

Chapter 17.31: Sensitive Lands (SL) Combining District

§17.31.150. Hillside Development Standards

A. Grading

1. No grading, filling, or excavation of any kind shall be accomplished without first having obtained a grading permit from the City Engineer based on the provision of this subsection.

2. Land having an average slope of greater than twentyfive (25) percent shall be deemed to be land having a "steep slope" within the meaning of §17.31.030. Any person proposing to grade, excavate, fill, or to erect any structure on such land shall submit a Geologic Report as though the same were required by the City Engineer pursuant to §17.31.060. This subsection shall not apply if a Geologic Report (as required by §17.31.040) relating to the subject property has, at an earlier date, been acknowledged by the City Engineer.

3. No grading, filling, or excavation of land or the erection of a structure shall be permitted on land having an average slope in excess of twentyfive (25) percent except in compliance with the provisions of §17.31.150.

4. A rough street and site grading shall be completed prior to the installation of utilities.

5. Fills shall be compacted to at least ninetyfive (95) percent of AASHTO (American Association of State Highway Transportation Officials) TI 80 density for those areas intended as structural foundations, including roadways.

6. Borrowing for fill shall be prohibited unless the material is obtained from a cut permitted under an approved grading plan obtained for some purpose other than to produce fill material or imported from outside the hillside area of Logan City.

7. Cut slopes shall be constructed to eliminate sharp angles of intersection with the existing terrain and shall be rounded and contoured as necessary to blend with existing topography to the maximum extent possible. The City will not accept the dedication and maintenance of cut and fill slopes except those within the required street right-of-way. Where a cut or fill slope occurs between two (2) lots, the slope shall normally be made a part of the downhill lot.

8. Sections 7009, 7010, 7011, 7012, and 7013 of the Building Code shall be complied

with, except that decisions described therein to be made by the “Building Official” may also be made by the City Engineer. (The Building Code is adopted in Section 15.04.)

B. Drainage

1. Required storm water runoff collection facilities shall be designed so as to retain storm water runoff on development sites for a sufficient length of time so as to prevent flooding and erosion during storm water runoff flow periods.
2. Required storm water runoff collection facilities shall be so designed as to divert surface water away from cut faces or sloping surfaces of a fill. French drains are not acceptable.
3. Curb, gutter, and pavement designs shall be such that water on roadways is prevented from flowing off the roadways.
4. Natural drainage shall be repaired or otherwise stabilized to the satisfaction of the City Engineer below drainage and culvert discharge points for a distance sufficient to convey the discharge without channel erosion.
5. Waste material from construction, including soil and other solid materials, shall not be deposited within a natural or manmade drainage course nor within irrigation channels. Sediment catchment ponds shall be constructed downstream from each development, unless sediment retention facilities are otherwise provided.

C. Vegetation and Revegetation

1. Every effort shall be made to conserve topsoil, which is removed during construction for later use on areas requiring vegetation or landscaping, e.g., cut and fill slopes.
2. Areas not contained within lot boundaries shall be protected with adapted, fireresistant species of perennial vegetal cover after all construction is completed. A list of acceptable species is available from the Planning Commission.
3. New planting shall be protected with organic cover.
4. All disturbed soil surfaces shall be stabilized before final acceptance of the subdivision by the City.
5. In all areas under the ownership and control of the subdivider, he shall be fully responsible for any destruction of native vegetation, which is required to be

retained. He shall carry the responsibility for such areas both for his own employees and for all subcontractors from the first day of construction until final acceptance of the subdivision by the City. The subdivider shall be responsible for replacing such destroyed vegetation.

6. At the termination of the warranty period, any dead plant materials required to be installed by the subdivider shall be replaced and a new bond issued to assure establishment of the replaced materials.

D. Fire Protection

1. Lot size and potential placement of buildings thereon shall be such that adequate clearance of hazardous, flammable vegetative cover may be accomplished.

2. All easements for firebreaks for safety of built-up areas shall encompass access for firefighting personnel and equipment and such easements shall be dedicated for this specific purpose by being recorded.

3. The inability to provide fire line water pressure consistent with the standards set by the Insurance Service Organization shall be justification for denial of a subdivision request.

E. Streets

1. Street alignments, where possible, should be parallel to contours, in valleys or on ridges. If a location between a valley and a ridge is unavoidable, directional pavements should be split, with the principle of grading being halfcut and half fill versus all fill or all cut. Split streets may be provided by the subdivider according to the following schedule:

a. One lane in each direction – the split section width of the pavement shall be sixteen (16) feet.

b. Two lanes in each direction – the split section width of the pavement width of the pavement shall be twenty two (22) feet. The median between split streets shall not exceed the slope of two feet horizontal for each one foot vertical; and such median shall be planted by the subdivider and maintained for two years, to the satisfaction of the City Engineer. Where deemed appropriate by the City Engineer, lots may be located between the split pavement and such lots may front on both lanes.

2. Collective driveways shall only be permitted where such utilization will result in better building sites than would be possible if a public street was required. Said collective driveway shall not be used as required street frontage for the lots, which

they serve.

- a. Collective driveways serving two (2) or less dwellings shall be paved to a width not less than ten (10) feet, and shall not exceed one hundred fifty (150) feet in length.
- b. Collective driveways serving more than two (2) dwellings shall be paved to a width of not less than eighteen (18) feet and shall not exceed three hundred fifty (350) feet in length.
- c. Turnarounds must be provided at the end of collective driveways.
- d. Signs indicating the driveway as private shall be erected in compliance with City standards.
- e. Collective driveways shall not be maintained in any way by the City. Slopes of collective driveways shall not exceed fifteen (15) percent.

3. Cul-de-sacs may serve no more than ten (10) dwelling units and shall be a maximum of four hundred (400) feet long. A suitable turnaround shall be provided at the end of stub streets.

4. Streets in hillside areas may intersect at a minimum angle of sixty (60) degrees, provided they meet all other legal requirements relating to the construction of streets.

5. Grades of collector and minor streets shall be permitted to exceed twelve (12) percent to a maximum of fifteen (15) percent for a distance not greater than three hundred (300) feet in any two thousand (2,000) feet of street distance.

6. The following minimum dimensions are to be utilized in the design of hillside streets:

- a. All streets shall have suitable pavement edging such as curbs and gutters. Concrete gutters must be provided where street drainage is accommodated.
- b. Sidewalks of not less than five (5) feet in width may be required on one side of minor streets and on both sides of a collector street.
- c. Parking lanes eight (8) feet in width, shall be required on both sides of all public streets except where existing topography renders development adjacent to the street impractical; or where the street serves solely as an access road; or

where an adequate number of offstreet parking spaces are provided on each lot adjacent to the street. Streets without parking lanes shall be provided with emergency parking stalls adequate to contain at least two (2) vehicles per lot.

- d. The following travel lane widths shall be required in all hillside areas;
 - 1. The side of a travel lane not adjacent to another travel lane shall be increased by two (2) feet.
 - 2. Minor streets: Minor hillside streets shall have minimum travel lane of ten (10) feet.
 - 3. Collector streets: Collector hillside streets shall have a minimum travel lane of twelve (12) feet.