

SECTION A

SUBDIVISION ORDINANCE

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Preliminary Plans require Planning Commission and City Council approval.

Final Plats require approval by staff.

LCC Chapter 17.32

SUBDIVISIONS--SPECIAL REQUIREMENTS

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Section 17.32.010 Scope.

1. No person shall subdivide any tract of land which is located wholly or in part within Lindon City except in compliance with this division, and with the subdivision regulations adopted by the City Council. It shall be unlawful for any person to subdivide any tract of land or to sell, exchange or offer for sale, or purchase or offer to purchase any parcel of land which is any part of a subdivision or a larger tract of land where the transaction

would result in the subdivision of land, unless such subdivision has been created pursuant to and in accordance with the provisions of this division, local, and state code regulations; provided, that this division shall not apply to any lot or lots forming a part of a subdivision created and recorded according to then applicable law prior to the effective date of the ordinance codified in this division, except as provided in subsection 2 of this section. This division shall apply, however, to lots created prior to adoption of the ordinance codified in this division and not in compliance with then applicable law.

2. No lot within a subdivision created and recorded prior to the effective date of the ordinance codified in this division or approved by the Planning Commission and City Council and recorded in the county recorder's office under the provisions of this division shall be further divided, rearranged, added to or reduced in area, nor shall any boundaries of any lot be altered in any manner so as to create more lots than initially recorded, or any nonconforming lot, without first obtaining the approval of the Planning Commission and the City Council. (Ord. no. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(A).)

Section 17.32.020 Intent and purpose.

The purpose of this chapter and the intent of the local jurisdiction in adoption of the ordinance codified in this division is to promote the health, safety, convenience, and general welfare of the present and future inhabitants of Lindon City. This chapter will accomplish this purpose by:

1. Providing policies, standards, requirements, and procedures to regulate and control the design and improvement of all subdivisions;
2. Assisting in the implementation of the objectives, policies, and programs of the master plan by ensuring that all proposed subdivisions, together with provisions for their design and improvement, are consistent with the master plan and all applicable specific plans;
3. Preserving and protecting, to the maximum extent possible, unique and valuable natural resources and amenities, including topographic and geologic features, beaches and natural watercourses, fish and wildlife habitats, historical and cultural places, and scenic vistas and attractions; and improving the public's access to and enjoyment of such resources and amenities through the dedication or continuance of appropriate public easements thereto;
4. Preserving and protecting the special environmental quality and aesthetic character of all hillside and mountainous areas; preventing detrimental impacts on the soil mantle, vegetative cover, and other environmental factors; reducing the hazards to life and property from fire, flood, erosion, sedimentation and soil slippage; and relating the amount of grading within a subdivision to the slope of the natural terrain;
5. Consider the clustering (consideration of density as opposed to lot size) of housing developments where subdivisions are permitted in hillside and mountainous areas, minimizing grading, preserving the natural terrain, and enlarging the open space;
6. Relating land use intensity and population density to existing developments, street capacity and traffic access, the slope of the natural terrain, the availability and capacity of public facilities and utilities, and open spaces;
7. Providing lots of sufficient size and appropriate design for the purposes for which they are to be used;
8. Providing streets of adequate capacity and design for the traffic that will utilize them, and ensuring maximum safety for pedestrians and users of vehicles;
9. Ensuring adequate access to each building site;
10. Providing sidewalks, pedestrian walkways, and multi-use trails for the safety, convenience, and enjoyment of residents of new developments;
11. Providing adequate systems of water supply, sanitary sewage disposal, storm drainage, street lighting, and other utilities needed for public health, safety, and convenience;
12. Providing adequate sites for public facilities needed to serve residents of new developments;
13. Ensuring that costs of providing land for streets, alleys, pedestrian walkways, easements, and other rights-of-way and for the improvements therein needed to serve new developments are borne by the subdivider(s);
14. Preventing land which is actually or potentially dangerous by reason of flood hazard, inundation, inadequate access, inadequate water supply or fire protection, insufficient sewerage facilities, or hazardous geological conditions from being subdivided for any use or in any manner tending to create an increased detriment to the public health, safety, or welfare;
15. Ensuring that, insofar as possible, land is subdivided in a manner that will promote the public health, safety, convenience, and general welfare and the physical, social and economic development of the area in conformance with the master plan. (Ord. No. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(B).)

Section 17.32.030 Exemptions.

Any land divided for any purpose into three or more parts after the passage of the ordinance codified in this division shall be subject to the provisions and regulations herein, except the following, which are exempt therefrom:

1. Land divided into parcels, the smallest of which equals or exceeds one-quarter of a standard section, the boundaries of such parcels to coincide with standard boundaries for the division of sections, i.e., one-quarter sectional boundaries;
2. Land divisions which are bona fide divisions or partitions of agricultural land for agricultural purposes, and defined herein. (Ord No. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(C).)

Section 17.32.040 Final plat recordation.

The Planning Director, or his/her authorized agent, shall record the final plat with the county clerk and recorder after approval of the final plat by the Development Review Committee or the Lindon City Council, whichever is required. The subdivider shall pay the expense of such recording. (Ord. No. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(D).)

Section 17.32.050 Subdivision Approval Procedure.

1. A person may not submit a plat of a subdivision to the County Recorder's Office for filing or recording unless a recommendation has been received from the Planning Commission and the plat has been approved by the City Council or other City Officers as designated by the City Council.
2. Subdivision requests and applications shall follow application requirements as established in Lindon City Code Section 17.12.- Document Submission and Review. (Ord. No. 2001-8, 2001)

Section 17.32.060 Exemption from plat requirements.

In subdivisions of less than 3 lots, land may be sold by metes and bounds, without the necessity of recording a plat if:

1. A recommendation has been received from the Planning Commission;
2. The deed contains a stamp or other mark indicating that the subdivision has been approved by the City Council or other City Officers as designated by the City Council;
3. The subdivision is not traversed by mapped lines of a proposed street as shown in the Lindon City General Plan and does not required the dedication of any land for street or other public purposes;
4. The subdivision is located in a zoned area, each lot in the subdivision meets the frontage, width, and area requirements of the zoning ordinance or has been granted a variance from those requirements by the Board of Adjustment. (Ord. No. 2001-8, 2001)

Section 17.32.070 Amending a recorded subdivision plat.

Applications to amend, vacate or change a subdivision plat shall follow procedure as established in Title 10-9-808 of the Utah State Code. (Ord. No. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(F).)

Section 17.32.080 File of recorded subdivisions.

Lindon City shall maintain a filing system of all subdivisions, which includes copies of all maps, data, and official subdivision action; also master location map (or maps) referenced to the filing system, for public use and examination. (Ord. No. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(G).)

Section 17.32.090 Design Standards– Generally.

All subdivisions shall comply with the following standards unless a variance from one or more provisions of this section is approved by the City Council in accordance with the variance procedure of this division. (Ord. No. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(H)(part).)

Section 17.32.100 General Standards

1. The design and development of subdivisions shall preserve insofar as possible the natural terrain, natural drainage, existing topsoil, and trees.
 2. Land subject to hazardous conditions such as slides, mud-flows, rock-falls, snow avalanches, possible mine subsidence, shallow water table, open quarries, floods, and polluted or nonpotable water supply shall be identified and shall not be subdivided until the hazards have been eliminated or will be eliminated by the subdivision and construction plans.
 3. No lot containing five acres or less shall be created which is more than three times as long as it is wide.
- (Ord. no. 2001-8, 2001: No. 111 §1(part), 1985; prior code §12-107-7(H)(1).)

Section 17.32.110 Lots.

1. No single lot shall be divided by a municipal or county boundary line.
 2. A lot shall not be divided by a road, alley, or other lot.
 3. No wedge-shaped lot shall be less than thirty feet in width at the front property line, or the lot frontage required in the zoning district, whichever is larger.
 4. Side lot lines shall be at right angles or radial to street lines, except where justified by the subdivider and approved by the Planning Commission and/or City Council.
 5. All residential lots in subdivisions shall front on a public street. Required frontage shall not be considered to be provided if vehicular access across the street line is prohibited. Double frontage lots are prohibited unless approved by the Planning Commission for reasons of topography.
- (Ord. no. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(H)(2).)

Section 17.32.120 Streets.

1. The street layout shall conform to the master plan and official map adopted by the Planning Commission and City Council.
2. Minor streets shall be laid out to discourage through traffic.
3. Stub streets shall be provided where needed to connect to adjacent undeveloped land and new streets must be provided where needed to connect to existing stub streets in adjacent subdivisions.
4. Intersections of minor streets with major streets shall be kept to a minimum.
5. Minimum right-of-way widths for public streets shall be determined by resolution of the City Council for various categories of streets, but shall in no case be less than the following:
 - a. Use Street Category Minimum Right-of-way Width (in feet)
 - b. Major street -- 82'
 - c. Collector street -- 66'
 - d. Minor street -- 50'
6. Public streets shall have roadway widths as approved by the City Council, but shall in no case be less than the following and meet the following requirements:
 - a. Major street, fifty-six feet (56');
 - b. Collector street, forty-four feet (44');
 - c. Minor street or frontage road, twenty-eight feet (28').
 - d. Minimum roadway widths for private streets shall be determined by use, and shall meet public street standards.
 - e. The Lindon City *Standard Street Cross Sections and Utility Locations* (Drawing 2a - Lindon City Policies, Standard Specifications and Drawings Manual) and *Street & Trail Cross Sections and Utility Locations* (Drawing 2b - Lindon City Policies, Standard Specifications and Drawings Manual) may be amended, changed, altered, and/or revised by the Lindon City Council for new development and/or reconstruction of existing improvements when deemed in the best interest of the general public to resolve or assist in resolving present or anticipated future conflicts with storm drainage improvements, trail and/or pathway access, aesthetics of the community, public safety, and/or other reasons when clearly identified by the City Council. Before such time as the City Council amends, revises, alters, or changes the above mentioned cross sections they shall receive a recommendation from the Development Review Committee (DRC) and if deemed necessary by the DRC and/or the City Council, the Planning Commission shall also made a recommendation.

- f. No partial width streets are permitted, except if required to complete a partial width street already existing or unless the City Council, after review by the Planning Commission, determines a partial width street is necessary to resolve problems with future road alignments of streets and/or intersections, or future development.
 - g. Stub streets shall be permitted or required by the Planning Commission and City Council only to provide future road access to adjoining property where such access would serve as a future second access. The Planning Commission and City Council shall determine if stubbed streets, existing or proposed, have through access to planned future or existing public streets before such streets shall be extended or approved for construction.
7. Permanent cul-de-sac streets serving no more than fourteen (14) lots, and not more than six hundred fifty (650) feet long, whichever is more restrictive, may be permitted and shall be provided with a right-of-way at the turnaround of fifty (50) feet radius or more.
 8. No more than four (4) streets shall enter an intersection.
 9. Streets shall intersect at ninety (90) degrees, except where otherwise approved as necessary by the Planning Commission.
 10. The centerline of two subordinate streets meeting a through street from opposite sides shall extend as a continuous line, or the centerline shall be offset at least one hundred fifty (150) feet.
- (Ord. No. 2002-8, 4/16/2002; Ord. No. 2001-8, 2001; No. 2000-11, 2000; No. 99-18, 1999; No. 111 §1(part), 1985; prior code §12-107-7(H)(3))

Section 17.32.130 Street numbers and names.

Street numbers shall always be preferred over street names. Streets shall have the numbers and/or names of existing streets which are in alignment. There shall be no duplication of street numbers and/or names within the area. All street numbers and/or names must be approved by the Planning Commission, and opportunity shall be given the local recorder for review and recommendations prior to the approval of street names by the Planning Commission. (Ord. no. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(H)(4).)

Section 17.32.140 Subdivision construction standards.

Public improvements associated with any subdivision shall be constructed according to provisions established in the Lindon City Land Development Policies, Standard Specifications and Drawings Manual. (Ord. No. 2001-8, 2001)

Section 17.32.150 Major street frontage.

Where a residential subdivision abuts a major street, frontage roads may be required. (Ord. No. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(H) (6).)

Section 17.32.160 Street Grades.

All street grades shall be designed as follows:

1. Major and collector streets shall be limited to a maximum grade of ten percent (10%). Sustained grades (600 feet or more) shall be limited to seven percent (7%).
2. Minor streets shall be limited to maximum grade of twelve percent (12%). Sustained grades (600 feet or more) shall be limited to nine percent (9%).
3. Cul-de-sacs with a negative grade progressing toward the turnaround shall be limited to a maximum grade of six percent (6%). The cul-de-sac shall terminate with a grade not to exceed three percent (3%) for the last one hundred feet (100') of traveled surface. The cul-de-sac shall be limited to a maximum length of six hundred fifty feet (650') and have adequate easement for drainage.
4. Street intersections shall have a vertical alignment such that the centerline grade shall not exceed three percent (3%) for a minimum distance of fifty feet (50') each way from the centerline of the intersection.
5. Maximum grades shall be approved only when accompanied by changes to a lesser grade, and where length of that portion of that road at maximum grade is less than six hundred feet (600').
6. All changes in vertical alignment shall be made by vertical curves with minimum length of one hundred feet (100') for minor streets and three hundred feet (300') for major streets. Actual vertical curve length shall be a function of design speed.
7. Streets in mountainous terrain shall be designed at less than maximum allowable grade in order that they can be

safely negotiated and that snow can be removed during winter.

The City Council shall have the authority to make minor modifications to street grade requirements when a recommendation has been given by the Development Review Committee and the Planning Commission and one or more of the following conditions apply:

1. To facilitate the construction of essential and vital public infrastructure;
2. To facilitate the development of private property when street grade requirements would render the property undevelopable because of topographic conditions, and conditions are present or measures are proposed that would acceptably mitigate the negative effects of the steeper grades.

Street grade modifications shall be limited to single instances. Multiple street grade modification requests to allow the development of large private development projects shall not meet the purpose and intent of this section. Financial hardships associated with private development requests shall not be justification for a street grade modification. (Ord. no. 2001-9, 2001; No. 111 §1(part), 1985; prior code §12-107-7(H)(8).)

Section 17.32.170 Pathways, sidewalks, curbs and gutters.

Sidewalks, curbs and gutters shall be provided on both sides of all streets to be dedicated to the public, except as provided for in 17.32.120(6)(e) and in industrial subdivisions west of Geneva Road where solely curb and gutter shall be required. Right-of-ways identified as part of the Lindon City Pathways and Trails System shall be improved with sidewalks, pathways, planter strips, multi-use trails, equestrian pathways, and trails as per the Parks, Pathways and Trails Element of the Lindon City General Plan and Chapter 17.74. Pathways and Trails of the Lindon City Code. Sidewalks, curbs and gutters may be required by the City Council on existing streets bordering the subdivision. (Ord. no. 2001-9, 2001; No. 111 §1(part), 1985; prior code §12-107-7 (H)(9).)

Section 17.32.180 Blocks.

Block lengths shall be reasonable as approved by the Planning Commission, and in total design shall provide for convenient access and circulation for emergency vehicles. (Ord. no. 2001-9, 2001; No. 111 §1(part), 1985; prior code §12-107-7(H)(10).)

Section 17.32.190 Pedestrian crosswalks.

Where blocks exceed one thousand feet (1000') in length, pedestrian rights-of-way of not less than ten feet (10') in width may be required by the Planning Commission through blocks where needed for adequate pedestrian circulation. Walk improvements (paving) of not less than five feet in width shall be placed within the rights-of-way, when required by the Planning Commission. (Ord. no. 2001-8, 2001; No. 111 §1 (part), 1985; prior code §12-107-7(H)(11).)

Section 17.32.200 Lot sizes.

Where no zoning regulations are in effect, density standards or minimum lot size requirements may be specified by the Planning Commission, based on interpretations made from the Lindon City General Plan, and other available information. All lots shall conform to area requirements of any existing zoning ordinance. (Ord. no. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(H)(12).)

Section 17.32.210 Easements.

1. Easements shall follow rear and side lot lines whenever practical and shall have a minimum total width of fifteen feet (15"), apportioned equally in abutting properties.
2. Where front-line easements are required, a minimum of seven feet and one-half feet (7 ½') shall be allocated as a utility easement. Perimeter easements shall be not less than fifteen feet (15') in width, extending throughout the peripheral area of the development, if required by the Planning Commission.
3. All easements shall be designed so as to provide efficient installation of utilities or street planting. Special guying easements at corners may be required if any utilities are to be overhead. Public utility installations shall be so located as to permit multiple installations within the easements. The developer shall establish final utility grades prior to utility installations. (Ord. no. 2001-8, 2001; No. 111 §1 (part), 1985; prior code §12-107-7(H)(13).)

Section 17.32.220 Utility undergrounding.

Unless the Planning Commission and City Council determine, upon application by the subdivider, supported by recommendations of the City Engineer, that it is not feasible to do so, all power lines, telephone lines, and other normally overhead utility lines shall be placed underground by the subdivider. (Ord. no. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(H)(14).)

Section 17.32.230 Alleys.

The Planning Commission may approve service access to the interior of blocks where deemed to be in the public interest, in which case such alleys must be indicated in the preliminary design plans and on the final plat. (Ord. no. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(H)(15).)

Section 17.32.240 Sanitary sewage disposal--Generally.

1. Except as otherwise provided in this section, the subdivider shall provide, or have provided, a piped sanitary sewerage system to the property line of every lot in the subdivision. The sewerage system shall meet the minimum standards and requirements of the local health officer, the State Division of Environmental Health, and this division.
2. Septic tanks and/or sealed vaults will be approved only when an existing sanitary sewer system is more than one-half (½) mile from boundary of the subdivision and shall be disapproved in any case unless approved in writing by the local health officer and the State Division of Health. In order to determine the adequacy of the soil involved to properly absorb sewage effluent and to determine the minimum lot area required for such installations, an interpretive map based on the National Cooperative Soil Survey showing the suitability of the soil for septic tank fields or pits shall be submitted, along with the results of percolation tests. The results of this data will be reviewed by the local health officer and the State Division of Health, in addition to any other information available to them, for recommendation to the Planning Commission. The following requirements shall be met:
 - a. Land made, altered, or filled with non-earth materials within the last ten (10) years shall not be divided into building sites which are to be served by soil absorption waste disposal systems.
 - b. Each subdivided lot to be served by an on-site soil absorption sewage disposal system shall contain an adequate site for such system. An adequate site requires a minimum depth of eight feet (8') from the surface of the ground to impermeable bedrock, and a minimum depth of six feet (6') from the surface of the ground to the groundwater surface (based on annual high water level). Each site must also be at least one thousand five hundred feet (1500') from any shallow water supply well and one hundred feet (100') from any stream or water course, and at least two hundred feet (200') from any major live stream; and at least ten feet (10') from any dwelling or property line.
 - c. Soils having a percolation rate slower than or faster than standards allowed by the local health officer or the State Division of Environmental Health shall not be divided into building sites to be served by soil absorption sewage disposal systems.
 - d. Land rated as having severe limitations for septic tank absorption fields as defined by the county soil survey, US Department of Agriculture, Soil Conservation Service shall not be divided into building sites to be serviced by soil absorption sewage disposal systems unless each such building site contains not less than twenty thousand (20,000) square feet of other soils rated suitable for building construction and installation of an on-site soils absorption sewage disposal system.
3. An applicant desiring to install soil absorption sewage disposal facilities on the soils having severe limitations, as determined in the preliminary plan review, shall: have additional on-site investigations made, including percolation tests; obtain the certification of a soils scientist that specific areas lying within these soils are suitable for the proposed soil absorption sewage disposal system; and meet local health officer and Utah State Division of Health standards and regulations. In addition, the local health officer shall find that the proposed corrective measures have overcome or will overcome the severe soil limitations.
4. Other applicable standards adopted by the City Council and local and state health departments. (Ord. no. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(H)(16).)

Section 17.32.250 Sanitary sewer mains, laterals and house connections.

Where local, county and regional master plans indicate that construction or extension of sanitary sewers may serve

the subdivision area within a reasonable time, the Planning Commission may require the installation and capping of sanitary sewer mains and house connections by the subdivider, in addition to the installation of temporary individual on-lot sanitary sewage disposal systems by the subdivider or lot purchaser. Whenever individual on-lot sanitary sewage disposal systems are proposed, the subdivider shall either install such facilities or require by deed restrictions or otherwise as a condition of the sale of each lot or parcel within such subdivision that on-lot sanitary sewage disposal facilities be installed by the purchaser of said lot at the time the principal building is constructed, and no building permit shall be issued until such installation is assured. In all other cases, sanitary disposal facilities for sewage shall be provided for every lot or parcel by a complete community or public sanitary system. All sewer mains shall be a minimum of eight inches in diameter. (Ord. no. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(H)(17).)

Section 17.32.260 Sanitary sewers--Test procedures.

Tests of sanitary sewer mains, laterals, and house connections shall be conducted in accordance with US Public Health Service Publication No. 526, 1963 Edition, and with other local and state health requirements. (Ord. no. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(H)(18).)

Section 17.32.270 Water--Subdivider obligation to provide sufficient quantity.

The procurement of water shall be the responsibility of the subdivider; and water shall be provided for the exclusive use of Lindon City according to LCC Section 17.66. In residential zones one share of North Union Water or its equivalent per net acre shall be submitted (rounded to the nearest 1/10th share per acre) and in non-residential zones one-half (½) share of North Union Water or its equivalent per net acre shall be submitted (rounded to the nearest 1/10th share per acre). Water shares other than North Union shall be accepted as per the Lindon City Fee Schedule and LCC section 17.66. (Ord. no. 2007-8, 2007; Ord. no. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(H)(19).)

Section 17.32.280 Water--Culinary system--Storage facility.

The culinary water storage facility shall extend to the property line of every lot and shall be capable of delivering the flows required by the Uniform Fire Code as adopted by Lindon City. (Ord. no. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(H)(21).)

Section 17.32.290 Irrigation System.

1. Where an existing irrigation system consisting of open ditches is located on or adjacent to or within one hundred feet (100') of a proposed subdivision, complete plans for relocation or covering or other safety precautions shall be submitted with an application for preliminary approval of a plat.
 2. All pressure irrigation systems in or within one hundred feet (100') of a proposed subdivision shall be identified and otherwise color-coded as to pipe and valve color to meet state standards and regulations.
- (Ord. no. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(H)(22).)

Section 17.32.300 Conditional use permit--Required.

A conditional use permit shall be required for the development of any subdivision. Final plat approval shall constitute such conditional use permit for any subdivision. (Ord. no. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(H)(23).)

Section 17.32.310 Storm drainage and flood plains.

1. Complete drainage systems for the entire subdivision area shall be designed by a professional engineer, licensed in the state and qualified to perform such work, and shall be shown graphically. All existing drainage features which are to be incorporated in the design shall be so identified. If the final plat is to be presented in sections, a general drainage plan for the entire area shall be presented with the first section, and appropriate development stages for the drainage system for each section indicated.
2. The drainage and flood plan systems shall be designed to:
 - a. Permit the unimpeded flow of natural water courses;
 - b. Ensure adequate drainage of all low points;
 - c. Ensure applications of the following regulations regarding development in designated flood-plains:

- i. Construction of buildings shall not be permitted in a designated flood-way with a return frequency more often than a one-hundred-year storm,
- ii. Building construction may occur in that portion of the designated flood-way where the return frequency is between a one-hundred-year and a maximum probable storm, provided all usable floor space is constructed above the designated maximum probable flood level,
- iii. Where flood-way velocities are generally determined to be under five feet per second and maximum flood depth will not exceed three feet, such uses as cultivated agriculture, nurseries, parks and recreation facilities and accessory parking may be permitted,
- iv. Any use of land is prohibited where flooding would create a public health hazard or problem. This includes shallow wells, encased deep wells, sanitary landfills, septic tank and on-lot sewage disposal systems, water treatment plants, and also sewage disposal systems not completely protected from inundation,
- d. Any contemplated flood plain encroachment or channeling shall be thoroughly analyzed and its effect on stream flow determined before such encroachment is undertaken. Any construction, dumping, and filling operations in a designated flood-way constitute an encroachment and must be approved by the Planning Commission before accomplishment,
- e. No lot one acre or less in area shall include flood-lands. All lots more than one acre shall contain not less than forty thousand square feet of land which is at an elevation at least two feet above the elevation of the one-hundred-year recurrence interval flood, or, where such data is not available, five feet above the elevation of the maximum flood record;
- f. Consider the drainage basin as a whole and shall accommodate not only runoff from the subdivision area but also, where applicable, the system shall be designed to accommodate the runoff from those areas adjacent to and "upstream" from the subdivision itself, as well as its effects on lands downstream;
- g. All proposed surface drainage structures shall be indicated on the plans;
- h. All appropriate designs, details, and dimensions needed to clearly explain proposed construction materials and elevations shall be included in the drainage plans. (Ord. no. 2001-8, 2001; No. 111 §1(part), 1985; prior code §12-107-7(I).)

17.32.320 Flag Lots:

1. Purpose: Flag lots are intended to allow reasonable utilization of property that has sufficient acreage for development, but lacks the required street frontage. Flag lots may be considered on parcels where the extension of public streets cannot *or should not* be extended due to disruption of sensitive lands & natural features, or potential of significant impacts to the surrounding neighborhood that would be caused by a public street. Although standard frontage requirements and public roadways are encouraged, the intent of this ordinance is to allow flag lots if the development is the most harmonious to the existing subdivision layout and/or is the least disruptive configuration for the neighborhood. Additionally, flag lots may be considered for properties that have topographic constraints, odd lot configuration, constraints caused by the built environment, etc. for which access by a public road is not feasible. It is not the intent of this ordinance to promote flag lots in order to merely 'maximize' the number of potential lots within a subdivision or to alleviate subdividing hardships that are self imposed.
2. Flag lots are only permitted when one of the following two circumstances exist:
 - a. *At the time of application, development using standard public streets is not possible.*
The property has specific constraints that limit access, public street frontage, and/or construction of a standard public roadway. These abnormal constraints may be restrictive topography, constraints caused by the built environment, irregular lot configuration, ownership limitations, environmental constraints such as wetlands, springs, ditches, or canals, etc.
 - b. *Development using standard public streets is possible, but not in the best interest of the public.*
In order to demonstrate that this circumstance exists, the applicant shall provide conceptual development plans showing the development *with* and *without* the proposed flag lot that demonstrates that each of the following characteristics is present:
 - a. The design of the flag lot is harmonious and compatible with the configuration of the overall subdivision and/or neighborhood and will not adversely affect the living environment of the surrounding area;

- b. Standard public street construction would cause disruption to the neighborhood in a significant physical or aesthetic manner, therefore making the flag lot access preferable to a public street;
 - c. Development of the flag lot will decrease public infrastructure while still providing infill development and efficient use of the land that is compatible with Lindon City development standards.
- 3. Assuming an application meets the criteria in #2 above, no more than one flag lot shall be permitted at the time of an initial subdivision application unless, at their sole discretion, the Planning Commission and City Council determine that additional flag lots within a development provide for the most compatible overall design within a neighborhood. As stated in the 'purpose' of this ordinance, it is not the intent of the City to promote flag lots in order for developers to merely 'maximize' the number of potential lots within a subdivision.
- 4. A flag lot must be a minimum of 20,000 square feet and the remaining parcel from which the flag lot was created must meet or exceed the minimum lot area requirements of the zone in which it is located. The square footage calculation of such lots shall not include the area of any driveway access (flag pole) for the flag lot.
- 5. Frontage, driveway and development procedures apply as follows:
 - a. The lot shall have at least 25 feet of frontage on a dedicated public street, which frontage serves as access only to the subject lot. The 25' lot width shall be maintained for the full length of the 'flag pole' portion of the platted lot.
 - b. Prior to recording the subdivision plat, the developer shall post a bond with the City to cover installation of the driveway and utilities to the end of the 'flag pole' portion of the lot.
 - c. Prior to issuance of a building permit for a dwelling on the flag lot, installation of road base for the driveway and utilities shall be installed to at least the end of the 'flag pole' portion of the lot.
 - d. The driveway serving the flag lot must have a surface traversable by a fire truck that is at least 20 feet wide, of which 16 feet must be paved with a hard surface prior to the issuance of a Certificate of Occupancy for the proposed dwelling. Where a fire hydrant is located along the 'flag pole' portion of the lot, rather than along the public street, a 40 foot long segment of the 'flag pole' portion of the lot adjacent to the fire hydrant must be 31 feet wide (rather than 25 feet wide), and the surface traversable by a fire truck must be at least 26 feet wide (rather than 20 feet wide).
 - e. Prior to issuance of a Certificate of Occupancy for a dwelling on the flag lot, the edges of the driveway area (flag pole) that are not paved shall be landscaped and properly maintained. Such landscaping shall not hinder emergency vehicle access to the property.
 - f. An adequate emergency vehicle turn-around at the end of the driveway shall be constructed as approved by the Fire Chief. An accessible fire hydrant shall be located within 200 feet of any dwelling on the flag lot. Possible adverse impacts of excessive driveway lengths shall be considered by the Planning Commission, City Council and emergency services.
 - g. No parking or storage of any kind shall be allowed on the designated driveway.
 - h. A flag lot driveway shall not serve more than one lot and shall have no more than one dwelling unit and an accessory apartment per lot. Two parking stalls shall be provided for any accessory apartment on a flag lot. Other than accessory apartments, R2 Overlay projects are not permitted on flag lots.
 - i. Adjoining lots shall not be permitted to have access from a flag lot driveway.
- 6. Construction of residences and accessory buildings on flag lots shall be limited to a maximum building height of 25 feet from finished grade. Building height restrictions shall be noted on the subdivision plat.
- 7. In order to further regulate the height of proposed structures, fill at the perimeter of buildings on the flag lot shall be limited to no more than 4 feet above the street grade from which the property has access. Properties that have a pre-existing grade that is higher than 4 feet above the street level are exempted from this fill limitation. The Planning Director and City Engineer may waive or modify the 4 foot 'fill limitation' in specific instances where the fill limitation is found to be overly burdensome to the property owner (ex., the limited fill would prohibit utility connections to the dwelling, or the limited fill creates drainage problems that can't be reasonably mitigated, etc.).
- 8. The address of the dwelling on the flag lot shall be clearly displayed and visible from the public road and shall be maintained in a way to differentiate the flag lot from any adjacent properties.

9. Setbacks for the residence on a flag lot shall be defined as follows: Front yard setback shall be 30 feet, rear yard setback shall be 50 feet, and side yard setbacks shall be 20 feet on each side yard of the dwelling unit. Minimum setbacks shall be noted on the subdivision plat.
10. For purposes of determining the setbacks of a flag lot, the front property line shall be the nearest line that is most parallel with the street from which the driveway accesses. Orientation of the dwelling is not regulated.
11. Accessory structures for flag lots may be permitted in accordance with applicable sections of the Lindon City Code, but shall be limited to 25' maximum height. No accessory buildings shall be permitted on the 'flag pole' portion or driveway of the flag lot.
12. Flag lots shall only be permitted in the R1-12 and R1-20 zones.
13. Unless otherwise approved by the Planning Commission and City Council, all flag lot driveway access points on a public road must have at least two legal parcels located between any other flag lot driveway on the same side of the street. Flag lots may only be adjacent to each other if the flag lots are accessed from different roadways or at least two legal parcels are located between any other flag lot driveway on the same side of the street.
14. In addition to the minimum requirements above, the Planning Commission and City Council may impose additional conditions on flag lots including, but not limited to the following:
 - a. Fencing and screening requirements;
 - b. Installation of one or more fire hydrants or other safety related items;
 - c. Installation of curb and/or gutter along private drives.
 - d. Other conditions that increase the compatibility of the proposed project with existing conditions and surroundings.
15. Due to the typical nature of flag lots being created from long, deep parcels, flag lots are exempted from any width-to-depth ratio requirements.

17.34.330 Subdivision application expiration.

Subdivision applications shall not be considered for processing and/or approval after such time as no new submittals are received by Lindon City for a period of six (6) months. Resubmitted subdivision applications related to an expired application shall conform to current zoning and subdivision standards at the time of resubmittal. (Ord. No. 2001-8, 2001)

SECTION B

OFF STREET PARKING

The copy of this ordinance is current as of January 2009. Please contact the Planning Department or check the city web page for the most current version of the ordinances. www.lindoncity.org

Chapter 17.18

OFF-STREET PARKING

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Section 17.18.005 Purpose

The purpose of the Off-Street Parking ordinance is to:

1. Ensure that enough on-site vehicular parking spaces are available to accommodate the majority of traffic generated by the range of uses which might locate at a site over time;
2. Ensure that off-street parking, loading, and access demands associated with new development, or changes in use or capacity, will not adversely affect other nearby land uses and surrounding neighborhoods;
3. Maintain and enhance a safe and efficient transportation system within the community, including the maneuverability of emergency vehicles within a parking area, adequate ingress and egress, etc. ;
4. Provide consideration to reducing environmental impacts caused by hard surface parking areas and minimize the visual impacts of traditional parking lots through landscaping, screening, and implementation of parking lot designs that break up the visual impact of large expanses of asphalt;
5. Promote a variety of transportation choices and incentives to reduce parking spaces through allowance of shared parking arrangements, transit-supportive developments, bicycle parking, and pedestrian accesses that connect to City trails or pedestrian routes.

Section 17.18.010 Parking Required--Generally.

At the time any building or structure is erected or enlarged or increased in capacity or any change in use is applied for, off-street parking spaces for automobiles and bicycles shall be provided in accordance with the requirements set out in this chapter, or as otherwise required by conditional use permit. Lindon City shall have the ability to require additional parking for uses that have regularly over-flowed their minimum required parking spaces and such over-flow has created a nuisance or safety hazard within the community. Such over-flow parking issues shall be considered a nuisance by the City, and if left uncorrected, may result in the revocation of an active business license. (Ord. no. 111 §1(part), 1985; prior code §12-106-1.)(Ord. 98-12, Repealed and Replaced, 10/03/2000)

Section 17.18.020 Size of parking spaces and aisles.

1. The dimensions of each off-street parking space, exclusive of access drives or aisles, shall be at least nine feet (9') by eighteen feet (18'), measured from corner nearest curb face for diagonal spaces, nine feet (9') by eighteen feet (18') from curb face for ninety (90) degree spaces; and nine feet (9') by twenty-two feet (22'), from curb face, for parallel spaces. Where appropriate, wider stalls may be used when approved by the City Engineer. All stalls shall be striped (painted) on the parking surface.
2. Parking stalls shall be designed so that vehicles do not have potential to bump into any building, fence, or other structure. Installation of wider sidewalks adjacent to buildings, or parking bumpers, may be required to preserve at least 4' of clear width where vehicles may overhang sidewalks or walkways.
3. Two-way traffic parking aisles shall be at least 22' wide for angled parking and at least 24' wide for perpendicular parking. Narrower parking aisles with one-way traffic only may be approved by the City Engineer. (Ord. 98-12, Repealed and Replaced, 10/03/2000)

Section 17.18.040 Mixed occupancies.

In the case of mixed uses in a building or on the lot, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. (Ord. 98-12, Repealed and Replaced, 10/03/2000)

Section 17.18.060 Access to individual space.

Except for single-family and two-family dwellings or on-street parking permitted under this chapter, direct access to each parking space shall be from a private driveway and not from a public street. All parking spaces shall have independent access not blocked by another parking space or other obstacle. (Ord. no. 111 §1(part), 1985; prior code §12-106-3.) (Ord. 98-12, Repealed and Replaced, 10/03/2000)

Section 17.18.070 Minimum Nnumber required.

1. The following table lists anticipated minimum needs of parking spaces for specific uses. Where square footage ratios are listed, parking shall be based on the gross usable square footage for the intended uses – and therefore parking does not need to be calculated for mechanical rooms, restrooms, shower and changing rooms, elevators, stairwells, and other building areas deemed similar in nature by the City Engineer.
2. Section 17.18.077 provides that exceptions to the standards within the table may be granted by the Planning Director and City Engineer.
3. ADA parking spaces shall be provided according to the 'ADA Parking & Passenger Loading Zone' diagram found in the Lindon City development manual titled 'Land Development Policies, Standard Specifications and Drawings'.

SLUC	CATEGORY	REQUIRED
1000	Single-family residential dwelling	Two (2) parking spaces per dwelling
1005	Accessory Apartments to Single-family dwellings	Two (2) parking spaces
1111 & 1120	Condominiums, town homes, and Apartments	Two (2) parking spaces per dwelling unit
1200	Group Quarters	One (1) per sleeping room plus parking for accessory use
1233	Student Housing	One (1) stall per two (2) beds
1241	Retirement Homes/ Centers	One (1) per two (2) beds
1300	Residential Hotels	One (1) per sleeping room, plus parking for accessory use and employee parking
1400	Mobile Home Park	Two (2) per dwelling unit
1500	Lodging	One (1) per bedroom, plus parking for accessory use
2000-3000	Manufacturing	One (1) per 750 square feet of floor area
4000	Transportation, Communication & Utilities	One (1) per 200 square feet of floor area in commercial zone, or one (1) per 750 square feet floor area in an industrial zone

5100	Wholesale Trades, Warehousing, misc. storage	One (1) per 500 square feet of floor area in a commercial zone, or one (1) per 1000 square feet of floor area in an industrial zone
5200	Building Materials, Hardware and Farm Equipment	One (1) per 200 square feet in commercial zone, or three (3) per 1000 square feet of floor area in an industrial zone
5300	General Merchandise	One (1) per 200 square feet of floor area
5400	Retail Food	One (1) per 350 square feet of floor area
5500	Automotive, Marine craft, aircraft - retail	One (1) per 250 square footage of showroom and office space plus one (1) per employee
5600	Apparel and Accessories	One (1) per 200 square feet of floor area
5700	Furniture, Home Furnishings and Equipment	One (1) per 1000 square feet of floor area
5800	Eating and Drinking Establishments	One (1) per three (3) seats or one (1) per 200 square feet of floor area, whichever is greater.
5900	Other Retail	One (1) per 350 square feet of floor area
6100	Finance, Insurance, and Real Estate	One (1) per 275 square feet of floor area
6200	Personal Services	One (1) per 200 square feet of floor area
6300	Business Services	One (1) per 200 square feet of floor area
6400	Repair Services	One (1) per 350 square feet of floor area
6411 & 6414	Auto Repair	One (1) per 300 square feet of floor area excluding bay areas, plus five (5) per single vehicle bay/shop
6500	Professional / Typical office space	One (1) per 350 square feet of floor area
6505	Call Centers, Computer programming, Technology Centers, or similar high-density office uses.	One (1) per 250 square feet of floor area
6513	Hospital Services	One (1) per 450 square feet of floor area
6516	Sanitariums, Convalescent and Rest Homes	One (1) per three (3) beds, or one (1) per 1500 square feet of floor area, whichever is greater
6600	Contract Construction	One (1) per 200 square feet of floor area in a commercial zone, or one (1) per 500 square feet of floor area in an industrial zone
6700	Government Services	One (1) per 250 square feet of floor area
6800	Education, Nursery and Day Care	One (1) per employee plus one per ten (10) children at maximum capacity
	Grades K-8	Two (2) per employee
	Grades 9-12	Ten (10) per teaching station
	Colleges and Trade Schools	Fifteen (15) per teaching station
	Dancing and Other Special Training Schools	One (1) per 200 square feet of floor area

6911	Churches, Temples, and Synagogues	One (1) per four (4) seats or four (4) person seating
capacity, based on fixed seating		
7100 to 7900	Cultural, Amusement and Recreation	One (1) per three and one-half (3 ½) person capacity in
the building or facility, based on		
		maximum use of all facilities at the same time.

(Ord. 98-12, Repealed and Replaced, 10/03/2000)

Section 17.18.075 - Uses not specified.

The number of parking spaces for uses not specified herein shall be determined by the City Engineer, being guided where appropriate by the regulations set forth herein for uses of buildings or existing structures which are similar to the use, structure, or building under consideration. Broad flexibility is given to the City Engineer in determining the appropriate number of spaces.

Section 17.18.077 – Alternatives to reduce required parking

Exceptions to the minimum parking standards may be granted in order to reward users of mass transit and to allow applicants options to reduce parking spaces in order to save construction costs and reduce land area needed for parking. The following exceptions to the minimum parking standards may be granted upon approval by the Planning Director and City Engineer:

1. Shared parking agreements.

Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. The Planning Director and City Engineer may approve joint use of required nonresidential parking spaces between two lots and/or uses upon a determination that no substantial conflict in the periods of peak demand would occur from the shared parking allowance. The total number of spaces provided between the uses shall be at least equal to the sum of the minimum number of spaces required for each use. Applicants requesting the use of shared parking shall submit the following documentation as part of a building permit, business license, or land use application:

- a. The names and addresses of the uses and of the owners and tenants that are sharing the parking;
- b. A detailed site plan showing the location and number of parking spaces that are being shared. The spaces shall be no more than 250' away from the businesses being served with a convenient pedestrian connection between the properties being provided;
- c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and
- d. A legal instrument written to the satisfaction of Lindon City that may include easements or deed restrictions that guarantee access to the parking for both uses in perpetuity. The document(s) must state that new uses that require more parking spaces, or have similar peak parking times, will not be permitted by Lindon City unless the minimum required parking is constructed to accommodate both the new use and the existing uses which have claim on the shared parking agreement. Said instrument(s) shall be signed by all property owners involved, and shall be recorded against each property at the County Recorders Office.

2. Sites well served by transit.

- a. Sites with required parking that exceeds 25 spaces are eligible to receive a 5% reduction of the minimum parking requirements if the site is located within 500 feet of a transit stop with at least hourly service (bus, commuter rail, etc.). Applicants requesting this exception must provide a map identifying the site and provide UTA schedules (service must be verified by UTA to be active prior to occupancy of the facility) for all transit stops within 500 feet of the site.
- b. A 10% parking reduction will be granted for sites with required parking that exceeds 25 spaces if the development is adjacent to a street for which transit has current or proposed routes (service must be verified by UTA to be active prior to occupancy of the facility) and for which the development constructs a UTA approved, transit-supportive plaza adjacent to and visible from the transit street. Existing parking areas may be converted to take advantage of these provisions. The transit facility shall include all of the following elements:
 - A. The plaza must be at least 300 square feet in area and shaped so that a 10'x10' square will fit entirely within the plaza;
 - B. At least 10%, but not more than 25%, of the transit-supportive plaza must be landscaped with living materials, including at least two shade trees;

- C. A bench or sitting area with at least 5 linear feet of seating;
- D. A shelter or other weather protection. The shelter must cover at least 20 square feet. If the plaza is adjacent to the bus stop, UTA must also approve the shelter;
- E. An easement or dedication that allows perpetual public access to the plaza;
- F. The transit plaza shall be maintained by the owner of the property.

c. A 5% reduction in parking spaces may be granted for uses with more than 25 spaces which provide documentation of employee and/or company participation in UTA sponsored vanpool, ride-share or other similar transit programs.

3. Motorcycle parking.

Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 3 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

4. Comparative use reductions.

A comparable reduction in the amount of required parking may be considered if the City receives credible documentation of existing similar uses that have fewer parking spaces which reasonably accommodates the similar use. However, in order to accommodate the range of uses that may occur over time on the property, any site which is given a reduction in the number of parking spaces required under the table found in Section 17.18.070, which reduction was allowed due to comparisons of other existing similar uses, shall provide on the same or adjacent property (or through a shared parking agreement) the area needed to accommodate the total amount of required parking spaces according to the table found in Section 17.18.070. This “parking land-bank” shall be landscaped in a manner that can reasonably be transitioned into future parking spaces without disruption to the uses or circulation of traffic on the property. If the ‘land-bank’ area is landscaped, said landscaping shall not count towards other required perimeter or interior landscaping requirements. Storm drainage and other engineering considerations on the site shall be designed to accommodate the full number of stalls required in the table found in Section 17.18.070.

5. Bicycle parking.

A 5% reduction in the minimum amount of vehicular parking may be permitted by providing bicycle parking that is additional to the minimum bicycle parking standards found within Section 17.18.120. This parking reduction may only be given if the additional bicycle parking is in conjunction with an employee accessible showering and changing facility located on the site for which the vehicular parking would have been required. Existing parking may be converted to take advantage of this provision.

17.18.078 Maximum parking spaces.

Parking lots exceeding 25 spaces shall not have more than 130% of the minimum required spaces for all combined uses as required in this chapter unless otherwise approved for compelling reasons by the Planning Director and City Engineer in order to prevent adverse impacts of overflow parking onto adjacent streets and properties.

Section 17.18.080 Parking lot maintenance and design.

Every parcel of land used as a public or private parking lot shall be developed and maintained in accordance with the following requirements:

1. Surfacing. Each off-street parking lot shall be surfaced with asphalt, concrete or other binder pavement, including structurally engineered organic materials or pavers, and permanently maintained so as to provide a dustless surface and ease of snow removal. The parking area shall be so graded as to dispose of all surface water. If such water is to be carried to adjacent streets, it shall be piped under sidewalks.
2. Screening. The sides and rear of any off-street parking lot adjacent to a residential use or residential zone shall be screened from such area by a solid masonry wall or other sight obscuring fencing or landscaping materials as approved by the Planning Commission, not less than six (6) feet in height.
3. Lighting. Lighting used to illuminate any parking lot shall be arranged to reflect the light away from adjoining residential premises and from street traffic.
4. Where a parking area on a site is more than 120,000 square feet, the parking area must contain the following elements (Parking areas in structures are not included):
 - a. Internal access ways shall divide the parking area into smaller areas that are no greater than 60,000 square feet;
 - b. These access ways are intended to direct business traffic to and from the adjacent street or between individual sections of the parking lot and provide safe pedestrian routes from parking areas to the building or use; and
 - c. Each internal access way shall have at least one auto travel lane, curbs, landscaping, and unobstructed sidewalks on both sides that provide pedestrian access to the building on the site, and shall be designed in the following method:

A. The sidewalks must be at least 6 feet wide. There must be a planting strip at least 4 feet wide adjacent to the access way. The planting strip must be between the curb and the sidewalk, and be landscaped and irrigated with grass or other living vegetation with trees planted every 20' and centered within the planting strip.

d. The internal access ways and associated landscaping are excluded from the portion of the parking and loading area used to calculate required interior landscaping.

5. In order to prevent vehicles from having to re-enter a public roadway to access neighboring businesses or parcels, cross-access easements between multiple parcels may be required where deemed appropriate by the City Engineer.

(Ord. no. 111 §1(part), 1985: prior code §12-106-6.)(Ord. 98-12, Repealed and Replaced, 10/03/2000)

Section 17.18.085 – Interior Landscaping Required

For all parking lots in the CG, MC, PC 1 & 2, and R&B zones, interior landscaping is required as follows:

a. Any parking lot that has at 10 or greater required parking spaces shall provide at least 40 square feet of interior landscaped area for each parking space;

b. The landscape materials shall consist of at least 75% living vegetation including ground cover, trees, and shrubbery. The remaining 25% may consist of xeriscape (desert landscaping) materials;

c. The landscaping must be dispersed throughout the parking area and shall be separated from the parking lot by 6" concrete curbing;

d. Perimeter landscaping required along public street frontages may not substitute or count towards square foot requirements for interior landscaping. However, interior landscaping may join perimeter landscaping as long as it extends at least four feet into the parking area from the perimeter landscape line.

e. Layout of interior landscaped areas. The layout of the interior landscaped areas must meet either one or a combination of the standards of this subparagraph:

(1) Option 1: Landscape strips.

- Interior landscaping must be arranged in landscape strips at least four feet wide between rows of parking stalls, as shown in Figure 1 & 2.

- Where the front portions of parking stalls are landscaped as allowed above, an additional 2' landscaped strip must be adjacent to the four-foot landscape strip to accommodate the over hanging of vehicles, as shown in Figure 2.

(2) Option 2: Other landscape patterns.

- Interior landscaping must be arranged in areas at the ends of rows of parking or between parking spaces within rows of parking. See Figure 3.

- Interior landscaping may join perimeter landscaping as long as the interior landscape area extends at least 4 feet into the parking area from the perimeter landscape line. See Figure 3.

- Landscaping that abuts, but does not extend into, the parking area may be included as interior landscaping if all of the following are met:

- The abutting landscaped area must be in addition to required perimeter landscaping;

- Only the first 10 feet of the abutting landscaped area, measured from the edge of the parking area, may be included as interior landscaping. See Figure 3; and

- The landscaped area is not abutting and parallel to required perimeter landscaping. See Figure 3.

f. Individual tree-planting spaces. Where an individual tree is planted in a space surrounded by pavement, the planting area must have a minimum interior dimension of five feet. See Figure 4.

g. Exception for existing parking lots. Where compliance with the interior landscaping requirements listed above would result in the loss of existing required parking spaces, the amount of parking spaces required shall be reduced by up to a 20% in order to accommodate the interior landscaping required.

Section 17.18.090 Location.

1. Off-street parking shall not be allowed in required front yard or street-side setbacks. Unless otherwise permitted under this section, required parking spaces shall be located on the same lot which they are required to serve.

2. On-street parking for uniquely designed road cross sections that vary from the currently adopted road cross section standards may be considered by the Planning Commission for approval on local and private streets where, a recommendation is received from the City Engineer verifying that street widths, traffic patterns, and speed limits allow for the on-street parking to function in a safe and efficient manner and said parking will benefit the character and functionality of the project area. Permitted on-street parking will count towards the total number of required off-street parking spaces only for uses immediately adjacent to the on-street spaces.

3. The sides and rear of any off-street parking lot adjacent to a residential use or residential zone shall provide a minimum 10' landscaped buffer from the parking lot to the adjacent residential use or zone. Trees shall be planted at least every 15' along the landscaped strip adjacent to the residential use or residential zone.

(Ord. no. 111 §1(part), 1985; prior code §12-106-7.) (Ord. 98-12, Repealed and Replaced, 10/03/2000)

Section 17.18.100 Parking on sidewalks prohibited.

It is unlawful for any establishment or individual to allow motor vehicles to park in such a position as to block a city sidewalk at any time. Violators will be cited and vehicles towed away at the owner's expense. (Ord. no. 111 §1(part), 1985; prior code §12-106-8.) (Ord. 98-12, Repealed and Replaced, 10/03/2000)

Section 17.18.110 Driveway access requirements

Adequate ingress and egress to and from all residential, industrial, and commercial uses shall be provided for in the following manner:

1. All new subdivision construction of one lot or more shall have curb, gutter and sidewalk installed throughout the entire project as required by City Ordinance. Driveway accesses across curb, gutter, and sidewalk shall not be constructed or installed until such time as a building permit is issued for a specific structure on a specified lot within the subdivision, unless the applicant can demonstrate to the satisfaction of the City Engineer that driveway locations can be reliably established prior to the issuance of building permits.

2. The Lindon City Planning Director shall approve all driveway accesses which cross a public right-of-way in residential zones. The City Engineer shall approve all driveway accesses in non-residential zones. Multiple accesses to the same property in any zone may be considered, but the City may limit the number of access with regard to how the driveway cuts impact pedestrian and vehicular traffic.

3. All driveway accesses installed in violation of this provision shall be removed before the final certificate of occupancy is issued for any residential, industrial, or commercial project.

4. Driveway accesses in residential zones shall typically not exceed 24' in width unless otherwise approved by the Planning Director, but in no case shall the driveway width exceed 40'. Driveway accesses in non-residential zones shall not exceed 40' in width unless approved by the City Engineer for unusual circumstances related to lot configuration, existing building placement, common use of large vehicle traffic, or other unique circumstances not commonly found on other lots within the vicinity.

5. Unless otherwise permitted by the City Engineer, driveway slopes for residential uses shall not exceed 16% and driveway slopes for non-residential uses shall not exceed 12%.

6. Driveways and accesses for all uses shall not be permitted within 40' of an intersection of a public street.

(Ord. 99-8, Add, 10/04/2000)

17.18.120 Bicycle parking

Purpose

Bicycle parking is required for all uses to encourage the use of bicycles by providing safe, convenient, and readily accessible places to park.

1. Number of bicycle spaces required.

a. In the CG, MC, PC 1 & 2, and R&B zones, a minimum of 2 bicycle parking spaces shall be provided for all uses, with additional bicycle parking spaces added at a ratio of 8% of the total number of required vehicular parking spaces – up to 16 bicycle parking spaces per use. Non-residential uses in residential zones shall provide a minimum of 2 bicycle parking spaces. Additional bicycle spaces may be required for uses such as schools, institutional facilities, recreation centers, or other uses where it is anticipated that larger numbers of bicyclists will be frequenting the facility.

b. In the LI and HI zones, a minimum of 2 bicycle parking stalls shall be provided for all uses with up to 50 vehicular parking spaces, and 1 additional stall being required for every 50 vehicular spaces thereafter.

c. When there are two or more separate uses or buildings on a lot, the required bicycle parking for the site is the sum of the required parking for all required vehicular parking spaces.

2. Bicycle Parking Standards.

All new development where bicycle parking is required as stated in section 1 above, shall install bicycle parking spaces and associated bicycle racks as follows:

a. Location. Bicycle parking shall be:

(A) Outside a building and made available for employees, customers, or other visitors to the site;

(B) At the same grade as the sidewalk or at a location that can be reached by an accessible pedestrian route; and

(C) Within the following distances of the main entrance as follows:

- (i.) Building with one main entrance. For a building with one main entrance, the bicycle parking must be within 50' of the main entrance to the building as measured along the most direct pedestrian access route. See Figure 5;
- (ii.) Building with more than one main entrance. For a building with more than one main entrance, the bicycle parking must be along all façades with a main entrance, and within 50 feet of at least one main entrance on each façade that has a main entrance, as measured along the most direct pedestrian access route. See Figure 6;
- (iii.) Sites with more than one primary building. For sites that have more than one primary building, but are not an institutional campus, the bicycle parking must be within 50 feet of a main entrance as measured along the most direct pedestrian access route, and must be distributed to serve all primary buildings. See Figure 7;
- (iv.) Institutional Campus. On an institutional campus with more than one building or main entrance, the bicycle parking must be either:

- Within 50 feet of a main entrance as measured along the most direct pedestrian access route; or
- If the bicycle parking is more than 50 feet from a main entrance, it must be in a common bicycle parking location along a pedestrian access route.

(D) If a lot is adjacent to City trails and/or sidewalks that are part of the Parks and Trails Master Plan Map, the development is required to provide a reasonable access to the sidewalk or trail in order to promote bicycle use to the proposed facility.

b. Bicycle racks and spacing (See Figure 8). Bicycle parking and racks shall meet the following standards:

- (A) Each required bicycle parking space must be at least 2 feet by 6 feet;
- (B) The bicycle frame and one wheel can be locked to a bicycle rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle;
- (C) A bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components;
- (D) The rack must be securely anchored;
- (E) Each required bicycle parking space must be accessible without moving another bicycle;
- (F) There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way; and
- (G) The area devoted to bicycle parking must be hard surfaced.

LCC 17.44.130 – Parking

1. Each use in the R1 zone shall have, on the same lot, off-street parking sufficient to comply with Chapter 17.18 of the Lindon City Code.
2. Parking spaces in a residential zone shall be provided with a dustless, hard surface material such as compacted gravel, asphalt, cement, or concrete and shall be provided with a similar hard surfaced access from a public street.
3. No required parking spaces shall be within thirty (30) feet of a front property line.
(Ord. 2003-15, Amend, 11/18/03; Ord. 111 §1(part), 1985: prior code §12-111-12)

LCC 17.45.070 – Parking (R-3 Overlay zone)

All lots in the R3 Overlay, including retirements lots, shall provide at least two (2) off street parking spaces that are not within the front yard or street-side yard setback area of the lot.

LCC 17.46.090(10) – Parking. (R2 Overlay zone)

Dwelling units shall be provided with not less than two (2) off street parking spaces each. Guest parking shall be located within seventy five feet (75') of the dwellings served. All parking spaces, parking areas, and driveways shall be hard surface and properly drained as per Lindon City standard specifications. Drainage shall not be channeled or caused to flow across pedestrian walkways. All freestanding and unenclosed parking structures incorporated into an R2 Overlay project shall be to the rear of the main building. Free standing parking structures shall not be allowed in the front or side yard setback of any lot.

LCC 17.46.100(1)(c) – Parking. (Accessory Apartments)

A single family dwelling with an accessory apartment shall provide at least four total off-street parking stalls (2 for the single-family dwelling and 2 for the accessory apartment). Parking stalls within a garage or carport utilized by the single-family dwelling shall not count toward the two additional required parking stalls for the accessory apartment unless the garage is sized for more than two vehicles and clear access from the garage parking to the accessory apartment can be maintained. No

required parking shall be within the front or street-side yard setback. Tandem (end-to-end) parking in a side-yard may be acceptable for the required accessory apartment parking. Parking areas and driveways shall be provided with a dustless, hard surface material such as concrete, asphalt, compacted gravel, masonry, or concrete pavers. A hard surfaced path, sidewalk, or walkway shall be provided from the accessory apartment entrance to the required accessory apartment off-street parking stall.

LCC 17.47.050 – Parking requirements. (Research and Business zone)

1. Parking layout & construction standards. All parking spaces, parking areas and driveways shall be constructed in accordance with standards established in 17.18 and the Lindon City development manual titled “Land Development Policies, Standard Specifications, & Drawings”.
 2. Parking setbacks. All parking areas shall be set back a minimum of thirty (30) feet from all dedicated public streets and ten (10) feet from exterior boundaries of the zone.
 3. Screening of parking areas. Where topography permits, required parking setbacks shall be landscaped with lawn and shall be planted with trees of sufficient height to screen and buffer parking and loading areas from adjoining public access streets.
 4. Structured parking. Any parking structure above the finished ground elevation shall have the same setback requirements as outlined for buildings, and shall be architecturally integrated through use of the same or similar materials, colors, rhythm, landscaping, etc.
 5. Parking structure height. Freestanding parking structures shall comply with the same height requirements as main buildings. (Ord. 98-7, Add, 10/03/2000)
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LCC 17.48.020 - Zone development standards. (Commercial zone)

The following development standards apply, except as otherwise approved by the Planning Commission for site designs in the CG zone that are consistent with the Lindon City Commercial Design Guidelines.

	CG	PC 1&2
Minimum lot area in square feet:	20,000sq/ft	1 acre
Lot setback – front:	20 feet	30 feet
Side yard when an adjoining property is in a:		
Non-residential zone:	0 feet	0 feet
Residential zone:	40 feet	50 feet
Street side yard (Corner Lot Setbacks)	20 feet	30 feet
Minimum Structure height:	10 feet	14 feet
Maximum Structure height:	48 feet	48 feet

*20,000 sq. ft. parcels may require shared parking lots in accordance with LCC Chapter 17.18.

(Ord. 99-6, Amended, 10/04/2000; Ord. 98-6, Repealed and Replaced, 10/03/2000; Ord 2006-10 adopted 10/4/2006)

LCC 17.50.090 – Parking Requirements (MC zone)

1. Parking spaces shall be required as per LCC Chapter 17.18 - Off-Street Parking.
 2. Structured Parking. Any parking structure above the finished ground elevation shall have the same setback requirements as outlined for buildings, and shall be architecturally integrated through use of the same or similar materials, colors, landscaping, etc.
 3. Parking Structure Height. Freestanding parking structures shall comply with the same height requirements as main buildings.
 4. Lindon City right-of-ways shall not be used for employee parking unless otherwise permitted under LCC Chapter 17.18.
-

Figure 1
Landscaping area at front of Parking

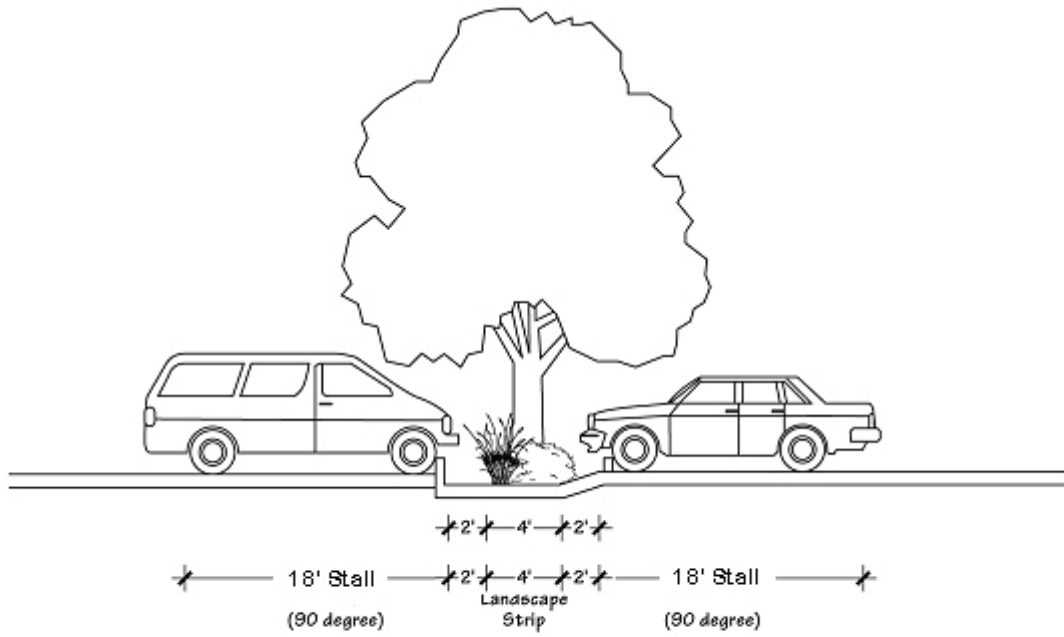


Figure 2
Landscaping Strips

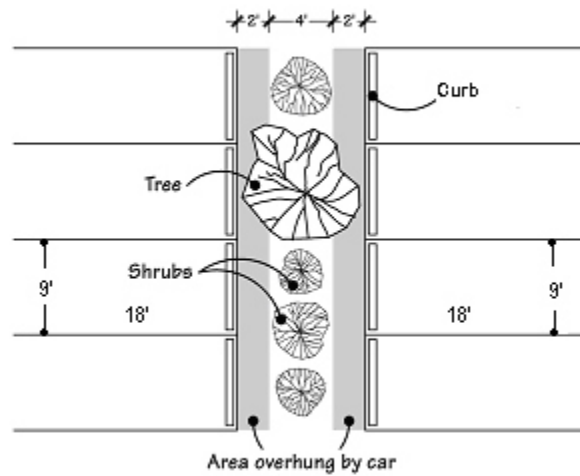


Figure 3
Interior Landscaping Patterns

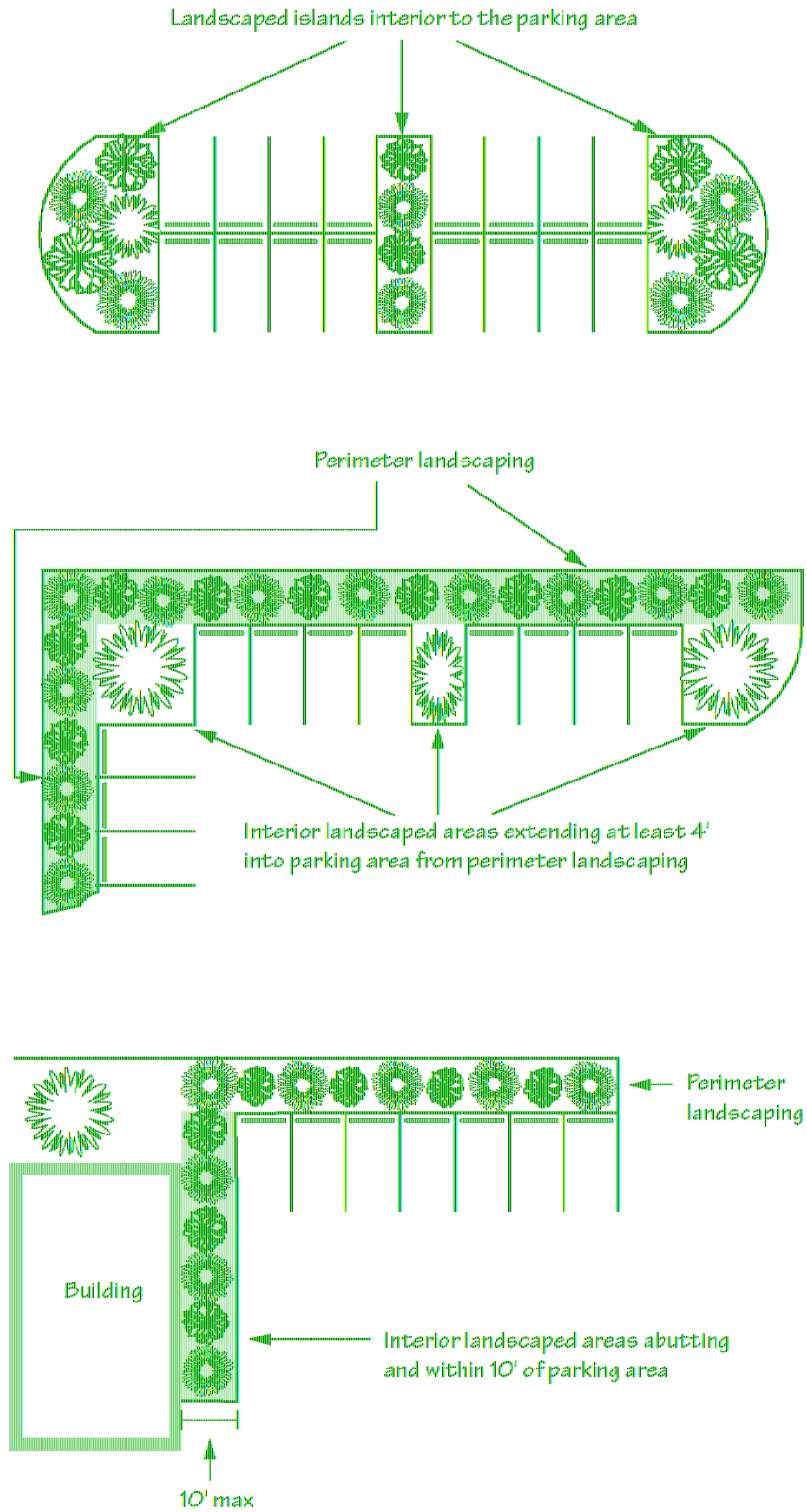


Figure 4
Individual Tree-Planting Spaces

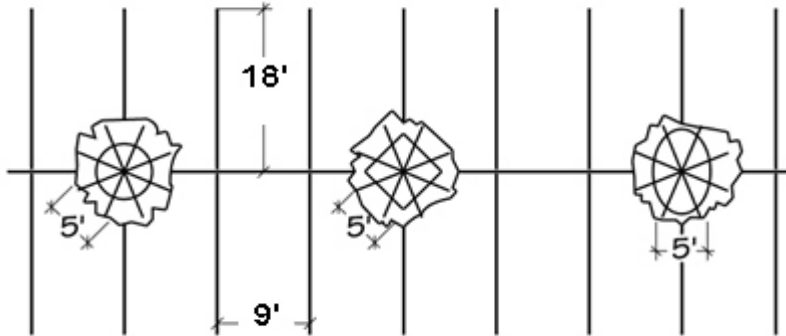


Figure 5
Bike Parking – one building, one entrance

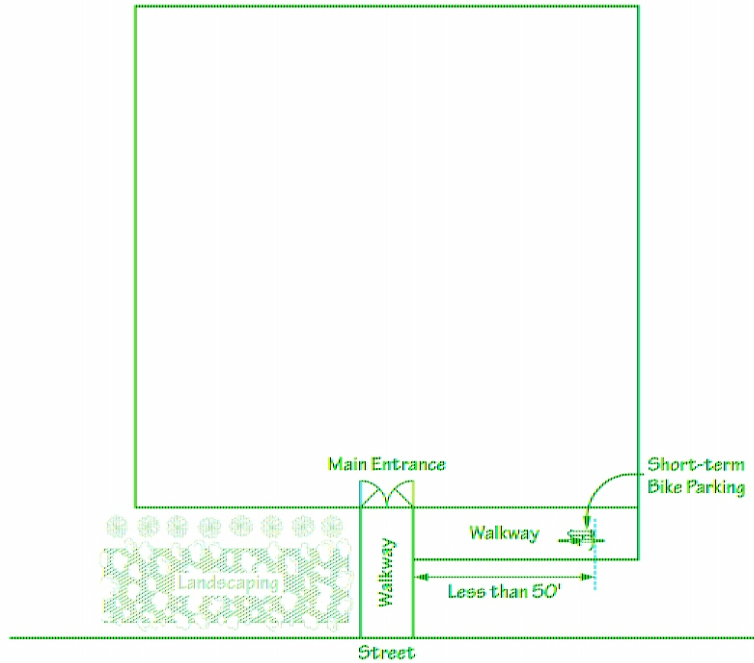


Figure 6
Bike Parking – one building, multiple entrances

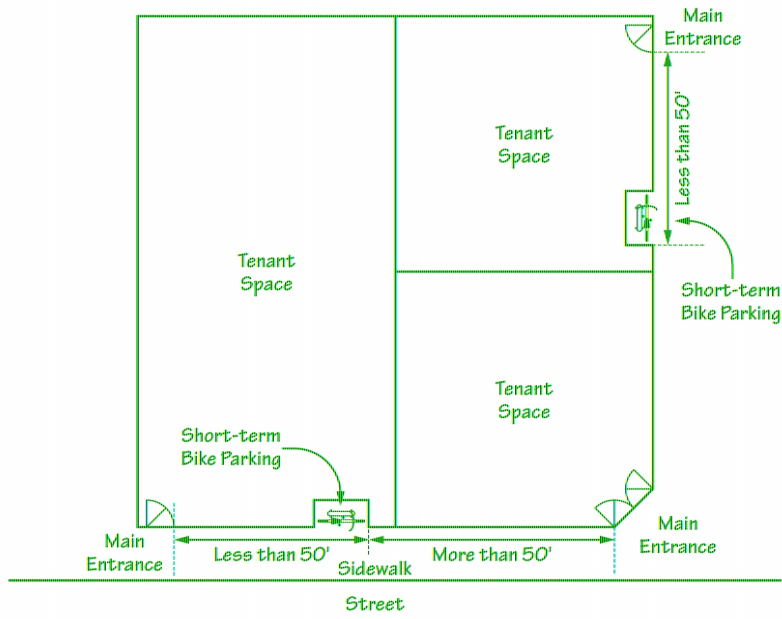


Figure 7
Bike Parking – multiple buildings, multiple entrances

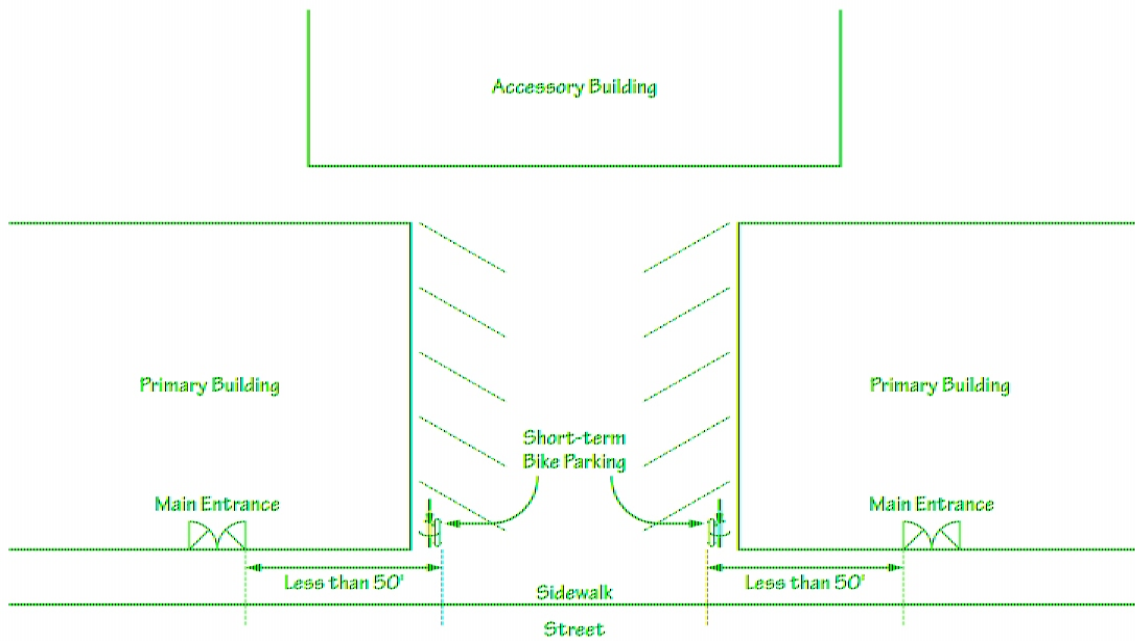
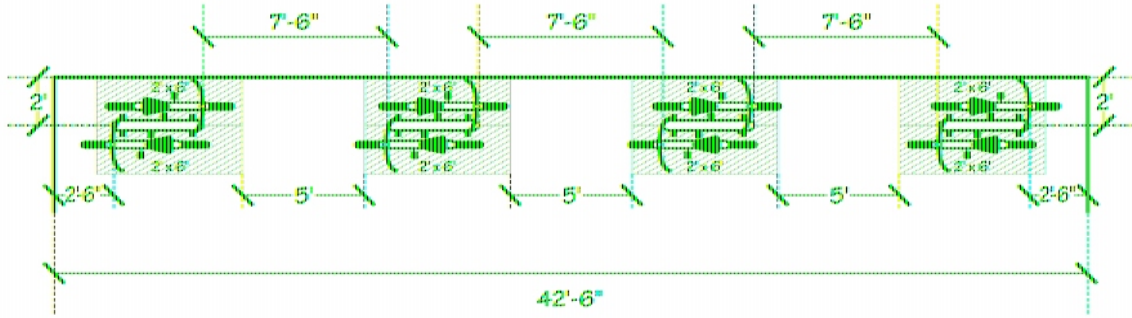
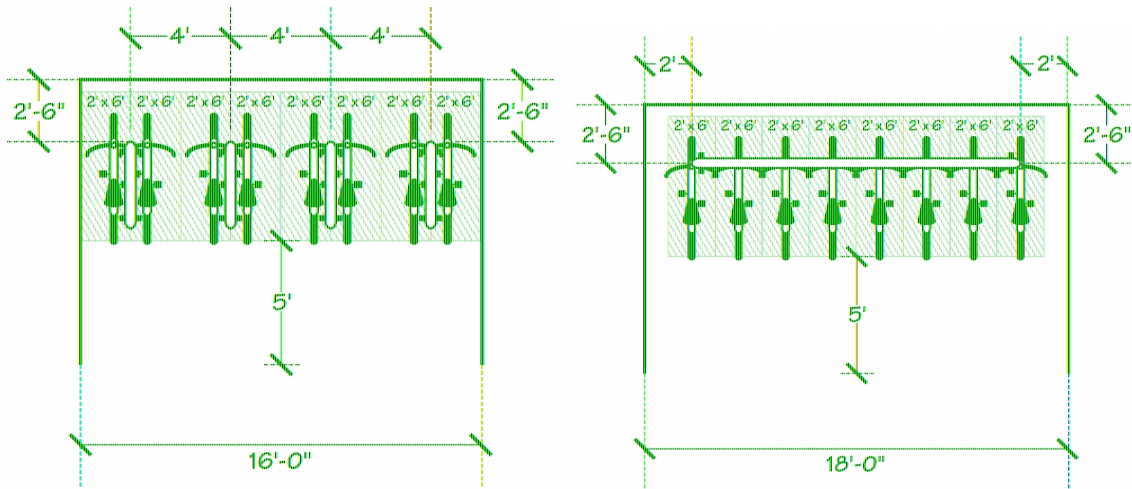


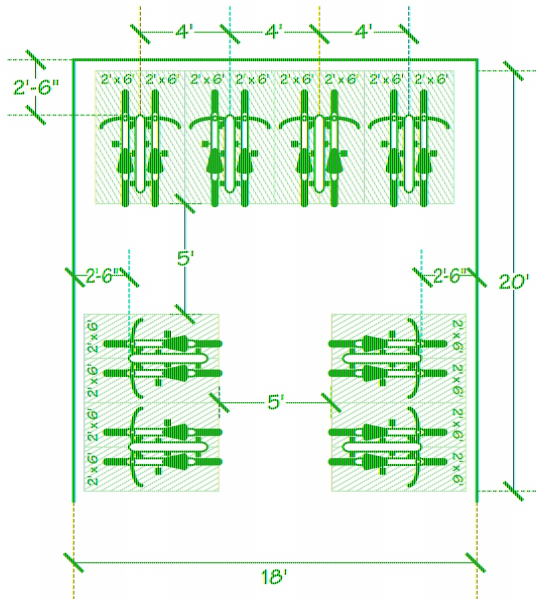
Figure 8
Examples of Bicycle Parking Layouts



This area accommodates eight bicycles



These areas accommodate eight bicycles



This area accommodates sixteen bicycles

