

**CHAPTER 17.12**  
**DESIGN STANDARDS AND CRITERIA**

**17.12.010: SUBDIVISION DESIGN TO CONFORM TO STANDARDS:**

The layout and design of all subdivision developments shall be in accordance with the standards as contained herein or as may be adopted by the city pursuant to the provisions of chapter [17.24](#) of this title. (Ord. 2002-04, 3-20-2002)

**17.12.020: STREETS AND ROADS; GENERAL CRITERIA:**

A. Subdivision Plans To Be Consistent With Transportation And Circulation Element Of The General Plan: Subdivision plans shall be consistent with the transportation and circulation element of the general plan as adopted by the city, as follows:

1. Arterial And Collector Streets (Feeder): Where the area of a proposed subdivision includes any arterial or collector class streets, as shown on the transportation and circulation element of the general plan, the subdivision plan shall incorporate such streets in the location shown on the transportation and circulation element of the general plan and the approval of the final plat shall include the dedication of the right of way and its improvement in accordance with the applicable city standards.

2. Minor Streets (Local Service): Where the area of a proposed subdivision includes any minor class streets, as shown on the transportation and circulation element of the general plan, the subdivision plan shall provide for such streets in the approximate location shown and the approval of the final plat shall include the dedication of the right of way and its improvement in accordance with the applicable city standards.

3. Significant Realignment: No subdivision plan which proposes the deletion or significant realignment of any street shown on the transportation and circulation element of the general plan shall be given preliminary approval unless and until the transportation and circulation element of the general plan shall have been amended by action of the city council. For purposes of this subsection A3 a "significant realignment" shall be deemed to include: a) any proposed offset in a street alignment of fifty feet (50') or more from that shown on the transportation and circulation element of the general plan, b) any proposed realignment which has the effect of shifting part or all of the right of way of a proposed subdivision street to property owned by another, or c) any other condition or change deemed by the planning commission to constitute a significant realignment.

B. Relationship To Adjacent Streets: The proposed street system shall properly align and be compatible with adjacent streets.

C. Access To Adjacent Properties: In order to facilitate the development of an adequate and convenient circulation system within the city and to provide access for the logical development of adjacent vacant properties, the city may, as a condition of approval, require the subdivision plan to include one or more temporary dead end street (stub streets) which extend to the boundary of the subdivision. All such stub streets shall be fully developed to the boundary of the subdivision. Any plan for the subsequent development of the adjacent property shall provide for the continuation of any such stub street.

D. Temporary Dead End (Stub Streets): Where a final plat includes a dead end stub street

which is intended to be continued into adjacent property in the future and which serves as the primary access for one or more adjacent lots, said final plat shall make provision for temporarily accommodating vehicular movement and the extension of utility services by designating temporary cul-de-sacs, turn around areas, travel easements connecting the end of the stub street with other streets in the vicinity or such other temporary measure as may be approved by the planning commission. Such temporary facilities required pursuant to this provision shall remain until such time as the street has been extended into the adjacent property and the improvements accepted by the city. (Ord. 2002-04, 3-20-2002)

**17.12.030: STREETS AND ROADS; RIGHT OF WAY WIDTH:**

The minimum width of right of way for streets shown on the transportation circulation element of the general plan shall conform to the width as designated on the plan. The minimum right of way width for streets not shown on the plan shall be as follows:

| Class Of Street   | Right Of Way Width |
|-------------------|--------------------|
| Rural local class | 50 feet            |
| Local class       | 56 feet            |
| Collector class   | 66 feet            |
| Arterial class    | 80 feet            |

(Ord. 2002-04, 3-20-2002)

**17.12.040: STREETS AND ROADS; WIDTH OF PAVEMENT; OTHER IMPROVEMENTS:**

A.All streets within and adjacent to the subdivision shall be hard surfaced. The width of the hard surfacing and the location and type of other required street improvements shall be as set forth on the applicable street cross section standard adopted by the city council, and shall conform to the designated street class requirement as shown on the transportation and circulation element of the general plan. If more than one street section meets the requirements of the transportation and circulation element of the general plan, the planning commission shall determine which one will be used within the subdivision. In the agricultural zone the planning commission shall decide whether sidewalks are required on any rural local class streets within the subdivision. (Ord. 2002-04, 3-20-2002)

B.As part of the preliminary plan review process, if approved pursuant to a development agreement, the curb, gutter, and sidewalk improvements otherwise required may be modified and specifically tailored to more effectively achieve the policies, goals, and objectives of Mapleton City. The modification shall be consistent with appropriate engineering measures to protect public safety and shall be based upon the recommendation of the city engineer, the city staff, and the planning commission. (Ord. 2007-10, 5-15-2007)

**17.12.050: STREETS AND ROADS; DESIGN STANDARDS:**

A.Reverse Curves: Reverse curves shall have a tangent of at least one hundred feet (100'), unless in the opinion of the planning commission such is not necessary.

B.Street Intersection: Streets shall intersect each other as nearly as possible at right angles. Minor streets shall approach the major or collector streets at an angle of not less

than eighty degrees (80°). Offsets in street alignment of more than fifteen feet (15') or less than one hundred twenty feet (120') shall be prohibited.

C. Street Grades: The maximum grade of any street in the subdivision shall be eight percent (8%) unless the street design has been approved by the city engineer.

D. Street Curves: Where the street lines within a block deflect from each other at any one point more than ten degrees (10°), there should be a connecting curve. The radius of the curve for the inner street line should be not less than three hundred fifty feet (350') for arterial and collector class streets, two hundred fifty feet (250') for an important minor class street, and one hundred feet (100') for minor streets.

E. Curbs: Where curbs are required said curbs at intersections shall be rounded with curves having a minimum radius of twenty feet (20') for minor streets, and twenty five feet (25') for collector and major streets. Property lines at street intersections shall be parallel to the curve where necessary to fit the curb radius.

F. Street Names: New street names should not duplicate those already existing. A street obviously a continuation of another already in existence should bear the same name. Before the street is named, the proposed name must be submitted to and approved by the city.

G. Cul-De-Sacs: Permanent cul-de-sacs shall be allowed upon the recommendation of the planning commission and the approval of the city council as the most desirable design. In accordance with standard drawings S-04A, S-04B, and S-04C, each cul-de-sac stem shall meet the standard street requirement including right of way, pavement width, gutter, curb, and sidewalk within residential subdivisions.

Permanent cul-de-sacs shall be designed in conformance with standard drawings S-04A, S-04B, S-04C and S-04D. Each cul-de-sac stem shall meet the street standard of the stem road connecting to the cul-de-sac. The maximum length of a cul-de-sac street shall be four hundred feet (400') from the center of the cul-de-sac to the centerline of the intersecting street. The planning commission may allow a five hundred foot (500') maximum cul-de-sac length if the applicant of such can demonstrate one or both of the following requirements:

1. That a road cannot be extended through the property to connect to another street elsewhere.
2. That development has occurred on at least three (3) sides of the surrounding property.

Subject to giving the staff sixty (60) days to bring an ordinance forward establishing provisions for maintenance. (Ord. 2004-20, 7-7-2004, eff. 8-4-2004)

H. Easements: Easements of not less than ten feet (10') on each side of all rear lot lines and side lines will be required where necessary for poles, wire, conduits, storm or sanitary sewers, gas and water mains, and other public utilities. Easements of greater width may be required along property lines where necessary for surface overflow or for the extension of main sewers or similar utilities.

I. Road Edge Curbing: All Mapleton City streets shall be curbed. In zones which do not require high back curbs, the pavement shall be curbed with a two foot (2') wide concrete roll curb.

J. Street Thickness: All Mapleton City streets shall be hard surfaced (asphalt) with a two and one-half inch (2 1/2") bituminous coat even with the lip of the curb applied over eight inches (8") of road base, with a subbase determined by the Mapleton City engineer from the results of the California bearing test. In addition, the developer shall be required to pay a fee to be determined by the city engineer, and held in an escrow account for future road overlay equal to a one inch (1") overlay, including the use of a roto mill on the edge and a tack coat. (Ord. 2002-04, 3-20-2002)

**17.12.060: BLOCKS; DESIGN STANDARDS:**

A. Length: The maximum length of blocks, generally, shall conform to the current transportation and circulation element of the general plan.

B. Width: The width of blocks generally shall be sufficient to allow two (2) tiers of lots.

C. Use: Blocks intended for business or industrial use shall be designed especially for such purposes with adequate space set aside for off street parking and delivery facilities. (Ord. 2002-04, 3-20-2002)

**17.12.070: LOTS; DESIGN STANDARDS:**

A. Building Sites: The lot arrangement, design, and shape shall be such that lots will provide satisfactory and desirable sites for buildings, be properly related to topography and conform to requirements set forth herein. Lots shall not contain peculiarly shaped elongations solely to provide necessary square footage which would be unusable for normal purposes.

B. Size Of Lots: All lots shown on the subdivision plat must conform to the minimum requirements of the zone in which the subdivision is located.

C. Corner Lots: Wherever possible corner lots shall have ten feet (10') extra width to accommodate the additional setback requirements.

D. Angle Of Lot Lines: Side lot lines shall be approximately at right angles, or radial to the street line, except where topographic conditions make it advisable to have side lot lines deflect at sharper angles.

E. Parts Of Lots: All remnants of lots below minimum size left over after subdividing of a larger tract must be attached to adjacent lots rather than allowed to remain as unusable parcels. Protection strips shall not be permitted.

F. Multiple Ownership Of Lots: Where the land covered by a subdivision includes two (2) or more parcels in separate ownership and the lot arrangement is such that a property ownership line divides one or more lots, the subdivision shall be considered as a joint project and the final plat shall be signed by all affected property owners.

G. Conformance To Standards: Any lot that contains a portion of ground within the CE-1 zone shall conform to the CE-1 zone standards. (Ord. 2002-04, 3-20-2002)

**17.12.080: SPECIAL DESIGN STANDARDS FOR SUBDIVISIONS IN THE CE-1 ZONE:**

The following design standards shall apply to subdivisions within the CE-1 zone. Provided that where the provisions of this section conflict with other provisions of this chapter these provisions shall prevail:

#### A. General Design Criteria:

1. Each lot in the subdivision shall comply with the minimum requirements for a zoning lot as set forth under the zoning ordinance including, but not limited to, the minimum size, width, buildable area, frontage, access, utility and special requirements.
2. The design shall recognize and accommodate all significant environmental conditions known or identified in the technical reports.

#### B. Streets:

1. Wherever possible street alignments should be parallel to contours, in valleys or along ridges and the street system should be designed to produce minimal impact with environmental constraints (i.e., large cut faces, extensive removal of natural vegetation, concentration of drainage waters).
2. Streets shall not be located on land having a slope greater than thirty percent (30%), except that the city may approve the placement of streets in such locations provided:
  - a. It has been demonstrated to the satisfaction of the city that the placement of the roadway in the proposed location is necessary for the proper development of the area and there is no feasible alternate alignment which conforms with the slope requirement,
  - b. No cut or fill slope created as part of the construction of the street shall exceed the critical angle of repose, and
  - c. It has been demonstrated that the plan provides adequate measures to ensure that all disturbed surfaces will be stabilized, erosion hazard eliminated, vegetation restored and other environmental hazards accommodated.
3. No street shall have a grade of more than eight percent (8%), unless the street design has been approved by the city engineer.
4. All minor streets shall have a minimum pavement width of thirty four feet (34') and collector streets shall have a minimum pavement width of forty four feet (44'). All streets shall be bordered by curbs and gutters or other suitable edging.
5. Sidewalks of not less than four feet (4') in width shall be constructed adjacent to all streets. Provided, that on minor streets which provide access to lots on one side only the city may waive the requirement for the construction of a sidewalk on the nonaccess side.
6. Where the road is located in a cut or fill area the graded roadbed shall extend not less than three feet (3') beyond the curb face or edge of sidewalk, as applicable, on the fill side and two feet (2') on the cut side.
7. Cul-de-sac shall have a maximum length of one thousand feet (1,000') and shall be terminated with a suitable turnaround having a diameter of not less than one hundred sixty eight feet (168') in accordance with standard drawing S-04.

#### C. Grading:

1. All land surface having a slope of thirty percent (30%) or greater shall remain in its natural state and shall not be graded or otherwise disturbed except for the planting of additional vegetation, the addition of sprinkler irrigation systems, the establishment of required fire breaks or access easements, or when such disturbance is specifically

provided for under the approved plan.

2. No grading, filling or excavation of any kind shall be commenced without first having obtained a grading permit from the public works director who shall not issue such permit until the final grading and drainage plan is endorsed by a licensed civil engineer, and approved by the city engineer.
3. Fill areas shall be prepared by removing organic material such as vegetation, rubbish and other material which is determined by the city engineer to be detrimental to proper compaction or otherwise not conducive to stability. No rock or similar irreducible material with a maximum diameter greater than twelve inches (12") shall be used as a fill material in fills that are intended to provide structural strength.
4. All rough street and site grading shall be completed prior to the installation of utilities.
5. Fills shall be compacted to at least ninety five percent (95%) of AASHTO T180 density for those areas intended as structural foundations, including roadways.
6. The surface of cut slopes shall be no steeper than two and one-half (2 1/2) horizontal to one vertical. Subsurface drainage shall be provided as necessary for stability.
7. The surface of fill slopes shall be not steeper than two (2) horizontal to one vertical.
8. Slope easements shall be provided of sufficient width on both sides of a street so that tops and toes of cut and fill slopes shall be set back from the slope easement boundary a distance of ten feet (10').
9. Borrowing for fill shall be prohibited unless the material is obtained from a cut permitted under an approved grading plan obtained for some purpose other than to produce fill material, or imported from outside the hillside area of the zone.
10. Cut slopes shall be constructed to eliminate sharp angles of intersection with the existing terrain and shall be rounded and contoured as necessary to blend with existing topography to the maximum extent possible.

D. Drainage:

1. Required storm water run off collection facilities shall be designed so as to retain on site the storm water runoff resulting from a 25- and 100-year frequency storm for a sufficient length of time so as to prevent flooding and erosion.
2. Required storm water run off collection facilities shall be so designed as to divert surface water away from cut faces or sloping surfaces of a fill. French drains are not acceptable.
3. Curb, gutter and pavement designs shall be such that water on roadways is prevented from flowing off the roadways.
4. Natural drainage shall be ripped or otherwise stabilized to the satisfaction of the city engineer below drainage and culvert discharge points for a distance sufficient to convey the discharge without channel erosion.
5. Waste material from construction, including soil and other solid waste materials, shall not be deposited within a natural or manmade drainage course nor within irrigation channels.

6. Sediment catchment ponds shall be constructed downstream from each development, unless sediment retention facilities are otherwise provided.

E. Vegetation And Revegetation:

1. Every effort shall be made to conserve topsoil which is removed during construction for later use on areas requiring vegetation or landscaping, e.g., cut and fill slopes.

2. New planting shall be protected with organic cover.

3. All disturbed soil surfaces shall be stabilized and revegetated. Plans for the revegetation of all disturbed slopes shall be submitted as part of the grading and drainage plan.

F. Fire Protection:

1. The placement of buildings on lots shall be such that adequate clearance of hazardous, flammable vegetative cover may be accomplished.

2. The city may require the dedication of easements for firebreaks for safety of built up areas. Such easement shall provide access for firefighting personnel and equipment and shall be dedicated for this specific purpose by being recorded in the office of the Utah County recorder.

3. The inability to provide fire line water pressure and fire flows consistent with the standards set by the Insurance Service Organization shall be justification for denial of a subdivision request. However, there shall be a minimum fire flow requirement of at least five hundred (500) gpm with a twenty five (25) psi residual pressure.

G. Access Easements:

1. The city may require the dedication of easements adjacent to the borders of lots adjoining public lands for the purpose of providing public access to said public lands. Said easements may be combined with those required for fire safety purposes as set forth under subsection F2 of this section. (Ord. 2002-04, 3-20-2002)

**17.12.090: DESIGN STANDARDS FOR MULTI-FAMILY AND SPECIFIC DEVELOPMENT PLAN (SDP) ZONES:**

The following minimum standards shall apply to all proposed multi-family and specific development plan (SDP) zone projects. This section may apply to other zones and developments as dictated by a development agreement prior to the rezoning of a property. Additional design standards may be added during the execution of a development agreement.

A. Single-family detached homes shall have the following design standards:

1. A variety of architectural styles shall be required. No two (2) homes of the same exterior architectural design shall be situated next to, or across the street from, another.

2. The developer/builder shall provide Mapleton City with no less than five (5) different home designs with differing exterior elevations, rooflines, colors and materials.

Exceptions shall be granted if the lots or pads are sold to individuals who will build custom homes. If the lots are purchased by one builder or multiple builders who have purchased a "block" of lots or pads, then these design standards shall apply.

B. Attached buildings, such as duplexes, twin homes, condominium units, or similar, shall be approved by the planning commission and city council as part of the project plan approval.

C. Building materials shall be approved by the Mapleton City council, with recommendation from the planning commission.

D. Colors shall reflect the natural surroundings in Mapleton City. Bright colors shall not be permitted.

E. Building height shall be the same as allowed in the original zone.

F. Garages shall not be the main feature of the home. Garages shall either be detached to the rear of the home, set back from the facade of the home, flush with the home, or extended out from the home no more than four feet (4'). Garages may be located off of an alleyway in the rear of the home. Said alleyway may only be allowed as part of the overall design, and shall be sufficient to allow for one-way traffic, or two-way traffic if the alley does not connect to another public street.

G. Carports shall only be allowed in the SDP zone, but shall not be permitted in front of the building. Therefore, it is the intent of this section to have carports, for attached buildings only, located in back of the home or building. Other appropriate locations may be permitted with recommendation from the planning commission to the city council.

H. Orientation:

1. The front elevation of every building shall face a street or small park or be visible and directly accessible from a street. Where units are across the street from a park, the front elevation shall face the park. Rear yards which occur along local or collector streets shall be buffered by nonsee-through barriers of a permanent structure with a minimum of six feet (6') in height pending compliance with a fencing ordinance.

2. The front elevation and primary entrance of every building shall face:

a. A street, or

b. A plaza, or

c. A small park, or

d. A landscaped walkway that is visible and directly accessible from a street.

e. Buildings used to meet the minimum frontage requirements must have front elevations and primary entrances facing a street.

3. Orientation for all multi-unit buildings:

a. At least seventy five percent (75%) of the front yard frontage shall have buildings within the minimum and maximum setback.

b. Buildings that are located within thirty feet (30') of a side property line facing a street shall have at least twenty five percent (25%) of the wall in window or door areas.

c. Parking areas shall not be located between buildings and the street. Parking lots may be located on one side and behind the buildings.

d. Buildings shall be directly accessed from the street and the sidewalk.

e. Ground floor pedestrian entrances must be oriented toward the street and an open space accessible from a street.

4. Setback requirements:

a. Porches may project up to six feet (6') into required setbacks. Bay windows, fireboxes and balconies may extend up to three feet (3') into required setbacks.

b. Every primary entry shall be accompanied by a porch or covered area. (Ord. 2003-02, 1-15-2003, eff. 1-29-2003)