



COMMUNITY DEVELOPMENT DEPARTMENT MEMORANDUM

MEETING DATE: March 23, 2016

TO: Mayor and City Council

FROM: Kimberly Johnson, Community Development Director

SUBJECT: Code Compliance Program

ATTACHMENTS: First Draft Code Amendment Language

BACKGROUND

At the October 28, 2015 work session, the City Council continued to discuss a code compliance program for the City of Page. The Council provided feedback and came to consensus on a number of issues presented. There were a few issues upon which there was no discussion or no clear consensus.

The Council did not get to the discussion of how to prioritize enforcement. Staff provides some options and recommendations in this regard below. The Council spent a considerable amount of time discussing parking and storage of vehicles of all types, boats, trailers, and the like on residential properties. While there was no clear consensus, staff has made an attempt at code amendments that provide clarification and eliminates conflicting language. Staff provides a discussion of the primary issues below.

Attached is a first draft of code amendment language, showing existing and proposed language by ~~striking out~~ language to be deleted and underlining language to be added.

UNADDRESSED CODE ISSUES

Several code issues were undecided and are in need of additional discussion. The narrative, recommendations, and staff questions related to these issues can be found in the attached September 23, 2015 memorandum. Also attached is a Comparative Matrix of Code Requirements from other communities. Items that need additional discussion include:

- Outdoor Storage and Recreational Vehicles/Boats/Personal Watercraft/Trailers Storage and Parking
- Vehicle Parking/Storage

Some of the issues staff has found are that some properties have gravel or rock parking areas, some have the entire street fronting property (front yard) in bituminous or concrete, and some have parking/vehicle storage on grass/weeds or bare sand/soil, and some have a combination of surfaces upon which vehicles treatments.

Current code requires bituminous or concrete for all required parking (2 stalls per single-family dwelling). Code also allows front yard (yard fronting on a street) parking of RV's, boats, trailers, etc.) with limitations, but a separate section of code that says RV's, boats, trailers, etc. may be stored on residential properties but not in the front yard. **Clarification is needed if the City Council wants to allow parking of RV's, boats, trailers, etc. in the front yard.**

There is nothing in current code that addresses parking/storage of vehicles, boats, trailers, RV, etc. other than in the front yards, and it does not adequately address how much of a street fronting yard may be used for parking. **Clarification is needed from the City Council regarding how much street fronting yard may be used for parking. It should be noted that there may be different standards for different zoning districts or land uses, for example manufactured home lots, some of which have limited frontage.**

Code does not address surfacing requirements for passenger vehicle parking over and above the spaces required for each residence (2 stall per single family dwelling) in the front yard or any other area of the property. **Clarification is needed if the City Council wants to regulate the number of passenger vehicles allowed outside on a residential property, and if such parking must be on a bituminous or concrete surface regardless of location.**

Staff has tried to address the above issue in the draft language, but the broader subject should and will be revisited during the Zoning Code update.

CODE ENFORCEMENT PROGRAM AND APPROACH

The topic of how to prioritize the proactive Code Enforcement program was not discussed at the November meeting due to time constraints. There are a variety of ways a proactive program can be set up to address community needs while working within staffing confines.

For a proactive program, staff recommends **one** of the following approaches be implemented:

1. Divide the community into sections and systematically inspect and enforce the codes on each property in the section before starting on another section;
2. Target specific property/land use types and systematically inspect and enforce the codes on each property before moving on to the next property/land use type (i.e. commercial, public/semi-public, multi-family residential, single- and two- family residential, etc.);
3. Establish a priority list of defined areas that need to be addressed (primary corridors, specific neighborhoods that have a high percentage of unsightly/unkept properties, etc.) and systematically inspect and enforce all codes on each property in the area before starting on another area; or
4. Establishing a priority list of violation types and systematically inspecting all properties in the community and enforcing the applicable codes. This approach may need to involve dividing the community into manageable sections each of which is handled over a specific time period, as in the first approach above.

Staff would like direction from the City Council regarding the preferred proactive approach.

It should be noted that complaints would still be acted on regardless of the procedure implemented above.

REQUESTED COUNCIL DIRECTION

Staff would like to hear from the Council direction on the issues raised regarding vehicle parking and storage on residential properties as well as the type of proactive code enforcement approach preferred.