

ORDINANCE NO 2021-02-05

AN ORDINANCE AMENDING SECTIONS 17.7, 17.12 and 15.01 OF THE AMERICAN FORK CITY MUNICIPAL CODE RELATING TO TRANSPORTATION FACILITIES

BE IT ORDAINED BY THE CITY COUNCIL OF AMERICAN FORK CITY, UTAH, AS FOLLOWS:

PART I

TEXT OF ORDINANCE

1. Section 17.7.507.F.5 should read as follows:

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. 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 shall be conveyed to the project home owners association as common property.

Figure 17.7.507-A to be deleted.

- (1) Alleys. An alley is a narrow drive aisle, primarily for vehicular service access to the back or side of properties otherwise abutting on another street, common area or public space. Alleys allow service areas to be located in the back of homes and provide for greater separation of vehicular and pedestrian traffic.
- (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.

2. Section 17.12.204 “D” Definitions shall add the following definition:

Drive Aisle. Travel-way through or between units on one lot, not amounting to an alley or parking lot.

3. Section 17.12.201 "A" Definitions shall amend the definition of Alley as follows:
Alley. A narrow drive aisle, primarily for vehicular service access to the back or side of properties otherwise abutting on another street, common area or public space.
4. Section 15.01.1720 drawing to be replaced with the attached Exhibit "A".
5. The TOD Alley Cross Section shall be revised according to the attached Exhibit "B".

PART II

PENALTY AND ADOPTION

SECTION 1 – Conflicting Provisions. Whenever the provisions of this Ordinance conflict with the provisions of any other ordinance, resolution or part thereof, the more stringent shall prevail.

SECTION 2 – Provisions Severable. This Ordinance and the various sections, clauses and paragraphs are hereby declared to be severable. If any part, sentence, clause or phrase is adjudged to be unconstitutional or invalid it is hereby declared that the remainder of the ordinance shall not be affected thereby.

SECTION 3 – Amendment to be Added to Development Code. The City Council hereby authorizes and directs that insert pages reflecting the provisions enacted hereby shall be made and placed in the Official copies of the American Fork Development Code in the office of the City Recorder.

SECTION 4 – Penalty. Hereafter these amendments shall be construed as part of the Development Code of American Fork City, Utah, to the same effect as if originally a part thereof, and all provisions of said Code shall be applicable thereto, including, but not limited to, the enforcement, violation and penalty provisions.

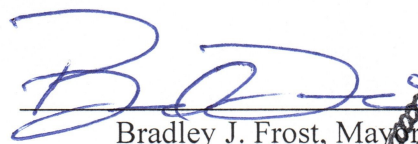
SECTION 5 – Effective Date. This Ordinance shall take effect upon its passage and publication as required by law.

PASSED AND ORDERED PUBLISHED BY THE CITY COUNCIL OF AMERICAN FORK CITY, UTAH, THIS 9th DAY OF FEBRUARY 2021.

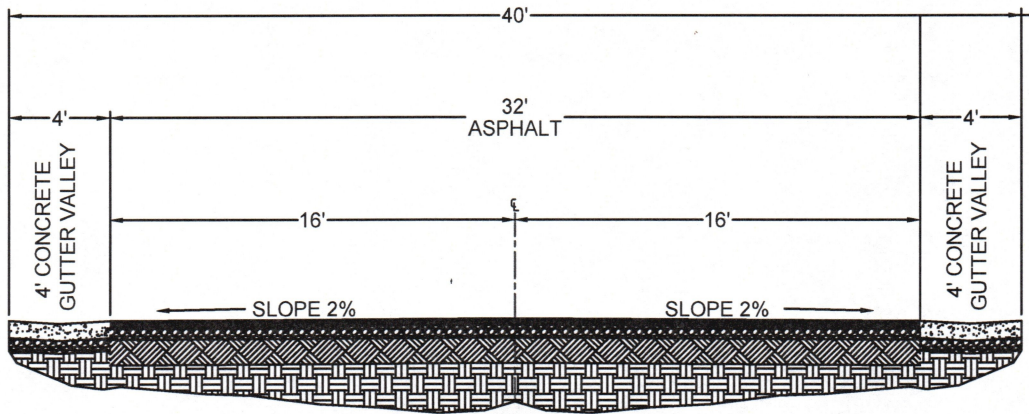
ATTEST:




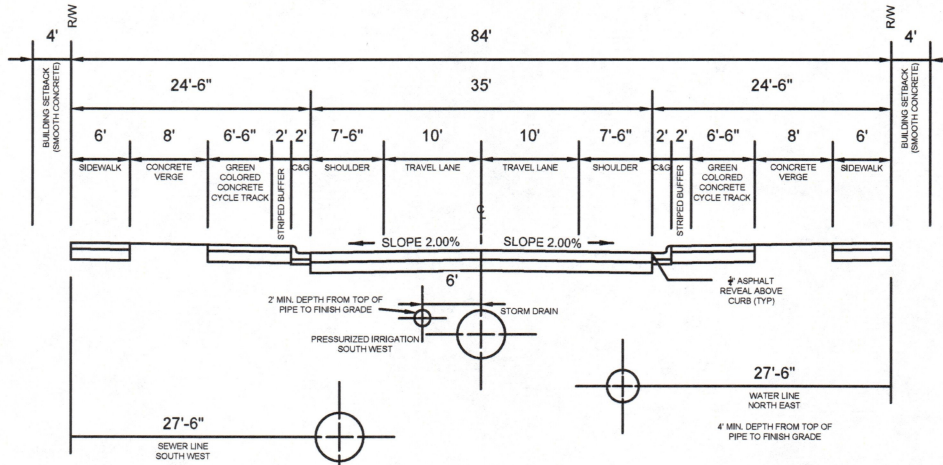
Terilyn Lurker, City Recorder


Bradley J. Frost, Mayor

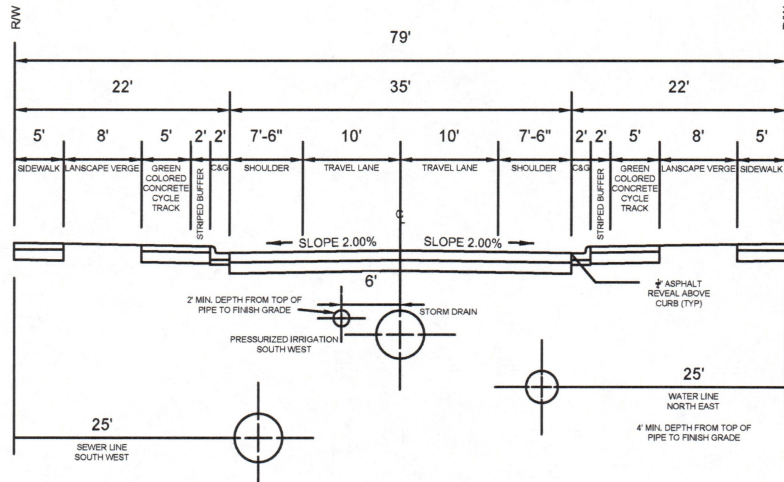




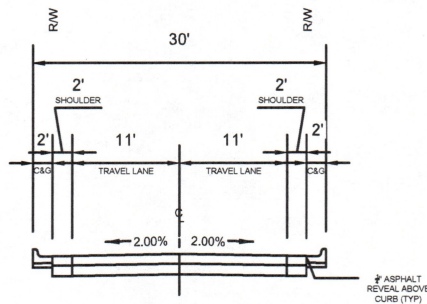
DRAWN BY MVU	 <p>AMERICAN FORK CITY PUBLIC WORKS 275 EAST 200 NORTH (801)763-3060</p>	STANDARD DETAIL FOR	SHEET
REVISED MVU		ALLEY CROSS SECTION	FIGURE 1
DATE 1/13/2021			
SCALE NTS			



TOD - CORE COLLECTOR CROSS-SECTION
NTS



TOD - NEIGHBORHOOD COLLECTOR CROSS-SECTION
NTS



TOD - REAR ALLEY CROSS-SECTION
NTS

DRAWN: KJC
REVIEWED: MVU
DATE: JAN 2021
SCALE: VARIES



AMERICAN FORK CITY
PUBLIC WORKS
275 EAST 200 NORTH
(801) 763-9030

STANDARD DETAIL FOR
TRANSIT ORIENTED
DEVELOPMENT
CROSS-SECTIONS

DRAWING NO.
FIG-2