

Section 9

SITE DESIGN & DEVELOPMENT REQUIREMENTS

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9.1 PURPOSE

To provide flexibility, encourage creative land use design, and preserve the special character of specific areas, some zoning districts require special site design Requirements. The design Requirements for these districts are contained in this Section.

9.2 MULTI-FAMILY HOUSING SITE DESIGN REQUIREMENTS

9.2.1 Purpose

Because of their higher densities, multi-family and cluster housing tend to generate large parking areas and a decrease in private open space. If not properly designed, parking facilities can dominate the site and open space may be relegated to left over areas, not related to the structures or the people who live there. Residential developments surrounded by high walls, parking lots, and rows of carport along public streets are examples of practices to be avoided.

Perimeter parking drives are discouraged because parking areas provide a poor image of a project and often function as barriers between the project and the surrounding community. The Requirements that follow are intended to help mitigate the effects of these situations and to provide a pleasant residential environment within the context of higher density development. These purpose of these Requirements is to:

- A. Recognize the unique needs and characteristics of multi-family developments
- B. Create an efficient, safe and pleasant living environment
- C. Expand housing opportunities and options within the City
- D. Promote high quality development that will sustain the greater community
- E. Assure compatibility with surrounding uses

9.2.2 Intent

The intent of this Section is to ensure that each development be designed with a sensitivity to its particular location and integrated with its surroundings, both natural and man-made. All developments should be designed to maximize the sense of private security and provide an efficient and safe living environment.

Structures, open space areas and other features should enhance available view corridors. Multi-family developments should use materials, colors, architectural features and landscape designs that generally reflect and respect the City's location and culture.

Natural materials and deep earthtone colors are preferred, and design elements should not consist primarily of metal, glass, plastic, highly reflective materials and bright colors. Such materials may have limited application in trim or accent areas, but shall not be predominant visual elements of the buildings or site improvements.

9.2.3 Applicability

These requirements shall apply to any multi-family development within the City of Page, including multi-family developments within mixed use developments.

9.2.4 Approval Process

All applications for multi-family development shall be submitted pursuant to the site plan requirements of *Section 2.5, Site Plan Review Procedures*, of this Ordinance.

9.2.5 Multi-Family Design Requirements

9.2.5.1 Architectural Requirements

Long, unbroken facades and box-like forms should be avoided. Building facades should be broken up to give the appearance of a collection of smaller structures. To the extent possible, each of the units should be individually recognizable. This can be accomplished with the use of balconies, setbacks and projections which help articulate individual dwelling units or collections of units and by the pattern and rhythm of windows and doors.

9.2.5.2 Entryways

Project entry areas provide the resident and visitor with an overview to the development. They should provide an open view with landscaping, recreational facilities, and project directories. Special attention should be given to hardscape and landscape treatments to enhance the overall project image.

9.2.5.3 Entry Drives

The primary vehicular access into a multi-family housing project should be through an entry drive rather than a parking drive. Colored and textured paving treatment at entry drives is required.

9.2.5.4 On-Site Parking and Drives

In higher density projects, there are three means of accommodating parking: parking drives, parking courts, and garages within residential buildings. When cost considerations preclude parking within residential structures, dispersed parking courts are the desired alternative. Perimeter parking drives should be minimized. Long parking drives, or large undivided parking lots are not permitted.

9.2.5.5 Parking Lot Design

Parking lot design should include a useful pedestrian circulation system, adequate turning radii, an efficient traffic movement pattern, a pleasant appearance, convenient parking locations, and integration of parking with the character of the site and the proposed development.

- A. *On-Site Traffic Lanes*** -- Traffic aisles within a project should provide a circulation pattern which is convenient and safe. Pedestrian traffic should be incorporated into the project design.
- B. *Proximity to Structures*** -- Parking areas should be conveniently located to provide ease of access to all users. Customer and employee parking should be separated, with short term parking provided in close proximity to the building.
- C. *Covered Parking Spaces*** -- Covered parking structures should be compatible with the overall character of the project.
- D. *Parking Lot Illumination*** -- Lighting shall provide adequate illumination, and avoid direct illumination of adjacent residential districts.
- E. *Emergency Vehicle Access*** -- Access for emergency vehicles should be integrated into the design of the project.
- F. *Parking Courts*** -- The length of a parking court should not exceed 14 stalls. Parking courts should be separated from each other by dwelling units or by a landscaped buffer not less than 30 feet wide.

9.2.5.6 Accessory Structures

Carports, detached garages, and accessory structures should be designed as an integral part of the architecture of projects. They should be similar in materials, color and detail to the principal structures of a development. Carports may use flat roofs, but should not project above any exterior walls adjacent to streets. Prefabricated metal carports should not be used.

Where carports are used, they must follow the same criteria for spatial arrangement as parking courts (see *Section 9.2.5.5F, Parking Courts*).

9.2.5.7 Exterior Stairs

Simple, clean, bold projections of stairways are required to complement the architectural massing and form of the multi-family structure. Stairways should be of smooth stucco, plaster or wood, with accent trim of complementary colors. Thin-looking, open metal, prefabricated stairs are discouraged.

9.2.5.8 Outdoor Storage

Outdoor storage areas shall be screened from street view and the view of adjacent residence, office and commercial districts.

9.2.5.9 Trash and Refuse Collection Areas

Areas which generate noise and odors should be located where they will not disturb the residents within the project or adjacent uses, and should not be the visual focal point of a driveway or parking area. Trash bins must be fully enclosed. The enclosure should be softened with landscaping on its most visible sides. Recommended locations include inside parking courts or at the end of parking bays. Locations should be conveniently accessible for trash collection and maintenance and should not block access drives during loading operations.

9.2.5.10 Buffering

When different land uses are adjacent to each other, landscaping is a method of minimizing the impact and establishing a transition between them. Plant materials can absorb sound, filter air, curtail erosion, provide shade and maintain privacy.

9.2.5.11 Open Space

Open space is an important consideration in the aesthetics and function of a multi-family site and can also be used as a buffer between adjacent properties. Open space should attain the following characteristics:

- A.** The open space within a development should be useful, not small leftover pieces.
- B.** Recreation and outdoor activity areas should be provided to accommodate all residents, but shall not create negative impact on adjacent properties.
- C.** Private open space, such as patios and balconies, are required. Patios and balconies should be a minimum 60 square feet in area and have a minimum narrow dimension of 6 feet.

9.2.5.12 Landscaping

Landscaping shall be a required part of the site improvements to enhance the overall quality of the development. Landscape materials can absorb sound, filter air, curtail erosion, provide shade and maintain privacy.

- A.** A minimum 20 percent of the gross site area of the property shall be devoted to landscaping for multi-family residential uses.
- B.** Some developments may require additional landscaping if the proposed use requires additional treatment to be compatible with the surrounding area.
- C.** Where building foundations are visible, foundation landscaping is required and may be required. Landscaping in this area should complement the building elevations.
- D.** Pedestrian access shall be incorporated into the landscaped areas.

9.2.5.13 Pedestrian Circulation

A network of convenient and safe pedestrian paths should be provided to connect areas within the project, and to adjacent properties.

- A.** The location and number of access points to the site, the interior circulation pattern, and the separation between pedestrians and vehicles should all be designed to maximize safety and convenience, and should be harmonious with proposed and neighboring buildings.
- B.** Walkways should be well lit to provide visibility, security and a pleasant environment.

9.2.5.14 Views

View corridors shall be established to maintain the magnificent vistas that provide Page with much of its character. The Requirements and parameters listed below will enable development to be sensitively integrated into the natural environment and will help preserve this resource for future generations.

- A.** Major vistas and panoramas that give special emphasis to open space, mountains, mesas, lake views, and special man-made or natural landmarks should be preserved.
- B.** Whenever possible, promote the creation of views from within the development and from the adjacent streets and neighborhoods into the project. Consider the access to views of both the project user and the

general public.

C. Create opportunities for incorporating individual projects into the patterns and sequence of views that exist within an area, neighborhood or overall community.

9.3 CBD and C-2 ZONING DISTRICT REQUIREMENTS

9.3.1 Purpose

The Central Business District (CBD) and Commercial (C-2) development requirements contained in this section have been established to: recognize the unique needs and characteristics of development in the downtown business setting; create and maintain an efficient, functional, safe and pleasant built environment; promote attractive, high quality development that will support and enhance the greater community; and allow flexible approaches to site design and development, consistent with community Requirements.

9.3.2 Design Review and Approval Process

All applications for development within a Central Business District and Commercial Zoning Districts shall be submitted pursuant to the Planned Development regulations of *Section 8* of this Ordinance.

9.3.3 General Design Concepts

One Purpose of the CBD and C-2 Zoning District is to create an attractive and functional setting for business serving the local community and tourists. The following concepts shall serve as a framework to guide development within the CBD and C-2 districts.

9.3.4 Public Streets and Streetscapes

Developments should attempt to provide high quality urban design features in all areas which abut or are visible to public streets. These features may include enhanced landscaping, site and building lighting, grading, business signs, low profile landscape walls, entrance statements, retention of unique natural features, enhanced architectural amenities, and other items. Public walks should be established along street frontages.

9.3.5 Site Design and Amenities

Developments should strive to achieve efficient, functional and pleasant working environments for employees and patrons. Loading and exterior operational areas should be screened and located with minimal disruption with patron and employee parking and activity areas.

9.3.6 Parking Lot Design

Parking lot design should include a useful pedestrian circulation system, adequate turning area, an efficient traffic movement pattern, a pleasant appearance, convenient parking locations, and integration of parking with the character of the site and the proposed development.

A. On-Site Traffic Lanes — Traffic aisles within a project should provide a circulation pattern which is convenient and safe. Pedestrian traffic should be incorporated into the project design.

B. Proximity to Structures — Parking areas should be conveniently located to provide ease of access to all users. Customer and employee parking should be separated, with short-term parking provided in close proximity to the building.

C. Covered Parking Spaces — Covered parking structures should be compatible with the overall character of the project.

D. Emergency Vehicle Access — Access for emergency vehicles should be integrated into the design of the project.

9.3.7 Landscaping

Landscaping shall be a required part of the site improvements to enhance the overall quality of the development. Landscape materials can absorb sound, filter air, curtail erosion, provide shade and maintain privacy.

A. Parking areas located adjacent to the street shall have a minimum 5' landscape area between the parking area and the sidewalk, or property line if no sidewalk exists.

B. Some developments may require additional landscaping if the proposed use requires additional treatment to be compatible with the surrounding area.

C. Where building foundations are visible, foundation landscaping is required and may be required. Landscaping in this area should complement the building elevations.

D. Pedestrian access shall be incorporated into the landscaped areas.

9.3.8 Trash and Refuse Collection Areas

All refuse collection areas shall be completely enclosed via a solid 6 foot wall and view obstructing gate and located on a concrete surface. Refuse collection areas shall be readily accessible to collection vehicles, without substantially encumbering adjacent parking and vehicular access. If the refuse collection area can be seen from the front of the property the enclosure should be softened with landscaping on its most visible sides.

9.4 SERVICE COMMERCIAL (SC) ZONING DISTRICT REQUIREMENTS

9.4.1 Conditional Use Permit Required for Development Adjacent to Residential

Any use other than residential uses in an SC Zoning District which abuts or is across a street from a residential zone shall require a Conditional Use Permit.

In approving a conditional use in an SC Zoning District, it shall be determined by the Commission that:

A. The use is incidental and subordinate to the principal use or building and located on the same lot with the principal use or building and only one (1) office/residence per lot;

B. The building is designed as either a free standing office with an accessory residence or integrated as part of the original design and construction of the principal building and conforms with applicable codes for efficiency dwelling unit construction and any changes in the principal use of the building requires a new certificate of occupancy by the Building Department;

C. The number of required off-street parking spaces is adequately provided.

D. The applicant/owner has an approved Conditional Use Permit for outdoor storage and/or displays.

E. The nature of the principal use or building requires some additional security and/or safety protection due to its specific location within the zoning district.

9.4.2 Screening to Protect Residential Zoning Districts

Any use other than residential uses in an SC Zoning District which abuts or is across a street from a residential zone shall be screened from that zone by a solid fence or wall and adequate landscaping approved by the Zoning Administrator. A cyclone or chain link fence with or without slats or plantings shall not satisfy this requirement.

9.4.3 Fences

Fences shall be permitted or required in an SC Zoning District only where the type of occupancy suggests an architectural, safety or purposeful need, or as listed in *Section 9.6.2, Screening to Protect Residential Zoning Districts*. The location and specifications of all types of fences must be approved by the Zoning Administrator.

9.5 BUSINESS PARK ZONING DISTRICT DEVELOPMENT REQUIREMENTS

9.5.1 Purpose

The Business Park Zoning Development requirements contained in this Section have been established to: recognize the unique needs and characteristics of development in business park settings; create and maintain an efficient, functional, safe and pleasant built environment; promote attractive, high quality development that will support and enhance the greater community; and allow flexible approaches to site design and development, consistent with community Requirements.

9.5.2 Applicability

In addition to other applicable provisions of this Ordinance, all development within the Business Park Zoning District (BP) shall comply with the requirements listed in this Section. Where conflicts in Requirements occur, the BP regulations shall take precedence.

9.5.3 Design Review and Approval Process

All applications for development within a Business Park Zoning District shall be submitted pursuant to the Planned Development regulations of *Section 8* of this Ordinance.

9.5.4 General Design Concepts

One purpose of the Business Park Zoning District is to create an attractive and functional setting for major employment uses. For this reason, there is a greater degree of attention to site design elements than would normally be found in a general industrial district. The following concepts shall serve as a framework to guide development within the Business Park Zoning District.

9.5.4.1 Public Streets and Streetscapes

Developments should attempt to provide high quality design features in all areas which abut or are visible to public streets. These features may include enhanced landscaping, site and building lighting, grading, business signs, low profile landscape walls, entrance statements, retention of unique natural features, enhanced architectural amenities, and other items. Streets should be curvilinear in design, with all utilities placed underground. Public walks should be established along street frontages.

9.5.4.2 Site Design and Amenities

Developments should strive to achieve efficient, functional and pleasant working environments for employees and patrons. Exterior parking and storage areas must be screened and located to minimize views from public streets. Loading and exterior operational areas must be screened and located with minimal disruption with patron and employee parking and activity areas. Where possible, sites should be designed to allow for interlot vehicular and pedestrian connections. Developers are required to provide exterior sitting areas for employees to use during breaks and off hours, especially with office and service uses.

9.5.4.3 Architecture

No singular theme or color palette is required within the Business Park. However, the use of metal and prefabricated metal is not permitted on elevations along public streets. In addition, use of reflective material shall be minimized. Roof units shall be screened from view. Accessory structures and uses shall mirror the principal structure in design, materials, colors, and similar features.

In general, building elevations facing streets and any areas used by the public should receive the greatest attention. These elevations shall include some form of articulation, including a variety of materials, textures and/or colors, windows, doors, cornices, parapets, or other similar features. Building mass, scale and height should be proportionate and sensitive to the uses of adjacent areas, especially any public streets.

Elevations facing public streets should include jogs or offsets, as opposed to monolithic single plane walls. Variation in rooflines visible to public streets is required. The intent is to allow interior, non-public portions of the development to meet a lesser requirement for site and architectural design, while requiring those areas that are seen and used by the general public to comply with a higher requirement.

9.5.5 Site Design Requirements

9.5.5.1 Lot Size and Configuration

Development within a BP Zoning District may include requirement subdivision formats with one principal structure on each lot, as well as campus formats with multiple related principal and accessory structures on a single lot. In the event of a campus development format, the developer shall submit covenants for review and approval regarding the maintenance and operation of any common areas.

Minimum lot size, minimum street frontage, setbacks and lot width shall be as required in *Table 6.1, Principal Building Bulk Requirements*, in *Section 6* of this Ordinance. In order to permit a greater degree of flexibility in site design, the Commission may consider and approve deviations from bulk Requirements.

9.5.5.2 Access Between Lots

In order to avoid undue congestion on public streets, and to enhance emergency access capabilities, parking areas shall attempt to provide for interlot access to and from adjacent parcels of like use, in locations to be determined by the Commission or Zoning Administrator.

9.5.5.3 Service, Loading, Storage and Product Display Areas

All service, loading, and outdoor storage areas shall be shown on the approved Site Plan, located in a rear yard and be completely screened. Materials shall not be stacked above the height of the screening. Screen walls shall not exceed 8 feet high unless meeting the setbacks for a principal building.

The Commission may approve a limited outdoor product display within a front yard as a conditional accessory use, subject to the following conditions:

- A.** The product display is limited to products associated with the principal use on site.
- B.** The product display area is depicted and approved on the Site Plan.
- C.** The display area is limited to no more than 50 percent of the site frontage.
- D.** The display area is located outside any required landscape buffer.

- E. The display area includes landscaping, lighting and other appropriate elements.
- F. The display area does not infringe on any vehicular sight lines or pedestrian walkways.
- G. The display area is located “at grade” with the adjacent street.
- H. No commercial signage is located within the display area.
- I. The display area is maintained at all times in a clean and orderly condition.

9.5.5.4 Fencing

No chain link or stockade fencing shall be permitted in any front yard. Any areas needing security by fencing or similar measures shall be located in a rear yard.

9.5.5.5 Refuse Collection Areas

All refuse collection areas shall be completely enclosed via a solid 6 foot wall and view obstructing gate and located on a concrete surface. Refuse collection areas shall be readily accessible to collection vehicles, without substantially encumbering adjacent parking and vehicular access. If the refuse collection area can be seen from the front of the property the enclosure should be softened with landscaping on its most visible side.

9.5.5.6 Roofscapes

Materials and equipment on rooftops shall be screened or nonreflective.

9.5.5.7 Materials and Colors

While there are no mandatory architectural requirements for materials and colors, with the exception of the exclusion on metal for building fronts, applicants should attempt to use a variety of natural and man-made materials, in order to add interest to the architecture. In addition, while no mandatory color palette has been developed, schemes that use colors and materials from the surrounding natural features, are preferred over bright, highly reflective colors or materials, such as glass or metal. Glass, metal and non-earth tone colors are best limited to trim elements.

9.5.5.8 Accessory Buildings and Structures

Accessory structures shall be limited and shall be located within the rear yard. Such uses shall be designed to be structures with the principle buildings in color and materials.

9.5.6 Parking Requirements

9.5.6.1 Interior Landscape

Each parking area within a front yard shall include a minimum of 15 percent of its surface area, including any associated access drives, as landscape areas. This 15 percent minimum shall be exclusive of any required perimeter landscape buffer areas, and shall be located within landscape islands at the end of parking aisles and between head to head parking stalls.

9.5.6.2 Covered Parking

No covered parking shall be permitted within any front yard. Covered parking may be permitted within side

yard parking areas, subject to Commission review and approval. The design shall be consistent with the color, materials and architectural design of the principal building.

9.6 MANUFACTURED HOUSING/ RV PARK DEVELOPMENT REQUIREMENTS

9.6.1 Purpose

The purpose of this Section shall be to accommodate the creation and expansion of Manufactured Housing and Recreational Vehicle Parks in a manner that will encourage and provide for the preservation of open space, environmentally sensitive areas and natural features; creation of recreation areas; and the promotion of a more efficient use of the land. Manufactured Home sites are not intended for individual ownership within parks.

9.6.2 Site Plan Review

Site plan approval shall be accomplished as stated in *Section 2.5, Site Plan Review Procedures and Requirements*.

9.6.3 Area, Size, Height, and Setback Regulations

See Bulk Requirements Section 6

9.6.4 Manufactured Home Park Development Requirements

A. The minimum distance between manufactured homes, or attached/detached accessory structures in the same manufactured home parks shall be ten (10) feet. Manufactured homes or attached/detached accessory structure may not be closer than ten (10) feet to the exterior boundary or 5 feet to space lines of the park.

B. There shall be a minimum distance of ten (10) feet between the front of the manufactured home and any private street or sidewalk, including tongue and bay windows or any other attached projection.

C. A minimum of ten (10) percent of the total area shall be designated as permanent open space. Where phases are proposed for the Manufactured Housing Park, the percentage of open space in each phase shall meet or exceed the minimum total for the entire area. The open space shall be available through the use of easements to all residents of the development. Streets, driveways, parking areas, buffer areas and recreation storage, and buildings shall not be included in calculating the size of open space.

D. A ten (10) foot landscape area shall be required where the park is adjacent to a public street/sidewalk.

E. Two paved off street parking spaces of 10 feet by 20 feet shall be required for each space and may not be closer than 5 feet to any private street or sidewalk.

F. One 10 foot by 20 foot visitor parking space shall be required for each 8 manufactured home spaces / lots. Common lots spaced evenly throughout the park may be employed to provide off-street parking. One 12 foot by 30 foot RV parking space shall be required for 4 manufactured home spaces / lots.

G. Designated areas for boat and recreational vehicle storage within the park shall be for the sole use of the residents of the park.

H. Street improvements for any public roads bounding the manufactured home park shall be made as required by the City of Page Engineer. All interior drives or roadways within the mobile home park shall be a minimum width of 24 feet or as required by the Uniform Fire Code, whichever is greater. Width of roadway is

exclusive of curbs and walkways, measured from edge of pavement to edge of pavement. The interior drives or roadways shall be paved with a minimum of 2 inches of asphalt over 4 inches of A.B.C. or its equivalent.

I. Provision for on-site storm water retention / drainage and off-site storm water drainage both entering and leaving the property shall be as required by the City of Page Engineer.

J. Each manufactured home park shall provide fire protection facilities as set forth in the Uniform Fire Code.

K. The manufactured home park shall be permanently screened from adjacent properties by a solid wall, six (6) feet in height.

L. Manufactured home subdivision sites shall not be utilized for manufactured home park purposes.

M. One manufactured home on each approved site. No recreational vehicles or dwelling units of conventional construction shall be permitted on a manufactured home lot for living purposes.

N. Access to all manufactured home spaces shall be from the interior of the park. There shall be no individual access to any manufactured home space from a public street.

O. Manufactured home parks with more than 20 lots / spaces shall have a minimum of 2 separate access entry drives connecting the park to public streets. Access to the development shall not be through a residential area to reach a collector route.

P. Service buildings to house toilet, bathing and other sanitation facilities and utilities shall be provided as required by the City of Page.

Q. All refuse collection areas shall be completely enclosed via a solid 6 foot wall and view obstructing gate and located on a concrete surface. Refuse collection areas shall be readily accessible to collection vehicles, without substantially encumbering adjacent parking and vehicular access. If the refuse collection area can be seen from the exterior of the park, the enclosure should be softened with landscaping on its most visible sides.

R. All lighting shall be in conformance with Section 7.4 of this ordinance.

S. All utilities shall be placed underground. Placement of utilities will depend on whether the manufactured homes will be designed for individually metered spaces or mastered metering. For individually metered spaces, the utilities will be placed according to *City General Development and Subdivision Regulations*. In the mastered metered option, the placement of utilities will be up to the developer. However, all utilities services shall meet all Requirements required by the City of Page, as well as the respective utility companies.

T. The Site Plan shall provide for a system of pedestrian circulation within the development. The system shall connect with existing sidewalks, if any are adjacent to the property. The pedestrian access may be located either in the street right-of-way or in common open space. The system shall be designed to link residential units with recreation facilities, school bus stops, and existing sidewalks in the neighborhood. Pedestrian ways may take the form of sidewalks or walking paths.

U. Each Manufactured Home shall be anchored in conformance to H.U.D. Manufactured Home Construction and Safety Requirements.

9.7 RV PARK DEVELOPMENT REQUIREMENTS

- A.** Minimum distances or setbacks shall be the shortest horizontal dimensions measured from the nearest portion of the sidewall of an RV including pull-outs, tip-outs, or portable affixed awnings.
- B.** Each unit or site shall have a minimum paved parking space of 10 feet by 20 feet.
- C.** A recreation or common area shall be provided at a ratio of 100 square feet of recreation or common area for each space.
- D.** The minimum distance between RV's, or attached/detached accessory structures in the same RV park shall be ten (10) feet. Manufactured homes or attached/detached accessory structure may not be closer than ten (10) feet to the exterior boundary or 5 feet to space lines of the park.
- E.** There shall be a minimum distance of five (5) feet between the front of the RV and any private street or sidewalk, including tongue and bay windows or any other attached projection.
- F.** A ten (10) foot landscape area shall be required where the park is adjacent to a public street/sidewalk.
- G.** One 10 foot by 20 foot visitor parking space shall be required for each 8 RV space. Common lots spaced evenly throughout the park may be employed to provide off-street parking. One 12 foot by 30 foot RV parking space shall be required for every 10 RV spaces.
- H.** Designated areas for boat and recreational vehicle storage within the park shall be for the sole use of the residents of the park.
- I.** Street improvements for any public roads bounding the RV Park shall be made as required by the City of Page Engineer. All interior drives or roadways within the RV park shall be a minimum width of 24 feet or as required by the Uniform Fire Code, whichever is greater. Width of roadway is exclusive of curbs and walkways, measured from edge of pavement to edge of pavement. The interior drives or roadways shall be paved with a minimum of 2 inches of asphalt over 4 inches of A.B.C. or its equivalent.
- J.** Provision for on-site storm water retention / drainage and off-site storm water drainage both entering and leaving the property shall be as required by the City of Page Engineer.
- K.** Each RV park shall provide fire protection facilities as set forth in the Uniform Fire Code.
- L.** The RV park shall be permanently screened from adjacent properties by a solid wall, six (6) feet in height.
- M.** RV spaces or units will not be available for individual sale.
- N.** One RV on each approved space. No manufactured homes or dwelling units of conventional construction shall be permitted on a RV space for living purposes.
- O.** Access to all RV spaces shall be from the interior of the park. There shall be no individual access to any RV space from a public street.
- P.** RV Parks with more than 20 spaces shall have a minimum of 2 separate access entry drives connecting the park to public streets. Access to the development shall not be through a residential area to reach a collector route.
- Q.** Service buildings to house toilet, bathing and other sanitation facilities and utilities shall be provided as required by the City of Page.

R. All refuse collection areas shall be completely enclosed via a solid 6 foot wall and view obstructing gate and located on a concrete surface. Refuse collection areas shall be readily accessible to collection vehicles, without substantially encumbering adjacent parking and vehicular access. If the refuse collection area can be seen from the exterior of the park, the enclosure should be softened with landscaping on its most visible sides.

S. All lighting shall be in conformance with Section 7.4 of this ordinance.

T. All utilities shall be placed underground. The placement of utilities will be up to the developer. However, all utilities services shall meet all Requirements required by the City of Page, as well as the respective utility companies.

U. The Site Plan shall provide for a system of pedestrian circulation within the development. The system shall connect with existing sidewalks, if any are adjacent to the property. The pedestrian access may be located either in the street right-of-way or in common open space. The system shall be designed to link residential units with recreation facilities, school bus stops, and existing sidewalks in the neighborhood. Pedestrian ways may take the form of sidewalks of walking paths.