

## Planning Commission Staff Report

### CRANDALL COVE MINOR SUBDIVISION

Preliminary Plat

PLNPCM2010-00182

2853-2855 S. Highland Drive

Hearing date: August 11, 2010



Planning Division  
Department of Community &  
Economic Development

#### **Applicant**

Ivory Development (Brad Mackay,  
representative)

#### **Staff**

Casey Stewart 535-6260  
casey.stewart@slcgov.com

#### **Tax ID**

16-28-103-007  
16-28-103-008

#### **Current Zone**

CB (Community Business)  
R-1/7,000 (Single Family Residential)

#### **Master Plan Designation**

Sugar House Master Plan:  
Parks and Open Space  
Low Intensity Mixed Use

#### **Council District**

District 7 – Soren Simonsen

#### **Community Council**

Sugar House

#### **Current Use**

Commercial Retail

#### **Applicable Land Use Regulations**

- 20.20 Minor Subdivisions
- 21A.24.060 R-1/7,000 district
- Salt Lake City Site Development Regulations

#### **Attachments**

- A. Preliminary Subdivision Plat
- B. City Department Comments

#### **Request**

This is a request for preliminary approval of a proposed minor subdivision consisting of one (1) commercial lot and six (6) residential lots. The request includes reduced street width and lot depth from the residential standards for new lots.

#### **Recommendation**

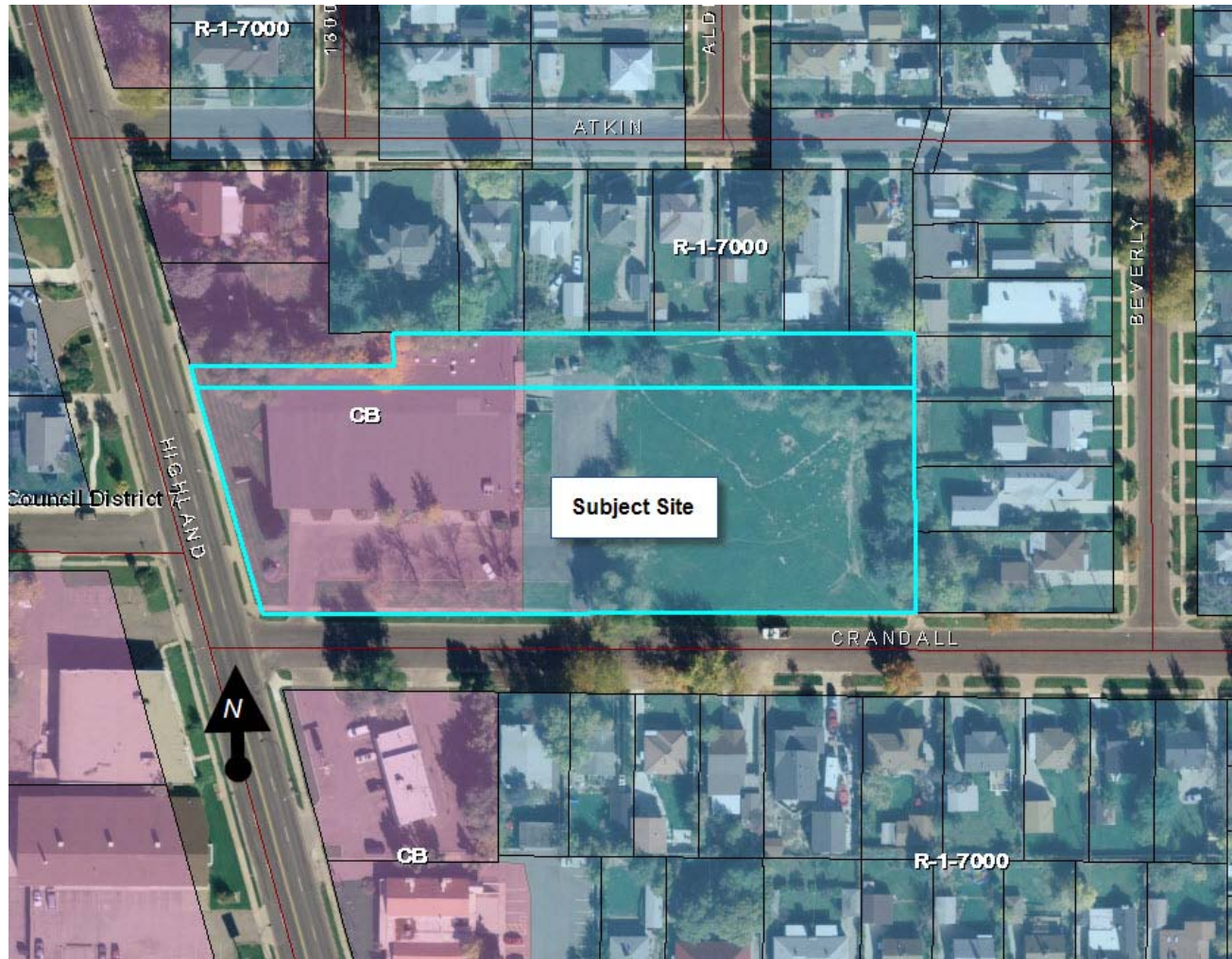
Staff has determined the proposed plat does not adequately achieve the applicable standards and recommends the Planning Commission deny preliminary approval for the proposed minor subdivision plat.

If the Planning Commission is inclined to give preliminary approval to the proposed plat, staff recommends the approval be subject to certain conditions listed below:

1. The final minor subdivision plat shall be recorded with the Salt Lake County Recorder.
2. Compliance with the departmental requirements as outlined in this staff report.

## VICINITY MAP

### 2853-2855 S. Highland Drive



### ***Project Description / Overview***

The project area is located at approximately 2853 and 2855 South Highland Drive, in both CB (Community Business) and R-1/7,000 (Single Family Residential) zoning districts. The applicant is seeking preliminary approval for a minor subdivision plat for seven (7) lots, one commercial lot for an existing commercial business (zoned CB) and six (6) residential lots.

The project is being reviewed by the Planning Commission because the applicant seeks relief from standards that only the Planning Commission can grant. Those specific standards are street and right-of-way width and lot depth as discussed later in this report. The residential lots range in size from 7,000 to approximately 7,937 square feet; the commercial lot would be 62,378 square feet (1.43 acres) in size.

### **Existing Conditions**

The existing site consists of an existing one story commercial building and associated surface parking on the corner of Highland Drive and Crandall Avenue, and; a vacant, undeveloped, vegetated area behind the

commercial building. The proposed residential subdivision would be accessed from Crandall Avenue via a new cul-de-sac.

## **Discussion**

The applicant requests relief from subdivision street standards for cul-de-sacs and for lot depth requirements. The original application consisted of six residential lots with a hammerhead design cul-de-sac. The length of the cul-de-sac street was such that a larger hammerhead design was required to allow for sufficient turn around area for a fire truck. Rather than enlarge the cul-de-sac, the applicant reduced the length of the street from 180 feet to 150 feet, thereby avoiding the additional fire department requirements. With the reduced length, the fire trucks can remain on Crandall Avenue and reach to homes at the end of the cul-de-sac.

Also, the applicant initially proposed a reduced right-of-way width for the street in order for each lot to maintain the 7,000 square foot minimum lot size in the R-1/7,000 district. The following discussion clarifies and addresses aspects of the project that are proposed for relief.

*Street right-of-way width and cul-de-sac design:* The City's standard for a residential cul-de-sac street width is 50 feet, which consists of a 30 feet paved driving aisle and the following features on both sides of the street: a six (6) inch curb, 4 ½ feet wide parking strips, four (4) foot wide sidewalks, and one (1) foot for street signs.

The applicant requests approval for a 43-foot right-of-way width consisting of: 24 feet of paved street and the following on both sides of the street: a six (6) inch curb, 4 foot wide parking strips, four (4) foot wide sidewalks, and one (1) foot for street signs. The Transportation Division does not support this request because it leads to tight traffic maneuvering, particularly for public and emergency service vehicles such as snow plow trucks, garbage trucks, and larger emergency response trucks. If this width were approved, the Transportation Division would not allow vehicle parking along the street. Furthermore, the City's Streets Division, that provides snow plowing and garbage pick-up service, does not support the proposed cul-de-sac design because it is too small to allow safe maneuvering and turnaround of the large trucks, particularly plow trucks.

The applicant reduced the overall cul-de-sac length to 150 feet to avoid having to enlarge the cul-de-sac to meet fire code requirements for truck turnaround. An enlargement in the cul-de-sac would have meant that the lot size minimum of 7,000 square feet could not have been met when using the proposed boundary line between the commercial lot and the residential area. That would cause the loss of one lot. The reduction in length, together with the reduced overall right-of-way width, allows the applicant to retain the sixth lot and keep all lots at or above the minimum lot size while keeping the commercial lot at its proposed size of 1.43 acres.

At one point the applicant proposed a plat using a 43 foot right-of-way and a 30-foot wide street section, which street section would have complied with the standard for such a street. However, the proposal also eliminated the landscaped parking strips on both sides of the street, leaving only a sidewalk adjacent to the street. Staff recommended against that design in an effort to keep the landscaped area between the street and the sidewalk to create a more pedestrian friendly design, allow for snow storage during the winter, and provide a landscaped buffer between the street, the sidewalk, and the homes. The current proposal retains the landscaped parking strip and sidewalk, but reduces the street section width to do so.

*Lot depth:* The City's Site Development Ordinance requires a minimum lot depth of 100 feet. None of the proposed residential lots meets this standard. The Planning Commission can waive this standard if there is a reason to do so and if the proposed lots are similar in configuration to existing lots in the area. All of the lots in the vicinity meet the 100 foot minimum depth requirement. The perimeter of the proposed residential area is of such a shape and configuration that, other than creating lots that all fronted onto Crandall Avenue, lot depth of 100 feet could not likely be achieved. The cul-de-sac uses a fair amount of the land area (approximately 5,500 square feet or 11%) within the residential subdivision. If the subdivision did in fact create residential lots that

fronted onto Crandall Avenue rather than a cul-de-sac, the lots would be approximately 215 feet deep and of a rectangular shape, similar to the existing lots in the neighborhood, but slightly longer.

Another option could be reducing the lot size of the commercial lot and shift the cul-de-sac further west, resulting in deeper lots for at least the four (4) lots closest to Crandall Avenue. The existing lot is sufficiently large to accommodate this scenario.

Given the size of the existing lot and/or the ability of the residential lots to be configured in a more rectangular shape similar to the surrounding neighborhood, staff finds the proposed plat incompatible with the area. The residential portion of the plat does not meet the standard for lot depth and the narrower roadway is anticipated to create difficulty for visiting traffic and public service vehicles. The Planning Commission can modify the street design standards if the commission determines that the small number of lots served and probable future traffic development justify a lesser standard.

## **Comments**

### **City Department Comments**

Comments were solicited from the following City departments/divisions: Transportation, Engineering, Public Utilities, Fire, Building Services, Zoning, and Streets. The Transportation and Streets Divisions both had concerns with the street width and the small cul-de-sac design. Those aspects create difficulty for the City's service vehicles such as snow plows and garbage trucks to maneuver, making it unsafe. All departments provided comments discussing improvements or modifications required according to their respective area of development oversight. Their comments can be found in 'Attachment B' of this report.

## **Analysis and Findings**

If the Planning Commission chooses to approve the proposed preliminary plat, the applicant will then be able to move forward with preparation of a final plat. If the Planning Commission chooses to deny the petition, the applicant may revise the request and reapply for another preliminary review.

### **Standards for minor subdivision: Section 20.20.020 Required Conditions and Improvements**

- A. *The general character of the surrounding area shall be well defined, and the minor subdivision shall conform to this general character.*

**Analysis:** The surrounding area is characterized by commercial uses along Highland Drive with single family residential neighborhoods behind the commercial uses and extending eastward. The typical lot in the existing residential neighborhoods is approximately 50 feet wide by 120 – 150 feet deep. The neighborhood is predominantly platted on a grid system of streets. The proposed subdivision plat does not conform to this general residential character due to its cul-de-sac design, shallow lots, and narrow street width.

**Finding:** The proposed minor subdivision configuration would not conform to the surrounding area.

- B. *Lots created shall conform to the applicable requirements of the zoning ordinances of the city.*

**Analysis:** The proposed residential lots range in size from 7,000 to approximately 7,937 square feet, which conform to the lot size minimum requirement of 7,000 square feet. The lot widths conform to the 50 feet requirement but the lot depths are all less than 100 feet, which depth is required by the City's Site Development Ordinance.

The CB zoning district has no minimum lot size and it conforms to the Site Development Ordinance minimum standards of 50 feet wide and 100 feet deep.

**Finding:** The proposed minor subdivision meets the standards for lot size and width, but does not meet the lot depth standards; however, the Planning Commission can modify the lot depth standard upon finding that the proposed lot depths conform to the character of the existing lots of surrounding area.

C. *Utility easements shall be offered for dedication as necessary.*

**Analysis:** All necessary and required dedications will be made with the recording of the final plat.

**Finding:** The proposed minor subdivision satisfies this standard.

D. *Water supply and sewage disposal shall be satisfactory to the city engineer.*

**Analysis:** All plans for required public improvements must be submitted and approved by the City Engineer and Public Utilities department prior to approval of the final plat.

**Finding:** The proposed minor subdivision satisfies this standard.

E. *Public improvements shall be satisfactory to the planning director and city engineer.*

**Analysis:** The proposed subdivision has been forwarded to the pertinent City Departments for comment. All public improvements must comply with all applicable City Departmental standards unless those standards are modified by the Planning Commission.

**Finding:** The proposed minor subdivision partially meets this standard. Specifically, the street and cul-de-sac width do meet the City's standards for width thereby resulting in inadequate improvements within the right-of-way; however, the Planning Commission can modify this standard if the commission determines that the small number of lots served and probable future traffic development justify a lesser standard. All other improvements have been deemed satisfactory by the reviewing departments and would be required prior to final plat being recorded if the project was approved.

## **Summary**

The proposed minor subdivision has not adequately demonstrated compliance with all of the standards required of them. For those standards related to lot depth and street width that the applicant seeks to modify, staff does not concur. Those two aspects were discussed in the preceding report. Planning staff recommends the proposed plat not be given preliminary approval until it more closely complies with the standards in question.

***Attachment A***  
Proposed Subdivision Plat

[illegible]

**Date of Survey**

**LEGAL DESCRIPTION**

BEGINNING AT A POINT WHICH IS S00T1°00'W 126.06 FEET FROM THE SOUTHEAST CORNER OF LOT 16, BLOCK 3, HIGHLAND PARK PLAT C; SAID POINT ALSO BEING S01°03'W 761.85 FEET FROM S89°40'00"E 011.08 FEET FROM THE NORTHEAST CORNER OF SECTION 36, T12N R12E S4E, RANGE 12E, TOWNSHIP 12N, RANGE 12E, MERIDIAN; THENCE S00T0°28'W 219.45 FEET; THENCE S00T1°00'W 32.24 FEET TO THE CENTERLINE OF A ROAD KNOWN AS CRAWFORD AVENUE; THENCE ALONG SAID CENTERLINE N89°35'54"W 493.93 FEET; N15°32'03"W 232.01 FEET; THENCE S89°40'00"E 156.14 FEET; THENCE NORTH 26.37 FEET; THENCE S89°49'51"E 400.24 FEET TO THE POINT OF BEGINNING.

CONTAINS 128,237.88 SQUARE FEET; 2.94 ACRES

## OWNERS DEDICATION

KNOWN ALL BY THESE PRESENTS THAT WE THE UNDERSIGNED OWNER'S OF THE DESCRIBED TRACT OF LAND ABOVE, HAVING CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS AND STREETS TO HEREAFTER BE KNOWN AS

**CRANDALL COVE**

DO HEREBY DEDICATE FOR THE PERPETUAL USE OF THE PUBLIC ALL PARCELS OF LAND SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE, AND WARRANT, DEFEND, AND SAVE THE CITY HARMLESS AGAINST ANY EASEMENTS OR OTHER ENCUMBRANCES ON THE DEDICATED STREETS WHICH WILL INTERFERE WITH THE CITY'S USE, OPERATION, AND MAINTENANCE OF THE STREETS AND DO FURTHER DEDICATE THE EASEMENTS AS SHOWN FOR THE USE BY ALL SUPPLIERS OF UTILITY OR OTHER NECESSARY SERVICES.

IN WITNESS WHEREOF, WE HAVE HEREUNTO SET OUR HANDS THIS  
DAY OF A.D. 20

**LIMITED LIABILITY COMPANY  
ACKNOWLEDGEMENT**

ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_ PERSONALLY  
APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AN  
OFFICE OF THE COUNTY OF SALT LAKE, IN THE STATE OF UTAH,  
CHRISTOPHER P. GAMPAROLAS, WHO AFTER BEING DULY SWORN,  
ACKNOWLEDGED TO ME THAT HE IS THE PRESIDENT OF WORRY  
DRILLCOMP, L.L.C., A UTAH L.L.C. AND THAT HE SIGNED THE  
OWNERS DECLARATION FREELY AND VOLUNTARILY FOR AND IN BEHALF  
OF SAID LIMITED LIABILITY COMPANY FOR THE PURPOSES SET FORTH

MENTIONED.  
BY COLLECTION NUMBER.

**NOTARY PUBLIC**

RESIDING IN SALT LAKE COUNTY

**THE UNIVERSITY OF CHICAGO**



**INVESTMENT OPPORTUNITIES**

NUMBER _____	ACCOUNT _____	SHEET _____ OF _____ SHEETS
<b>CITY PLANNING DIRECTOR</b>		
APPROVED THIS _____ DAY OF _____ BY _____ LAKE CITY PLANNING COMMISSION.		
<b>CITY ENGINEERING DIVISION</b>		
I HEREBY CERTIFY THAT I HAVE READ THIS PLAN EXAMINED BY THIS OFFICE AND IT IS CORRECT IN ACCORDANCE WITH INFORMATION ON FILE.  CITY ENGINEER _____ DATE _____ CITY SURVEYOR _____ DATE _____		
<b>CITY PUBLIC UTILITIES DEPT.</b>		
APPROVED AS TO SANITARY SEWER AND WATER DETAILS THIS _____ DAY OF _____, 20____.		
SALT LAKE CITY PUBLIC UTILITIES DIRECTOR _____		
<b>CITY ATTORNEY</b>		
APPROVED AS TO FORM THIS _____ DAY OF _____, 20____.		
SALT LAKE CITY ATTORNEY _____		
<b>CITY APPROVAL</b>		
PRESENTED TO SALT LAKE CITY THIS _____ DAY OF _____, 20____.		
AND IT IS HEREBY APPROVED. _____		
DATE _____ TIME _____ BOOK _____ PAGE _____		
FEE _____ CHIEF DEPUTY, SALT LAKE COUNTY RECORDER _____		
<b>SALT LAKE COUNTY RECORDER</b>		
STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE REQUEST OF _____		
NUMBER <b>16499</b>	ACCOUNT _____	SHEET <b>01</b> OF <b>01</b> SHEETS

***Attachment B***  
City Department comments



**Address:** 2855 S. Highland Dr.  
**Project Name:** Crandall Cove Subdivion  
**Contact:** Casey Stewart 801 535-6260  
**Date Reviewed:** 06/15/2010  
**Zone:** R-1-7000

**The Development Review Team (DRT) is designed to provide PRELIMINARY review to assist in the design of the complete site plan. A complete review of the site plan will take place upon submittal of the completed site plan to the Permits Counter.**

***Project Description: Crandall Cove subdivision. Discuss street width, culdesac and park strip elimination.***

**Ken Brown/Zoning:**

Need to verify 50' lot width. Need to address trash pick-up and snow removal. Need to review hammer head with the fire code. Each lot to maintain 7000 sqft minimum. The special fault study area map shows an extension of the fault study area into the 2855 S. Highland Dr. property. A site specific natural hazards report would be required.

**Barry Walsh/Transportation:**

Roadway min – 30' FF std. (fire 26'-24') No parking on street.  
Need "streets" pol review for garbage & snow removal for proposed hammer head.  
Past review comments 06/02/2010

**Brad Stewart/Public Utilities:**

Combining & splitting lots. 6 lot subdivision.  
Show drainage & irrigation easement along east property line (north?)  
Existing 6" water main may not be able to deliver adequate fire flow (velocity).  
Developer may need to upsize water main in Crandall. Stay less than 7 fps velocity in water main. Need to know fire flow requirement & then run metal model.  
Sewer looks okay.  
Public water & sewer main extension agreements needed. Also bond.  
Ground water, from GEOTECH report, 11 ft deep. Basements are okay.

**Randy Drummond/Engineering:**

Subdivision plat required.  
At the time of application for Building Permit or Plat, an inventory of the condition of the existing street and/or access-way improvements will occur. The condition of said improvements will be determined, and any sub-standard improvements (curb, gutter, sidewalk, drive approach, etc) will be required to be either repaired or replaced as a condition of approval of the project.  
Subdivision Improvement Construction Agreement required. Said agreement will require a guarantee (bond), insurance certificate(s), and payment of fees. See Joel Harrison (535-6234) for details on insurance and guarantee provisions.  
Subdivision Improvement plan required.

**From:** [projectdox@pdx.slcgov.com](mailto:projectdox@pdx.slcgov.com)  
**To:** [Stewart, Casey](#)  
**Subject:** Crandall Cove Sub  
**Date:** Tuesday, May 11, 2010 9:37:32 AM

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## ProjectDox - Team Mail

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Project:	PLNSUB2010-00182
Author:	Barry Walsh
<a href="#">Project Access</a>   <a href="#">Login to ProjectDox</a>	

May 11, 2010

Casey Stewart, Planning

Transportation review was earlier thru a direct source. Attached is our review letter to the Project Engineer.  
I have attached our redline PDF to the Project Dox file.

Sincerely,

Barry Walsh

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May 6, 2010

Ron Paul, P.E.

Re: Crandall Cove - Preliminary Six lot subdivision proposal at 1345 East Crandall Avenue.  
PLNSUB2010- 00182.

The division of transportation review comments and recommendations are as follows:

I have marked up some comments on sheet C.02 Site Plan referring to the Salt lake City standard roadway sections E1.a1 for a residential cul

de sac with a 50 foot ROW and a 30 foot curb face to face roadway with park strip and pedestrian sidewalk. Please review with the planning division for your proposed variation. The transportation division needs a minimum one foot area for signage and with the sidewalk at the back of curb a five foot walk is minimum.

I have also noted that the hammer head turnaround is to be reviewed by Ted Itchon for Fire access and circulation.

The proposed surface roadway drainage needs to be reviewed by Public Utilities.

Provide ADA accessible ramps for east west pedestrian circulation crossing the proposed cul de sac roadway and coordinate with Salt Lake City Engineering for APWA design standards.

The street lighting proposal needs to be reviewed by Michael Barry for locations, type, power source, and specifications & details.

Sincerely,

Barry Walsh

Cc Kevin Young, P.E.  
Randy Drummond, P.E.  
Ted Itchon, Fire  
Michael Barry, P.E.  
Larry Butcher, Permits  
Peggy Garcia, Public Utilities  
File.

From: Ron Paul [mailto:ron@focusutah.com]  
Sent: Thursday, May 06, 2010 10:07 AM  
To: Drummond, Randy; Walsh, Barry  
Cc: Brad Mackay; Greg Day  
Subject: Crandall Cove

Randy,  
Per your request please see the attached PDF copies of the preliminary plat for Crandall Cove.  
We look forward to receiving your review comments. Please let me know if you have any questions or need anything else.

Thank you,

Ron A. Paul, P.E.  
Principal

201 West Cottage Avenue  
Sandy, Utah 84070  
Office: (801) 352-0075  
Mobile: (801) 842-6046

From: [Walsh, Barry](#)  
To: [Stewart, Casey](#)  
Cc: [Young, Kevin](#)  
Subject: RE: Crandall Cove sub.  
Date: Thursday, July 08, 2010 2:47:10 PM

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July 8, 2010

Casey,

Re; Crandall Cove Dev.

Brad wanted to know what we used to allow, back when the Planning dept was trying to promote residential infill on awkward lots. The 24' face of curb to face of curb or 20' from lip to lip was our minimum road width and was restricted to "NO" parking on street. I mentioned that it caused congestion and that I would require that the garages be set back a minimum of 20 feet from the back of walk to provide some visitor parking in that area. We also needed the pedestrian sidewalk and the one foot area for signing (No Parking) etc. I again noted that the turnaround at the end of the street is of concern to garbage pick-up and snow removal even if the road was less than 150 foot deep for fire codes.

So the proposed section is not per our current standard for various reasons and it would be up to Planning to approve in conjunction with the other departments for their conditions.

We require the NO parking status and on site provisions for guest staging.

Barry Walsh,

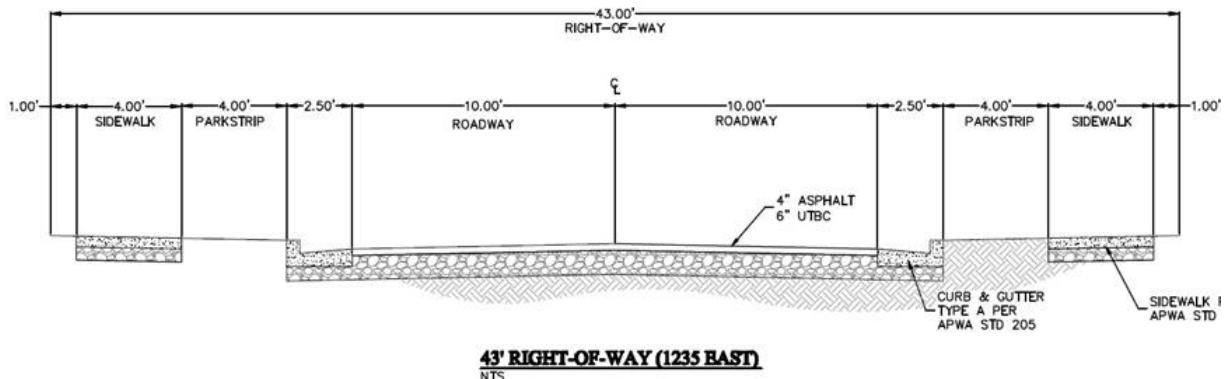
Cc Kevin Young, P.E.

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From: Stewart, Casey  
Sent: Wednesday, July 07, 2010 4:43 PM  
To: Walsh, Barry  
Cc: Young, Kevin  
Subject: FW: Crandall Cove sub.

Barry,

After discussions with the Brad Mackay of Ivory Homes, I can't tell where Transportation stands on ROW requirements for Crandall Cove. I assume you are sticking with the standard 50' ROW / 30' curb to curb unless the planning commission approves otherwise. However, Brad Mackay mentioned you are okay with a 43' ROW / 24' curb to curb / 1/2' curb sections / 4' parking strips / 4' sidewalks / 1' signage (see image below). The Site Dev Ordinance says the standards contained therein shall apply unless deemed unwarranted by written recommendation of City Engineer and Traffic Engineer.



**C. Street Design Standards .** The following minimum standards and design criteria shall apply unless deemed unwarranted by written recommendation of the City Engineer and Traffic Engineer. Said standards and criteria shall be supplemented by other applicable existing engineering and construction requirements and standards as specified by the City Engineer.

There has been much email, verbal, and phone conversation on this project but I do not recall if the "written recommendation" was provided clearly stating that the 50'/30' standard is unwarranted and that the 43 ROW scenario shown on the image is acceptable to Transportation. Are you willing to provide that to clear up any confusion?

Thanks,  
**Casey Stewart**  
Senior Planner, SLC Planning Division  
(801) 535.6260

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From: Aguilar, Joseph

**Sent:** Tuesday, June 29, 2010 3:30 PM  
**To:** Stewart, Casey  
**Cc:** Rokhva, Parviz; Valente, Art; Aguilar, Joseph  
**Subject:** RE: Crandall Cove sub.

Mr. Stewart, on the proposed plan the hammerhead doesn't seem to be long enough to allow our plow trucks room to maneuver, driving in turn around and driving out without backing. As a minimum, the hammerhead needs to be 80' long and 20' wide. I'm ok with all the other changes.

Thanks,

Joe

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**From:** Rokhva, Parviz  
**Sent:** Wednesday, June 23, 2010 8:54 AM  
**To:** Aguilar, Joseph; Leetham, Michael; Valente, Art; Lust, David  
**Cc:** Stewart, Casey; Jennings, Cabot  
**Subject:** FW: Crandall Cove sub.

Gentlemen,

Please review this request as soon as possible and if our operation cannot accommodate the proposed changes let Planning Division know .

We probably should also let them know if the changes are OK as well.

If you have any questions I am sure you can ask Mr. Stewart for details.

Thanks Parviz

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**From:** Stewart, Casey  
**Sent:** Tuesday, June 22, 2010 4:30 PM  
**To:** Rokhva, Parviz  
**Subject:** FW: Crandall Cove sub.

Parviz,

Please take a look at the attached file that shows a proposed cul-de-sac subdivision. The redline marks are from Barry Walsh with the Transportation Division. The Transportation Division recommended STREETS review the proposal to comment on issues with snow removal and trash pick up. The developer wants to eliminate the parking strips in order to reduce the ROW width. Please inform us of any concerns, recommendations and/or requirements you have for this proposal.

Thank you,

*Casey Stewart*  
Principal Planner, SLC Planning Division  
(801) 535.6260

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**From:** Walsh, Barry  
**Sent:** Tuesday, June 15, 2010 5:51 PM  
**To:** Stewart, Casey  
**Subject:** Crandall Cove sub.

June 15, 2010

Re: Crandall Cove Sub proposal – Trans review memo's.

Casey Stewart, planning

FYI.

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June 10, 2010

Tom,

Re: Crandall Cove sub proposal at Crandall Ave 1345 E.?

Per the transportations past review comments, the cul-de-sac / roadway termination, needs to be approved by Fire and Engineering. It may also need to be reviewed by Public Services for snow removal and garbage service issues. Their responses will go to Planning for the final concept approval.

I have redlined two minor items - putting a 2' minimum radius on the curb so it does less damage to car tires and so it won't break so easily with snow plows etc. the other item is that the ADA ramps need to be orientated east west only.

Sincerely,

Barry Walsh

Cc: Kevin Young, P.E.  
Randy Drummond, P.E.  
Ted Itchon, Fire  
Joel Paterson, Planning  
Ron Paul, & Brad Mackay - Crandall Cove.

From: Tom [mailto:tromney@focusutah.com]  
Sent: Thursday, June 10, 2010 10:51 AM  
To: Walsh, Barry  
Cc: Brad Mackay  
Subject: Crandall Cove Site Plan

Barry,

Attached is the updated site plan for Crandall Ave.

We reduced the cul-de-sac to 150' for the fire requirements, increased the ROW to 43' and added sidewalk access to all lots. The ROW cuts through the hammerhead and then we will provide an easement around the hammerhead for the portion outside of the ROW. This allows us to increase the ROW to 43' and maintain 7000 sqft lots.

Before updating all the plans and re-circulating to everyone I wanted to make sure you are ok with the changes and how we have designed the ROW.

Thanks

Thomas Romney  
Project Manager

201 W. Cottage Avenue  
Sandy, Utah 84070  
p 801.352.0075  
f 801.352.7989  
www.focusutah.com  
[tromney@focusutah.com](mailto:tromney@focusutah.com)

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May 6, 2010

Ron Paul, P.E.

Re: Crandall Cove - Preliminary Six lot subdivision proposal at 1345 East Crandall Avenue.  
PLNSUB2010- 00182.

The division of transportation review comments and recommendations are as follows:

I have marked up some comments on sheet C.02 Site Plan referring to the Salt Lake City standard roadway sections E1.a1 for a residential cul de sac with a 50 foot ROW and a 30 foot curb face to face roadway with park strip and pedestrian sidewalk. Please review with the planning division for your proposed variation. The transportation division needs a minimum one foot area for signage and with the sidewalk at the back of curb a five foot walk is minimum.

I have also noted that the hammer head turnaround is to be reviewed by Ted Itchon for Fire access and circulation.

The proposed surface roadway drainage needs to be reviewed by Public Utilities.

Provide ADA accessible ramps for east west pedestrian circulation crossing the proposed cul de sac roadway and coordinate with Salt Lake City Engineering for APWA design standards.

The street lighting proposal needs to be reviewed by Michael Barry for locations, type, power source, and specifications & details.

Sincerely,

Barry Walsh

Cc: Kevin Young, P.E.  
Randy Drummond, P.E.  
Ted Itchon, Fire  
Michael Barry, P.E.  
Larry Butcher, Permits  
Peggy Garcia, Public Utilities  
File.

**Building Services (Jan Ukena, 801.535.7642)**

Building code would like to see a Geotech Report done, (one report that addresses each individual lot). This could be done as part of the subdivision approval or a condition on the plat that a Geo tech report would have to be provided before a building permit could be issued.

No other building code issues

**Zoning (Alan Hardman, 801.535.7742)**

Two existing parcels are being subdivided to create this new subdivision: 2853 South Highland Drive (16-28-103-007) and 2855 South Highland Drive (16-28-103-008). Both parcels also have dual zoning: the front half of the lots fronting on Highland Drive are zoned CB and the back half of the lots are zoned R/1-7,000.

The following observations should be considered and represent the preliminary zoning comments: 1) the two remaining remnant parcels fronting Highland Drive should be combined into one new lot as part of this process. This may require a separate planning action; 2) the two remaining remnant parcels, whether left as is or combined into one new lot, will still have dual zoning, which may make future development more difficult. This would require a separate rezone petition to make it all CB zoning; and 3) the East Bench Fault study area crosses Highland Drive and is shown on the front part of the existing parcels. This may require a Fault Hazard Study report to be filed with the subdivision.

**Public Utilities (Justin Stoker, 801.483.6786)**

The subdivision will require new public water and sewer mains be added. All public mains, water and sewer, must be a minimum of 8-inches in size. Please revise the sewer main size from 6-inch to an 8-inch line. The project is more than one acre in size and will need to design a stormwater detention system in accordance with the City's restrictive discharge policy. Improvement plans will need to be submitted to this department for review. Those plans will need to include a site grading and drainage plan, a site utility plan (showing all water, sewer, and storm drain connections for each lot), and a street profile for both of the proposed utility mains. All pipe sizes and materials, as well as all necessary appurtenances will need to be identified on the plans. Identify the FEMA designated floodzone (with the zone definition, panel reference, and effective date) on the improvement plans. An existing "ghost" water lateral is located about 160-ft west of the eastern property line. "Ghost" laterals are water laterals where the water meter has been removed but the lateral hasn't been properly disconnected from the main. City policy requires that this lateral be properly killed for health reasons. Thank you.

**NOT APPLICABLE NOW THAT  
THE STREET LENGTH WAS  
REDUCED TO 150 FEET.**

## SALT LAKE CITY

### DEMOLITION & CONSTRUCTION REVIEW SHEET

LOG: PLNPCM2010-00182 PROJECT NAME: Crandall Cove

DATE: 29 April 10

ADDRESS: 2855 S. Highland Drive

**REVIEWED BY: Edward P. "Ted" Itchon Phone: (801) 535-6636**

**E-mail: [edward.itchon@slcgov.com](mailto:edward.itchon@slcgov.com)**

**Fax: (801) 535-7750**

Site plans submitted for the proposed structure at the above listed location have been checked. The following items require correction(s), clarification(s), or additional details before they can be approved. Please provide revised plans and calculations **along with a written response** to each of the items listed below to facilitate a shorter back-check time. In your written response, please clearly indicate where the correction, clarification, or additional details can be found; whether on the plans or on an attachment. **Please call to schedule an appointment to discuss the responses** to facilitate a shorter second review check time.

1. Change the road width to 20 feet typ.  
<https://pdox.slcgov.com/ProjectDox/?FileID=37006&M=761>  
<https://pdox.slcgov.com/ProjectDox/ActiveXViewer.aspx?FileID=37006&MarkupID=761>
2. The width shall be 60 feet both sides to equal 120 feet total.  
<https://pdox.slcgov.com/ProjectDox/?FileID=37006&M=762>  
<https://pdox.slcgov.com/ProjectDox/ActiveXViewer.aspx?FileID=37006&MarkupID=762>
3. 2. Provide Fire Hydrants at the street a minimum 350 feet on centers.
4. 3. No part of the building maybe further than 400 feet from a fire hydrant.
5. 4. The primary fire hydrant shall be within 400 feet of a fire hydrant.
6. 5. Additional fire hydrants maybe required to meet the required fire flow of
7. 6. A control valve shall be placed immediately in front of the fire hydrant between the hydrant and the water main. This valve shall independently control the fire hydrant.
8. 7. Fire hydrants shall be equipped with one 4 ½ inch, and two 2 ½ inch outlets, which has national standard threads (NST).
9. 8. Fire hydrants shall be installed so that the center line of the lowest cap, nut shall not be closer than 18 inches from the finished grade.
10. 9. Fire hydrants shall not be installed closer than 30' to a building.
11. 10. Fire hydrants installed along fire department access roads shall not be further than 15' from the road.
12. 11. Fire hydrants shall have the 4 ½" butt facing the fire access roadway.
13. 12. Fire Hydrants shall be obstruction free within 3' around the hydrant.



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water mains 8 inches in diameter shall not be longer than 250 feet and serve no more than two appliances. If the water main is a minimum 12 inches in diameter it is permitted to be a dead end greater than 250 feet.

15. 14. Underground piping shall be tested at 200 psia for two hours. This office shall receive a copy of the test certificate.
16. 15. Fire Department Connection (FDC) shall be placed at the front of the structure and be no further than 100 feet from a fire hydrant.
17. 16. Fire Department Connections (FDC) for any fire extinguishing system shall be placed along the road. The FDC shall be within 100 feet of a fire hydrant.
18. Post Indicator Valve (PIV) shall be installed between the water main and the automatic fire sprinkler riser. This PIV shall be placed 30 feet away from the building.
- 19.
20. Fire Department access roadway both temporary and permanent shall be installed and maintained to meet the requirements of Public Works Department.
21. Fire hydrants installed in a parking lot shall have a minimum 3 foot unobstructed clearance around the fire hydrant and be provided with vehicle impact protection as required in section 312 of the International Fire Code.
22. Fire hydrants shall be operational and a fire department access roadway installed prior to the construction of the structure.
23. Fire Department access roadway and fire hydrants shall be in place prior to construction. If the Fire Department access road is not installed before the commencements of construction then a temporary fire department access road maybe install.
24. Fire Department access roads shall be a minimum of 26 foot clear width. This access road turning radius shall be a minimum of 20 foot inside and 45 foot outside. The minimum clear height is 13 feet 6 inches.
25. Provide a temporary address sign which is visible and distinguishable from the street from both directions.
26. Fire hydrants shall not be blocked by building materials, equipment or temporary offices.
- 27.
28. The Civil Engineer shall design the temporary fire department access road and provide to the City Engineer for his approval the geotechnical report with a design of the proposed access road to support the imposed HS20 loads.
29. On street parking is permitted on one side of the street. No parking signs and red curb shall be installed on the same side as the fire hydrants.
30. On streets 30 foot in width parking is prohibited on one side. No parking fire lane signs and red curbs are required on the same side as the fire hydrants.
31. Temporary fuel tank storage will require a permit if used during construction. Gravity flow is not permitted.
32. Burning of trash, scrap wood of other materials in a violation of City Ordinance.