

**S-13-2014**  
**Park Vista Subdivision – Phase 1**  
**3995 South 7050 West**  
**R-1-10 Zone**  
**42 Lots**  
**16 Acres**  
**U/A 2.6**

**BACKGROUND:**

Mr. Nick Mingo, representing Ivory Homes, is requesting final plat approval for the first phase of the Park Vista Subdivision. This phase of the subdivision will be located at approximately 3995 South 7050 West. It is bordered on the north, east and west by existing residential development. Property to the south will be developed as a future phase.

**STAFF/AGENCY COMMENTS:**

Public Works:

Authorization required of ditch/water users for any abandonment, relocation, piping or any other modification to existing ditches or irrigation systems.

Follow recommendations outlined in the soils report.

Evaluate concerns related to grading and drainage. Individual lot grading plans and retaining wall locations may be required prior to issuance of a building permit. Individual lot retention will be required along the northern boundary of the subdivision.

Contact Salt Lake County for approval regarding street names and subdivision name.

All streets shall meet City standards related to curb, gutter, sidewalk and asphalt. Connections to existing streets not meeting the City's current right-of-way width shall be modified to meet the 54-foot right-of-way.

Building Division:

Follow recommendations outlined in the soils report.

Utility Companies:

Standard Utility Easements required.

Granger Hunter Improvement District:

Developer will need to coordinate all matters regarding water and sewer services.

Fire Department:

Project to meet all fire codes relating to this type of development.  
Hydrants to be shown on plat.

**ISSUES:**

The Planning Commission granted preliminary plat approval in June 2014. As noted during that meeting, there are a number of issues related to the development of this property. Staff would like to address those areas more specifically below:

**Phase 1 design:**

The first phase of the subdivision consists of 42 lots on 16 acres. This equates to an overall density of 2.6 units per acre. Lot sizes range from 10,000 square feet to 17,987 square feet. The average lot size has been calculated at 11,275 square feet.

The subdivision is being developed within the north half of the overall property due to storm water drainage and access with existing street systems. The lot layout and street designs are planned to take advantage of existing stub streets from the north, south, east and west. Due to the locations of these streets and the corresponding lot patterns, lot depths in some locations are rather shallow.

**Development Agreement:**

Due to the challenges of the existing street locations, there are a number of lots that will be challenging to meet area and setback requirements. During the preliminary approval process, Ivory Homes proposed a development agreement that would address these lots. Lot 101 would have a reduced area requirement and the front setbacks for lots 101-112 and lots 119-122 would be reduced by 5 feet. In consideration of this relief, Ivory Homes proposed an agreement that off-sets the City's consideration of those reductions. Some of these considerations include the following:

- \* All homes to be built from the current Ivory Catalog
- \* Elevations and building materials to comply with current ordinances
- \* 15-foot dedicated access to City Park
- \* Entry monument on 4100 South

**Access:**

Access to the subdivision will be gained from existing stub streets in the Chapparral Estates Subdivision to the north, east. Access will also be gained from the Falconcrest subdivision to the south and from the Brandon Place Subdivision to the west. As these streets were not constructed to the standards that are used today, there will be slight transitions to connect with the existing rights-of-way. These will be coordinated with the City's Engineering Division.

All new streets will be dedicated and improved to the City's standard 54-foot right-of-way. This cross section includes a 5-foot sidewalk and 5-foot parkstrip. Staff is concerned with construction access. The developer is proposing that this access be located at the northwest corner of the subdivision. Given the relatively short distance from 7200 West, this is the best location. The developer will coordinate best management practices for vehicles coming and going from the construction site.

**Grading/Drainage:**

The proposed subdivision slopes downward from the south to the north. It drops approximately 50 feet from 4100 South to the residential housing to the north. However, the drop is over a distance of approximately 1000 feet. Individual lot grading plans will be required at the time a building permit is submitted. While the slope is not severe, staff believes that this will help lessen the potential for grading problems between lots and to help mitigate surface water problems for new home owners.

There may also be locations within this phase that require retaining walls. These will be identified as the plat and plans are reviewed by the City Engineering Division. Individual lot retention will be required for all lots along the northern boundary of the subdivision.

**Groundwater:**

The developer has submitted a soils report. This report was dated February 2014. The report indicated that ground water was not encountered to a depth of 11 feet.

**Railroad:**

The Union Pacific Railroad is located at the southwest corner of the subdivision. While there no lots adjacent to the Railroad within this phase of the subdivision, the developer has coordinated the subdivision development with UDOT who oversees the rail crossing at 4100 South. There were no safety issues and the subdivision was approved by UDOT.

During the preliminary review process, staff noted that a letter was submitted to the City when this property was proposed for rezoning by another development group. This letter expresses concerns by Union Pacific related to new residential development. Primarily, the concerns are noise, vibration, trespassing along the railroad etc. Staff has conveyed this information to the developer.

Although Union Pacific's concerns are valid, there is nothing that would prohibit residential development from locating here. Staff will recommend that a note be placed on the plat similar to what the City requires for agricultural properties. This note will simply identify this area as being next to the Union Pacific Railroad and that there may be noises, vibrations etc., that may impact the subdivision.

**City Park:**

Falcon Crest Park is located in the center of this subdivision. Lots within this phase of the subdivision and in future phases, wrap around the park with the west end being open to the street. Since there is limited access to the park from the east, the Parks Department suggested that an access would be beneficial. Ivory Homes agreed to provide a 15-foot space between lots 117 and 118. The access will be dedicated to the City and the City will install improvements that are deemed appropriate.

When the park was constructed, an area along the west side of the park was improved with asphalt. This area was paved to allow vehicular access to the park. It also provided a turnaround area. When Ivory Homes constructs Young Drive, this area will not be needed, nor will it be able to function as a parking lot. Resident parking will take place along the dedicated street. We have recommended that Ivory Homes coordinate the improvements along the west boundary of the park with the Parks Department. These discussions should focus on the removal of the pavement, and the tie-in from the new sidewalk to the existing park sidewalks.

**STAFF ALTERNATIVES:**

- A. Grant final plat approval for the 1<sup>st</sup> phase of the Park Vista Subdivision subject to the following conditions:
1. That the subdivision follow all provisions of the development agreement.
  2. That the developer contact the Salt Lake County Auditor's Office regarding the subdivision name and all street names associated with the development.
  3. That compliance be made with Granger Hunter Improvement District, i.e., water line extensions, connections, water rights and fire protection.
  4. That the developer coordinate all matters associated with irrigation or open ditch systems with the City Engineering Division.
  5. That all streets be dedicated and improved to a 54-foot half width and constructed in accordance with plans and profiles approved by the City Engineering Division. Where new streets connect with existing streets not built to current standards, the appropriate transition shall occur.

6. That the developer follow all recommendations outlined in the soils report.
  7. That a note be placed on the final plat indicating that this subdivision is located near the Union Pacific Railroad and that noise, vibration and hours of operation will be potential impact to residents.
  8. That the developer continue to coordinate grading and drainage for this project with the City Engineering Division. Said grading plan shall identify areas of concern with regards to existing slopes. The grading plan will need to illustrate how the site will be contoured and what retaining methods if any, will be used to ensure slope stability. Measures shall be taken early on to eliminate potential grading problems between lots. Recommendations noted by the City Engineering Division will be made part of the final plat.
- B. Continue the application to address issues raised by the Planning Commission.

**Applicant:**

Nick Mingo  
978 E Woodoak Lane

**Discussion:** Steve Lehman presented the application. Barbara Thomas asked if there will be parking on the west side of the street for the park. Steve replied yes. Terri Mills asked if it will be marked. Steve replied no. Commissioner Mills asked if maintenance trucks will park on the street as well. Steve replied yes. Barbara Thomas asked if someone could build their own home design on the lot. Nick Mingo, the applicant, replied yes but added that Ivory doesn't typically allow this since they are homebuilders and not just developers. Jack Matheson stated that he feels this will be a great subdivision with the lot sizes and homes meeting new City standards. Commissioner Thomas agreed and added that the walkway into the park is an added amenity.

**Motion:** Commissioner Matheson moved for approval subject to the 8 staff conditions.

Commissioner Tupou seconded the motion.

**Roll call vote:**

Commissioner Fuller	Yes
Commissioner Matheson	Yes
Commissioner Mills	Yes
Commissioner Thomas	Yes
Commissioner Tupou	Yes
Commissioner Woodruff	Yes
Chairman Conder	Yes

**Unanimous S-13-2014 Approved**

