

Planning Commission Staff Report

August 27, 2015

Item 6

Applicant: Mapleton City

Location: City wide

Prepared by: Sean Conroy,
Community Development
Director

Public Hearing: Yes

Zone: All

Attachments:

1. Proposed
Amendment.

REQUEST

Consideration of an ordinance amending Mapleton City Code Chapter (MCC) 17.12.020.C authorizing the land use authority to require a developer to install stub streets as part of subdivision approvals to ensure an efficient traffic circulation system.

BACKGROUND AND PROJECT DESCRIPTION

MCC Chapter 17 outlines the rules and regulations for subdivision development within the City. Mapleton City Code Chapter 17.12.020.C states the following:

“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 streets (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.”

Staff is proposing the following amendments to the ordinance (changes shown in strikeout and underlined and highlighted):

C. Access and Circulation To Adjacent Properties: In order to facilitate the development of an adequate and convenient circulation system within the city and/or to provide access for the logical development of benefitted, unplatted and/or undeveloped adjacent vacant properties, the city may, as a condition of approval, require the subdivision plan to include one or more temporary dead end streets (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 benefitted, unplatted and/or undeveloped the adjacent property, shall provide for the continuation of any such stub street.

EVALUATION

There are two primary purposes outlined above for requiring subdivisions to include stub streets. These include: 1) to facilitate the development of an adequate and convenient circulation system, and 2) to provide access for the logical development of adjacent properties. Since there may be instances

when only one of the two purposes exist, or when a property that is not directly adjacent could still benefit from the installation of a stub street, staff is recommending the proposed amendments.

When subdivision applications are submitted, staff reviews the proposed road network to determine if the proposed roads are appropriately located and whether additional roads or stubs are necessary. In determining the appropriateness of the proposed roads, staff evaluates the following questions:

- Are the proposed roads consistent with the Transportation Master Plan?
- Should a road(s) be stubbed to the boundary of a subdivision to facilitate access to and/or development of unplatted or undeveloped property?
- Are there existing stub roads on neighboring properties that the proposed roads should connect with?

The proposed amendments ensure that the City has flexibility in requiring streets that will improve circulation as well as benefit properties in the vicinity.

STAFF RECOMMENDATION

Recommend that the City Council amend MCC Chapter 17.12.020.C as described in attachment “1”.

Attachment "1"
Proposed Amendment to MCC Chapter 17.12.020

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 ~~and Circulation To Adjacent Properties~~: In order to facilitate the development of an adequate and convenient circulation system within the city and/or to provide access for the logical development of ~~benefitted, unplatted and/or undeveloped adjacent vacant~~ properties, the city may, as a condition of approval, require the subdivision plan to include one or more temporary dead end streets (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 ~~benefitted, unplatted and/or undeveloped 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, turnaround 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.