

Brent Hipwell Subdivision

Planning Review 3

I have reviewed the proposal and have the following comments that must be addressed before the project can be considered for approval.

Comment 1:

This subdivision is located off a temporarily terminal street. In order for this subdivision to be approved off a temporarily terminal street the following will need to happen, according to Sec 106-2-2.4 (b):

1. 106-2-2.4(b) (2) A secondary emergency egress and fire access road, as approved by the local fire authority, shall connect the temporarily terminal street to the greater interconnected street network before more than 30 residential lots are allowed to gain sole-access from the street. Additionally, at no time shall more than 30 residential lots be allowed to gain sole-access from the street between the street's intersection with the nearest secondary emergency egress and the street's terminus.
2. 106-2-2.4(b) (3) A temporarily terminal street shall have a temporary turn-around at the end that complies with the minimum requirements of the local fire authority or the County Engineer. The temporary turn around shall remain available and usable by any users of the street so long as the dead-end condition exists.

Comment 1 means that if the 30 lot subdivision to the north records before yours, that there will be more than 30 lots off the terminal portion of 3600 W. If that is the case you will need to obtain a secondary emergency egress easement, and build an emergency egress road back out onto 400 S. Terakee Farms has a planned emergency egress road, and you may be able to use theirs, with the owner's permission and documented easement.

Comment 2:

106-2-2.4(c) A subdivision that is proposed along a terminal street or terminal street-route that does not meet County right-of-way or construction standards at any point along the terminal street or terminal street-route shall not be allowed unless the County Engineer and Planning Director can mutually make the following findings:

1. A traffic study, conducted by a certified professional traffic operations engineer (PTOE) and funded by the applicant, demonstrates that the existing single-access street or street route is adequate and safe, or can be made adequate and safe with improvements volunteered by the applicant, for the increased traffic demand of the new subdivision;
2. That due to topographic, environmental, or other unique characteristics of the area, it is unlikely that another street or street route will be established that provides the new subdivision a second connection to the greater interconnected public street network within the next 10 years;
3. That not providing the new subdivision with a standard single-access street or street-route does not conflict with an applicable general plan, small area plan, master streets plan, or similar adopted planning document;

4. That not requiring a second connection to the greater interconnected public street network does not conflict with an applicable general plan, small area plan, master streets plan, or similar adopted planning document; and
5. That compliance with Section 106-2-2.8 will be met. The following show what is required in 106-2-2.8.

106-2-2.8 (b) Development on a substandard street. When an applicant is proposing a lot or lots that will gain access from a substandard street, or from a terminal street or terminal street-route that is substandard at any point leading to the lot or lots, the applicant can either choose to bring the street to the applicable standard or the following provisions shall apply:

1. **Paying proportionate share.** As part of a "project improvement," as defined in UCA 11-36a-102, the applicant shall pay the cost of a proportionate share of street design, street improvements, and, if applicable, street right-of-way acquisition to bring that street into or closer to compliance with County standards. The cost of the proportionate share shall be determined as follows:

a) **Engineer's cost estimate.** Estimate the cost to improve the street to County standards from the point it becomes substandard to the furthest extent of the applicant's subdivision along the street, in compliance with the following:

1. This shall be furnished by the applicant in the form of an engineer's cost estimate. The estimate shall use up-to-date market costs for engineering and design, surveying, construction material, labor, and any other expense necessary to improve the street to County standards. The added expense of an intersection or other street component that is not related to providing a standard street to the applicant's subdivision shall be excluded from the calculation;
2. The County Engineer may require the applicant to furnish engineered drawings of the street and an itemized cost-estimate in order to substantiate the estimated cost;
3. The County Engineer has the discretion to adjust the cost-estimate for inflation or market fluctuations during the duration of construction of the applicant's obligations; and
4. A subdivision improvement that is required of the applicant by the Land Use Code regardless of the condition of the street shall not be included in this calculation, and shall be provided as otherwise required by this Title.

b) **Determine street's buildout potential.** Find the sum of the estimated number of lots expected along the street at buildout, plus the applicant's proposed number of lots, as follows:

1. Measure the length of the substandard street or street-route from the point it becomes substandard to the furthest extent of the applicant's subdivision along the substandard street or street-route;
2. Determine the estimated number of lots expected along the street at buildout by dividing the length of the street, the result of Subsection (b)(1)b.1., by the standard minimum lot width of the zone, as found in Title 104 of this Land Use Code. Do not use alternative lot widths, such as those allowed in a cluster subdivision or a lot-averaged subdivision, even if the applicant's subdivision has them; then
3. Combine the estimated number of lots expected along the street at buildout, the results of Subsection (b)(1)b.2. with the applicant's proposed number of subdivision lots.

c) **Final proportionate share calculation.** Divide the cost to improve the street or street-route to County standards, the result of Subsection (b)(1)a. by the sum of the estimated number of lots

expected along the street at buildout plus the applicant's proposed number of lots, the results of Subsection (b)(1)b.

Comment 2 means that 3600 W is also substandard, meaning it has not been constructed to county standards. We do not allow subdivisions to be platted along substandard roads unless items 1 through 5 are done. If the Terakee Farms subdivision records before this subdivision, and when that developer improves 3600 W in front of this lot, then comment 2 will not apply.

Comment 3:

Please provide an updated culinary water will-serve letter from Taylor Weber Weber Water District. A final approval letter is necessary before we can schedule this for final subdivision can record.

Comment 4:

Please provide a final will-serve letter from the Hooper Irrigation Company.

This review was created by Steve Burton for an adjacent development called Shawn's Subdivision on February 24, 2023.

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