

UDO Task Force Text Amendments Summary

42. 30-5.F.4.d.1 – Cul-de-Sac and Street Stubs

CURRENT

1. Street Stubs shall be allowed only on a temporary basis to serve a phase or portion of a subdivision. Street stubs longer than 150 linear feet shall include a paved hammerhead turnaround or cul-de-sac that meets the city's minimum standards and shall be located within the dedicated right-of-way or easement. In the event that a final plat (See Section 30-2.C.6.e, Final Plat) for the phase or portion of a subdivision served by a temporary street stub is submitted for approval or recording, the Final Plan shall include a notation that the street is temporary, and that additional modifications to the street will occur when the adjacent area is developed.

ACTION

Lori Epler moved to add "Other requirements exists; refer to Section 30-6.A.4.a.3 for those requirements."

AMENDMENT

1. Street Stubs shall be allowed only on a temporary basis to serve a phase or portion of a subdivision. Street stubs longer than 150 linear feet shall include a paved hammerhead turnaround or cul-de-sac that meets the city's minimum standards and shall be located within the dedicated right-of-way or easement. In the event that a final plat (See Section 30-2.C.6.e, Final Plat) for the phase or portion of a subdivision served by a temporary street stub is submitted for approval or recording, the Final Plan shall include a notation that the street is temporary, and that additional modifications to the street will occur when the adjacent area is developed. Other requirements exists; refer to Section 30-6.A.4.a.3 for those requirements.

43. 30-5.F.8.a.&1 – Maximum Driveway

CURRENT

- a. Maximum driveway width for the first 18 feet of driveway, as measured from the street pavement edge, shall be limited in accordance with the following maximum driveway width standards, unless the city manager determines a greater width is required because of projected traffic volumes:
 1. Single-family attached, detached, and two- to four-family residential: 16 feet for a single car garage, and 20 feet for a two car garage;

ACTION

Lori Epler moved to make the following changes to 30-5.F.8 Maximum Driveway Width. a. Maximum driveway width for the first **12** feet of driveway, as measured from the street pavement edge, shall be limited in accordance with the following maximum driveway width standards, unless the city manager determines a greater width is required because of projected traffic volumes: 1. Single-family attached, detached, and two- to four-family residential: 16 feet for single car garage, and **24** feet for a two **or more** car garage;

ACTION

- a. Maximum driveway width for the first **12** feet of driveway, as measured from the street pavement edge, shall be limited in accordance with the following maximum driveway width

standards, unless the city manager determines a greater width is required because of projected traffic volumes:

1. Single-family attached, detached, and two- to four-family residential: 16 feet for a single car garage, and **24** feet for a two **or more** car garage;

44. 30-5.F.9.a.4 – Sidewalks

CURRENT

5. On cul-de-sacs less than 500 feet in length (in these instances, sidewalks are required only on one side of the street);

ACTION

Lori Epler moved to add “Other requirements exists; refer to Section ___ for those requirements.” (City Staff will provide the section number at next meeting.)

AMENDMENT

5. On cul-de-sacs less than 500 feet in length (in these instances, sidewalks are required only on one side of the street). Other requirements exists; refer to Section 30-5.F.3.d. for those requirements;

45. 30-5.F.9.d – Sidewalks; Performance Guarantees

CURRENT

NA

ACTION

John McCauley moved to add the following verbiage below

AMENDMENT

- d. Performance Guarantees
 1. To insure the completion of sidewalks that are required as part of an approved subdivision plan, but are not approved by the City Manager as complete before application for a final plat, the following requirements must be met:
 - a. Sidewalks required pursuant to this section in accordance with the Ordinance must be constructed on buildable residential lots, prior to the issuance of a certificate of occupancy.
 - b. Sidewalks required pursuant to this section in accordance with the Ordinance on common areas, detention lots or other non-buildable lots/parcels shall be constructed or bonded by the developer, prior to application for approval of final plat.

46. 30-5.G.3.b.2.a – Design Standards; Fronting Open Space

CURRENT

2. *Fronting Open Space*
 - a. Except for single-family detached or attached development in a subdivision approved prior to July 1, 2011, or proposed as part of a zero lot line development of three acres or less, at least ten percent of all single-family dwellings shall front upon an open space dedicated area when part of a single-family detached or attached development.

ACTION

John McCauley moved to remove the words “front upon” and replace with “abut” so the statement reads: at least ten percent of all single-family dwellings shall abut an open space dedicated area when part of a single-family detached or attached development.

AMENDMENT

2. *Fronting Open Space*

- a. Except for single-family detached or attached development in a subdivision approved prior to July 1, 2011, or proposed as part of a zero lot line development of three acres or less, at least ten percent of all single-family dwellings shall **abut** an open space dedicated area when part of a single-family detached or attached development.

47. 30-5.1.3.b.4 & 5 – Design Standards

CURRENT

4. Parking areas between buildings on outparcels shall provide at least 25 percent more landscaping material than is required for other off-street surface parking areas in Section 30-5.B.4.c, Vehicular Use Area Landscaping.
5. Auto-oriented businesses with drive-through facilities should be located on the edge of a given cluster of multiple buildings.

ACTION

Lori Epler moved to delete number four from 30-5.1.3.b.4 and changing subparagraph 30-5.1.3.b.5 to be subparagraph 30-5.1.3.b.4.

AMENDMENT

4. Auto-oriented businesses with drive-through facilities should be located on the edge of a given cluster of multiple buildings.

48. 30-5.1.3.e.2 – Design Standards

CURRENT

2. *Neighborhood Commercial District*

Single-story commercial, office, and mixed-use development in the NC district shall be configured to locate all required surface off-street parking to the side or rear of the building. Buildings of two or more stories may locate up to two rows of off-street surface parking between the primary building entrance and the street it faces, when a vegetated buffer in accordance with Table 30-5.B.4.c.5, Street Yard Buffer Requirements, is provided.

ACTION

Lori Epler moved for #2 to read as follows: Neighborhood Commercial District – Single-story commercial, office, and mixed-use development in the NC district shall be configured to locate a minimum of 70 percent of required surface off-street parking to the side or rear of the building. Buildings of two or more stories may locate up to two rows of off-street surface parking between the primary building entrance and the street it faces, when a vegetated buffer in accordance with Table 30-5.B.4.c.5, Street Yard Buffer Requirements, is provided.

AMENDMENT

2. *Neighborhood Commercial District*

Single-story commercial, office, and mixed-use development in the NC district shall be configured to locate **a minimum of 70 percent** of required surface off-street parking to the side

or rear of the building. Buildings of two or more stories may locate up to two rows of off-street surface parking between the primary building entrance and the street it faces, when a vegetated buffer in accordance with Table 30-5.B.4.c.5, Street Yard Buffer Requirements, is provided.

49. 30-5.1.3.g – Auto-Oriented Uses

CURRENT

g. Auto-Oriented Uses

Automobile-oriented uses or facilities include but are not limited to gas pumps, drive-throughs, pick-up windows, or other accessory uses intended for access while inside a vehicle. In no instance shall an auto-oriented feature be located between a building and the principal street it fronts.

ACTION

Lori Epler moved to have the words “unless approved by the city manager” at the very end of the sentence under Auto-Oriented Uses.

AMENDMENT

g. Auto-Oriented Uses

Automobile-oriented uses or facilities include but are not limited to gas pumps, drive-throughs, pick-up windows, or other accessory uses intended for access while inside a vehicle. In no instance shall an auto-oriented feature be located between a building and the principal street it fronts **unless approved by the city manager**.

50. 30-5.1.3.h., 4&5 – Display Windows for Vacant Commercial Establishments in DT Downtown

CURRENT

h. Display Windows for Vacant Commercial Establishments in DT Downtown

Prior to installation, the Planning and Code Enforcement Director or his or her designee shall review a plan prepared by the applicant to assure that the plan will adequately comply with one or more of the following:

4. Artwork or other materials provided by the Downtown Alliance specifically for this purpose.
5. Other measures consistent with these examples, if approved in writing by the Planning and Code Enforcement Director or his or her designee, in his/her discretion. Displays should cover 50% of the window. If the display does not cover the entire window, the unoccupied (or vacant) space should be screened to obscure it.

ACTION

Christine Michaels moved to have #4 read as follows: Artwork or other materials provided by the Downtown Alliance, **or other agencies approved**, specifically for this purpose.

*Also, in the Paragraph directly above #1 in this section it will read as follows: Prior to installation, the **city manager** or his or her designee shall review **and approve** a plan prepared by the applicant to assure that the plan will adequately comply with one or more of the following:

*5. Other measures consistent with these examples, if approved in writing by **the city manager** or his or her designee, in his/her discretion. Displays should cover 50% of the window. If the display does not cover the entire window, the unoccupied (or vacant) space should be screened to obscure it.

AMENDMENT

h. Display Windows for Vacant Commercial Establishments in DT Downtown

Prior to installation, **city manager** or his or her designee shall review **and approve** a plan prepared by the applicant to assure that the plan will adequately comply with one or more of the following:

4. Artwork or other materials provided by the Downtown Alliance **or other agencies approved**, specifically, for this purpose.
5. Other measures consistent with these examples, if approved in writing by the **city manager** or his or her designee, in his/her discretion. Displays should cover 50% of the window. If the display does not cover the entire window, the unoccupied (or vacant) space should be screened to obscure it.