

## CHAPTER 156: DEVELOPMENT STANDARDS

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### Section

- 156.01 Title
- 156.02 Purpose
- 156.03 Applicability
- 156.04 Application and approval process
- 156.05 Amendments
- 156.06 Developer's responsibility
- 156.07 Qualified designers
- 156.08 Design standards
- 156.09 Streets; general
- 156.10 Design standards and maintenance
- 156.11 Street classification and dimensions
- 156.12 Dead end streets
- 156.13 Intersections
- 156.14 Design speed
- 156.15 Street lighting, signage, and traffic control
- 156.16 Typical street cross-sections
- 156.17 Street construction and surfacing
- 156.18 Watercourses and storm water drainage
- 156.19 Off-site improvements
- 156.20 Lots
- 156.21 Addresses and street names
- 156.22 Encroachment on public ways and property
- 156.23 Public utilities standard specifications for design and construction
- 156.24 Public utility line placement
- 156.25 Utility system impacts
- 156.26 Mapping of utilities
- 156.27 Water system
- 156.28 Water system amendments to APWA standard specifications
- 156.29 Waste water system amendments to APWA standard specifications
- 156.30 Electric/power systems
- 156.31 Gas systems
- 156.32 Grading, cuts and fills
- 156.33 Landscaping and open area
- 156.34 Signs
- 156.35 Storage and noise
- 156.36 Parking
- 156.37 Driveways

### § 156.01 TITLE.

These regulations shall hereafter be known, cited and referred to as the "Development Standards."

(Ord. 2017-02, passed 11-13-2017)

### § 156.02 PURPOSE.

(A) The purpose of the Development Standards is to provide the development community with a consistent set of standards to guide the physical development and the visual quality of the community to be reviewed and approved with the site plan and preliminary plat, or development agreement process. These criteria are intended to assist in orderly growth and promote the public health, safety and general welfare of the community.

(B) Chapter One of the Town of Colorado City's and the City of Hildale's General Plan states that, "Greatplaces are designed for human comfort, safety, and enjoyment. They develop when people inspired by quality of purpose are moved to provide for the needs of the people. Great places are not created quickly. They are conceived as a pattern of roads, buildings, and open spaces. When that pattern is a close match to a community's values it increases that community's quality of life." These development standards are guided by the General Plan of each jurisdiction.

(Ord. 2017-02, passed 11-13-2017)

### **§ 156.03 APPLICABILITY.**

(A) These Development Standards are intended to enhance and maintain the quality of the community by providing guidance for property development and design, including new single-unit residences, multi-unit residences, commercial, and industrial areas. The Development Standards are composed of development and design guidelines that provide the basis for development review and are for the benefit of all.

(B) Improving these Development Standards is the desire and in the best interest of everyone. The Town of Colorado City (hereafter referred to as "town," and the City of Hildale (hereafter referred to as "city") encourage everyone's suggestions. The staff, Planning Commission, and legislative body of each jurisdiction will consider each suggestion.

(C) All development shall comply with the code of ordinances of the jurisdiction and the state statute/code wherein the development is located. Any unauthorized development shall be unlawful, against the public safety and welfare, and a public nuisance, and the town/city may immediately commence all necessary actions or proceedings for the abatement, enjoinder and removal thereof in the manner provided by A.R.S. § 9-467 (if within town) and Utah Code § 10-9a-802 (if within the city), and may take other lawful steps and may apply to the court or courts as may have jurisdiction to grant such relief as will abate, enjoin and restrain any person, firm, partnership, or corporation from setting up, developing, erecting, building, moving or maintaining any such building, developing or selling any property contrary to the provisions of these Development Standards.

(D) Violations of the provisions of this code are considered civil code infractions subject to general penalties specified in Town Code § 10.99 General Penalty and City Code Chapter 4, Ordinance Violations and Penalties, except that violations of this code shall not be considered a separate offense for each day that the violation continues.

(E) If a provision/rule/regulation in these "Development Standards" conflicts with another provision/rule/regulation in these "Development Standards" or any other town/city code, the more restrictive provision/rule/regulation shall apply unless approved by the town/city planning commission.

(F) The Development Standards in this document shall comply with the Fair Housing Act contained in U.S. Code: Title 42 U.S.C. §§ 3601 *et seq.*

(Ord. 2017-02, passed 11-13-2017)

### **§ 156.04 APPLICATION AND APPROVAL PROCESS.**

(A) *Approval required.*

(1) Whenever any development of land is proposed, and before any permit for the erection of a structure in the proposed development is granted, the property owner (developer), or his or her authorized agent, shall apply for and secure approval of the proposed development in accordance with the procedures outlined herein.

(2) Building permits will only be issued after fire hydrants are operable and a fire apparatus access road is available to the building site.

(B) *Grading.* Any development of property which includes grading that changes the historic drainage on the subject property or adjacent property, proposed utility service, preparation for building construction or other infrastructure development or commercial activities such as recreational facilities, campgrounds, RV parks, and the like must have prior development review approval by the Planning and Zoning Department.

(C) *Conform to general plan.* Development must generally conform to the Town/City General Plan, and meet applicable zoning requirements.

(D) *Subdivision.* If property is proposed to be subdivided, all development shall follow the subdivision process in the jurisdiction that the property resides. Subdivision submittal requirements are found in the subdivision codes of the town/city. These Development Standards apply to subdividing of land where applicable.

(E) *Two step approval process for non-subdivided development.*

(1) *Pre-application meeting.* Prior to submitting an application for development review the applicant shall attend a pre-application meeting with representatives of the Planning and Zoning Department. During the pre-application meeting, the property owner or his or her authorized agent, shall present a site plan (this need not be professionally engineered) showing locations of proposed and existing buildings, landscaping, drainage, utilities, fences or walls, parking, vehicular and pedestrian access, and signage.

(2) After the pre-application meeting, a land use application for development review shall be filed with the Planning and Zoning Department on a form provided by the town/city. Completed land use application forms shall be accompanied by a filing fee according to the currently adopted fee schedule.

(3) Five copies of the site plan and accompanying required documents shall be submitted with the land use application.

(F) The site plan and accompanying documents shall contain all of the information listed below:

- (1) Site plans sheet size shall be 22 inches by 34 inches clearly and legibly drawn to an accurate scale not to exceed 100 feet to the inch.
- (2) Vicinity map.
- (3) Name of development and title "site plan".
- (4) Location by Section, Township and Range (Gila and Salt River Meridian for town or Salt Lake Base and Meridian for city).
- (5) Legal description. Dimensions are to be shown by either a metes and bounds description or description by aliquot part or by reference to a tract or parcel shown on a previously recorded subdivision or record of survey plat. There must be a tie (by scale or legal description) to at least two aliquot government section corners (section, quarter-section and the like) or by reference to a tract or parcel shown on a previously recorded subdivisions or record of survey plat.
- (6) Boundaries of proposed development clearly identified.
- (7) North arrow.
- (8) Scales (both graphic and equivalent inch to feet) using standard engineering intervals. The map scale shall not to exceed 1 inch = 100 feet.
- (9) Date of preparation plus date of any amendments since original submittal.

(10) Contact information. Names, addresses, phone numbers and notation of relationship to development for landowners, development agents, engineers, surveyors, land planners landscape architects, architects, hydrologists or others responsible for platting and design.

(11) Zoning. Existing and proposed zoning. A request for zone change shall be filed along with the land use application if applicable.

(12) Topography by contours (maximum two-foot interval for areas with less than a 10% slope (a rise of ten feet over a 100-foot run), and a maximum of five-foot interval for areas with 10% or greater slopes, unless otherwise approved by the Planning and Zoning Director) relating to North American Vertical Datum (NAVD 1988) survey datum and/or town benchmark (shown on the same map as proposed development). Include the description and elevation of the bench mark used. Features information must be sufficient in detail to allow for an acceptable review as determined by the Planning and Zoning Department. Topography shall be depicted a minimum of 100 feet beyond project boundary. The site plan shall identify all slopes of 20% or greater. A slope analysis diagram will be required for any development with slopes exceeding 10% grade.

(13) Existing and proposed land uses by area as well as ownership, existing land uses and zoning for all tracts within 300 feet.

(14) Tentative lot and tract layout.

(15) Show locations of proposed buildings, landscaping, utilities, fences or walls, parking, and signage.

(16) Proposed circulation plan. The developer shall submit a proposed vehicular, bicycle, pedestrian and equestrian circulation plan. The circulation plan shall include:

(a) In narrative form, identification of general traffic impacts to adjacent property and existing streets and non-motorized vehicle facilities, as well as specific high traffic generation points, vehicular access and uses on site.

(b) All existing and proposed streets (public or private) and their classification (arterial, collector, local street, other) within the project and within 1/2 mile of the project boundaries. The map shall show all proposed connections to the public transportation system. The scale of the transportation system map shall not exceed one inch = 500 feet. The map shall also demonstrate legal primary and secondary access routes, as well as existing or proposed street right-of-way widths;

(c) Existing or proposed sidewalks, bike lanes, multiuse pathways, and other pedestrian, bicycle and equestrian facilities and trail networks and open space features affected by or intended to be implemented as part of future subdivision design.

(17) Drainage concept plan. Illustrate and discuss in narrative form the proposed methods of handling storm drainage and floodplains that affect the property. Include retention basins required to handle the 100-year storm without flooding developed lots and properties, per Chapter 151: Flood Damage Prevention of Town Code or Chapter 155 - Flood Damage Prevention of City Code, or any successor ordinances.

(18) Land use table. Identify in chart, table or note form on the sketch plan map the following:

(a) Total acreage, acreage for each use and each phase.

(b) Number of units/lots for each type of use by phase.

(c) Average area and range of areas per lot/unit proposed.

(d) Percent open space, exclusive of streets, building envelopes and parking areas.

(e) Water source (if new source, indicate potential well field and storage tank on sketch plan).

(f) Sewer service provider and type, if available, and if not available, describe how sanitary sewer waste disposal is to be handled.

(g) Proposed utility providers. If the utility is not provided by the town/city a "will serve" letter will need to be submitted.

(h) Identify unique site conditions including rock outcroppings, major drainage features and the like. These items may necessitate submittal of a slope analysis diagram and other additional information as required.

(i) Identify any unbuildable tracts and the proposed disposition of those tracts.

(19) Preliminary title report. Submit two copies of a preliminary title report or a policy of title insurance issued by a title insurance company within the preceding 30 working days to the owner of the land, covering the entire land within the site plan or subdivision area and showing all record owners, liens and encumbrances. The preliminary title report shall contain the status of legal access to the proposed development and identify any parcels which do not have legal access.

(G) *Site plan approval.* Within 20 days of a complete application, the Planning and Zoning (P&Z) Administrator shall coordinate a review of the application submittal for compliance with all applicable guidelines within these development standards.

(1) Applications must demonstrate consistency with the purpose, intent and principles of the Town/City General Plan, Zoning regulations, and these Development Standards.

(2) Applications shall be signed by the property owner(s) or an authorized agent of the property owner(s) and all applicable fees adopted by resolution of the town/city shall be paid simultaneously when applications are submitted.

(3) In the event of a denial, no development activities shall be authorized until a new land use application for development review has been submitted and approved.

(4) The development review approval for structures on individual lots may be approved by the P&Z Administrator. Developments involving multiple lots or multiple zoning classifications, and master-planned areas with development agreements shall be approved by the Planning Commission, and the Town/City Council. Final plans and specifications shall be submitted to the Town/City Council for approval within one year after the Planning Commission approval, or the application shall become null and void.

(H) *Appeals.* The land use appeal process is found in Town Code § 153.005 Appeals and Variances, or the city's Title III, Chapter 31, Article III, § 31-67 - Appeal authority.

(I) *Expiration.* If the conditions of the Site Plan Approval noted above have not been satisfied, or if construction has not commenced, within one year of approval, the development approval will expire. The Town/City will notify the applicant at the last known address provided by the applicant, that the development approval has expired.

(Ord. 2017-02, passed 11-13-2017)

## § 156.05 AMENDMENTS.

(A) Development proposals that are minor in scope may be amended during the course of review upon written application by the applicant and approved by the P&Z Administrator. Examples: proposals that are minor in scope include development on a single lot, a lot split into a maximum of two lots, changes in existing lot sizes, nominal changes in locations of streets, easements and other public right-of-way.

(B) Development proposals that are major in scope may be amended during the course of review or following final approval, following formal application procedure outlined above, and approved by the Planning Commission. Examples: proposals that are major in scope include the creation of a public or private street, dedication of public right-of-way, installation of utility main lines, the creation of more than two lots, abandonment of public use ways or facilities.

(C) All amendment proposals shall be accompanied by adequate supporting documentations such as maps, details, evaluations, and the like.

(Ord. 2017-02, passed 11-13-2017)

#### **§ 156.06 DEVELOPER'S RESPONSIBILITY.**

(A) *Adequate public infrastructure and utilities.* It is the developer's responsibility to design, furnish, install, provide assurance for completion, and otherwise ensure that the property being subdivided or developed is served by adequate public infrastructure and utilities, as required by these Development Standards and by the jurisdiction wherein it occurs.

(1) Assurances for completion of improvements for the Town shall meet the requirements found in Town Code §§ 153.080 through 153.086 and A.R.S. § 9-463.05.

(2) Assurances for completion of improvements for the city shall meet the requirements found in Hildale City Code § 153-23(11) Bond, as follows:

Along with the final plat, the applicant shall submit a cash bond, or irrevocable letter of credit, as required by this chapter, and a current title policy to the city clerk/recorder, a copy of which shall be submitted to the city public works director and/or city engineer and city attorney's office for review and approval.

(3) Public infrastructure requirements are also found in Hildale City Code Title V - Public Works and Title XV - Land Development or Land Usage and Utah Code § 10-9a-604.5.

(B) *Enforcement.* An occupancy holdback agreement or building permit holdback agreement as part of a development agreement may be considered as an assurance option for completion of improvements. (A.R.S. § 9-467 and Utah Code § 10-9a-802).

(C) *Quality.* The developer shall be responsible for the quality of all public infrastructure materials and workmanship as found in Town Code § 153.086, Inspection and Release, or City's Article VI. Guarantee of Improvements, § 153-141, Method of Guarantee.

(D) Land shall not be approved for final plat use unless and until adequate public infrastructure and utilities have been provided and have been adequately assured for by the developer, in accordance with the minimum requirements for assurance stated in these regulations.

(E) *Adjoining property infrastructure needs.* Portions of any contiguous property within the control of the developer shall not be excluded from within the boundaries of a subdivision/development when needed or required for any traffic, public utility, drainage, or flood control facility pertinent to the subdivision/development.

(F) Remote campgrounds that do not have permanent buildings (except for restroom facilities), shall provide an accessible drive that meets the requirements of the latest edition of the International Fire Code for a fire apparatus access road. Remote campgrounds are required to provide fire hydrants if within 300 feet of a municipal water main line. Campgrounds shall provide for sanitary toilet and handwashing facilities and shall meet the requirements of the County Health Department.

(Ord. 2017-02, passed 11-13-2017)

#### **§ 156.07 QUALIFIED DESIGNERS.**

The design of those improvements of a development such as structural matters, streets, drainage provisions, water supply and sewage disposal shall be made by a qualified engineer registered in the State of Arizona (for the town), or an engineer registered in the State of Utah (for the city).

(Ord. 2017-02, passed 11-13-2017)

#### **§ 156.08 DESIGN STANDARDS.**

(A) The town and the city each hereby adopts the design standards found in the current or latest Manual of Standard Plans, and the latest Manual of Standard Specifications developed by and published by the Utah Chapter of the American Public Works Association (here after referred to as "APWA").

(B) If there is a discrepancy between the APWA and the design standards in this document, the design standards in this document shall apply.

(C) The design standards specified in this document and the APWA may be revised by the Town or City Council with the recommendation of one or more of the Public Works Director, the Utility Manager, the Town/City Engineer, or the P&Z Administrator in response to specific, particular, or changing circumstances or requirements or technological improvements justifying those changes.

(Ord. 2017-02, passed 11-13-2017)

#### **§ 156.09 STREETS; GENERAL.**

(A) Adequate primary, secondary and emergency access, if necessary, shall be provided from an existing dedicated public street to the land being developed. Approval of the access shall be a condition of approval.

(1) Provisions shall be made for direct access to a public street for each lot or parcel, and for direct public street access to adjacent properties in conformance to town/city street standards.

(2) Commercial or industrial use will require parking, loading and circulation driveways to be located off-street.

(B) When a tract/parcel/lot abuts an arterial or collector street, the Planning Commission or Town/City Council, at their sole discretion, may require abutting properties to have sole access onto a parallel or an intersecting local street for the purpose to preserve arterial and collector street capacity.

(C) The arrangement, character, extent, grade, width and location of all roadways or streets shall conform to these regulations, public works standards, specifications and details, and any town/city adopted transportation plan, capital facilities plan, general plan, or specific area community plan affecting the proposed streets.

(D) The arrangement of streets shall provide for the continuation or appropriate projection of existing streets in adjacent surrounding areas, and as may be indicated in the Town/City General Plan, and any applicable specific town/city area plan, or town/city transportation plan. All center lines shall be



continuations of the center lines of existing streets in contiguous areas. In cases where straight continuations are not physically possible, the center lines may be continued in a curvilinear manner as needed.

(E) Local streets shall be designed to provide proper circulation of local traffic. Adequate stopping and sight distance, degree of curve and surface elevation shall conform to current AASHTO design standards. (AASHTO: American Association of State Highway and Transportation Officials.)

(F) The design of streets shall conform to all related design standards and to the cross-section examples provided within this section.

(G) All streets shall be constructed to the Town's/City's adopted APWA Standard Plans or APWA Standard Specifications.

(H) The town/city may require a sidewalk wherever a curb and gutter is required. Curb and gutter sections may be either 24 inches in width or 30 inches in width. Minimum right-of-way width shall be adjusted to meet these standards as necessary.

(Ord. 2017-02, passed 11-13-2017)

#### **§ 156.10 DESIGN STANDARDS AND MAINTENANCE.**

All streets developed or improved in conjunction with a development shall either be:

(A) Built to town/city standards, dedicated by plat and accepted by the Town/City Council as public streets maintained by the town/city;

(B) Built to town/city standards, dedicated by plat and approved by the Town/City Council in conjunction with an approved special maintenance district, completion bond, trust, improvement district, or other appropriate security, as public streets maintained by the town/city; or

(C) Built to town/city standards and continuously maintained as private streets.

(Ord. 2017-02, passed 11-13-2017)

#### **§ 156.11 STREET CLASSIFICATION AND DIMENSIONS.**

(A) Each development shall provide for adequate traffic circulation that incorporates the town's/city's street functional classification system as described by the town's/city's general plan to handle the projected traffic volumes, design speed, system continuity and overall safety.

(B) Pedestrians and bicycle traffic should be considered in the planning and design of all developed streets. (See town's 2011 Transportation Study).

(C) Developments are generally required to provide two improved accesses depending on the forecasted traffic volumes and shall be of proper widths when the area is fully developed.

(D) Local residential streets shall feature a typical right-of way width of 66 feet (to be adjusted as necessary to accommodate required public infrastructure improvements including sidewalks). Upon the recommendation of staff and the Planning Commission, the Town/City Council may authorize a local residential street with a narrower right-of-way width depending on topography, traffic counts, traffic studies, the town's/city's general plan, future road plans, and associated planning documents.

(E) Collector and arterial streets shall feature a typical right-of-way width of 86 feet, wherever practical and possible. Exceptions must be approved by the Town/City Engineer.

(F) New streets/development shall align with collector or major roads designated on the Town's/City's General Plan Major Roads Map and shall meet the setback requirements for the Major Roads Plan, or shall receive approval from the Town/City Council. Alignment and setback shall preserve the general spacing and overall connectivity of major roads with sufficient space to preserve collector sized rights-of-way.

(G) A 15 foot wide public utilities and drainage easement shall be provided on each side of the street right-of-way.

(H) Sidewalks shall have a minimum width of five feet.

(I) Curb return radii shall be a minimum of 25 feet.

(Ord. 2017-02, passed 11-13-2017)

#### **§ 156.12 DEAD END STREETS.**

(A) The number of dead-end streets should be minimized to provide greater traffic circulation and less traffic volume on collector streets.

(B) Dead end streets shall be designed at the closed end with a circular turn-around for a cul-de-sac having a right-of-way diameter of at least 100 feet, and a pavement diameter of 90 feet. The cul-de-sac shall be designed to meet adopted Fire Code requirements and specifications of the Fire Department.

(C) Where it is desirable to provide street access to adjoining undeveloped properties, proposed streets shall be extended by dedication to the boundary of the property. These dead-end streets shall be provided with a temporary turn-around having an easement diameter of at least 100 feet that includes the dedicated normal street right-of-way through the temporary cul-de-sac circle. Temporary turn arounds shall be constructed with an all-weather surface.

(Ord. 2017-02, passed 11-13-2017)

#### **§ 156.13 INTERSECTIONS.**

(A) Collector and Major Road intersections shall be as nearly at right angles as possible. No street intersection shall vary from a 90-degree angle by more than 15 degrees.

(B) Right-of-way and property line radii at street intersections shall be approved by the Town/City Engineer.

(C) Offset intersections of less than 135 feet in length as measured from centerline to centerline of the intersecting streets shall not be approved.

(D) For new construction, ADA accessible handicap ramps shall be constructed at all street intersections for all intersecting sidewalks.

(E) Access to corner lots should be from the lesser-classified road, and at the greatest distance possible from the intersection, with minimum distances as shown below as measured from the point of curvature (PC) of the near corner curb return:

Residential local	50 feet from intersection
Residential collector	75 feet from intersection
Major collector	150 feet from intersection

Minor arterial	185 feet from intersection
Major arterial	230 feet from intersection

(F) Exceptions can be approved by the Town/City Engineer upon submittal of proper traffic engineering report and justification.

(Ord. 2017-02, passed 11-13-2017)

#### **§ 156.14 DESIGN SPEED.**

The use of design speeds other than those listed below must be approved by the Town/City Engineer who may decide that the speed provided in this division be changed to that which is reasonable and prudent under the conditions with due regard to the actual and potential hazards that may be present.

Residential local	25 mph
Residential collector	40 mph
Major collector	45 mph
Industrial street	45 mph
Minor arterial	50 mph
Major arterial	50 to 60 mph
Rural residential and rural collector	45 mph
Rural lane	25mph
Private road	25 mph

(Ord. 2017-02, passed 11-13-2017)

#### **§ 156.15 STREET LIGHTING, SIGNAGE, AND TRAFFIC CONTROL.**

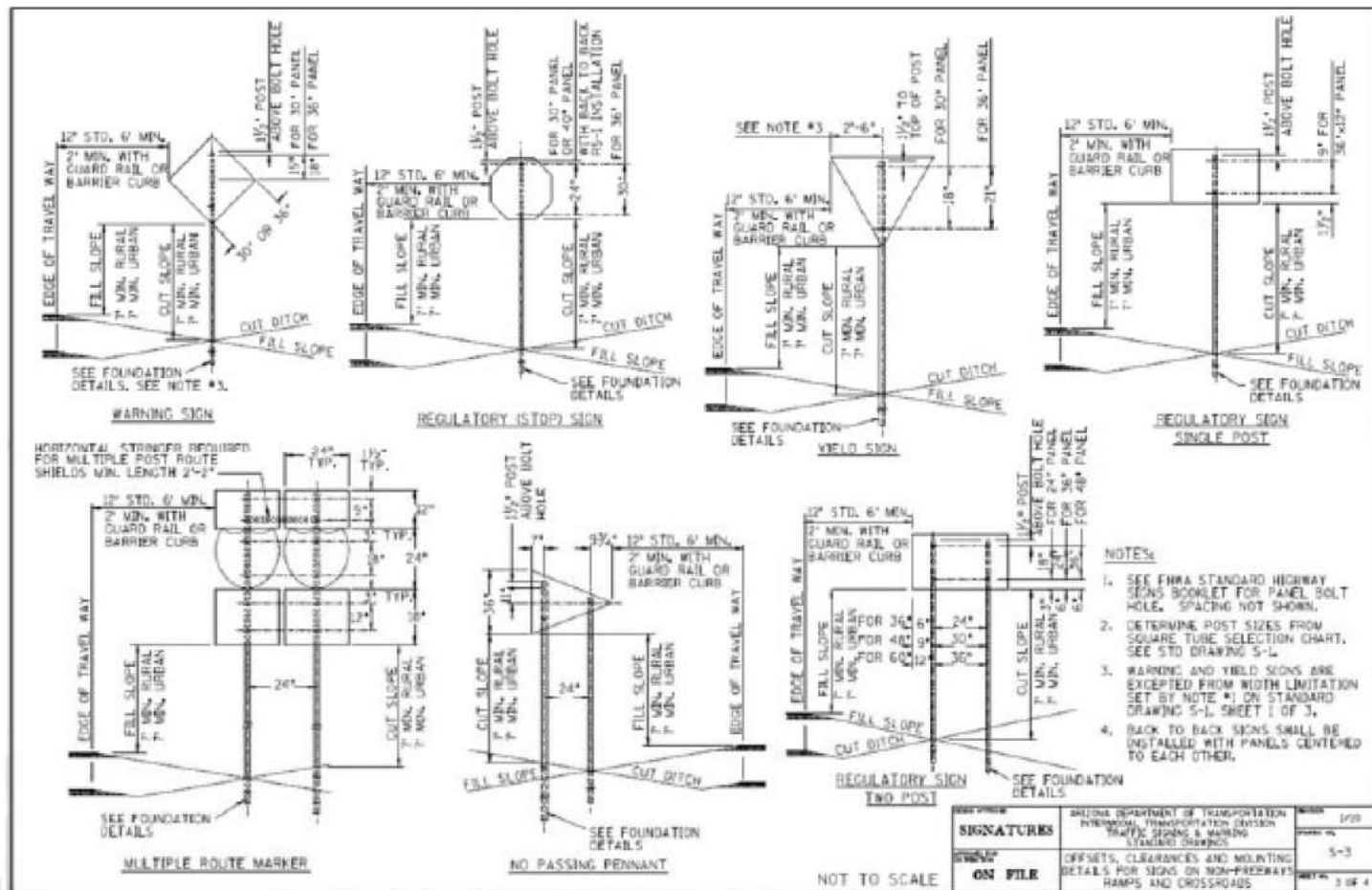
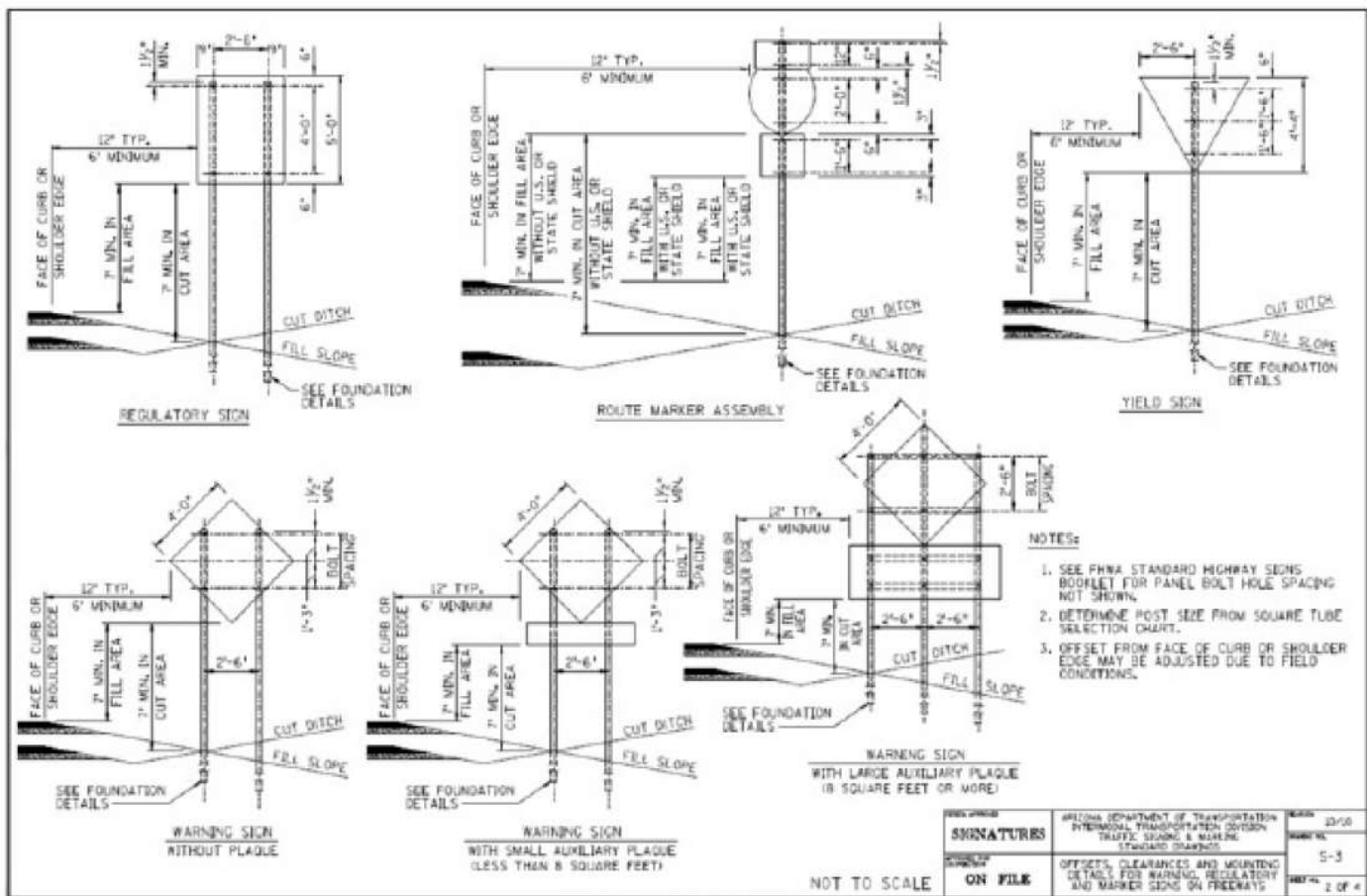
(A) Street lighting, street signs, and appropriate traffic control devices shall be installed by the Developer at their sole expense, and inspected and accepted by the Public Works Department.

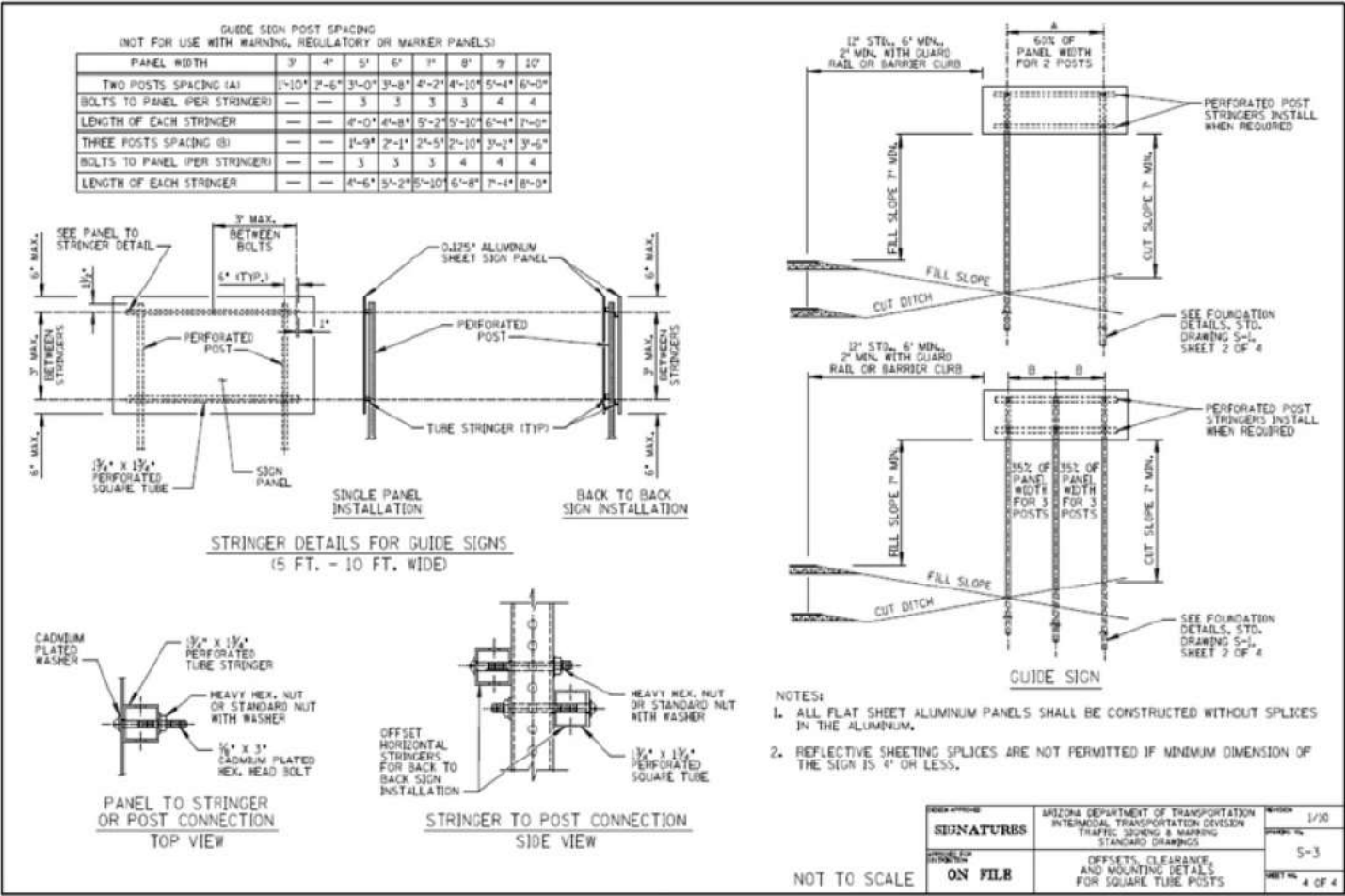
(B) Installation procedures and acceptable standards for streetlights shall be governed by the APWA Standards; the Town/City Engineer; the local electric utility provider, and to AWSI/IES RP-8 Standard Practice for Roadway and Street Lighting and AASHTO standards. Street lighting (and all lighting) should follow the principle of lighting the minimum area needed when it is needed.

(1) Pole or other type for mounting of streetlights shall be selected by the developer, subject to the approval of the Town/City Engineer and the local electric utility.

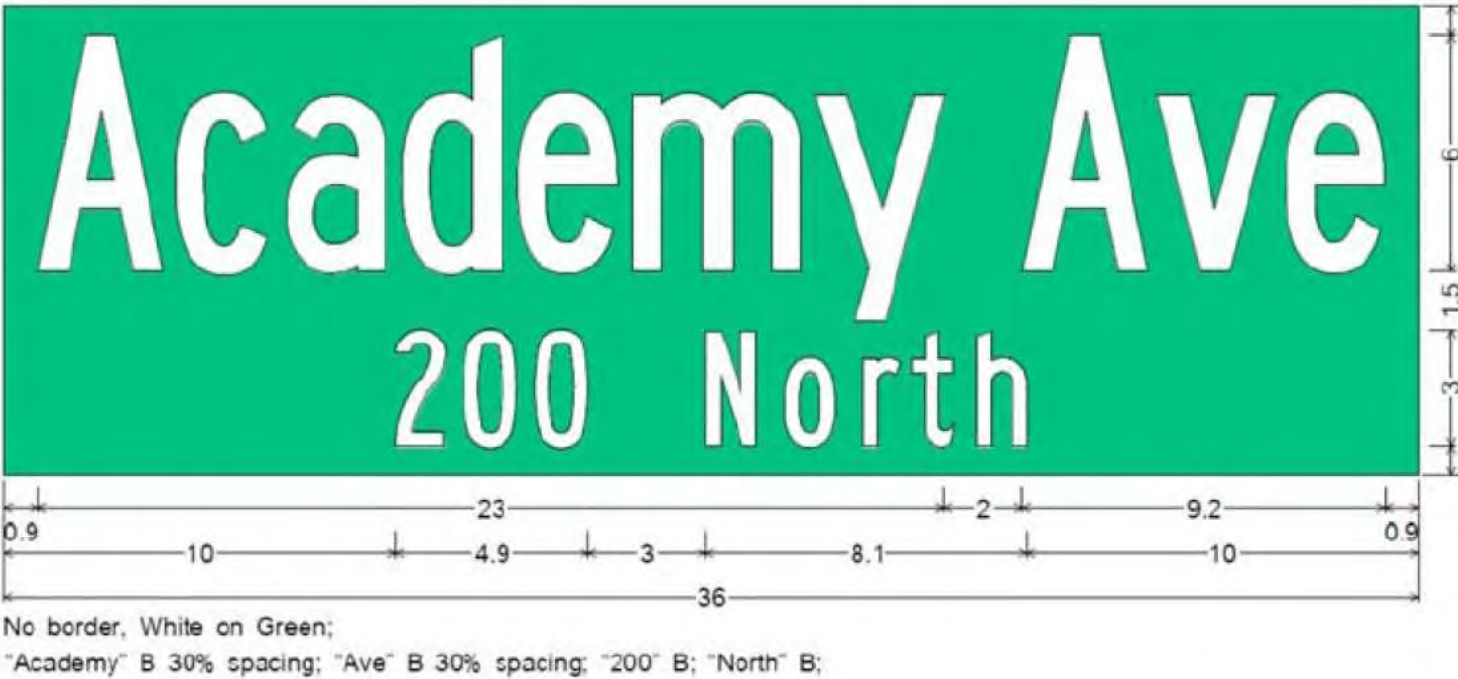
(2) Streetlights are required at all street intersections, and at generally 300-foot maximum intervals on arterial streets. The actual number of streetlights to be required, as well as the type and size of luminaries, and the installation, location, height and size of streetlights, shall be determined by the developer and approved by the Town/City Engineer.

(C) Street and traffic control signs such as stop signs, and the like shall be installed to meet the requirements found in the APWA standards. APWA standards refer to agency specifications, therefore, Arizona Department of Transportation Signing & Marking standards are hereby adopted as referenced in the figures below:



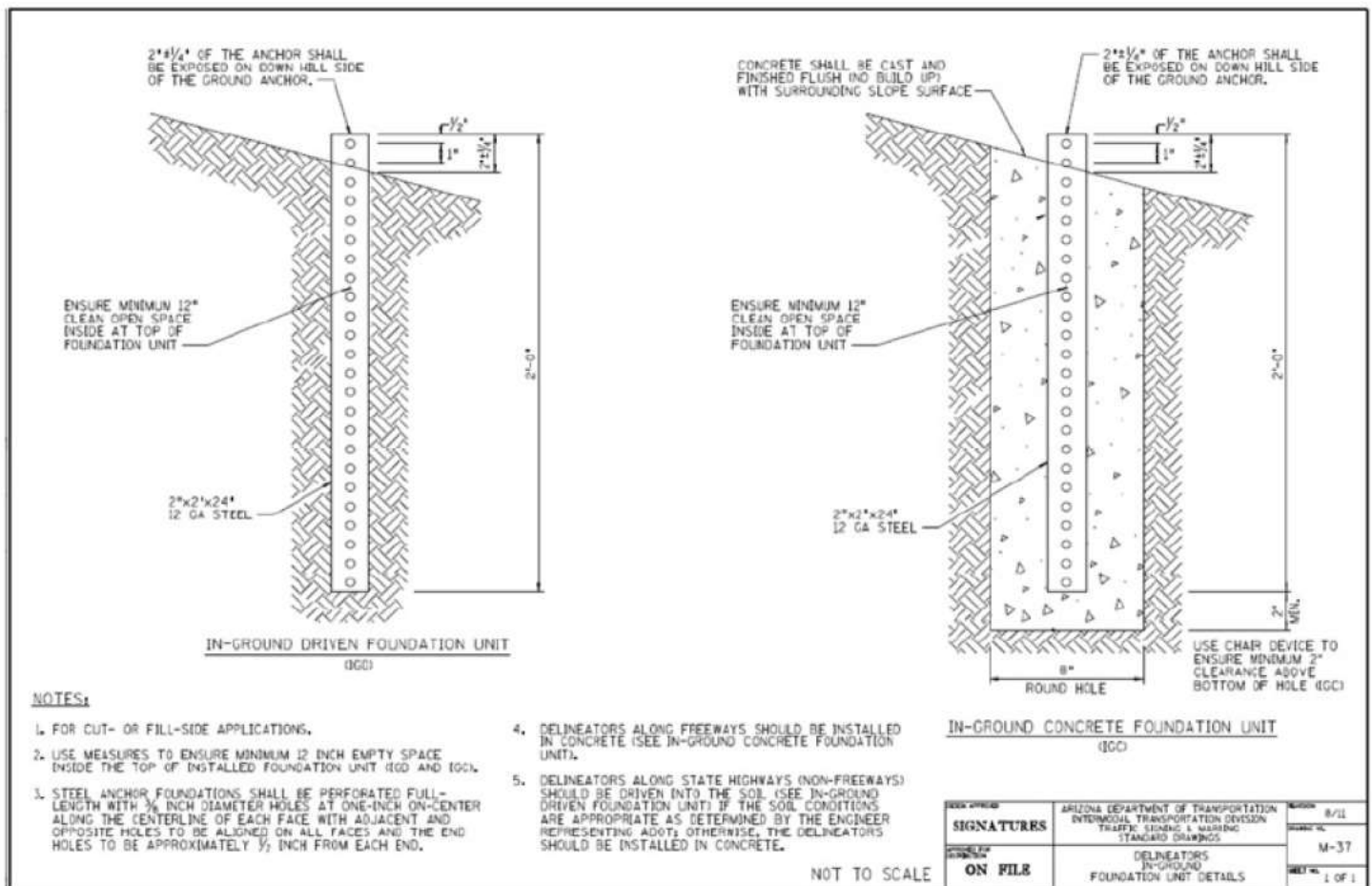


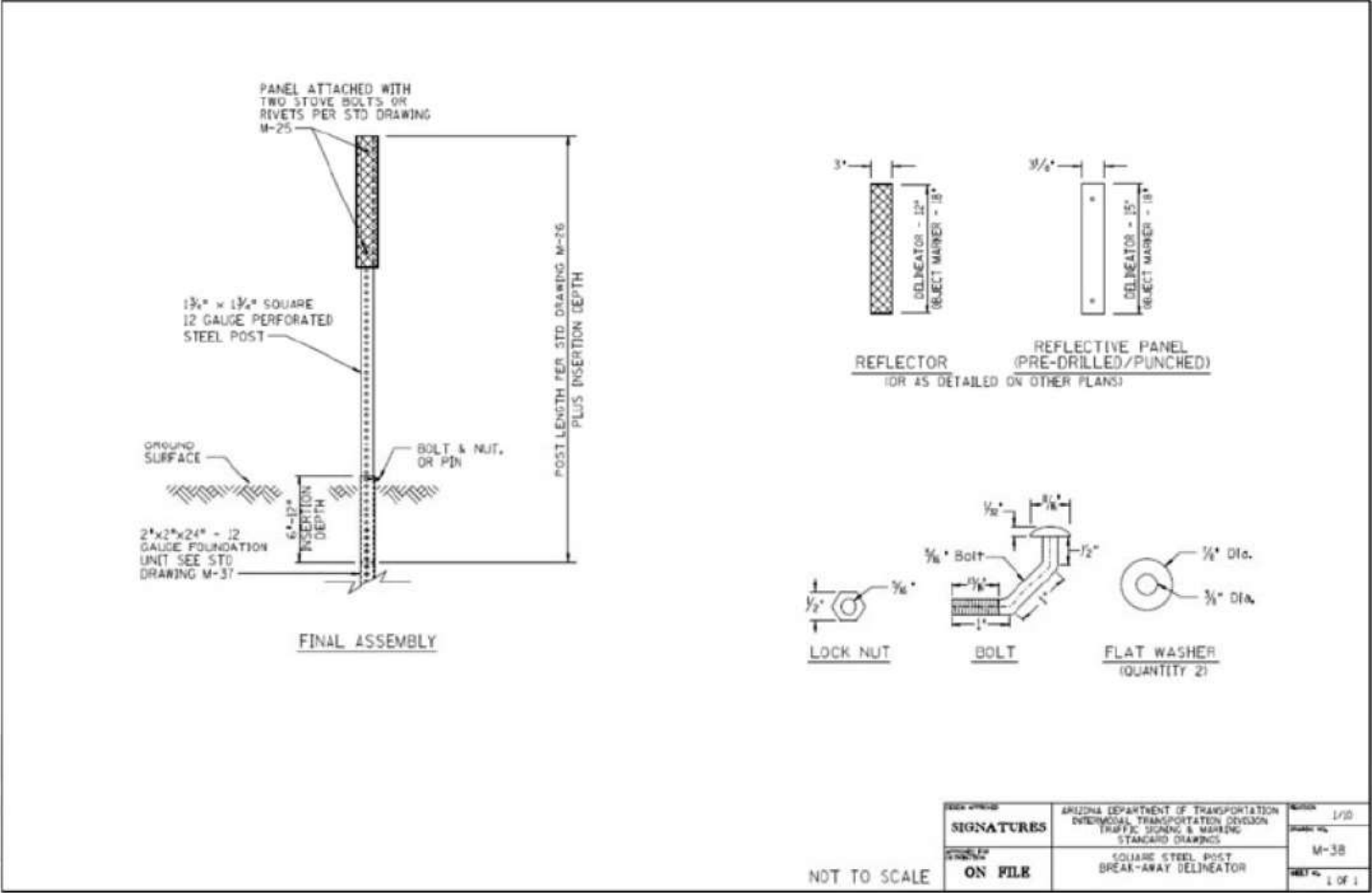
(D) Street name signs shall be installed in accordance with Public Works Department standards. Signs materials shall conform to the latest version of AASHTO M 268 sign sheeting performance specifications. Signs shall be aluminum 0.10 thickness with reflective white lettering on reflective green (or blue for a private road) background with no border. Signs shall include the street name and the street number, and shall be 12 inches high by 30 inches or 36 inches wide. The street name lettering shall be 6 inches high and the street numbering shall be 3 inches high. All lettering and numbering shall be centered on the sign. See sample figure below:





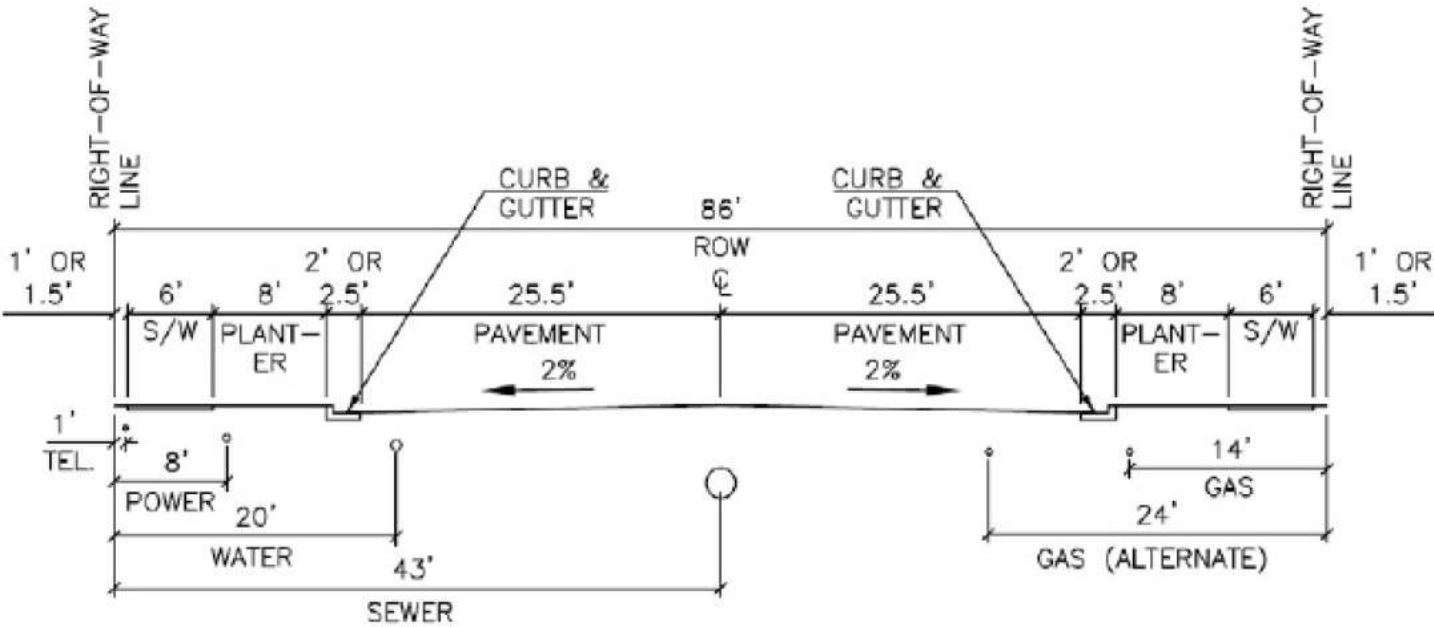
(E) Signs shall be mounted on minimum 1-3/4" x 12 gage zinc plated breakaway square tube perforated post extensions and a driven foundation section, meeting the Arizona Department of Transportation Signing & Marking standards as referenced in the figures below:





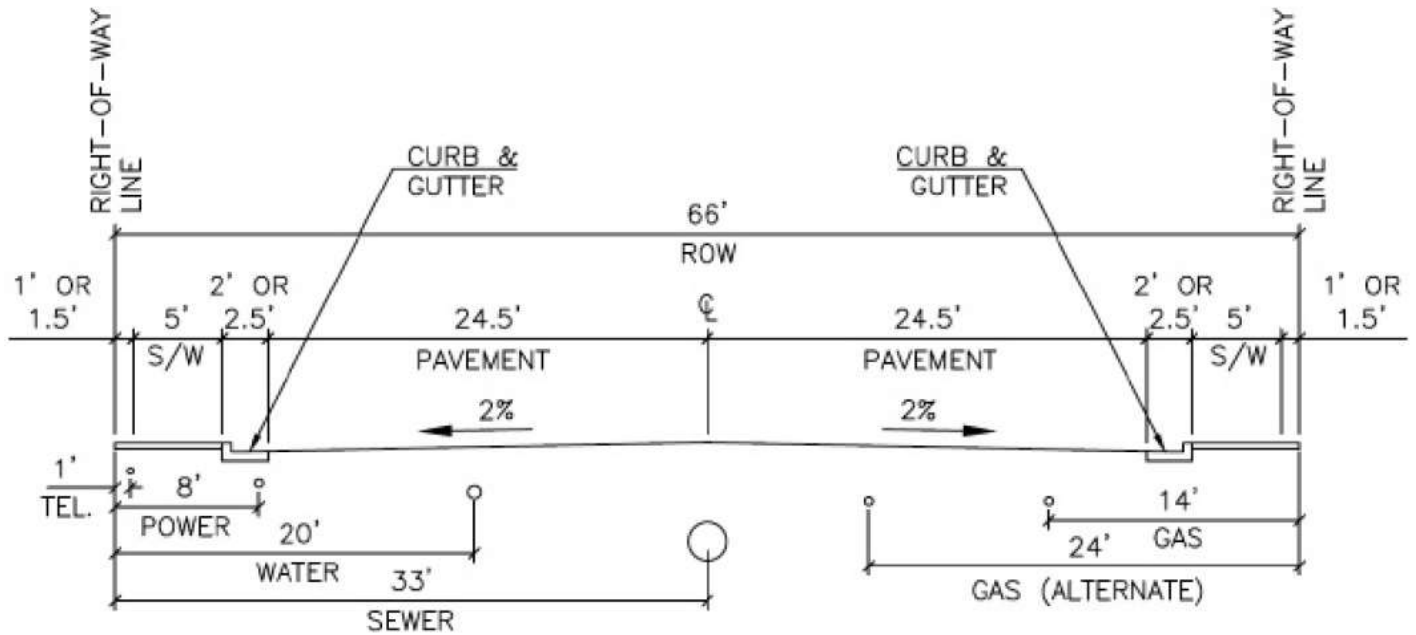
(Ord . 2017-02, passed 11-13-2017)

§ 156.16 TYPICAL STREET CROSS-SECTIONS.



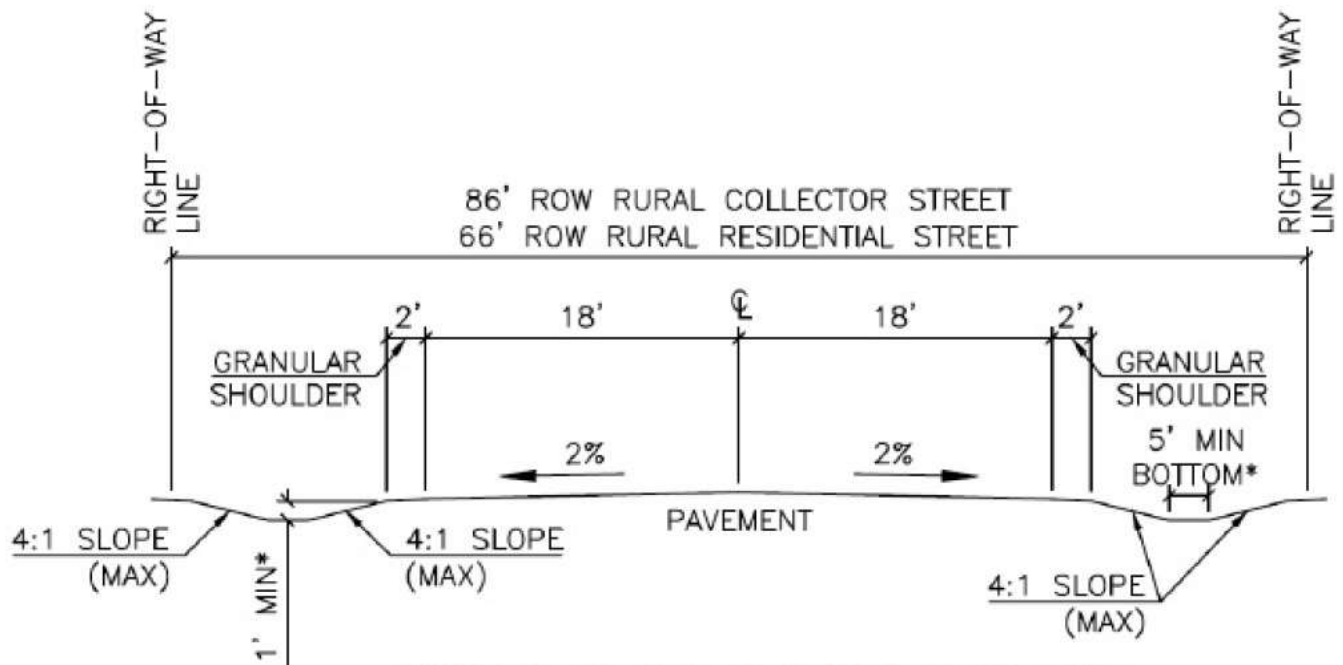
NOTE: POWER & TELEPHONE LINES CAN BE ON EITHER SIDE OF STREET

FIGURE 1 – ARTERIAL AND COLLECTOR STREETS



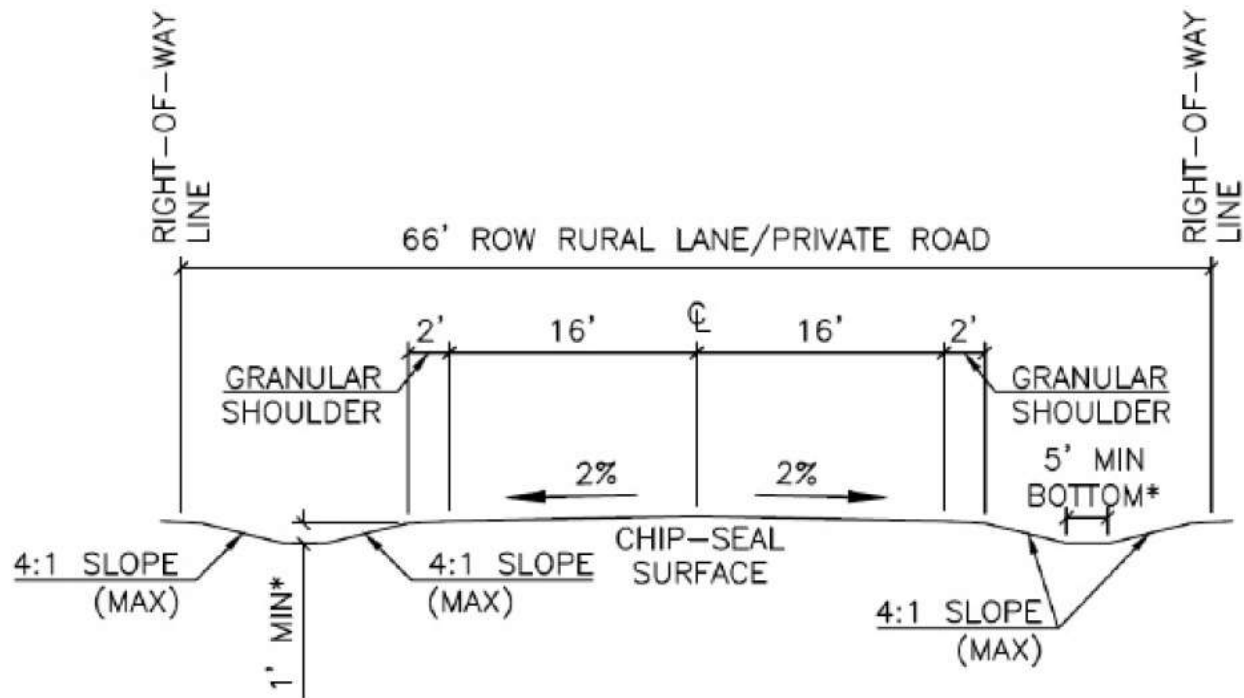
NOTE: POWER & TELEPHONE LINES CAN BE ON EITHER SIDE OF STREET

FIGURE 2 – LOCAL RESIDENTIAL STREET



\*SWALE TO BE SIZED TO HANDLE 10-YR STORM

FIGURE 3 – RURAL RESIDENTIAL AND COLLECTOR STREET



\*SWALE TO BE SIZED TO HANDLE 10-YR STORM  
**FIGURE 4 – RURAL LANE AND PRIVATE ROAD**

#### § 156.17 STREET CONSTRUCTION AND SURFACING.

(A) All streets shall be constructed and surfaced per the standards of this section and the adopted APWA Plans and Specifications. (If requirements of this section conflict with the town's/city's adopted APWA Plans and Specification, the town's/city's engineer will determine which standard to use.)

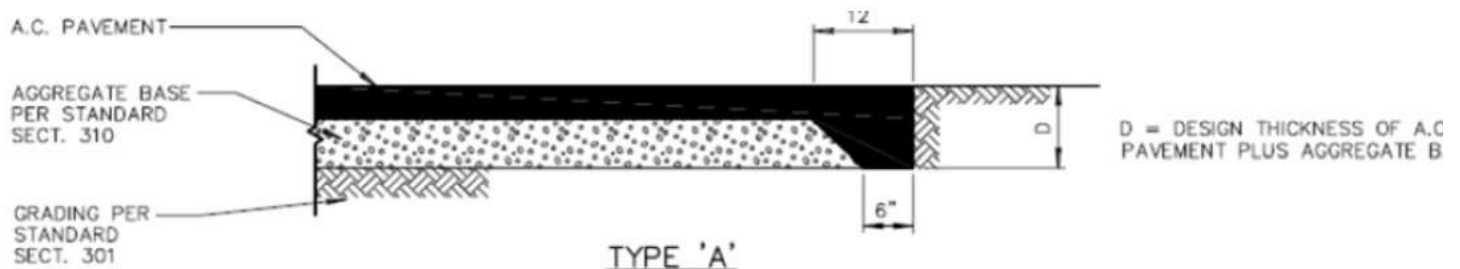
(B) Minimum improvements for any proposed rural street or private access road shall conform to the detail in Figure 4 above on six inches of aggregate compacted road base and compacted subgrade.

(1) Chip seal bituminous asphalt application shall be minimum 0.030 gallons of liquid grade asphalt (MC-3000) per square yard for base layer seal coat and 0.15 gallons per square yard for fog coat layer after removing excess chips. Liquid grade asphalt (MC-3000) shall meet the requirements of § 32.01.13.64 of the "APWA Manual of Standard Specifications."

(2) Cover material shall be uncoated aggregate (rock chips) graded to meet the requirements of § 32.01.13.64 of the "APWA Manual of Standard Specifications.", applied at a rate of at least 25 pounds per square yard, spread in conjunction with the base layer seal coat.

(3) The chip seal shall be placed only when the roadway surface is dry and there is no imminent threat of rain. The ambient temperature must be at least 60°F. and rising.

(C) Minimum improvements for any proposed rural residential, rural collector or any street within a development where multiple lots are being designated but not formally subdivided shall conform to the detail in Figure 3 above, on six inches of aggregate compacted road base and compacted subgrade as shown from 32.11.23 of the "APWA Manual of Standard Specifications."



(D) Rural street standards may be used only in areas developed with minimum lot sizes of 80,000 square feet and six or less lots per block.

(E) Roadside drainage swales shown in the cross-section above shall have a minimum depth as determined by an approved drainage study and plan and a maximum depth of five feet.

(1) The design of the drainage swales shall be based on containing storm water flows from a minimum ten-year return storm event.



(2) Due to the highly erodible nature of the soils in the region, swale side slopes and bottoms shall be stabilized soil or planted and established with suitable soil-retaining vegetation, as approved by the Town/City Engineer.

(3) Stabilization means include, but are not limited to, cement-treated base, geogrid reinforcement, rip rap, acrylic polymer treatment (Soil Cement, Soil Tac, or similar), hydroseeding (must maintain to establish a good stand), or other approved stabilization method. (Refer to § 33.25.00 and related sections of the "APWA Manual of Standard Specifications").

(F) All other street improvements shall conform to the details in Figures 1 and 2 above, which shall have a minimum structural section of two inches of bituminous concrete asphalt on six inches of aggregate compacted road base, or as specified in a geotechnical investigation and report. Alternate base materials may be proposed for approval by the Town/City Engineer.

(1) The proposed hot-mix asphalt pavement mix design shall be provided to the Town/City for approval and shall meet the minimum requirements of §§ 32.12.03 and 32.12.05 APWA Manual of Standard Specifications," for Performance Graded asphalt.

(2) Prior to placement of any asphalt concrete the town/city shall be provided with a certified copy of the asphalt binder supplier's test report which shall indicate the name of the refinery and supplier, type and grade of asphalt binder delivered, date and point of delivery, quantity delivered, delivery ticket number, purchase order number, and results of the tests specified per § 32.11.16.13 of the "APWA Manual of Standard Specifications."

(3) At the time of delivery to the job site, the town/city shall be provided with a legible delivery ticket which shall indicate the name of the asphalt concrete supplier, the date, job name, name of contractor, supplier mix designation, delivery ticket number, and weight of material delivered, per § 32.11.16.13 of the "APWA Manual of Standard Specifications."

(G) Major and collector streets shall have a 24-inch wide or a 30-inch wide Portland Cement concrete curb and gutter section with a six-inch high vertical curb.

(H) Local residential streets shall have a 24-inch wide or a 30-inch wide rolled Portland Cement curb and gutter section, as detailed in "Section 205 of the APWA Manual of Standard Plans."

(I) Portland Cement concrete mix design shall be per Section 32.16.13 of the "APWA Manual of Standard Specifications."

(1) Prior to placement of any Portland Cement concrete the Town shall be provided with a certified copy of the cement supplier's certification and the pozzolan supplier's certification (if pozzolans are employed in the concrete mix design) per § 03.30.04 of the "APWA Manual of Standard Specifications."

(2) At the time of delivery to the job site, the town/city shall be provided with a legible delivery ticket which shall indicate the name of the Portland Cement concrete supplier, the date, job name, supplier mix designation, delivery ticket number, and volume of material delivered.

(J) In certain types of developments (e.g. mobile home park), the Town/City Engineer may require a 24-inch wide rolled curb and gutter section along the edges of the roadway for a rural residential street, rural collector street, rural lane, or rural private road when and where deemed necessary.

(K) The developer shall improve all streets and other public ways to the near edge of any intersecting Town/City street or state highway pavement or roadway surfacing.

(L) Driveway access and surfacing outside of street right-of-way must meet the requirements of the latest edition of the International Fire Code. This includes driveway access for remote campgrounds that do not have permanent buildings except restroom facilities.

(Ord. 2017-02, passed 11-13-2017)

#### **§ 156.18 WATERCOURSES AND STORM WATER DRAINAGE.**

(A) If the development is traversed by or is contiguous to lakes, streams, washes, ditches or other bodies of water or drainage structures, the developer shall provide an easement or right-of-way for storm drainage substantially conforming to the line or path of any natural watercourse, channel, stream or creek, or provide an acceptable realignment of the watercourse.

(1) Easements may be required to provide for access to the watercourse at various locations along the corridor.

(2) No construction shall impede, constrict, or block the flow of water in any natural or improved watercourse.

(3) Drainage channel easements shall extend beyond the banks a minimum of 25 feet.

(B) Developers shall be required to comply with the rules and regulations of the flood damage prevention regulations within the development's jurisdiction, (Chapter 151 in Town Code or Chapter 155 in City Code). Development site plans and preliminary and final plat submittals shall include information as specified by these regulations and shall depict information including but not limited to floodway and flood fringe locations and minimum finished floor elevations within the floodplain.

(C) Drainage structures such as bridges or culverts shall be designed to handle runoff from a 25-year return storm event for local streets and for a 50-year return storm event for collector and arterial streets without overtopping the street surface and shall be installed as deemed necessary by the Town/City Engineer for drainage, access and public safety. The structures and culverts are to be placed to grades and be of design and size approved or authorized by the Town/City Engineer.

(D) Adequate drainage of the development streets shall be provided by means of the structures or culverts, channels and by other approved methods, in accordance with APWA Standards or approved by Town/City Engineer.

(E) No street cross-gutter pans shall be allowed across major or collector streets, except where the cross-street gutter pan has been designed for the design speed of the street and its installation has been approved by the Town/City Engineer. The Town/City Engineer may prohibit the use of cross gutters on any street where deemed undesirable.

(F) Each development over two acres should be designed with on-site storm-water detention, maintained with landscaping and native plants, integrated into the overall design and layout of the development.

(Ord. 2017-02, passed 11-13-2017)

#### **§ 156.19 OFF-SITE IMPROVEMENTS.**

(A) Off-site improvements include:

(1) Acquisition of required street right-of-way for dedication to the public to connect the proposed development to the nearest paved public street right-of-way. Required right-of-way width shall be determined by the Town/City Engineer as specified in the Town/City General Plan's Major Roads Plan street classification and these Development Standards.

(2) Paving of the required street to connect the proposed development to the nearest paved public street/spine road, including development and construction of any required curbs, gutters, drainage and grading, and walkability safety according to town/city standards and specifications.

(B) Required water, sewer, gas, electric and telecommunications services from their connection to required off-site sources to the proposed development, including acquiring all required easements or rights-of-way, purchase of all supporting equipment and materials, all construction costs, and related appurtenances, as determined by the developer and approved by the Town/City Engineer. Provisions shall be made for public or private utility crossings necessary to provide service to the proposed development.

(1) Required drainage improvements and grading as determined by the developer and approved by the Town/City Engineer. Improvements may include storm drains, flood control facilities, rip-rap, gunnite construction or drainage channel improvements.

(2) Any required street lighting, sidewalks, pavement markings, crosswalks, traffic signs, traffic signals, improvements and upgrades to adjoining properties, coordination with regulatory agencies, environmental requirements, monuments and other ancillary or supporting improvements.

(C) As a condition of final approval, developers may be required to enter into a development agreement with the town/city addressing:

(1) Required off-site improvements (determined by traffic or other impact study), when they will be required, assurances of completion, pay a pro rata share of the cost, or agree to install all off-site improvements reasonably related to the proposed development or which support the development of a subdivision.

(2) At the discretion of the Town/City Council, pro rata funds may be deposited into an escrow account for future construction if it is deemed by the Council that it is in the interest of the town to delay construction of said improvements. In no case shall the delay be more than six years, and in the case that the town elects to not construct the improvements within six years, the funds will be returned to the developer with interest paid at the same rate of interest that the town received on the funds.

(3) Depending on the scope of the proposed improvements and the town's/city's adopted water and wastewater infrastructure improvement plans, there may be development impact fees required to connect to water and wastewater service.

(Ord. 2017-02, passed 11-13-2017)

#### **§ 156.20 LOTS.**

(A) Each lot must front upon a public street or approved private street and shall be designated by an Arabic numeral. Lot numbers shall be consecutive along the street line for each block. (See addresses and street names section below.)

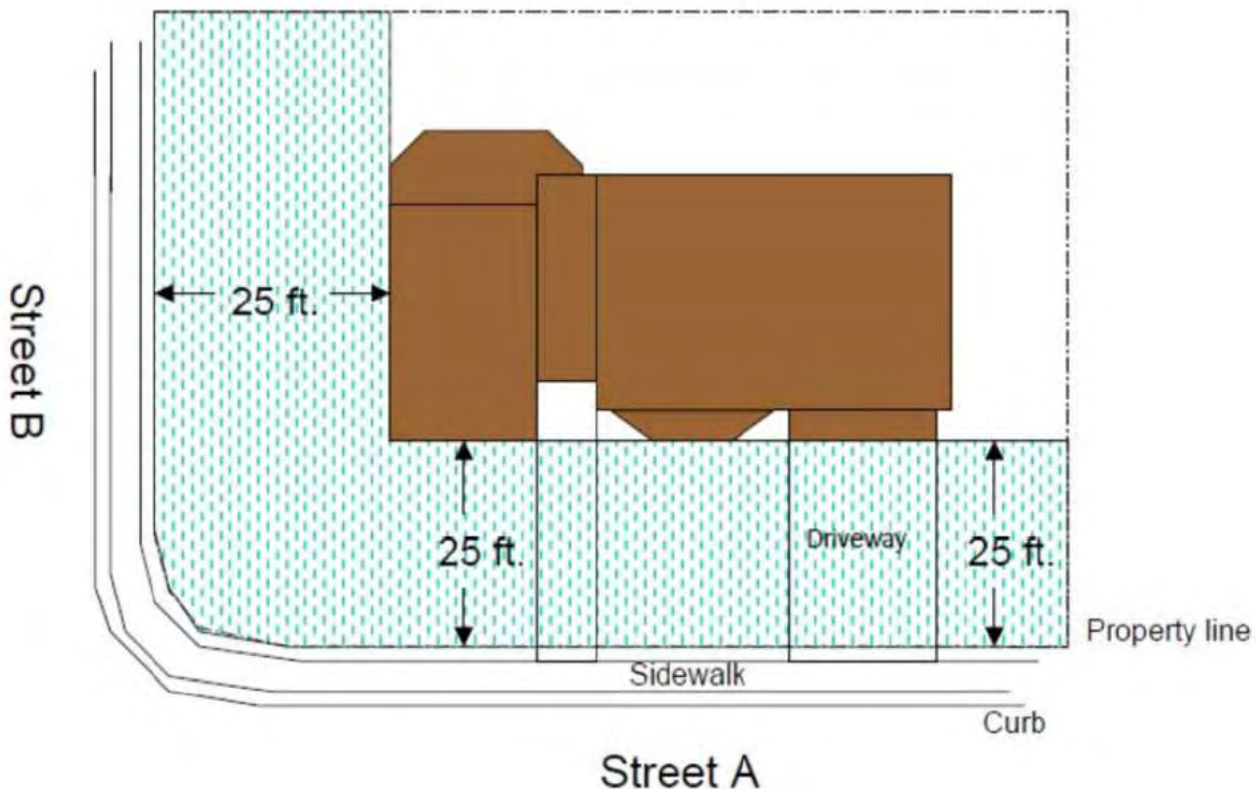
(B) Each lot shall contain a usable building site with a minimum size of 30,000 SF (0.688 acres). The area of a lot shall be deemed the area shown, exclusive of any area designated for street purposes or any easement for access.

(1) Each lot shall have a minimum width at the front lot line of 80 feet and a minimum depth of 100 feet.

(2) Each lot shall have a minimum 15-foot wide public utility and drainage easement along all street lot lines. The Town/City Engineer may determine if public utility and drainage easements along side lot lines and rear lot lines are needed depending on the location of utilities and drainages.

(3) No lot shall be designed with a depth to width ratio greater than 3 to 1 (3:1) for the usable area; except the Town/City Council may allow lots with a depth to width ratio up to 5 to 1 (5:1) for lots located on a knuckle or the end of a cul-de-sac, or to infill development as long as public safety access is ensured.

(4) Corner lots for residential use shall have extra width to permit appropriate building setback from and orientation to both streets. (see detail below).



(5) Double frontage and reverse frontage lots should be avoided. A planting screen easement of at least ten feet, and across which there shall be no right of access, shall be provided along the line of lots abutting such a traffic artery or other disadvantageous use.

(Ord. 2017-02, passed 11-13-2017)

## **§ 156.21 ADDRESSES AND STREET NAMES.**

(A) *Purpose.* To provide for the uniform assignment of property numbers on residences, public buildings, and businesses along public and private streets or roads; to provide addressing for emergency service response to 9-1-1 and other emergency calls; and to provide for the naming and renaming of streets or roads.

(B) *Definitions and abbreviations.* The following words, terms and phrases when used shall have the meaning ascribed to them below:

- (1) **ADDRESSING BASELINE:** two imaginary lines, one running north and south, and one running east and west intersecting at a zero point.
- (2) **AVENUE (AVE):** thoroughfare that runs in an east-west direction.
- (3) **CIRCLE (CIR):** a curvilinear thoroughfare that returns to its starting point.
- (4) **COURT (CT):** a relatively short, uninterrupted dead-end street such as a cul-de-sac.
- (5) **GRID LINES:** imaginary lines constructed perpendicular and parallel to addressing baselines used to define address numbers.
- (6) **HIGHWAY (HWY):** designated county highway, state route, state highway or federal access route.
- (7) **PREFIX DIRECTIONAL:** one character compass point preceding a street name that indicates a direction. For example: North (N), South (S), East (E) and West (W).
- (8) **ROAD (RD):** thoroughfare that runs in any direction.
- (9) **STREET (ST):** thoroughfare that runs in a north-south direction.
- (10) **SUFFIX:** word following a street name that indicates the street type.
- (11) **THOROUGHFARE:** a generic term for providing for the movement of traffic and access to various land uses.

(C) *Assigning number to properties.* Property numbers for dwelling units, places of business, and public and private utilities and other properties along streets as necessary for emergency response and for permitting, shall be assigned by the addressing official in accordance with provisions outlined herein.

- (1) Property numbering shall be sequential.
- (2) The intersection of Township Avenue and Central Street will be the zero point. Township Avenue will be the east-west baseline, and Central Street will be the north-south baseline up to Academy Ave, at which point, an imaginary line extending north eventually becoming Midway St will be the north baseline.
  - (a) All streets running north perpendicular to the east-west zero point baselines shall have a North prefix directional.
  - (b) All streets running south perpendicular to the east-west zero point baseline shall have a South prefix directional.
  - (c) All streets running east perpendicular to the north-south zero point baseline shall have an East prefix directional.
  - (d) All streets running west perpendicular to the north-south zero point baseline shall have a West prefix directional.
- (3) Even numbers shall always be assigned on the north and east sides of streets and odd numbers shall always be assigned on the south and west sides of streets. Once assigned, numbers shall not be arbitrarily changed without the approval of the addressing authority.
- (4) The numbering system shall allow for expansion to accommodate future growth in the area.
- (5) Numbering shall be according to the Hildale/Colorado City grid system.
- (6) Multiple dwelling units:
  - (a) Numbers shall be assigned to the property where a driveway joins the street; this becomes the street address of all units which face upon that interior court. Separate internal units of condominiums and apartments shall be designated with sub-numbers or letters, not individual property numbers.
  - (b) Mobile home or trailer parks shall be treated like other multi-family developments. The property shall be assigned one number, and each mobile home space shall receive numerical designations such as, "Lot 1," "Lot 2," "Lot 3," etc. However, if the development is a mobile home subdivision built in conformance with subdivision regulations, the properties shall be addressed as individual residences.
- (7) Businesses shall be numbered with the main building receiving one address and each individual office being assigned suite numbers as secondary location indicators. In business condominium plats, lots may be addressed per lot, per building or per development with individual suite numbers assigned as secondary location indicators.
- (8) Numbering when streets change direction. If a street changes direction drastically and for a substantial length, the street name and/or directional prefix may be changed to reflect the orientation.
- (9) *Diagonal streets.* The general principle to apply when numbering diagonal streets is to treat the street as either a north-south or an east-west street based on the greatest distance covered in any specific direction.
- (10) *Corner lots.* When assigning a number to a building on a corner lot, assign a number from the street upon which the main driveway faces for a business or assign a number from the street from which the largest or main driveway enters for a residence. If a corner building has two driveway entrances which both look like main entrances, the decision is based on which entrance provides more access for emergency services.
- (11) *Duplex buildings and houses on interior lots:*
  - (a) One number shall be assigned to a duplex building with sub-numbers or letters for each internal unit.
  - (b) Separate numbers shall be assigned for single family dwellings in the rear of other single-family dwellings.
  - (c) If a commercial enterprise that is part of a residence has a separate entrance from the street, it may also be assigned a separate number
- (12) *Numbering on circle streets.* Odd ending digits will be assigned in a consecutive and corresponding manner to the properties on the outside of the circle while even ending digits will be assigned in a consecutive and corresponding manner to the properties on the inside of the circle.