

Planning Commission Staff Report

CRANDALL COVE MINOR SUBDIVISION

Preliminary Plat

PLNPCM2010-00182

2853-2855 S. Highland Drive

Re-hearing date: September 8, 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. Applicant's Color Sketch
- B. Preliminary Subdivision Plat
- C. City Department Comments
- D. Public 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

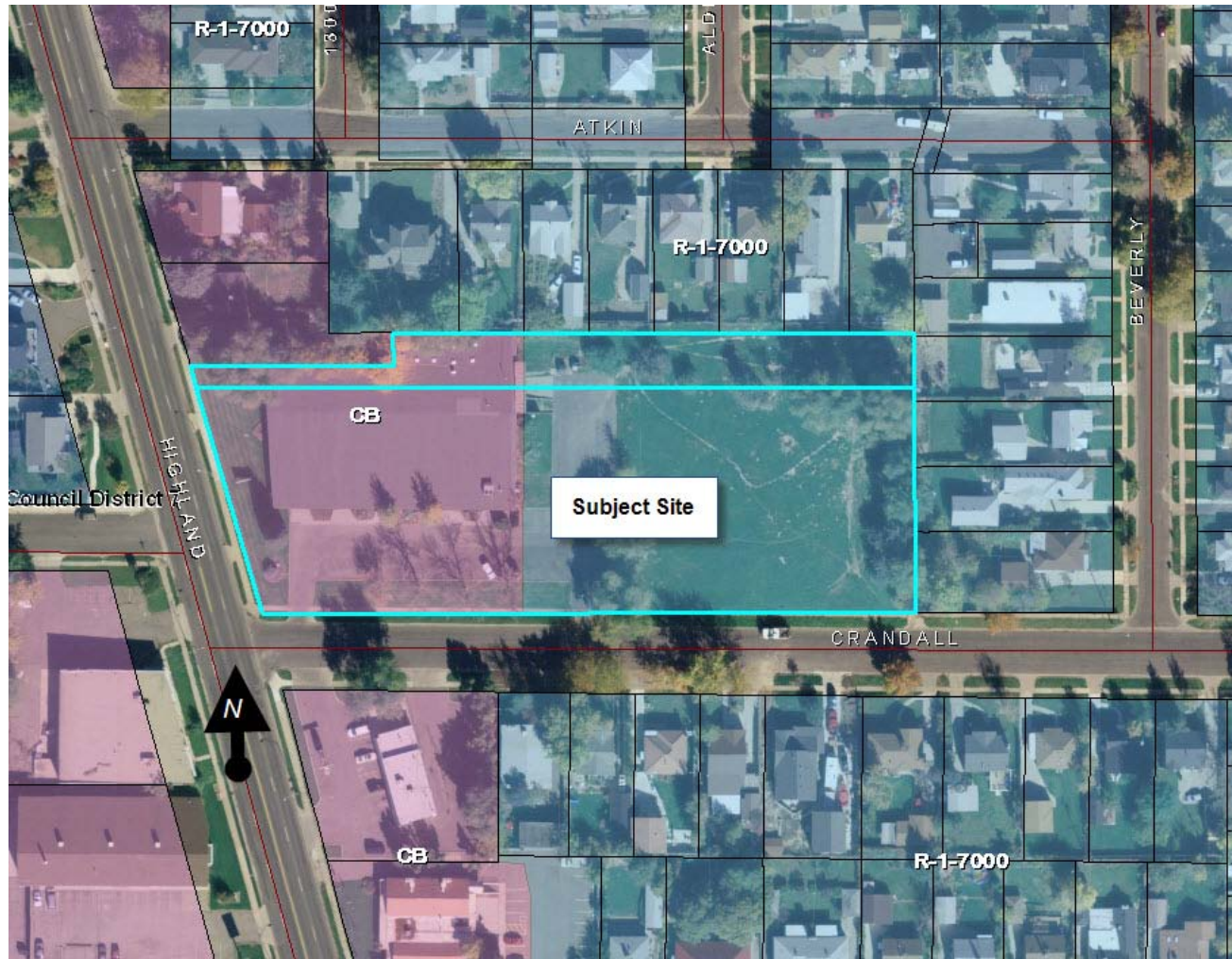
Staff has determined the proposed plat does not fully achieve the applicable standards for street design and lot depth. The Planning Commission has the authority to modify the street design standards if the commission determines that the small number of lots served and probable future traffic development justify a lesser standard. The Planning Commission can approve a lesser lot depth.

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

This request was initially considered at the August 11, 2010 Planning Commission hearing. A motion to approve the subdivision as proposed failed and the petition was subsequently tabled to give the applicant an opportunity to make revisions and/or provide additional information. The applicant has since submitted a colored oblique rendering of what the subdivision might look like when the homes are built and the landscaping is mature (See Attachment A). The attempt is to visually demonstrate that the development can be compatible with the neighborhood. No modifications were made to the lot or street layout since the initial hearing.

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 reduce the lot depth. 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 rectangular lots in the neighborhood, but slightly longer.

Comments

Public Comments

Staff received e-mail comments from four citizens encouraging approval for the project and one citizen objecting to the proposed layout. Their comments are included as *Attachment D*.

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 surrounding neighborhood is predominantly platted on a grid system of streets but there a few recent infill subdivisions that included a cul-de-sac design. 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 does not conform to the older surrounding area, but is similar in design to recent infill subdivisions in the City.

- 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 reduce the lot depth but no criteria are given in the Site Development Ordinance.

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 demonstrated compliance with all of the standards required of it. With current lot size, width, and depth requirements and street requirements, platting and developing new lots in older, established neighborhoods can be complex and for that, staff recognizes the difficulty for "infill" projects to meet all required subdivision standards. In principle, staff supports infill development in a manner that conforms to the surrounding neighborhood, but in this case, since the project doesn't achieve some of the general standards for subdivisions, staff offers no specific recommendation.

Attachment A
Applicant's Color Sketch



Attachment B
Proposed Subdivision Plat

Attachment C
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@pdox.slcgov.com
To: [Stewart, Casey](#)
Subject: Crandall Cove Sub
Date: Tuesday, May 11, 2010 9:37:32 AM



ProjectDox - Team Mail

Project:	PLNSUB2010-00182
Author:	Barry Walsh
Project Access Login to ProjectDox	

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

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

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.

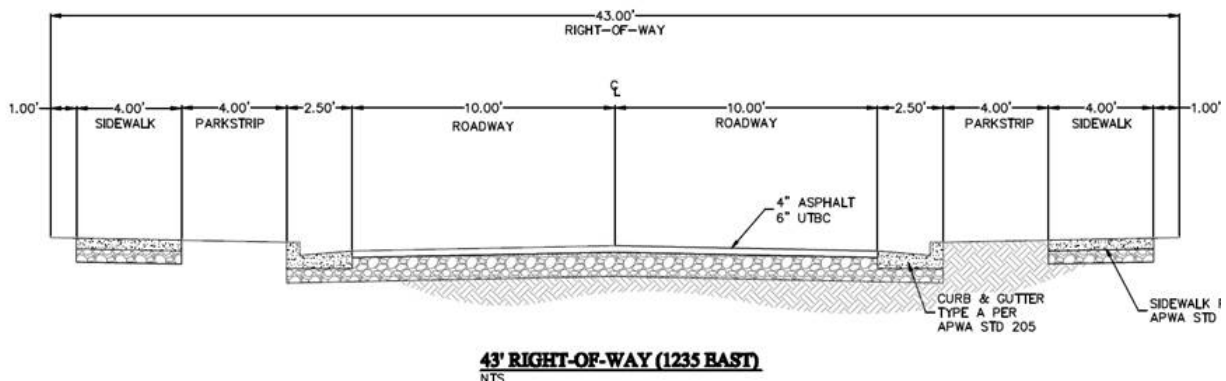
Barry Walsh,

Cc Kevin Young, P.E.

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

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

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

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

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.

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

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

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.

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

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.

Attachment D
Public comments

From: [Spencer Denison](#)
To: [Stewart, Casey](#)
Subject: Crandall Development
Date: Monday, August 30, 2010 3:59:23 PM

Casey,

My comments concerning the Ivory development on Crandall ave:

1. I appreciate that you are keeping in mind the context and scale of the existing neighborhood, thank you.
2. I also appreciate that the developer is thinking the same thing (i hope).
3. My only concern is that in an effort to maximize profit, developers over build and use exterior materials that do not relate to the historical context of "Leavitt Town" neighborhoods like we enjoy. Ivory is famous for massive amounts of stucco.....
4. Also, I think that all the homes should be fronting the street because in creating a culdasc those "proposed" six homes are turning their back on the rest of the neighborhood. I can't think of any precedent where this occurs and is able to keep a cooperative street scape between existing and new. Those neighborhoods that are allowed to do this become their own, singular place, and will not relate to the rest of the street. Not by virtue of the architecture but by virtue of site planning.
5. The layout will also have less "on street" parking in those locations disabling the friction affect that will slow cars down on Crandall.
6. People will not walk down streets that have not exit, or destination. This will strengthen the separation of existing and new.

Spencer Denison
1300 East Atkin Ave. One block north of Crandall.

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From: [James McConkie](#)
To: [Stewart, Casey](#)
Cc: [James McConkie](#)
Subject: Crandall Cove Minor Subdivision PLNSUB2010-0182
Date: Monday, August 30, 2010 3:37:44 PM

Casey,

I am writing in support of the proposed subdivision. I understand that public comment will not be allowed on the 8th at the Planning Commission's meeting. I would urge the commission, however, to consider the broad and comprehensive neighborhood support for a development of some kind at what has been an empty field for many years. The property's dimension's make it unique and require that a layout including slightly more shallow lots and an adjusted public road be approved by the commission. Having seen Ivory's rendering and a number of proposed house plans for the proposed development, I believe that the subdivision would integrate well architecturally with the rest of the neighborhood. The larger homes proposed are similar to a two story home less than a block away on Chadwick street. That home's second floor has tasteful dormers. It has been in the neighborhood for more than 30 years. My home (1322 Crandall) is directly across from the proposed development. We recently added 1,000 square feet. The design, size and feel of our home is similar to those Ivory plans to build. Please encourage the commission to listen to the neighbors, not the community council or others not specifically informed about our neighborhood, and approve Ivory's proposal.

All the best,

James

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From: twodogfamily@comcast.net
To: [Stewart, Casey](#)
Subject: in support of Crandall Cove project PLNSUB2010-00182
Date: Monday, August 30, 2010 6:35:20 PM

Hi Casey,

I spoke with you earlier today regarding the upcoming public hearing on September 8th, specifically regarding the Crandall Cove subdivision. I also just got word that there won't be time for public comments during the hearing, so I'm emailing my comments ahead of time.

First, we live on Dearborn St., just up around the corner from the proposed new subdivision. We, personally, can't wait for this new development! We have been in contact with Ivory Homes on several occasions, attempting to get information about buying a lot and building a new home there. We love our neighborhood, and have been waiting for years for this piece of land to become available for new homes. Most of our neighbors I have talked to are in support of this development. I know there were initial concerns that condos or multi-family units were going to be built. That was not going to be acceptable. But with the news that Ivory Homes had purchased the land and was planning a cute little culdesac, most neighbors' concerns were put at ease. I know there is still some grumbling about losing shade trees, a valid concern for adjacent neighbors, but in my opinion, those wild trash trees are messy, ugly, and seem like they would be more of a hazard to keep in place. I would love to see new cleaner trees surrounding the houses.

Please approve this project so we can get building before winter!! Just my two cents :)
Sincerely,

Kristin Anderson
2804 S Dearborn St
SLC, UT 84106

From: [Michael](#)
To: [Stewart, Casey](#)
Subject: Ivory home development
Date: Tuesday, August 31, 2010 8:44:04 PM

To whom it may concern I am a home owner on Crandall Avenue just east of the proposed building site. It is my feeling and belief that developing the vacant space into family homes would be a positive addition to our neighborhood visibly as well as attract young stable families. I believe this development will increase the overall value of our homes and prove beneficial to our street and way of life. Sincerely
Michael Backman
Sent from my iPod

From: [Lisa Woodbury](#)
To: [Stewart, Casey](#)
Subject: Ivory Homes Crandall Avenue Subdivision
Date: Wednesday, August 25, 2010 9:50:17 PM

Dear Casey,

I was informed that the City Council has some objections to the proposed Ivory Homes Development on Crandall Ave. As a Realtor I specialize in the Sugar House Area and I am interested in the development. I have seen the Ivory rendering and I am excited about the possibility of the new subdivision. There are very few options for buyers who want to buy a new home in Salt Lake City. I have sold other homes in Ivory Developments and have a positive view of Ivory as a builder. I think the development would be an asset to the neighborhood. Vacant properties in the Sugar House area have a negative impact on new residents perception of Sugar House. I think the new homes would fit in well and would make the area more desirable.

Sincerely,

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Lisa Woodbury
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