

**ORDINANCE NO. 2019-08-53**

**AN ORDINANCE AMENDING SECTIONS 15.1.100, 17.7.501, 17.7.502, 17.7.503, 17.7.504, 17.7.505, 17.7.506, 17.7.507, AND 17.8.304 OF THE AMERICAN FORK CITY CODE, RELATING TO PRIVATE STREET STANDARDS, AND PROVIDING AND EFFECTIVE DATE FOR THE ORDINANCE.**

Whereas, American Fork City currently has minimum width standards for private streets;

Whereas, American Fork City finds it is in the best interest of the City to amend the minimum width standards for private streets; and

Whereas, the adoption of this ordinance will promote the public health, safety and welfare of the City.

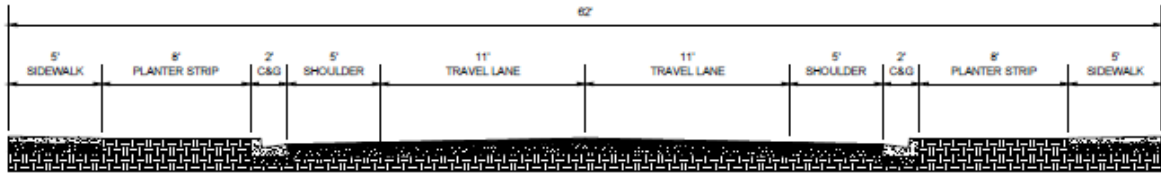
NOW THEREFORE, be it ordained by the City Council of American Fork, Utah that:

1. Section 15.01.100(A) and (D) be amended to read as follows:

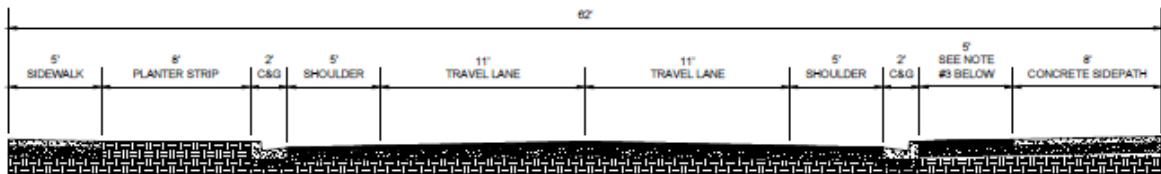
15.01.100 Streets

- A. All streets must conform to the current approved Transportation Element of the General Plan of American Fork City.
- B. The alignment and width of all through streets shall be preserved unless the planning commission determines that it has unusual topographical conditions that warrant advisable modification. Proposed streets shall be extended by dedication to the boundary of such property.
- C. Where a large subdivision abuts upon a major thoroughfare, the planning commission may require access streets to be included in the street plan.
- D. Street width is to be measured from street right-of-way line to street right-of-way line. Standard street sections are shown in the standard details of these specifications Sheets Nos. 15.16A and 15.16B (Section 15.01.1520) and 15.17A and 15.17B (Section 15.01.1530).

2. 15.01.1520 shall be amended to include the following detail:




LOCAL STREET CROSS-SECTION



LOCAL STREET CROSS-SECTION WITH 8' CONCRETE SIDEPATH

NOTES:

1. PROVIDE COLORING AND PATTERN FOR STAMPED CONCRETE. TO DELINEATE THE PATH FROM THE STAMP CONCRETE. SUBMIT THREE SAMPLES OF COLORING AND STAMPING PATTERNS TO THE CITY ENGINEER FOR REVIEW AND APPROVAL.
2. PLANTER STRIP TO BE TURF, AND REQUESTS FOR CHANGES MUST BE APPROVED BY THE PLANNING COMMISSION.
3. PLANTER STRIP OR COLORED STAMPED CONCRETE AS APPROVED BY PLANNING COMMISSION.

DRAWN: MVU REVISED: DATE: JULY 2019 SCALE: VARIES		AMERICAN FORK CITY PUBLIC WORKS 275 EAST 200 NORTH (801) 763-9030	STANDARD DETAIL FOR LOCAL STREET CROSS SECTIONS	DRAWING NO. 15.5D
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3. Section 17.7.501 be amended to read as follows:

17.7.501 Planned Unit Developments

E. Special provisions for single-family cluster projects.

2. Design Criteria

a. Streets/travelways and pedestrian ways.

(1) Private street option. Where the plan provides that the travelway and pedestrian system is to be privately owned, the following shall apply:

d) The cross-section of each travelway and pedestrian system shall conform to city standards for public streets. The standard of construction and quality of materials and workmanship for travelways, utility systems and other improvements shall conform to minimum city standards.

4. Section 17.7.502 be amended to read as follows:

17.7.502 Planned unit developments—Flexible lot projects

H. Design criteria. The layout and design of the project shall conform to the following:

3. Project streets/travelways and pedestrian ways/trails.

a. Private street option. Where the plan provides that the travelway and pedestrian system is to be privately owned, the following shall apply:

(4) The cross-section of each travelway and pedestrian system shall conform with city Standards for public streets. The standard of construction and quality of materials and workmanship for travelways, utility systems and other improvements shall conform to minimum city standards

5. Section 17.7.503 be amended to read as follows:

17.7.503 Planned unit developments—Conservation subdivision project.

H. Design criteria. The layout and design of the project shall conform to the following:

3. Project streets/travelways and pedestrian ways/trails.

a. Private street option. Where the plan provides that the travelway and pedestrian system is to be privately owned, the following shall apply:

(4) The cross-section of each travelway and pedestrian system shall conform with city Standards for public streets. The standard of construction and quality of materials and workmanship for travelways, utility systems and other improvements shall conform to minimum city standards.

6. Section 17.7.504 be amended to read as follows:

17.7.504 Planned unit developments—Low density-attached housing project

H. Design criteria. The layout and design of the project shall conform to the following:

3. Project streets/travelways and pedestrian ways/trails.

a. Private street option. Where the plan provides that the travelway and pedestrian system is to be privately owned, the following shall apply:

(4) The cross-section of each travelway and pedestrian system shall conform with city Standards for public streets. The standard of construction and quality of materials and workmanship for travelways, utility systems and other improvements shall conform to minimum city standards.

7. Section 17.7.505 be amended to read as follows:

17.7.505 Inner-block cottage development projects

H. Vehicular Access

1. Street standards. Each lot or building site area within an inner-block cottage development project shall abut upon and be served by an adequate street which is dedicated to the city and complies with the requirements and standards for public streets.

8. Section 17.7.506 be amended to read as follows:

17.7.506 Senior housing development projects (SHD)

H. Design criteria. The layout and design of the project shall conform to the following:

3. Streets, travelways and pedestrian walkways.

a. The project shall be served by an internal travelway system which provides safe and convenient access to each dwelling unit and adequate circulation within the project.

b. The city may accept dedication of any major access roads within the project. Any roads proposed for dedication to the city shall Comply with all city standards for public streets.

c. Pedestrian walkways (sidewalks) shall be provided adjacent to all streets in locations approved by the city. The corridor containing the pedestrian walkway shall be not less than five feet in width when located apart from the public street or four feet when located contiguous thereto. Access to and use of the walkway by the public shall be secured through the attachment of a travel and public utility easement or by dedication to the city as part of the dedication for the adjacent street. All walkways shall be improved in accordance with city standards.

- d. Private travelways shall provide safe and convenient vehicular movement to and from all off-street parking spaces. Private travelways shall have a minimum travel surface of not less than twenty-four feet and be bordered by a cement curb. No on-street parking shall be permitted on travelways not conforming to city standards for public streets. Unless otherwise provided for in the design, sidewalks shall be provided along at least one side of the travelway.

9. Section 17.7.507 be amended to read as follows:

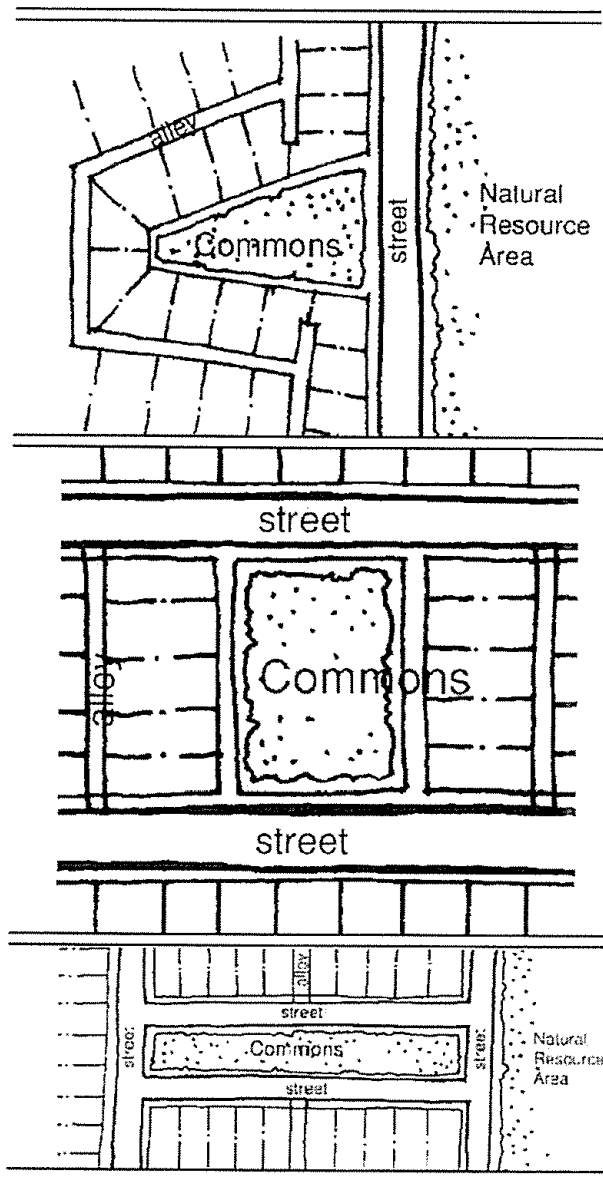
17.7.507 Planned community development projects.

F. Design standards and criteria.

5. Project streets/travelways and pedestrian ways.

- a. Major streets. The project plan shall include all streets identified on the general plan in the approximate location shown on the general plan. All streets shown on the general plan shall be public streets and shall be dedicated to the public. All such streets shall conform with city standards.
- b. Local streets and alleys. The project shall be served by an internal street/vehicular travel way system consisting of a combination of local streets and alleys. All streets and alleys shall conform to the standards for public streets and alleys. Local streets intended to remain as private streets and all alleys be conveyed to the project home owners association as common property. Examples of possible locations for alleys within a planned community project are shown on Figure 17.7.507-A.

10. Figure 17.7.507-A shall be amended to read as follows, with the following drawing:



- 1) Alleys. An alley is a narrow street, twenty feet or less in width, through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street. Alleys allow service areas to be located in the back of homes and provide for greater separation of vehicular and pedestrian traffic. Alley standards: Sixteen feet (three-foot setback required) or twenty feet (no setback required).
- 2) Dead ends and cul-de-sacs. Only local streets may be dead-end streets. No dead end shall exceed two hundred fifty feet in length, not including turn-

around. Dead-end streets must terminate in approved turn-arounds as described in the general plan. Where dead ends and cul-de-sacs are used, pedestrian connections to through-streets may be deemed necessary.

- 3) Blocks. The length, width, and shape of blocks shall be designed with due consideration of pedestrian circulation and safety of street traffic. Block size and street connectivity between parcels should allow for short walks. A standard of one street every six hundred feet is the suggested guideline for block size, but this standard may be applied flexibly if deemed necessary to accommodate the limitations and opportunities of topography.

c. Parking.

- 1) Amount of parking. The project design shall provide adequate off-street parking spaces for the residents. The number of parking spaces required shall conform to the provisions of Section 3-1-1-2 of the Off-Street Parking Standards Ordinance.
  - 2) On-street parking—Private streets. On-street parking shall be permitted on streets having sufficient width as set forth on Figure 17.7.507-A. The location of on-street parking spaces shall be shown on the approved final plat and may be included in meeting the off-street parking requirements for the project. The size and design of on-street parking spaces shall conform with the terms of the Off-street Parking Standards Ordinance. On-street parking spaces shall be located not closer than five feet to an intersection with another private street or alley or twenty feet to an intersection with a public street, provided, there are no conflicts with the sight triangle or state law requirements.
  - 3) On-street parking—Public streets. On-street parking on a public street shall be allowed in accordance with city policies and requirements.
- d. Ownership and maintenance. To ensure continued adequacy and maintenance of the street/travelway and pedestrian systems within the project area, title to such systems shall: (a) be conveyed to a property owners association for the project area, established as part of the approval process, and held by them as a part of the common areas (private street option); or (b) subject to the prior approval of the city at the time of development approval, be dedicated to the city for public use (public street option).
- 1) Private street option. Where the plan provides that the travelway and pedestrian system is to be privately owned, the following shall apply: a) The layout of the travelway and pedestrian system shall be designed in a manner which provides adequate vehicular circulation and is consistent with the major street plan for the area. b) All lots and structures within the project shall be accessed only from the internal travelway and pedestrian system. c) All points of vehicular ingress and egress from a public street to a component project (subdivision, residential PUD) shall include an entrance monument

identifying the name of the project and indicating the travelways are private. Such entrance monument may include a moveable gate capable of physically blocking vehicular access to the project. d) The cross-section of each travelway and pedestrian system shall conform with city standards for public streets and with standards articulated in subsection F.5.b. above. The standard of construction and quality of materials and workmanship for travelways, utility systems and other improvements shall conform to minimum city standards. e) The design shall provide adequate off-street parking in accordance with city standards. f) The layout and design of the travelway system shall provide for safe and convenient circulation within the project and be capable of ready access by emergency vehicles and personnel, as determined by the city. g) Streets and pedestrian walkways on the boundaries of a project shall conform to city standards for subdivisions and all required public improvements to the adjacent public street shall be constructed as a condition of approval and the street right-of-way dedicated to the city.

- 2) Public street option. Where the plan provides that the travelway and pedestrian system is to be dedicated to the public, all streets shall conform to city standards for right-of-way width, be improved in accordance with city standards, and be dedicated to the city.

11. Section 17.8.304 be amended to read as follows:

17.8.304 Project streets and sidewalks.

1. General requirement. All lots in the subdivision project shall be served by a street and sidewalk/pedestrian walkway system which provides safe and convenient access to each dwelling unit and adequate circulation within the project area and with adjacent projects and lands. To ensure continued adequacy and maintenance of the street and sidewalk system, title to all portions of the system shall have been previously conveyed to the city or proposed for dedication to the city as part of the plat.
2. Streets to conform to city standards—Exceptions. All streets within the subdivision project shall conform to city standards for right-of-way width and alignment and be improved to in accordance with city standards. Provided, however, the planning commission may recommend and the city council may approve an exception from the adopted standard in the instance of one of the following:
  - A. Partial width streets. The city may approve a subdivision project having partial width streets along one or more of the project boundaries, subject to the following terms, conditions and findings:
    - (1) The partial width street is located at the boundary of the proposed residential subdivision project.

- (2) The partial width street will have a minimum width of right-of-way of thirty-five feet and will include the construction of all required street and utility improvements in accordance with city standards for partial width streets.
  - (3) The adjacent parcel is undeveloped, but its reasonably capable of further development in a manner that will result in the remainder of the street being dedicated and improved.
  - (4) The partial width street will be less than four hundred feet in length and will serve as the primary vehicular access route to not more than ten residential lots.
  - (5) Title to the right-of-way for the partial width street will be conveyed to the city as part of a final plat dedication or other acceptable means of conveyance.
- B. Reduced right-of-way width. The city may approve one or more street segments having a reduced right-of-way width to not less than fifty feet, subject to the following terms, conditions and findings:
- (1) A finding by the planning commission that because of existing development on adjacent lands or constraints imposed by natural limitations a reduction in right-of-way is reasonably necessary in order that the adjacent lots will conform to minimum lot width, depth, or area for the zone district.
  - (2) The street for which the reduction in right-of-way is proposed: (a) is a dead end street terminating in a cul-de-sac, or (b) if a continuing alignment street, will not serve as a primary access route to other developments, as determined by the planning commission.
  - (3) The length of the reduced segment will not be more than four hundred feet.
  - (4) The design of the street segment will conform to city standards for reduced width streets.

**EFFECTIVE DATE.** This ordinance shall take effect immediately upon its passage and publication as prescribed by law.

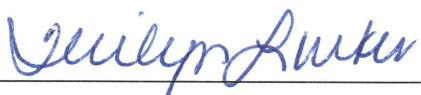
**PASSED AND ADOPTED BY THE CITY COUNCIL OF AMERICAN FORK CITY,  
STATE OF UTAH, ON THIS THE 13 DAY OF AUGUST, 2019.**

AMERICAN FORK CITY



BRADLEY J. FROST, MAYOR

ATTEST:

  
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CITY RECORDER

