



City of Phoenix
PLANNING DEPARTMENT

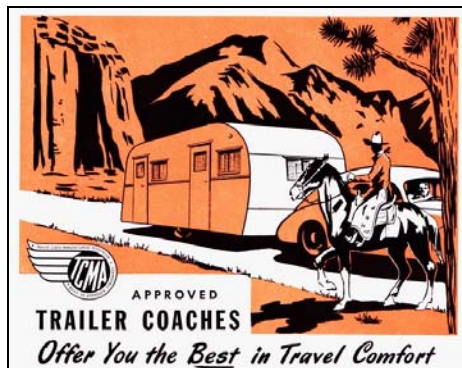
STAFF REPORT
Z-TA-11-09
REVISED FEBRUARY 17, 2010

Application Z-TA-11-09 to amend Section 202 (Definitions); Section 507 Tab A.II.C.8. (Single Family Design Review) and Section 507 Tab A.II.C.8.8.5. (Individual Unit Design Standards); Section 608.C.14. (Residence Districts) and Section 647.A.2.I. (Special Permit Uses); and Section 701.A.8. (Bulk Regulations) and Section 702.F.1.d. (Special Parking Standards) of the Zoning Ordinance regarding design guidelines, definitions and hearing processes for manufactured and modular homes.

Staff recommendation: Staff recommends Z-TA-11-09 be approved per the language in Attachment A.

Brief History

Manufactured homes have evolved over time. In the 1920's "trailer coaches" were built for travelers on vacation who wanted something better and faster than a tent to sleep in when they arrived at a camping area.



Source: www.imaaekind.com



Source: www.rebelhome.net

After World War II, housing and jobs were in short supply. It was difficult for GIs returning home from war to find affordable housing and employment. In response to consumer needs, the industry built a product that was large enough for an entire family, but mobile enough to allow the trailer to be moved to a new job location while maintaining an affordable price tag. In the 1960's these trailers eventually evolved into "mobile homes" and continued on into the early 1970's.



In June 1976, the United States Congress passed the National Manufactured Housing Construction and Safety Act (42 U.S.C.). The Department of Housing and Urban Development (HUD) assures that all homes are built to the rigid, consistent national standards it has enforced since 1976. In 1980, Congress approved changing the term from "mobile home" to "manufactured home".

Background/Analysis

Manufactured home subdivisions are required to obtain a special permit and are limited to R-2 and R-3 zoning districts. The special permit is a public hearing process which requires a minimum fee of \$3,910.00 plus \$415.00 per acre up to 40 acres, \$210.00 for more than 40 acres up to 100 acres, and \$68.00 per acre for more than 100 acres.

Locating a manufactured home (or off-site constructed dwelling units as currently defined in the Phoenix Zoning Ordinance) on a single parcel requires submitting an application to the Planning Hearing Officer for approval. The Planning Hearing Officer is a public hearing process which requires a fee of \$1080.00. The purpose of the Planning Hearing Officer process is to review the exterior design and configuration so that the proposed unit is generally compatible with the characteristics of surrounding developments in association with conventionally built dwellings. Items reviewed as part of the public hearing process include: exterior wall materials, roof slope and materials, configuration of the principal structure, garage or carport, drives and porches, roof overhangs, window shading and building orientation.

Conventionally built dwelling units are not subject to the same stringent public hearing processes and application fees. Conventionally built dwelling units are subject to single family design review, as follows:

- Single-family detached developments where 10% or more of the lots are equal to or less than 65 feet in width or any residential horizontal property regime;
- Individual single-family detached dwelling units on a lot or parcel of 65 feet in width or less; or
- Individual duplexes.

Conventionally built dwelling units not subject to design review are as follows:

- Single-family detached developments with lots greater than 65 feet in width
- Individual single-family detached dwelling units on a lot or parcel of greater than 65 feet in width; or
- Multi-family developments.

Manufactured homes should be reviewed using the same design review as conventionally built dwelling units and not subject to a cumbersome public hearing process and expensive application fees. This change is supported in the General Plan as follows:

Housing Element, Goal 1: Housing Development, Policy 2: Encourage quality design of new housing and housing developments, Recommendation I: Amend the Zoning Ordinance to eliminate the need for each proposed manufactured housing unit in the same neighborhood to individually obtain approval from the planning hearing officer in a public hearing.

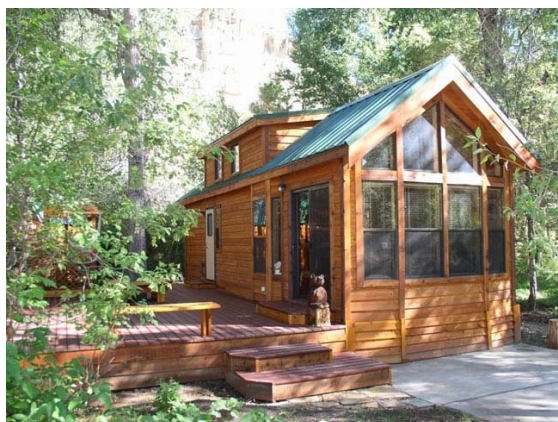
Definitions

Manufactured Home: This definition has been re-defined to reflect the change in term from mobile home to manufactured home as approved by Congress in 1980. In addition, language regarding the public hearing process requirement and the design standards has been deleted. Design standards currently used for Single-Family Design Review Standards and Individual Unit Design Standards are proposed for manufactured homes.

Mobile Home: This term has been re-defined to clarify the difference between a mobile home and manufactured home. A mobile home is a factory built housing unit built prior to June 15, 1976 before the Housing and Urban Development (HUD) code came into effect.

Modular Home: A new definition was created to address factory built buildings that are not addressed by the manufactured home definition.

Park Model: A new definition was created since a park model cannot be defined as a manufactured home (which is manufactured under the HUD Code) since the park model is manufactured under the ANSI Standards (American National Standards Institute) 119.5 for Recreational Park Trailers. Park models are a recreational product and not designed as a dwelling for year around living.



Source: www.rvbasics.com

Recreational Vehicle Park: Modification to this definition is necessary to include the term “park model” in the existing definition for Recreational Vehicle Park.

Single Family Design Review Standards

Manufactured and modular homes have been added to the existing Single Family Design Review Standards currently applied to new single-family detached dwelling units and individual duplexes. The Single Family Design Review Standards have a tiered approach depending on the house width (ranging from 59 feet to less than 40 feet). All manufactured and modular home subdivisions will be subject to Single-Family Design Review regardless of the width of the unit. In addition, manufactured and modular home subdivisions will be required to adhere to the minimum of the design guidelines outlined for conventionally built dwelling units with a house width greater than 50 feet to 59 feet. Additional design guidelines have been added to address the uniqueness of a manufactured home with regard to the foundation.

Individual Unit Design Standards

Manufactured and modular homes have been added to the existing Individual Unit Design Standards currently applied to detached single-family dwelling units and duplexes. However, the individual unit design standards will apply to all manufactured and modular homes regardless of the size of the lot width. Individual Unit Design Standards currently only apply to lots 65 feet wide or less for conventionally built dwelling units.

Residence Districts

Manufactured and modular homes will be permitted in any district that permits residential uses. The use of the term “off-site constructed dwelling unit” will be removed from the definitions section; therefore the reference regarding off-site constructed dwelling unit is no longer applicable.

Special Permit Uses

Design guidelines have been developed for manufactured homes, therefore; a special permit through the rezoning process would no longer be necessary. Any references to manufactured homes would be deleted from this section. However, additional text language has been added to ensure manufactured homes, as defined in this text amendment, will continue to be permitted in existing mobile home developments and not subject to the design review standards as proposed with this text amendment. Existing mobile home developments have limited space allocated for each unit.

Bulk Regulations

Manufactured homes will be permitted in any district that permits residential uses; therefore the reference in this section regarding the location of manufactured homes will be deleted.

Special Parking Standards

Manufactured homes will be located permanently on a site; therefore parking standards are no longer applicable. Any references to manufactured homes will be deleted from this section.

Conclusion

On a yearly average there are nine requests for off-site constructed dwelling units which are approved with similar stipulations. The public hearing process adds an unnecessary step and additional cost to an individual that is not required of a site built home. Creating design guidelines will ensure a standard of quality similar to a site built home. Manufactured housing provides an essential housing product to address affordability and sustainability.

Manufactured



Manufactured



In addition, modular homes will introduce a new housing type to Phoenix. Previously not addressed in the current ordinance, modular homes will provide a new perspective on livable space.

Shipping Containers



Source: www.usatoday.com

Prefab



Source: www.prefabs.com

Prefab



Source: www.buildinggreentv.com

Staff recommends Z-TA-11-09 be approved per the language in Attachment A.

Writer

Tricia Gomes
KW
12/15/09

Attachments

A: Staff recommended language

ATTACHMENT A PROPOSED LANGUAGE

Amend Section 202 (Definitions) as follows:

MANUFACTURED HOME: Off-Site Constructed Dwelling Unit: Means a A multi-sectional dwelling UNIT manufactured after June 15, 1976, AND BUILT TO THE MANUFACTURED HOUSING CONSTRUCTION AND SAFETY STANDARDS AND THE STATE OF ARIZONA INSTALLATION REQUIREMENTS FOR MANUFACTURED HOUSING. ~~to standards established by the U.S. Department of Housing and Urban Development.~~ Such dwelling shall:

1. ~~Be attached to a foundation in accordance with plans prepared by a registered engineer providing for vertical loads, uplift, and lateral forces in compliance with the Phoenix building code, which foundation shall either be a slab or contain a solid perimeter wall in all installations in which the finished floor is more than six (6) inches above finished grade at any point.~~
2. ~~Have a minimum width of twenty (20) feet;~~
3. ~~Have a garage or carport, which requirement may be waived by the Planning Director, or his designee, in cases where the deletion would be consistent with the surrounding neighborhood. Where required, the external material and roofing of which shall be the same as the dwelling unit;~~
4. ~~All exterior walls shall have insulation at least equivalent to an R-11 fiberglass insulation, and all ceilings shall have insulation at least equivalent to an R-19 fiberglass insulation; and~~
5. ~~Have received certification from the Planning Director, or his designee, that the exterior design and configuration will be generally compatible for use either in off-site constructed dwelling developments where compatibility shall be reviewed on the basis of similarity with the characteristics of surrounding developments or in association with conventionally built dwellings where compatibility shall be reviewed on the basis of general similarity with conventionally built structures. Items to be reviewed shall include:~~
 - a. ~~Exterior wall materials.~~
 - b. ~~Roof slope and materials.~~

- e. ~~Configuration of the principal structure, garage or carport, drives and porches.~~
- d. ~~Also evaluated shall be environmental concerns including roof overhangs, window shading and building orientation.~~

~~A public hearing will be held to review a unit to be built in a subdivision or an area containing conventionally built dwellings. The time and place of the hearing shall be posted for at least fifteen (15) days prior to the date of the hearing.~~

~~An appeal of the decision of the Planning Director, or his designee, may be made to the City Council if such appeal is received by the Planning Department within seven (7) days of the decision. *47~~

~~An off-site constructed dwelling unit shall be considered equivalent to a single-family dwelling.~~

~~*Manufactured Home:* A mobile home which has been built since June 15, 1976, according to the standards of the U.S. Department of Housing and Urban Development.~~

~~*Mobile Home:* A STRUCTURE BUILT PRIOR TO JUNE 15, 1976 THAT IS A movable or portable dwelling UNIT ~~over thirty-two (32) feet in length or over eight (8) feet wide~~ constructed either to be towed on its own chassis, or ~~has its own motive power and~~ designed to be installed or parked with or without a permanent foundation for human occupancy. ~~which may include one or more components that can be retracted for towing purposes and subsequently expanded for additional capacity, or tow or more units separately towable but designed to be joined into one integral unit, as well as a portable dwelling composed of a single unit, except that it does not include recreational vehicles as defined in this section.~~~~

~~*MODULAR HOME:* A DWELLING UNIT WHICH IS EITHER WHOLLY OR IN SUBSTANTIAL PART MANUFACTURED AT AN OFF-SITE LOCATION TO BE ASSEMBLED ON-SITE, EXCEPT THAT IT DOES NOT INCLUDE A MANUFACTURED HOME, MOBILE HOME, PARK MODEL, OR RECREATIONAL VEHICLE AS DEFINED IN THIS SECTION.~~

PARK MODEL: A TRAILER TYPE UNIT NOT EXCEEDING 400 SQUARE FEET THAT IS PRIMARILY DESIGNED TO PROVIDE TEMPORARY LIVING QUARTERS FOR RECREATIONAL, CAMPING, OR SEASONAL USE THAT IS BUILT ON A SINGLE CHASSIS MOUNTED ON WHEELS.

Recreational Vehicle Park: Any lot, tract, or parcel of land used or offered for use in whole or in part with or without charge, for the parking of occupied recreational vehicles, tents, PARK MODELS, or similar devices used for temporary living quarters for recreational camping or travel purposes.

Amend Section 507 Tab A.II.C.8. (Single Family Design Review) as follows:

8. Single-Family Design Review. New single-family detached dwelling units, and individual duplexes (duplex developments consisting of ten or more duplex buildings located on the same lot or adjacent lots are not subject to single-family design review), MANUFACTURED HOMES, AND MODULAR HOMES that have not received preliminary site plan or subdivision approval, or building permit issuance prior to August 1, 2005 shall be subject to single-family design review, as follows (R*):
 - a. Single-family detached developments where 10% or more of the lots are equal to or less than 65' in width or any residential horizontal property regime shall incorporate Design Guidelines SECTIONS ~~[Sections]~~ 8.1 through 8.4.
 - b. Individual single-family detached dwelling units, not subject to Subdivision Design Guidelines 8.1 through 8.4, on a lot or parcel of 65 feet in width, or less, shall incorporate Design Guidelines Section 8.5.
 - c. Individual duplexes (as specified above) shall incorporate Design Guidelines Section 8.5.
 - D. INDIVIDUAL MANUFACTURED HOMES, REGARDLESS OF LOT SIZE, SHALL INCORPORATE DESIGN GUIDELINES SECTION 8.5.
 - E. MANUFACTURED HOMES SUBDIVISIONS, REGARDLESS OF LOT SIZE, SHALL INCORPORATE DESIGN GUIDELINES SECTIONS 8.1 THROUGH 8.4.

The design guidelines in each of the following sections (subdivision design, housing design, garage treatment, and community safety) must be satisfied in one of two ways. The first method, called the standard approach, is to meet each of the design guidelines as written in the following tables. The second method, called the alternative approach, allows consideration of creative design solutions on a section by section basis, as long as the intent of that section has been met. Either method may be used for all or some of the following sections. For example, an applicant may choose the standard approach for the subdivision design and garage treatment sections and the alternative approach for the housing design and community safety sections or the standard approach may be used for all four sections. Whether the alternative approach is acceptable will be determined by the design advisor of the ~~development services department~~ DEVELOPMENT SERVICES DEPARTMENT.

Diversity: The goal of diversity is to provide a variety of subdivision and housing designs which lend visual interest and distinctive character and identity to the community. This goal is addressed in two subsections, subdivision design and housing design.

- 8.1 Subdivision Design - Provide subdivision designs which address the goal of diversity by incorporating these or substantially equivalent design characteristics: 1) Vary the ~~building's~~ BUILDING'S relationship to the street, 2) Vary the driveway orientation or location, 3) Vary the relationship between buildings, and 4) Vary street orientation.

Design Guidelines: All are required (R*), unless otherwise noted.

TABLE INSET:					
		House Width ¹			MANUFACTURED & MODULAR HOMES
		<=40'	>40' to 50'	>50' to 59'	
Vary building's relationship to the street:		1 of A or B	1 of A or B	1 of A or B	1 OF A OR B
A	Stagger front setbacks for covered building elements by a minimum of 5 feet for 25% of each block face.				
B	Provide curvilinear or angled streets.				

Vary the driveway orientation or location for 25% of the lots in each subdivision by using one or a combination of the following design guidelines:		1 (or a combination) of C, D, E or F	1 (or a combination) of C, D, E or F	1 (or a combination) of C, D, E or F	1 (OR A COMBINATION) OF C, D, E OR F
C	Provide elbow, circular or angled driveways.				
D	Provide alternate driveway surfaces, such as exposed aggregate, tire strips, patterns, or textures, etc.				
E	Provide shared driveways for 25% of each block.				
F	Provide side-entry garages for all corner lots, excluding collectors or where prohibited by site visibility regulations.				
Vary the relationship between buildings:		1 of G or H	1 of G or H	1 of G or H	1 OF G OR H
G	Provide a combined side yard of 10 feet for 50% of the lots on each block face.				
H	Vary the lot width by 5 feet for 10% of the lots on each block face.				
Vary street orientation:		R*	R*	R*	R*
I	Provide street patterns that minimize the impact of sequential garages, e.g. culs-de-sac, short block lengths, eyebrows, etc.				

¹ Lots greater than 65 feet in width are exempt.

- 8.2 Housing Design: Provide house designs with sufficient variation in elevations and detailing which address the goal of diversity, while maintaining an identifiable image for the subdivision.

Design Guidelines: All are required (R*), unless otherwise noted.

TABLE INSET:					
		House Width 1			MANUFACTURED & MODULAR HOMES
		<=40'	>40' to 50'	>50' to 59'	
A	Provide at least three distinctive elevations for each standard plan within the subdivision.	All of A, B, C; and 1 of D or E	All of A, B, C; and 1 of D or E	A and B; and 1 of C, D or E	ALL OF A, B, C; AND 1 OF D OR E
B	Provide at least three body colors per subdivision with 50 or less homes, and 6 body colors for subdivisions with more than 50 homes.				
C	Provide three alternative roof materials, shapes, and/or colors.				
D	Offer, as an option, exterior accent materials (e.g. brick, stone, masonry).				
E	Offer, as an option, alternative stucco textures (e.g. Spanish Lace, Criss-Cross, Santa Fe, etc.)				
F	Provide 3 different front yard plant palettes consisting of 1 accent tree, 5 shrubs and turf or ground cover, or offer evidence of a landscaping incentive package.	R*	Optional	Optional	R*
G	Provide at least 3 standard plans for subdivisions with 50 or fewer lots, and 6 for those with greater than 50 lots.	R*	R*	R*	R*

H	Provide exterior detailing on all elevations visible from public streets, such as stucco recesses, pop-outs, accent materials or corbels.	R*	R*	R*	R*
I	PROVIDE A MASONRY STEM WALL UNDER THE DWELLING UNIT WITH NO MORE THAN SEVEN (7) INCHES OF EXPOSED FOUNDATION MEASURED FROM HIGHEST FINISHED GRADE.	N/A	N/A	N/A	R* (MANUFACTURED HOMES ONLY)
J	THE EXPOSED MASONRY STEM WALL COLOR SHOULD BE COMPATIBLE TO THE DWELLING UNIT.	N/A	N/A	N/A	P* (MANUFACTURED HOMES ONLY)

¹ Lots greater than 65 feet in width are exempt

8.3 Garage Treatment. The goal of garage treatment is to encourage an improved streetscape appearance which is not dominated by garage doors by minimizing the impact of the garage as the predominant architectural feature.

Design Guidelines: All are required (R*), unless otherwise noted.

TABLE INSET:					
		House Width ¹			MANUFACTURED & MODULAR HOMES
		<=40'	>40' to 50'	>50' to 59'	
A	Provide elevations with garage doors not exceeding 50% of the house width for 2-car garages, and 55% of the house width for 3 or more car garages.	R*	R*	R*	R*

B	Provide house designs where the front plane of the garage projects no more than 10 feet beyond that of the living area, covered porch or architectural structure (e.g. arch, or porte cochere) for 75% of the lots. Those lots where the garages project more than 10 feet must be located on either corner lots, next to open space, or paired such that the front entries are located adjacent to a common lot line.	R*	R*	Optional	R*
C	Provide alternative garage locations (e.g. rear or side entry, off a private lane, etc.) for 10% of the houses.	1 of C, D or E	2 of C, D or E	2 of C, D or E	2 OF C, D OR E
D	Provide garage doors with windows, raised or recessed panels, architectural trim, and/or single garage doors.				
E	Provide an architectural treatment above the garage, such as windows or balconies, to create visual interest.				
F	For 3-car garages, separate stalls such that no more than 2 stalls are in the same vertical plane or adjacent to each other (i.e. provide a 2-foot offset with architectural trim for at least 1 stall or provide 1 stall in a side-entry or tandem configuration).	N/A	R*	R*	R*

¹ Lots greater than 65 feet in width are exempt.

- 8.4 Community Safety. The goal of the community identity is to encourage an enhanced sense of safety and community by creating a visual relationship between the front of the home and the public street.

Design Guidelines: All are required (R*), unless otherwise noted.

TABLE INSET:					
		House Width ¹			MANUFACTURED & MODULAR HOMES
		<=40'	>40' to 50'	>50' to 59'	
A	Provide front entries (which may include security gates) that are visible from the street or adjacent open space for a minimum of 90% of the houses. Where front entries are not visible from the street or adjacent open space, they should be located in pairs next to a common property line.	R*	R*	R*	R*
B	Provide an architectural feature which clearly delineates the front entry of the home such as a front porch, entry patio, courtyard, or archway.	R*	R*	R*	R*

¹ Lots greater than 65 feet in width are exempt.

Amend Section 507 Tab A.II.C.8.8.5. (Individual Unit Design Standards) as follows:

8.5 Individual Unit Design Standards. The goal of these individual unit design standards is to ensure a minimum level of design quality for detached single-family dwelling units, ~~and~~ duplexes, MANUFACTURED HOMES, AND MODULAR HOMES. For information on relief from requirements (R) and presumptions (P) refer to Section 507.C of the Zoning Ordinance.

- a. Plot plans shall show all required design guidelines as plan details or general notes. (R)

Rationale: Design guidelines should be shown on plans to help ensure they are easily understood by the public and equally applied by City staff.

- b. Where two detached units are placed on a single lot, a notice that the lots are not to be split without prior City approval shall be recorded with the Maricopa County Recorder's Office prior to issuance of building permits. The recorded document shall be on a form approved by the City Attorney's Office. A copy of the recorded document shall be submitted with the application for building permit approval and the recorded document noted on the submitted site plan. (R)

Rationale: The public is often unaware that the City has lot split requirements and may unknowingly create an illegal lot, causing self-imposed obstacles to development.

- c. All driveways and parking spaces shall be hard surfaced with brick, pavers, concrete, asphalt or equivalent. (R)

Rationale: A defined driveway and parking area reduces vehicle maneuvering on areas not suitable for vehicles. Hard surfaces contribute to dust emissions substantially less than loose or unimproved surfaces. Hard surfaces are generally more attractive and compatible with surrounding residences.

- d. Each dwelling unit shall have at least one covered parking space located in a garage or under a carport. The design of the covered parking shall be substantially similar with regard to texture, color and material to that of the housing. (R*)

Rationale: Covered parking reduces the visual impact of parked cars. Carports and garages that are designed with the same level of quality as the house are more attractive and more compatible with surrounding residences.

- e. The area between the front building line and the front property line, excluding areas necessary for access, should be landscaped with the following elements:

- 1) A minimum of one, two inch caliper or greater, drought resistant, accent tree. (P*)
- 2) A minimum of five, five gallon or greater, drought resistant shrubs. (P*)
- 3) Dustproofed with ground cover, turf, rock, decomposed granite, or equivalent material as approved by the Development Services Department. (P*)
- 4) An irrigation system. (P*)

Rationale: Landscaping contributes to an attractive environment, provides shade, and contributes to neighborhood identity.

- f. Unless all parking is provided off an alley, no more than half of the area between the rear lot line and the rear building line of a single family dwelling unit, or two-thirds of said area for duplexes, should be used for parking. (P*)

Rationale: Excessive vehicle parking areas reduces compatibility with surrounding residences and minimizes the opportunity for recreational activity and landscaped space.

- g. Required covered parking for single family dwelling units, ~~and~~ duplexes, MANUFACTURED HOMES, AND MODULAR HOMES shall not protrude more than ten feet beyond the front building line. (R*)

Rationale: When parking structures are concentrated in front of a dwelling unit, the building loses its residential character and compatibility with surrounding residences is negatively impacted.

- h. The area between the rear building line and the rear lot line shall be enclosed by a block wall, wrought iron fence, or equivalent enclosure, a minimum of four feet in height, as approved by the Development Services Department. (R*)

Rationale: Rear yard enclosures provide physical security and also ensure rear yard activities, such as pool areas and material storage, are not readily visible. In addition, enclosures are visually appealing and benefit the neighborhood.

- i. Walls, fences, and enclosure materials shall not include chain link fencing with, or without, plastic or metal slats, sheeting, non-decorative corrugated metal and fencing made or topped with razor, concertina, barbed wire, or equivalent as approved by the Development Services Department. (R*)

Rationale: Certain enclosure materials are not durable, and are incompatible with surrounding residences.

- j. Development of two detached dwelling units on a lot, or duplexes, MANUFACTURED HOMES, OR MODULAR HOMES should provide a single, common access drive to parking areas. (P*)

Rationale: Shared access and common parking minimize unnecessary curb cuts and breaks in the streetscape. Common parking areas also reduce the paved area of a site.

- k. Single family dwelling units, and duplexes, MANUFACTURED HOMES, AND MODULAR HOMES should provide the following architectural design elements:

- 1) Consistent detailing and design for each side of the building. (P*)
- 2) Window and door trim as well as accent detailing should be incorporated and vary from the primary color and materials of the building. (P*)
- 3) Garages DOORS should be provided with windows, raised or recessed panels, architectural trim, or single doors. (P*)

- 4) The front entry of the building should be clearly defined and identifiable. (P*)
- 5) Materials such as untextured concrete, unfinished block, steel panels, and shiny or highly reflective detailing should not be used as a predominant exterior material. (P*)

Rationale: High quality design promotes neighborhood pride and visual interest in residential architecture.

- I. Garage doors visible from the public street should not exceed 50% of the house width. (P*)

Rationale: Garage doors should not be the aesthetic focus of a house; they should compliment and appear subordinate to the main structure.

- m. The front entrance, of buildings within 50 feet of the front property line, shall face the street and shall not be set back more than ten feet behind the front building line. (R*)

Rationale: Emphasizing the entrance and front facade adds to the residential character of new dwelling units and provides eyes on the street.

- N. MANUFACTURED HOMES SHALL PROVIDE THE FOLLOWING ADDITIONAL ARCHITECTURAL DESIGN ELEMENTS:

- 1) MATERIALS SUCH AS WOOD, HARDBOARD, BRICK VENEER, HARDIPLANK, STUCCO, OR HORIZONTAL VINYL SIDING SHALL BE USED AS A PREDOMINANT EXTERIOR MATERIAL. (P*)
- 2) THE EXPOSED ROOF PITCH SHALL BE AT A MINIMUM OF 3/12 FOR UNITS TWENTY-EIGHT (28) FEET OR LESS IN WIDTH AND BE COVERED WITH SHINGLES, TILE OR METAL. (R*)
- 3) A MINIMUM FIFTY (50) SQUARE FOOT RECESSED ENTRY OR COVERED PORCH SHALL BE PROVIDED ALONG THE FRONT ENTRY OF THE BUILDING. (R*)

- 4) PERMANENT ACCESS TO THE PORCH OR RECESSED ENTRY SHOULD BE CONSTRUCTED WITH MATERIALS AND COLORS THAT ARE COMPATIBLE WITH THE DWELLING UNIT. (P*)
- 5) A MASONRY STEM WALL SHALL BE PROVIDED UNDER THE DWELLING UNIT WITH NO MORE THAN SEVEN (7) INCHES OF EXPOSED FOUNDATION MEASURED FROM HIGHEST FINISHED GRADE. (R*)
- 6) THE EXPOSED MASONRY STEM WALL COLOR SHOULD BE COMPATIBLE TO THE DWELLING UNIT. (P*)

RATIONALE: HIGH QUALITY DESIGN PROMOTES NEIGHBORHOOD PRIDE AND VISUAL INTEREST IN RESIDENTIAL ARCHITECTURE FOR MANUFACTURED HOMES.

Amend Section 608.C.14. (Residence Districts) as follows:	

14.	Off-site constructed dwelling units are allowed in all residential zones. Such residential zones may be composed of both off-site constructed dwelling units and site-built housing.

Amend Section 647.A.2.I. (Special Permit Uses) as follows:

- I. Mobile ~~and manufactured~~ home developments.
 - (1) Purpose. The purpose of this mobile ~~and manufactured~~ home park development section is to allow an alternative living style and dwelling type to conventional single-family and multifamily housing. Mobile ~~or manufactured~~ homes can provide a major source of acceptable housing for moderate income persons with minimal maintenance. The standards contained in this section are intended to afford adequate air and space between units, screening, open and pedestrian spaces, and storage areas and other customary accessory facilities. In addition, the district regulations and development review are designed to protect and enhance the mobile ~~or manufactured~~ home site and its environs.
 - (2) Permitted uses. Mobile ~~and manufactured~~ home development only when located in an R-2 and R-3 district, and subject to the following conditions:
 - (a) The site shall be at least ten acres unless it is an expansion of an existing development.
 - (b) Open space for each mobile ~~or manufactured~~ home shall be provided as follows:
 - i. There shall be twenty feet of open space between mobile ~~or manufactured~~ homes. The width of any common walk between mobile ~~or manufactured~~ homes shall not be counted as part of this required open space. All annexes or structural additions shall be considered part of the mobile ~~or manufactured~~ home. This space may be reduced to ten feet between awnings or canopies.
 - ii. There shall be at least forty feet between mobile ~~or manufactured~~ homes on opposite sides of a private accessway.
 - iii. No mobile ~~or manufactured~~ home shall be closer than eight feet to any private accessway or private drive.

- (c) Each mobile ~~or manufactured~~ home space shall have private outdoor living space of at least three hundred square feet. The least dimension of this space shall be at least fifteen feet.
- (d) For each occupied mobile ~~or manufactured~~ home space, there shall be a storage locker for yard tools and other bulky items convenient to the space. It shall be at least six feet high with a storage capacity of at least one hundred fifty cubic feet.
- (e) All areas not covered by structures or paved surfaces shall be landscaped and maintained in accordance with the site plans required under Section 507.
- (f) Screening the perimeter of a mobile ~~or manufactured~~ home development by a wall or other approved material may be required.
- (g) There shall be a network of pedestrian walks connecting mobile ~~or manufactured~~ home spaces with each other and with development facilities.
- (h) There shall be a laundry with a screened clothes drying yard.
- (i) There shall be a screened storage yard or yards for boats, recreational vehicles, etc. Such storage yards shall have a minimum of sixty square feet of storage space for each mobile ~~or manufactured~~ home space in the development and shall be located so as to not detract from surrounding properties. All boats and recreational vehicles shall be parked in the storage yard.
- (j) Each mobile ~~or manufactured~~ home shall have "skirting" around its perimeter to screen its wheels and undercarriage, or the mobile home shall be placed in an excavation specifically designed to hide the wheels and undercarriage from view.
- (k) All utilities and the wires of any central television or radio antenna system shall be underground.
- (l) Not more than fifteen percent of the spaces in any one mobile ~~and manufactured~~ home development shall be developed or used for recreational vehicles.
- (m) Development shall be under the planned residential development option of the underlying zoning district.

- (n) Private drives may be used for access to each mobile or ~~manufactured~~ home only when there is no subdivision of the mobile and ~~manufactured~~ home development into individual lots.
- (o) There shall be a minimum of five percent of the total area of the mobile and ~~manufactured~~ home development dedicated or reserved as usable common "open space" land. Common "open space" lands shall be clearly designated on the plan as to the character of use and development but shall not include:
 - i. Areas reserved for the exclusive use or benefit of an individual tenant or owner; nor
 - ii. Dedicated streets, alleys, and other public rights-of-way; nor
 - iii. Vehicular drives, parking, loading, and storage areas; nor
 - iv. Required setback areas at exterior boundaries of the site; nor
 - v. Golf courses.

Adequate guarantees must be provided to insure permanent retention of "open space" land area resulting from the application of these regulations, either by private reservation for the use of the residents within the development or by dedication to the public, or a combination thereof.

- (P) MANUFACTURED HOMES ARE PERMITTED IN MOBILE HOME DEVELOPMENTS WHICH WERE EXISTING PRIOR TO [effective date of this ordinance] AND SHALL NOT BE SUBJECT TO THE DESIGN REVIEW STANDARDS OUTLINED IN THE GUIDELINES FOR DESIGN REVIEW SECTION OF THE ZONING ORDINANCE.

Amend Section 701.A.8. (Bulk Regulations) as follows:

8. Every occupied recreational vehicle shall be located in a recreational vehicle park as provided in Section 647.A.2.h of this ordinance, except for accessory parking allowed at hospitals as provided in Section 622.D.78, 623.D.81, and 647.A.2.i herein; and every mobile or manufactured home occupied for sleeping or living purposes shall be located in a mobile or manufactured home development as set forth in Section 647.A.2.l of this ordinance, except as provided for watchmen's purposes in Sections 627 and 628 herein, or as may be approved for living purposes by a property owner during the construction of a permanent home on the premises, subject to a use permit and the obtaining of a building permit, for a period not to exceed one year.

Amend Section 702.F.1.d (Special Parking Standards) as follows:

- d. Mobile or manufactured homes shall not be parked in any residential district except as provided in Section 647.A.2.1.
