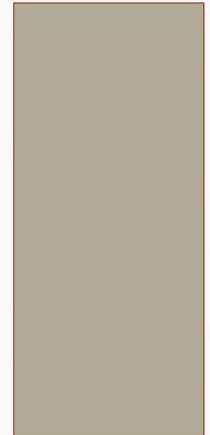


CUL-DE-SAC

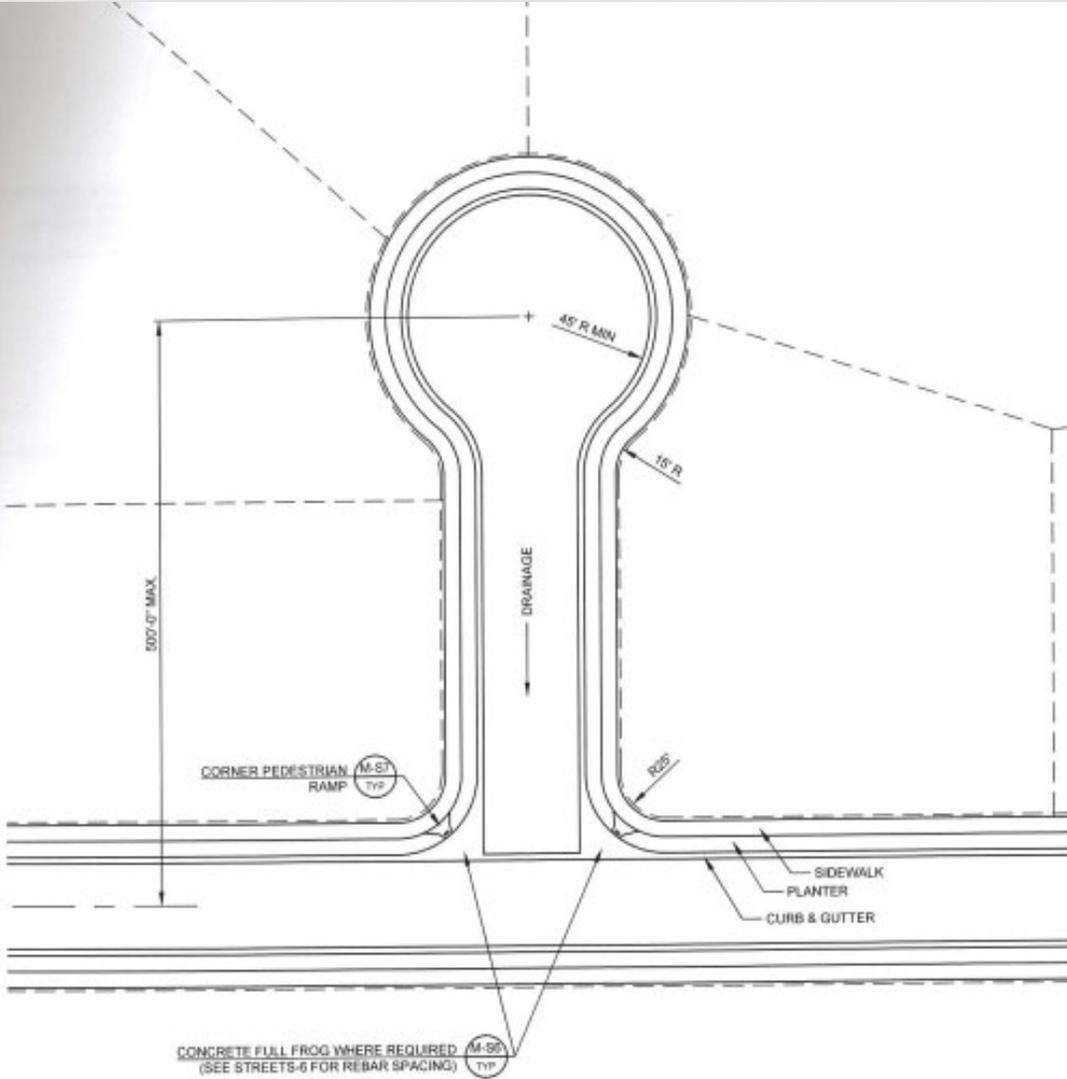
CODE TEXT AMENDMENT



PROPOSED CODE

- Addresses
 - Cul-de-sac length
 - Number of units, trips per day
 - Development along existing public roads with only one access

EXISTING CODE





500'

N Center St

Meadow Ln

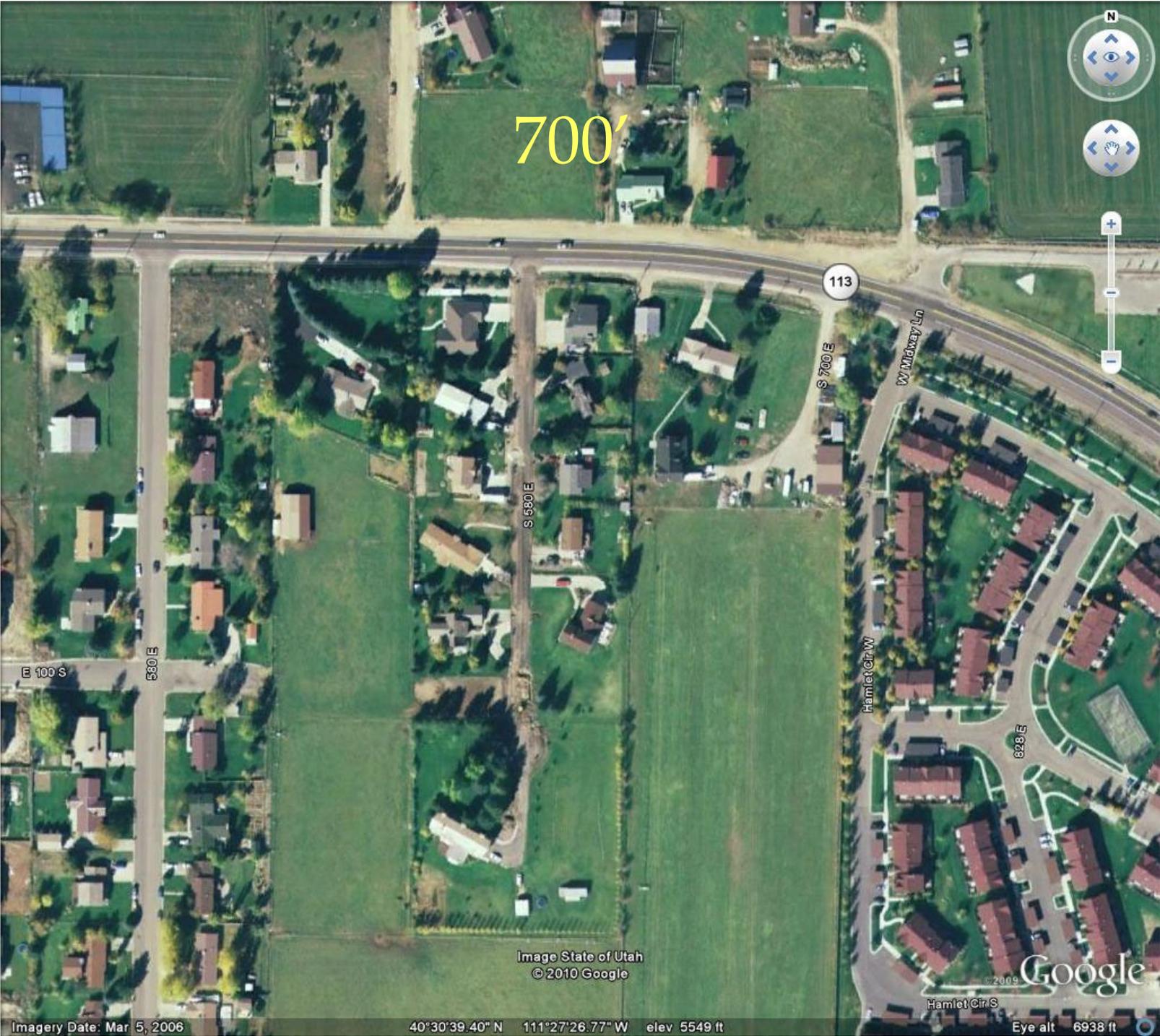
Image State of Utah
© 2010 Google

© 2009 Google

Imagery Date: Mar 5, 2006

40°31'09.75" N 111°28'15.73" W elev 5629 ft

Eye alt 6779 ft



700'

E 100 S

S 500 E

S 500 E

113

S 700 E

W Midway Ln

Hamlet Cir W

S 700 E

Image State of Utah
© 2010 Google

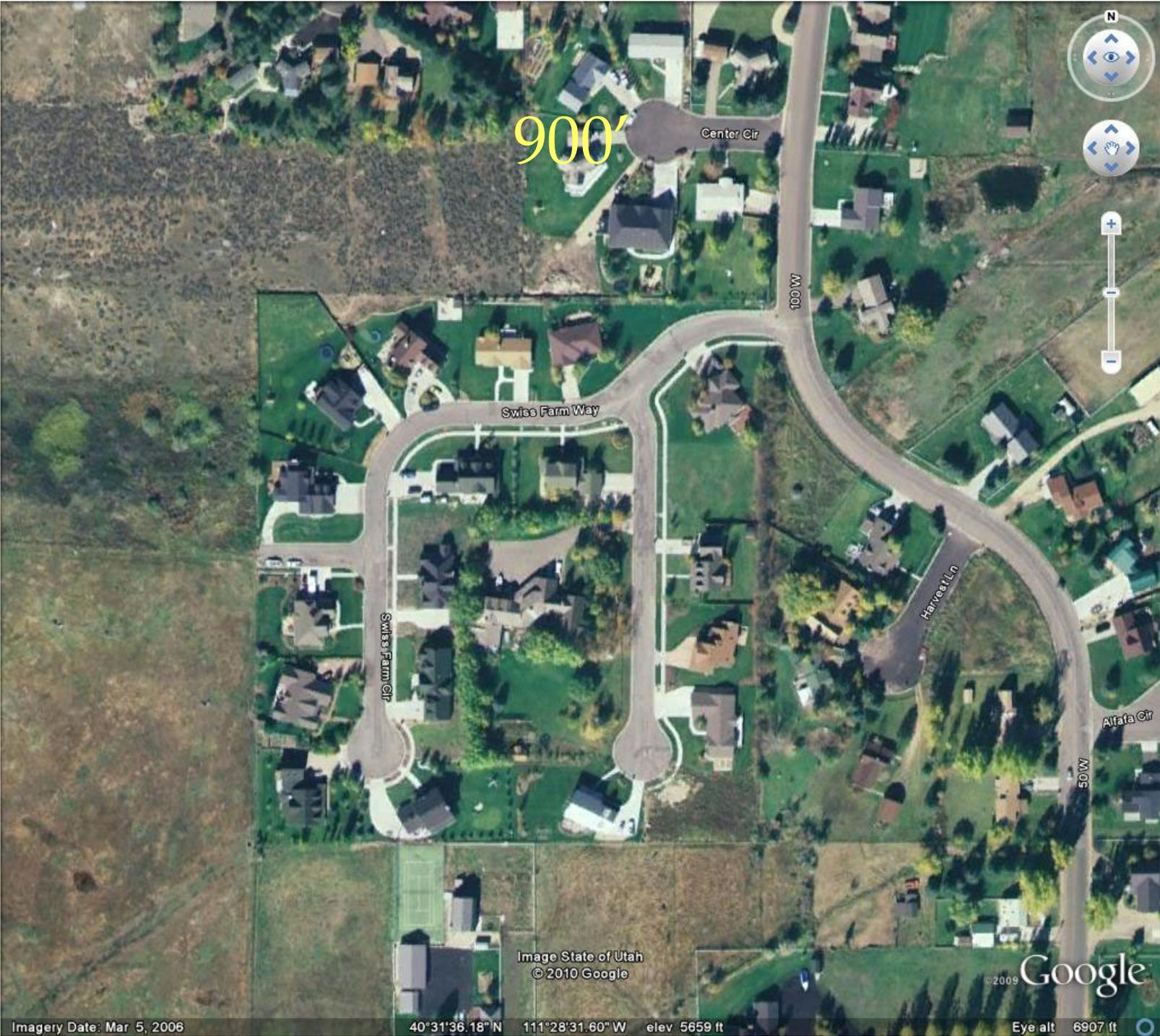
Google

Imagery Date: Mar 5, 2006

40°30'39.40" N 111°27'26.77" W elev 5549 ft

Hamlet Cir S

Eye alt 6938 ft



900'

Center Cir

100 W

Swiss Farm Way

Swiss Farm Cir

Harvett Ln

Alfa Cir

50 W

Image State of Utah
© 2010 Google

© 2009 Google

Imagery Date: Mar 5, 2006

40°31'36.18" N 111°28'31.60" W elev 5659 ft

Eye alt 6907 ft

1100'

300 N

River Rd

Image State of Utah
© 2010 Google

2009 Google

Imagery Date: Mar 5, 2006

40°31'02.89" N 111°27'53.73" W elev 5819 ft

Eye alt 7243 ft





Image State of Utah
© 2010 Google

2009 Google

Imagery Date: Mar 5, 2006

40°31'25.10" N 111°28'27.08" W elev 5642 ft

Eye alt 7133 ft

4200'



Imagery Date: Mar 5, 2006

40°31'46.89" N 111°29'39.48" W elev 5894 ft

Eye alt 9783 ft

4900'



Imagery Date: Mar 5, 2006

40°31'11.40" N 111°29'39.66" W elev 5838 ft

© 2009 Google

Eye alt 10240 ft

CUL-DE-SAC LENGTH CONSIDERATIONS

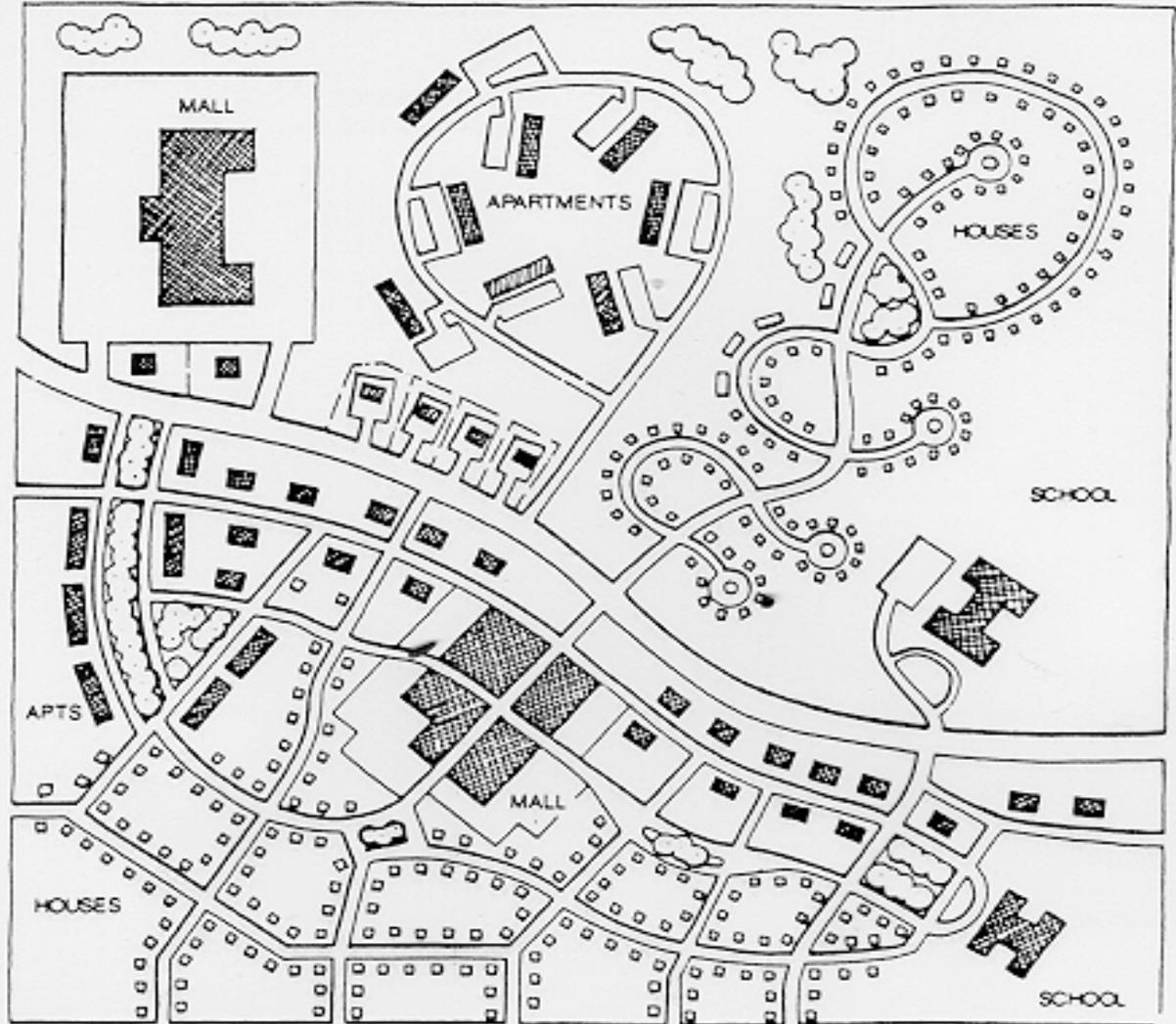
- Number of units
 - Nationally 21-28 is the average maximum
 - International Fire Code allows up to 30
- Traffic circulation
 - Longer cul-de-sacs may result in less through roads
- Number of traffic count trips per day

CUL-DE-SAC LENGTH CONSIDERATIONS

- Emergency services access
- Safety
- Connectivity
- Road maintenance
 - Snow removal
- Addressing and the ability of finding an address

SPRAWL: A SCHEMATIC

Suburban
Development



Traditional
Neighborhood



PROPOSED CODE

- B. **Cul-de-sac unit density.** Cul-de-sacs longer than 500' may provide access up to a maximum of 11 buildable lots. Cul-de-sacs 500' or less shall be allowed density in accordance with the frontage requirements of the applicable zone. Lots on cul-de-sacs greater than 500' in length must be deed restricted and noted on the plat so they can never be further subdivided. If the cul-de-sac ever becomes a through road the deed restrictions prohibiting further subdivision and the plat note may (at the discretion of the City Council) be removed through the plat amendment process. Cul-de-sacs shall be measured from the single point of access. It shall be expressly prohibited to put a cul-de-sac off of another cul-de-sac.

PROPOSED CODE

- **C. Existing public roads exceeding 500' in length and lacking a second point of access.** Within Midway City there are roads that lead into areas with only one point of ingress and egress (i.e. Lime Canyon, Swiss Alpine Road, 500 S., etc.). For safety purposes, proposed development along any road that meets this description shall be limited to existing frontage, and may only be further subdivided as long as the proposal complies with the frontage requirements of the applicable zoning code. If a property owner desires to increase density by installing new city or private roads internal to a development within any of the areas accessed by a road that meets the description above, the following will be required: 1) a secondary access/exit out of the area; 2) the secondary access shall be built to City standards; and 3) the secondary access shall be constructed and paid for by the land owner. This section shall not apply to Rural Preservation Subdivisions located within the areas accessed by the above mentioned roads.

ADOPTED CODE

- **B. Cul-de-sac length and unit density.** Cul-de-sacs shall not exceed 1300' to the center of the furthest bulb from the initial single point of access. Cul-de-sacs longer than 500' may provide access up to a maximum of 11 buildable lots. Cul-de-sacs 500' or less shall be allowed density in accordance with the frontage requirements of the applicable zone. Lots on cul-de-sacs greater than 500' in length must be deed restricted and noted on the plat so they can never be further subdivided. If the cul-de-sac ever becomes a through road the deed restrictions prohibiting further subdivision and the plat note may (at the discretion of the City Council) be removed through the plat amendment process. Cul-de-sacs shall be measured from the initial single point of access. Any branch off of a cul-de-sac that occurs beyond the initial single point of access shall not be counted as a new cul-de-sac. Regardless of the number of branches that occurs beyond the initial single point of access it shall all be considered one cul-de-sac, and if it is longer than 500' shall be subject to the limitation of 11 buildable lots.

ADOPTED CODE

- **C. Existing public roads exceeding 500' in length and lacking a second point of access.** Within Midway City there are roads that lead into areas with only one point of ingress and egress (i.e. Lime Canyon, Swiss Alpine Road, 500 S., etc.). For safety purposes, proposed development along any road that meets this description shall be limited to existing frontage, and may only be further subdivided as long as the proposal complies with the frontage requirements of the applicable zoning code. If a property owner desires to increase density by installing new city or private roads internal to a development within any of the areas accessed by a road that meets the description above, the following will be required: 1) a secondary access/exit out of the area; 2) the secondary access shall be built to City standards; and 3) the secondary access shall be constructed and paid for by the land owner. This section shall not apply to Rural Preservation Subdivisions located within the areas accessed by the above mentioned roads.