



# MEMORANDUM

PLANNING DIVISION  
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission  
From: Casey Stewart; 801-535-6260; casey.stewart@slcgov.com  
Date: June 6, 2018  
Re: Requested traffic counts and fire protection clarification for the EVO Planned Development and Preliminary Plat Petitions PLNSUB2017-00135 & 00179

**ACTION REQUIRED:** Review the traffic count numbers comparing 14 units (proposed) to 12 units (6 duplexes by right) along with the fire code restrictions for parking on the proposed driveway. The commission requested this information in anticipation of a final decision on the proposal.

**INFORMATION (summarized):**

Traffic count provided by Mike Barry, a Transportation Engineer for the city. Vehicle trips are taken from the *Institution of Traffic Engineers Trip General Manual*, whereas “peak hours” was determined by Mr. Barry. See attached email communication from Mr. Barry.

Daily trips (Single family unit)	During Peak Hours 7-9 AM & 4-6 PM	Total daily trips for 14 units (proposed twin homes)	Total daily trips for 12 units (6 duplexes)
10 (rounded up from 9.57)	6 of the 10	140 (84 during peak)	120 (72 during peak)

Fire Department restrictions for parking on the proposed drive, along with slope/grade limitations for the access drive, are clarified and summarized below, provided by Ted Itchon, Fire Protection Engineer for the city.

Parking: The proposed driveway, at 26 feet wide hard surface area, is not wide enough to allow vehicle parking as it is considered the fire lane access, which requires 20 feet of vehicle travel and 6 feet for firefighter working access around the truck. These dimensions are required for access ways with a hydrant, no specific alternatives were listed in the fire code for access way without a hydrant. Thus it is likely a hydrant will be required, unless the fire chief allows otherwise. The fire chief may also require “no parking” signs be posted along the fire access route, but that has not been determined at this point.

Grade of driveway: Fire access roads shall not exceed 10 percent in grade, however the fire chief may approve steeper grades.

Also, Mr. Itchon listed other fire mitigation options (“alternate means and methods” provision reviewed by the fire chief) that have been used previously such as: automatic fire sprinklers in the dwellings, additional dry standpipes on the property adjacent to fire department connections, and fire alarm systems interconnected to a fire station.

**REQUEST:** dbUrban Communities, applicant and owner, requests approval of a planned development and preliminary plat for a 14 lot subdivision intended for 7 twin-homes. Most of the lots (8) would be accessed from a proposed private driveway rather than a public street, which is the main reason for the planned development application and public hearing with the Planning Commission. The Planning Commission is the final decision authority for both applications.

**RECOMMENDATION:** Based on the information in this memo and the original staff report, planning staff continues to recommend that the Planning Commission approve the requested planned development and preliminary plat subject to the conditions in the original staff report from May 23, 2018.

**Email communications between Mike Barry, Salt Lake City Transportation Engineer, and Casey Stewart.**

Mike,

So that I can confirm that I spoke with you and you provided the estimated trip counts, that I didn't make them up, would you respond to this email with those trip count numbers we discussed: 10 trips/day/dwelling? Also, if you can, please indicate:

1. What are considered "peak hours" throughout a day
2. Of the 10 trips per day, how many are estimated to occur during peak hours? (email 5/24/2018)

Peak hours are 7am to 9am and 4pm to 6pm. 6 of the 10 trips would be during the peak hour. (email 5/25/2018)

Casey,

The ITE Trip Generation Manual estimates 9.57 weekday trips from a detached single family dwelling. The peak hour estimates were mine.

-Mike (email 6/6/2018)

MICHAEL BARRY, P.E.  
Transportation Engineer

TRANSPORTATION DIVISION  
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**From:** [Itchon, Edward](#)  
**To:** [Stewart, Casey](#)  
**Cc:** [Christensen, Kenney](#); [Ott, George](#); [Boden, Richard](#)  
**Subject:** PLNSUB2018-00135 and PLNSUB2018-00179  
**Date:** Tuesday, June 5, 2018 3:19:46 PM

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Casey,

Regarding the above caption the following information is given as clarifications of the items which were brought during a Commission meeting. Those items were regarding requirements of International Fire Code (IFC) Section D103.1, and D103.2. I will reprint the Code Section and give an explanation.

**D103.1 Access road width with a hydrant.**

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders (see Figure D103.1).

This section is regarding the width of the fire department access road with a fire hydrant located adjacent to that fire department access road. The reason for this requirement is that a typical fire department access road for structures under 30 foot tall is a 20 ft. clear width fire department access road. This is required in IFC Section 503.2.1 <sup>(1)</sup>. The additional clear width of 6 feet is to allow access around an engine when the engine is connected to a fire hydrant.

**D103.2 Grade.**

Fire apparatus access roads shall not exceed 10 percent in grade.

Exception: Grades steeper than 10 percent as approved by the fire chief.

This section is regarding the gradient of the fire department access road. The Fire Prevention Bureau has addressed this requirement in different ways in the past by using another section in the IFC. The section I'm referring to is IFC Section 104.9 <sup>(2)</sup>. **Additional items which were used to mitigate the problem were additional exterior dry standpipes to the property with a fire hydrant adjacent to the Fire Department Connections, automatic fire sprinkler systems, Fire alarm systems that are interconnected to an approved remote station.**

**I hope this has given some insight on the issues. If you have any other questions please feel free to contact us.**

Sincerely,

**EDWARD P. "TED" ITCHON**  
Fire Protection Engineer

**BUILDING SERVICES DIVISION  
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503.2.1 Dimensions.

Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

(2) 104.9 Alternative materials and methods.

The provisions of this code are not intended to prevent the installation of any material or to prohibit any method of construction not specifically prescribed by this code, provided that any such alternative has been approved. The fire code official is authorized to approve an alternative material or method of construction where the fire code official finds that the proposed design is satisfactory and complies with the intent of the provisions of this code, and that the material, method or work offered is, for the purpose intended, at least the equivalent of that prescribed in this code in quality, strength, effectiveness, fire resistance, durability and safety. Where the alternative material, design or method of construction is not approved, the fire code official shall respond in writing, stating the reasons why the alternative was not approved.

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The best time of your career is when you ride backwards to a job.~Hugh Halligan, FDNY  
Dep.Chief