The Regular Meeting of the
Brian Head Planning Commission
Town Hall - 56 North Highway 143
Brian Head, UT 84719
Zoom Meetings (click here)
Zoom Meeting ID# 842 4450 5835
**TUESDAY, May 16, 2023 @ 1:00 PM**

# AGENDA

**A. CALL TO ORDER** **1:00PM**
**B. PLEDGE OF ALLEGIANCE**
**C. DISCLOSURES**

**D. APPROVAL OF THE MINUTES:** **October 18, 2022 Planning Commission Meeting**

**E. PUBLIC INPUT/ REPORTS (Limited to three (3) minutes) Non-Agenda Items**

**F. AGENDA ITEMS:**

1. **DISCUSSION – LMC Amendment Chapter 7 – Building Spacing.** Lester Ross, Town Planner/Bldg Inspector. The Commission will hold a discussion regarding Chapter 7 of the Land Management Code dealing with spacing between buildings.

2. **DISCUSSION – LMC Amendment Chapter 12 – Driveway Standards.** Lester Ross, Town Planner/Bldg Inspector. The Commission will hold a discussion regarding Chapter 12 of the Land Management Code dealing with spacing between driveways and intersections.

**G. ADJOURNMENT**

**Date: May 12, 2023**

Available to Board Members as per Ordinance No, 11-003 authorizes public bodies, including the Town, to establish written procedures governing the calling and holding of electronic meetings at which one or more members of the Council may participate by means of a telephonic or telecommunications conference. In compliance with the Americans with Disabilities Act, persons needing auxiliary communications aids and services for this meeting should call Brian Head Town Hall @ (435) 677-2029 at least three days in advance of the meeting.

**CERTIFICATE OF POSTING**

I hereby certify that I have posted copies of this agenda in two public and conspicuous places within the Town Limits of Brian Head; to wit, Town Hall and Post Office on this 17th day of March 2023 and have posted such copy on the Utah Meeting Notice Website and have caused a copy of this notice to be delivered to the Daily Spectrum, a newspaper of general circulation.
Nancy Leigh, Town Clerk

The Regular Meeting of the
Brian Head Planning Commission
Town Hall - 56 North Highway 143
Brian Head, UT 84719
Zoom Meetings (click here)
Zoom Meeting ID# 810 3441 7132
**TUESDAY, October 18, 2022 @ 1:00 PM**

# MINUTES OF THE PLANNING COMMISSION

**Roll Call:**

| | |
|---|---|
| **Members Present:** | Chairperson Doug Deutschlander, Commissioner Carrie Dever, Commissioner Jeff Morgan, Commissioner Cecile Walls, Alternate Commissioner Sheri Brown. |
| **Members Absent:** | Commissioner Kade Bryant |
| **Staff Present:** | Nancy Leigh, Town Clerk. |

## A. CALL TO ORDER

Chairperson Deutschlander called the regular meeting of the Brian Head Planning Commission to order at 1:00 pm.

## B. PLEDGE OF ALLEGIANCE

Chairperson Deutschlander led the Council and others in the Pledge of Allegiance.

## C. DISCLOSURES

There were no conflicts of interest with today's agenda items. Chairperson Deutschlander stated that the disclosure statements are on file with the Town Clerk and are available for public inspection during normal business hours.

## D. PUBLIC INPUT/ REPORTS (Limited to three (3) minutes) Non-Agenda Items

Nancy Leigh, Town Clerk, reported there will be a ballot box for the upcoming General Election. The ballot box will be located in the Town Clerk's office and residents can drop their ballots off during normal business hours.

## E. AGENDA ITEMS:

1. **PUBLIC HEARING for LOT LINE VACATION for 250 & 268 DEER TRAIL.** A public hearing for a proposed lot line vacation (plat amendment) at 250 & 268 Deer Trail.

   Chairperson Deutschlander reported the Commission will hold a public hearing for a proposed lot line vacation for the physical address of 250 Deer Trail and 268 Deer Trail.

   Chairperson Deutschlander opened the public hearing at 1:05 pm to receive public comments.

   There were no comments given and no written comments were received.
   Chairperson Deutschlander closed the public hearing at 1:06 pm.

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**2. LOT LINE VACATION DECISION for 250 & 268 DEER TRAIL.** A request for a line vacation (plat amendment) for parcel # A-1211-0148-0000 and parcel #A-1211-0150-0000 located in the Cedar Breaks Mountain Estates Subdivision.

An application has been submitted to the Town requesting a lot line vacation for 250 Deer Trail Road and 268 Deer Trail Road which are located in the Cedar Breaks Mountain Estates subdivision (lots 149 and 150) (see attached).

Commissioner Dever inquired if there is a Special Assessment Area identified for these two lots. Nancy Leigh, Town Clerk, confirmed that there is no Special Assessment Area where these two lots are located.

**Motion:** Commissioner Morgan moved to approve the lot line vacation for parcel #A-1211-0148-0000 and parcel #A-1211-0150-0000 amending the plat for the Cedar Breaks Mountain Estates Subdivision, physical address of 250 and 268 Deer Trail Road subject to the appropriate signatures and recording of the plat with the Iron County Recorder. Commissioner Dever seconded the motion.

**Action:** **Motion carried 5-0-0 (summary: Yes = 5, Vote: Yes:** Commissioner Morgan, Commissioner Wallis, Commissioner Dever, Alternate Commissioner Brown, Chairperson Deutschlander. Absent: Commissioner Bryant).

**3. PUBLIC HEARING for ZONE AMENDMENT/GENERAL PLAN AMENDMENT FOR 321 WEST SPRUCE STREET.** A public hearing for a proposed zone amendment/General Plan amendment for 321 West Spruce Street.

Nancy Leigh, Town Clerk, gave a brief explanation of the proposed zone amendment in which the General Plan would first need to be amended to allow for light industrial zones for 321 Spruce Street (lot 4). Nancy explained that 321 Spruce Street is currently zoned single-family residential and lots 1, 2, and 3 are identified as light industrial areas, Nancy then presented a General Plan Map showing the proposed changes (see attached.

Chairperson Deutschlander recessed the regular meeting and opened the public hearing to receive comments on a proposed amendment to the General Plan Map and Zone District Map at 1:10 pm.

**Don Cape**, 349 Spruce Street, explained his cabin was built in the 1970s and is one of the first cabins built in Brian Head where he spent time and money on his cabin. Mr. Cape reported his neighborhood has been tested for the third time for requests for zone changes that are inconsistent and inappropriate with the charter of the neighborhood. The record shows a long history of people who have opposed the zone changes and has evolved in 2016 with the cleanup of the land use map to match the General Plan map which was ratified by ordinance in which 321 Spruce was to remain as single-family residential and is the last buffer for the neighborhood coming up over the hill and was ratified by ordinance. Since that time in 2020, the opportunity for a conditional use permit for snow removal equipment was put forth and it was tested and highly debated after a lot of work on it, concessions were reached that allowed that use to move forward, but not after a lot of problems and stress with the neighborhood. Mr. Cape commented they want to enjoy their vacation homes they have learned to come together and stick together in hopes the Town will back the residents on the long-standing uses and this is the last use according to the conditional use permit (CUP). In 2019 there were a lot of conversations and positive engagements with the Town along with workshop discussions on not wanting these uses for the gateway into the town and further amendment of the General Plan to set forth guidelines to preserve the gateway entrances and try and move some of these uses and keep them from coming into this neighborhood and is part of the written record.

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Mr. Cape went on to comment he has reviewed the Town's Land Management Code (LMC) and wondered why he would have to be an expert on the Town's LMC. It is getting to the point where they need the Town to protect the neighborhood since they don't have CC&Rs, and it should be a historic destination. Mr. Cape commented that there needs to be a bigger discussion on CUPs and believes there should be a moratorium on CUPs until the Town looks at a few things, such as 1) should a CUP be adjacent to another CUP; 2) should a CUP be able to go onto grades that are 15% and go into neighborhoods who oppose them. If the Town believes there is a need for CUP, it goes from R1 to IL and would be devastating to the neighborhood which will then become commercial. The residents need the Town to support them and prevent this from happening. Mr. Cape commented that he would be in support of raising taxes to identify open space by use of private activity bonds, and low-interest bonds as a longer-term solution. He and Kelly Oldroyd, Thunder Mountain Motorsports, looked at 339 Spruce Street to try and figure out how to move the snowmobile trail, and now the resort owns the Best Western hotel and has vested interest and the Town has some bargaining power with the 1,600 acres that will be annexed into the Town. If the Town could acquire the lot and turn it into open space and move the snowmobile trail and believe that it could work, and it would solve all the problems of the world, but they need the Town to help solve this and not go the wrong direction. Mr. Cape encouraged the Commission to read the written record of what has evolved and is currently moving in the opposite direction. And believes the use of light, light industrial is not a described term in the LMC and believes the Town should refrain from referencing it. What the process is a CUP for home occupations in residential zones. There is no such thing as light, light industrial, and is misleading to some who are not familiar with the LMC.

**Frank Boisseranc**, 357 Spruce Street, reported he has been coming to Brian Head since 1979 and owned his cabin since 1985. He bought his cabin because it was remote and quiet, and shared the road with the snowmobiles which wasn't much of an issue. Now with the request for 321 Spruce Street and if the zone change is approved, they have no idea what use will be going in there and the two lots across the street have now become worthless for residential and believe they will go the same. It would also devalue their homes in the area. They don't need more commercial traffic in the winter, and they have problems with the OHVs in the summer with racing down the road. One question he would ask the Commission is if they would like to have this across from them to look at what comes in and out every day, the light industrial because he is looking straight down on the lot that is requesting the zone change. Mr. Boisseranc commented that he is not against change, but he would never have bought his cabin if he had known that this would happen. He would encourage the Town to reconsider the zone change.

**Scott Brown**, 309 Fir Street, commented that he does not own property on Spruce Street but believes the entire neighborhood is impacted by this proposed zone change and is not incongruent with the General Plan, and doesn't benefit the Mountair Evergreen Estates in any way. The two lots across the street from this zone change could change zones as well since it looks like it is going that way since those lots would be worthless as R1 cabins and that would be another light industrial lot right behind his cabin. Mr. Brown stated that he highly opposes the intrusive use into the neighborhood and the Planning Commission needs to set the precedent to stop it here and not allow the industrial uses into the neighborhood, otherwise, it will keep bleeding into the neighborhoods, and it doesn't matter what street it is on. The traffic has been increasing over the past couple of years and it will continue to get worse. The more uses of light industrial and light, light industrial, which he doesn't understand either, or when those uses are put onto their streets will continue to get worse. He is aware of the Town is working on an industrial zone behind the hotel and he would encourage the Commission and Council to identify those uses in that area in the future and away from the neighborhoods. Mr. Brown stated he would urge the Commission to deny the zone change for Spruce Street.

There were no other comments. Chairperson Deutschlander closed the public hearing at 1:24 pm and reconvened the regular meeting.

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Don Cape, a resident, inquired if the Lodge was notified of the zone change. Nancy Leigh, Town Clerk, responded that all properties within 300' of the proposed zone change were notified in writing. Mr. Cape explained that he was at the Lodge yesterday talking to them about the proposed zone change and they were unaware of the public hearing scheduled for today. Mr. Cape inquired if the notice was sent to the corporate office instead. Nancy responded that she could check to see what address the notice was sent to.

Chairperson Deutschlander then read written letters from Frank/Sylvia Boisseranc, and Kade/Alyssa Boisseranc (see attached letters).

**4. RECOMMENDATION TO TOWN COUNCIL FOR 321 WEST SPRUCE STREET FOR A ZONE AMENDMENT/GENERAL PLAN AMENDMENT.** A recommendation to the Town Council on the proposed Zone Amendment / General Plan Amendment for 321 West Spruce Street.

Chairperson Deutschlander explained that the Commission has heard from the public on the proposed General Plan/Zone Amendment for 321 Spruce. The applicant is requesting a zone change from single-family residential (R1) to light industrial (IL) (see attached).

The Commission discussed the following:

1. Chairperson Deutschlander reported that the Land Management Code (LMC) is a living document and is subject to change. The lot located at 321 Spruce Street is continuous with other light industrial zones. He agrees with the impact on the neighborhood and would form a peninsula.
2. Chairperson Deutschlander commented that he agrees with removing the term 'light, light industrial" as a zone and that it should be removed from the LMC.
3. Chairperson Deutschlander commented that in visiting other resort communities, he noticed that retail and commercial areas are located at the entrance to these communities.
4. Commissioner Wallis commented that she is in support of the residents of Spruce Street neighborhood and believes the Town needs to make a concentrated effort to find an area where industrial uses could exist, so they don't erode the neighborhoods.
5. Commissioner Wallis commented she is unaware of the proposed use that is planned for the property and residents living next to these areas would be upset if a commercial business was established next to their residences.
6. Commissioner Wallis commented that Brian Head is supposed to be a mountain-friendly community, but the residents do not feel that it is when these items come up.
7. Chairperson Deutschlander explained the term "light, light industrial" was used once in a meeting in 2015. Commissioner Morgan recommended that it should be either light industrial or residential.
8. Commissioner Brown stated she agrees with Commissioner Wallis. She would not want someone building something industrial next to her. She would also like to know what the process is to make a zone permanent so they can't keep coming back and requesting a change to their zones. Chairperson Deutschlander explained the LMC is a living document and can be amended at any time and it would be up to the Council to approve or deny the request.
9. Commissioner Brown stated she is in favor of denying the zone change.

**Motion:** Commissioner Dever moved to deny the General Plan/Zone Change Request as a recommendation to the Town Council based on the inconsistencies of the character of the neighborhood and the stated intent of the General Plan for 321 West Spruce from single-family residential to light industrial. Commissioner Wallis seconded the motion.

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Chairperson Deutschlander then asked each Commission Member to give the reason behind their vote:

**Commissioner Dever** stated that it is inconsistent with the character of the neighborhood and the intent of the General Plan.

**Commissioner Morgan** stated he is in favor of denying the zone change in that it is inconsistent with the character of the neighborhood and that there is no definition of light, light industrial identified.

**Commissioner Wallis** stated she is in favor of denying the zone change with the reasoning that if the Town makes an exception to our own rules and regulations, a precedent is set, and it could come in front of the Commission again to change the LMC again and believes there are rules in place to lead and guide the town.

**Alternate Commissioner Brown** stated that she is in favor of denying stating that she feels as the town grows there has to be some support for the locals and this being a residential area for so many areas, that light industrial should not be identified in this area.

**Chairperson Deutschlander** stated he is in favor of denial since it is inconsistent with the neighborhood and would invite the applicant to consider a Conditional Use Permit (CUP) if they still want to pursue something. Chairperson Deutschlander commented that he did find the reference to "light, light industrial" term that referred to a 2020 Commission meeting when the Commission was discussing a CUP for Mike Carr on Spruce Street.

**Action:** **Motion carried 5-0-0 (summary: Yes = 5 Vote:** Commissioner Dever, Commissioner Morgan, Commissioner Wallis, Alternate Commissioner Brown, Chairperson Deutschlander).

## G. ADJOURNMENT

**Motion:** Commissioner Morgan moved to adjourn the regular meeting of the Planning Commission for October 18, 2022. Commissioner Dever seconded the motion.

**Action:** **Motion carried 5-0-0 (summary: Yes = 5 Vote:** Commissioner Dever, Commissioner Morgan, Commissioner Wallis, Alternate Commissioner Brown, Chairperson Deutschlander. **Absent**: Commissioner Bryant).

The regular meeting of the Brian Head Planning Commission was adjourned at 1:32 pm on October 18, 2022.

_____
Date Approved

_____
Nancy Leigh, Town Clerk

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# STAFF REPORT TO THE PLANNING COMMISSION

BRIAN HEAD

**ITEM:** LMC CHAPTER 7 – BUILDING SPACING

**AUTHOR:** Lester Ross
**DEPARTMENT:** Admin
**DATE:** May 16, 2023
**TYPE OF ITEM:** Discussion

## SUMMARY:

Update to Title 9 Chapter 7 Zone District Regulations Sections 1,2 and 3 Physical Restrictions adding minimum setbacks between buildings.

The Commission will hold a discussion regarding minimum spacing between buildings in R-1, R-2, and R -3.

## BACKGROUND:

During past Planning Commission and Town Council meetings there have been some concerns expressed about the distance between buildings in Residential Planned developments or Master Planned developments.

An example of this was during the approval for the West Zion View subdivision and the tiny home project on Steam Engine. There were several concerns about how close the buildings will be together. There are currently no restrictions in the Land Management Code except for Accessory Structures.

## ANALYSIS:

In the Land Management Code 9-12-7 (J) Accessory Structures

1. Must be detached from the primary structure and have a minimum of ten feet (10') of clearance from other structures.

This is the only section of the Code that calls out a minimum distance between structures, but it only applies to accessory structures.

In the International Building Code

**705.3 Buildings on the same lot.** For the purposes of determining the required wall and opening protection, projections, and roof-covering requirements, building on the same lot shall be assumed to have an imaginary line between them.

Where a new building is to be erected on the same lot as an existing building, the location of the assumed imaginary line with relation to the existing building shall be such that the exterior wall and opening protection of the existing building meet the criteria as set forth in Section 705.5 and 705.8

**705.5 Fire-resistance Ratings.** Exterior walls shall be fire-resistance rated in accordance with Tables 601 and 602 and this section. The required fire-resistance rating of exterior walls with a fire separation distance of greater than 10 feet shall be rated for exposure to fire from the inside. The required fire -resistance rating of exterior walls with a fire separation distance of less than or equal to 10 feet shall be rated for exposure to fire from both sides.

**705.8 Openings**. Openings in exterior walls shall comply with Sections 705.8.1 through 705.8.6

In **Table 705.8** it lest the opening you can have in an exterior wall between buildings and property lines. You cannot have any openings that are not protected (fire-rated) within 5 feet of a property line or 10 feet from another building.
To encourage openable window on the sides of dwellings it is common for a minimum of 5' side setback to property line or higher on development that will be for building that falls under R-3 Single Family/Multifamily (Townhomes) Dwellings or R-2 Multifamily(condos) Dwellings classification in the Buildings Code. In a Planned Development with common area between buildings you use the imaginary line between buildings for building separation for fire-ratings as the only setback requirement are for the outside property lines.
Other factors to consider include the look and feel of developments inside Brian Head and the requirement to have open space and maximum lot coverage. With the tiny home movement, it is becoming more popular to have multiple small footprint buildings with little spacing between them. The tiny home project on Steam Engine is an Example of this they have 6 units that are only 5 feet apart.
Review other jurisdictions setbacks and distance between buildings.
Parowan City

- 10 to 25 feet depending on zone see attached setbacks for full chart.

Iron County

- 10 to 15 feet depending on the zone see attached setbacks for full chart.

Ivins City

- Minimum separation between multi-family buildings, including accessory buildings, on the same lot or development shall be twenty feet (20')

Cedar City

- 12 feet from a Dwelling

A number of jurisdictions didn't have a minimum separation between buildings but they had the requirement that if buildings were closer then 10 feet then they were considered attached and would need to meet the primary building setbacks.

## STAFF RECOMMENDATION:

Staff recommends that Planning Commission recommended to approve updates to Chapter 7 Zone District Regulations by adding the following.

- 9-7-1 (D 3)
  d. Minimum distance between buildings 10 feet
- 9-7-2 (D 3)
  d. Minimum distance between buildings 10 feet
- 9-7-3(D 3)
  e. Minimum distance between buildings 10 feet

Having a 10 foot requirement on accessory structures in the Land Management Code and the building code not allowing openings under for buildings closer than 10 feet it is the Staff opinion that 10 feet would be a good minimum distance between buildings. It will allow for the needed fire separation but also allow for the buildings to be clustered together to allow for required open space be combined to preserve the open feel and natural beauty of the area following the General Plan.

## PROPOSED MOTION:

Item is discussion only. The Planning Commission may direct staff to schedule a Public Hearing for consideration of an amendment to the LMC.

## ATTACHMENTS:

A – Accessory Structures 9-12-7 (J)
B – Table 705.8 2018 International Building Code
C - Setbacks

J. **Accessory Structures**: A non-habitable structure, subordinate to and located on the same lot with a primary structure, the use of which is clearly incidental to that of the main building or to the use of the land, and which is not attached by any part of a common wall or common roof to the main structure. In addition to meeting requirements A through I of this Section, accessory structures must meet the following requirements:

1. Must be detached from the primary structure and have a minimum of ten feet (10') of clearance from other structures.

2. Cannot be used as a habitable space.

3. Structure cannot be located within the setback (notwithstanding, setback exceptions that apply to the primary structure as outlined in chapter 7 of this title, in the applicable zone, also apply to accessory structures).

4. Must meet snow load requirements.

5. Required to have footings or foundation for accessory structures over 450 square feet.

6. Structures being used as a garage for vehicle storage must meet all applicable International Building Code requirements.

7. Shipping containers, intermodal containers, or railroad boxes may not be used as accessory structures (Ord. 21-006, 05-25-21).

8. No more than three (3) accessory structures are allowed on a single lot of up to one (1) acre. Additional accessory structures may be allowed on lots larger than one acre, not to exceed two (2) accessory structures per additional acre.

9. Except for a building accessory to an agricultural use, the footprint of an accessory structure must not exceed fifty percent (50%) of the footprint of the primary structure. In no case shall an accessory structure exceed 3,000 square feet in footprint.

10. Maximum height of accessory structures in limited by the area of the structure as follows:
    a. 0 – 200 square feet, 15 feet maximum height. (amd. ord. 17-004, 7-22-1017)
    b. 201 – 400 square feet, 19 feet maximum height. (amd. ord. 17-004, 7-22-1017)
    c. 401 – 1,000 square feet, 24 feet maximum height. (amd. ord. 17-004, 7-22-1017)
    d. 1,001 – 1,500 square feet, 27 feet maximum height. (amd. ord. 17-004, 7-22-1017)
    e. 1,501 square feet and above, maximum height determined by Planning Commission review, but shall in no case exceed thirty-two feet (32'). (ord. 15-018, 12-8-2015 amd. ord. 17-004, 7-11-2017)

**TABLE 705.8**
**MAXIMUM AREA OF EXTERIOR WALL OPENINGS BASED ON FIRE SEPARATION DISTANCE AND DEGREE OF OPENING PROTECTION**

| FIRE SEPARATION DISTANCE (feet) | DEGREE OF OPENING PROTECTION | ALLOWABLE AREA[a] |
|---|---|---|
| 0 to less than 3[b, c, k] | Unprotected, Nonsprinklered (UP, NS) | Not Permitted[k] |
| | Unprotected, Sprinklered (UP, S)[i] | Not Permitted[k] |
| | Protected (P) | Not Permitted[k] |
| 3 to less than 5[d, e] | Unprotected, Nonsprinklered (UP, NS) | Not Permitted |
| | Unprotected, Sprinklered (UP, S)[i] | 15% |
| | Protected (P) | 15% |
| 5 to less than 10[e, f, j] | Unprotected, Nonsprinklered (UP, NS) | 10%[h] |
| | Unprotected, Sprinklered (UP, S)[i] | 25% |
| | Protected (P) | 25% |
| 10 to less than 15[e, f, g, j] | Unprotected, Nonsprinklered (UP, NS) | 15%[h] |
| | Unprotected, Sprinklered (UP, S)[i] | 45% |
| | Protected (P) | 45% |
| 15 to less than 20[f, g, j] | Unprotected, Nonsprinklered (UP, NS) | 25% |
| | Unprotected, Sprinklered (UP, S)[i] | 75% |
| | Protected (P) | 75% |
| 20 to less than 25[f, g, j] | Unprotected, Nonsprinklered (UP, NS) | 45% |
| | Unprotected, Sprinklered (UP, S)[i] | No Limit |
| | Protected (P) | No Limit |
| 25 to less than 30[f, g, j] | Unprotected, Nonsprinklered (UP, NS) | 70% |
| | Unprotected, Sprinklered (UP, S)[i] | No Limit |
| | Protected (P) | No Limit |
| 30 or greater | Unprotected, Nonsprinklered (UP, NS) | No Limit |
| | Unprotected, Sprinklered (UP, S)[i] | No Limit |
| | Protected (P) | No Limit |

For SI: 1 foot = 304.8 mm.

UP, NS = Unprotected openings in buildings not equipped throughout with an automatic sprinkler system in accordance with Section 903.3.1.1.

UP, S = Unprotected openings in buildings equipped throughout with an automatic sprinkler system in accordance with Section 903.3.1.1.

P = Openings protected with an opening protective assembly in accordance with Section 705.8.2.

a. Values indicated are the percentage of the area of the exterior wall, per story.

b. For the requirements for fire walls of buildings with differing heights, see Section 706.6.1.

c. For openings in a fire wall for buildings on the same lot, see Section 706.8.

d. The maximum percentage of unprotected and protected openings shall be 25 percent for Group R-3 occupancies.

e. Unprotected openings shall not be permitted for openings with a fire separation distance of less than 15 feet for Group H-2 and H-3 occupancies.

f. The area of unprotected and protected openings shall not be limited for Group R-3 occupancies, with a fire separation distance of 5 feet or greater.

g. The area of openings in an open parking structure with a fire separation distance of 10 feet or greater shall not be limited.

h. Includes buildings accessory to Group R-3.

i. Not applicable to Group H-1, H-2 and H-3 occupancies.

j. The area of openings in a building containing only a Group U occupancy private garage or carport with a fire separation distance of 5 feet or greater shall not be limited.

k. For openings between S-2 parking garage and Group R-2 building, see Section 705.3, Exception 2.

**705.9.1 Voids.** The void created at the intersection of a floor/ceiling assembly and an exterior curtain wall assembly shall be protected in accordance with Section 715.4.

**705.10 Ducts and air transfer openings.** Penetrations by air ducts and air transfer openings in fire-resistance-rated *exterior walls* required to have protected openings shall comply with Section 717.

**Exception:** Foundation vents installed in accordance with this code are permitted.

**705.11 Parapets.** Parapets shall be provided on *exterior walls* of buildings.

**Exceptions:** A parapet need not be provided on an *exterior wall* where any of the following conditions exist:

1. The wall is not required to be *fire-resistance rated* in accordance with Table 602 because of *fire separation distance*.
2. The building has an area of not more than 1,000 square feet (93 $m^2$) on any floor.

## 15.06.040 Development Standards

A. **Minimum Lot Width and Yard Setback**. The minimum lot width and yard requirements set forth below shall apply to the Master Planned Zone. Setback distances shall be determined by measuring from the property line to the nearest portion of the structure. Lot width requirements shall be determined by measuring at the applicable front property line. Dwelling type described:

| Land Use / Dwelling Type | Number of Dwelling Units | Number of Lots | Number of Owners |
|---|---|---|---|
| Single Family Detached | 1 | 1 | 1 |
| Duplex | 2 | 1 | 1 |
| Twin Home | 2 | 2 | 1 or 2 |
| Multi-Family (Townhouse, Condo, Apartment, etc.) | 3 or more | 1 or more | 1 or more |

| Land use | Lot Size | Min Lot Width *** | Front Min/Max | Side Min | Side Corner Min** | Rear Min | Bldg. Separation Min | Height Max |
|---|---|---|---|---|---|---|---|---|
| Detached single family dwelling | 5,000 - 7,000 sq. ft. | 50 | 23/28 | 8/8 | 23 | 10 | 10 | 35 |
| Duplex | 5,000 - 7,000 sq. ft. | 55 | 23/28 | 8/8 | 23 | 10 | 10 | 35 |
| Detached single family dwelling | 7001 - 12,000 sq. ft. | 55 | 23/38 | 8/8 | 23 | 10 | 10 | 35 |
| Duplex | 7001 - 12,000 sq. ft. | 60 | 23/38 | 8/8 | 23 | 10 | 10 | 35 |
| Detached single family dwelling | 12,001 sq. ft. + | 80 | 23/38 | 8/8 | 23 | 15 | 15 | 35 |
| Duplex | 12,001 sq. ft. + | 90 | 23/38 | 8/8 | 23 | 15 | 15 | 35 |
| Twin home | 8,000 sq. ft. per total two lots | 90 total width (2 lots) | 23/28 | 8/8* | 23 | 15 | 15 | 35 |
| Multi-family dwellings (3 - 14 units) | 9,000 sq. ft. | 90 | 23/28 | 8/8* | 23 | 15 | 15 | 35 |
| Multi-family dwellings (15 +) | 17,500 sq. ft. | 100 | 23/28 | 8/8* | 23 | 15 | 15 | 35 |
| Mixed use | No min | No min | 0/15 | 0 | 23 | 15 | 15 (25) next to | 35 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | res. | |
| Commercial | No min | No min | 0/15 | 0 | 23 | 15 | 15 next res. (25) to | 35 |
| Accessory building | NA | NA | See above | 5 | See above | 5 | See above | 35 |

* For twin homes and multifamily dwellings utilizing common interior walls, the setback shall be measured from the exterior of the building containing the combined dwellings. In mixed use areas, the setback shall apply only to the commercial portions of buildings which adjoin lots designated for strictly residential uses.

** On corner lots, one lot frontage may be no more than 10% less than the required width when the remaining lot frontage meets the minimum frontage requirement and all required setbacks are met.

*** Lot width is measured at the front property line (not at the setback line).

B.

**Performance Criteria and Bonus Densities.** Performance points can be earned by qualification of established values as described below. Interpretation is given to the City Manager for the purpose of processing the application and later approved by the City Council after receiving a recommendation from the Planning Commission.

| Value | Scoring | Points Possible |
|---|---|---|
| Maintenance of natural or historic features | | 1 |
| Landscaping improvements | Large Trees (on Lots)<br>Large Trees (in common area)<br>Soften Fence Appearance | 3 |
| Water conservation measures | Mandated planting restricts<br>Incorporate reuse system<br>Surface water irrigation<br>Drainage water irrigation<br>Underground water irrigation | 12 |
| Public Facilities (Church, school, fire station, etc) | | 3 |
| Public Streets | | 2 |
| Design Theme | Installed Landscaping<br>Theme Lighting<br>Fencing<br>Special Features | 4 |
| Building Design | Facade Material<br>Roof Materials | 2 |
| Other | Workforce Housing<br>Theme Design Drainage<br>Open space used as buffer<br>Mixed Use Area - Commercial | 11 |

17.16.040 - Table of site development standards.

The table of site development standards accompanies the table of uses set forth in Section 17.16.030. With the exception of the minimum lot size in an A-20 zone and in accordance with the conditions in Section 17.16.040(3), this table identifies the lot requirements, required setback and yard standards, building height standards, site coverage standards and other requirements for the uses allowed within each zoning district. The values identified in the following table are the minimum standards that apply in the zones indicated. However, more restrictive or additional development standards may also apply, as set forth in other applicable sections of the Iron County Code. A thorough review of the Iron County zoning ordinance is required to ensure that all applicable development standards are identified.

**TABLE OF SITE DEVELOPMENT STANDARDS**

| | ZONING DISTRICTS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A-20 | R-20 | RR-20 | R-5 | R-2 | R-1 | R-1/2 (2) | R4K | C | LI | I | I-A |
| Minimum lot width (feet) | 300 | 300 | 200 (6) | 300 | 200 | 165 | 120 | 50 | 90 | 100 | 150 | 1,320 |
| Minimum front yard setback (feet) | 60 | 60 | 60 | 60 | 30 | 30 | 25 | 25 | 25 | 25 | 25 | 200 (1) |
| Minimum rear yard setback (feet) | 60 | 60 | 60 | 60 | 40 | 30 | 25 | 15 | 25 | 30 | 50 | 200 (1) |
| Minimum side yard setback (feet) | 30 | 30 | 30 | 30 | 30 | 20 | 10 | 20 combined (8 min. + 12) | 10 | 25 | 40 | 200 (1) |
| Minimum side yard setback (corner lot) (feet) | 30 | 30 | 30 | 30 | 30 | 30 | 25 | 25 | NR | NR | NR | 200 (1) |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum distance between buildings (feet) | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 10 | NR | NR | NR | 15 |
| Maximum/ minimum building height (feet/stories) | NR | NR | NR | 30 ft. or 2 stories/ 1 story | 30 ft. or 2 stories/ 1 story | 30 ft. or 2 stories/ 1 story | 30 ft. or 2 stories/ 1 story | 30 ft. or 2 stories/ 1 story | 3 stories/ 1 story | 3 stories/ 1 story | NR | NR |
| Minimum lot size (acres) (10) | 20 (3) | 20 (3) | 20 (5) | 5 | 2 | 1 | 1/2 | 0.0918 (4000 sq. ft.) | NR | NR | NR | 80 |
| Maximum total lot coverage (all buildings) | NR | NR | NR | 5% (9) | 10% | 15% | 30% | 75% | 50% | 50% | 50% | NR |
| Accessory outside storage areas | | | | | | | | | (7) | | | |
| Outside and security lighting | | | | | | | | | (8) | | | |

Notes:

(1) All uses and buildings located within the I-A zoning district, except for dwellings and accessory uses for dwellings, shall meet the minimum setbacks required for the I-A zoning district. Accessory uses and buildings in the I-A zoning district shall meet the minimum setbacks of the A-20 zoning district.

(2) The R-1/2 zone, where a "Performance Subdivision Option" is approved, shall incorporate minimum and/or maximum values for setbacks, lot sizes and widths, building separation and heights, and maximum building coverage as prescribed in Section 16.23.040 (Development standards).

(3) If a lot or parcel of property is located within an RA-20 or A-20 zone and is less than twenty acres but at least five or more acres, and provided that the lot was legally created or existed prior to August 14, 2000, the lot or parcel shall be considered suitable for uses identified as permitted or conditional as set forth in the RA-20 or A-20 zone, except

for kennels; provided that all listed uses (permitted and/or conditional) in the RA-20 or A-20 zone shall be considered conditional uses for lots or parcels in the RA-20 or A-20 zone and smaller than twenty acres, but at least five or more acres, subject to the following provisions:

a. The requested use is allowed in the RA-20 or A-20 zone as a permitted, administrative land use, or conditional use;

b. The requested use complies with the requirements for the RA-20 or A-20 zone with respect to yard requirements, setback requirements, height, buffer and landscape standards, and all other requirements applicable to the district are sufficient to permit the requested use, other than the minimum area requirement; and

c. The requested use will not substantially impair or adversely impact the neighboring property owners, but if so asserted, or the planning commission believes that the requested use will negatively impact or impair a neighboring property owner, then the planning commission may impose such requirements and conditions with respect to location, construction, maintenance, operation, site planning, traffic control and time limits, and other items for the conditional use permit as deemed necessary for the protection of adjacent properties and the public interest.

d. Conditional use permit applications for a kennel in the RA-20 or A-20 zone shall only be considered eligible for lots with twenty or more acres.

If the proposed use requested does not comply with the requirements of this title, or cannot be reasonably mitigated by the property owner, the planning commission shall deny the application. Upon finding that the proposed use, building or structure complies with the standards and requirements of this title, the requirements of the land management code, can be adequately serviced by the existing or proposed infrastructure, and the negative impacts can be reasonably mitigated, the planning commission shall authorize the conditional use permit.

(4) Accessory Building Setbacks and Separations. Unless determined otherwise by the county commission, accessory building setbacks shall be five feet minimum for rear and side yard setbacks. Front yard setbacks are the same as for the principle building and accessory buildings may not be set closer to the front property line than the principle building. Accessory buildings may not be located in utility easements. Building separation distances for accessory buildings shall be regulated by the building code.

(5) For the purpose of calculating minimum lot size, one-half the width of public streets or rights-of-way along not more than two sides of the lot may be included if that public street or right-of-way is established in conformance with the Iron County transportation plan or the Iron County addressing coordinate grid system (i.e., along section lines, quarter section lines, etc. as commonly done with aliquot parts divisions). Such area of public streets and rights-of-way shall not exceed two acres of the minimum twenty acres required.

(6) Lot width for private lots in the RR-20 zoning district that do not have lot frontage on a public street shall consider the edge of the lot where the driveway enters the lot as the front of the lot.

(7) When located adjacent to any agricultural or residential district must be screened by a solid, non-landscape, fence or wall at least six feet in height.

(8) Lighting must reflect downward and away from adjacent agricultural and residential districts and structures.

(9) Five percent (maximum site coverage may be more than five percent for green-houses).

(10) Minimum lot size is used to calculate density and a lot may be less than the minimum acreage specified when various subdivision options are utilized.

(Ord. 4 § 1, 2008: Ord. 2007-1 § 1, 2007)

(Ord. No. 2010-1, § 2(Exh. B), 1-25-2010; Ord. No. 2013-2 , § 4, 5-16-2013; Ord. No. 2013-5 , § 1, 11-12-2013; Ord. No. 2014-10 , § 1, 12-15-2014; Ord. No. 2021-3 , § 3, 4-12-2021; Ord. No. 2021-6 , § 5, 6-28-2021)

**16.18.103: SITE LAYOUT AND DEVELOPMENT PATTERN:**
It is the intent of this section to ensure that buildings relate appropriately to surrounding developments and streets; to create a cohesive identity for the neighborhood and attractive street scene; promote efficient site layout in terms of vehicular and pedestrian circulation patterns.

(1) Site layout guidelines:

(a) Multi-family buildings shall be clustered or grouped to form neighborhoods and shall be oriented or arranged in a manner to enclose required common open spaces, recreation amenities and parking areas.

(b) The minimum setbacks for multi-family dwelling units shall be twenty five feet (25') front setback, ten feet (10') side setback, ten feet (10') rear setback, twenty five feet (25') side setback on street side corner.

(c) The minimum separation between multi-family buildings, including accessory buildings, on the same lot or development shall be twenty feet (20'). (Ord. 2013-09, 2013)

(d) For multi-family buildings with walls greater than sixty feet (60') in length adjacent to interior property lines, the building setback shall be increased by one hundred percent (100%) from such interior property lines when adjacent properties are zoned for single-family dwellings.

(i) Twinhome Zoning District: Single story twinhomes may have a maximum building wall length of eighty feet (80') before increasing setbacks. For single story twinhomes with walls greater than eighty feet (80'), the building setback shall be increased by fifty percent (50%). For two story twinhomes with walls greater than sixty feet (60') in length adjacent to interior property lines, the building setback shall be increased by fifty percent (50%).

(ii) Townhouse Zoning District: Single story townhouses may have a maximum building wall length of eighty feet (80') before increasing setbacks. For single story townhouses with walls greater than eighty feet (80'), the building setback shall be increased by fifty percent (50%). For two story townhouses with walls greater than sixty feet (60') in length adjacent to interior property lines, the building setback shall be increased by fifty percent (50%). (Ord. 2018-05, 2018)

Cedar City
Building Setback Requirements:

1. Side Setbacks: The minimum side yard for any dwelling, or boarding and rooming house, shall be six (6) feet and the total width of the two required side yards shall be not less than sixteen (l6) feet. The minimum side yard for a private garage or other accessory building shall not be located closer than twelve (l2) feet to a dwelling on an adjacent lot. On corner lots, the side yard which faces on a street shall be not less than twenty (20) feet for main buildings and not less than twenty (20) feet for accessory buildings. A carport may be built within one (1) foot of the property line, except on the street side of corner lots. However, all walls must comply with side yard regulations for buildings. A party wall shall be permitted between accessory buildings on adjacent lots when both accessory buildings are located at least twelve (l2) feet in the rear of both adjacent dwellings.
2. Front Setbacks: Same as R-1 Residential Zone.
3. Rear Setbacks: Same as R-1 Residential Zone except the minimum rear yard for any main building shall be Twenty (20) feet.

# STAFF REPORT TO THE PLANNING COMMISSION

BRIAN HEAD

**ITEM:** LAND MANAGEMENT CODE CHANGE FOR 9-12-10 (B)

**AUTHOR:** Lester Ross
**DEPARTMENT:** Admin
**DATE:** May 16, 2023
**TYPE OF ITEM:** Discussion

## SUMMARY:

Change to Title 9 Chapter 12 Design Standards for Construction and Development Section 10 B Driveway Standards add Driveway Spacing

The Commission will make a recommendation to the Town Council for minimum spacing of Driveway from intersection and minimum spacing between driveways.

## BACKGROUND:

During past Planning Commission and Town Council meetings there have been some concerns expressed about proximity of a proposed driveway to an intersection or other driveways. In reviewing the Land Management Code, the Town does not currently have any restriction or regulations on the spacing of driveways.

The most recent example of this during the plat amendment for the West Zion View subdivision the new layout with 4 units along Zion View Drive the distance from the proposed West Zion View Cabins Drive to the driveway for the first unit will be 21 feet.

## ANALYSIS:

Principles of Access Management (Driveways)

Access points are an essential element of any roadway network as they represent the start and end points of any trip. Access points can range from large, complex intersections to simple, unpaved field entrances. Every driveway represents potential conflict points between motor vehicles, pedestrians, and bicyclists. The number and complexity of these conflict points relate to the safety performance of the roadway. Therefore, access should be managed through thoughtful consideration of context, function, and location. Good access management begins at the planning level and proceeds through design, construction, and ongoing maintenance. When well executed, access management will result in an appropriate balance between the safety and operation efficiency of the roadway and effective ingress and egress to adjacent properties. (Access management FHWA.dot.gov)

To determine what the appropriate balance between safety and operation efficiency we need to look and several factors.

- Context
    - Speed
    - Traffic type and volume
    - Spacing of existing driveways
    - Property lines
- Degree of Access

    - Sight distance
    - Reducing the number of conflicting movements
    - Proximity to intersections
    - Commercial entrances
- Geometry
    - Physical location
    - Grade
    - Sight distance
    - Turning radius
- Other Considerations
    - Parking
    - Drainage
    - Pavement type

The US Department of Transportation has 4 road Classifications (types).

- Interstate
- Arterial
- Collectors
- Local

Bian Head only has 3 types of roads that we work with

Arterial

- Arterial Highways and other important roadways that supplement the interstate system. They connect, as directly as practicable, to the Nation's principal urbanized areas, cities and industrial centers. Land access is limited.
- Average Speed 45-70 MPH

Collectors

- Collectors are major and minor roads that connect local roads and streets with arterials. Collectors provide less mobility than arterials at lower speeds and for shorter distances.
- Average Speed 25-35 MPH

Local Roads

- Local Roads Provide limited mobility and are the primary access to residential areas, businesses farms and other local areas.
- Average speed 25 MPH or less

The Brian Head Master Plan identifies the road type (see attachment).

Suggested sight distances for passenger cars entering two lane roadway from stop with various speed limits are shown in the table below:

| Operating Speed on Roadway (Mph) | Safe Sight Distance Looking Left from Driveway (ft.) | Safe Sight Distance Looking Right from Driveway (ft.) |
|---|---|---|
| 20 | 225 | 195 |
| 30 | 335 | 290 |
| 40 | 445 | 385 |
| 50 | 555 | 480 |
| 60 | 665 | 575 |

Source: American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets 2011 (AASHTO: Washington, DC, 2011).

Access radii. The turning radii of an access must accommodate the turning radius of the largest vehicle using the access on a regular basis.

(i) Minimum and maximum radii ranges:

(A) Commercial, industrial, or agricultural land uses:

(I) Urban areas: 30 feet minimum to 60 feet maximum.

(II) Rural areas: 20 feet minimum to 60 feet maximum.

(B) Residential land uses:

(I) Urban areas: 10 feet minimum to 15 feet maximum.

(II) Rural areas: 20 feet minimum to 30 feet maximum.

Cornell Law School Access Design Requirements.

In researching how different towns, cities, and counties handle their access management there have been 2 different methods. One size fit all or different spacing per road classification and use type.

1. Enoch City
    a. Minimum spacing from property line 3 feet
    b. Minimum spacing between driveways 12 feet
    c. Minimum spacing from intersection 10 feet

2. Cedar City
    a. Minimum spacing from property line 3 feet
    b. Minimum spacing between driveways 12 feet
    c. Minimum spacing from intersection 15 feet

3. Parowan City
    a. Residential Lots
        i. Minimum spacing between driveways 12 feet
        ii. Minimum spacing from intersection 10 feet
    b. All other lots
        i. Minimum spacing from property line 3 feet
        ii. Minimum spacing between driveways 12 feet
        iii. Minimum spacing from intersection determined by Planning Commission

4. Telluride Colorado
    a. Minimum spacing from property line 10 Feet (except when shared access)
    b. Minimum spacing from intersection 50 feet

5. Park City

| STREET CLASSIFICATION | MINIMUM SPACING BETWEEN DRIVEWAYS | MINIMUM SPACING FROM INTERSECTION |
|---|---|---|
| LOCAL | 15' | 25' |
| COLLECTOR | 50' | 75' |
| ARTERIAL | 75' | 150' |
| HISTORIC DISTRICT | 7.5' | 10' |

6. Iron County

a. They are currently working on Driveway Spacing but they do not have anything in their code currently. They are looking at going with a spacing based on the speed limit of the road. See attachment B GDOT Spacing of Driveways

## STAFF RECOMMENDATION:

Due to the unique nature and terrain of the mountain roads in Brian Head. Having steep winding roads and low sight distance the staff recommends using road classification and use type for driveway spacing. We also recommend setting a minimum spacing of the driveway from the property line.
Recommend updates to Driveway Standards.

| Standards | Residential (SFD) | | Commercial (all others) | |
|---|---|---|---|---|
| Minimum Spacing Between Driveway | LOCAL | 15 Feet | LOCAL | 75 Feet |
| | COLLECTOR | 50 Feet | COLLECTOR | 75 Feet |
| | ARTERIAL | 150 Feet | ARTERIAL | 150 Feet |
| Minimum Spacing From Intersection | LOCAL | 25 Feet | LOCAL | 75 Feet |
| | COLLECTOR | 70 Feet | COLLECTOR | 100 Feet |
| | ARTERIAL | 150 Feet | ARTERIAL | 150 Feet |
| Minimum Spacing from Property Line | 5 Feet | | 10 Feet Excerpt where it is possible to provide one access point that will serve both adjacent properties | |

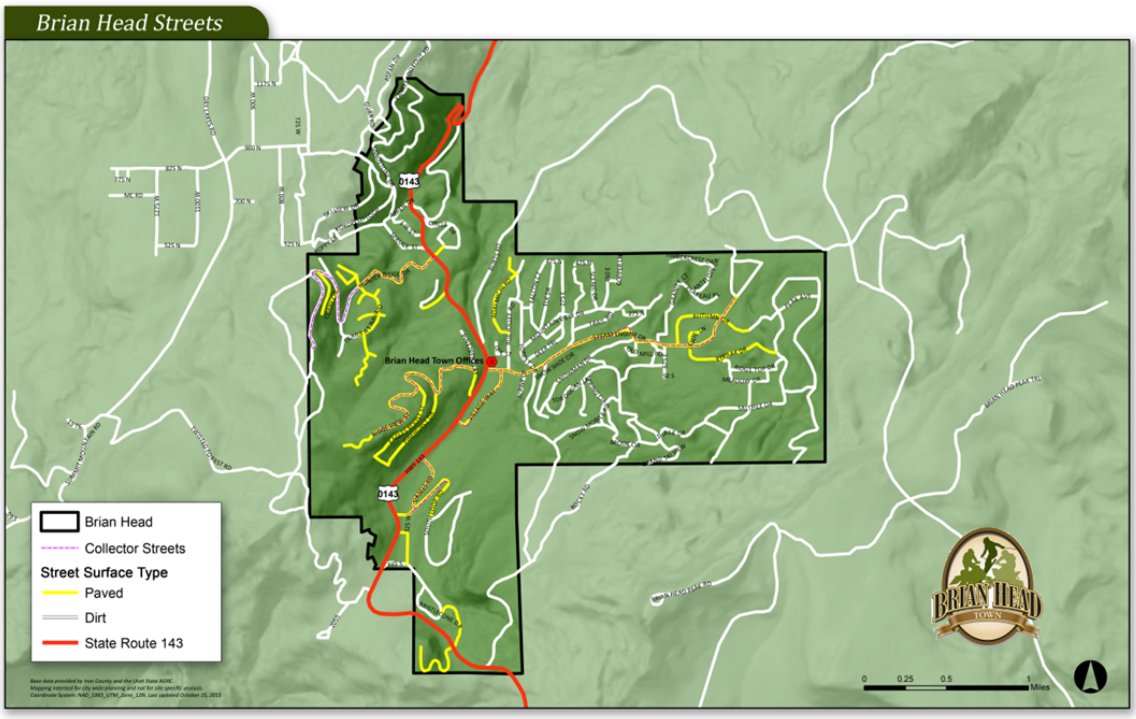
Local Roads have less traffic and lower speeds that will allow for a grater sight distance and lower potential of conflict. Collector roads can have higher speeds and have higher volume of traffic lowering sight distance and with the higher volume of traffic higher potential of conflict.
Arterials have the highest speeds with the lowest sight distance and the highest volume of traffic with a high level of potential conflict. UDOT has already set a standard for the distance of access to Hwy 143 at 150 feet, so the staff matched their standard for the Arterial Road. Residential have less volume per unit having a lower potential of conflict. Commercial have high volume per unit with a high potential of conflict.

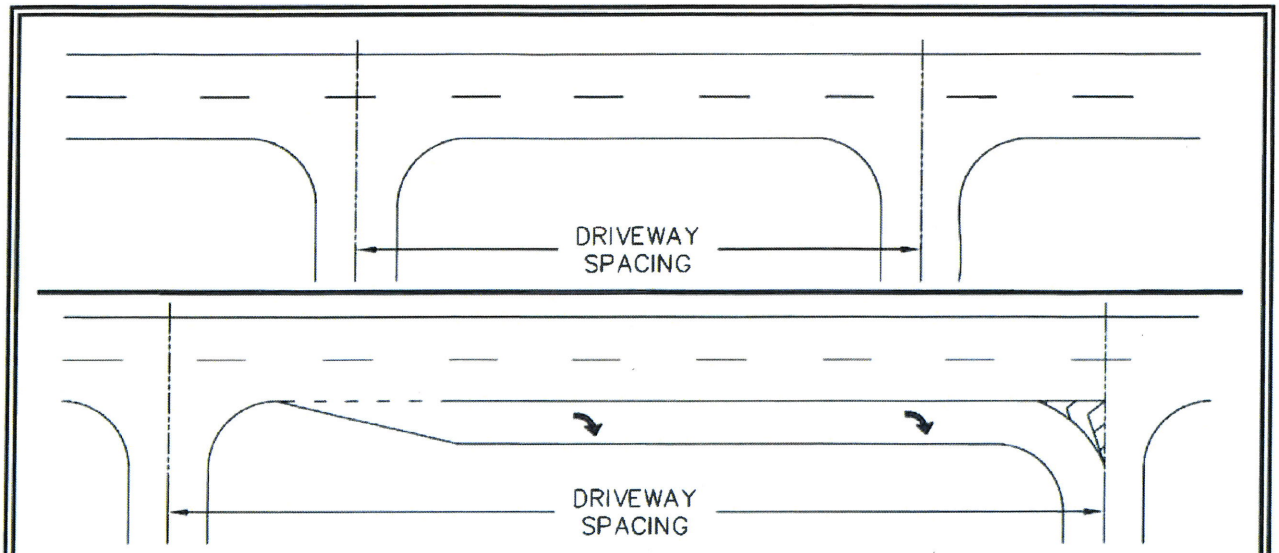
## PROPOSED MOTION:

I move that we direct staff to set a public hearing for changes to the Land Management Code updating Chapter 12 section 10 (B) Driveway Standards

## ATTACHMENTS:

A – Brian Head Streets
B – GDOT Spacing of Driveways
C – Driveway standards


Brian Head Streets
Brian Head Town Offices
143
143
Brian Head
Collector Streets
Street Surface Type
Paved
Dirt
State Route 143
0
0.25
0.5
1
Miles
BRIAN HEAD
TOWN




| POSTED SPEED, MPH | MINIMUM DRIVEWAY SPACING WITHOUT RIGHT TURN LANE (FEET) | MINIMUM DRIVEWAY SPACING WITH RIGHT TURN LANE (FEET) |
|---|---|---|
| 25 | 125 | 125 |
| 30 | 125 | 219 |
| 35 | 150 | 244 |
| 40 | 185 | 294 |
| 45 | 230 | 369 |
| 50 | 275 | 419 |
| 55 | 350 | 444 |
| 60 | 450 | 494 |
| 65 | 550 | 550 |

**TABLE 3-1 SPACING CRITERIA FOR DRIVEWAYS, PUBLIC ROADS AND SIDE STREETS**

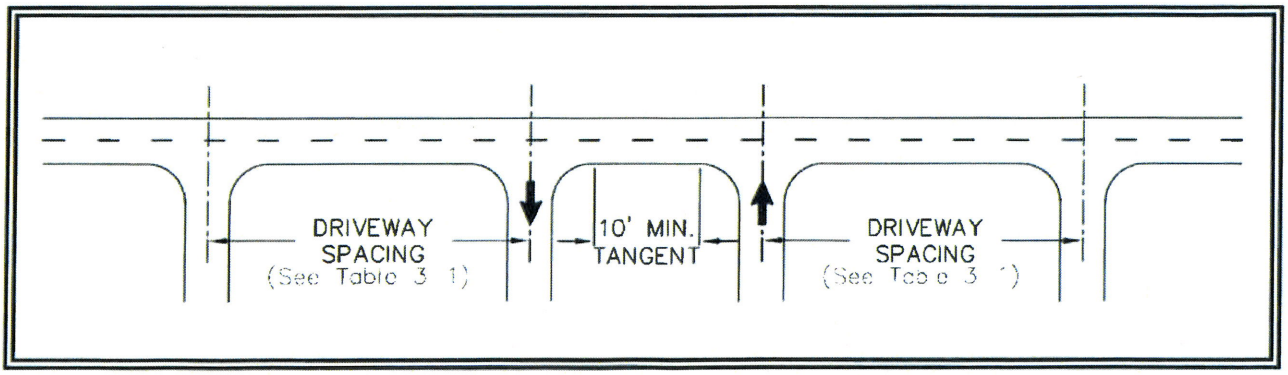



**FIGURE 3-1 SPACING CRITERIA FOR ONE-WAY DRIVEWAYS**

## Driveway Standards

## Park City

| STREET CLASSIFICATION | MINIMUM SPACING BETWEEN DRIVEWAYS | MINIMUM SPACING FROM INTERSECTION |
|---|---|---|
| LOCAL | 15' | 25' |
| COLLECTOR | 50' | 75' |
| ARTERIAL | 75' | 150' |
| HISTORIC DISTRICT | 7.5' | 10' |
| Driveway widths | | |
| PROPOSED USE | MINIMUM WIDTH | MAXIMUM TOTAL WIDTH |
| RESIDENTIAL Single-Family Duplex Shared Driveways | 10' | 27' |
| RESIDENTIAL Multi-Unit, 5 or more Parking Spaces | 18' | 30' |
| COMMERCIAL Requiring 5 or more Parking Spaces | 24' | 30' |
| COMMERCIAL Requiring 4 or fewer Parking Spaces | 18' | 30' |

**CLEAR VIEW OF INTERSECTING STREETS**. In all Zoning Districts, no obstruction is allowed in excess of two feet (2') in height above Street Grade on any corner Lot within the Site Distance Triangle. See 15-3-3(D)(8).
A reasonable number of trees with lower branches pruned to six feet (6') to permit automobile drivers and pedestrians an unobstructed view of the intersection may be allowed by Administrative Permit.

## Enoch City

Adequate ingress and egress to and from all uses shall be provided as follows:

A. Residential Lots. For each residential lot, not more than two (2) driveways, each of which shall be a maximum of twenty (20) feet wide at the street lot line, and such driveways shall not be closer than twelve (12) feet to each other.

B. Other than Residential lots. Access shall be provided to meet the following requirements:

1. Not more than two (2) driveways shall be used for each one hundred (100) feet or fraction thereof of frontage on the street.
2. No two (2) of said driveways shall be closer to each other than twelve (12) feet and no driveway shall be closer to a side property line than three (3) feet.
3. Each driveway shall be no more than thirty-five (35) feet wide, measured at right angles to the center line of the driveway, except as increased by permissible curb return radii. The entire flare of any return radius shall fall within the right-of-way.
4. No driveway shall be closer than ten (10) feet to the point of intersection of two property lines at any corner as measured along the property line, and no driveway shall extend across such extended property line.

5. In all cases where there is an existing curb and gutter or sidewalk on the street, the applicant for a permit shall provide a safety island along the entire frontage of the property, except for the permitted driveways. On the two ends and street side of each such island there shall be constructed a concrete curb, the height, location and structural specifications of which shall be approved by the local surveyor or engineer.
6. Where there is no existing curb and gutter or sidewalk, the applicant may at his option install such safety island and curb, or in place thereof, shall construct along the entire length of the property line (except in front of the permitted driveways) a curb, fence, or pipe rail not exceeding two (2) feet or less than eight (8) inches in height.

Cedar City

On corner lots no driveway shall be closer than fifteen (l5) feet to the point of intersection of the front property line with the side property line which abuts upon a street. No driveway shall be located across any curved section of frontage lying between said point of intersection and point of tangent.

Driveways shall not be closer to each other than twelve (12) feet measured four (4) feet on each curb taper and four (4) feet between the curb tapers and no driveway shall be closer to a side lot line than three (3) feet. Twin home lots are not required to have driveway separation when garages are connected. When a commercial or industrial lot abuts any residential zone, a driveway shall be at least twenty feet (20') from the side lot line.

Access shall be by not more than two driveways from any one street upon which there is One Hundred Feet (100') of frontage or less. Any structure with more than One Hundred Feet (100') of frontage shall be allowed one (1) additional driveway for every additional One Hundred Feet (100').

## Parowan

**Residential Lots**.

For each residential lot not more than two (2) driveways, each of which shall be a maximum of twenty (20) feet wide at the street lot line, and such driveways shall not be closer than twelve (12) feet to each other. No driveway shall be closer than twenty (20) feet of any intersection at any corner as measured along the property line.

**Other than Residential Lots**.

Access shall be provided to meet the following requirements:

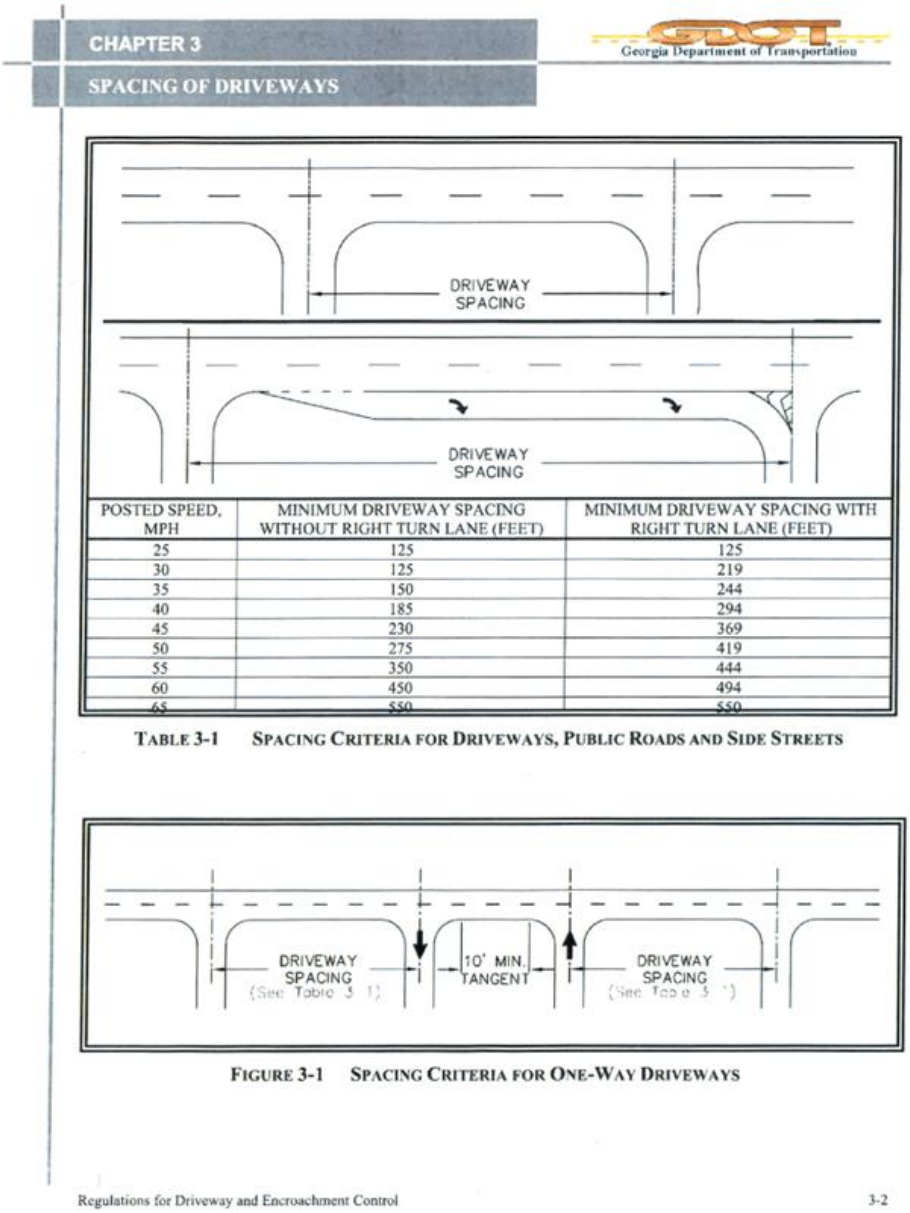
1. Not more than two (2) driveways shall be used for each one hundred (100) feet or fraction thereof of frontage on any street with the exception of u-shaped driveways.
2. No two (2) of said driveways shall be closer to each other than twelve (12) feet, and no driveway shall be closer to a side property line than three (3) feet.
3. No driveway shall be closer than twenty (20) feet of any intersection at any corner as measured along the property line.
4. Where there is no existing curb and gutter or sidewalk, the applicant may at his option install a safety island and curb, or, in place thereof shall construct along the entire length of the property line (except in front of the permitted driveways) a curb, fence, or pipe rail not exceeding two (2) feet or less than eight (8) inches in height.
5. All other uses not listed above as determined by the Parowan City Planning Commission, based on the nearest compatible use standards.

## Telluride

No entrance or exit shall be located nearer than fifty feet (50') to any intersecting street right of way or nearer than ten feet (10') to any adjacent property line, except where it is possible to provide one access point that will serve both adjacent properties, or except onto an alle

## Iron County

They are currently working on Driveway Spacing but they do not have anything in their code currently. They are looking at going with a spacing based on the speed limit of the road.



CHAPTER 3

SPACING OF DRIVEWAYS

Georgia Department of Transportation



| POSTED SPEED, MPH | MINIMUM DRIVEWAY SPACING WITHOUT RIGHT TURN LANE (FEET) | MINIMUM DRIVEWAY SPACING WITH RIGHT TURN LANE (FEET) |
|---|---|---|
| 25 | 125 | 125 |
| 30 | 125 | 219 |
| 35 | 150 | 244 |
| 40 | 185 | 294 |
| 45 | 230 | 369 |
| 50 | 275 | 419 |
| 55 | 350 | 444 |
| 60 | 450 | 494 |
| 65 | 550 | 550 |

TABLE 3-1 SPACING CRITERIA FOR DRIVEWAYS, PUBLIC ROADS AND SIDE STREETS



FIGURE 3-1 SPACING CRITERIA FOR ONE-WAY DRIVEWAYS