

## Minutes of the Syracuse Planning Commission Regular Meeting, May 17, 2016

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Minutes of the Regular Meeting of the Syracuse City Planning Commission held on May 17, 2016, at 6:00 p.m., in the Council Chambers, 1979 West 1900 South, Syracuse City, Davis County, Utah.

**Present:**

Commission Members: Ralph Vaughan, Chairman  
Greg Day  
TJ Jensen  
Curt McCuiston  
Troy Moultrie  
Grant Thorson

City Employees: Noah Steele, Planner  
Royce Davies, Planner  
Paul Roberts, City Attorney  
Stacy Adams, Commission Secretary  
Jo Hamblin, Deputy Fire Chief

City Council: Councilman Mike Gailey

Excused: Commissioner Rackham

**Visitors:**

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1. **Meeting Called to Order:**

Commissioner Thorson provided an invocation. The Pledge of Allegiance was led by Commissioner Moultrie.

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COMMISSIONER JENSEN MADE A MOTION TO ADOPT THE PLANNING COMMISSION AGENDA FOR MAY 17, 2016 MEETING. THE MOTION WAS SECONDED BY COMMISSIONER MOULTRIE. ALL WERE IN FAVOR, THE MOTION CARRIED UNANIMOUSLY.

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2. **Meeting Minutes:**

**May 3, 2016 Regular Meeting & Work Session**

COMMISSIONER MOULTRIE MADE A MOTION TO APPROVE THE REGULAR AND WORK SESSION MEETING MINUTES FOR MAY 3, 2016. THE MOTION WAS SECONDED BY COMMISSIONER MCCUITION. ALL WERE IN FAVOR, THE MOTION CARRIED UNANIMOUSLY.

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3. **Public Comment:** This is an opportunity to address the Planning Commission regarding your concerns or ideas, regarding items that have not been scheduled for a public hearing on this agenda. Please limit your comments to three minutes.

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None

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4. **Public Hearing, Code Amendment, Title 8.15.010 and Title 7.05.020 regarding Cul-De-Sac diameters**

Planner Steele stated there are some conflicts in the ordinance, the subdivision ordinance 8.15.010 states 'cul-de-sacs are to be 100 feet in diameter from the property line' so when staff receives concepts, preliminary or final plats they were to meet code at 100 feet. In the engineering standards ordinance 7.05.020 it states we have adopted appendix D which is a 96 foot diameter cul-de-sac which is drivable surface. Enclosed in the packet are images of these cul-de-sacs including what was adopted in the engineering drawings through Public Works which is 120 foot cul-de-sac and the standard cross section includes a 4 foot sidewalk, a 6 foot park strip, 2 foot gutter, ½ foot curb and the asphalt is 47.5 along with the current subdivision of 100 feet which is much smaller and the actually asphalt drivable surface does not meet appendix D. City Council talked about this on April 26, 2016 and Mike Schultz from castle Creek Homes was present and had submitted a letter stating some concern about all of the land that is being used for cul-de-sacs in his developments and wanted to find a good happy medium that meets the fire requirements but also wasn't too onerous for his developments and included in the packet is the letter from the State Fire Marshall regarding the issue. The City Council came to the conclusion that 110 feet is kind of a compromise somewhere 120 and 100. Also included in the packet are Exhibit A and Exhibit B are some proposed text amendments that would solve the issue. Deputy Chief Hamblin has been to all of those meetings and has been a great resource and asset to the City in making sure all the roads can meet the turnaround radiuses required by their apparatus and he has some more information and video presentations for the Commission on this topic.

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Deputy Fire Chief Hamblin stated a couple years ago they adopted the appendixes B, C & D, D being the road section of it with cul-de-sacs which gave them the large cul-de-sacs the 96 foot drivable space. With that being said there

was some changes and staff did a great job of explaining what is going on here and where are at to this point and now with the recommendation after some good pros and cons brought up about everything with the recommendation of the City Council that that they go down to 110 feet property line to property line. Looking at different cities it is across the board some cities adopted and go with the 96 foot all the way down to Clinton is the lowest with 76 foot drivable surface in that cul-de-sac. Once they got going know Mike Schultz and some of the builders have expressed concern about the cul-de-sacs being too big and the problem they are finding are placing houses at the end of those cul-de-sacs to get them to fit within those different designs on those lots, it kind of creates a challenge for setbacks to meet that. During the discussion they looked at West Point and actually Mike Schultz had said they building West Point as well and that works well for them, the 87 foot drivable space, which is the asphalt area. We talked to West Point to find out what their standard was and their standard was 110 foot so that is where have come up with the 110 foot from property line to property line. This is shrinking right now our cul-de-sac down 10 feet which basically at the end of the day gives them about anywhere from 87-89 foot drivable space on cul-de-sacs. Have some video for the Commission showing both cul-de-sacs and right now the standard they had before when measured the cul-de-sacs gave from face of curb to face of curb 78 feet, the smaller cul-de-sacs, the larger cul-de-sacs were actually 98 from face of curb to face of curb. In the first video is one of the smaller cul-de-sacs at 78 foot and has a car blocking, typically once cul-de-sacs and houses are built out they do have vehicles blocking. The Fire Engineer tried really hard and does hit the curb trying to come around to make the turn and there was no way he could make a complete turn in that cul-de-sac and this is something of concern because if there is a wrong address given or a wrong turn taken in response to an emergency they do require backers on a large apparatus so they come out and back out safely so they can maneuver to get back out of the cul-de-sac, which he was able to do on a 3 point turn and that was with one vehicle sometimes there are multiple vehicles in cul-de-sacs. The next video they tried to find one without anything blocking this one was fairly close and had a basketball hoop in it again the engineer bounced off the curb trying to get as big a swing as can and still not able to make the turn. Their apparatus looking at wall to wall turning radius is 40.7 feet, same as what North Davis Fire District has, wall to wall is measuring bumper so that compensates so the bumper will go over the curb a little bit, a 9 inch raise is what it is compromising for as well. To be fair the next video is a larger cul-de-sacs, the 98 foot diameter face to curb to face to curb. They placed his vehicle in it and moved it to a couple different positions and was unable to make the turn and still had to go into a 3 point turn, almost made it but still was just a little bit shy of that. So depending on the position of where the vehicles are in the cul-de-sacs they may or may not make it on the larger cul-de-sacs which the largest one the IFC and appendixes recommends is a 96 foot. The last video they moved his vehicle forward a couple of car lengths and was able to make the complete turn. With this being sad, the recommendation like they said any time they can get more real estate for their apparatus to make those turns it does help them out a little bit but they do realize that sometimes that can be counterproductive to some of the developers and make it less appealing to come into the City as well. They feel with the 100 foot they are not going to be able to make a complete turn around in there with their apparatus and will have to do a backup. The other thing they are concerned about is it is not just for a turn around this is also for access to provide fire protection to those houses that are on these dead end street. So can get a ladder truck, a pumper in there or any other apparatuses they may need for water supply or depending on the fire and what is going on that direction. These are the same items that presented to the City Council and this was the recommendation that they go back down to the 110 foot which gives them about an 87 foot asphalt to the front of the curb is 85 and 89 feet, so basically losing about 10 feet of turnable space and this is the recommendation and are okay with that.

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Commissioner Jensen stated with the 120 foot cul-de-sac essentially have more real estate to park on with multiple apparatuses to the end of the cul-de-sac provides more space to bring multiple vehicles in. Deputy Fire Chief Hamblin stated the more space and more real estate they have in the cul-de-sacs and a typical ladder truck are looking at 11 feet when they extend the outriggers out and once the outriggers are out also need to have room to maneuver around them and hoses coming off. With a higher pressure the 150, the hoses off the truck don't bend really, they are going to stick out a little further so are going to need a little bit of room around them. Commissioner Jensen stated are relatively sure have had to fight a couple of incidents in smaller cul-de-sacs. Deputy Chief Hamblin stated they have since he has been the Deputy Chief the last 4 years they have had 2 structures fires within cul-de-sacs and fortunately on one of the structure fires it was a heavy wind say kind of like the last fire they had in South Weber, there was spacing enough between the houses that it was blowing in the right direction or else it could have been potentially dangerous and could have had 2 structures there, the other one was a smaller one room and content that were able to get in quickly on it and extinguish so they have had one really major fire in a cul-de-sac and one smaller fire in a cul-de-sac that didn't require as many apparatus. Commissioner Jensen asked if had an opportunity to go check out the 85 foot cul-de-sac in West Point or the 85 foot asphalt. Deputy Fire Chief Hamblin stated they have not gone over and turned their vehicle around in the cul-de-sac, North Davis Fire District has a transport engine which is similar to theirs they are pretty much identical, their turning radius is just a little bit bigger and that is what they are using so haven't gone over and drove through it. Commissioner Jensen asked if had a chance to talk with Unified Fire or do they have their own. Deputy Fire Chief Hamlin stated North Davis Fire District is West Point and have talked to their Deputy Chief about it who is also their Fire Marshall and he was also concerned with the cul-de-sacs they have bounced the idea back and forth going up or pursuing going up further but aren't sure what they are going to do but right now it is working for them.

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Commissioner Jensen stated thought when they bumped it up to 120 feet that at that time they were supposed to change the ordinance and not sure but essentially the language just got missed is pretty much what happened but the understanding they were going to 120 feet at the time they did that partially for the Fire Department and another thing find

appealing with the larger cul-de-sacs is it discourages the use a little bit. One of the big things they push in the Planning conferences they go to is the idea connectivity so the problem with cul-de-sacs is they kind of become their own little pocket neighborhoods but they don't really encourage development of a larger neighborhood where have multiple people up and down the street that are interfacing and also with that connectivity that helps with a lot of issues such as kids walking to school and that type of thing. When they raised it to 120 feet knew full well that developers would have a little bit of challenge with it but hoped that they would take that as an opportunity to try to create more through streets because they were losing so much real estate with the cul-de-sacs so by dropping it to 110 feet they are kind of splitting the difference and know some people like living at the end of cul-de-sacs but that was one of the things as far as trying to create connected neighborhoods cul-de-sacs aren't good for that not only in a travel sense but also in a cultural sense. The nice thing about living on the street not at the end of a cul-de-sac or dead end is get to know your neighbors pretty well and just think it is a better thing all around and is just good planning. This compromise of 110, if the City Council wants to do it they are going to do it just thought they went in the right direction by bumping it up and were forward thinking because as the City gets larger the apparatuses get larger as well and thought it was a good move at the time.

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Commissioner Moultrie stated it might be great in the summertime but wintertime with all the snow, sometimes those snow plows extend 3-4 feet away from the curb. Commissioner Jensen asked staff if know where they usually pile the snow in the winter. Planner Steele stated he has personally never driven snow plow but have seen them pile it and they usually pile it at the end of the cul-de-sac and in subdivision design they try to discourage placing fire hydrants at the end of the cul-de-sacs because can get buried and snow storage easements are usually at the end of the cul-de-sac as well but appreciate the thoughts on the planning take on things and staff does encourage through streets and want connectivity. In the planning discipline cul-de-sacs aren't generally something that says great neighborhood design and know builders like them because they are their premium lots the lower traffic and all that so can see both sides but ultimately see that this is something that is in the Fire Department ballpark and whatever is best for their reaction times and the safety in response especially if they get a wrong address and have to turn around in numerous cul-de-sacs and doing 3 point turns in all of them that could 5 minutes and the difference of life and death.

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Commissioner Jensen asked Deputy Fire Chief Hamblin if they have had many incidents where there have been multiple cars at the end of the cul-de-sac and how much of challenge that was. Deputy Fire Chief Hamblin stated off the top of his head can't think of incident where they have actually had a structure fire, there always seems to be a couple cars in there and seems like there are always a couple of cars but for a response to turn around typically what they end up doing is backing out just because they don't want to take the chance of damaging someone's vehicle so they do end up backing out of the smaller cul-de-sacs. Commissioner Jensen stated 3 point turns with 3 or 4 cars in there are a bad idea regardless. Deputy Fire Chief Hamblin stated even with backers back there it is a little tighter and especially when get all the apparatuses down in there it takes a little bit but that is not the time that they are really concerned about the time sensitive issues it is more of when are responding into something and positioning them. They haven't had a structure in the larger cul-de-sacs in the City now so to say that it has helped them out can't say that they have been able to place a little bit better because of the larger area since haven't had any incidents in those yet.

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Commissioner Vaughan asked Deputy Fire Chief Hamblin when there is a mutual aid situation and all of the Departments get together to review all of the action that was taken, deployment of assets and things like that has snow ever become an issue with any Department that is aware of including ours. Deputy Fire Chief Hamblin stated depending on the year, yes snow has always been an issue especially if have a heavy snow year hydrants are buried and that is what they find in the cul-de-sacs that is why tries to pay particular attention to where the hydrants are placed in there so don't get the snow pushed up on them and buried and also placing the apparatus, the more snow they get the less area they have. In talking with Public Works Director Whiteley about the cul-de-sacs they try to push it up that is what the park strip is for as well to place snow but don't always get it up over that curb so it starts to back out and has seen it anywhere from having it out further than what a vehicle would be blocking in some incidents. Commissioner Vaughan stated they had cars parked in the cul-de-sacs and has noticed in his travels around town that perpendicular parking at the end of cul-de-sacs appears to be prevalent and have those ever impacted any of their responses or even training runs. Deputy Fire Chief Hamblin stated if a vehicle is in a cul-de-sac especially a perpendicular park it is really hard to maneuver around those vehicles at theta point just back out, to do a 3 point turn in there the risk verses the benefit is not worth it and usually will back out all the way with spotters. Commissioner Vaughan asked if it would possibly help to ameliorate those situations if perhaps Code Enforcement on their travels around town would mark those properties where the home owners have the responsibility of keeping the fire hydrant clear and/or monitoring perpendicular parking particularly when they have snow. Deputy Fire Chief Hamblin stated yes that would be beneficial to them as well.

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Commissioner Thorson stated there are a few things that go into the design of subdivisions and cul-de-sacs that go both ways bigger and smaller and not sure where they all would land. Snow is a problem with storage but it is also a bigger to get storage but the truck has to spend 5 minutes at the end of each cul-de-sacs to clear the snow and so it ends up costing the City quite a bit of money for more asphalt in addition to maintain the asphalt at the end of a cul-de-sac that is going to cost a lot more money for areas like cul-de-sacs that don't get used very often at all and spending a lot of money doing it. Parking helps to get bigger, he lives in a cul-de-sac and has room for 1 car in front of his house ad his neighbor has a hoop there so should have come to his house. So bigger is better but with the tradeoff of costs mostly,

snow clearing. Not sure but works with Mike Schultz but don't believe that is a conflict at all, think he is just looking for overall acreage to increase his acreage and think a bigger cul-de-sac creates more frontage and allows for more regular sized lots and allows for a wider lot at the setback line regarding width so think is looking for more square footage to put on the lot to sell better. Think a smaller cul-de-sac hurts the shape of the lot rather than help because have a lot more triangular lots in that case. The other thing the vehicles that use these cul-de-sacs have had 2 incidents in the last 4 years but his garbage truck comes by every week and the garbage truck cannot make the cul-de-sac he has to back up for every garbage can in the cul-de-sac costing him money now that is a private entity but then cost the citizens money and the City as a whole. Delivery trucks these types of users of the cul-de-sacs use it a lot more and actually still struggle, they are smaller than the fire trucks and still struggle to make those turns so in the end think bigger is better with the exception of if the City had very much heartburn over snow clearing and the cost to maintain the extra asphalt would go for bigger, the 120 foot.

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Commissioner McCuiston stated those are good point but think they forgot just one that comes to mind was heat island effect of a lot of asphalt can raise temperatures of the houses and of the City as a whole just by increasing the black top. Planner Steele stated to add the amount of storm water runoff is also increased with the larger ones so there are pros and cons to each definitely.

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Commissioner Jensen asked staff if had got any input from Public Works about having to plow or do work in these cul-de-sacs do they have any thoughts on that. Deputy Fire Chief Hamblin stated he did ask Public Works Director Whiteley because water runoff did come up and he stated there isn't that much of water runoff from storm drainage that really effects with a large cul-de-sacs. The snow removal they did express concern that yes there is added cost because there is added asphalt but snow removal it does give them a little more space to put that snow to allow for a bigger cul-de-sac in those winter months. Commissioner Jensen stated with the current 96 foot of pavement can they just basically do an orbit in the cul-de-sac to basically get it that way assuming there are no vehicles parked or are they still struggling with the 3 point turns. Knows the City dump trucks are a little smaller and do need some of a turning radius so thinking with the smaller cul-de-sacs there is just no way they are going to make the full 360 degree turn and wondering if the 96 feet is enough where they can. They would still have to get the stuff in the middle but think that could actually save some time cause not constantly backing up to try to get the edges but since there isn't anyone present from Public Works that can really speak to that. Commissioner Moultrie stated he thinks bigger is better.

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Commissioner Jensen asked staff if have an idea of calculations on how much a 110 foot cul-de-sac is verses 120 foot. Planner Steele stated doesn't have the calculations but can do the math real quick like to see the difference in square footage.

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Commissioner Vaughan asked staff basically if they adopt exhibit B as printed with the recommendation with the red recommendation on exhibit A they can interpose any diameter that they desire, 100, 110 or 120. So it is basically a bigger number makes it easier for the Fire Department would assume and in the operation of their apparatus so in that case don't think they would object although they are primarily just interested in making sure they have nothing smaller. With that in mind and because this is a recommendation and because it will be going to the City Council for their final approval basically it matters not what diameter they ultimately choose as long as they incorporate exhibit A & B at the same time. Question to the Commission is then what diameter would each of them like. Commissioner Moultrie stated agrees with Commissioner Thorson that bigger is better because of the front size of the lot the individuals in the smaller subdivisions already have an issue putting an RV or something on the side of their house so think bigger is better for the City and citizen so 120 foot or bigger. Commissioner Day stated agrees with Deputy Chief Hamblin on his number don't necessarily agree bigger is better but if it benefits the home builder and what is trying to build but can obviously build it bigger no one saying cannot build a bigger cul-de-sac but agree with going to 110 foot. Commissioner McCuiston stated it is kind of tough and hate to see the heat island go up but does understand fire safety and lot layout and in looking at the table looks like there are a number of cities that have already got the 96 foot so guess 120 would be the preferred number but not married to it. Commissioner Jensen stated did the math really quick 100 foot cul-de-sac is basically 31,000 square feet and 110 foot cul-de-sac is 38,000 square feet and 120 foot cul-de-sac is 45,000 square feet so essentially the difference of 7,000 square feet which is not quite a lot, if it is above an R-3 it would be a lot but for a cluster subdivision or PRD it could work there are some other options they can do there so his preference is that think Syracuse are trying to be a more open community with larger lots that is kind of where the ordinance has been pushing towards so think since they adopted the 120 foot previously and think they adopt that 120 foot throughout the ordinance. Commissioner Thorson stated would go with the 120, have some plus and minuses on that but that is probably where would land.

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COMMISSIONER JENSEN MADE A MOTION TO RECOMMEND TO CITY COUNCIL THE 120 FOOT CUL-DE-SAC STANDARD THROUGHOUT THE ORDINANCE INCLUDED ALONG WITH EXHIBIT A & B. COMMISISONER THORSON SECONDED THE MOTION. MOTION CARRIED WITH A MAJORITY 5/1 VOTE WITH COMMISISONER DAY VOTING NAY.

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## Minutes of the Syracuse Planning Commission Regular Meeting, May 17, 2016

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Commissioner Vaughan asked staff when it would be going to the City Council. City Attorney Roberts stated expects it would be next month don't think it would go to their work meeting since they have already addressed it a bit so probably the first meeting in June that second Tuesday.

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5. **Adjourn**

COMMISSIONER THORSON MADE A MOTION TO ADJOURN DIRECTLY INTO WORK SESSION IN THE CHAMBERS. COMMISSIONER DAY SECONDED THE MOTION. ALL WERE IN FAVOR

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Ralph Vaughan, Chairman

\_\_\_\_\_  
Stacy Adams, Commission Secretary

Date Approved: \_\_\_\_\_