

ORDINANCE 98-13

AN ORDINANCE AMENDING THE EAGLE MOUNTAIN DEVELOPMENT CODE AND ADOPTING CERTAIN CORRECTIONS.

WHEREAS, the Development Code of Eagle Mountain has been duly adopted to provide standards for development as related to architectural design, landscaping, street and alley design, trail construction and the provision of bonds or other guarantees to ensure the completion of such improvements; and

WHEREAS, the Town Council acknowledges the need for technical corrections and wording changes to more accurately reflect the intent of the Council in establishing such development standards; and

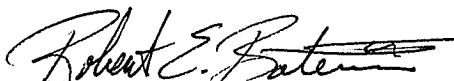
WHEREAS, the Town Council heard and approved the text change in prior meetings of the Town Council.

NOW THEREFORE, be it ordained by the Town Council of Eagle Mountain that:

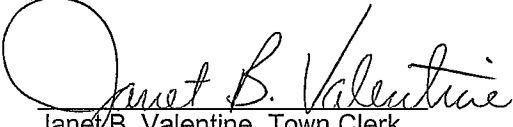
1. The attached text changes to Chapter IX and XII of the Development Code are hereby added to clarify landscaping, street design and bonding requirements.
2. The attached changes to Appendices E and F are hereby added to the Development Code to clarify trail and alley construction standards.
3. This ordinance will take effect immediately upon posting.

DATED THIS 10th day of November, 1998.

TOWN OF EAGLE MOUNTAIN


Mayor Robert E. Bateman

ATTEST:


Janet B. Valentine, Town Clerk



clustering or property ownership make them necessary. In no case shall a cul de sac street be longer than 400 feet, unless a variance is granted by the Town Council.

EXCEPTION TO IX.M: Dead-end streets may be used to minimize land disturbance and impervious cover on slopes over 15%. Where permitted, dead-end streets shall terminate in a turning circle that has a minimum radius of 60 feet or in a T- turnaround.

EXCEPTION TO IX.M: 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(s). The Planning Commission or Town Council may require that a temporary turnaround be provided.

1. Developers are encouraged to use alleys as the access for garages. Lots with street frontage of 70 feet or less shall be required to use a system of alleys for garage access and garbage pick up, unless an acceptable alternative design is approved by the Planning Commission. The following incentives are offered to encourage developers to use alleys in traditional neighborhood developments:

a. Garages will be permitted on a zero lot line side yard setback.

b. Residential street paved area may be reduced from 28 feet to 24 feet in width.

N. Efficient Traffic Flow on Arterial Streets.

1. No lot shall have its primary access onto an arterial street, unless the Planning Commission determines that such access cannot be avoided due to terrain or other features that cannot be reasonably resolved..

2. Where residential developments adjoin an arterial street, reverse frontage, deep lots, screening, landscaped buffers, and similar techniques will be required to reduce potential conflict between homes and traffic. Screening fences or walls and landscaping may be utilized to meet this requirement.

O. Planting Street Trees.

1. Street trees shall be planted along all streets, in compliance with a plan submitted by the developer and approved by the Town.

a. In industrial, commercial, and higher density residential developments, street trees shall be installed by the developer, before a certificate of compliance is issued. The developer shall be required to post a bond for required street trees and related improvements. The bond may be used to replace required landscaping that fails to survive for a period of one year after all planting. The bond will be released after all required landscaping is in place and has survived in good condition for a period of one year after planting. To avoid damage, required landscaping shall be planted as project phases are completed and as early as appropriate based on seasonal requirements. Street trees shall be installed where there is a soil volume sufficient to support healthy trees and an irrigation system. Street trees are "required improvements," subject to the provisions of Chapter IV.

b. Planting a landscape along arterials and collectors shall be completed during the first phase of a subdivision.

2. Species selection, the spacing of street trees, and the use of planting strips or tree wells and grates shall be used under a plan approved by the Town to help create a distinct identity for the neighborhood and for special places (neighborhood center, neighborhood parks) within it.

3. In residential neighborhoods with typical lot frontages of 100 feet or less, deciduous trees that mature to heights of more than 40 feet shall be spaced approximately 40 feet apart, with at least one tree per lot. Smaller, faster maturing trees shall be spaced according to size at maturity so that mature crowns overlap slightly with adjacent trees.

4. At the time of planting, street trees shall have a trunk caliper of at least 1.5 inches at a location 18 inches above the soil line.

5. Street trees, landscape buffers and landscaped public spaces shall comply with the guidelines of the Eagle Mountain Development Standards or an equal alternative that the developer may negotiate with the Planning Commission.

P. Building Walks and Trails.

1. Sidewalks shall be provided along both sides of streets, at the developer's expense, and in compliance with the detailed performance standards of Appendix F. Sidewalks are "required improvements," subject to the provisions of Chapter IV.

EXCEPTIONS TO IX.P.1. Sidewalks shall not be provided along alleys, as defined in Appendix E. Sidewalks, curbs, and gutters are not required in subdivisions in which 50% or more of the lots are one acre or more in size. Notwithstanding other provisions of this code, the Town Council may determine in the development agreement that sidewalks will not be required on one or both sides of the street. Such determination may be made if lot sizes, traffic patterns, wider roads or other related design factors support a more flexible approach. If sidewalks are not required, the Town Council may specify the completion of other public facilities in lieu of sidewalks. A development agreement may permit phased final platting, based on phased installation of the required improvements, as provided in Chapter IV.

2. Developments shall provide improved bicycle and/or horse trails connecting the development to the major trails established in the Town's master trails plan.. Connecting trails are "required improvements," subject to the provisions of Chapter IV. The design and construction of connecting trails shall comply with the detailed performance standards of Appendix F.

3. Lighting shall be installed where necessary to ensure the safety of sidewalk and trail users.

Q. Providing Bicycle Parking. Bicycle parking shall be provided as required by Table IX.1. Bicycle parking is a "required improvement," subject to the provisions of Chapter IV.

Table IX.1. Bicycle Parking Requirements

Use	Minimum Number of Spaces
Neighborhood squares	4 per square
Neighborhood parks	8 per acre
Neighborhood centers space	distributed parking, 1 space per 7,500 sq ft of office or retail
Community center	distributed parking, 1 space per 7,500 sq ft of office space plus 1 space for every 60 seats in each place of public assembly
Commercial uses outside centers	5% of vehicle parking spaces required by Appendix D.

R. Protecting Airspace. Development shall comply with the detailed performance standards of Appendix G, which protect aircraft pilots and passengers from possible safety hazards and protect the continuing utility of the Eagle Mountain airports.

S. Neighborhood Parks and Squares.

1. Neighborhood parks, shall be provided and improved, at the developer's expense, at a rate of 1 acre of park space for each 100 proposed dwelling units, OR a payment equal to the land and basic development cost of 1 acre of neighborhood park space for each 100 proposed dwelling units shall be made to the Town's dedicated park fund. Whether the park must be developed or a payment will be acceptable will be determined by the proposed development's plans for compliance with XII.D.4. or XII.F.2., whichever is applicable. Neighborhood parks are "required improvements," subject to the provisions of Chapter IV. The improvements to be completed for a public park space will be defined in the landscape and park improvement plan approved by the Planning Commission and will be consistent with the Town's Master Park Plan. The Town will specify, in some cases, improvements that may be suitable for community athletic facilities such as football or soccer fields, baseball diamonds, tennis or volleyball courts, etc. Parks and facilities constructed under this provision may be used to meet density bonus requirements in Chapters XIV and XV.

2. Neighborhood parks will be effectively integrated into residential developments and connected with homes, each other, neighborhood squares, neighborhood centers, community parks, and open space areas via sidewalks or trails. There shall be a neighborhood park of at least one acre in size within 1,320 feet of 90% or more of the proposed dwelling units.

a. Residential. Architecture utilizing different materials on different sides is discouraged. All elevations of the residence should be treated similarly, since a building is rarely viewed from the front only.

b. Materials and colors of walls shall change only at inside corners created by a minimum 18 inch plane change. Veneer treatment that terminates at a front corner will not be allowed. Decorative corner pilasters must return a minimum of 24". All exterior wall materials to be considered by an architectural review board, or Planning Commission until appointed. No single residential structure should utilize more than three different wall materials (trims, fascias, etc. excluded).

c. Roofline profiles are important aspects of residential design. Tract homes especially, should avoid monotony in heights, colors and ridge orientation. Each residence should have a dominant gabled or hipped roof element. Shed roofs may be used for secondary roof elements only. Dome roofs, rock roofs, false dormers, and false chimneys are not acceptable. Metal fireplace flues shall be enclosed in chimneys. Asphalt shingles shall have 'dimensional offsets' and weigh a minimum of 300 pounds per 100 square feet. Wood shakes or shingles are allowed if certified as fire resistant. Cement tile and slate roofs are acceptable. Partial flat roofs on custom homes require specific approval. Roof vents to be behind ridge where possible. Evaporative coolers, heat pumps, and other roof mounted equipment shall be hidden from view.

d. Gable roofs shall have a minimum pitch of 6/12, 8/12 is preferred.

e. Accessory buildings shall be of similar style, color, and material selection as the residence served.

f. No unenclosed carports will be allowed on residential structures (exceptions may be made for multi-family units larger than a four-plex). Garage doors shall not face the street unless the garage is set back 50 feet or more from the front property line and the front of the garage is set back at least 15 feet from the portion of the front elevation nearest the driveway.~~front of the dwelling.~~

g. Main entry doors shall face the street.

h. Propane tanks, satellite dishes, and other equipment shall be screened from view.

i. Any exterior wall elevation exceeding 40 feet in length shall have changes in surface plane to avoid monotony.

j. Single family homes shall have front porches oriented to the street. Minimum porch depth to be 8 feet, minimum square footage for front porches shall be 100 square feet. Front porches are encouraged, but not required for houses set back 75 feet or more from the front property line.

APPENDIX E - DETAILED ABSOLUTE DEVELOPMENT STANDARDS FOR DESIGN AND CONSTRUCTION OF LOCAL STREETS AND ALLEYS

1. Streets and Alleys. Construction of local streets and, in certain cases, alleys is required by Chapter IX. This appendix sets basic geometric standards for local streets and alleys. Geometric standards for collector and arterial streets shall be as set by the Town engineer. Material and construction standards are provided in the Town's public works specifications. Alternate street sections generally consistent with the standards established below may be used in subdivision design with the approval of the Town Engineer and the Town Council.

2. Basic Geometric Standards. Table E-1 provides basic geometric standards for local streets and alleys.

**Table E-1 - Basic Geometric Standards for Local Streets and Alleys
more stringent standards apply at intersections**

<i>Type of street</i>	<i>right-of-way width</i>	<i>cartway width</i>	<i>minimum cross-slope</i>	<i>maximum grade</i>	<i>RESERVED</i>
Grid Street	50 feet	28 feet	2%	5%	
Alley	20 feet	<u>18</u> 20 feet	2%	5%	
Lane*	40 feet	24 feet	2%	10%	

* Lanes may be used on slopes over 15% only, to avoid excessive cuts and fills. No parking will be permitted on a lane. Dead-end lanes must comply with IX.P.

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d. Gable roofs shall have a minimum pitch of 6/12, 8/12 is preferred.

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f. No unenclosed carports will be allowed on residential structures (exceptions may be made for multi-family units larger than a four-plex). Garage doors shall not face the street unless the garage is set back 50 feet or more from the front property line and the front of the garage is set back at least 15 feet from the portion of the front elevation nearest the driveway.~~front of the dwelling.~~

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i. Any exterior wall elevation exceeding 40 feet in length shall have changes in surface plane to avoid monotony.

j. Single family homes shall have front porches oriented to the street. Minimum porch depth to be 8 feet, minimum square footage for front porches shall be 100 square feet. Front porches are encouraged, but not required for houses set back 75 feet or more from the front property line.

APPENDIX F - DETAILED ABSOLUTE DEVELOPMENT STANDARDS FOR DESIGN AND CONSTRUCTION OF SIDEWALKS AND TRAILS

1. Sidewalks. Construction of sidewalks is required to comply with IX.P. This appendix specifies the type of sidewalks required in different areas and sets basic geometric standards. Material and construction standards are provided in the Town's public works specifications.

a. Type of Walk. Sidewalks in residential and industrial areas shall be boulevard style, leaving a minimum six foot wide planting strip between the sidewalk and the street. Planting of street trees in this strip is required by IX.P. Sidewalks in commercial and mixed use areas may extend to the curb, with street trees being planted in wells containing a soil volume and type sufficient to ensure their health and longevity.

b. Geometry: Retail and Service Commercial and Mixed Use Areas, Including Community and Neighborhood Centers.

- i. Minimum Width: 10 feet.
- ii. Cross-Slope: Minimum 1%, Maximum 3%.
- iii. Grade: 5% maximum. The design of ramps (any walk with a grade over 5%) and stairs shall be approved by the Administrator.

c. Geometry: Other Areas.

- i. Minimum Sidewalk Width: 4 feet.
- ii. Cross-Slope: Minimum 1%, Maximum 3%.
- iii. Grade: 5% maximum. The design of ramps (any walk with a grade over 5%) and stairs shall be approved by the Administrator.

d. All sidewalk systems shall be fully accessible to the handicapped.

2. Trails. Construction of connecting trails may be required to comply with IX.S. This appendix specifies the type of trails required in different areas and sets basic geometric standards. Material and construction standards are provided in the Town's public works specifications.

a. Width: minimum 10 feet for pedestrian and bicycle trails on major corridors and 8 feet between subdivisions. Where equestrian trails are provided there shall be a surface width of 12 feet and a minimum of 20 feet in the trail corridor.

b. Cross-Slope: Minimum 2%, Maximum 3%.

c. Grade: 5% maximum, but grades of up to 10% may be accepted for stretches of 100 feet or less.

d. Centerline Curve Radius: minimum 100 feet. A radius of 250 feet should be attained wherever possible. Trails should be widened where minimum radius curves occur at the bottom of a grade.

e. Bollards or similar devices shall be installed wherever necessary to prevent motor vehicles from entering trails. The Administrator may require that bollards or similar devices be removable in order to permit access by emergency and maintenance vehicles.

f. Composition: Bicycle or pedestrian trails of 10 foot width shall be constructed of 6 inches of roadbase with 2 inches of asphalt. Such trails of 8 feet in width shall be constructed of 6 inches of approved roadbase. Equestrian trails shall be of not less than 3 inches of shredded bark, blastic cinders or similar material approved by the Town Engineer.