

7-19-800P PART 8—GENERAL REQUIREMENTS
OF ALL SUBDIVISIONS

7-19-801. SUBDIVISION LAYOUT.

(1) The subdivision layout shall conform to the official General Plan.

(2) Where trees, groves, waterways, scenic points, historic spots or other City assets and landmarks, as determined by the City, are located within a proposed subdivision, every possible means shall be provided to preserve these features.

(3) Whenever a tract to be subdivided adjoins or embraces any part of an existing or proposed street so designated on the major street plan, such part of the public way shall be platted and dedicated, and improved by the subdivider in the location and at the width specified.

(4) Where a railroad right-of-way abuts a subdivision, the plat shall make provisions for future grade separations whenever the City shall find such a requirement to be necessary.

7-19-802. COMMENCEMENT OF SITE
DEVELOPMENT.

The Community and Economic Development Department, after receiving the final subdivision plat, shall indicate to the subdivider whether altering the terrain or vegetation on the proposed subdivision site may begin in preparation for development of the proposed subdivision.

(Ord. No. 96-37 Amended 06/21/1996)

7-19-803. BLOCKS.

(1) Lots having double frontage shall not be approved except where necessitated by topographic or other unusual conditions. The width of each block shall be sufficient for an ultimate layout of two tiers of lots therein of a size required by the provisions of this Title, unless the general layout of the vicinity, lines of ownership, topographical conditions or locations of arterial streets or freeways justify or make necessary a variation from this requirement.

(2) Blocks shall not exceed 1500 feet in length. In any block over 900 feet in length, there shall be a crosswalk or pedestrian way in accordance with The Transportation and Public Ways Ordinance.

7-19-804. LOTS.

(1) All subdivisions shall result in the creation of lots which are developable and capable of being built upon. A subdivision shall not create lots, and no building permit shall be issued for any lots which would make improvement impractical due to size, shape, steepness of terrain, location of watercourses, problems of sewerage or driveway grades, or other physical conditions.

(2) All lots or parcels created by the subdivision shall have access to a dedicated street improved to standards hereinafter required. Private streets shall not be permitted unless the Planning Commission finds that the most logical development of the land requires that lots be created which are served by a private street or other means of access,

and makes such findings in writing with the reasons stated therein. Land designated as public or private right-of-way shall be separate and distinct from lots adjoining such right-of-way and not be included in the area of such lots.

(3) The minimum area and dimensions of all lots shall conform to the requirements of the Zoning Ordinance for the district in which the subdivision is located.

(4) The side lines of all lots, so far as possible, shall be at right angles to the street which the lot faces, or approximately radial to the center of curvatures, if such street is curved. Side lines of lots shall be approximately radial to the center of curvature of a cul-de-sac on which the lot faces. The Planning Commission may allow exceptions to this requirement where considerations for solar orientation are involved.

(5) Corner lots for residential use shall be platted ten feet wider than interior lots in order to permit conformance with the required street setback requirements of the Zoning Ordinance.

(6) A lot shall not be divided by a City limit line. Each such boundary line shall be made a lot line.

(7) Remnants of property shall not be left in the subdivision which do not conform to lot requirements or are not required or more suitable for a common open space, private utility or public purpose.

(8) Lot numbers shall begin with the number "1" and shall continue consecutively through the subdivision, with no omissions or duplications; no block designations shall be used.

(9) Except for group dwellings and planned unit developments, as specifically authorized by this Title and the Zoning Ordinance, not more than one dwelling unit shall occupy any one lot.

(10) Flag lots may be approved by the Planning Commission in any residential zone where, due to parcel dimension or configuration, traditional lot design is not feasible. Such lots shall meet the following criteria:

- (a) The stem of the lot shall be not less than 20 feet in width;
- (b) The length of the stem shall be determined by the Planning Commission;
- (c) The stem shall be hard surfaced in asphalt or concrete;
- (d) The stem of the lot shall have direct access to a dedicated street;
- (e) The Planning Commission may allow a stem to serve more than one lot upon a determination that the most logical development of the site necessitates such a design. If a stem is to serve more than 1 lot, the stem portion shall be a minimum 24 feet in width;
- (f) The nearest fire hydrant shall be located no greater than 250 feet from the nearest corner of the proposed building on the lot. If the stem portion exceeds a distance of 250 feet, a turnaround area shall be provided. the turnaround configuration shall be reviewed and approved by the City Fire Department;
- (g) The minimum lot area of a flag lot shall be no less than 1.25 times the

minimum lot area of the underlying zone or as otherwise approved by the Planning Commission. The stem area shall not be used in computing lot size;

- (h) All lots resulting from the creation of a flag lot shall have a lot width and lot area no less than the minimum lot width and lot area requirement of the underlying zone and shall be measured at the front setback line;
- (i) To ensure proper storm water drainage, the developer shall submit a grading and drainage plan in conjunction with the subdivision plat to be revised and approved by the City Public Works Department; and
- (j) Flag lots, including the stem portion, shall be held in fee simple ownership.

(Ord. No. 94-38 Amended 05/10/1994; Ord. No. 96-37 Amended 06/21/1996; Ord. No. 99-28 Amended 07/09/1999)

7-19-805. STREETS.

(1) All streets shall be designated and constructed with the appropriate street classification requirements specified in the Transportation and Public Ways Ordinance.

STREET CLASSIFICATION

Minimum Requirements	Freeway	Major Arterial	Minor Arterial	Collector	Minor Collector	Minor Street
Right-of-Way Width	200+ft .	106 ft.	80 ft.	66 ft.	50 ft.	44 ft.
Pavement	175+ft .	81 ft.	55 ft.	41 ft.	36 ft.	30 ft.

(2) Where the potential impacts on the existing street systems are considered to be great, or in the case of unique circumstances concerning access, topography or street layout, a Transportation Planning/Engineering Study may be required.

(3) The following principles shall govern street names in a subdivision:

- (a) Each street which is a continuation of, or an approximate continuation of, any existing dedicated street shall be given the name of such existing street. When any street forms a portion of a proposed street previously ordered by the City Council to be surveyed, opened, widened or improved, the street shall be given the name established in said Council order.
- (b) The names of newly created streets of a non-continuous or noncontiguous nature shall not duplicate or nearly duplicate the name of any streets in the City or in the incorporated or unincorporated areas of Salt Lake County.
- (c) The words "Street," "Avenue," "Boulevard," "Place," "Way," "Court," or other designation of any street shall be spelled out in full on the plat and shall be subject to approval by the Planning Commission. Any street name incorporating one of the terms used above shall conform to the definition of that term as specified in the Transportation and Public Ways Ordinance. Any

named street shall also have the proper south or west coordinate as approved by the Public Works Department.

(4) Street patterns in the subdivision shall be in conformity with the plan for the most advantageous development of adjoining areas and the entire neighborhood or district. The following principles shall be observed:

- (a) Where appropriate to the design and terrain, proposed streets shall be continuous and in alignment with existing planned or platted streets with which they are to connect.
- (b) Proposed streets shall be extended to the boundary lines of the land to be subdivided, unless prevented by topography or other physical conditions, or unless, in the opinion of the Planning Commission, such extension is not desirable for the coordination of the subdivision with the existing layout or the most advantageous future development of adjacent tracts.
- (c) Dead-end streets, intended as access to future development parcels, shall be a maximum of one lot depth in length. With Planning Commission approval, any dead-end streets longer than one lot depth shall have a minimum of a 40-foot radius temporary turnaround area with an all-weather surface and shall not exceed West Valley City engineering standards as established by the Public Works Department; provided, however, that the street length shall be acceptable to the Planning Commission. Any street exceeding West Valley City engineering standards for single-access street length shall have at least two points of independent access.
- (d) Whenever a dead end street is terminated at the boundary of property to be subdivided, the street shall be extended and incorporated into the design of the subdivision, unless the City shall determine that:
 - (i) Extension of the dead end street is not necessary for either the harmonious flow of traffic in the neighborhood and district, or to adequately provide water and sewer services, and storm drainage, and
 - (ii) Extension of the dead end street would unduly harm the character of the residential neighborhood or district by necessitating the removal of trees or disturbance of other features of the landscape, that are more desirable in their existing state.
- (e) Proposed streets shall intersect one another as nearly at right angles as topography and other limiting factors of good design permit. "T" intersections rather than "cross" intersections shall be used wherever possible for local streets.
- (f) Excessively long and straight connecting local residential streets, conducive to high speed traffic, shall be prohibited according to the Planning Commission's judgment.
- (g) Alleys shall not be permitted in residential subdivisions except when approved for access to lots abutting an arterial. Alleys in nonresidential subdivisions may be permitted.

(h) Cul-de-sacs shall not exceed West Valley City engineering standards as established by the Public Works Department; provided, however that the cul-de-sac length shall be acceptable to the Planning Commission. Driveways, mailboxes, fire hydrants, or any other obstruction at the terminal of a cul-de-sac shall be designed in such a way as to provide an area for the piling of snow.

(5) Subdivisions adjacent to arterials and freeways shall be designed as specified in the major street plan and as determined by the Planning Commission. The following principles and standards shall be observed:

(a) Street design shall have the purpose of making adjacent lots, if for residential use, desirable for such use by cushioning the impact of heavy traffic and of minimizing the interference with traffic on arterials. The number of intersecting streets and driveways along arterials shall be held to a minimum.

(b) Sidewalks along arterial streets shall be placed abutting the curb and shall be not less than six feet in width measured from top back of curb.

(c) Design of lots abutting arterial streets shall conform to one of the following alternatives as determined by the Planning Commission during the schematic plan process:

(i) Lots may be platted on a semicircular bulb extending from the arterial toward the subdivision. The bulb shall be designed to accommodate one-way traffic with counter-clockwise circulation, and shall incorporate a central landscaped island to be maintained by the homeowners on the bulb. Lots so platted shall conform to the design standards for cul-de-sac lots within the zone where the subdivision is located, except that the minimum depth of such lots shall be 110 feet.

(ii) Lots may be platted along a frontage street which is separated from the arterial street by at least 10 feet of permanent landscaping, subject to approval by the Planning Commission. Frontage roads shall enter arterials by means of intersections, designed with turning and stacking capacity adequate for the traffic volume as estimated by the Planning Commission.

(iii) Double frontage lots may be platted with a minimum depth of 120 feet. The minimum width of such lots shall be 85 feet. Access shall not be allowed from double frontage lots directly onto arterial streets.

Accessory buildings shall not be allowed within 25 feet of any dedicated street in a residential zone. In cases where homes are sited on double frontage lots with the rear yard adjacent to the arterial, a wall meeting one of the following standards shall be constructed abutting the sidewalk:

a) A six foot high wall consisting of solid masonry to a height of four feet, and ornamental iron in the remaining two feet, interspersed by masonry pillars. The wall shall be constructed to allow occasional removal of plant materials, to permit maintenance of the ornamental iron;

b) A six foot high solid concrete or masonry wall designed with an

opening at the bottom at a maximum interval of five feet sufficiently large to allow a vine to grow through from the residence side of the wall. Vines shall be planted on the residence side of the wall and shall be trained through the openings in order to provide a vegetative covering for the street side of the wall or fence;

- c) A six foot high solid decorative concrete or masonry wall; or
- d) Other wall designs, as proposed by the developer, may be considered by the Planning Commission.

The type of wall shall be determined by the Planning Commission during the Preliminary Plat approval process, and the type of wall required shall be a condition of preliminary plat approval. The wall shall be consistent throughout the subdivision. On double frontage lots with walls in the rear yard, two trees shall be planted spaced 30 feet on center. The trees shall be placed such that when mature, the canopy will overhang the wall.

(iv) Lots may be platted on cul-de-sacs extending toward an arterial from a minor collector within the subdivision. When such lots are platted on cul-de-sacs, the standards listed in Section 7-19-805(5)(c)(ii) shall apply.

(v) At the Planning Commission's discretion, and in instances where the Planning Commission shall find that a masonry wall is unnecessary to mitigate noise, traffic, aesthetic, and/or public safety or other concerns, a solid visual barrier of materials other than masonry may be permitted on double frontage lots.

(vi) On lots with available access only onto an arterial, a circular drive or some other type of vehicular maneuvering area shall be provided to enable vehicles to enter traffic moving forward rather than backing. The minimum depth of such lots shall be 120 feet and the minimum width shall be 85 feet.

(vii) When a design for a residential subdivision creates lots adjacent to an existing or proposed state freeway, expressway, or highway in areas where high noise levels can be expected, a noise barrier meeting Utah Department of Transportation standards for noise attenuation is required.

- (d) When any lot borders an arterial, the subdivider may be required to execute and deliver to the City an instrument, deemed sufficient by the City Attorney's Office, prohibiting the right of ingress and egress from the arterial to the lot, and a legal document sufficient to guarantee maintenance of landscaping. The subdivider shall also be required to install such paving as necessary to construct the arterial or to bring the arterial up to standard width and shall install curb, gutter and sidewalk, along the arterial. However, the City may waive the requirement to install sidewalk, if it finds it unnecessary.

(6) Subdivisions adjacent to collector streets with a 66 foot right-of-way width shall be designed so that lots abutting the collector street or streets have a minimum width of 85 feet and a minimum depth of 120 feet. On lots with available access only onto a 66 foot wide collector street, a circular drive or some other type of vehicular maneuvering

area shall be provided to enable vehicles to enter traffic moving forward rather than backing.

(Ord. No. 93-77 Amended 02/11/1994; Ord. No. 94-38 Amended 05/10/1994; Ord. No. 94-89 Amended 09/08/1994; Ord. No. 96-37 Amended 06/21/1996;)

7-19-806. PROTECTION STRIPS.

Protection strips shall not be permitted under any circumstances, nor shall remnant parcels be permitted which may act as protection strips.

(Ord. No. 96-37 Amended 06/21/1996)

7-19-807. DEDICATION AND RESERVATION.

(1) Pursuant to Title 8 of the West Valley City Municipal Code, new development is required to pay a park impact fee and other impact fees that are related to the impact a new development places on the City and its resources. The City pursuant to this Section and consistent with Title 8 may accept dedication of property in an amount equal to the park impact fee or some portion of the fee in order to offset the fee.

(2) All land to be dedicated for park or recreational purposes shall be found to be suitable by the Planning Commission, the Community and Economic Development Department, and the Parks and Recreation Department as to location, parcel size and topography for the park and recreation purposes for which it is indicated in the General Plan or any planned community plan. Such purposes may include active recreation facilities such as playgrounds, play fields, pedestrian or bicycle paths, areas of particular natural beauty and wooded areas to be developed or left in their natural state.

(3) When park or recreational facilities approved for dedication are completed and accepted, a deed shall be conveyed to the City, after which the supervision and maintenance shall be the responsibility of the City. When park or recreational facilities are reserved, the developer shall establish conditions as to ownership, maintenance and use of such areas as deemed necessary by the Planning Commission to assure preservation of the intended use.

(4) The provisions of this section shall not normally apply to commercial or industrial subdivisions; however, the Planning Commission may recommend as a condition of approval, that a commercial or industrial subdivider dedicate to the City that portion of a stream bed or drainage channel falling within an industrial subdivision when such portion forms part of an open space network designated in the General Plan or a planned community plan.

(5) In addition to subdivisions, the provisions of this Section requiring the payment of fees, or dedication in lieu of fees, shall apply to all residential developments which require conditional use approval. Such developments shall include, but not be limited to, condominiums, planned unit developments, dwelling groups, and mobile home parks. The percentage of credit shall be determined by the Planning Commission prior to final approval of a development plan. The fee per unit shall be paid prior to issuance of a building permit for each dwelling unit in the development.

(6) If the subdivider or developer feels that the impact of the proposed subdivision or other residential development is substantially different than that presumed by this

Section, the subdivider or developer may apply for a hearing before the Planning Commission to request a modification of the fee in lieu of the dedication requirement of this Section. The request for the hearing shall be made prior to final approval by the Planning Commission of the subdivision or conditional use approval of the residential development. The Planning Commission may recommend the modification only if the subdivider or developer proves that what is required under this Section bears no reasonable relationship to the need for parks and recreation facilities created by the subdivision or development. If the Planning Commission recommends such a modification, the request shall be submitted to the City Council for final determination. If the Planning Commission finds that no modification is warranted, that finding may be appealed as provided in Sections 7-19-104 and 7-19-105 above.

(Ord. No. 96-37 Amended 06/21/1996; Ord. No. 02-29 Amended 05/30/2002)

7-19-808. LANDSCAPING.

(1) Whenever, in the opinion of the Planning Commission, the cuts and fills in a hillside subdivision are of sufficient size or visibility to demand special treatment, the subdivider shall be required to landscape such areas with suitable permanent plant materials and to provide for their maintenance.

(2) The subdivision shall be so designed as to either preserve, or provide for, the greatest amount of on-site vegetation.

7-19-809. UTILITIES AND EASEMENTS.

(1) All utilities shall be provided through underground service, except where existing utilities are already in place.

(2) Utility easements shall be provided within the subdivision as required for public utility purposes. Easements shall be dedicated along all rear yards and at least one side yard.

7-19-810 NEIGHBORHOOD BOX UNITS.

Mail boxes in new subdivisions shall be consolidated in centralized locations no further than 500 feet from any dwelling which the box unit is designed to serve. Boxes shall not be located on corners, but shall be located at mid-block on a property line.

7-19-811. WATERCOURSES.

The subdivider shall dedicate a right-of-way for storm drainage conforming substantially with the lines of the limits established for future development of the Jordan River Parkway, or any other natural watercourse or channel, stream, creek, irrigation ditch, or floodplain that enters or traverses the subdivision. The subdivider shall also dedicate rights-of-way for any pipe, conduit, channel, and retention or detention area as approved by the Public Works Department for flood control.

7-19-812. SOLAR ACCESS AND ORIENTATION.

(1) The street orientation in a subdivision shall be encouraged to run predominantly east/west in order to maximize the amount of solar energy available to each structure, as topography and property lines allow.

(2) It is recommended that structures be oriented so that the longest axis is aligned

due east/west, or 15 plus or minus from east/west and that a minimum of 80 percent of the structures within a given subdivision should be so aligned to maximize the amount of solar energy available to each structure.

(3) It is recommended that solar access be established for each dwelling such that the southern elevation and roof of the dwelling is not shaded by the neighboring structure or trees and other landscaping in their natural state from 10 a.m. to 2 p.m. on December 21, Mountain Standard Time.

(4) It is recommended that each dwelling be located within a pyramidal envelope on the lot such that it will not penetrate the planes of the envelope. This building envelope is determined by 45-degree angle planes drawn from the horizontal at the mean grade along each boundary of the lot and each adjacent public right-of-way centerline. These planes slope inward to the center of the lot. To allow for greater flexibility in siting the dwelling on the lot, another set of planes of 60-degree angle sloping from the lot boundaries to the center of the lot are designated for the south, east and west sides of the lot.

(5) Solar access may be secured for any dwelling by negotiating a solar easement with the landowner(s) to the south. See Appendix II, "Model Easement," as passed by the Utah Legislature in March, 1979.