0
1500	8	19.7	-	0	0	5	3	0	0	0	0	0	0
1600	8	19.4	-	1	0	4	2	1	0	0	0	0	0
1700	10	19.4	-	0	2	4	4	0	0	0	0	0	0
1800	11	17.8	20.8	1	2	4	3	1	0	0	0	0	0
1900	10	19.4	-	0	2	3	5	0	0	0	0	0	0
2000	7	20.4	-	0	0	3	4	0	0	0	0	0	0
2100	9	17.5	-	0	1	7	1	0	0	0	0	0	0
2200	12	18.6	22.8	1	1	4	6	0	0	0	0	0	0
2300	2	16.5	-	0	1	1	0	0	0	0	0	0	0
<b>07-19</b>	<b>101</b>	<b>19.5</b>	<b>23.3</b>	<b>3</b>	<b>10</b>	<b>41</b>	<b>42</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>134</b>	<b>19.4</b>	<b>22.6</b>	<b>3</b>	<b>13</b>	<b>59</b>	<b>54</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>148</b>	<b>19.3</b>	<b>22.8</b>	<b>4</b>	<b>15</b>	<b>64</b>	<b>60</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>156</b>	<b>19.2</b>	<b>22.6</b>	<b>4</b>	<b>19</b>	<b>65</b>	<b>63</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 11:00 (13) AM Peak step 11:00 (13) PM Peak step 22:00 (12)

Vehicles = 156

Posted speed limit = 25 mph, Exceeding = 5 (3.21%), Mean Exceeding = 26.18 mph

Maximum = 28.0 mph, Minimum = 5.7 mph, Mean = 19.2 mph

85% Speed = 22.6 mph, 95% Speed = 24.2 mph, Median = 19.2 mph

10 mph Pace = 13 - 23, Number in Pace = 133 (85.26%)

Variance = 14.33, Standard Deviation = 3.79 mph

\* Thursday, July 23, 2015

Time	Total	Mean	Vpp 85	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50
0000	3	19.1	-	1	0	0	2	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0
0300	1	19.7	-	0	0	1	0	0	0	0	0	0	0
0400	2	14.5	-	0	1	1	0	0	0	0	0	0	0
0500	1	14.7	-	0	1	0	0	0	0	0	0	0	0
0600	7	19.3	-	0	0	4	3	0	0	0	0	0	0
0700	7	18.9	-	0	1	3	3	0	0	0	0	0	0
0800	12	18.7	21.0	0	1	7	3	1	0	0	0	0	0
0900	6	21.7	-	0	0	2	4	0	0	0	0	0	0
07-19	25	19.5	22.4	0	2	12	10	1	0	0	0	0	0
06-22	32	19.5	22.4	0	2	16	13	1	0	0	0	0	0
06-00	32	19.5	22.4	0	2	16	13	1	0	0	0	0	0
00-00	39	19.1	22.6	1	4	18	15	1	0	0	0	0	0

Peak step 8:00 (12) AM Peak step 8:00 (12)

Vehicles = 39

Posted speed limit = 25 mph, Exceeding = 1 (2.56%), Mean Exceeding = 25.80 mph

Maximum = 25.8 mph, Minimum = 8.9 mph, Mean = 19.1 mph

85% Speed = 22.6 mph, 95% Speed = 24.4 mph, Median = 19.0 mph

10 mph Pace = 14 - 24, Number in Pace = 34 (87.18%)

Variance = 13.96, Standard Deviation = 3.74 mph

\* Grand Total

Time	Total	Mean	Vpp 85	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50
--	317	19.4	22.8	6	34	132	135	10	0	0	0	0	0

Vehicles = 317

Posted speed limit = 25 mph, Exceeding = 10 (3.15%), Mean Exceeding = 26.11 mph

Maximum = 28.0 mph, Minimum = 5.7 mph, Mean = 19.4 mph

85% Speed = 22.8 mph, 95% Speed = 24.4 mph, Median = 19.5 mph

10 mph Pace = 14 - 24, Number in Pace = 272 (85.80%)

Variance = 13.03, Standard Deviation = 3.61 mph

In profile: Vehicles = 317 / 599 (52.92%)

## 2015 Riverton Traffic Study

### 971 W RIVER WALK DRIVE - WESTBOUND

**Datasets:**

**Site:** [03\_BG39CG7A] 971 West River Walk Drive <25 mph>  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 16:21 Monday, July 20, 2015 => 16:56 Thursday, July 23, 2015  
**Zone:**  
**File:** 03\_BG39CG7A23Jul2015.EC0 (Plus)  
**Identifier:** BG39CG7A MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default (v3.21 - 15271)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** 10:00 Tuesday, July 21, 2015 => 10:00 Thursday, July 23, 2015  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** West (bound)  
**Separation:** All - (Headway)  
**Class Legend:** 1-CYCLE 2-PC 3-2A-4T 4-BUS 5-2A-6T 6-3A-SU 7-4A-SU 8-<5A DBL 9-5A DBL 10->6A DBL 11-<6A  
 MULTI 12-6A MULTI 13->6A MULTI  
**Name:** RIVERTON 2015  
**Scheme:** Vehicle classification (Scheme F2)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

**0 [Time]** 24-hour time (0000 - 2359)  
**1 [Total]** Number in time step  
**2 [Mean]** Average speed  
**3 [Vpp]** Percentile speed  
**4 [Vbin]** Speed bin totals

**\* Tuesday, July 21, 2015**

Time	Total	Mean	Vpp 85	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin
				5	10	15	20	25	30	35	40	45
1100	13	21.7	28.6	1	1	3	3	3	2	0	0	0
1200	16	22.8	28.0	0	2	2	6	6	0	0	0	0
1300	13	23.4	27.5	0	1	3	3	5	1	0	0	0
1400	14	25.2	29.1	0	1	0	6	5	2	0	0	0
1500	9	25.8	-	0	0	1	2	5	0	1	0	0
1600	19	24.0	27.5	0	0	3	9	7	0	0	0	0
1700	16	23.8	26.6	0	1	1	8	6	0	0	0	0
1800	20	24.8	28.0	0	1	0	10	7	2	0	0	0
1900	12	23.8	27.3	0	0	1	7	4	0	0	0	0
2000	15	23.0	29.1	0	3	1	5	4	2	0	0	0
2100	16	19.0	23.9	0	4	5	7	0	0	0	0	0
2200	8	20.1	-	0	1	3	4	0	0	0	0	0
2300	8	23.1	-	0	0	2	5	1	0	0	0	0
<b>07-19</b>	<b>120</b>	<b>23.9</b>	<b>28.0</b>	<b>1</b>	<b>7</b>	<b>13</b>	<b>47</b>	<b>44</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>163</b>	<b>23.3</b>	<b>28.0</b>	<b>1</b>	<b>14</b>	<b>20</b>	<b>66</b>	<b>52</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>179</b>	<b>23.2</b>	<b>27.5</b>	<b>1</b>	<b>15</b>	<b>25</b>	<b>75</b>	<b>53</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>179</b>	<b>23.2</b>	<b>27.5</b>	<b>1</b>	<b>15</b>	<b>25</b>	<b>75</b>	<b>53</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>

Peak step 18:00 (20) AM Peak step 11:00 (13) PM Peak step 18:00 (20)

Vehicles = 179

Posted speed limit = 25 mph, Exceeding = 63 (35.20%), Mean Exceeding = 27.99 mph

Maximum = 36.8 mph, Minimum = 9.3 mph, Mean = 23.2 mph

85% Speed = 27.5 mph, 95% Speed = 30.6 mph, Median = 23.5 mph

10 mph Pace = 18 - 28, Number in Pace = 130 (72.63%)

Variance = 24.38, Standard Deviation = 4.94 mph

**\* Wednesday, July 22, 2015**

Time	Total	Mean	Vpp 85	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin
				5	10	15	20	25	30	35	40	45
0000	4	23.9	-	0	0	1	1	2	0	0	0	0
0100	2	15.4	-	0	1	1	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0
0400	2	21.7	-	0	0	1	0	1	0	0	0	0
0500	6	21.5	-	1	0	0	3	2	0	0	0	0
0600	9	23.0	-	0	1	1	4	2	1	0	0	0
0700	22	24.6	28.9	1	0	1	10	8	2	0	0	0
0800	24	26.0	29.5	0	0	0	12	8	4	0	0	0
0900	19	23.8	27.3	0	1	3	10	4	1	0	0	0
1000	15	24.4	26.2	0	0	1	7	7	0	0	0	0
1100	15	22.3	23.9	0	1	2	10	2	0	0	0	0
1200	24	22.3	26.2	1	1	3	13	5	1	0	0	0
1300	20	24.3	25.9	0	0	2	10	7	0	1	0	0
1400	24	22.8	25.9	0	1	4	10	9	0	0	0	0
1500	17	22.4	25.9	0	0	4	7	6	0	0	0	0
1600	14	24.6	27.7	0	0	0	9	5	0	0	0	0
1700	29	24.4	28.0	0	0	2	14	13	0	0	0	0
1800	16	24.6	28.6	0	0	1	7	7	1	0	0	0
1900	11	24.6	28.2	0	0	2	3	6	0	0	0	0
2000	14	24.1	25.3	0	0	1	8	4	1	0	0	0
2100	6	24.2	-	0	0	0	4	2	0	0	0	0
2200	4	21.4	-	0	0	2	1	1	0	0	0	0
2300	6	19.3	-	0	1	2	2	1	0	0	0	0
<b>07-19</b>	<b>239</b>	<b>23.9</b>	<b>27.3</b>	<b>2</b>	<b>4</b>	<b>23</b>	<b>119</b>	<b>81</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>279</b>	<b>23.9</b>	<b>27.3</b>	<b>2</b>	<b>5</b>	<b>27</b>	<b>138</b>	<b>95</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>289</b>	<b>23.8</b>	<b>27.3</b>	<b>2</b>	<b>6</b>	<b>31</b>	<b>141</b>	<b>97</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>303</b>	<b>23.7</b>	<b>27.3</b>	<b>3</b>	<b>7</b>	<b>34</b>	<b>145</b>	<b>102</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (29) AM Peak step 8:00 (24) PM Peak step 17:00 (29)

Vehicles = 303

Posted speed limit = 25 mph, Exceeding = 114 (37.62%), Mean Exceeding = 27.43 mph

Maximum = 35.2 mph, Minimum = 7.5 mph, Mean = 23.7 mph

85% Speed = 27.3 mph, 95% Speed = 29.3 mph, Median = 23.9 mph

10 mph Pace = 19 - 29, Number in Pace = 252 (83.17%)

Variance = 17.27, Standard Deviation = 4.16 mph

\* Thursday, July 23, 2015

Time	Total	Mean	Vpp 85	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50
0000	2	25.3	-	0	0	0	1	1	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0
0400	1	29.0	-	0	0	0	0	1	0	0	0	0	0
0500	4	24.0	-	0	0	0	3	1	0	0	0	0	0
0600	9	22.7	-	0	0	2	4	3	0	0	0	0	0
0700	15	22.9	27.5	0	1	1	9	4	0	0	0	0	0
0800	21	26.4	28.0	0	0	0	5	13	3	0	0	0	0
0900	18	23.8	25.9	0	0	1	9	8	0	0	0	0	0
07-19	54	24.6	27.3	0	1	2	23	25	3	0	0	0	0
06-22	63	24.3	27.3	0	1	4	27	28	3	0	0	0	0
06-00	63	24.3	27.3	0	1	4	27	28	3	0	0	0	0
00-00	70	24.4	27.5	0	1	4	31	31	3	0	0	0	0

Peak step 8:00 (21) AM Peak step 8:00 (21)

Vehicles = 70

Posted speed limit = 25 mph, Exceeding = 34 (48.57%), Mean Exceeding = 27.36 mph

Maximum = 34.6 mph, Minimum = 13.2 mph, Mean = 24.4 mph

85% Speed = 27.5 mph, 95% Speed = 29.3 mph, Median = 24.4 mph

10 mph Pace = 19 - 29, Number in Pace = 63 (90.00%)

Variance = 13.52, Standard Deviation = 3.68 mph

\* Grand Total

Time	Total	Mean	Vpp 85	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50
--	552	23.6	27.5	4	23	63	251	186	23	2	0	0	0

Vehicles = 552

Posted speed limit = 25 mph, Exceeding = 211 (38.22%), Mean Exceeding = 27.59 mph

Maximum = 36.8 mph, Minimum = 7.5 mph, Mean = 23.6 mph

85% Speed = 27.5 mph, 95% Speed = 29.5 mph, Median = 23.9 mph

10 mph Pace = 19 - 29, Number in Pace = 445 (80.62%)

Variance = 19.18, Standard Deviation = 4.38 mph

In profile: Vehicles = 552 / 1119 (49.33%)

**2015 Riverton Traffic Study**  
**971 W RIVER WALK DRIVE - EASTBOUND**

**Datasets:**

**Site:** [03\_BG39CG7A] 971 West River Walk Drive <25 mph>  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 16:21 Monday, July 20, 2015 => 16:56 Thursday, July 23, 2015  
**Zone:**  
**File:** 03\_BG39CG7A23Jul2015.EC0 (Plus)  
**Identifier:** BG39CG7A MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default (v3.21 - 15271)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** 10:00 Tuesday, July 21, 2015 => 10:00 Thursday, July 23, 2015  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** East (bound)  
**Separation:** All - (Headway)  
**Class Legend:** 1-CYCLE 2-PC 3-2A-4T 4-BUS 5-2A-6T 6-3A-SU 7-4A-SU 8-<5A DBL 9-5A DBL 10->6A DBL 11-<6A  
 MULTI 12-6A MULTI 13->6A MULTI  
**Name:** RIVERTON 2015  
**Scheme:** Vehicle classification (Scheme F2)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

0 [Time] 24-hour time (0000 - 2359)  
 1 [Total] Number in time step  
 2 [Mean] Average speed  
 3 [Vpp] Percentile speed  
 4 [Vbin] Speed bin totals

**\* Tuesday, July 21, 2015**

Time	Total	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin
			85	10	15	20	25	30	35	40	45	50
1100	11	22.1	25.1	0	1	3	3	4	0	0	0	0
1200	19	23.0	27.5	0	3	2	8	6	0	0	0	0
1300	14	25.6	31.5	0	0	2	6	1	5	0	0	0
1400	16	26.2	31.5	0	0	2	4	7	3	0	0	0
1500	17	24.5	29.3	0	0	5	3	6	3	0	0	0
1600	21	24.3	27.3	0	0	1	14	6	0	0	0	0
1700	24	25.0	27.3	0	0	2	10	10	2	0	0	0
1800	26	26.3	30.0	0	0	1	9	11	5	0	0	0
1900	27	25.2	28.2	0	0	2	11	12	2	0	0	0
2000	24	20.6	24.8	0	2	8	10	4	0	0	0	0
2100	20	20.6	23.9	0	2	7	9	1	0	1	0	0
2200	8	24.1	-	0	0	0	5	3	0	0	0	0
2300	10	20.3	-	0	1	4	3	2	0	0	0	0
<b>07-19</b>	<b>148</b>	<b>24.8</b>	<b>29.3</b>	<b>0</b>	<b>4</b>	<b>18</b>	<b>57</b>	<b>51</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>219</b>	<b>24.0</b>	<b>28.9</b>	<b>0</b>	<b>8</b>	<b>35</b>	<b>87</b>	<b>68</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>237</b>	<b>23.8</b>	<b>28.9</b>	<b>0</b>	<b>9</b>	<b>39</b>	<b>95</b>	<b>73</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>237</b>	<b>23.8</b>	<b>28.9</b>	<b>0</b>	<b>9</b>	<b>39</b>	<b>95</b>	<b>73</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>

Peak step 19:00 (27) AM Peak step 11:00 (11) PM Peak step 19:00 (27)

Vehicles = 237

Posted speed limit = 25 mph, Exceeding = 94 (39.66%), Mean Exceeding = 28.32 mph

Maximum = 36.7 mph, Minimum = 10.1 mph, Mean = 23.8 mph

85% Speed = 28.9 mph, 95% Speed = 31.3 mph, Median = 24.2 mph

10 mph Pace = 20 - 30, Number in Pace = 170 (71.73%)

Variance = 22.36, Standard Deviation = 4.73 mph

**\* Wednesday, July 22, 2015**

Time	Total	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin
			85	10	15	20	25	30	35	40	45	50
0000	1	23.2	-	0	0	0	1	0	0	0	0	0
0100	1	22.2	-	0	0	0	1	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0
0400	2	10.9	-	1	1	0	0	0	0	0	0	0
0500	0	-	-	0	0	0	0	0	0	0	0	0
0600	0	-	-	0	0	0	0	0	0	0	0	0
0700	5	25.3	-	0	0	1	0	4	0	0	0	0
0800	9	23.7	-	0	0	0	6	3	0	0	0	0
0900	16	22.0	25.9	0	2	2	8	4	0	0	0	0
1000	16	23.6	27.5	0	1	1	5	9	0	0	0	0
1100	19	23.3	26.6	0	0	4	10	5	0	0	0	0
1200	18	22.8	25.9	1	0	1	12	4	0	0	0	0
1300	25	23.2	27.3	0	1	6	9	8	1	0	0	0
1400	17	24.0	27.7	0	0	2	8	6	1	0	0	0
1500	22	24.2	27.7	0	0	5	8	7	2	0	0	0
1600	15	25.6	28.4	0	0	0	7	7	1	0	0	0
1700	29	25.8	28.2	0	0	1	9	17	2	0	0	0
1800	29	25.2	28.9	0	0	3	11	14	1	0	0	0
1900	19	24.3	28.9	0	2	0	7	9	1	0	0	0
2000	23	22.8	26.6	0	1	3	14	5	0	0	0	0
2100	19	23.1	26.4	0	0	3	9	7	0	0	0	0
2200	5	26.0	-	0	0	1	2	1	0	1	0	0
2300	4	21.9	-	0	0	0	4	0	0	0	0	0
<b>07-19</b>	<b>220</b>	<b>24.1</b>	<b>27.7</b>	<b>1</b>	<b>4</b>	<b>26</b>	<b>93</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>281</b>	<b>23.9</b>	<b>27.7</b>	<b>1</b>	<b>7</b>	<b>32</b>	<b>123</b>	<b>109</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>290</b>	<b>24.0</b>	<b>27.7</b>	<b>1</b>	<b>7</b>	<b>33</b>	<b>129</b>	<b>110</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>294</b>	<b>23.9</b>	<b>27.7</b>	<b>2</b>	<b>8</b>	<b>33</b>	<b>131</b>	<b>110</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (29) AM Peak step 11:00 (19) PM Peak step 17:00 (29)

Vehicles = 294

Posted speed limit = 25 mph, Exceeding = 120 (40.82%), Mean Exceeding = 27.53 mph

Maximum = 35.0 mph, Minimum = 8.7 mph, Mean = 23.9 mph

85% Speed = 27.7 mph, 95% Speed = 29.5 mph, Median = 24.2 mph

10 mph Pace = 19 - 29, Number in Pace = 248 (84.35%)

Variance = 17.19, Standard Deviation = 4.15 mph

\* Thursday, July 23, 2015

Time	Total	Mean	Vpp 85	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50
0000	2	25.6	-	0	0	0	1	1	0	0	0	0	0
0100	2	21.9	-	0	0	0	2	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0
0400	1	12.6	-	0	1	0	0	0	0	0	0	0	0
0500	0	-	-	0	0	0	0	0	0	0	0	0	0
0600	0	-	-	0	0	0	0	0	0	0	0	0	0
0700	5	25.6	-	0	0	0	2	2	1	0	0	0	0
0800	10	25.6	-	0	0	1	3	5	1	0	0	0	0
0900	10	22.3	-	0	0	2	6	2	0	0	0	0	0
07-19	25	24.3	28.2	0	0	3	11	9	2	0	0	0	0
06-22	25	24.3	28.2	0	0	3	11	9	2	0	0	0	0
06-00	25	24.3	28.2	0	0	3	11	9	2	0	0	0	0
00-00	30	23.8	28.2	0	1	3	14	10	2	0	0	0	0

Peak step 8:00 (10) AM Peak step 8:00 (10)

Vehicles = 30

Posted speed limit = 25 mph, Exceeding = 12 (40.00%), Mean Exceeding = 27.88 mph

Maximum = 31.0 mph, Minimum = 12.6 mph, Mean = 23.8 mph

85% Speed = 28.2 mph, 95% Speed = 30.6 mph, Median = 23.3 mph

10 mph Pace = 20 - 30, Number in Pace = 24 (80.00%)

Variance = 18.05, Standard Deviation = 4.25 mph

\* Grand Total

Time	Total	Mean	Vpp 85	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50
--	561	23.8	28.2	2	18	75	240	193	31	2	0	0	0

Vehicles = 561

Posted speed limit = 25 mph, Exceeding = 226 (40.29%), Mean Exceeding = 27.88 mph

Maximum = 36.7 mph, Minimum = 8.7 mph, Mean = 23.8 mph

85% Speed = 28.2 mph, 95% Speed = 30.2 mph, Median = 24.2 mph

10 mph Pace = 19 - 29, Number in Pace = 435 (77.54%)

Variance = 19.35, Standard Deviation = 4.40 mph

In profile: Vehicles = 561 / 1119 (50.13%)

**Item 1.B**

**Rezone**

**RIVERTON CITY  
MEMORANDUM**

**TO: Planning Commission**

**FROM: Planning Department**

**DATE: August 13, 2015**

**SUBJECT: REZONE, REZONE 28.29 ACRES LOCATED AT 12989 SOUTH CACTUS BERRY DRIVE FROM RR-22 (RESIDENTIAL SINGLE FAMILY, ½ ACRE MINIMUM LOT SIZE) TO RM-18-SD (RESIDENTIAL MULTI-FAMILY, 18 UNITS PER ACRE MAXIMUM DENSITY WITH SPECIFIC DEVELOPMENT DESIGNATION), STEVE MADDOX REPRESENTING EDGE HOMES, APPLICANT.**

**PL NO.: 15-4004 – EDGE HOMES REZONE**

---

**PROPOSED MOTION(S)**

I move that the Planning Commission recommend APPROVAL of application # PL15-4004, rezoning 28.29 acres located at 12989 South Cactus Berry Drive from RR-22 (Residential Single Family, ½ Acre Minimum Lot Size) To RM-18-SD (Residential Multi-Family, 18 Units per Acre Maximum Density) with Specific Development Designations as follows:

1. The property and project shall comply with the included RM-18-SD zone, as approved.
2. Overall density shall not exceed eighteen (18) units per acre.
3. Springs Specific Plan, excluding sections (f) Front Yard Setbacks, and (H) Zero Lot Lines.
4. Exterior perimeter fencing shall comply with Riverton City Ordinance 18.155, fencing.
5. All open spaces shall be included in a landscape plan to be approved as part of subdivision and /or site plan applications.
- 6.

**BACKGROUND**

Steve Maddox, representing Brighton Homes, has applied for a rezone of 28.29 acres located at 12989 South Cactus Berry Drive. The property is zoned RR-22, which is a single family designation with ½ acre minimum lot size.. The properties to the north are zoned SP-R-8 as part of the Western Springs Specific plan, which allows for single-family development with a minimum lot size of 5,000 square feet. The property is bordered on the east by the Mountain View Corridor, and on the south and west by Herriman City. A copy of Herriman City's land use map is included below.

This property contains several radio towers, which up to now have been active and have prevented any development of the property. The owner of the property and the towers have put the property for sale, with the stipulation that the towers will be removed as part of development of the property.

The applicant has proposed a rezone of the property to RM-18, which allows multi-family development at a maximum density of 18 units per acre. However, the applicant is proposing and Specific Development designation on the property, which allows for modifications of the underlying zone. The SD has been utilized by the City in several recent projects as a way to add additional limitations and restrictions on property while at the same time allowing alternative setbacks, variations on unit types, and other modifications. The applicant is proposing through the SD designation a mix of single family, townhome, and apartment style units. The transition in density and unit type runs basically north to south, buffering the existing single-family lots in Western Springs with single family units.

The minimum single lot size as proposed by the applicant is 4,500 square feet, with a minimum lot width of 45 feet. The proposed 4,500 square foot lot sizes are similar to those found in the Western Springs development's SP-R-8 zone, which allows a minimum of 5,000 square foot lots. Setbacks are stipulated in the attached document.

The proposed SD designations, as submitted by the applicant, includes language on architectural materials. The single-family units would meet the existing standard for such homes in Riverton City, which requires a minimum amount of hard surfacing such as brick or stone based on the perimeter dimensions of the home. Vinyl and metal siding would be prohibited. The townhome and apartment units would meet the same standards utilized in Riverton City's other RM zones, primarily a requirement for a minimum of 25% brick or stone, with prohibited materials including vinyl and metal siding. The applicant will present at the meeting additional information regarding the site and proposed development standards.

The overall density and mixture of unit types within the proposed development is consistent with development patterns in the surrounding area. Western Springs to the north includes a mix of single family, townhome and apartment units, as does the Monarch Meadows development further south across 13400 South. The Herriman Towne Center development, adjacent to the west and south, includes existing and proposed single and multi-family developments, and also commercial development. UTA and other agencies are currently involved in the study phase of a proposed rapid-transit line that would run directly south of this property, with a potential station in close proximity. The higher residential densities proposed for the southern end of this project would be very consistent with the principles of transit oriented development.

One of the primary concerns with this property is traffic generation. The project would connect to the north with Cactus Berry Drive in the Western Springs development, which is currently the only existing roadway accessing the property. Several other points of connection to the property are proposed, and the applicant will present additional information at the hearing regarding timing and construction of those roadways. However, two points of access will be required for significant development of the property, and the applicant is aware of those restrictions. A traffic study has been completed for the property and project, and will be presented at the upcoming hearing.

While this project is significant in the proposed density and unit counts, it is not inconsistent with the surrounding areas. The townhome and apartment densities will be appropriately buffered by the single family units to the north, and by the Mountain View Corridor to the east. The Commission should carefully review the proposed RM-18-SD document, included below. Any concerns, especially with the proposed standards for the single-family lots, can be addressed through conditions of approval. The Commission may, at this meeting, recommend approval, approval with conditions, or denial of this application to the City Council, or also may continue this item to a future meeting for further discussion and review

#### **ATTACHMENTS:**

The following items are attached for your review:

1. A copy of the Rezone application.
2. An 8.5" x 11" copy of the Current Zoning Map
3. An 8.5" x 11" copy of the Proposed Zoning Map
4. An 8.5" x 11" copy of the General Plan Designation
5. An 8.5" x 11" copy of the lot size distribution map and proposed text, submitted by applicant
6. A copy of the Western Springs R-6 and R-8 text.



PL No. 15-4004  
Date 6/24/2015

# Application Rezone

Applicant's Name Edge Homes - Steve Maddox  
Home Address 482 West 800 North Suite 200  
City Orem State UT Zip 84057  
Telephone # (801) 494-0151 Mobile # \_\_\_\_\_  
E-mail Address steve@edgehomes.com Fax # \_\_\_\_\_

Property Owner's Name (If Different From Applicant) iHeart Media/CC Media Holdings  
Address 200 East Basse Rd  
City San Antonio State TX Zip 78209  
Telephone # \_\_\_\_\_ Mobile # \_\_\_\_\_  
E-mail Address \_\_\_\_\_ Fax # \_\_\_\_\_

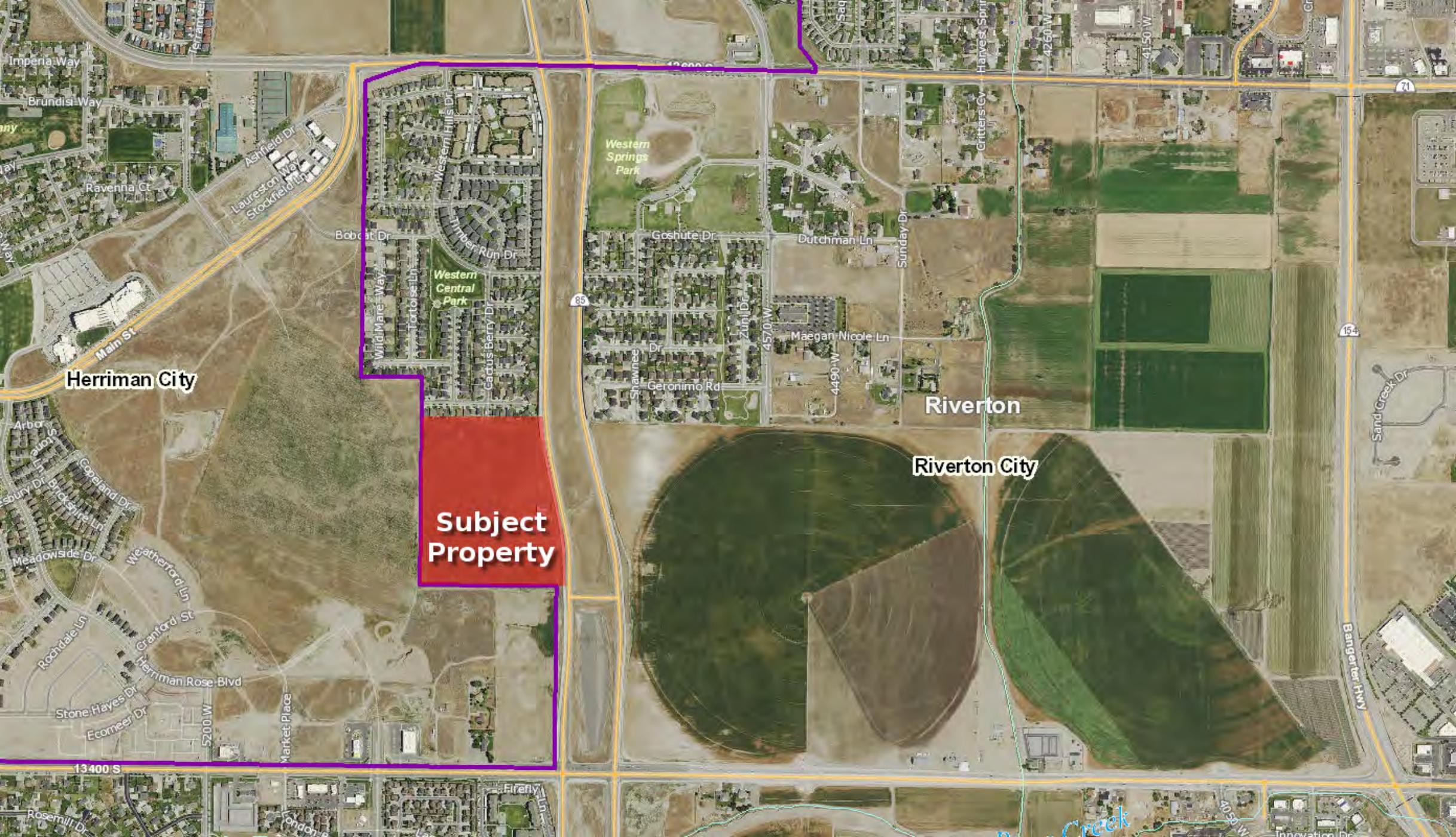
### 1. Project Information

1. Address 12989 S Cactus Berry Drive
2. Sidwell/Tax ID# 2636400046 Total Acreage of the Site 28.29
3. Current Zoning of the Proposed Site RR-22  
Zoning of Adjacent Parcels: North SP R-8 South Herriman East PCC West Herriman
4. Requested Zoning RM-18SD MU-2 MU-2
5. Riverton City General Plan Designation Medium High Density Residential
6. Description of the Proposed Zone/Use for the Property Please see the attached maps and boundary exhibit for more details on the RM-14SD zone and the RM-25 zone.

**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 application will not be accepted or approved.**

 06/24/15  
Applicant's Signature Date

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



Herriman City

Subject Property

Riverton

Riverton City

Western Springs Park

Western Central Park

Main St

13400 S

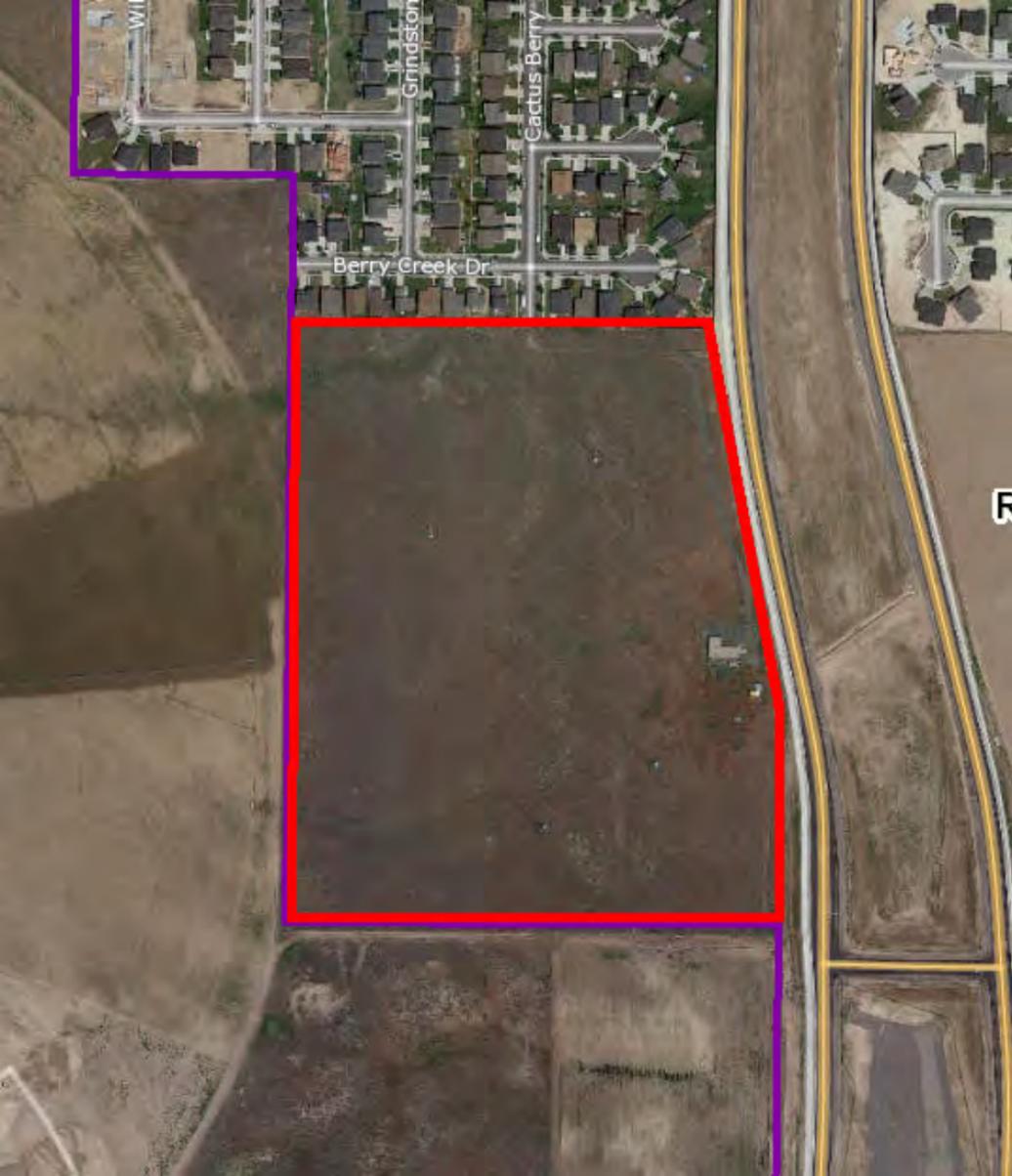
154

85

7

Bangerter Hwy

Creek



W

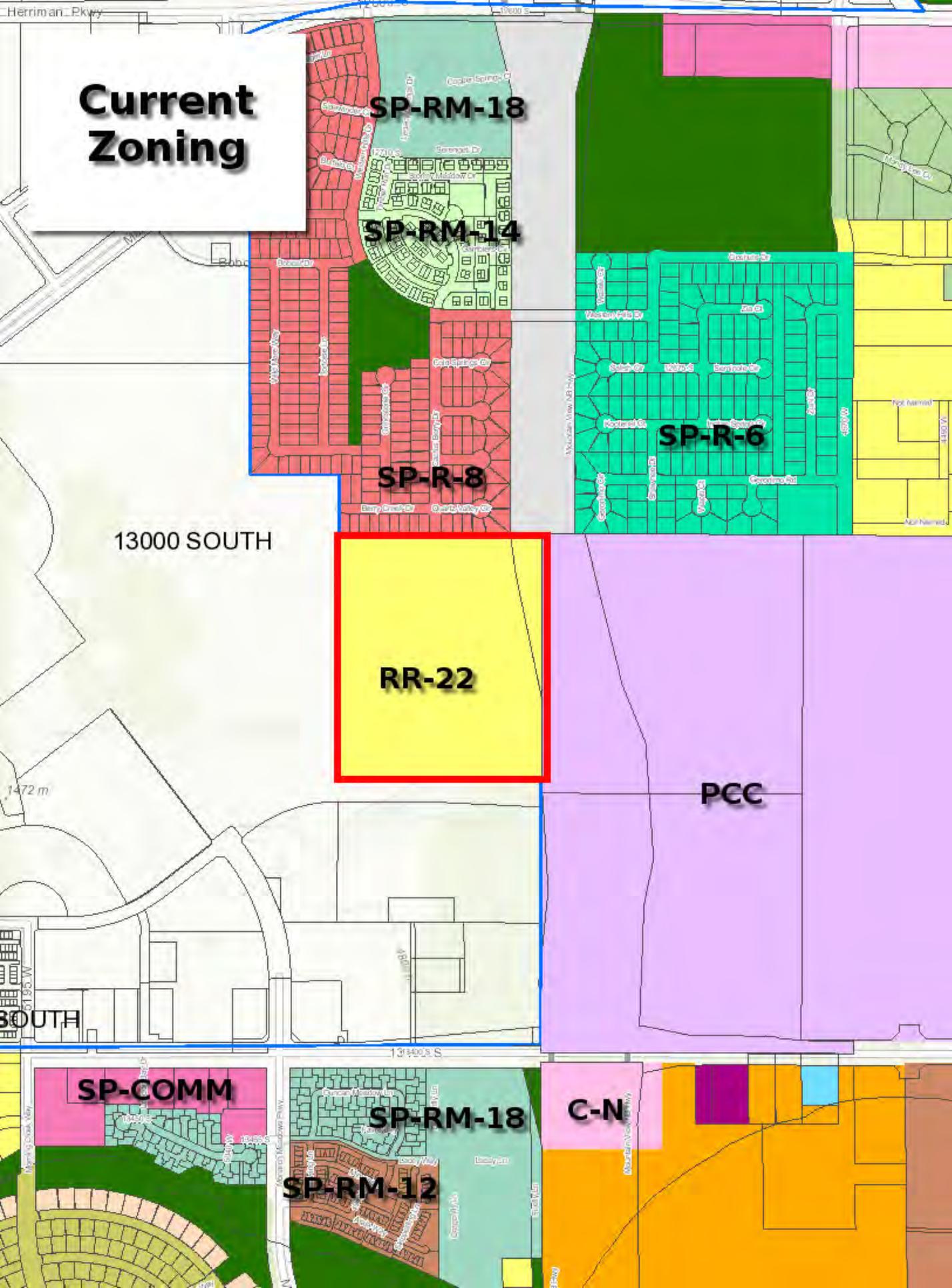
Grindston

Cactus Berry

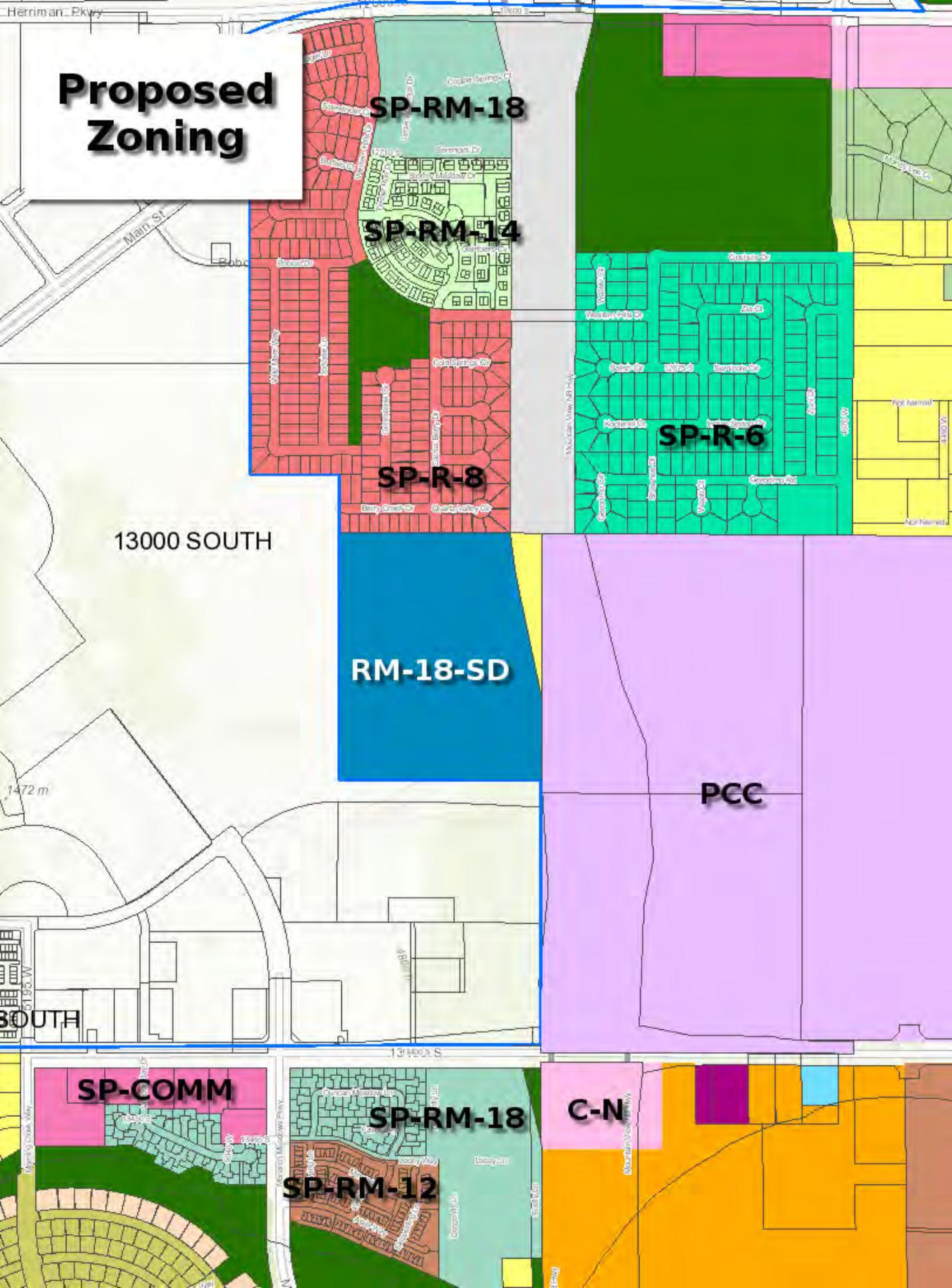
Berry Creek Dr

R

# Current Zoning



# Proposed Zoning



W

Grindston

Cactus Berry

Berry Creek Dr



R

PROJ. MGR.: CW DESIGNER: AJ  
 /Volumes/TRON/M2/Civil/Projects/Edge/Towers/Edge/Towers Zoning exhibit.dwg - Jul 30, 2015-5:11pm

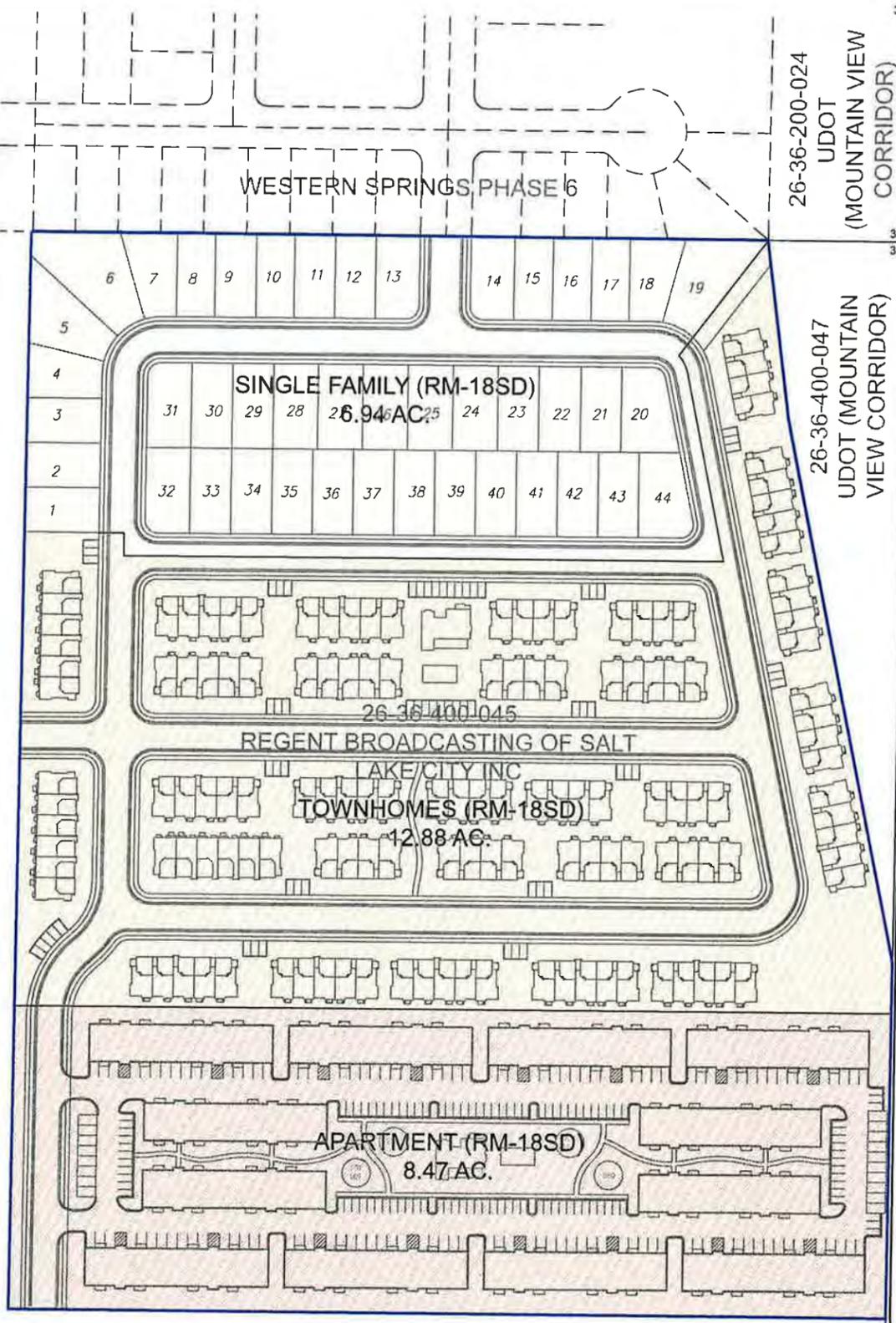
35+36  
 35+36  
 WEST QUARTER  
 CORNER OF  
 SECTION 36,  
 T3S, R2W,  
 SLB&M

25+30  
 36+31  
 NORTHEAST  
 CORNER OF  
 SECTION 36,  
 T3S, R2W,  
 SLB&M

36+31  
 36+31  
 EAST QUARTER  
 CORNER OF  
 SECTION 36,  
 T3S, R2W,  
 SLB&M

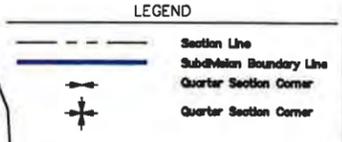
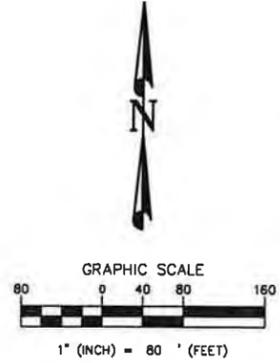
36+31  
 36+31  
 SOUTHEAST  
 CORNER OF  
 SECTION 36,  
 T3S, R2W,  
 SLB&M

26-36-400-066  
 HTC COMMUNITIES LLC



WESTERN SPRINGS  
 PHASE 7B

**The Towers Proposed Boundary**  
 A parcel of land located in the Southeast Quarter of Section 36, Township 3 South, Range 2 East, Salt Lake Base and Meridian, more particularly described as follows:  
 Beginning at a point North 89°37'16" West 164.00 feet from the East Quarter Corner of said Section 36 and running;  
 Thence South 07°18'40" East 212.25 feet;  
 Thence South 11°29'16" East 647.88 feet to the section line of said Section 36;  
 Thence South 0°32'22" West 418.20 feet along the said Section line to the North line of Parcel 26-36-400-066;  
 Thence North 89°38'26" West 1,035.04 feet along the North line of said parcel 26-36-400-066 to the East Line of said parcel 26-36-400-066;  
 Thence North 0°32'24" East 1,262.84 feet along the East line of said parcel 26-36-400-066 to the Section line;  
 Thence South 89°37'15" East 871.03 feet along the Section line to the point of beginning.  
 Parcel contains 1,232,644 Sq. Ft. or 28.297 Acres.



LOCATED IN THE SOUTHEAST QUARTER OF SECTION 36, TOWNSHIP 3 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN

THE TOWERS

PROPOSED ZONING

PREPARED FOR: EDGE HOMES

DATE SUBMITTED: JULY 2015

**M2 CIVIL**  
 PLANNING & ENGINEERING  
 10421 S. JORDAN GATEWAY,  
 STE 200  
 SOUTH JORDAN, UT. 84095

SHEET NUMBER  
 EXHIBIT

SCALE  
 HORIZONTAL: 1" = 80'  
 VERTICAL: 1" = 40'

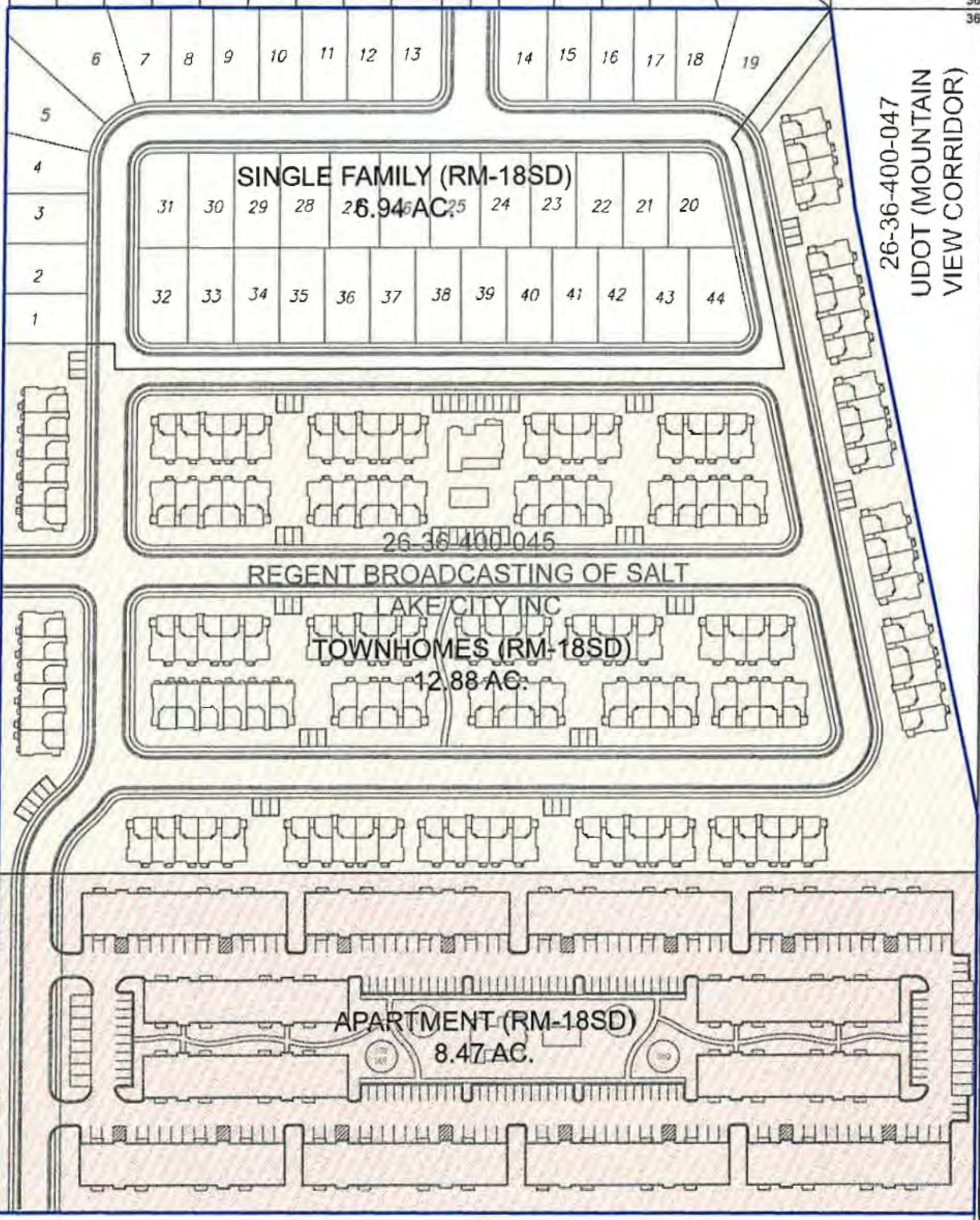
JOB NUMBER  
 47-100

CAUTION  
 The engineer accepting these plans will not be responsible for or liable for any unauthorized changes to or uses of these plans. All changes to the plans must be in writing and must be approved by the preparer of these plans.

WESTERN SPRINGS, PHASE 6

26 (MOUNTAIN VIEW CORRIDOR)

36 31  
36 31  
EAST QU  
CORNER  
SECTION  
T3S, R2W  
SLB&M



26-36-400-047  
UDOT (MOUNTAIN VIEW CORRIDOR)

26-36-400-045

REGENT BROADCASTING OF SALT

LAKE/CITY INC

TOWNHOMES (RM-18SD)

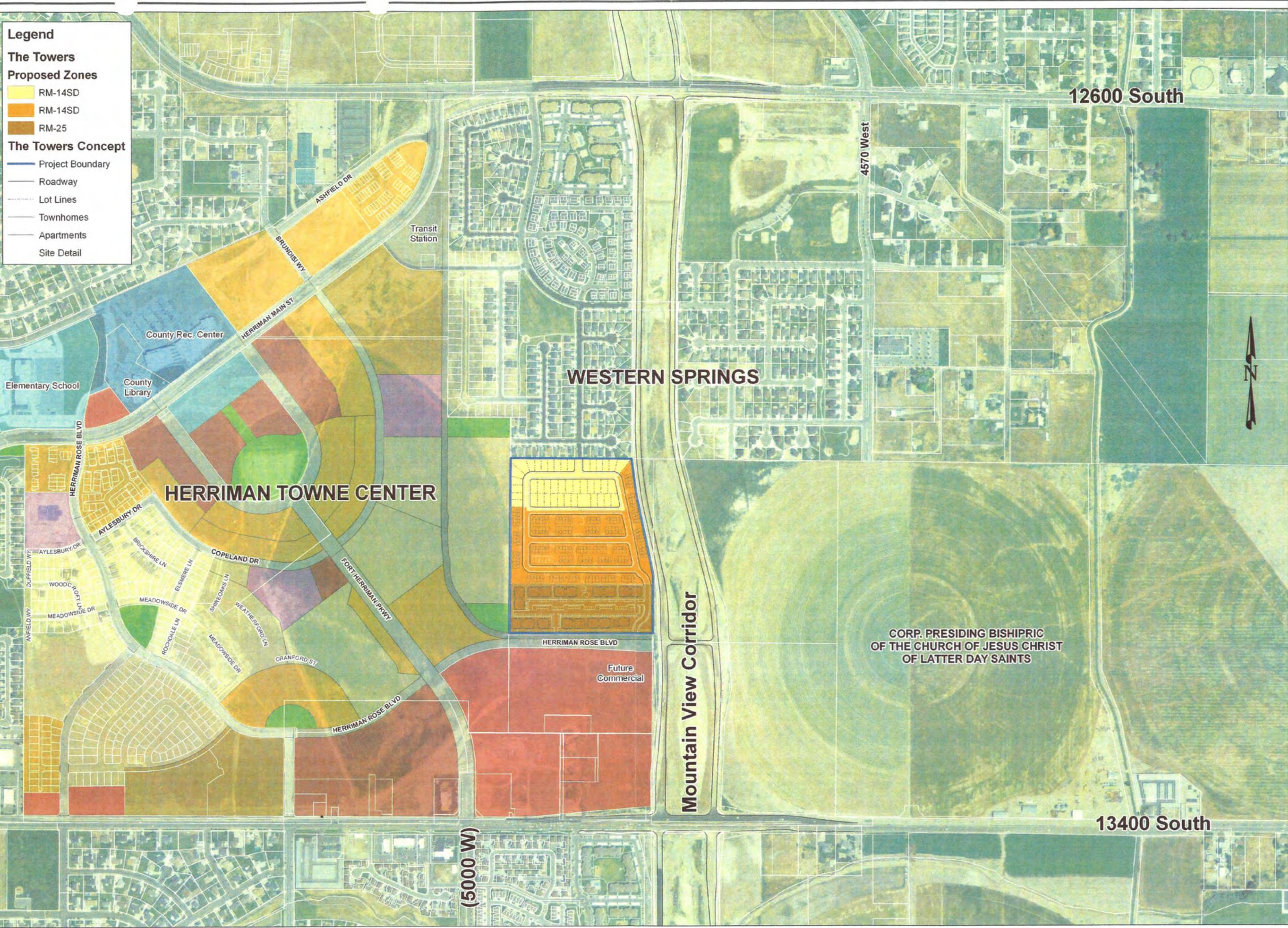
12.88 AC.

APARTMENT (RM-18SD)

8.47 AC.

LC

PROJ. MGR: CW DESIGNER: AJ  
 T:\M2Civ\Projects\Edge\Towers\Cadd\Exhibits\2015-06-24 - The Towers Vicinity exhibit.dwg - Jun 24, 2015-11:33am



**Legend**

**The Towers**

**Proposed Zones**

- RM-14SD
- RM-14SD
- RM-25

**The Towers Concept**

- Project Boundary
- Roadway
- Lot Lines
- Townhomes
- Apartments
- Site Detail

NO.	BY	DATE	REVISIONS

CAUTION  
 The engineer responsible for these plans will not be responsible for or liable for any errors or omissions or for any consequences arising from or out of the use of these plans. All changes to the plans must be in writing and must be approved by the engineer of these plans.

DATE SUBMITTED: JUNE 2015

PREPARED FOR: EDGE HOMES

**M2 CIVIL**  
 PLANNING & ENGINEERING  
 10421 S. JORDAN GATEWAY,  
 STE 200  
 SOUTH JORDAN, UT. 84095

SHEET NUMBER  
**EXHIBIT**

SCALE  
 HORIZONTAL: 1"=1/4"  
 VERTICAL: 1"=1/4"

JOB NUMBER  
**47-100**

**THE TOWERS**

**VICINITY MAP**

## Edge Homes RM-18SD Zone

### 1.0 Overall Density

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The overall density of the subdivision shall not exceed 18 units per acre.

### 2.0 Fencing

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Perimeter fencing along the east property line shall consist of a 6 foot pre-cast solid masonry wall.

### 3.0 Open Space

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The proposed zone shall have a minimum of 20 percent of the site reserved for common open space. All common open space shall be included in a landscape plan that will require approval along with the subdivision application.

### 4.0 Architectural Standards

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The treatment of buildings, materials and exterior appurtenances shall create an aesthetically pleasing site that is compatible with structures in the immediate area. The exterior finish of all single family dwellings within the RM-18SD zone shall meet Riverton City's minimum exterior requirements with the exception that no metal or vinyl siding will be permitted. In addition, all single family residential dwellings on corner lots shall have a minimum of 20% stone or brick on the corner side of the dwelling. Exterior materials for all multi-family dwellings in the RM-18SD zone shall include brick, stucco, stone, or other decorative masonry products including fiber-cement siding as approved by the city council upon recommendation from the planning commission. A minimum of 25 percent of the exterior shall be brick or stone. Vinyl and wood siding are not permitted. All sides of dwellings shall receive equal design consideration, particularly where they may be readily viewed by pedestrians and motorists, or from adjacent properties

### 5.0 Site Configuration

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The proposed zone will consist of three different development areas that will vary in density and in use. The three development areas are as follows: Single family residential, townhomes, and multi-family residential.

The single family residential area will be located along the northern property line and will extend to the south to encompass an area of approximately 7 acres in size.

The townhomes area will extend from the western property line to the eastern property line and will be bound by the single family residential area to the north, and the multi-family residential area on the south. No portion of the townhomes area will be permitted along the northern property line. The townhomes area will be approximately 13 acres in size.

The multi-family area will be located along the southern property line and will extend from the east property line to the west property line and shall be bound by the townhomes area on the North. No portion of the townhomes area will be permitted along the northern property line. The apartments area will be approximately 9 acres in size.

## **6.0 Development Area Zoning Regulations**

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Specific zoning regulations shall apply to each of the development areas as outlined in sections 7.0, 8.0, and 9.0.

## **7.0 Single Family Residential**

### **7.1 Description.**

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The single family residential development area of the RM-18SD zone is intended to permit the development of single family detached neighborhoods and to provide a density buffer between the existing Western Springs Subdivision on the North and higher density areas of the RM18SD zone. The single family residential area will consist of approximately 7 acres located along the northern border of the project. There will be no more than 44 single family dwelling units allowed within the single family development area of the RM-18SD zone.

### **7.2 Permitted uses.**

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- (1) Dwelling, single-family.
- (2) Parks and open spaces.
- (3) Permitted accessory uses per Riverton City Code Section 18.40.040

### **7.3 Conditional uses.**

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- (1) Home Occupations.
- (2) Public Schools.
- (3) Churches.

## **7.4 Density and lot regulations.**

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- (1) Density. Subdivisions within the single family residential development area of the RM-18SD zone shall have no more than 7.0 residential lots per one acre net density.
- (2) Lot Size. An area of not less than 4,500 square feet shall be provided and maintained for each dwelling and uses accessory thereto.
- (3) Width. The minimum width for any residential lot shall be 45 feet, measured 20 feet from the front property line.
- (4) Front Yard Requirements. The minimum front yard setback shall be 20 feet, as measured to the foundation of garage and living space, or 16 feet measured to foundation of a covered front porch or patio if present.
- (5) Side Yard Requirements. All dwelling structures and other main buildings shall be set back from each side property line a distance of at least 5 feet. Setbacks shall be measured to the foundation.
- (6) Rear Yard Requirements. All dwelling structures shall be set back from the rear property line a minimum of 15 feet as measured to the foundation.
- (7) Corner Lots. On corner lots, the side yard setback on the street side of the lot shall be a minimum of 15 feet.

## **7.5 Size of buildings.**

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- (1) Height of Buildings. All single family buildings shall be no higher than 35 feet.
- (2) Minimum Square Feet. The following requirements apply to dwelling size in the single-family development area of the RM-18SD zone:
  - (a) One-Story Dwellings. The minimum finished square footage shall be 1,100 square feet.
  - (b) Multi-Story and Split Level Dwellings. The minimum finished square footage shall be 1,200 square feet.

## **7.6 Fencing**

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- (1) Rear and/or Side Yard Setback. It shall be prohibited to construct, maintain or cause a fence to be constructed along a rear and/or side yard(s) exceeding six feet in height.

(2) Front Yard Setback. Fencing shall not be permitted greater than three feet high within the first 20 feet inside any front property line.

(3) Fencing Materials. Permitted materials are vinyl, stone, brick, stucco, and textured concrete.

(4) All fencing along collector or arterial streets shall conform to Riverton City Standards.

## **8.0 Townhomes**

### **8.1 Description.**

---

The townhomes development area of the RM-18SD zone is intended to permit the development of attached multi-unit dwelling developments. This portion of the RM-18SD zone will consist of approximately 13 acres located between the single family residential and the multi-family residential areas. There will be no more than 145 multi-family dwelling units allowed within this development area of the RM-18SD zone.

### **8.2 Permitted uses.**

---

(1) Condos or townhomes (attached or detached).

(2) Residential planned developments.

(3) All permitted accessory uses per Riverton City Code Section 18.60.040.

(4) Parks and open spaces.

### **8.3 Conditional uses.**

---

(1) Home Occupations.

(2) Public Schools.

(3) Churches.

### **8.4 Density and setback requirements.**

---

(1) Density. Developments within the Townhomes development area of the RM-18SD zone shall have no more than 11 residential dwellings per one acre net density.

(2) Front Yard Requirements. The minimum front yard setback shall be 20 feet, as measured from the public right-of-way to the foundation of garage and living space, or 18 feet to foundation of a covered front porch or patio if present.

(3) Side Yard Requirements. Side yard setbacks along the perimeter of the project shall be a minimum of 10 feet measured from property line to foundation.

(4) Rear Yard Requirements. Rear yard setbacks along the perimeter of the project shall be a minimum of 10 feet measured from property line to foundation.

(5) Corner Lots. On corner lots, the side yard setback on the street side of the lot shall be a minimum of 15 feet.

(6) Distances between buildings. The minimum distance between side yards of buildings is 10 feet. The minimum distance between rear yards of buildings is 20 feet.

### **8.5 Size of buildings.**

---

(1) Height of Buildings. All multi-family buildings in the townhome development area shall be no higher than 35 feet.

(2) Minimum Square Feet. The minimum finished square footage shall be 900 square feet.

### **8.6 Fencing**

---

(1) Interior fencing shall be constructed at side yard and rear yard locations where next to a lesser density residential project or non-residential project. All fencing shall be no more than six feet in height.

(2) Fencing Materials. Permitted materials are vinyl, stone, brick, stucco, and textured concrete.

(3) All fencing along collector or arterial streets shall conform to Riverton City Standards.

## **9.0 Multi-family Residential**

### **9.1 Description.**

---

The multi-family development area of the RM-18SD zone is intended to permit the development of rental and owner occupied dwelling developments. This portion of the RM-18SD zone will consist of approximately 9 acres located along the southern property line. There will be no more than 240 multi-family dwelling units allowed within this development area of the RM-18SD zone.

## **9.2 Permitted uses.**

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- (1) Attached or Multi-family dwellings.
- (2) All permitted accessory uses per Riverton City Code Section 18.60.040.
- (3) Parks and open spaces.

## **9.3 Conditional uses.**

---

- (1) Public Schools.
- (2) Churches.

## **9.4 Density and setback requirements.**

---

- (1) Density. Developments within the Multi-family development area of the RM-18SD zone shall have no more than 29 residential dwellings per one acre net density.
- (2) Setback Requirements. All multi-family residential buildings shall have a minimum setback of 20 feet from the perimeter of the project and from any public right-of-way.
- (3) Distances between buildings. The minimum distance between side yards of residential dwellings is 15 feet. The minimum distance between front and rear yards of residential dwellings is 20 feet.
- (4) Accessory Buildings. The minimum distance between main buildings and accessory buildings shall be 10 feet. All detached garages shall have no minimum setback requirement when adjacent to non-residential zones and shall have a minimum setback of 10 feet from property lines adjacent to residential zones and any public right-of-way.

## **9.5 Size of buildings.**

---

- (1) Height of Buildings. All multi-family buildings in the multi-family residential development area shall be no higher than 45 feet.
  - (2) Minimum Square Feet. The minimum finished square footage shall be 600 square feet for a single bedroom dwelling unit and 800 square feet for a two or more bedroom dwelling unit.
-

## **9.6 Fencing**

---

- (1) Interior fencing shall be constructed at side yard and rear yard locations where next to a lesser density residential project or non-residential project. All fencing shall be no more than six feet in height.
- (2) Fencing Materials. Permitted materials are vinyl, stone, brick, stucco, and textured concrete.
- (3) All fencing along collector or arterial streets shall conform to Riverton City Standards.

**Items 1.C, 1.D, AND 1.E**

**To be continued to the August 27<sup>th</sup> Meeting**

**RIVERTON CITY  
MEMORANDUM**

**TO:** Planning Commission  
**FROM:** Planning Department  
**DATE:** August 13, 2015  
**SUBJECT:** Agenda Items 1.C, 1.D, AND 1.E

---

**PROPOSED MOTION(S)**

I move the Planning Commission CONTINUE Agenda Items 1.C, 1.D, and 1.E to the August 27, 2015 Planning Commission meeting.

**BACKGROUND**

Agenda items 1.C, 1.D, and 1.E, all rezones, were incorrectly noticed. Correction notices were mailed, but the error was not discovered in time to amend the agenda, and public notice had been posted indicating a hearing on this meeting agenda. The items have been renoticed for the August 27, 2015 hearing, and the applicants have been informed of this change. The motion above continues each item to the August 27 meeting.

**Item 2.A**  
**Minutes**

1 RIVERTON CITY PLANNING COMMISSION  
2 MEETING MINUTES

3  
4 July 9, 2015

5  
6 The Riverton City Planning Commission convened at 6:30 p.m. in the Riverton City  
7 Municipal Building, 12830 South 1700 West, Riverton, Utah.

8  
9 Planning Commission Members:

Staff:

10  
11 Dennis Hansen  
12 James Endrizzi  
13 Kent Hartley  
14 Cade Bryant  
15 Brian Russell  
16 Scott Kochevar

Andrew Aagard, City Planner  
Gordon Miner, City Engineer  
Casey Taylor, City Attorney  
Jason Lethbridge, City Planner

17  
18 Chair Russell called the meeting to order. Commissioner Hansen led the Pledge of  
19 Allegiance.

20  
21 I. PUBLIC HEARING

22  
23 A. **COMMERCIAL SITE PLAN, OUR JOURNEY SCHOOL DBA MONTESSORI**  
24 **AT RIVERTON, 1646 WEST 13200 SOUTH, C-N ZONE, EMILY AUNE,**  
25 **APPLICANT.**

26  
27 City Planner, Jason Lethbridge, presented the staff report and stated that the property is  
28 currently zoned RR-22 and C-N. He noted that the surrounding areas are similarly zoned  
29 RR-22, which is single-family residential with large animal rights. Although the home on  
30 the subject property has served various different purposes in the past, it is currently  
31 functioning as a private school under a conditional use permit. Mr. Lethbridge explained  
32 that when the conditional use permit came before the Planning Commission previously,  
33 there was a condition specifying that a site plan for additional infrastructure and other  
34 aspects of the property would be required. There were also several items discussed with  
35 regard to the conditional use permit that were deferred to the approval of the site plan.  
36 Mr. Lethbridge stated that the conditions included parking, pick up and drop off  
37 requirements, fencing, storm water managements, and technical reviews.

38  
39 Mr. Lethbridge expounded on the conditions pertaining to parking. He presented an aerial  
40 photograph and identified the parking area. Based on the traffic study presented as part  
41 of the conditional use permit, and other information about the business, staff concluded  
42 that the parking outlined in the site plan is adequate for the property. Mr. Lethbridge also  
43 addressed the issue of fencing and stated that the fencing ordinance requires six-foot solid  
44 core decorative concrete fencing between non-compatible zones. Although the properties  
45 to the north are similarly zoned, the uses are non-compatible, so staff feels that the fencing  
46 should be required along that property line. The property to the west is of a similar zone

1 and use. Because there is already a vinyl fence in place there are no fencing requirements  
2 outlined in the conditions.

3  
4 Mr. Lethbridge stated that there are no unforeseen issues with the other conditions outlined  
5 in the staff report. Staff recommended approval.

6  
7 Commissioner Hansen requested clarification regarding fencing along the eastern property  
8 line. Mr. Lethbridge informed the Commission that the applicant has indicated that there  
9 was a possibility for future subdivision and development of the eastern portion of the  
10 property, so the fencing would need to be addressed at the time of development. Staff did  
11 not want the fencing requirements to cause issues in the future. Discussion was initiated  
12 by Chair Russell regarding the possibility of revisiting the issue after a certain amount of  
13 time, rather than leaving an open ended condition.

14  
15 Chair Russell opened the public hearing.

16  
17 Bruce Baird, counsel for the applicant, stated that they agree with all of the conditions  
18 outlined by staff with the exception of the condition requiring solid core decorative concrete  
19 fencing along the northern property line. He argued that the properties could not be  
20 considered non-compatible because they were all zoned RR-22, and such extravagant  
21 fencing should not be required. Mr. Baird added that since the neighbors to the north do  
22 not have large animals or the space to house them on their properties, there was no risk  
23 with putting up different fencing. Mr. Baird proposed creating a buffer by constructing their  
24 fence 10 feet in from the property line and leaving that area as open space. He confirmed  
25 that children would not be allowed to play in the area and the non-compatibility issue would  
26 no longer exist. He stated that this was an idea that came to him recently, and he just  
27 informed staff of that proposal prior to the meeting.

28  
29 Michael Curtis, gave his address as 1629 West Dapple Gary Circle and stated that he lives  
30 directly north of the subject property. He had no issue with the private school being there,  
31 but had concerns with the possibility of children disturbing his fence and animals. Mr. Curtis  
32 stated that they do want to create a financial hardship for anyone but he would like to retain  
33 some of the peace and quiet they have enjoyed and asked that the fence be required per  
34 Code.

35  
36 Mr. Baird claimed that it was ridiculous to require a fence based on the possibility that one  
37 neighbor might have a small dog and want to reduce the noise from the school. He also  
38 stated that the Planning Commission could include a condition that the business only run  
39 between certain hours to keep noise levels down in the evenings.

40  
41 There were no further public comments. Chair Russell closed the public hearing.

42  
43 Chair Russell asked staff if the fencing requirements in the second conditions were per City  
44 standards. Mr. Lethbridge confirmed that although the language was not verbatim from  
45 the ordinance, it specifies what is required between non-compatible zones, particularly with  
46 large animal rights.

1  
2 There was discussion regarding Mr. Baird's proposal of a 10-foot buffer. Mr. Lethbridge  
3 stated that staff had not had sufficient time to consider this alternative and the Planning  
4 Commission could table the issue if they felt that this option was worth researching further.

5  
6 Commissioner Hartley requested that City Attorney, Casey Taylor, clarify the City's  
7 definition of non-compatible zones. Mr. Taylor stated that the City uses the definitions for  
8 non-compatible zones and non-compatible use interchangeably. In this case, the zoning  
9 is the same, but the uses are different enough to warrant the required fencing.

10  
11 There was brief discussion regarding fencing around other schools in the area, which is  
12 normally chain link. Mr. Lethbridge confirmed that the school district is not subject to the  
13 City's oversight and jurisdiction, however, a private school can be required to put up the  
14 fencing per Code.

15  
16 Commissioner Hartley was intrigued by the applicant's proposal of a 10-foot buffer and  
17 suggested that the Planning Commission consider including a conditions regarding this  
18 option. Mr. Lethbridge stated that staff would have ample time to review the proposed  
19 option before final approval and construction.

20  
21 **Commissioner Hansen moved that the Planning Commission APPROVE the Site**  
22 **Plan for the Montessori School located at 1646 West 13200 South, with the following**  
23 **conditions:**

- 24  
25 **1. The site and infrastructure shall comply with any and all requirements of the**  
26 **approved Conditional Use Permit(s).**  
27  
28 **2. Fencing on the north property line shall consist of solid core decorative**  
29 **concrete fencing at a minimum height of six (6) feet.**  
30  
31 **3. Storm water management on site, including the proposed storm water pond,**  
32 **shall be constructed in accordance with the design approved by the Riverton**  
33 **City Engineering Department.**  
34  
35 **4. Any and all irrigation ditches, weirs, etc. on or associated with this site shall**  
36 **be addressed in compliance with Riverton City standards and ordinances, and**  
37 **as approved by the appropriate water company/ditch master.**  
38  
39 **5. Construction of the parking lot and associated infrastructure shall not**  
40 **commence until final approval of the technical drawings.**  
41  
42 **6. The site and structures shall comply with any and all applicable Riverton City**  
43 **standards and ordinances, including the International Building and Fire**  
44 **Codes.**  
45

1 **Commissioner Endrizzi seconded the motion. Vote on motion: Commissioner**  
2 **Hansen – Aye; Commissioner Hartley – Nay; Commissioner Bryant – Aye;**  
3 **Commissioner Kochevar – Aye; Chair Russell – Aye; and Commissioner Endrizzi –**  
4 **Aye. The motion passed 5-to-1.**  
5

6 **B. REZONE, REZONING 8.8 ACRES LOCATED AT APPROXIMATELY THE**  
7 **NORTHWEST CORNER OF 1300 WEST 12600 SOUTH FROM R-4 AND C-**  
8 **G TO RM-14, KEYSTONE CONSTRUCTION, APPLICANT.**  
9

10 City Planner, Andrew Aagard, presented the staff report and stated that this was the  
11 second time the Planning Commission has addressed this particular issue. He gave a brief  
12 background of the previous application, which was denied because the applicant had not  
13 obtained the necessary ownership affidavits from the property owners of the subject  
14 properties. Since then, the applicant had obtain those affidavits and submitted another  
15 application.  
16

17 The applicant was proposing a rezone of the subject property from R-4 (Single-Family  
18 Residential, 10,000 square foot lots) and C-G (Commercial Gateway) to RM-14. The  
19 subject property has been designated as Community Commercial in the Riverton City  
20 General Plan, but staff had not received a single application to rezone or amend the  
21 properties to any kind of commercial zoning. Mr. Aagard commented that the possibility of  
22 the entire area being commercially developed was slim. He explained that the applicant's  
23 intention with the rezone request was to make way for a multi-family residential townhome  
24 development. Mr. Aagard added that the RM-1 zone does not allow for apartment  
25 buildings, only townhome type units. The applicant has requested time to present their  
26 conceptual designs to the Planning Commission, which was being done at the discretion  
27 of the applicant only, and not staff.  
28

29 The applicant, Matt Lapire, remarked that they listened to feedback from the neighbors and  
30 the comments made by the Commission at the previous meeting and made adjustments  
31 to their plans. They intend to create a walkable community, where residents can utilize the  
32 City's amenities in the area, as well as some provided by the community. Mr. Lapire  
33 recognized the concerns of the adjacent neighbors and commented that they have chosen  
34 to have a lower density along those property lines with higher density toward 1300 West.  
35 The average density of the project would be 12.2 units per acre. Mr. Lapire presented  
36 slides with conceptual drawings and site plans and briefly described the four different  
37 product types they intent to build. In conclusion, he stated that they conducted a traffic  
38 study and the Traffic Engineer was present to answer questions.  
39

40 Daniel Join identified himself as a Traffic Engineer from House Engineering, and stated  
41 that he conducted a traffic study in the area and determined the three intersections that  
42 would be most affected by the development. He concluded that all of the intersections  
43 would still perform at an acceptable level with the addition of the traffic from the proposed  
44 project. Mr. Join confirmed that there would be less than a 5% increase in traffic flow,  
45 which is minimal. He also confirmed that they spoke with UDOT regarding their  
46 requirements.

1  
2 Chair Russell opened the public hearing.

3  
4 Vern Provost, a local business owner, expressed concern for the increased traffic. He also  
5 stated that it would be difficult to have two access points for the project in this area.

6  
7 Daniel Strange stated that he lives just north of the potential development and expressed  
8 concern regarding traffic. He also commented that the surrounding properties were all  
9 approximately one-quarter acre in size, and this development could decrease their property  
10 values.

11  
12 Robert Whitlock, a resident to the north of the subject property, asked the Planning  
13 Commission to consider a lower density for this area. He also addressed concerns  
14 regarding traffic and tree maintenance.

15  
16 Greg Hill liked the general low density of Riverton City, and feels that this would be  
17 inappropriate in this location because it does not accurately represent the City. Mr. Hill  
18 was also concerned that the plans and sketches presented by the applicant may not be  
19 what is actually developed.

20  
21 Celeste Whitlock addressed her concern regarding tree removal and maintenance and  
22 requested that the developer work with the residents to have those removed.

23  
24 Sharon Ready expressed concern regarding the traffic impact and stated that the  
25 intersections are already dangerous.

26  
27 Jeff Eastman voiced his concerns with the high density and the increase in traffic.

28  
29 There were no further public comments. Chair Russell closed the public hearing.

30  
31 Chair Russell clarified that if the rezone were approved, the applicant would have to return  
32 to the Planning Commission with their site plan and other details of the development for  
33 approval. He also stated that the Planning Commission has the option to request a lower  
34 density.

35  
36 There was discussion among the Commission and staff regarding the possibility of a lower  
37 density, such as RM-6 or RM-8. Commissioner Bryant commented that he would be in  
38 favor of this type of development, but at a later time. He stated that there are already three  
39 other high density projects in the downtown area being constructed, and he would like to  
40 see what impact they have on the City before approving another.

41  
42 **Commissioner Hartley moved that the Planning Commission recommend DENIAL of**  
43 **the rezone application, rezoning 8.8 acres located at approximately the northwest**  
44 **corner of 1300 West 12600 South from its current zoning of R-4 and C-G to RM-14**  
45 **and amend the Riverton City General Plan from Community Commercial to High**  
46 **Density Residential, with the recommendation that the applicant consider a lower**

1 **density. Commissioner Kochevar seconded the motion. Vote on motion:**  
2 **Commissioner Hansen – Nay; Commissioner Hartley – Aye; Commissioner Bryant –**  
3 **Aye; Commissioner Kochevar – Aye; Chair Russell – Aye; and Commissioner**  
4 **Endrizzi – Aye. The motion passed 5-to-1.**

5  
6 **C. SUBDIVISION, THE CREEK AT LOVERS LANE, THREE LOTS, 13270**  
7 **SOUTH LOVERS LANE, RR-22 ZONE, RIDGE AT LOVERS LANE LLC,**  
8 **APPLICANT.**

9  
10 Mr. Aagard presented the staff report regarding a three-lot subdivision at 13270 South  
11 Lovers Lane. The property is currently zoned RR-22, with the surrounding areas being  
12 similarly zoned. The applicant is proposing to subdivide one parcel totaling 4.6 acres into  
13 three smaller lots. Mr. Aagard explained that Lots 1 and 2 would be to the south, and  
14 Parcel A to the north would be preserved for future subdividing.

15  
16 Mr. Aagard added that there have been challenges in preparing the property for  
17 development. The challenges included the slope of the property, improvement  
18 requirements to Lovers Lane, and the wetlands located within the property itself. To  
19 combat those challenges, the applicant was required to submit grading plans showing  
20 where a home could be constructed on each lot, and add an additional seven to nine feet  
21 of asphalt on the western edge of the property to widen Lovers Lane to 33 feet. Mr. Aagard  
22 added that curb, gutter, and sidewalk would not be required to be consistent with the rest  
23 of Lovers Lane. The applicant was also required to approach the U.S. Army Corps of  
24 Engineers regarding the wetlands, and comply their requirements. Staff recommended  
25 approval with the conditions outlined in the staff report.

26  
27 Chair Russell asked staff if they had obtained everything they need from the applicant to  
28 this point. Mr. Aagard confirmed that they had not yet received a copy of the application  
29 submitted to the Army Corps.

30  
31 Chair Russell opened the public hearing.

32  
33 The applicant, Dan Lighten, was present representing Ridge at Lovers Lane, LLC. He  
34 clarified the wetland and flood plain issues and their approval from the Army Corps. He  
35 explained that they previously developed a subdivision further north on Lovers Lane and  
36 received many compliments on it.

37  
38 There were no further public comments. Chair Russell closed the public hearing.

39  
40 **Commissioner Kochevar moved that the Planning Commission recommend**  
41 **APPROVAL of Application #14-1001, The Creek at Lovers Lane Subdivision, located**  
42 **at 13270 South Lovers Lane, subject to the following conditions:**

- 43  
44 **1. Storm drainage systems and installation shall comply with Engineering**  
45 **Department requirements and standards.**  
46

- 1       **2. Any and all irrigation ditches associated with the property shall be addressed,**  
2       **with disposition of the irrigation system approved by Riverton City and the**  
3       **proper irrigation company or users.**
- 4
- 5       **3. The subdivision shall comply with any and all applicable Riverton City**  
6       **standards and ordinances**
- 7
- 8       **4. Provide a copy of the U.S. Army Corps of Engineers permit application.**
- 9
- 10       **5. The approved plans shall match the Corps' application.**
- 11
- 12       **6. Compliance with all conditions on the Corps' application.**
- 13
- 14       **7. Address minor redline comments on the subdivision plat and submit four sets**  
15       **of properly signed and stamped plat and drawings.**
- 16

17 **Commissioner Bryant seconded the motion. Vote on motion: Commissioner Hansen**  
18 **– Aye; Commissioner Hartley – Aye; Commissioner Bryant – Aye; Commissioner**  
19 **Kochevar – Aye; Chair Russell – Aye; and Commissioner Endrizzi – Aye. The motion**  
20 **passed unanimously.**

21

22       **D.     CONDITIONAL USE, MAKIKO'S DAYCARE, 11930 SOUTH REDWOOD**  
23       **ROAD, C-N ZONE, CURTIS WASHINGTON REPRESENTING THE**  
24       **APPLICANT.**

25

26 Mr. Aagard presented the staff report and explained that the applicant is requesting a  
27 conditional use permit to operate a commercial daycare in an existing structure located at  
28 11930 South Redwood Road. The property is zoned C-N, Neighborhood Commercial, as  
29 is the property to the south. The properties to the east, west, and north are zoned R-3 and  
30 R-4. Mr. Aagard informed the Commission that the property has been used as a daycare  
31 previously, but the conditional use permit expired after one year and the previous owners  
32 vacated the property. He presented an aerial photograph of the property and a site plan  
33 identifying the existing playground area, fencing, and parking. Mr. Aagard stated that a  
34 condition was included in the staff report to prevent traffic stacking on Redwood Road.  
35 Staff recommended approval.

36

37 Chair Russell opened the hearing to the public. There were no public comments. Chair  
38 Russell closed the public hearing.

39

40 **Commissioner Hansen moved that the Planning Commission recommend**  
41 **APPROVAL of the proposed Makiko's Daycare, Application #PL-15-2012, located at**  
42 **11930 South Redwood Road, subject to the following conditions:**

- 43
- 44       **1. Storm drainage systems and accommodations shall comply with Riverton**  
45       **City standards and ordinances, and with the recommendations of the Riverton**  
46       **City Engineering Division.**

- 1
- 2       **2. An interim storm drainage and erosion control plan and an access**
- 3       **management plan shall be approved by the City prior to any construction or**
- 4       **grading on the site.**
- 5
- 6       **3. The site and structures shall comply with any and all applicable Riverton City**
- 7       **standards and ordinances, including the International Building and Fire**
- 8       **Codes.**
- 9
- 10       **4. The applicant/business owner shall be responsible for maintaining adequate**
- 11       **onsite traffic management to avoid queuing or overflow onto Redwood Road.**
- 12

13 **Commissioner Hartley seconded the motion. Vote on motion: Commissioner**  
14 **Hansen – Aye; Commissioner Hartley – Aye; Commissioner Bryant – Aye;**  
15 **Commissioner Kochevar – Aye; Chair Russell – Aye; and Commissioner Endrizzi –**  
16 **Aye. The motion passed unanimously.**

17

18       **II.       DECISION ITEMS**

19

20               **A. CONDITIONAL USE, PROPOSED DEVELOPMENT OF ONE LOT ON A**  
21               **PRIVATE LANE, 1453 WEST RIVERTON RANCH ROAD, RR-22 ZONE,**  
22               **JAMES KIPP, APPLICANT.**

23

24 Mr. Aagard presented a brief history of this item, as it had come before the Planning  
25 Commission on May 14, 2014 and was tabled until staff could determine a proper  
26 recommendation regarding the unique circumstances surrounding the application. Staff  
27 had had discussions with the applicant regarding possible future development of the parcel  
28 and created a plan to accommodate it. Mr. Aagard gave a brief history of the subject  
29 property and private lane.

30

31 After their discussions, the applicant agreed to locate his home in a place that would not  
32 prohibit future development. If the area is developed in the future, the private lane would  
33 be available for dedication to the City. It was also determined that it was the responsibility  
34 of any future developer to acquire the necessary width to turn the private lane into a public  
35 street. Staff recommended approval of the application with the conditions set forth in the  
36 staff report.

37

38 **Commission Hartley moved that the Planning Commission APPROVE the**  
39 **conditional use permit allowing one residential home to be constructed with access**  
40 **from a private lane at 1453 West Riverton Ranch Road, subject to the following**  
41 **conditions:**

42

- 43       **1. The private lane shall be paved with concrete or asphalt to a minimum of**
- 44       **twenty (20) feet from the public right-of-way to the driveway of the new home**
- 45       **with appropriate turn-around space, as per Riverton City and the Unified Fire**
- 46       **Authority regulations.**

- 1
- 2       **2. Utility connections shall be approved by the Riverton City Public Works**
- 3       **Department prior to construction.**
- 4
- 5       **3. The site and structures shall comply with any and all applicable Riverton City**
- 6       **standards and ordinances, including the International Building and Fire**
- 7       **Codes.**
- 8
- 9       **4. The home must be constructed with a minimum of thirty (30) feet setback from**
- 10       **the edge of the future public right-of-way line, extending east from the existing**
- 11       **inside edge of sidewalk in the existing public right-of-way.**
- 12

13 **Commissioner Kochevar seconded the motion. Vote on motion: Commissioner**  
14 **Hansen – Aye; Commissioner Hartley – Aye; Commissioner Bryant – Aye;**  
15 **Commissioner Kochevar – Aye; Chair Russell – Aye; and Commissioner Endrizzi –**  
16 **Aye. The motion passed unanimously.**

17

18       **B. FINAL PLAT SUBDIVISION, MIDAS CROSSING PHASE 2, 11800 SOUTH**  
19       **2700 WEST, 30 LOTS, IVORY DEVELOPMENT LLC, APPLICANT.**

20

21 Mr. Aagard presented the staff report regarding final plat approval for Phase 2 of the Midas  
22 Crossing development. He presented aerial photographs and indicated that the property  
23 is currently zone R-4-SC but the Specific Development requirements did not relate to  
24 Phase 2. The preliminary plat includes 39 lots for Phase 2 and each exceeds the minimum  
25 lot size requirements, lot widths, and meet all frontage requirements. Mr. Aagard added  
26 that a six-foot solid core concrete collector street fence will be required along 2700 West  
27 and 11800 South and the park strips along those roads would be landscaped and  
28 maintained by the homeowners association. Staff recommended approval.

29

30 **Commissioner Hansen moved the Planning Commission recommend APPROVAL of**  
31 **the Midas Crossing Phase 2 Final Plat, Application #PL-15-1003, located at**  
32 **approximately 11800 South 2700 West, subject to the following conditions:**

- 33
- 34       **1. This phase of the subdivision shall comply with the overall requirements of**
- 35       **the approved preliminary plat, including the SD designations relating to lot**
- 36       **size requirements.**
- 37
- 38       **2. Any and all required fencing shall be installed prior to the issuance of building**
- 39       **permits for this phase.**
- 40
- 41       **3. Storm drainage systems and accommodations shall comply with Riverton**
- 42       **City standards and ordinances and with the recommendations of the Riverton**
- 43       **City Engineering Division.**
- 44

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

4  
5       **5. The site and structures shall comply with any and all applicable Riverton City**  
6       **standards and ordinances, including staff review requirements and the**  
7       **International Building and Fire Codes.**

8  
9       **Commissioner Endrizzi seconded the motion. Vote on motion: Commissioner**  
10       **Hansen – Aye; Commissioner Hartley – Aye; Commissioner Bryant – Aye;**  
11       **Commissioner Kochevar – Aye; Chair Russell – Aye; and Commissioner Endrizzi –**  
12       **Aye. The motion passed unanimously.**

13  
14       **III.     MINUTES**

15  
16       **A.     JUNE 11, 2015 PLANNING COMMISSION MEETING.**

17  
18       **Commissioner Hansen moved that the Planning Commission APPROVE the meeting**  
19       **minutes from June 11, 2015. Commissioner Kochevar seconded the motion. Vote**  
20       **on motion: Commissioner Hansen – Aye; Commissioner Hartley – Aye;**  
21       **Commissioner Bryant – Aye; Commissioner Kochevar – Aye; Chair Russell – Aye;**  
22       **and Commissioner Endrizzi – Aye. The motion passed unanimously.**

23  
24       **ADJOURNMENT**

25  
26       The meeting adjourned at approximately 8:03 p.m.