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MEMORANDUM

November 13, 2019

To: City Council via Planning Commission
From: Community Development Department
Subject: Cul-de-sac Length CODE-10-19-5752
Amend Title 21, Chapter 21 - Subdivision Design
Standards, Section 10 - Streets, of the Sandy Municipal
Code

HEARING NOTICE: *This item has been noticed on public websites, and in the newspaper at least 10 days prior to the Public Hearing.*

REQUEST

At the request of the City Council, the Community Development Department is proposing to amend a portion of Title 21, Chapter 21, Subdivision Design Standards, Section 10 - Streets, of the Sandy Municipal Code. The purpose of the Code Amendment is to amend regulations for cul-de-sac lengths on streets. This amendment was discussed during the text amendments related to the implementation of Appendix D of the Fire Code. Staff has proposed language to address the request of the Council that would allow for some additional flexibility on the maximum length of a cul-de-sac under certain circumstances.

BACKGROUND

While adopting amendments to implement changes to the Land Development Code related to Appendix D of International Fire Code, there was direction given to bring back a code amendment to address a concern raised on cul-de-sac lengths. This meeting was held on October 8, 2019. The code related to cul-de-sacs lengths was extended from 400 feet to 500 feet to align this with the Appendix D of the Fire Code at that time. The Council directed staff to propose additional regulations that would allow a cul-de-sac to be extended further.

ANALYSIS

Staff has prepared a code amendment to address the concerns and direction given by the City Council. Staff has proposed to allow for additional length through the review and approval of Special Exception. The proposal would need to meet certain criteria. Such situations that would be

appropriate are those where a property is landlocked, there is no potential for a master planned connection in the future, and reviewed potential of impairment thus resulting in a public safety issue.

The clean version of all final proposed text of each affected chapter is shown in Exhibit “A” attached hereto. A full detail of all redlined changes is shown in the attached Exhibit “B”.

Staff feels that this proposed amendment addresses the intent of the City Council.

NON-CONFORMING USES

This Code Amendment would not create any non-conforming use situations.

LAND DEVELOPMENT CODE PURPOSE COMPLIANCE

The Sandy City Land Development Code in 21-1-3 lists the criteria explaining the intent and purpose of the Ordinance. The purpose is:

Sec. 21-1-3. - Purpose and Scope.

- (a) *Purpose.* The ordinance from which this title is derived is adopted to implement the Sandy City's General Plan and to promote public health, safety, convenience, aesthetics, and welfare; efficient use of land; sustainable land use and building practices; transportation options and accessibility; crime prevention; timely citizen involvement in land use decision making; and efficiency in development review and land use administration. Specifically, this title is established to promote the following purposes:
 - (1) *General.*
 - a. To facilitate the orderly growth and development of Sandy City.
 - b. To facilitate adequate provision for transportation, water, sewage, schools, parks, and other public requirements.
 - c. To stabilize property values.
 - d. To enhance the economic well-being of Sandy City and its inhabitants.
 - (2) *Implementation of General Plan.* To coordinate and ensure the implementation of the City's General Plan through effective execution of development review requirements, adequate facility and services review and other goals, policies, or programs contained in the General Plan.
 - (3) *Comprehensive, Consistent and Equitable Regulations.* To establish a system of fair, comprehensive, consistent and equitable regulations, standards and procedures for review and approval of all proposed land development within the City.
 - (4) *Efficiently and Effectively Managed Procedures.*
 - a. To promote fair procedures that are efficient and effective in terms of time and expense.
 - b. To be effective and responsive in terms of the allocation of authority and delegation of powers and duties among ministerial, appointed, and elected officials.
 - c. To foster a positive customer service attitude and to respect the rights of all applicants and affected citizens.

The proposed Code Amendment will create consistency and equitable standards under which certain new development proposals can be regulated. These regulations would help promote the health, safety and welfare of our residents.

GENERAL PLAN COMPLIANCE

The General Plan encourages appropriate development standards for all uses and zoning categories within Sandy City. This code amendment would further that goal and objective.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission forward a positive recommendation to amend Title 21, Chapter 21 - Subdivision Design Standards, Section 10 - Streets, of the Sandy Municipal Code as shown in (Exhibit "A") based on the following findings:

1. Compliance with the Purpose of the Land Development Code by creating consistency and equitable standards in Sandy City.
2. Compliance with the Goals and Policies of the General Plan by establishing appropriate development standards for all uses and zoning categories within Sandy City.

Planner:

Reviewed by:



Mike Wilcox
Zoning Administrator

Exhibit "A"

Sec. 21-21-10. - Street Standards for All Types.

- (h) A cul-de-sac, or single access road, is discouraged, but may be permitted (as allowed herein) on local streets. It must be terminated by an approved turn-around designed according to the Standard Specifications. A cul-de-sac is the only type of permitted termini for a public street. Private streets may use any form of terminus as approved by the City Engineer and described in the Standard Specifications. A cul-de-sac, or single access road, shall not exceed 500 feet in length, as measured from its intersection of centerlines with another street to the furthest edge of the top back of curb of the turn-around.
- (1) *Special Exception.* The Planning Commission may grant a special exception to allow a cul-de-sac, or single access road, to extend up to a maximum of 750 feet, after considering a recommendation from the Director and City Engineer, and under the following circumstances:
- a. It is demonstrated that the proposed development is land-locked by properties that are already fully developed;
 - b. No feasible second point of access can be master planned with redevelopment of the surrounding properties; and
 - c. The Director and City Engineer have reviewed the potential for impairment of such single access resulting from vehicle congestion, condition of the terrain, climatic conditions or other factors that could limit access and have made either a positive or negative recommendation to the Planning Commission with regards to increasing the length of the road.

Exhibit "B"

Sec. 21-21-10. - Street Standards for All Types.

(h) A cul-de-sac, or single access road, is discouraged, but may be permitted (as allowed herein) on local streets. ~~and shall~~ It must be terminated by an approved turn-around designed according to the Standard Specifications. ~~A cul-de-sac of not less than 97 feet in diameter, as measured from top back of curb to top back of curb. This is the only type of permitted termini for a public street. Private streets may use any form of terminus as approved by the City Engineer and described in the Standard Specifications.~~ A cul-de-sac, or single access road, shall not exceed 500 feet in length, ~~in a residential zone. A cul-de-sac length is as~~ measured from its intersection of centerlines with another street to the furthest edge of the end of top back of curb of the ~~cul-de-sac~~ turn-around.

(1) Special Exception. The Planning Commission may grant a special exception to allow a cul-de-sac, or single access road, to extend up to a maximum of 750 feet, after considering a recommendation from the Director and City Engineer, and under the following circumstances:

- a. It is demonstrated that the proposed development is land-locked by properties that are already fully developed;
- b. No feasible second point of access can be master planned with redevelopment of the surrounding properties; and
- c. The Director and City Engineer have reviewed the potential for impairment of such single access resulting from vehicle congestion, condition of the terrain, climatic conditions or other factors that could limit access and have made either a positive or negative recommendation to the Planning Commission with regards to increasing the length of the road.