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5 South Main, Ephraim, Utah 84627



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NOTICE OF PUBLIC HEARING

CODE AMENDMENT TO REQUIRE SIDEWALK ON PRIVATE INTERNAL ROADS

Public notice is hereby given that the Ephraim City Planning and Zoning Commission, in accordance with Sections 10.04.060 and 10.20.060 of the Ephraim City Municipal Code, will conduct a public hearing to discuss and possibly make recommendation to the Ephraim City Council regarding a proposed amendment to the Ephraim City code which would require sidewalks on private roads that serve developments with multiple dwelling units, homes or tenants. This requirement is intended to promote pedestrian safety and ensure accessibility for residents of all ages and abilities and reduce conflict between vehicles and pedestrians within private road developments.

The public hearing will be held:

Wednesday, March 25 2026

beginning at 6:00 p.m.

Ephraim City Hall

5 South Main Street, Ephraim, Utah 84627

Should the Planning Commission recommend approval, the City Council is expected to review and possibly give final approval for the Amendment regulations regarding sidewalks on private roads on Wednesday, April 1, 2026, at 6:00 PM at Ephraim City Hall.

Interested parties may attend in person or electronically via zoom. Those wishing to attend electronically should notify Ephraim City Staff prior to 3:00 p.m. of the day of the meeting. For further information, or to request a meeting link, please contact Megan Spurling, City Planner, 5 South Main Street, Ephraim, Utah 84624; call at (435) 283-4631; or email mspurling@ephraim.gov

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during this meeting should notify Ephraim City at (435) 283-4631 at least 24 hours prior to the meeting.

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- d. Sidewalks may be waived in lieu of a dirt or gravel walking trail.
- e. Must dedicate at least a 40 foot right of way to the City.
- f. Setbacks sufficient to preserve a 66 foot corridor

D. Large Lot Subdivision Approvals and Exceptions:

- 1. Must be approved by the Land Use Authority.
- 2. The frontage improvements required will be determined by what layered zone the subdivision is within. If the subdivision lies within two or more layered zones then the requirements for the most restrictive layer shall be applied to the subdivision. (I.e., if a subdivision crosses from the middle zone into the outer zone then the entire subdivision must comply with the requirements of the middle zone.)
- 3. Exceptions may be given for the outer two layers. Those with large lots in middle zones may be required to improve their frontage. Those with small lots in outer zones may be allowed to waive frontage improvements in exchange for a bond for improvements.

SECTION 2: AMENDMENT “11.24.040 Streets” of the Ephraim City
Municipal Code is hereby *amended* as follows:

A M E N D M E N T

11.24.040 Streets

All existing and proposed roads within, adjacent to, or directly impacted by the proposed development shall meet existing Construction Standards or be upgraded to meet these standards unless otherwise approved by the City Council due to unusual circumstances or terrain.

- A. Major Streets: Arterial, collector, and local streets shall conform to the width designated in the Ephraim City Construction Standards. Half streets along the boundary of land proposed for subdivision or within any part of a subdivision will not be permitted. (See also paragraph B,2)
- B. Grading and Surfacing: All on-site streets dedicated to the public shall be graded and surfaced, from curb to curb, in accordance with the standards and specifications of Ephraim City.
 - 1. In subdivisions within the established block system of Ephraim City, with previously- surfaced streets, the developer shall surface the area from the existing oiled surface to the curb and gutter with asphalt pavement in accordance with Ephraim City Construction Standards.

2. For subdivisions where existing streets are not presently surfaced to City standards, the developer shall surface with pavement to the greater of:
 - a. The portion from the curb on the subdivision side of the street to and including the traveled portion of the street, or
 - b. To a minimum pavement width of 26~~4~~ feet. (2006)
 - c. Curbs and Gutters – Concrete curbs and gutters shall be installed by the subdivider on the development side of all existing streets upon which the subdivision abuts unless waived by the Planning Committee and the City Council due to unusual circumstances or terrain. Concrete curbs and gutters shall be installed by the subdivider on both sides of all streets dedicated to the public use in accordance with the specifications of Ephraim City.
- C. Turning Area: Where a street longer than one lot is designed to remain, even temporarily, as a dead-end street, an adequate turning area shall be provided as follows:
1. Where the street dead-ends into a subsequent phase of the same subdivision, a temporary, graveled, 100-foot diameter turnaround and a permanent easement of right- of-way on the subsequent phase property shall be provided. However, if the subsequent subdivision phase is not recorded at the time of roadway paving in the preceding phase, a 100-foot diameter asphalt-surfaced turnaround or other hard surfaced turnaround as approved by the City Engineer shall be placed at the subsequent phase property. If parking is allowed on the street side of the curb within the cul-de-sac the radius shall not be less than 120 feet. Other turn around methods as shown in the Ephraim City Construction Standards may be substituted for that described above.
 2. Where the street dead-ends against property which is not part of a subsequent subdivision phase, an all weather turnaround shall be placed, as approved by the Fire Chief and meeting the diameter requirements for cul-de-sacs below. Other turn around methods as shown in the Ephraim City Construction Standards may be substituted for that described above.
- D. Cul-de-sac Streets:
1. Cul-de-sacs shall not be longer than six hundred fifty (650) feet from the centerline of the adjoining street to the center of the cul-de-sac, (see also second access requirements, (4.3.0) Any street over 650 feet requires a second access to a different location. (2006)
 2. Each cul-de-sac shall be terminated by a turnaround of not less than 100 feet in diameter. If parking is allowed on the street side of the curb within the cul-de-sac the diameter shall not be less than 120 feet.
 3. Cul-de-sacs should be graded such that storm water will not drain towards the turnaround, where possible. If special conditions make it impractical or impossible to drain water away from the turnaround, the City Engineer may require additional measures to mitigate potential flood water/damage. These may include, but are not limited to: requiring storm drains, additional catch basins, and easements, grading lots such that water will flow to the outside edge of the lot, requiring minimum floor elevations for the house/building, and

other measures as deemed necessary by the City Engineer.

4. If the street slopes towards the turnaround, the maximum slope shall be less than 4% to allow for snow removal. If slopes exceed 4%, space at the bottom of the cul-de-sac shall be provided for piling of snow, and cul-de-sac diameter shall be increased to 130 feet. (2006)
- E. Intersections: The intersection of more than two streets at one point shall not be allowed. Streets shall intersect at a substantially ninety degree (90°) angle. Street intersections shall have a corner radius as shown in the Ephraim City Construction Standards. Survey monuments shall be placed at all intersections in accordance with City construction standards by a licensed surveyor. Coordinates for each monument shall be given in state plane coordinates and shown on the final recorded plat.
- F. Standard Street Sections: All proposed streets to be dedicated to the City shall conform to the City street standards as adopted by the City.
- G. Whenever possible, streets shall bear the names of existing aligned streets. There shall be no duplication of street names. All street names shall be approved by the City.
- H. Street Grades: Street grades, except for cul-de-sacs which are defined above, shall not exceed the following percentages: on arterial streets eight percent (8%); on local and collector streets ten percent (10%). Street grades near intersections shall be designed for adequate stopping and starting by adjusting grade on both sides of the intersection. Street grades, cross slopes and grade changes shall be designed in accordance with Ephraim City Construction Standards. Any difference in curb elevations shall be approved by the City Engineer; however, in no case shall the difference exceed one foot (1').
- I. Subdivisions on the Canyon Road shall be designed such that individual driveways access internal road networks and not exit directly onto Canyon Road, except as provided in the City Access Management Plan.
- J. Alleys: Alleys may be required in the rear of business lots, but will not be accepted in residential blocks except under unusual conditions where such alleys are considered necessary by the Planning Commission. Alley widths shall be consistent with applicable fire and safety access codes.
- K. Bridges: Design and construction of new bridges, whether essential for the overall circulation plan of the City or required only to serve a subdivision, shall be approved in advance by the City.
- L. Protection Strips: Where subdivision streets parallel contiguous property of other owners, the subdivider may retain a protection strip of not less than one foot (1') in width between the street and adjacent property. Protection strips will be allowed only at the discretion of the legislative body, after recommendation of the Planning Commission, and in accordance with all City ordinances. An agreement with the City, approved by the City attorney, shall be made by the subdivider, contracting to dedicate the one foot or larger protection strip free of charge to the City for street purposes upon payment by the present owners of the contiguous property to the subdivider of a consideration named in the agreement. Such consideration is to be equal to the cost, at the time of the agreement, of the street improvements properly chargeable to the contiguous property, plus the value of the land from the right-of-way line to the centerline of the street at the time of the agreement, together with interest at a fair rate

from the time of agreement until the time of subdivision of such contiguous property. All charges to be associated with the protection strip, as well as the interest rate, shall be recorded as part of the aforementioned agreement. All property owned by the subdivider shall be included on the plat.

- M. Stubbed Streets: Any road or street to be built or improved as part of the proposed subdivision shall provide for connection to future streets as identified in the General Plan. The connection to the future street shall be provided by the developer at the location of the future street and shall extend to the (developer's) property line, the street, curb, gutter, sidewalk, and other utilities/improvements as deemed necessary by the City Engineer. Additional stubbed streets may be required to facilitate connectivity between present and possible future developments. (2006)
- N. Relation to Adjoining Street System: The arrangement of streets in new subdivisions shall comply with the General Plan and shall connect the fully improved streets to the adjoining property line along with any other improvements required by the City Engineer. Where appropriate to the design and terrain, proposed streets shall be continuous and in alignment with existing planned or platted streets, or, if offset, streets shall be offset a minimum of 100 feet between centerlines of intersecting residential streets and a minimum of 400 feet between centerlines of intersecting major streets. The street arrangement shall not be landlocked or cause unnecessary hardship to owners of adjoining property when they plat their own land and seek to provide for convenient access to it. Half streets along the boundary of land proposed for subdivision or within any part of a subdivision will not be permitted, but 264 foot asphalt improvements shall be required at the outer boundaries along streets which adjoin a subdivision. (2006)
- O. Second Access Requirements: No street, or series of connecting streets shall exceed 650' in length, as measured from the center line of intersecting streets to the center of a cul-de-sac, without providing a second access. The second access must exit to a different location, providing for traffic circulation and flow. The second access must be at least 264 feet wide, with at least 6 inches of compacted road base to accommodate all weather emergency vehicle access.
- P. Private Road:
 - 1. All private roads must be at least 264 feet wide.
 - 2. Sidewalk Requirement on Private Roads.
 - a. Five-foot sidewalks shall be required along private roads serving developments with multiple dwelling units, multiple homes, or multiple tenants. Sidewalks shall be designed to provide safe, accessible, and continuous pedestrian circulation between dwelling units, parking areas, common open spaces, and public rights-of-way where applicable.
 - a. Purpose.
 - (1) This requirement is intended to promote pedestrian safety, ensure accessibility for residents of all ages and abilities, and reduce conflicts between vehicles and pedestrians within private road developments.

3. In no case shall more than 10 homes be allowed on any private road without a second access.
4. Any non-large lot subdivision on a private road shall be required to follow current road requirements for subdivisions regardless of the zone the subdivision is in.
5. Homeowners with property on a private road will not be assessed a road impact fee.
6. In no case will the City receive the private road as a public road unless the road meets current City standards.
7. Must preserve an adequate right of way by using required setbacks, plus a signed agreement recorded with the property that if the property is further divided, the road may be required to be upgraded and deeded to the City.
8. The road improved adequately to allow access for emergency vehicles.
9. Easements must be in place to prevent landowners from closing off their portion of the road.
10. Approved turnaround required for any private road longer than 200 feet which has a dead end. (2012)

PASSED AND ADOPTED BY THE EPHRAIM CITY COUNCIL

_____.

	AYE	NAY	ABSENT	ABSTAIN
Councilmember Nordfelt	_____	_____	_____	_____
Councilmember Birch	_____	_____	_____	_____
Councilmember Beal	_____	_____	_____	_____
Councilmember Steck	_____	_____	_____	_____
Councilmember Dalene	_____	_____	_____	_____

Presiding Officer

Attest

Chris Larsen, Mayor, Ephraim City

Candice Maudsley, Recorder,
Ephraim City