

15-06-03 General Residential Development Standards

K. Streets

1. The arrangement, character, extent, width, grade, and location of all streets shall conform to the Transportation Master Plan and shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and in their appropriate relation to the proposed uses of the land to be served by such streets.
2. Where the Transportation Master Plan does not show proposed streets, the arrangement of street in a subdivision shall either:
 - a. Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or
 - b. Conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impracticable.
3. All street and right-of-way improvements shall be designed and constructed in accordance with the City's standard specifications and details for municipal construction.
4. Street right-of-way widths shall be as shown on the Transportation Master Plan and where not shown therein, shall not be less than the following:

Street Type	Right-of-Way Width
Major Arterial	106+ feet
Minor Arterial	84 feet
Major Collector	80 feet
Minor Collector	66 feet
Local	50 feet
Private	27 feet (pavement width minimum)

5. Half streets are prohibited, except where it can be shown that it is essential to the development of the subdivision in conformance with the other requirements of these regulations; and where the Planning Commission upon recommendation by the Engineering Division, finds it will be practicable to require the dedication and improvements to the other half when the adjoining property is subdivided. A minimum pavement width of 27 feet will be required.
6. A cul-de-sac may be permitted on local streets only and shall be terminated by a turn-around of not less than ninety-two (92) feet in diameter, as measured from top back of curb to top back of curb. A cul-de-sac shall not exceed four hundred (400) feet in length in a residential zone. A cul-de-sac in the Sensitive Area Overlay Zone shall not exceed six hundred (600) feet in length, unless otherwise permitted by the Planning Commission upon recommendation from the Engineering Division. A cul-de-sac length is measured from its intersection with another street to the end of the cul-de-sac turn-around.
7. Streets shall be laid out so as to intersect as nearly as possible at right angles.

8. No street names shall be used which will duplicate or be confused with the names of existing streets. Street names may be subject to the approval of the Salt Lake County Recorder's Office.
9. Local streets shall be so laid out that their use by through traffic will be discouraged.
10. Where a subdivision borders on or contains a railroad right-of-way or limited access highway right-of-way, the Planning Commission may require a local access street approximately parallel to and on each side of such right-of-way.
11. Where a subdivision abuts or contains an existing or proposed arterial or collector street, the Planning Commission may require local access streets, reverse frontage with screen planting contained in a non-access reservation along the rear property line, deep lots with rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.
12. Parkstrips shall be required on all streets, unless otherwise determined by the Planning Commission and shall be designed and installed according to the City's standard specifications and details for municipal construction.
13. The requirements of this section may be waived or modified by the Planning Commission after considering a recommendation from the City Engineer and the location and intended use of the proposed street.