



Council Workshop Minutes

Wednesday, February 12, 2020

Call to Order at 7:22 p.m.

Roll Call

Councilmembers Hauft and Roberts, Vice-Mayor Howell, Mayor Dudley, Attorney Mora, and Manager Campbell

Continued Discussion on Chapter 54

Manager Campbell stated the goal is to review what has been accomplished thus far and to the continue discussion, ultimately making decisions so that this can be brought back to the Council in Ordinance format.

Action 1: Clarify Sec. 54-110 - Add a definition for prohibited vehicles and equipment

The most recent version of Chapter 54 and the Action guide was provided to the Council. Manager Campbell was seeking clarification of the definition of prohibited vehicles that have been discussed. A discussion ensued. The consensus was to accept the definition of what was prohibited, minus the term ladder racks.

Action 2: Modify Sec. 54-113 (b) - Revise code to set limits on the truck length and weight, versus basic ¾-ton truck provision (existing) added in 23 feet and 10,000 pounds. Council is fine with this

Action 3: Modify Sec. 54-173 (b) - Define restrictions for parking on public right-of-way and clarify grass parking prohibition (pg. 4)

Parking on the public right-a-way: There are two street cross-sections within the Town, a 20-foot pavement width, which is the bulk of the Town and a 28-foot pavement width, which is the Camelot section of Town. The staff conducted a static demonstration with the Fire Department to check the clearance on roads, with vehicles parked on them.

On streets with the 20-foot pavement width, cars can only be parked on one side of the street for a Fire Truck to pass. On streets with the 28-foot pavement width, cars could be parked on both sides. The Town doesn't want an excess of parking signs on the streets, so

Manager Campbell proposed an even/odd alternating parking option.

A discussion occurred Vice-Mayor Howell and Council member Roberts didn't agree with this option.

The other option that was provided was to allow parking on a certain side of the street, based on the path of travel for a Fire Engine when it leaves the Fire Station to respond to a call.

There is a way to strategically figure that out. Discussion occurred, there are only isolated issues, we are trying to eliminate life safety issues when emergency vehicles are trying to

respond. It has been clarified vehicles need to park in the direction of travel on a road and can't be parked blocking a driveway, mailbox or fire hydrant or on either side of the street.

Attorney Mora stated we are looking for policy direction. There is consensus from the Council, no grass parking; The consensus of Council was to accommodate street parking. As to the extent it can be accommodated, while preserving the protection of life, safety, health and wellness of the Community. The code shall only be allowed to the extent permitted by posted signage.

Action 4: Add to Sec. 54-173 (e) - "recreation vehicles must be parked on a paved surface, perpendicular to the main building" (pg. 4) There was consensus by Council to allow various surfaces, as long as they are secured by a perimeter and dug to a certain excavated depth.

Action 5: Modify Sec. 54-174 (4) - Distance that a vehicle can be parked from the back of the curb (i.e. 3' or 5') (pg. 5) No set back, just not blocking the sidewalk.

Action 6: Modify Sec. 54-174 (4) - Option (A): vehicle parking/parking pad no closer than 3' from side lot line, bordering garage, Option (B): 1' from side lot line (pg. 6-7)
The consensus from Council to select option B, 1-foot.

Action 7: Modify Sec. 54-174 (6) - Consider eliminating 3' setback from any building/structure, or lot line, within the lot where the vehicle may be parked (pg. 8)
The consensus from Council to eliminate the 3-foot setback.

Action 8: Clarify Sec. 54-176 - Consider reducing the number of recreational vehicles permissible within any driveway to one unit. (pg. 8)
Consensus from Council.

There was also an item that was put into the draft, that requires the vehicle to be parked perpendicular to the street.

Chapter 54 is in the usual code of ordinances, Chapter 66 is in the land development code

Action 9: Modify Sec. 66-111 (2) & 66-114 - Increase maximum driveway width for single-family residence 26' (provided ISR requirements are met first) (pg. 8)
The distance is currently 20-feet. A discussion occurred

Action 10: Modify Sec. 66-111 (5) - Decrease minimum driveway distance to the property line to 1' on the garage side for single-family residences (pg. 9)
Already talked about

Action 11: Add to Sec. 66-120 (4) - Define Impervious Surface Ratio (ISR), and define maximum 45% of front yard impervious or non-vegetated/greenspace (pg. 9)
This item is crucial. It prevents an entire front yard from becoming pavers or a driveway.

Action 12: Add to Sec. 66-39 - (2) Concrete and pervious surface requirements for front yard parking areas adjacent to driveways (i) hard surfaces (ii) loose surfaces

o Adjournment

Consensus by Council to come up with language regarding the hard surfaces. A tiered system preferably would be asphalt or concrete, if not pavers or crushed stone with a concrete ribbon, if not mulch, with an excavated border and requires a permit. The main driveway portion has to be a solid surface, but putting in a parking pad can be a mulch surface.

Motion: Vice-Mayor Howell Second: Councilmember Hautt
All in favor, Motion approved

Meeting adjourned at 8:14 p.m.

Respectfully submitted,
Cindy M. Matson, Town Clerk