

6-4: MOUNTAIN HOME DEVELOPMENTS

E. STANDARDS AND CONDITIONS

All mountain home developments shall conform to the following standards and conditions.

7. Street System

- a. All public streets shall conform to the official street standards for public streets as adopted by Utah County.
- b. The road system of the development shall conform to the officially approved county standards for mountain home developments with respect to width, alignment, grades, length of cul-de-sacs, size of turnarounds, and other features of design.
- c. In the event that land within the proposed development is traversed by a proposed street that is shown on the county master street plan, the circulation system within the mountain home development shall be constructed in accordance with the county master street plan, and the right of-way dedicated to the public.
- d. No vehicular road shall have a grade of more than eight (8) percent.

Exception: A grade of twelve (12) percent may be approved, upon recommendation of the County Surveyor, when the County Commission finds all of the following criteria are met:

- i. The grade is necessary to eliminate extra cuts, fills, or circuitous routes.
 - ii. No section of road which exceeds 8 percent grade is longer than one thousand (1000) feet in length.
 - iii. The total distance of roadways which exceeds 8 percent grade is less than five (5) percent of the total road system in the development.
 - iv. Police, fire, ambulance, snow removal, and other essential services can be provided at an equal level of quality.
 - v. No section of road exceeding a grade of 8 percent is located within two hundred (200) feet of an intersection, or is on a curve having a radius of one hundred fifty (150) feet or less for the curve of the inside street line.
- e. No street or roadway shall be constructed in a location or in such a manner which produces a slope face which exceeds the critical angle of repose, provided that the County Commission may approve a roadway producing such a slope face where it finds:
 - i. A roadway is necessary to the development, and the proposed road follows the most appropriate alignment
 - ii. The roadway and slope will not produce an undue hazard to the environment or

adjacent properties.

iii. Practical measures, such as retaining walls and steel mesh, are engineered and installed to prevent the soil from moving from the force of ice, water, and gravity.

f. All vehicular roads shall have a paved driving surface which is at least a twenty-four (24) feet wide and which consists of a three (3) inch asphaltic surface over a six (6) inch crushed gravel base and suitable subbase; the paved driving surface shall be centered on a thirty-two (32) foot wide road easement.

g. All curves in mountain home developments shall centerline radius of forty-five (45) feet or more.

h. Each intersection shall bear permanent road signs sufficient in design for easy identification of street names by operators of emergency vehicles and other motorists.

i. The maximum length of any dead-end road or cul de-sac shall be six hundred (600) feet.