

Memo

August 26, 2010

To: Tooele County Planning Commission

From: Vern Loveless, County Engineer

Re: Lassley/Bates Canyon Road: RR-5 to RR-1 Rezone Application

Commissioners.

The purpose of this memo is to provide some understanding of the transportation infrastructure necessary to support the proposed rezone.

I have informally prepared a concept plan for the local road network between collector roads adopted into our general plan in August, 2008. I wish to emphasize the term *informally*. This is for conceptual use only and is not much more than a doodle. It has not been refined to determine that any existing or future parcel can yield the number of lots shown or that the shape or layout complies with any requirements for approval. It has not been adopted by any governing body, is not law in any way, shape or form. It is only an opinion and only a conceptual one at that and is subject to whimsical change. But it is my opinion and best thoughts on the subject as of today. I offer it as comment for your consideration and to inform others of what I am thinking and likely to think of applications presented to my office. I find it useful for many aspects of planning and communication.

This concept plan assumes full development at current zoning. The plan in most cases considers existing parcel lines. However, it does assume some existing lots may “redevelop” by boundary line adjustments or parcel consolidation, especially where adjoining parcels have common ownership.

This concept plan demonstrates an application of ordinances relating to local roads that require:

- a. “alignment with existing roads”
- b. “egress to different locations”
- c. “looped road networks”
- d. “roads for connection to future phases and subdivisions”
- e. Block lengths that “provide for convenient access and circulation”

I have come to the conclusion that blocks of lots are defined by the “loop” of roads around it. Every lot is part of a block. Just start driving in the smallest loop that encompasses the lot and brings you back to where you started. If that loop is too large for “convenient access and circulation” it needs to be divided into smaller loops until it becomes “convenient”. After making an aerial survey of many blocks in successfully developed residential communities with “convenient” access, I have determined that residential blocks should contain between 20 and 30 lots or parcels. This criterion seems to apply

regardless of the zoning and produces coarse road networks in areas zoned for large lots and tighter road networks in areas zoned for small lots.

Map 1 represents the concept plan under current zoning where the south side of Bates Canyon Road is zoned RR-5.

Map 2 represents the concept if all the south side of Bates Canyon Road was to be zoned RR-1. Note that the current application only applies to a portion of that area. In map 2, I assume that the same conditions that exist for the Lassley property exist or will exist for the remainder of the area and that other rezone proposals will eventually be presented.

Thank you for your consideration.

Vern Loveless

County Engineer