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14-5-5: STREETS:

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

- 1. If adjacent land is undeveloped, stub streets are required at reasonable locations to provide convenient access for public safety and public utilities, unless otherwise approved by a development agreement.
- 2. If a stub street connects to a development with a higher density, traffic calming measures are required between the two developments.

B. Multiple Access Points Required: Each residential development must have a minimum of two points of ingress and egress.

- 1. The fire chief or designee may determine 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 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 are designed to minimize cut-through traffic in residential areas.
- 2. Local street designs incorporate traffic calming measures to reduce vehicle speeds and promote pedestrian safety.
- 3. Streets are 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: The applicant will install street extensions or widen streets according to the city transportation master plan as a condition of approval.

E. Cul-De-Sacs and Dead-End Streets: All cul-de-sacs and dead-end streets shall follow the public improvement standards, specifications and plans.

F. Streets Along Development Boundaries: Streets along proposed development boundaries are constructed to city standards, including the public improvement standards, specifications and plans, and according to the city master transportation plan.

G. Half Streets: Half streets are not permitted unless approved by the city council as part of a development agreement.

36 H. Dedication: All streets are dedicated for public use, except as provided in §14-5-6.

37 I. Street Name and Traffic Control Signs Required: The applicant shall install street name
38 and traffic control signs that identify public and private streets. Street signs are located at
39 all intersections, including cul-de-sacs.

40 1. Streets have both names and numbers. Street signs shall include both the name and
41 street number, if the street has a name. Names for streets must be approved by the city and
42 by Salt Lake County.

43 2. All signs comply with state law and the "Manual on Uniform Traffic Control Devices".

44 3. The applicant shall pay for and install traffic regulatory signs, as required by the city
45 engineer.

46 J. Protection Strips:

47 1. Private Protection Strips Prohibited: Any subdivision, dedication, or conveyance of
48 any kind which creates a private protection strip or other illegal lot or parcel is prohibited.

49 2. City-Owned Protection Strips Allowed: City owned protection strips are permitted to
50 distribute and recover costs to benefiting properties related to off site improvements not
51 covered by impact fees. Fees collected for the release of protection strips are proportionate
52 to the benefit of the developing property to the remainder value of the right-of-way and
53 improvements.

54 K. Utilities Installed Before Paving: Asphalt paving operations may not begin until all
55 utilities are installed under the streets.

56 1. Sleeves or conduits are placed under the pavement for future installation of
57 electrical power, traffic signal conduit, natural gas, telephone, cable television, and
58 other similar utilities.

59 2. The applicant is responsible for coordinating the timely installation of these
60 utilities.

61 3. At or before the construction conference, the applicant must submit written
62 verification that the utilities were notified of (a) the locations available for
63 installation of the utilities and (b) the timetable for the street paving.

64 4. The city engineer determines if the verification meets the requirements of this
65 section.

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

70 (2001 Code § 87-5-106; amd. 2009 Code; Ord. 13-17, 4-24-2013; Ord. 19-51, 12-11-
71 2019, Effective at 12 noon on January 6, 2020)