



Project Memorandum

To Laura Oliver, Deputy Recorder
From Shay Stark, Contract City Planner
Date February 5, 2020
CC
Subject Houghton Subdivision Review

A handwritten signature in blue ink, appearing to read "Shay Stark", is written over the "From" line of the memorandum.

An application has been submitted to Elk Ridge City for the Houghton Subdivision (Project). The following documents have been taken into consideration with this review:

The Houghton Subdivision submittal including:

- A. Houghton Subdivision, provided by Atlas Engineering, llc, dated: January 2020; (Sheet #) Cover Sheet (1), Final Plat (2) & Utility Sheer (3).
- B. Houghton Residence, provided by Curtis Design Group, dated: January 23, 2020; (Sheet #) Revegetation/Retention Plan (A.2.1), Erosion Control Plan (A.2) & Landscape Area Plan (A.2.3).

Project Overview

Zoning: R&L 1-20,000

Project Total Acreage: 6.69 acres

Total Number of Single-Family Residential Lots: 2 lots for a gross density of 0.3 dwellings per acre.

Technical Review Comments

Plat:

Public Utility Easements: Elk Ridge requires 10-foot easements on front and street facing sides and backs of each lot. 8-foot easements are required on back and sides of each interior lot.

Streets:

The Elk Ridge standard cross section for Loafer Canyon Road is a 56-foot-wide right of way that includes 28 feet of pavement, curb and gutter, planter strip and sidewalk. The existing pavement, curb and gutter do not sit in the center of the right-of-way. Along most of the Houghton Subdivision there is 20 to 22 feet of distance between the east edge of curb and the right-of-way. This space between the curb and the right-of-way line quickly slopes up at approximately 30% grade climbing plus or minus 7 feet. To the north the pavement transitions over to the east edge of the right-of-way. Additional trail or sidewalk improvements on this side

do not make sense due to the cross slope. The driveway proposed to access the north parcel in the Houghton Subdivision utilizes this 20 to 22-foot-wide area to minimize the grade required to access the parcel.

Driveway:

Due to the steep slopes along the street frontage of the parcel driveway access and structure placement must be considered as part of the subdivision review. Approximately 80 feet back from the existing street the parcel contains a large gently sloped area that is buildable. However, access to the buildable area is problematic. An access has been cut from the street up to the buildable area on the site. This access cuts through a cross slope of 30% and greater utilizing cuts and fills. The excavation is likely the only way the parcel could be utilized but it is important to note that there are several requirements in the City development standards and codes that must be taken into consideration. Some of those requirements include:

Any driveway providing access to a buildable area shall have a slope of not more than twelve percent (12%) and shall not result in any cut or fill slopes greater than seven feet (7'). Any cut or fill between five (5) and seven feet (7') shall be subject to planning commission and city council review.

10-15G-1: DWELLING LOCATION:

- A. Fire Chief Approval: Any dwelling proposed to be located such that any part of the structure is further than one hundred fifty feet (150') from the nearest street, as measured along the centerline of the access driveway, must be approved by the fire chief prior to a building permit being issued.*
- B. Exception By City Council Required: Any dwelling proposed to be located such that any part of the structure is further than two hundred feet (200') from the nearest street, as measured along the centerline of the access driveway, must be granted an exception by the city council prior to a building permit being issued.*
- C. Exception Not Permitted: In no event shall any such exception be granted for the placement of a dwelling to be located more than five hundred feet (500') from the nearest street as measured along the centerline of the access driveway. (Ord. 00-9-12-13, 9-12-2000, eff. 10-9-2000)*

10-15G-2: ACCESS DRIVEWAYS:

All access driveways having a length greater than one hundred fifty feet (150'), as measured along the centerline from the street to the nearest point of the dwelling, shall conform to the following standards:

- A. All Weather Route: The driveway shall consist of an all weather route, not less than twenty feet (20') in width, capable of supporting the imposed load of fire apparatus. Access roads and rights of way shall be maintained by the property owner, or possessor of the premises,*

in good condition and repair, with adequate snow removal so as to provide free and uninhibited access by emergency vehicles.

B. Surface: The driveway surface shall consist of asphalt having a depth of not less than two and one-half inches (2½") over a minimum of six inches (6") of compacted road base, or concrete having a depth of not less than five inches (5") over a compacted road base. The driveway shall have minimum vertical clearance of no less than thirteen and one-half feet (13½').

C. Curves: All curves to the driveway shall conform to the minimum standards set forth under figure 4. Each drive shall terminate with a turnaround or hammerhead conforming to the requirements set forth, as applicable in attachments 2 and 3.

Please see the two drawings attached at the end of this memo for details on access configuration.

Culinary Water:

The proposed Project requires the construction of one water service connection. The existing home has a service.

Include Elk Ridge City's approved water service connection detail in the drawing package. Trenching and patching in the street shall comply with APWA Detail #'s 255, 381 and 382.

The City will e-mail the applicants Engineer the approved service connection drawing.

Public Works needs to approve the proposed location of the water service connection.

Sanitary Sewer:

The proposed Project requires the construction of one sewer service connection. The existing home has a service.

Include the appropriate APWA sewer connection details in the drawing package along with the APWA #255 trench patch detail. Trenching and patching in the street shall comply with APWA Detail #'s 255, 381 and 382.

Public Works needs to approve the proposed location of the sewer service connection. Please note that due to the length and grade changes in the sewer manholes or cleanouts may be required.

Storm Water:

The existing paved street has rolled curb on both sides. This has proven inadequate to contain flooding within the street. The City is looking at solutions to the flooding issues in the canyon. The use of high back curb is one option to be able to contain larger volumes of water and debris in the street. However, this option would likely require a total reconstruction of the street in some

areas due to existing driveway entrances. Another option may include a drainage ditch along the side of the street to capture the overflow and carry it on down the canyon. This would likely be located on the west side of low side of the street. The Houghton Subdivision is located on the upper side of the street and thus additional stormwater facilities may not make sense.

-END-

FIGURE 13-1

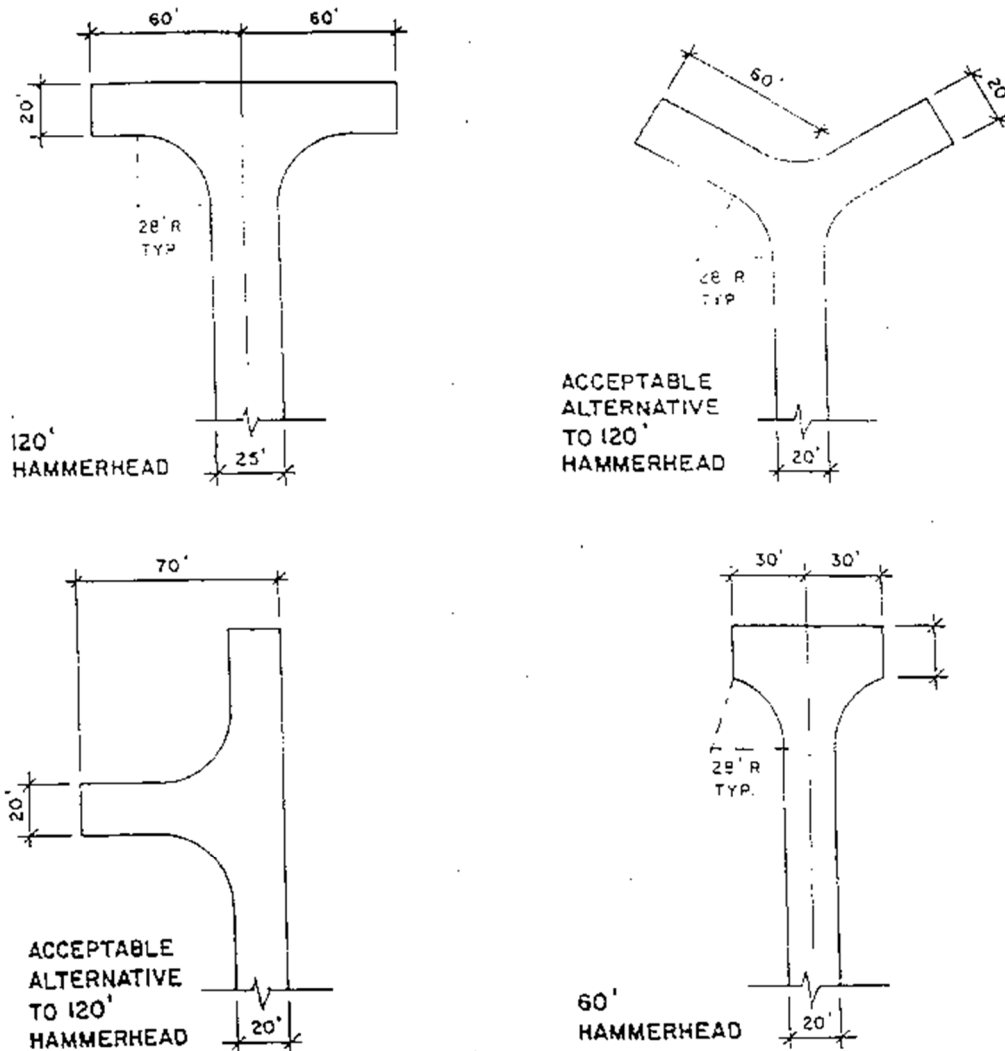


TABLE 13-1 REQUIREMENTS FOR DEAD-END ACCESSWAYS

LENGTH	WIDTH	TURNAROUNDS REQUIRED
0 TO 150 FT.	20 FT.	NONE REQUIRED
150 TO 500 FT.	20 FT.	70 FT. DIAMETER CUL - DE - SAC / 60 FT. HAMMERHEAD
500 FT. AND UP	26 FT.	70 FT. DIAMETER CUL - DE - SAC / 120 FT. HAMMERHEAD

CURVES AND TOPOGRAPHICAL CONDITIONS
COULD ALTER THE REQUIREMENTS
FOR TURNAROUNDS
AND THE WIDTH OF ACCESSWAYS

ATTACHMENT 2

FIGURE 13-2

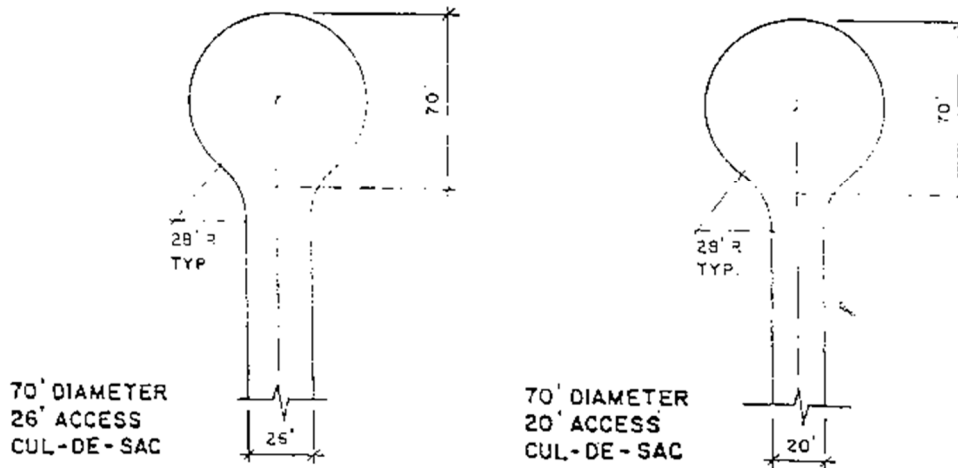
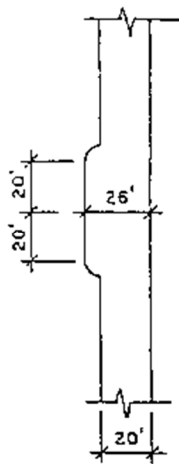
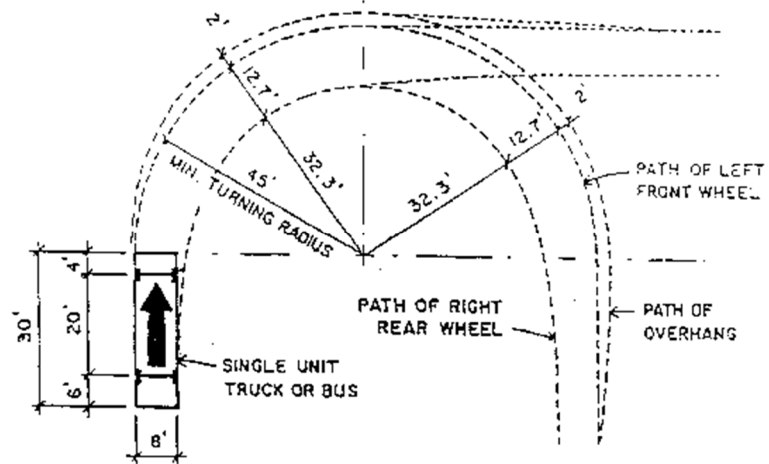


FIGURE 13-3



MINIMUM
CLEARANCE
AROUND A
FIRE HYDRANT

FIGURE 13-4



MINIMUM TURNING PATHS

ATTACHMENT 3