*Weber Fire District Comments: 6-6-2016*

*1. The concept plan indicates many long cul-de-sacs. The design appears to meet the requirements of the fire code but it does create many dead end roadways. It would be beneficial to interconnect some of these longer cul-de-sacs so that in the event of an emergency responders and citizens could move more easily throughout the development area.*

The long cul-de-sac (Road F) is planned to have automatic fire suppression. Lower cul-de-sac roads E and C have been connected.

*2. Phase 3 includes a long dead-ended cul-de-sac (road E). This roadway has more than 30 homes accessed from it. This are does not meet the requirements of the fire code section D107.1 which requires two fire access roads if there are more than 30 residences. If the developer chooses to move forward with this current design, it will be required that all the homes in Phase 3 are required to be protected with automatic fire suppression systems (fire sprinklers). A note shall be placed upon the plat’s of all lots in this area stating this fact.*

A note will be added to the plat when this phase is developed.

*3. Grove Cabins Phase 2 has a similar situation to that of Phase 3. This roadway has more than 30 homes accessed from it. This are does not meet the requirements of the fire code section D107.1 which requires two fire access roads if there are more than 30 residences. If the developer chooses to move forward with this current design, it will be required that all the homes in Phase 3 are required to be protected with automatic fire suppression systems (fire sprinklers). A note shall be placed upon the plat’s of all lots in this area stating this fact.*

The Grove Cabins Phase 2 will have 27 units.

*4. Grove Cabins Phase 2 Road H has a pinch point created by an island which reduces travel lanes to less than 20 feet in width. Minimum road width allowed is 20 feet per IFC 503.2.1*

This island will be removed.

*5. The cul-de-sac near lot 40 in the Grove Cabins Phase 2 is too small. The minimum cul-de-sac diameter is 80’ (see IFC Appendix D).*

The cul-de-sac road near lot 40 was intended to serve as a hammer head turn around location.

*6. Parkside Phase 2 “Road C” also has a single access point with over 30 homes. This are does not meet the requirements of the fire code section D107.1 which requires two fire access roads if there are more than 30 residences. If the developer chooses to move forward with this current design, it will be required that all the homes in Phase 3 are required to be protected with automatic fire suppression systems (fire sprinklers). A note shall be placed upon the plat’s of all lots in this area stating this fact.*

Parkside phase 2 and 3 are connected near lots 234 and 254 (Road D). Road E could be built with roadbase in phase 2 to provide additional access.

*7. Fire Hydrant(s): Hydrant spacing is incorrect. Several hydrants are located further than the maximum allowed distance between hydrants. The maximum spacing between hydrants in a residential area is 500 ft.*

Have adjusted the fire Hydrant spacing.

*8. An additional hydrant appears to be needed near lot 243.*

Adjusted the fire Hydrant spacing

*9. Fire Flow: All dwellings structures over 5000 sq. ft. which do not meet the fire flow requirements, shall be equipped with an NFPA 13D compliant fire sprinkler system or be provided with area separations compliant with the IBC/IRC. For more information regarding fire flow, please contact Fire Marshal Thueson at 801-782-3580.*

Added this comment to notes on cover page

*10. Roads shall have a maximum grade of 10% unless specifically approved as outlined by the International Fire Code.*

Road grades have been modified to 10% max, except on road F. We would like to request approval for 12% slope to minimize cut/fill slopes. This road will be required to have automatic fire suppression due to the length of the cul-de-sac road.

*11. Radius on all corners shall be a minimum of 28'-0".*

Adjusted all the radius

*12. Roads and bridges shall be designed, constructed and maintained to support an imposed load of 75,000 lbs.*

Added this comment to notes on cover page

*13. All roads shall be designed, constructed, surfaced and maintained so as to provide an all-weather driving surface.*

Added this comment to notes on cover page

*14. Fire access roads for this project shall be completed and approved prior to any combustible construction. Temporary roads shall meet the same requirements for height, width and imposed loads as permanent roads.*

Added this comment to notes on cover page

*15. All required fire hydrants and water systems shall be installed, approved and fully functional prior to any combustible construction.*

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