EAGLE MOUNTAIN CITY

City Council Staff Report

JULY 16, 2013

Project:	**1) Development Code Amendment – Chapter 16.35.070 Development Standards Required for Public Facilities**
	2) Development Code Amendment – Chapter 17.25 Residential Zone
	3) Development Code Amendment – Chapter 17.75 Standards for Special Uses
Applicant:	**City Staff**
Request:	**Ordinance Approval**
Type of Action:	**Action Item, Public Hearing**
PC Recommendation:	**Approval 4-0 (1 absent)**

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1) AMENDMENTS TO CHAPTER 16.35.070 DEVELOPMENT STANDARDS FOR REQUIRED PUBLIC FACILITIES

Proposal

The proposal is to clarify the number of residential lots or units in a one-access residential development in accordance with the International Fire Code. In the current code, Chapter 16.35.070 Development Standards for Required Public Facilities: Streets and Street Systems, the only mention of the number of units allowed on a one-access road is under the cul-de-sacs section, which states:

> In no case shall a cul-de-sac street have a length that exceeds 500 feet measured to the center of the circle or serve more than 15 homes or generate greater than 150 average daily vehicle trips, unless a waiver is granted by the planning commission.

While the existing code also does adopt sections of the International Fire Code in Chapter 15.95.020 International Fire Code Appendices, it does not specify development standards for one-access roads and the number of dwelling units allowed. In order to expand the code to address all one-access developments, not just cul-de-sacs, the proposal is to include the following development standards adopting language to reflect Section D107.1 Fire Apparatus Access Road: One- or Two-Family Residential Developments from the International Fire Code:

> One-Access Roads. The number of dwelling units on a single fire apparatus access road shall not exceed 30. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with separate and approved fire apparatus access roads.

Motion

The Planning Commission and City Staff recommend that the Council approve amendments to Chapter 16.35.070 Development Standards for Required Public Facilities as proposed or as modified by the City Council.

Attachments

Proposed Chapter 16.35.070 Development Standards for Required Public Facilities.

2) AMENDMENTS TO CHAPTER 17.25 RESIDENTIAL ZONE

Proposal
The proposal is to modify the minimum dwelling size standards under the Base Density, Tier I, and Tier II development standards to include a total minimum finished square footage. In all three sections, the minimum dwelling size standards currently state separate square footages for the main floor and any second floors. Changing these standards to reflect a total square footage in place of separate floor requirements would provide flexibility among types of housing developments allowed without permitting smaller homes overall, retaining the feel of the city. The proposal is to replace language in Chapter 17.25.110 Base Density Residential Development Standards, Chapter 17.25.120 Tier I Residential Development Standards, and Chapter 17.25.130 Tier II Residential Development Standards, which currently identifies the minimum dwelling size standards as the following:

> Two-story dwellings shall be 800 square feet on the main floor, 200 square feet on the second floor and a 400-square-foot garage.

The proposed new language will say:

> Two-story dwellings shall be a total of 1,600 finished square feet and a 400-square-foot garage.

Motion
The Planning Commission and City Staff recommend that the Council approve proposed amendments to Chapter 17.25 Residential Zone as proposed or as modified by the City Council.

Attachments
Proposed Chapter 17.25 Residential Zone.

3) AMENDMENTS TO CHAPTER 17.75 STANDARDS FOR SPECIAL USES

Proposal
The proposal is to include a time limit on the duration of model homes. While model homes may contain sales offices, having a temporary use in a permanent building may have unintended consequences for nearby residential communities. The recommendation is to include a provision within Chapter 17.75 Standards for Special Uses, under 17.75.040 Temporary Subdivision Sales Offices, to institute a limit on the amount of time a model home can function for business purposes per the following language:

> A subdivision may have multiple model homes which contain sales offices. The temporary sales office must be removed from a model home when the subdivision is more than eighty (80) percent developed or has been occupied as a temporary sales office for three (3) years, whichever occurs first. Time extensions may be considered by the planning director on a case-by-case basis, depending on the impact on existing dwellings in the development, the suitability of the office in a residential area, and traffic flow generated by the temporary sales office. A temporary sales office or model home may not be used as a general real estate office, a construction management office, or an off-site sales office.

Motion
The Planning Commission and City Staff recommend that the Council approve proposed amendments to Chapter 17.75 Standards for Special Uses as proposed or as modified by the City Council.

Attachments
Proposed Chapter 17.75 Standards for Special Uses.

Chapter 16.35
DEVELOPMENT STANDARDS FOR REQUIRED PUBLIC FACILITIES

16.35.010 What this chapter does.

16.35.020 Purpose.

16.35.030 Eagle Mountain City Construction Specifications and Standards.

16.35.040 Potable water.

16.35.050 Wastewater disposal (sewer).

16.35.060 Public utilities.

16.35.070 Streets and street systems.

Developments shall be served by dedicated public streets constructed at the developer's expense, and in compliance with the detailed performance standards of "Eagle Mountain City Construction Specifications and Standards." This includes the costs of the streets serving each lot, building, or group of buildings and the costs of culverts, bridges, traffic circles and any other improvement, including signs and signals, needed to provide vehicular access to the site. Streets and alleys and their appurtenances are required improvements, subject to the guarantee provisions of Chapter 16.30 EMMC. Roadway improvements that are required by the city and that are in excess of the transportation impact of a development as required by Table 16.35.130(b), Right-of-Way Classifications, will be reimbursed to the developer. The reimbursement mechanism and timing will be negotiated between the city and the developer.

A. Rights-of-Way. Table 16.35.130(b) defines the design characteristics of streets in Eagle Mountain. Streets shall be designed and constructed in accordance with the parameters set forth in this table. Developers are required to dedicate rights-of-way according to this table and according to the city's master transportation plan. A right-of-way in excess of that necessary for the transportation impact of a given development will be reimbursed by the city. The value of the right-of-way will be established by a current appraisal.

B. Cul-de-Sacs. Cul-de-sacs are discouraged as a design element in subdivisions and are best used where topographic conditions, existing streets, clustering or property ownership make them necessary. In no case shall a cul-de-sac street have a length that exceeds 500 feet measured to the center of the circle or serve more than 15 homes or generate greater than 150 average daily vehicle trips, unless a waiver is granted by the planning commission. Permanent cul-de-sacs shall have a minimum right-of-way radius of 50 feet. All cul-de-sacs shall provide pedestrian connectivity to open spaces, public facilities, sidewalks or trails. No cul-de-sacs will be permitted when the topography has a downward slope without storm water protection plans approved by the city engineer.

C. Temporary Turnarounds. Dead-end streets may be permitted on a temporary basis between phases of development where plans for future streets and street connections will eventually eliminate the dead-end street. Temporary turnarounds shall have a minimum turning radius of 60 feet. The location of temporary turnarounds shall be governed by cul-de-sac service requirements. Turnarounds shall include measures to protect against temporary storm water erosion as approved by the city engineer.

D. Intersection Separation. Street intersections shall be separated by at least 300 feet, centerline to centerline, from any other intersection. Local streets at T-intersections shall be separated by at least 125 feet, centerline to centerline, from any other intersection. The city engineer may require greater separation depending upon the classifications of the intersecting streets.

E. Street Approaches at Intersections. Streets shall approach intersections at 90-degree angles, except that lanes may approach intersections at an angle of 90 degrees plus or minus 10 degrees within 50 feet before the intersection.

F. Maximum Intersection Grades. The maximum grade of intersecting roads shall be four percent. This grade shall be extended a minimum of 100 feet on each leg of the intersection and shall be measured from the edge of the asphalt of the intersecting roadway to the nearest grade break/vertical curve. Collector roads at intersections may increase the maximum grade not to exceed six percent when no traffic control device is required on the collector through street. Detailed storm water and street profile design and construction standards must be submitted for each intersection design to ensure traffic lanes are free from storm water during a 10-year, 24-hour rainfall event and shall be approved by the city engineer.

G. Residential Access onto Collector Roads. No residential lot shall have its primary access onto a collector or arterial street, unless the planning commission determines that such access cannot be avoided due to terrain or other features that cannot be reasonably resolved. In these cases, the planning commission may allow lots with frontage of 100 feet or greater a circular driveway with a radius no less than 24 feet.

H. Access on Alleyways. Homes constructed on lots adjoining alleyways shall have access to the home garage from the alley only and the garage door of the home shall be oriented toward the alley. Lots adjoining alleys shall not be permitted driveway access from the street in front of or adjoining the lot, and all garage doors on lots adjoining alleys shall be oriented toward the alley unless a waiver is granted by the planning commission.

I. One-Access Roads. The number of dwelling units on a single fire apparatus access road shall not exceed 30. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with separate and approved fire apparatus access roads.

~~I.~~ J. Street Design. The design of public and private streets shall be subject to the city's ordinances, standards and policies regarding construction and width, unless a deviation from such standards is an integral part of an increase in the quality of the development.

~~J.~~ K. Streets Dedication. All private streets within a project shall be dedicated as public utility easements and all underground improvements shall be constructed in compliance with the city's ordinances, standards and policies.

~~K.~~ L. Traffic Calming. Traffic calming improvements and design shall be constructed on local streets. Traffic calming improvements include but are not limited to traffic circles, curvilinear roads, narrowed

intersections, and raised pedestrian walkways. Traffic calming design will include a mixture of street horizontal layouts, intersection designs, roadside designs that encourage drivers to reduce speeds, and conveniently placed collector roads that reduce overall traffic time. [Ord. O-27-2006 § 2 (Exh. A § 7.7); Ord. O-07-2006 § 2 (Exh. 1 § 7.7); Ord. O-23-2005 § 3 (Exh. 1(2) § 7.7)].

16.35.080 Street trees.

16.35.090 Privacy fencing.

16.35.100 Sidewalks, trails, and pathways.

16.35.105 Pocket park requirements.

16.35.110 Neighborhood park requirements.

16.35.125 Regional parks.

16.35.130 Tables.

Chapter 17.25
RESIDENTIAL ZONE

17.25.010 What this chapter does.

17.25.020 Purpose and objective.

17.25.030 Types of residential uses.

17.25.040 Permitted uses.

17.25.050 Permitted accessory uses and structures.

17.25.060 Conditional uses.

17.25.070 Prohibited uses.

17.25.080 Generally applicable residential zone provisions.

17.25.090 Driveways.

17.25.100 Unbuildable lands.

17.25.110 Base density residential development standards.

G. Minimum Dwelling Size. The minimum dwelling size in this category for single-story dwellings shall be 1,000 square feet on the main floor plus a 400-square-foot garage. ~~Two-story dwellings shall be 800 square feet on the main floor, 200 square feet on the second floor~~ Two-story dwellings shall be a total of 1,600 finished square feet and a 400-square-foot garage.

17.25.120 Tier I residential development standards.

H. Minimum Dwelling Size. The minimum dwelling size in a Tier I development for single-story dwellings shall be 1,000 square feet on the main floor plus a 400-square-foot garage. ~~Two-story dwellings shall be 800 square feet on the main floor, 200 square feet on the second floor~~ Two-story dwellings shall be a total of 1,600 finished square feet and a 400-square-foot garage.

17.25.130 Tier II residential development standards.

G. Minimum Dwelling Size. The minimum dwelling size in a Tier II residential development for single-story dwellings shall be 1,000 square feet on the main floor plus a 400-square-foot garage. ~~Two-story dwellings shall be 800 square feet on the main floor, 200 square feet on the second floor~~ Two-story dwellings shall be a total of 1,600 finished square feet and a 400-square-foot garage.

17.25.140 Tier III residential development standards.

17.25.150 Tier IV residential development standards.

17.25.160 Valley View residential development standards.

17.25.170 Previous zoning district equivalents.

Chapter 17.75
STANDARDS FOR SPECIAL USES

17.75.010 What this chapter does.

17.75.020 Purpose.

17.75.030 Automobile service station and car wash operations.

17.75.040 Temporary subdivision sales offices.

A. Temporary Sales Trailers. One temporary sales trailer is allowed for subdivisions ranging between five and 50 acres. Subdivisions in excess of 50 acres may have two temporary sales trailers. ~~A subdivision may have multiple model homes which contain sales offices~~. A permit for a subdivision sales office may be issued by the building department at any time after recording of the subdivision and shall become void one year following the date on which the permit was issued. The temporary office shall then be removed unless, 30 days prior to the expiration of one year following the date on which the permit was issued, a request for an extension of time is made to and granted by the planning commission. In no case will the extension be granted for a period of more than one year.

B. Model Homes. A subdivision may have multiple model homes which contain sales offices. The temporary sales office must be removed from a model home when the subdivision is more than eighty (80) percent developed or has been occupied as a temporary sales office for three (3) years, whichever occurs first. Time extensions may be considered by the planning director on a case-by-case basis, depending on the impact on existing dwellings in the development, the suitability of the office in a residential area, and traffic flow generated by the temporary sales office. A temporary sales office or model home may not be used as a general real estate office, a construction management office, or an off-site sales office.

17.75.050 Nonresidential adult group care facility or child group day care/preschool center.

17.75.060 Residential facility for persons with a disability.

17.75.070 Residential rehabilitation and treatment facility.

17.75.080 Residential juvenile group homes.

17.75.090 Storage of commercial vehicles.

17.75.100 Temporary commercial uses.

17.75.110 Unbuildable lands.