



PLANNING COMMISSION MEETING STAFF REPORT

DATE OF MEETING: June 21, 2017

NAME OF PROJECT: Saint-Prex Estates

NAME OF APPLICANT: Kent Buie and Jura Holdings LLC

AGENDA ITEM: Preliminary Approval

LOCATION OF ITEM: 800 West Swiss Alpine Road

ZONING DESIGNATION: R-1-22

ITEM: 2

Berg Engineering, agent for Kent Buie and Jura Holdings LLC, is requesting Preliminary approval of Saint-Prex Estates. The proposal is a large-scale subdivision that is 11.54 acres in size and will contain 16 lots. The property is located at 800 West Swiss Alpine Road and is in the R-1-22 zone.

BACKGROUND:

This request is for preliminary approval of a large-scale subdivision on 11.54 acres and will contain 16 lots. The 16 lots proposed in the subdivision will obtain frontage along new roads built within the subdivision. The property is in the R-1-22 zone and all the lots in the subdivision do comply with the requirements of the code regarding frontage and acreage. The code requires 15% open space and the proposal currently has 15.16% open space at 1.75 acres. The density of lots in the proposal is 1.4 units per acre. The City code promotes that open space is located along collector roads wherever possible and the applicant has complied with this request (Swiss Alpine is not categorized as a collector road but it does act as a collector for this area). The property has historically and is currently being cultivated.

LAND USE SUMMARY:

- 11.54-acre parcel
- R-1-22 zoning
- Proposal contains 16 lots
- Developer is providing 1.75 acres of open space (15%).
- Access from Swiss Alpine Road
- The lots will connect to the Midway Sanitation District sewer, Midway City's culinary water line, and Midway Irrigation Company's secondary water line

ANALYSIS:

Access – Access will be from Swiss Alpine Road. A second access is required as part of the City's adopted standards specification and drawings. Currently, there are hundreds of units that only have one access which is Swiss Alpine Road. This development will add 16 more lots on a large cul-de-sac. Staff feels this is not sound planning and it is a safety issue to extend the road system in this situation. The City's Master Transportation Plan does plan for Bigler Lane to connect to Olympic Way in the future but there is no time table for when this connection will be made. The connecting of these two roads will create a second access for all the lots located in the City that access on Swiss Alpine Road. The developer could build another access to the proposal along Kohler Lane but that connection has proved to be problematic for the developer to acquire the necessary access.

Saint-Prex was continued by the Planning Commission in May because of this issue. Since the May Planning Commission meeting the developer and staff have worked to find a solution to the access problem. A solution has been identified that will require the cooperation of, in the least, the Lundins and the developers of Saint-Prex. Hopefully other developments that access along Swiss Alpine Road will also participate in the cost of the Bigler Lane connection. These other developers include the Hill brothers and the Kelson family. Staff has attempted to contact both parties to discuss the arrangement and a report will be given during the Planning Commission meeting.

Geotechnical Study – A Geotechnical Study been submitted to the City and a portion of that study is attached to this report.

Sensitive lands – No sensitive lands have been identified on the property.

Water Connection – The lots will connect to water lines that will be built by the developer and connect to the City’s water lines under Kohler Lane.

Sewer Connection – The lot will connect to Midway Sanitations District’s sewer lines located in the area.

Secondary Water Connection – The lots will connect to Midway Irrigation Company’s secondary which is already servicing the property. Laterals will be created for all 16 lots. Secondary water meters are required for each lateral. The irrigation company has a major 36” diameter water line that crosses along the eastern boundary of the subdivision. They are asking that the easement area of the line is part of the open space not included in any lots. This is based on the reasoning that if the line is in back yards then the lot owners will landscape and make improvements that might damage the line and fixing this size of a line will be problematic if located in a back yard.

Trails – The developer plans to construct a public trail along the north and west sides of the development. This will help pedestrians, especially school children, to travel more safely along Swiss Alpine Road.

Open Space – The Land Use Code requires a minimum of 15% open space for the development and the proposal currently does comply with that requirement.

WATER BOARD RECOMMENDATION:

The Water Board has recommended that 30.55-acre feet are tendered to the City before the recording of the plat. 13 of the lots require 1.3-acre feet each for a total of 16.9 acre feet. The three lots that are greater than half an acre I size require 2.8 acre feet each for a total of 8.4-acre feet. The 1.75 acres of open space requires 5.25-acre feet. The Water Board also recommended secondary water meters are installed on each lot.

POSSIBLE FINDINGS:

- The proposal does meet the intent of the General Plan for the R-1-22 zone
- The proposal does comply with the land use requirements of the R-1-22 zone
- The development does not have two points of access
- The trails crossing the property will benefit the community by creating a walking separated from Swiss Alpine Road which will help with pedestrian safety

ALTERNATIVE ACTIONS:

1. Recommendation of Approval (conditional). This action can be taken if the Planning Commission feels that conditions placed on the approval can resolve any outstanding issues.
 - a. Accept staff report
 - b. List accepted findings
 - c. Place condition(s)

2. Continuance. This action can be taken if the Planning Commission feels that there are unresolved issues.

Accept staff report

 - a. List accepted findings
 - b. Reasons for continuance
 - i. Unresolved issues that must be addressed
 - c. Date when the item will be heard again

3. Recommendation of Denial. This action can be taken if the Planning Commission feels that the request does not meet the intent of the ordinance.
 - a. Accept staff report
 - b. List accepted findings
 - c. Reasons for denial

POSSIBLE CONDITION:

1. A second point of access is required before preliminary approval is recommended

May 17, 2017

Midway City
Attn: Michael Henke
75 North 100 West
Midway, Utah 84049

Subject: Saint-Prex Estates Subdivision, – Preliminary Approval

Dear Michael:

Horrocks Engineers recently reviewed the Saint-Prex Estates subdivision plans for preliminary Approval. The proposed development is located South of Swiss Alpine Road, just below the “S” turn. The proposed development contains 16 lots. The following issues should be addressed.

General Comments

- A geotechnical report should be submitted prior to the submission of final plans.
- A 36” pressurized irrigation line is located just above the East property line of the proposed development. This 36” line should be addressed during the planning phase.
- The roads, culinary water, pressurized irrigation system, and storm drain systems within this development will be public infrastructure and maintained by Midway City.

Water

- The proposed development will be served from the Alpenhof pressure zone. The new Alpenhof well will serve this area with culinary water.
- The proposed development will connect to the existing 12” culinary water line located within Kohler Lane.
- 8” water lines will be installed within the development. The proposed culinary water system will provide adequate fire flows.

Roads

- The Midway City Standard Specifications and Drawings require each development to have two points of paved ingress and egress. To determine if two points of ingress and egress are established we close each intersection to determine if traffic can still leave the development and evacuate the area. If the lower intersection of Swiss Alpine Road is closed, not only does it stop any traffic from leaving the proposed development, but also closes the transportation system of the entire Swiss Alpenhof area. It is from this intersection closer test that we have determined this proposed development does not have two points of ingress and egress. It is our position that this proposed development must connect it’s roadways to Kohler Lane and onto Homestead Drive. This could be accomplished by establishing a road somewhere between lots 9 and 10. Using Kohler Lane, the proposed roadways should then connect to Homestead Drive.
- Each of the developments within the Alpenhof area have installed curb & gutter. This development should also install curb & gutter along Swiss Alpine Road. Due to the condition of Swiss Alpine Road it is our opinion that this development should repave half of the Swiss Alpine Road along its frontage. As a team effort, Midway City

along with the developer should re-pave Swiss Alpine road to just above the proposed development.

- Each of the interior roads will have a cross-section of asphalt, curb & gutter, with a 5' park-strip and 5' sidewalks.
- As part of this development the "S" turn on Swiss Alpine Road should be somewhat straightened.

Trails:

- It is proposed that a public trail be installed adjacent to Swiss Alpine Road. The proposed trail would act as a sidewalk along the roadway.
- The sight obstructing brush along the "S" turn should be removed and re-landscaped to provide adequate sight distance around the newly aligned roadway.

Storm Drain

- The storm water within the proposed development will be collected and dispersed through the use of catch basins and retention basins.
- In recent years the existing West Bench ditch has been filled in by different users. This ditch acts as a storm water collection system by the entire Alpenhof area. Midway City along with the proposed development should take measures to ensure the existing ditch remains in operating condition to allow for the historical storm water collection system for this area.

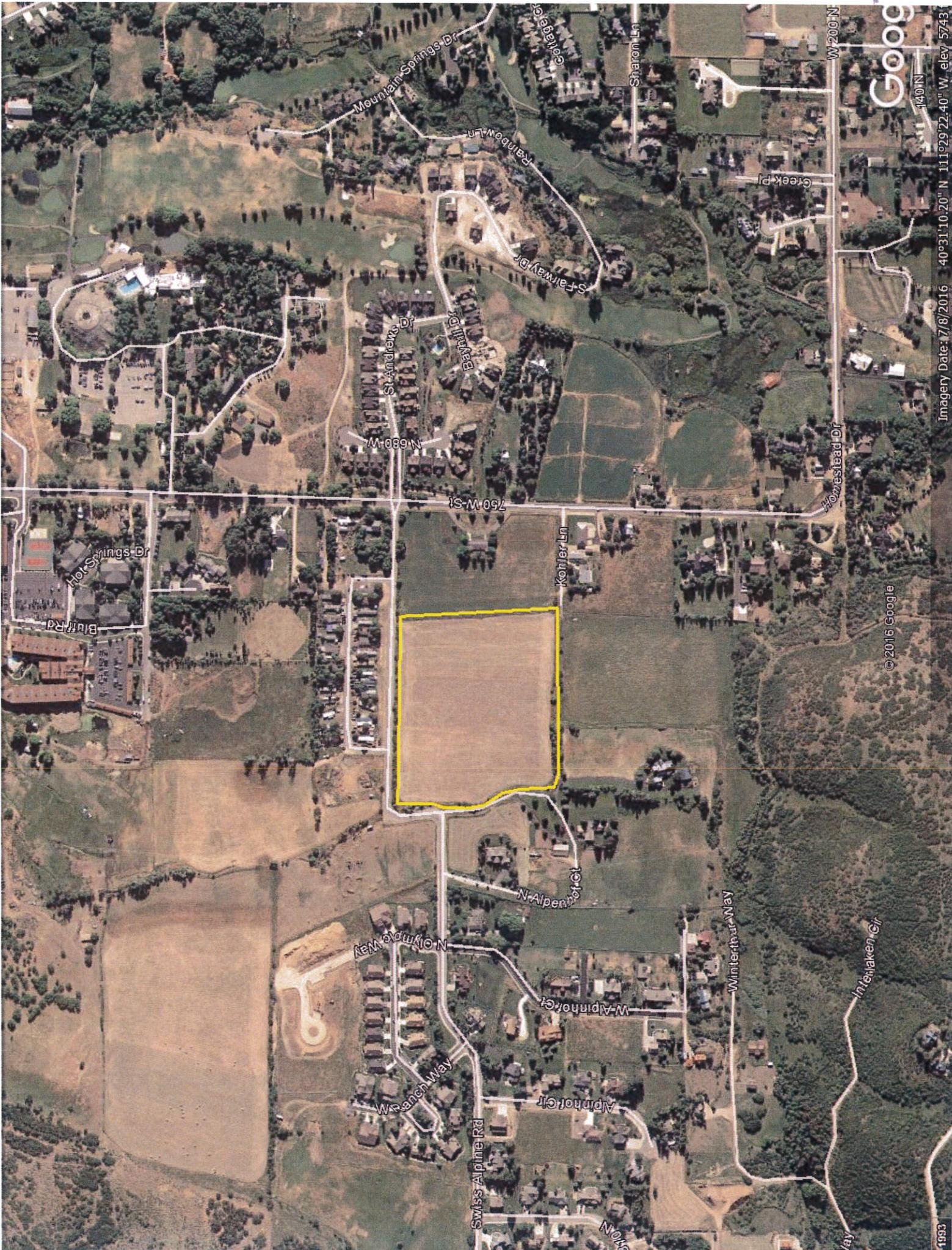
Please feel free to call our office with any questions.

Sincerely,
HORROCKS ENGINEERS



Wesley Johnson, P.E.
Midway City Engineer

cc: Paul Berg Berg Engineering



Mountain Springs Dr

Random Ln

Sharon Ln

W 200 N

Greek Pl

S Farway Dr

St Andrews Dr

Baymill Dr

M 689 N

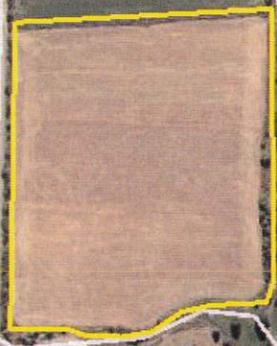
750 W St

Homestead Dr

Hot Springs Dr

Bluff Rd

Konier Ln



N Alpine Ct

N Olympic Way

W Alpine Ct

Winterthur Way

Wanch Way

Alpine Ct

Swiss Alpine Rd

Intevakan Cir

Google

© 2016 Google

Imagery Date: 7/8/2016 40°31'10.20" N 111°29'22.40" W elev 5743

1993



**GEOTECHNICAL INVESTIGATION
PROPOSED SUBDIVISION
SWISS ALPINE ROAD AND OLD KOHLER LANE
MIDWAY, UTAH**

PREPARED FOR:

**JURA HOLDINGS, LLC
358 SOUTH RIO GRANDE, SUITE 250
SALT LAKE CITY, UTAH 84101**

ATTENTION: KENT BUIE

PROJECT NO. 1170279

MAY 11, 2017

EXECUTIVE SUMMARY

1. The subsurface soil encountered at the site consists of approximately 1 foot of topsoil overlying clayey gravel in Test Pit TP-1 and clay in the other test pits. The gravel extended the full depth of the Test Pit TP-1. The clay extended the full depth of Test Pit TP-2. Gravel was encountered below the clay in Test Pit TP-3 at a depth of approximately 2½ feet, extended to a depth of approximately 7 feet and was underlain by clay extending the depth of the test pit. Gravel was encountered below the clay in Test Pit TP-4 at a depth of approximately 3 feet and was underlain by clay at a depth of approximately 5½ feet. The clay extended to a depth of approximately 8 feet where gravel extended below the clay to the depth of the test pit.
2. No subsurface water was encountered to the maximum depth investigated, approximately 14 feet.
3. The proposed residences may be supported on spread footings bearing on the undisturbed natural soil or on compacted structural fill extending down to the undisturbed natural soil and may be designed for a net allowable bearing pressure of 1,500 pounds per square foot. Footings bearing on at least 2 feet of undisturbed natural gravel or at least 2 feet of compacted structural fill may be designed for a net allowable bearing pressure of 2,500 pounds per square foot.
4. The upper soil consists predominantly of clay. The clay can result in construction equipment access difficulties when it is very moist to wet such as in the winter and spring or at times of prolonged rainfall. Placement of 1 to 2 feet of gravel will provide limited support for construction equipment over a very moist to wet clay subgrade.
5. Geotechnical information related to foundations, subgrade preparation, pavement design and materials is included in the report.

SCOPE

This report presents the results of a geotechnical investigation for a proposed subdivision to be located at the southeast corner of Swiss Alpine Road and Old Kohler Lane in Midway, Utah. The report presents the subsurface conditions encountered, laboratory test results and recommendations for foundations and pavement. The study was conducted in general accordance with our proposal dated April 11, 2017.

Field exploration was conducted to obtain information on the subsurface conditions. Samples obtained from the field investigation were tested in the laboratory to determine physical and engineering characteristics of the on-site soil. Information obtained from the field and laboratory was used to define conditions at the site for our engineering analysis and to develop recommendations for the proposed foundations and pavement.

This report has been prepared to summarize the data obtained during the study and to present our conclusions and recommendations based on the proposed construction and the subsurface conditions encountered. Design parameters and a discussion of geotechnical engineering considerations related to construction are included in the report.

SITE CONDITIONS

At the time of our field study, the site consisted of an undeveloped field. There are ditches along the north, south and west edges of the property.

The ground surface at the site is relatively flat with a gentle slope down toward the east.

Vegetation at the site consists of grass and weeds with some trees and brush along the north and west boundaries of the property.

There is a trailer park to the north of the site and fields and a few houses to the south, east and west. Swiss Alpine Road, a two-lane, asphalt-paved road, extends along the north side of the property and a narrow, asphalt-paved road, Old Kohler Lane, extends along the west side.

FIELD STUDY

The field study was conducted on April 24, 2017. Four test pits were excavated at the approximate locations indicated on Figure 1 using a rubber-tired backhoe. The test pits were logged and soil samples obtained by an engineer from AGECE. Logs of the subsurface conditions encountered in the test pits are graphically shown on Figure 2 with legend and notes on Figure 3.

The test pits were backfilled without significant compaction. The backfill in the test pits should be properly compacted where it will support proposed buildings, floor slabs or pavement.

PERCOLATION TEST

A percolation test was performed in a hand-excavated hole near Test Pit TP-2 at a depth of approximately 6 feet. Approximately 1 foot of water was placed in the hand-excavated hole and drop in water level was measured after 15 minutes. The test was repeated two more times and the resulting percolation rate was about 4 minutes per inch.

SUBSURFACE CONDITIONS

The subsurface soil encountered at the site consists of approximately 1 foot of topsoil overlying clayey gravel in Test Pit TP-1 and clay in the other test pits. The gravel extended the full depth of the Test Pit TP-1. The clay extended the full depth of Test Pit TP-2. Gravel was encountered below the clay in Test Pit TP-3 at a depth of approximately 2½ feet, extended to a depth of approximately 7 feet and was underlain by clay extending the depth of the test pit. Gravel was encountered below the clay in Test Pit TP-4 at a depth of approximately 3 feet and was underlain by clay at a depth of approximately 5½ feet. The clay extended to a depth of approximately 8 feet where gravel extended below the clay to the depth of the test pit.

A description of the various soils encountered in the test pits follows:

Topsoil - The topsoil consists of sandy lean clay. It is moist, dark brown and contains roots and organics.

Lean Clay - The clay contains a small to large amount of sand. It is gravelly below a depth of approximately 7 feet in Test Pit TP-3. The clay is stiff to very stiff, moist and brown to dark brown.

Laboratory tests performed on samples of the clay indicate it has natural moisture contents ranging from 14 to 17 percent and natural dry densities ranging from 97 to 114 pounds per cubic foot (pcf).

Results of a consolidation test performed on a sample of the clay indicate it will compress a small amount with the addition of light to moderate loads. Results of the consolidation test are presented on Figure 4.

Clayey Gravel with Sand - The gravel contains cobbles and occasional boulders up to approximately 1½ feet in size. It is medium dense, moist and brown to reddish brown.

Results of the laboratory tests are summarized on Table I and are included on the logs of the test pits.

SUBSURFACE WATER

No subsurface water was encountered to the maximum depth investigated, approximately 14 feet.

PROPOSED CONSTRUCTION

We understand that the property is planned to be subdivided for residential construction. We anticipate that houses will be one to two-story, wood-frame structures with the potential for basements. We have assumed maximum column loads of 30 kips and maximum wall loads of 2½ kips per lineal foot.

Roads are planned to extend through the proposed subdivision. We have assumed traffic for roads consisting of 200 cars and two delivery trucks per day and two garbage trucks per week.

If the proposed construction, building loads or traffic is significantly different from what is described above, we should be notified so that we can reevaluate the recommendations given.

RECOMMENDATIONS

Based on the subsurface conditions encountered, laboratory test results and the proposed construction, the following recommendations are given:



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AGEC

Test Pit Locations

Figure 1