

14-5-5: STREETS:

~~A.~~ ~~A.~~ Street Layout: Streets in new ~~subdivisions~~ developments shall connect to existing stub streets from adjacent ~~subdivisions~~ developments that are a similar zone, unless otherwise approved by a development agreement.

1. If adjacent land is undeveloped, stub streets ~~are required~~ may ~~shall be provided~~ at reasonable locations to provide convenient access for public safety and public utilities, unless otherwise approved by a development agreement ~~future development.~~

2. ~~If a stub street connects to a development with a higher density, traffic calming~~ calming measures are required between the two developments.

~~B.~~ ~~B.~~ Multiple Access Points Required: ~~Each residential development must have a~~ A minimum of two ~~(2)~~ points of ingress and egress, ~~are required for residential subdivisions unless the~~

1. ~~The~~ fire chief or ~~his/her~~ designee ~~may~~ determines that more than one access point is not necessary to protect the public health and safety.

2. ~~If approved by the fire chief or designee, the~~ The owner/developer applicant may comply with this requirement by platting (a) stub streets which will connect to future streets or (b) temporary streets which meet fire code and other requirements.

C. General Design Principles:

1. Public and private streets ~~shall~~ are ~~be~~ designed to minimize ~~cut through~~ cut-through traffic in residential areas.

2. Local streets ~~s designs shall~~ incorporate traffic calming measures to reduce vehicle speeds and promote pedestrian safety. ~~Four-way intersections should be avoided.~~

3. Streets ~~are~~ shall be designed to provide safe and convenient access between neighborhoods. Local streets should be extended to provide access between adjoining neighborhoods at appropriate intervals.

D. Compliance with Transportation Master Plan: ~~As a condition of subdivision approval, The the owner/subdivider applicant shall will~~ install street extensions or widen streets and widening as recommended by according to the city transportation master plan as a condition of approval.

~~E. Eminent Domain: Nothing in this section shall obligate the city to purchase rights of way or to exercise its right of eminent domain, or to create or recognize any right of inverse condemnation whatsoever.~~

36 EF. Cul-De-Sacs and Dead-End Streets: ~~Unless otherwise approved by the city engineer,~~
37 ~~rights of way terminating in cul-de-sacs shall be no longer than four hundred fifty feet~~
38 ~~(450') in length. Turnaround areas, with a right of way diameter of one hundred feet (100')~~
39 ~~and a paved diameter of not less than eighty feet (80'), shall be provided at the terminus of~~
40 ~~all cul-de-sacs. When dead end streets providing access for one or more lots are proposed~~
41 ~~in a subdivision, adequate turnarounds shall be provided as follows:~~ All cul-de-sacs and
42 dead-end streets shall follow the public improvement standards, specifications and
43 plansCity Engineering Standards.

44 1. ~~Where a street dead ends into a subsequent phase of the same subdivision, a~~
45 ~~temporary, paved, eighty foot (80') diameter turnaround and permanent right of way~~
46 ~~easement shall be required.~~

47 — 2. ~~Where a street dead ends at property that is not part of a subsequent subdivision~~
48 ~~phase, either a bubble inside the subdivision, as shown in the city standard drawings, or an~~
49 ~~asphalted eighty foot (80') diameter turnaround and permanent right of way easement on~~
50 ~~the adjacent property, shall be provided.~~

51 FG. Streets Along DevelopmentSubdivision ~~Boundaries:~~ Streets along a proposed
52 subdivision development boundary boundaries are shall be constructed to city standards,
53 including the public improvement standards, specifications and plans, and according to the
54 city master transportation plan.

55 GH. Half Streets: Half streets ~~along subdivision boundaries or within any part of a~~
56 ~~subdivision~~ are not permitted unless specifically approved by the city council as part of a
57 development agreement.

58 HI. Dedication: ~~Except as provided in section 14-5-6 of this chapter, All~~ streets ~~shall be~~
59 ~~are~~ dedicated for ~~use by the public~~ use, except as provided in §14-5-6.

60 IJ. Street Name and Traffic Control Signs Required: The ~~owner/developerapplicant~~ shall
61 install street name and traffic control signs ~~that to~~ identify ~~all~~ public and private streets.
62 Street signs ~~are shall be~~ located at all intersections, including cul-de-sacs.

63 1. Streets ~~may be given names in addition to numbers. have both names and numbers.~~
64 ~~When so named, Street street~~ signs shall include both the name and street number, if the
65 street has a name. Names for streets must be approved by the city and by ~~the~~ Salt Lake
66 County ~~recorder.~~

67 2. All signs ~~shall~~ comply with state law and with the "Manual ~~on~~ On Uniform Traffic
68 Control Devices".

69 3. The ~~applicantowner/developer~~ shall pay for and install traffic regulatory signs, in
70 ~~accordance with the "Manual On Uniform Traffic Control Devices",~~ as required by the city
71 engineer.

72 JK. Protection Strips:

73 1. Private Protection Strips Prohibited: Any subdivision, dedication, or conveyance of
74 any kind which ~~creates results in the creation of~~ a private protection strip ~~or other illegal~~
75 ~~lot or parcel~~ is ~~prohibited hereby declared to constitute an illegal subdivision of land.~~

76 2. City-Owned Protection Strips Allowed: City owned protection strips are ~~allowed for~~
77 ~~permitted the purpose of to distribute and recover costs distributing and recovering costs~~
78 to benefiting properties related to off site improvements not covered by impact fees. Fees
79 collected for the release of protection strips ~~are shall reflect the~~ proportionate ~~to the~~
80 benefit of the developing property to the remainder value of the ~~right-of-way right of way~~
81 and improvements.

82 KL. Utilities Installed Before Paving: Asphalt paving operations ~~shall may~~ not begin until
83 all ~~public~~ utilities ~~(electrical power, natural gas, telephone, cable television, culinary water,~~
84 ~~irrigation water, sanitary sewer, and storm sewer)~~ are installed under the streets.

85 1. ~~Sleeves or conduits are placed under the pavement Provisions shall be made~~ for
86 future installation of electrical power, traffic signal conduit, natural gas, telephone,
87 ~~and cable television, and other similar utilities through sleeves or conduits placed~~
88 ~~under the pavement.~~

89 2. The ~~applicant owner/developer shall be is~~ responsible for coordinating the timely
90 installation of these utilities.

91 3. ~~At or before the construction conference, the The applicant owner/developer must~~
92 ~~submit written verification shall provide, at or before the preconstruction~~
93 ~~conference, written verification acceptable to the city engineer~~ that the utilities ~~have~~
94 ~~been were~~ notified of ~~(a)~~ the locations available for installation of the utilities and
95 ~~(b)~~ the timetable for the street paving.

96 4. ~~The city engineer determines if the verification meets the requirements of this~~
97 ~~section.~~

98 L. Connecting to Trails and Pedestrian Walkways: Each development shall connect to
99 adjoining trails and pedestrian walkways in accordance with (a) the city code, (b) the
100 public improvement standards, specifications and plans, and (c) the parks, recreation, trails
101 and open space master plan.

102 (2001 Code § 87-5-106; amd. 2009 Code; Ord. 13-17, 4-24-2013; Ord. 19-51, 12-11-
103 2019, Effective at 12 noon on January 6, 2020)