

15-08-03 Sensitive Area Overlay Zone District

E. Development Standards within the Sensitive Area Overlay Zone.

9. Streets and Ways. Streets, roadways and private access ways shall follow as nearly as possible the natural terrain. The following additional standards shall apply:
- f. At least one ingress and one egress routes shall be provided for each subdivision or PUD project, unless there is a crash gate or the extension of a future stub street that will provide additional access.
 - g. Points of access shall be provided to all developed and nondeveloped areas for emergency and fire fighting equipment. Driveways located upon each lot extending from a public or private street shall have sufficient width and design to admit and accommodate fire fighting equipment (comply with all City Engineering Standards).
 - h. Cul-de-sacs shall not exceed 600 feet in length and shall have a turnaround with a back of curb line radius of at least 55 feet. Stub-streets that are longer than the width or length of any adjacent single lot or 200 feet, whichever is less, shall have a temporary turnaround at the end thereof.
 - i. Centerline curvatures shall not be less than a 100 foot radius on any curved street pattern.
 - j. Variations of the street design standards developed to solve special hillside visual and functional problems may be presented to the Planning Commission for consideration and approval. Examples of such variations may be the use of split roadways to avoid deep cuts, one-way streets, modifications of surface drainage treatments, sidewalk design, or the extension of a cul-de-sac.
 - k. Development sites which are located near canyon trails will provide access to those trails. Parking areas may be required by the Planning Commission at trail heads.
 - l. Developments adjacent to public lands shall provide for access by fire protection equipment.
 - m. The maximum amount of impervious surface for streets and roadways shall be 20 percent of the entire development site.
 - n. All streets or rights-of-way for vehicular traffic shall be subject to the following limitations:
 - 1. The maximum grade of such streets or rights-of-way shall be 12 percent except as hereafter provided.
 - 2. The Mayor, after receiving a recommendation from the Planning Commission, may grant approval for the construction of such streets or rights-of-way having a grade exceeding 12 percent, but the grade of such streets shall not, in any event, exceed 15 percent.
 - 3. The provisions for subsection (g) shall not apply to streets or rights-of-way already constructed or which have heretofore been granted preliminary approval by the Planning Commission.
 - 4. Roads shall be designed to meet the City road base, asphalt and compaction standards.