



SANDY CITY PUBLIC WORKS

RYAN KUMP, PE
PUBLIC WORKS DIRECTOR

MONICA ZOLTANSKI
MAYOR

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CITY ENGINEERS RECOMMENDATION MEMORANDUM

Date: February 27, 2026
To: Thomas Irvine, Development Services Manager
From: Britney Ward, P.E., City Engineer/Assistant Public Works Director

Project Name: Silver Sage Estates
Plan Case Number: SUB12082025-007089
Project Address: 10175 S Dimple Dell Rd

In accordance with the Sandy City Land Development Code Chapter 21-15-4(b)(7)a, the above referenced property qualifies for special exception to allow a private lane in the Sensitive Area Overlay Zone through a 30% or greater slope. It is recommended that the exception be approved and construction of the private lane be allowed on the subject property.

Findings include the following:

“Streets, roadways, and private streets, lanes, and driveways through protected 30 percent or greater slopes are prohibited unless all the following criteria are met and approved by the Planning Commission upon recommendation of the Director and City Engineer:

1. *No alternative location for access is feasible or available;*

The parcel of land being subdivided has little existing street frontage, restricted to the northwest corner of the property. The remaining parcel boundary is surrounded by developed single family homes. The parcel has been subdivided to provide 4 buildable lots, dictated by the 30% or greater slope areas. Hence, Lots 3 and 4 have no street frontage along Dimple Dell Rd. Lots 1 and 2 both have street frontage onto Dimple Dell Rd, however there are existing 30% or greater slopes along the full frontage. To gain access to all four lots, it is necessary to cut through the steep slope. To limit the amount of cut required, the development has combined the access into Lots 3 and 4, and identified the least impactful locations for accesses into the other 2 lots.

2. *No individual segment or increment of the street, roadway, private street, lane, or driveway is more than 150 feet in length that crosses any continuous 30 percent or greater slopes;*

The private lane has been located as far north as possible to provide clear sight distance coming in and out of the access. While the private lane is greater than 150', it includes a hammer head turn-around for fire. To gain access to the buildable area withing Lot 4, an access over 150' is needed.

3. *All crossings of a continuous 30 percent or greater slope shall be designed and constructed to eliminate significant adverse environmental, or safety impacts as determined by AASHTO guidelines and geotechnical*



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report recommendations;

The developer is required to ensure AASHTO sight distance triangles are clear upon installation of the accesses and that they be maintained. Because this development is on the inside of a horizontal curve, there will be some landscaping that needs to be removed. However, all accesses have been located in a location that provides the least impact to existing landscaping.

4. *Under no circumstances shall any segment of a street, roadway, private street, lane, or driveway cross a continuous slope greater than 50 percent; and*

The private lane utilizes old drainage channels with previously altered slopes as well as an old road that was cut into the slope and material pushed towards the south. While the extent of the drainage channel regrading is unknown, the subdivisions grading design utilized the cross slope of the private lane to reduce the amount of cut required. The existing slope appears to be stable as it is full of grown natural vegetation. The previous cut access appears to still be sparingly used by the single family home to the north of this parcel. However, they do not have current access rights. For more information, please see the slope analysis letter from CMT Technical Services submitted with the development.

5. *Streets, roadways, private streets, lanes, and driveways shall follow natural contour lines where possible. If the natural contour lines do not reasonably facilitate access to the development site, an alternative private access road or driveway may be designed and submitted for approval."*

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In 2014, SLCO and Sandy City agreed to develop Dimple Dell Ln with a 45 foot cross section consisting of two 13 foot travel lanes, two 4 foot bike lanes, 2.5 foot curb and gutter on both sides and a six foot curb-adjacent sidewalk on one side. Despite the major collector classification of the road, this was done to preserve the rural feel of Dimple Dell Ln while providing space for active transportation users. In accordance with this agreement and uniformity of other developments along Dimple Dell Rd since this time, the subject development will construct a six foot sidewalk with no park strip. Therefore, it is recommended that a special exception be granted to waive installation of a park strip along the frontage of this property.