

### Section 16: APPENDIXES TO THE REVISED ORDINANCES OF KANAB CITY

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### Section 16: APPENDIXES TO THE REVISED ORDINANCES OF KANAB CITY

#### **Section 16-100 Appendix A Describing Fire Districts or Zones**

##### **Section 16-100.1 Fire Districts or Zones Referenced**

This is the Appendix referenced in Section 9-533 of this Code of Revised Ordinances of this municipality in which the fire districts or zones are described.

##### **Section 16-100.2 Entire Municipality Designated Fire District**

The entire municipality is declared to be and hereby is designated a fire zone for the purposes of the Uniform Building Code and any ordinances of the municipality relating to building and fire prevention.

##### **Section 16-100.3 Fire District Number One**

Fire district number one shall include the following described areas:

- A. None
- B. B.
- C. C.

Fire district number one is heavily concentrated buildings in large downtown cities. Examples include downtown Salt Lake City, Provo, Logan, St. George, Cedar City, Price, and Brigham City. Most towns and small cities would not have a fire district number one. Only limited areas of most downtown small cities would be designated to this classification. In this district the opportunity for fire spreading to other buildings is great.

##### **Section 16-100.4 Fire District Number Two**

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Fire district number two shall include all of those areas of the municipality located in areas zoned commercial or industrial by the zoning ordinances of the municipality, except the areas above described in Section 16A.3.

Fire district number two is less concentrated commercial and industrial areas. Fire district number two is characterized by commercial and industrial buildings having minimum setbacks of 20 feet from side (sometimes front) property lines.

#### **Section 16-100.5 Fire District Number Three**

Fire district number three shall include all areas of the municipality not included in fire districts one or two.

Fire district number three is characterized by residential zoning and buildings. Generally, in district three, there is little risk of fire spreading to adjacent buildings.

#### **Section 16-110 Appendix B Establishing Limits of Districts in which Storage of Flammable or Combustible Liquids**

Appendix B Establishing limits of Districts in which storage of flammable or combustible liquids in outside above-ground tanks and explosives are prohibited, and in which bulk storage of liquefied petroleum gas is restricted, and amendments to the fire code

#### **Section 16-110.1 Appendix Identified**

This Appendix is the Appendix referred to in Sections 10-154, 10-155, 10-156, and 10-157 of the Codes of Revised Ordinances of this municipality which relate to the Uniform Fire Code.

#### **Section 16-110.2 Prohibited Storage above Ground**

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The limits referred to in Sections 79.501 and 79.1001 of the Uniform Fire code in which storage of flammable or combustible liquids in outside above-ground tanks are prohibited are as follows:

The entire City, except where permitted by conditional use permit. Such permits shall not be granted in areas zoned to be used solely for mercantile establishments, primarily retail in character and in the business district and the congested commercial areas.

- A. Existing above-ground tanks may remain in use subject to the provisions of this code, the Uniform Fire Code and any other bylaws, ordinances and statutes;
- B. Above-ground tanks for the storage of flammable liquids may be installed in permitted areas as follows:
  - 1. Above-ground tanks for the storage of flammable liquids may not be larger than two-thousand gallons.
  - 2. Above-ground tanks must provide double containment, protect against damage to any surrounding structures and vehicles, and shall provide protection from vehicular damage, and meet all specifications provided by the manufacturer and other applicable codes, laws, ordinances and statutes.
  - 3. All above-ground storage tanks must be located at least one-hundred (100) feet from a residential unit.
  - 4. Liquid stored in any above-ground storage tank constructed pursuant to these provisions may not be sold.
  - 5. The total number of gallons of flammable liquids stored on each business property shall be limited to two-thousand (2,000) gallons.

#### **Section 16-110.3 Bulk Plants for Flammable or Combustible Restricted**

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The limits referred to in Section 79.1401 of the Uniform Fire Code in which bulk plants for flammable or combustible liquids are prohibited is as follows:

The entire City, except where permitted by conditional use permit. Such permit shall not be granted in areas zoned to be used solely for residential occupancies and for mercantile establishments, primarily retail in character and in the business district and the congested commercial areas.

In all areas where such an installation is approved, the installation shall be no closer than 100 feet from the nearest structure of any kind, and shall be surrounded by a berm or barrier which shall be sufficient to contain the entire contents of the storage facility should it leak.

#### **Section 16-110.4 Bulk Storage of Liquefied Petroleum Gases**

The limits referred to in Section 10-155 of the Code of Revised Ordinances - Section 82.104(b) of the Uniform Fire Code in which the storage of liquefied petroleum gas is prohibited are:

A. The entire City.

#### **Section 16-110.5 Explosives Restricted**

The limits referred to in Section 77.107 of the Uniform Fire Code in which the storage of explosives and blasting agents is prohibited are as follows:

A. The entire city.

#### **Section 16-110.6 Amendments**

The amendments to the Uniform Fire Code referred to in Section 10-157 of the Code of Revised Ordinances as follows:

None

Note of Explanation to this Appendix:

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- A. STORAGE OF FLAMMABLE OR COMBUSTIBLE LIQUIDS - In outside above-ground tanks (Section 10-154(A) of the Code of Revised Ordinances - Sections 79.501 and 79.1001 of the Uniform Fire Code) should be prohibited in the mercantile and other congested areas.
- B. NEW BULK PLANTS FOR FLAMMABLE OR COMBUSTIBLE LIQUIDS - (Section 10-154(B) of the Code of Revised Ordinances - Section 79.1401 of the Uniform Fire Code) should be prohibited in areas zoned to be used solely for mercantile establishments, primarily retail in character.
- C. BULK STORAGE OF LIQUIFIED PETROLEUM GASES - (Section 10-155 of the Code of Revised Ordinances - Section 82.104(b) of the Uniform Fire Code) should be restricted in areas of heavy population and in the congested commercial areas.
- D. STORAGE OF EXPLOSIVES AND BLASTING AGENTS - (Section 10-155 of the Code of Revised Ordinances - Section 77.107 of the Uniform Fire Code) should be prohibited in the business district, closely built commercial areas and heavily populated areas.

#### **Section 16-120 Appendix C Zoning at Airport to Restrict Height of Objects and Structures**

##### **Section 16-120.1 Short Title**

This Ordinance shall be known and may be cited as the City of Kanab Airports Zoning Ordinance.

##### **Section 16-120.2 Definitions**

Airport - Kanab Municipal Airport

Airport Elevation - The highest point of an airport's usable landing area measured in feet from mean sea level. This elevation is 4.864 feet MSL as of the date of this ordinance.

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Approach Surface - A surface longitudinally centered on the extended runway centerline, extending outward and upward from the end of the primary surface and at the same slope as the approach zone height limitation slope set forth in Section 16-120.4 of this Ordinance. In plan the perimeter of the approach surface coincides with the perimeter of the approach zone.

Approach, Transitional, Horizontal, and Conical Zones - These zones are set forth in Section 16-120.3 of this Ordinance.

Board of Adjustment - A Board consisting of (5) members appointed by the Kanab City Council.

Conical Surface - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

Hazard to Air Navigation - An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.

Height - For the purpose of determining the height limits in all zones set forth in this Ordinance and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.

Heliport Primary Surface - The primary surface coincides in size and shape with the designated takeoff and landing area of a heliport. This surface is a horizontal plane at the elevation of the established heliport elevation.

Horizontal Surface - A horizontal plane 150 feet above the established airport elevation, the perimeter of which in plan coincides with the perimeter of the horizontal zone.

Larger than Utility Runway - A runway that is constructed for and intended to be used by propeller driven aircraft of greater than 12,500 pounds maximum gross weight and jet powered aircraft.

Nonconforming Use - Any pre-existing structure, object of natural growth, or use of and which is inconsistent with the provisions of this Ordinance or an amendment thereto.

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Non-precision Instrument Runway - A runway having an existing instrument approach procedure utilizing air navigation equipment, for which a straight-in non-precision instrument approach procedure has been approved or planned. It also means a runway for which a non-precision approach system is planned and is so indicated on an approved Airport Layout Plan or any other planning document.

Obstruction - Any structure, growth, or other object, including a mobile object, which exceeds a limiting height set forth in Section IV of this Ordinance.

Person - An individual, firm, partnership, corporation, company, association, joint stock association, or governmental entity; includes a trustee, a receiver, an assignee, or a similar representative of any of them.

Precision Instrument Runway - A runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS) or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated on an approved airport layout plan or any other planning document.

Primary Surface - A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; for military runways or when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The width of the primary surface is set forth in Section 16-120.3 of this Ordinance. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

Runway - A defined area on an airport prepared for landing and takeoff of aircraft along its length.

Structure - An object, including mobile object, constructed or installed by man, including but without limitation, buildings, towers, cranes, smokestacks, earth formation, and overhead transmission lines.

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Transitional Surfaces - These surfaces extend outward at 90 degree angles to the runway centerline and the runway centerline extended at a slope of seven (7) feet horizontally for each foot vertically from the sides of the primary and approach surfaces to where they intersect the horizontal and conical surfaces. Transitional surfaces for those portions of the precision approach surfaces, which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at 90 degree angles to the extended runway centerline.

Tree - Any object of natural growth.

Utility Runway - A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.

Visual Runway - A runway intended solely for the operation of aircraft using visual approach procedures.

#### **Section 16-120.3 Airport Zones**

In order to carry out the provisions of this Ordinance, there are hereby created and established certain zones which include all of the land lying beneath the Approach Surfaces, Transitional Surfaces, Horizontal Surfaces, and Conical Surfaces as they apply to the Kanab Municipal Airport. Such zones are shown on the Kanab Airport Part '77' Airspace Drawing consisting of 1 sheet, prepared by Armstrong Consultants, and dated September, 1994 which is attached to this Ordinance and made a part hereof. An area located in more than one (1) of the following zones is considered to be only in the zone with the more restrictive height limitation. The various zones are hereby established and defined as follows:

- A. Runway Precision Instrument Approach Zone (Heavy Aircraft) - The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach surface expands outward uniformly to a width of 16,000 feet at a horizontal

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distance of 50,000 feet from the primary surface. The centerline of the approach zone is the continuation of the centerline of the runway.

1. Runway Non-precision Instrument Approach Zone (Heavy Aircraft) - The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 4,000 feet at a horizontal distance of 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.
2. Runway Non-precision Instrument Approach Zone (Small aircraft with visibility minimums more than 3/4 mile) - The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 2,000 feet at a horizontal distance 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.
3. Visual Runway Approach Zone (Heavy Aircraft) - The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach surface expands uniformly to a width of 1,500 feet at a horizontal distance of 5,000 feet from the primary surface. The centerline of the approach zone is a continuation of the centerline of the runway. This is the existing condition as of the date of this ordinance.
4. Visual Runway Approach Zone (Small Aircraft) - The inner edge of this approach zone coincides with the width of the primary surface and is 250 feet wide. The approach surface expands uniformly to a width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface. The centerline of the approach zone is a continuation of the centerline of the runway.
5. Transitional Zones - The transitional zones are the areas beneath the transitional surfaces.

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- B. Horizontal Zones - The horizontal zone is established by swinging arcs of 10,000 feet radii from the center of each end of the primary surface of the primary runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones.
- C. Conical Zone - The conical zone is established as the area that commences at the periphery of the horizontal zone and extend outward therefrom a horizontal distance of 4,000 feet.

#### Section 16-120.4 Airport Zone Height Limitations

- A. Except as otherwise provided in this Ordinance, no structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in any zone created by this Ordinance to a height in excess of the applicable height limit herein established for such zone. Such applicable height limitations are hereby established for each of the zones in the question as follows:
- B. Runway Precision Instrument Approach Zone - Slopes fifty (50) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet and continues on for a distance of 40,000 feet at a slope of forty (40) feet outward for each foot upward along the extended runway centerline.
  - 1. Runway Non-precision Instrument Approach Zone (Large Aircraft) - Slopes thirty-four (34) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline.
  - 2. Runway Non-precision Instrument Approach Zone (Small Aircraft) - Slopes twenty (20) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

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- C. Visual Runway Approach Zone - Slopes twenty (20) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline. This is the existing condition as of the date of this ordinance.
- D. Transitional Zones - Slopes seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the primary surface and the approach surface, and extending to a height of 150 feet above the airport elevation. In addition to the foregoing, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending to where they intersect the conical surface. Where the precision instrument runway approach zone projects beyond the conical zone, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending a horizontal distance of 5,000 feet measured at 90 degree angles to the extended runway centerline.
- E. Horizontal Zone - Established at 150 feet above the airport elevation or at a height of 5,014 feet (existing conditions) above mean sea level (MSL).
- F. Conical Zone - Slopes twenty (20) feet outward for each foot upward beginning at the periphery of the horizontal zone and at 150 feet above the airport elevation (5,014 ft. MSL) and extending to a height of 350 (5,214 ft. MSL) feet above the airport elevation.

#### **Section 16-120.5 Use Restrictions**

Notwithstanding any other provisions of this Ordinance, no use may be made of land or water within any zone established by this Ordinance in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in

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glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport.

#### Section 16-120.6 Nonconforming Uses

- A. Regulations Not Retroactive - The regulations prescribed by this Ordinance shall not be construed to require the removal, lowering, or other change or alteration of any structure or tree not conforming to the regulations as of the effective date of this Ordinance, or otherwise interfere with the continuance of nonconforming use. Nothing contained herein shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this Ordinance, and is diligently prosecuted.
- B. Marking and Lighting - Notwithstanding the preceding provision of this Section, the owner of any existing nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the City of Kanab to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport obstruction. Such markers and lights shall be installed, operated, and maintained at the expense of the Kanab Municipal Airport.

#### Section 16-120.7 Permits

- A. Future Uses - Except as specifically provided in a, b, and c hereunder, no material change shall be made in the use of land, no structure shall be erected or otherwise established, and no tree shall be planted in any zone hereby created unless a permit therefor shall have been applied for and granted. Each application for a permit shall indicate the purpose for which the permit is desired, with sufficient particularity to permit it to be determined whether the regulating

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use, structure, or tree would conform to the regulations herein prescribed. If such determination is in the affirmative, the permit shall be granted. No permit for a use inconsistent with the provisions of this Ordinance shall be granted unless a variance has been approved in accordance with Section VII, 4.

- B. In the area lying within the limits of the horizontal zone and conical zone, no permit shall be required for any tree or structure less than seventy-five feet of vertical height above the ground, except when, because of terrain, land contour, or topographic features, such tree or structure would extend above the height limits prescribed for such zones.
- C. In areas lying within the limits of the approach zones, but at a horizontal distance of not less than 4,200 feet from each end of the runway, no permit shall be required for any tree or structure less than seventy-five feet of vertical height above the ground, except when such tree or structure would extend above the height limit prescribed for such approach zones.
- D. In the areas lying within the limits of the transition zones beyond the perimeter of the horizontal zone, no permit shall be required for any tree or structure less than seventy-five feet of vertical height above the ground, except when such tree or structure, because of terrain, land contour, or topographic features, would extend above the height limit prescribed for such transition zones.
  - 1. Nothing contained in any of the foregoing exceptions shall be construed as permitting or intending to permit any construction, or alteration of any structure, or growth of any tree in excess of any of the height limits established by this Ordinance.
  - 2. Existing Uses - No permit shall be granted that would allow the establishment or creation of any obstruction or permit a nonconforming use, structure, or tree to become a greater hazard to air navigation than it was on the effective date of this Ordinance or any amendments thereto or than it is when the

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application for a permit is made. Except as indicated, all applications for such a permit shall be granted.

3. Nonconforming Uses Abandoned or Destroyed - Whenever the City of Kanab determines that a nonconforming tree or structure has been abandoned or more than 80 percent torn down, physically deteriorated, or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations.
4. Variances - Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use property, not in accordance with the regulations prescribed in this Ordinance, may apply to the Board of Adjustment for a variance from such regulations. The application for variance shall be accompanied by a determination from the Federal Aviation Administration as the effect of a proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulations will result in unnecessary hardship and relief granted, will not be contrary to the public interest, will not create a hazard to air navigation, will do substantial justice, and will be in accordance with the spirit of this Ordinance.
5. Additionally, no application for variance to the requirements of this Ordinance may be considered by the Board of Adjustment unless a copy of the application has been furnished to the City of Kanab for advice as to the aeronautical effects of the variance. If the City does not respond to the application within fifteen (15) days after receipt, the Board of Adjustment may act on its own to grant or deny said application.
6. Obstruction Marking and Lighting - Any permit or variance granted may, if such action is deemed advisable to effectuate the purpose of this Ordinance and be reasonable in the circumstances, be so conditioned as to require the owner of the

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structure or tree in question to install, operate, and maintain, at the owner's expense, such markings and lights as condition may be modified to require the owner to permit the City of Kanab at its own expense, to install, operate, and maintain the necessary markings and lights.

#### **Section 16-120.8 Enforcement**

It shall be the duty of the City of Kanab to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to the City upon a form published for that purpose. Applications required by this Ordinance to be submitted to the City shall be promptly considered and granted or denied. Application for action by the Board of Adjustment shall be forthwith transmitted by the City of Kanab.

#### **Section 16-120.9 Board of Adjustment**

- A. There is hereby created a Board of Adjustment to have and exercise the following powers: (1) to hear and decide appeals from any order, requirements, decision, or determination made by the City of Kanab in the enforcement of this Ordinance; (2) to hear and decide special exceptions to the terms of this Ordinance upon which such Board of Adjustment under such regulations may be required to pass; and (3) to hear and decide specific variances.
- B. The Board of Adjustment shall consist of members appointed by the legislative body and each shall serve for a term of (5) years until a successor is duly appointed and qualified. Members shall be removable by the appointing authority for cause, upon written charges, after a public hearing.
- C. The Board of Adjustment shall adopt rules for its governance and in harmony with the provisions of this Ordinance. Meetings of the Board of adjustment shall be held at the call of the Chairperson and at such other times as the Board of Adjustment may determine. The

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Chairperson or, in the absence of the Chairperson, the Acting Chairperson may administer oaths and compel the attendance of witnesses. All hearings of the Board of Adjustment shall be made public. The Board of Adjustment shall keep minutes of its proceedings showing the vote of each member upon each question; or if absent or failing to vote, indicating such fact, and shall keep records of its examinations and other official actions all of which shall immediately be filed in the office of the City of Kanab Planner and on due cause shown.

- D. The Board of Adjustment shall make written findings of facts and conclusions of law giving the facts upon which it acted and its legal conclusions from such facts in reversing, affirming, or modifying any order requirement, decision, or determination which comes before it under the provisions of this Ordinance.
- E. The concurring vote of a majority of the members of the Board of Adjustment shall be sufficient to reverse any order, requirement, decision, or determination of the Kanab Municipal Airport or decide in favor of the application on any matter upon which it is required to pass under this Ordinance or to effect variation to this Ordinance.

#### **Section 16-120.10 Appeals**

- A. Any person aggrieved, or any taxpayer affected, by a decision of the administrative official made in the administration of the Ordinance, may appeal to the Board of Adjustment.
- B. All appeals hereunder must be taken within a reasonable time as provided by the rules of the Board of Adjustment, by filing with the City of Kanab a notice of appeal specifying the grounds thereof. The City of Kanab shall forthwith transmit to the Board of Adjustment all the papers constituting the record upon which the action appealed from was taken.
- C. An appeal shall stay all proceedings in furtherance of the action appealed from unless the City of Kanab certifies to the Board of

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Adjustment, after the notice of appeal has been filed with it, that by reason of the facts stated in the certificate a stay would in the opinion of the City of Kanab cause imminent peril to life or property. In such case, proceedings shall not be stayed except by the order of the Board of Adjustment on notice to the City of Kanab and on due cause shown.

- D. The Board of Adjustment shall fix a reasonable time for hearing appeals, give public notice and due notice to the parties in interest, and decide the same within a reasonable time. Upon the hearing, any party may appear in person or by agent or by attorney.
- E. The Board of Adjustment may, in conformity with the provisions of this Ordinance, reverse or affirm, in whole or in part, or modify the order, requirement, decision, or determination appealed from and may make such order, requirement, decision, or determination as may be appropriate under the circumstances.

#### **Section 16-120.11 Judicial Review**

Any person aggrieved, or any taxpayer affected, by any decision of the Board of Adjustment, may appeal to the District Court as provided in Section 3-9, of Chapter 3, of the Uniform Zoning Ordinance of Kanab City.

#### **Section 16-120.12 Penalties**

Each violation of this Ordinance or of any regulations, order, or ruling promulgated hereunder shall constitute a misdemeanor and shall be punishable by a fine of not more than (750.00) dollars or imprisonment for not more than (90) days or both; and each day a violation continues to exist shall constitute a separate offense.

#### **Section 16-120.13 Conflicting Regulations**

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Where there exists a conflict between any of the regulations or limitations prescribed in this Ordinance and any other regulations applicable to the same area, whether the conflict be with respect to the height of structures or trees, and the use of land, or any other matter, the more stringent limitation or requirements shall govern and prevail.

#### **Section 16-130 Appendix D Amending Design Standards**

AN ORDINANCE AMENDING THE DESIGN AND CONSTRUCTION STANDARDS FOR THE CITY OF KANAB SECTION II, DESIGN STANDARDS, 2-5.2 MINIMUM SIZE AND DEPTH, (#3)

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF KANAB, UTAH: The Kanab City Design and Construction Standards, Section II, Design Standards, 2-5.2 Minimum Size and Depth, (#3).

#### **2-5.2 MINIMUM SIZE AND DEPTH.**

The minimum depth of cover for water mains shall be 3 feet below the final grade or the street. Where final grades have not been established, mains shall be installed to depth great enough to insure 3 feet of cover below future grade based on the best information available., The minimum size water line shall generally be 6 inches in diameter. Some 4-inch diameter lines may be used in single-family residential areas where the distance between connecting mains is 450 feet or less and for short dead-end runs.

Valves generally shall be located at street intersection in line with an extension of property line. Fire hydrants shall be spaced and located as follows:

- A. At each intersection, generally on alternate sides of the street.
- B. In residential areas, fire hydrant spacing shall be no greater than 500 feet from a fire hydrant via a public access to the property being served.

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- C. In multiple family, industrial, business or commercial areas, fire hydrant spacing shall not be greater than is allowed by the Uniform Fire Code.
- D. Generally, hydrants should be located in line with extensions of the property line when located in line with extensions of the property line when located mid-block.
- E. Hydrants shall be placed about 5 feet from the curb, with a 5-foot elliptical radius of clearance at adjacent obstacles and with the lowest water outlet not less than 18 inches or more than 30 inches from the final ground elevation.
- F. All hydrant installation must be on dedicated easements or public right-of-way and are to be owned maintained by the City of Kanab Utilities Department.

This ordinance shall be effective immediately upon publication.