

**BOUNTIFUL CITY
PLANNING COMMISSION AGENDA
TUESDAY, APRIL 7, 2026
6:30 P.M.**



Notice is hereby given that the Bountiful City Planning Commission will hold a meeting in the Council Chambers, Bountiful City Hall, located at 795 South Main Street, Bountiful, Utah, 84010, on the date and time provided. The public is invited to attend.

1. Welcome
2. Meeting Minutes from February 17, 2026
 - Review
 - Action
3. 2523 South 100 West Zone Change from Single-Family Residential (R-4) Subzone to Mixed Use Residential (MXD-R)
 - Review
 - Public Hearing
 - Recommendation
4. Land Use Code Text Amendment Affecting Access Changing Chapter 5 (RM) Residential Multiple Family and Chapter 18 Motor Vehicle Parking and Access Standards
 - Review
 - Public Hearing
 - Recommendation
5. Director's Report
6. Adjourn

1 **DRAFT Minutes of the**
2 **BOUNTIFUL CITY PLANNING COMMISSION**
3 **Tuesday, February 3, 2026 - 6:30 p.m.**
4

5 Official notice of the Planning Commission Meeting was given by posting an agenda at City
6 Hall, and on the Bountiful City Website and the Utah Public Notice Website.
7

8 **City Council Chambers**
9 795 South Main Street, Bountiful, Utah 84010
10

11 Present: Planning Commission Aaron Arbuckle, Lynn Jacobs, Sean Monson
12 Beverly Ward, and Beth Child
13
14 Planning Director Francisco Astorga
15 City Engineer Lloyd Cheney
16 Assistant City Attorney Aaron Nielsen
17 Recording Secretary Rachel Coleman
18 Senior Planner Amber Corbridge
19
20 Excused: Planning Commission Chair Alan Bott and Vice Chair Krissy Gilmore
21 Assistant Planner Chaz Leech
22 City Attorney Bradley Jeppson
23

24 **1. Welcome**

25 Planning Director Astorga notified the Commission that the Chair and Vice Chair were excused.
26

27 Commissioner Ward motioned to appoint Commissioner Jacobs as the Temporary Chair for the
28 meeting. Commissioner Child seconded the motion. The motion passed unanimously, with
29 Commissioners Arbuckle, Jacobs, Monson, Ward, and Child voting in favor. Commissioner
30 Jacobs accepted the temporary appointment with excitement.
31

32 Temporary Chair Lynn Jacobs called the meeting to order at 6:30 p.m. and welcomed everyone.
33

34 **2. Meeting Minutes from January 20, 2026**
35

36 Commissioner Child made a motion to approve the minutes from January 20, 2026.
37 Commissioner Ward seconded the motion. The motion was unanimously approved by
38 Commissioners Arbuckle, Jacobs, Monson, Ward, and Child voting in favor.
39

40 **3. Variance Request to Allow a Single-Family Dwelling to Develop a Retaining Wall on**
41 **Slopes over 30% at 3285 South Sunset Loop Road**
42

43 Senior Planner Amber Corbridge presented the item as outlined in the packet.
44

45 Temporary Chair Jacobs inquired about the prior variance and the specific approvals granted.
46

47 Senior Planner Corbridge said a variance was approved for the driveway to cross the steep slope
48 and for an easement that encroached onto the neighboring property.
49

50 City Engineer Cheney noted an additional change. In the original site plan, the applicant
51 proposed a retaining wall on the inside of the driveway. In the proposed plan, that retaining wall
52 has been removed. Overall, this is a reconfiguration of the retaining walls with only minor
53 impacts to steep slopes, but because a variance was involved, it required Commission review.
54

55 Commissioner Ward asked staff if there were two retaining walls in the steepest portion of the
56 site. Senior Planner Corbridge confirmed that one is in the upper portion and another along the
57 frontage. Commissioner Ward stated the existing wall height was minimal while the proposed
58 wall appears to be more substantial.
59

60 Temporary Chair Jacobs opened the public hearing at 6:36 pm.
61

62 Mr. Bill Richter, who resides at 454 Summerwood Circle, asked the Commission if the proposed
63 item required another public hearing and whether a decision could be made tonight.
64

65 Temporary Chair Jacobs stated the current meeting was the public hearing, would not require a
66 City Council hearing, and that a decision would be made tonight.
67

68 Mr. Bill Richter, the contractor for the retaining wall built along the front of the property, said he
69 understood construction was halted because a retaining wall was built too close to the curb,
70 within the ten-foot road easement. He asked the Commission to grant a variance tonight so
71 construction for a retaining wall can proceed along the frontage of the property.
72

73 Temporary Chair Jacobs said the variance to which Mr. Richter referred was previously approved
74 and that tonight's variance relates to revisions shown in the updated plans.
75

76 City Engineer Cheney said Mr. Richter's work did not match the work approved originally.
77

78 Temporary Chair Jacobs reaffirmed that a variance had previously been approved for a retaining
79 wall along the frontage of the property.
80

81 Temporary Chair Jacobs closed the public hearing at 6:39 pm.
82

83 Commissioner Monson asked staff to clarify what Mr. Richter meant when he referred to a
84 violation.
85

86 City Engineer Cheney said the wall constructed was approximately three feet behind the curb,
87 within the public-right-of-way. Additionally, the 10-foot-tall retaining wall exceeded the
88 permitted height.
89

90 Temporary Chair Jacobs asked if the issue had been resolved. City Engineer Cheney confirmed
91 the applicant is now aware of the required setbacks.

92
93 Commissioner Monson asked if the retaining wall is being rebuilt; City Engineer Cheney
94 confirmed that it is.

95
96 Commissioner Ward said the retaining walls are necessary to protect the roadway given how
97 steep the slope is near the road.

98
99 Temporary Chair Jacobs asked if staff reviewed plans for the retaining wall. City Engineer
100 Cheney said that staff has no objection to the proposed modification and stressed the importance
101 of compliance moving forward.

102
103 Commissioner Monson motioned to approve the Variance Request to Allow a Single-Family
104 Dwelling to Develop a Retaining Wall on Slopes over 30% at 3285 South Sunset Loop Road.
105 Commissioner Arbuckle seconded the motion. The motion was unanimously approved with
106 Commissioners Ward, Jacobs, Child, Arbuckle, and Monson voting “aye.”

107
108 **4. Staff Report**

109
110 Planning Director Astorga introduced Aaron Nielsen, Assistant City Attorney, in attendance,
111 covering for City Attorney Brad Jeppsen and introduced Wendy Schneider as the new
112 Administrative Assistant and Business License Coordinator.

113
114 **5. Adjourn**

115
116 Temporary Chair Jacobs adjourned the meeting at 6:45 p.m.

Planning Commission Staff Report



Subject: Zone Map Amendment from R-4 to MXD-R
and Orchard Flats Development Plan at 2523
South 100 West

Author: Amber Corbridge, Senior Planner

Date: April 7, 2026

Background

The applicant, Alex Clarke with *110 West Properties LLC* and the property owner of 2523 South 100 West (.37 acres), requests a Zone Map Amendment from R-4 (Single-Family Residential) to MXD-R (Mixed Use). The proposed rezone and Development Plan (attached) include the demolition of the existing duplex and the development of six (6) townhome units with a café/retail use on the southwest corner.



Figure 1. Project perspective from Southwest Corner of Orchard Drive and 100 West.

The applicant states the purpose for the petition is to set a positive precedent for thoughtful, mixed-use development in Bountiful City.

“Orchard Flats also adds value to the community by creating a small gathering space – through the inclusion of a café or similar neighborhood serving space – that fosters social connection and supports walkable, vibrant streetscapes.”

offers *live, work, and play* opportunities within convenient walking distance of each other. [Section 14-10-103](#) of the Code states “Sites zoned MXD should be adjacent to major automobile and public transit corridors.” The proposed site fronts along Orchard Drive, a designated Major Collector Street, as shown on the Bountiful Master Street Plan below.

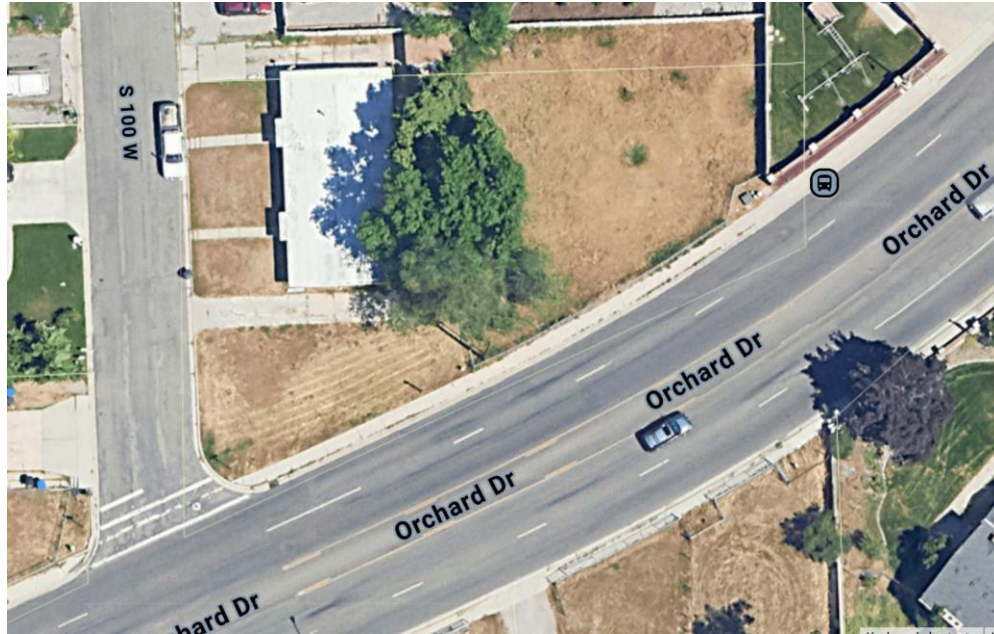
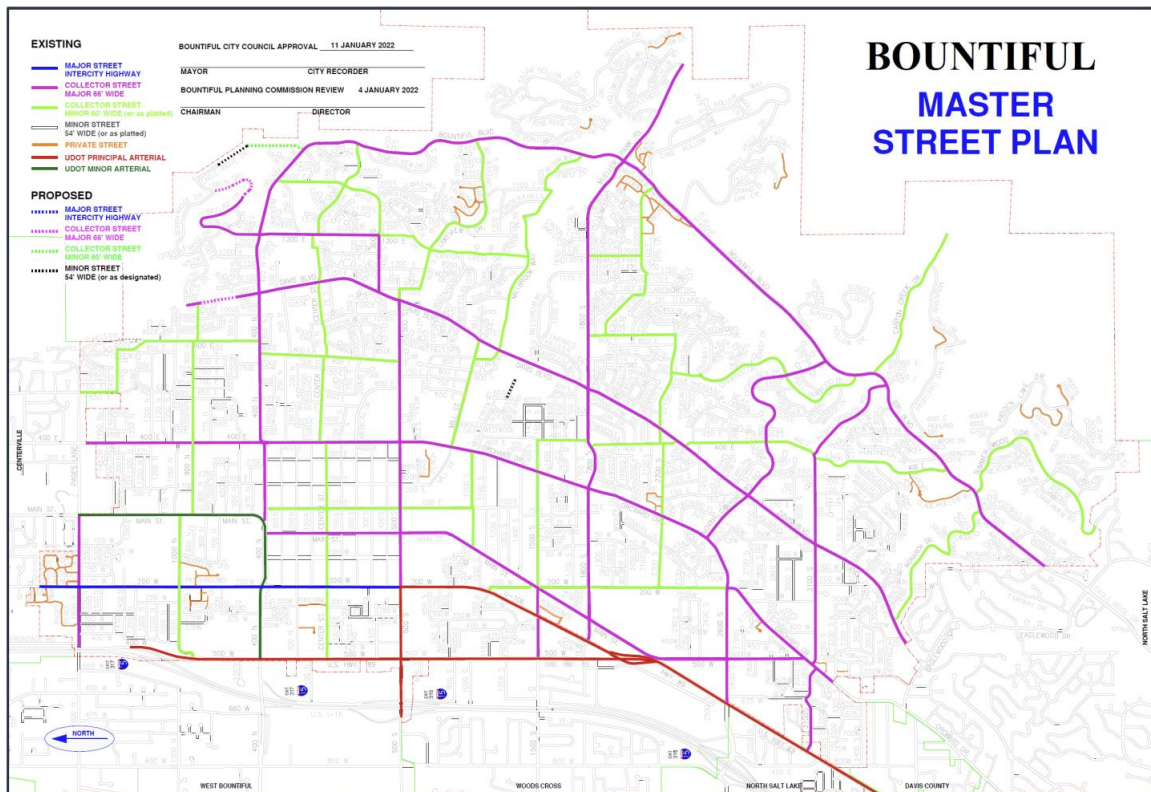


Figure 3. Aerial of 2523 South 100 West, Bountiful Interactive Web Map



Bountiful Master Street Plan

Bountiful General Plan Decision Making Criteria

The 2025 [Bountiful General Plan](#) includes decision-making criteria for zone map amendments, where the City should determine if the proposal meets the following criteria to ensure compatibility with the [Future Land Use Map](#).

1. Advances the General Plan Vision and Guiding Principles.

Bountiful City’s guiding principles include creating a business-friendly community that serves the community with a variety of locally focused services, shopping, and entertainment options. The goals and objectives for this principle include encouraging growth of high-quality local businesses through economic development of entry corridors and other commercial nodes ([Bountiful By Design – Bountiful City General Plan, 2025, page 15](#)). Staff finds the proposed rezone for this property supports the City’s goals.

2. Proposes land uses that are compatible with the Future Land Use Map.

The General Plan *place types*, or community areas, include primary and supporting land uses which serve purpose and function in meeting the City’s goals and objectives. Additionally, the Future Land Use Map provides further direction for desired development throughout the City. For example, Figure 4 below shows a *Neighborhood Mix Residential Overlay* (orange striped) place type along the Orchard Drive corridor at the proposed project, 2523 South 100 West.

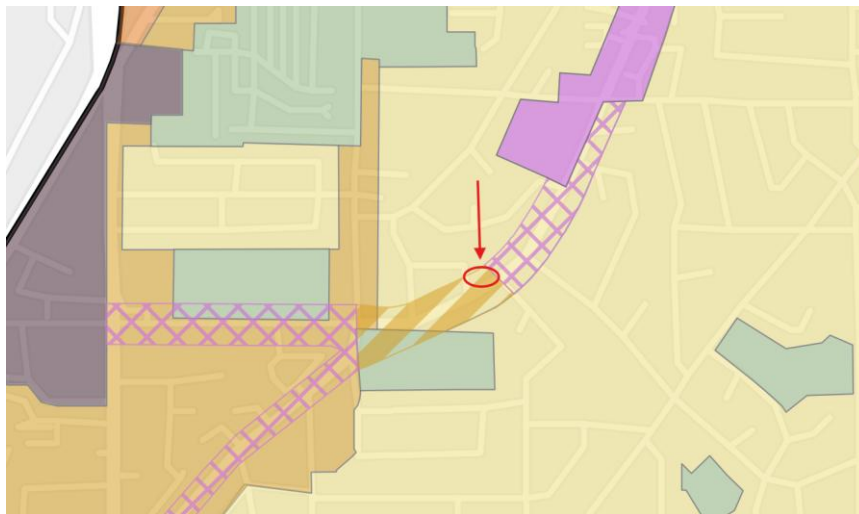


Figure 4. Future Land Use Map 2025, Zoomed to 2523 South 100 West

The General Plan *Neighborhood Mix Residential Place-Type Area + Overlay* description includes compatible use and design direction. The Neighborhood Mix Residential place type **primarily** includes various residential dwellings (single-family, two-family, triplexes, fourplexes, and other scale-appropriate multiple unit buildings). These residential structures are generally one to three (1-3) stories.

Residential dwellings are designed and integrated into the surrounding streetscapes focusing on the pedestrian experience. This development pattern includes small scale/low intensity mixed-use, at prominent intersections of major roads, that creates walkable destinations for surrounding residents.

The proposal **primarily** includes residential townhome type units, with a **supporting** small-scale, low intense commercial use (corner café/general retail). Staff finds the proposed project and development plan are generally consistent with the scale and uses along the Orchard Drive corridor and *Neighborhood Mix Residential* place type at 2523 South 100 West.

3. Enhances or protects natural features, built amenities, and existing infrastructure.

The site does not include significant existing amenities or natural features. The following image shows the existing conditions of the site which may benefit from redevelopment:



Street view of 2523 South 100 West

4. Strengthens or establishes connections to nearby activity centers.

The property is between Boulton Elementary at Orchard Drive and 200 West, and a neighborhood center at Orchard Drive and 2200 South, which includes Dick's market and other neighborhood commercial businesses. The proposed development would strengthen this connection and flow between activity centers. The following images show the development character of the Orchard corridor



Street view of Boulton Elementary



Street view of Dick's Market and Neighborhood Commercial Buildings

5. Demonstrates that projected travel demand can be supported by the planned transportation network.

The proposed use requires parking for six (6) town homes and small corner café, where the flow and access occur at 100 West and Orchard Drive corner (see parking analysis below). The property includes some walkable elements, including proximity to the centers mentioned above, planned courtyard and bicycle parking, and proximity to bus stops. The property fronts Orchard Drive, a collector street where the regular UTA 455 bus (every thirty minutes) routes with multiple bus stops, as shown in Figure 5.



Figure 5. Orchard Drive from 200 West to North Canyon Road, Google Maps, 2026

6. Demonstrates that demands for public infrastructure and services can be met by planned facilities.

There are no concerns regarding the public infrastructure and service demands.

Site Characteristics

The typical site zoned MXD shall encompass at least five (5) acres; however, smaller projects that demonstrate outstanding characteristics may also be considered. Additionally, sites zoned MXD should be adjacent to major transit corridors. This site is less than five (5) acres and fronts a major transit corridor (Orchard Drive), and is directly adjacent to a UTA bus stop.

Outstanding characteristics of a development may include elements of interest, quality, and amenity. The development plans show public amenities, such as walkways, courtyards, and plazas. This project plan also includes thoughtful design, where the commercial space is located on the corner, including an outdoor ground and rooftop patio space (as shown in Figure 1, above). The usable open space near the bus stop is designed as a patio with landscaping, seating, bike racks, and pet area (Figure 6).

Additionally, the development plan shows brick exterior building materials for the corner café/retail space and around the first level entry pop-outs and garage openings. The General Plan supports a mix of housing types while maintaining cohesive character in the Neighborhood Mix Residential areas. These areas often serve as transition areas between lower and higher density development, and the use of durable, high-quality materials on all elevations is critical to ensure compatibility with surrounding homes. Requiring quality

materials, such as brick or masonry on all elevations helps prevent ‘back-of-building’ conditions, supports long-term neighborhood value, and the General Plan’s emphasis on well-designed, context-sensitive residential development ([General Plan](#), pages 23-25). Staff recommends that the project include additional brick exterior building materials.



Figure 6. Zoomed in MXD Concept Site and Landscape Plan

Sub-Zone Standards

The applicant is proposing the MXD-R designation, where 50%-75% of the land uses are residential. As proposed, most of the site would be dedicated to multi-family residential uses (75%), including six (6) three-bedroom townhome units. The proposed commercial land use (25%) includes square footage for the commercial building footprint (2 stories), as well as the plaza, ground patio, and community gathering areas. (See MXD Use Analysis; subject to verification of gross flow area calculations).

Permitted Uses

This proposal includes residential uses and a local café or similar neighborhood-serving use. It should be noted the Land Use Code (14-10-109) states that all uses allowed in the development shall be processed as if they were permitted uses.

Development Characteristics

Development within the MXD zone shall exhibit urban characteristics, such as wide sidewalks, street trees and street furniture, community gathering spaces, shared parking, integrated transit (where available), and diverse and distinctive design features. The development plan generally meets these characteristics, subject to refinement of certain elements as identified in this report.

Parking

The applicant provided a parking study which utilizes the Institute of Transportation Engineer’s (ITE) Parking Generation Manual to determine parking for both multi-family residential and a café (based on an assumed 12-seat capacity).

The following table shows the comparable parking calculations for both the City and ITE standards:

City Code Standards	# of Stalls
3-bedroom Multi-Family – 6 total	17
Café (restaurant) with 12 seats (1 stall per 2.5 seats)	5
Total Required	22
ITE + City Code Standards	
Café (restaurant) with 12 seats (1 stall per 2.5 seats)- City Code	5
Single-Family Attached (townhouse) - ITE	15
Total Required	20

*Shown in supply in Figure 3, below

The peak hours for the uses analyzed in the study are typically between 8:00 AM to 5:00 PM hours, where the parking demand for multi-family housing is between 9:00 PM to 6:00 AM. The following graphic was provided in the attached Parking Study, which illustrates the number of parking stalls required on weekdays and weekends:

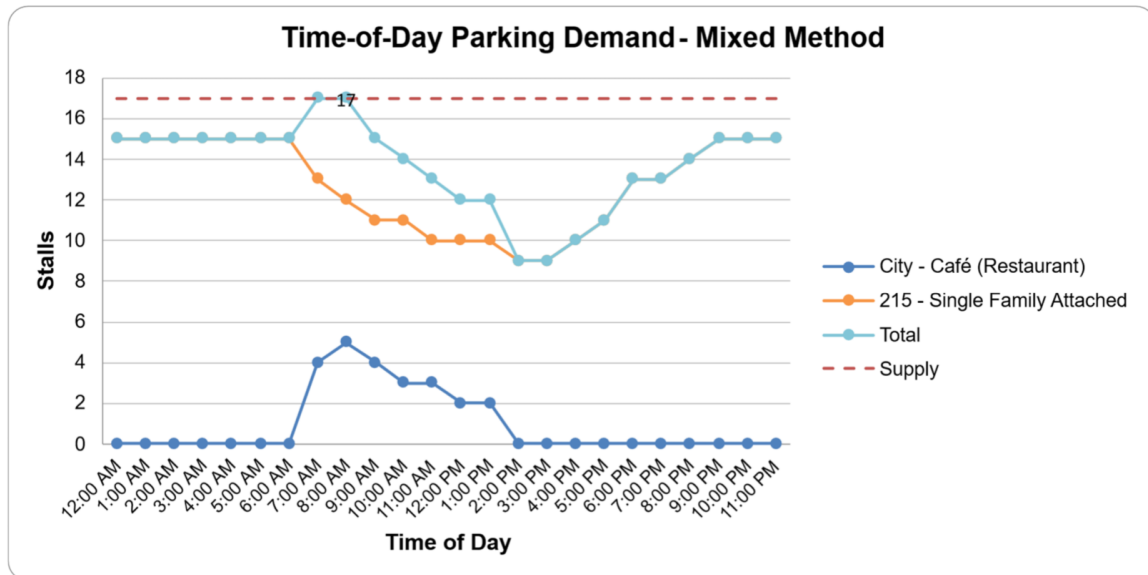


Figure 3. Time-of-day parking requirements, Hales Engineering Parking Study, Page 4

Table 4: Parking Comparison - Peak Demand

Source	# of Stalls
Proposed Site Plan	17
City Code	22
Mixed Method (City & ITE)	20
Mixed Method w/ Shared Use	17

The study provided indicates there is enough parking to offset parking demands for both a small restaurant/café and six (6) multi-family residential townhomes, as shown in both Figure 3 and Table 4; however, the analysis is based on preliminary or assumed commercial use characteristics and may not fully reflect the parking demand of the proposed café/restaurant use. Based on staff’s review, parking demand could be higher depending on the final use and intensity, and final verification of parking adequacy is subject to review under Section 14-10-108(5).

The City reserves the right to dictate the amount of parking and/or the location of parking spaces within a project to achieve the objectives of the Code (14-10-108(5)).

There may be traffic concerns regarding the proposed design and location of the parking stalls on 100 West, where the parking stalls back onto 100 West (See Attached Preliminary Site Plan). Staff finds the plan supports keeping traffic ingress and egress off Orchard Drive and utilizes 100 West. Staff determined that this design would not greatly impact the existing low traffic flow on 100 West. The existing traffic is mainly used by those accessing lots which front 100 West. Similar configurations exist in the City where parking backs onto adjacent local streets, such as Bountiful Town Square along 100 East:



Bountiful Town Square, MapGeo Imagery 2026

Department Review

This staff report was written by the Senior Planner and was reviewed by the City Attorney, City Engineer, and Planning Director.

Significant Impacts

The site is located along a major street (Orchard Drive), where other mixed-uses and commercial developments are located further north and south. The mixed-commercial element is anticipated to have a relatively low impact as a local café/small restaurant and is appropriately located on the corner of Orchard Drive and 100 West.

Recommendation

Staff recommends the Planning Commission review this request, hold a Public Hearing, and continue the item to a future meeting to allow the applicant time to address and refine outstanding Development Plan items identified in both this report and the MXD Zone Change and Development Plan Guide, completed by the Planning Director. These items include clarification of use allocation, open space compliance, and parking assumptions.

Alternatively, the Planning Commission may choose to continue the item to allow the applicant time to clarify and refine Development Plan components, including use allocation, open space calculations, and parking assumptions.

This meeting may serve as a combined review, Public Hearing, and work session, recognizing that this request represents an early implementation of the recently adopted General Plan, Bountiful by Design (2025). While full implementation measures are still in progress, the flexibility of the MXD process provides an opportunity for the applicant and the City to collaboratively evaluate the project and ensure alignment with adopted policies and development standards.

Attachments

1. Proposed Ordinance
2. Proposed Development Plan
3. Orchard Flats MXD Zone Change + Dev Plan Guide (dated April 2026)



BOUNTIFUL

MAYOR
Kate Bradshaw

CITY COUNCIL
Dan Bell
Millie Segura Bahr
Beth Child
Richard Higginson
Matt Murri

CITY MANAGER
Gary R. Hill

DRAFT Bountiful City Ordinance No. X

An ordinance amending the Bountiful City Zoning Map changing the zoning designation of .37 acre parcel from Single Family Residential (R-4) to Mixed-Use (MXD-R) Zoning.

It is the finding of the Bountiful City Council that:

1. The Bountiful City Council is empowered to adopt and amend zoning maps and ordinances pursuant to Utah State law and under corresponding sections of the Bountiful City Code.
2. As required by Section 14-2-205 of the Bountiful City Land Use Ordinance this zone map amendment is found to be in harmony with the objectives and purposes of the Land Use Ordinance.
3. After a public hearing, the Bountiful City Planning Commission recommended in favor of approving this proposed zone map amendment on **April 7, 2026**.
4. The proposed changes to the Zoning Map, including the attached development plan and the development criteria set forth in this ordinance, meet the criteria set forth in Section 14-10 *Mixed Use Zone*.
5. This development site and structure should be redeveloped, according to the Bountiful City's Goals and Objectives to promote property upgrades – making the area more desirable to live and work.
6. This development will establish a small scale of mixed residential housing and business along Orchard Drive, providing the community more options to live, work, and play within convenient walking distance of each other.

7. The Bountiful City Council held a public hearing on this proposal on TBD, and finds that the requested zone map amendment is in harmony with the City's General Plan and in the best interests of the health safety and welfare of the City.

Now therefore, be it ordained by the City Council of Bountiful, Utah:

Section 1. The official Zoning Map of Bountiful City is hereby amended such that the zoning designation for an approximately .37-acre parcel of land located at 2523 South 100 West, and more specifically described in the attached legal description, shall change from Single-Family Residential (R-4) to Mixed-Use Residential (MXD-R).

Section 2. The zoning granted in this ordinance is based strictly upon the following conditions, which shall apply to this land until such time, if any, that the City Council re-zones this property after notice and hearing as required by law. The following Development Standards apply to this property, and only this property, and supersede any conflicting provisions.

PURPOSE AND OBJECTIVES

The purpose of this ordinance is to provide site specific criteria supplementing the standards of the Mixed-Use Zone, Chapter 15 Design Standards for Non-Single-Family Development, and other City ordinances. These provisions constitute zoning regulations for this parcel of land and are enforceable by the City in the same manner as other zoning regulations. Any violations of these requirements shall constitute nuisances and/or misdemeanors as provided in the Bountiful Zoning Ordinance.

PERMITTED USES

1. Multi-family Residential
2. General Retail, Café (Restaurant)

HEIGHT LIMITATIONS

1. Maximum building height to be measured on the front façade of the building side facing Orchard Drive and not exceed thirty-five (35) feet.

MINIMUM BUILDING SETBACKS

1. Front Yard: 10 feet (Orchard Drive)
2. Side and Rear Yard per Civil Site Plan (Attached)

DEVELOPMENT CHARACTERISTICS/OPEN SPACE

1. The development shall provide at least fifteen (15) percent of the gross floor area or fifteen (15) percent of the gross site area, whichever is greater, as a common open space. Open space may include any or all of the following: cultivated landscaping, plazas, parks, urban trails/sidewalks, benches, art pieces and community recreation space. All connectivity will be per Civil Site Plan (Attached).
2. A maximum of fifty (50) percent of all open spaces may be hard surfaced.

LANDSCAPING

1. Landscaping to match the Landscape Plan (Attached).

PARKING AND ACCESS

1. Parking shall be per Parking Study for a café/small restaurant and six (6) multi-family townhomes (Provided at Site Plan Approval).
2. Existing side yard and parking setbacks shall be the standards as shown on the Civil Site Plan.

SITE PLAN APPROVAL

Final site plan review shall be based upon the criteria in this ordinance, the MXD zone text, the approved development plan, and all other applicable aspects of the Bountiful City Code.

Section 3. The attached development plan is the basis for any site plan approval. Any deviation from this plan must meet the standards set forth in the Bountiful City Code. Any significant deviation will require a re-zoning of the property. The development plan includes the following exhibits:

- | | |
|--|---|
| • Rezone Plan | • MXD Use Analysis |
| • Preliminary Review Response | • MXD Concept Site & Landscape Plan |
| • MXD Preliminary Site Plan – Existing Adjacencies within 50’ | • MXD Concept Elevations |
| • MXD Preliminary Site Plan – Existing and Proposed Grading & Setbacks | • MXD Conceptual Color Massing Elevations |

Section 4. City ordinances in conflict with these provisions are hereby repealed. However, all provisions in force immediately prior to this ordinance shall continue in force hereafter for the purpose of any pending legal action, all rights acquired, all fines, penalties and forfeitures imposed, and any liabilities already incurred.

Section 5. This ordinance shall go into effect immediately upon first publication.

Adopted by the City Council of Bountiful, Utah, this day of 2026.

Kate Bradshaw, Mayor

ATTEST:

Sophia Ward, City Recorder

2523 South 100 West

Parcel # 050270039

ALL OF LOT 7, NORTH CANYON HEIGHTS SUB PLAT A AMD. CONT. 0.357 ACRES. ALSO, BEG AT THE NE COR OF LOT 7 OF NORTH CANYON HEIGHTS SUB PLAT A AMD, SD PT BEING S 0°52'27" E 481.22 FT ALG THE 1/4 SEC LINE & S 87°31'19" W 62.94 FT FR THE CENTER OF SEC 31-T2N-R1E, SLB&M; & RUN TH S 1°31'41" E 63.31 FT ALG THE EAST LINE OF SD LOT 7; TH ALG THE NW'LY LINE OF A 66 FT WIDE STR 21.24 FT ALG THE ARC OF A 617.00 FT RAD CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 1°58'20" (CHORD BEARS N 55°41'48" E 21.24 FT); TH DUE N 52.15 FT ALG THE W FACE OF A BRICK WALL; TH S 87°31'19" W 19.25 FT TO THE POB. CONT. 0.02 ACRES. TOTAL ACREAGE 0.377 ACRES.

ALTA/NSPS LAND TITLE SURVEY

2353 South 100 West

LOCATED IN THE SOUTHWEST QUARTER
SECTION 31, TOWNSHIP 2 NORTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN
BOUNTIFUL CITY, DAVIS COUNTY, UTAH
AUGUST 2021



Found Street Monument
2500 South / 100 West
Brass Cap
Benchmark Elev: 4554.80
Datum is NAVD 88 derived from
UTAH TURNGPS System

S. 87°52'47" W. 431.16' (BASIS OF BEARING)

2500 SOUTH STREET
(PUBLIC RIGHT-OF-WAY)

Legend of Symbols & Abbreviations

- Boundary Line
- - - Road Center Line
- - - - - Adjacent Parcel
- X - Existing Chain Link Fence
- - - Existing Vinyl Fence
- - - - - Curb and Gutter (C&G)
- - - - - Right of Way Line
- - - - - Underground Power
- - - - - Fiber Optic Line
- - - - - Water Line
- - - - - Gas Line
- Set Rebar and Cap stamped "CIR ENGINEERING"
- ⊕ Storm Drain Inlet Box
- ⊗ Sign (as labeled)
- ⊕ Power Vault
- ⊕ Electric Box
- ⊕ Water Meter

Narrative / General Notes

- This survey was prepared at the request of Jason O'Toole and Katie O'Toole for the purpose of preparing an ALTA/NSPS survey of that parcel of land described in that Warranty Deed as Entry No. 3066373 in the Office of the Davis County Recorder. The centerline of 100 West Street was established by relating to the monument line of 2500 South Street and offsetting a distance of 16.0' either side. The northerly line was established by holding the existing fence. However, due to a number of discrepancies in the record North Canyon Heights Subdivision, this Surveyor recommends a boundary line agreement to said fence to alleviate any future boundary issues; the easterly boundary line was established by holding the west side of an existing "West face of a brick wall" per the vesting description, the southerly line was established by holding 1.0' foot behind the back of side walk. The bearing of S. 87°52'47" W. along the monument line of 2500 South Street between the street monuments at 100 West and 150 West was used as the Basis of Bearings for this survey.
- (N1) On the date of the field survey, August 5, 2021 there was NO observable evidence of earth moving work, external building construction, or building additions.
 - (N2) Access to the subject property via 100 West Street.
 - (N3) On the date of the field survey there was no observable evidence of the site used as a solid waste dump, sump, or sanitary landfill.
 - (N4) Current zoning classification and building setback requirements, height and floor space area restrictions, and parking requirements were not provided by insurer / client.
 - (N5) A field delineation of wetlands conducted by a qualified specialist was not provided by the client. Therefore no delineation markers were observed in the process of conducting the field work.
 - (N6) This surveyor is unaware of any changes in street right-of-way lines, either completed or proposed at this time.

Exceptions Corresponding to Schedule B

- 1-7. Standard Title Exceptions
- 8-13. Taxes for the year 2020, property is located within the boundaries of Weber Basin Water Conservancy District, Mosquito Abatement District, South Davis Water Improvement District, South Davis Sewer Improvement District and Bountiful City, Resolution No. 2004-212 establishing and organizing the South Davis Recreation Special Service District Certificate of Creation, creating and establishing the South Davis Metro Fire Service Area, Minerals of whatsoever kind, Water rights, **Affects:** Subject parcel. Blanket in nature, not plotted.
- 14. Easements, building setback lines, notes, restrictions, dedications and/or conditions of approval as set forth on the Official Recorded Plat.
Affects: Subject parcel. Blanket in nature, if any, plotted and shown hereon.
- 15. Grant of Easement in favor of South Davis County Water Improvement District its successors and assigns, a certain perpetual and temporary easement of an irrigation system under pressure and incidental purposes recorded January 22, 1960, as Entry No. 199034, in Book 163, Page 130, of Official Records.
Affects: Subject parcel. Affects the easterly side of subject parcel. Plotted and shown hereon but, due to plat discrepancies the actual location may vary.
- 16. Covenants, Conditions, Restrictions, Easements, and assessments, if any, recorded August 6, 1946 as Entry No. 94360, in Book 0, Page 9.
Affects: The "tree 5 feet" of Lot 7. Plotted and shown hereon but, due to plat discrepancies the actual location may vary.
- 17-18. A Deed of Trust. The rights of parties in possession of subject property under unrecorded Contracts, Leases, Rental or Occupancy Agreements.
Affects: Subject parcel. Blanket in nature, not plotted.



100 West Properties LLC
16172 Sq. Ft., 0.371 Ac.
2523 South 100 West
05-027-0039

LOT 7
NORTH CANYON HEIGHTS SUBDIVISION
E# 96086, B:170, P:92

Title Report Legal Description

Lot 7, AMENDED PLAT OF NORTH CANYON HEIGHTS SUBDIVISION PLAT 'A', according to the Official Plat thereof as recorded in the Office of the Davis County Recorder, State of Utah.

ALSO: Beginning at the Northeast corner of Lot 7 of North Canyon Heights Subdivision Plat 'A' Amended, said point being South 0°52'27" East 481.22 feet along the Quarter Section line and South 87°31'19" West 62.84 feet from the center of Section 31, Township 2 North, Range 1 East, Salt Lake Base and Meridian, and running thence South 1°31'41" East 63.31 feet along the East line of said Lot 7; thence along the Northwestery line of a 66 foot wide street 21.24 feet along the arc of a 61700 foot radius curve to the left through a central angle of 1°58'20" (chord bears North 55°41'48" East 21.24 feet); thence due North 32.15 feet along the West face of a brick wall; thence South 87°31'19" West 19.25 feet to the point of beginning.

THIS IS THE SAME LEGAL DESCRIPTION PROVIDED BY: STEWART TITLE GUARANTY COMPANY
ISSUING AGENT: STEWART TITLE OF UTAH, INC.
COMMITMENT DATE: MARCH 13, 2020
FILE NO. 706264

Property Owner

100 West Properties LLC
2523 South 100 West,
Bountiful, UT 84010

Utility Note

The location of the utilities shown hereon are a combination of observed evidence of utilities above ground appearances and underground plans to determine the location of any subterranean uses. Lacking excavation, the exact location of underground features could not be accurately, completely, and reliably depicted.

Zoning Note

This surveyor was not provided with current zoning classification and building setback requirements, height and floor space area restrictions as set forth in that classification, as provided by the insurer; thus, these items are not shown hereon.

Flood Note

By graphic plotting only, this property is in zone(s) X (Other Flood Areas) of the Flood Insurance Rate Map, Community Panel No. 49011C0507E, which bears an Effective Date of June 16, 2007.

Surveyor's Certification

To: Jason O'Toole and Katie O'Toole, husband and wife as joint tenants,
STEWART TITLE GUARANTY COMPANY,
Stewart Title of Utah, Inc.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 6, 8, 13, 16, 17, and 19 of Table A thereof. The field work was completed on August 5, 2021.

Date of Plat or Map:



ALTA/NSPS LAND TITLE SURVEY	
2523 South 100 West, Bountiful, UT	
Prepared by:	Jason O'Toole and Katie O'Toole
Surveyed by:	BP
Checked by:	GCC
Date:	08/10/2021
Date:	08/05/2021
Date:	08/11/2021
SHEET NO. 1 OF 1	
SVY	
PROJECT ID:	DATE:
21-209-01	08/11/2021
FILE NAME:	



ORCHARD FLATS

ALEX CLARKE

2523 S. 100 W

BOUNTIFUL, UT 84010

ARC123PROJECTS@GMAIL.COM

Preliminary Plan review response

May 19, 2025

ORCHARD FLATS

Alex,

Responses to the preliminary plan review comments.

- Provide garbage collection plan.
 - Screened trash enclosure for private garbage pickup provided at north property line near driveway. See MXD Concept Site & Landscape Plan.
- Make sure exterior utility meters and mechanical equipment are screened
 - Exterior utility meters proposed to be located along east and northeast sides of the building (adjacent to utility easement) and will be screened from view by vegetation and general site lines. See MXD Concept Site & Landscape Plan.
 - Mechanical equipment is tbd, and will be addressed at time of building permit.
- Explore a sidewalk with a park strip and pedestrian safety.
 - Providing a park strip proves problematic due to the drop in elevation from existing sidewalk grades at the property line, and existing utility equipment. In lieu of a park strip, a new 5' sidewalk is proposed along Orchard Dr. from the existing utilities at the east easement to 100 W. See MXD Concept Site & Landscape Plan.
- Submit a detailed lighting plan.
 - Considering the adjacency to the residential neighbors, all proposed lighting to be down lights. Proposed lighting to be building-mounted pathway lighting along the 100 W. sidewalk, and similar building-mounted down lights at the townhome garages. No other site lighting proposed at this time. See elevations on MXD Concept Elevations.
- Openings are not allowed less than 3' to property lines.
 - Townhouse Unit 1 layout revised to eliminate openings adjacent to commercial space. Egress windows provided along west elevation. Fire-rated assemblies and partitions will be addressed at time of building permit. See MXD Concept Elevations & Conceptual Color Massing Elevations.
- Transition from Orchard Dr. to new parking.
 - Intent is to closely match existing grades at this location. Further review of existing grades shows roughly 2'-6" from existing to new top of stair/sidewalk. We propose a revised site wall at the stair to follow the slope of the stair and improve sightlines at the corner. We also propose eliminating the street tree previously shown at the commercial plaza to ensure that the tree crown doesn't conflict with sightline and pedestrians at the sidewalk level. See MXD Preliminary Site Plan – Existing & Proposed Grading & Setbacks, and MXP Concept Color Massing Elevations, and attached exhibit A.
- Parking study – provided parking:
 - Commercial space is proposed as General Business/retail. Due to the elimination of the openings between the residential and commercial uses, an enclosed 2nd story commercial space is shown vs the previously shown roof patio (total commercial GSF is not changed). The proposed provided parking meets City requirements. (It should also be noted that the project specific parking study found that a coffee/café would have adequate parking in this location.)
 - Parking turn analysis is not affected by the inclusion of the proposed trash enclosure.

Best Regards,
Tristan Shepherd

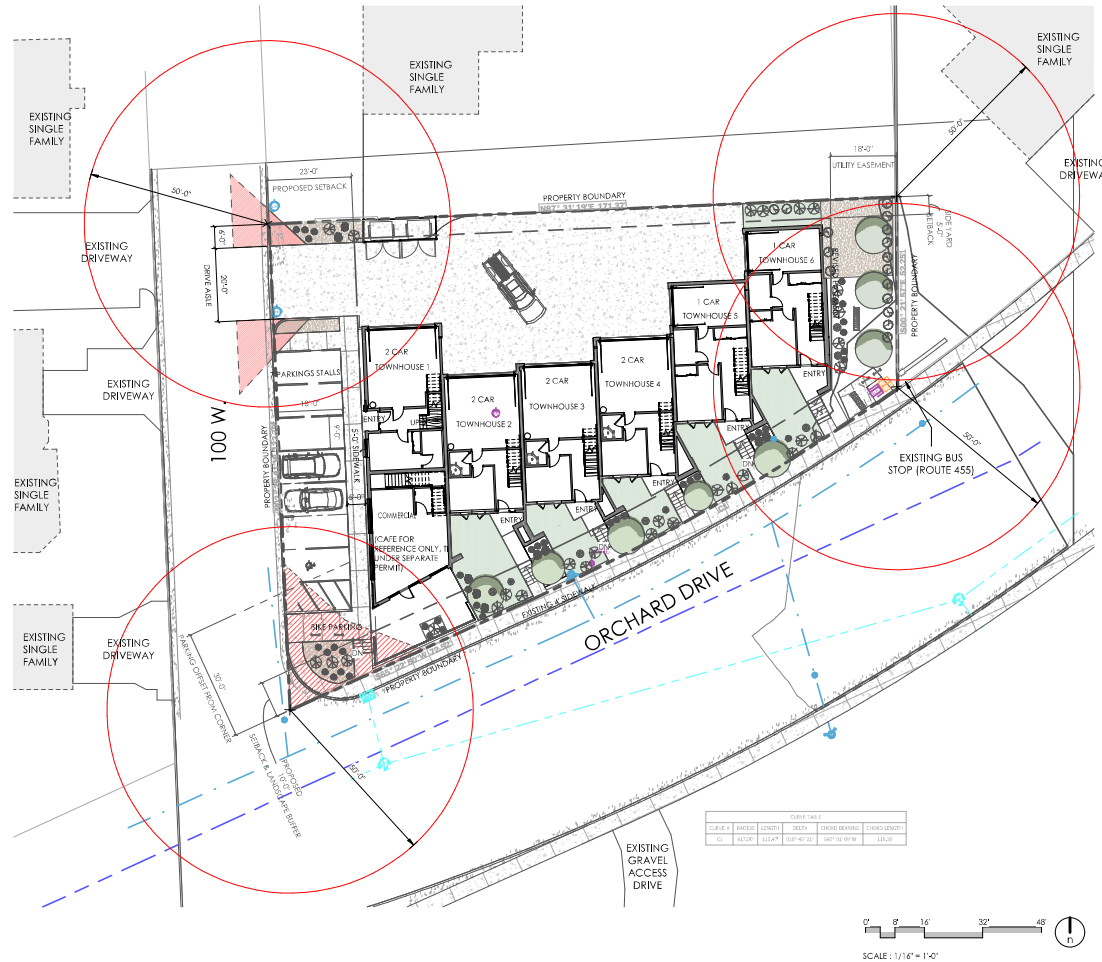
Exhibit A:



Existing Orchard Dr. & 100 W corner.



Proposed Orchard Dr. & 100 W corner.



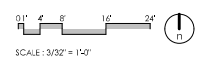
MXD PRELIMINARY SITE PLAN - EXISTING
ADJACENCIES WITHIN 50'

ORCHARD FLATS
MIXED USE

2523 SOUTH 100 WEST
BOUNTIFUL, UT 84010
5.19.25



SITE PLAN - EXISTING GRADE

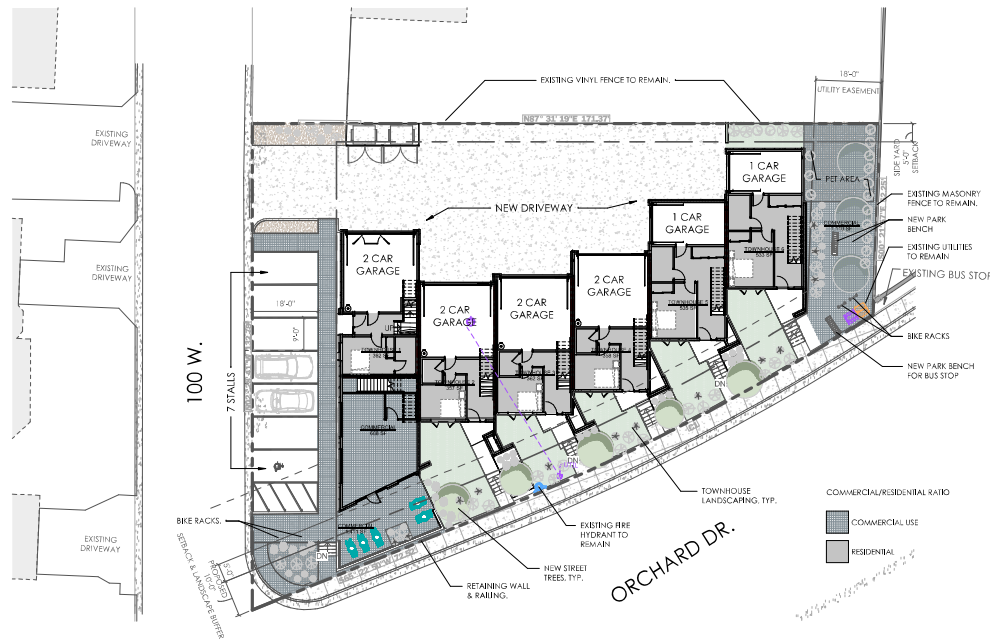


SITE PLAN - PROPOSED GRADE & SETBACKS

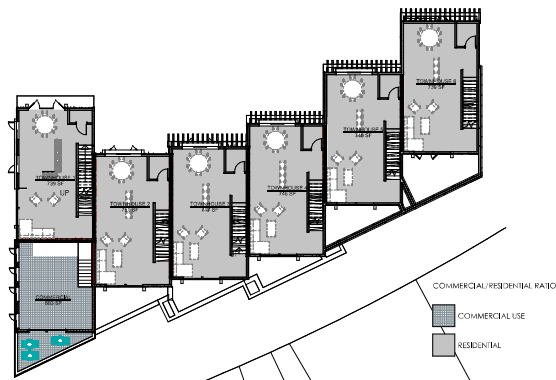
MXD PRELIMINARY SITE PLAN - EXISTING & PROPOSED GRADING & SETBACKS

ORCHARD FLATS
 MIXED USE
 2523 SOUTH 100 WEST
 BOUNTIFUL, UT 84010
 5.19.25

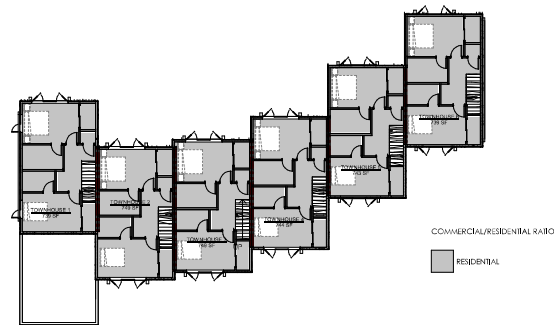




LEVEL 1 SUB-ZONE RATIO



LEVEL 2 SUB-ZONE RATIO



LEVEL 3 SUB-ZONE RATIO

MXD USE ANALYSIS

COMMERCIAL TO RESIDENTIAL AREA RATIO

Name	Area	PERCENT AREA TOTAL	FUNCTION OF SPACE
COMMERCIAL	3,872 SF	25%	COMMERCIAL USE
3,872 SF			
TOWNHOUSE 1	1,840 SF	12%	RESIDENTIAL
TOWNHOUSE 2	1,856 SF	12%	RESIDENTIAL
TOWNHOUSE 3	1,857 SF	12%	RESIDENTIAL
TOWNHOUSE 4	1,848 SF	12%	RESIDENTIAL
TOWNHOUSE 5	2,024 SF	13%	RESIDENTIAL
TOWNHOUSE 6	2,011 SF	13%	RESIDENTIAL
Grand total			
	15,308 SF	100%	

DEFINITION:

FLOOR AREA: The sum of the areas of one or several floors of a building. Includes areas used for human occupancy in basements, attics and porches, as measured from the exterior face of walls. It does not include canopies, unenclosed porches, or attics not used for human occupancy, or any floor space in accessory buildings or in the principal building intended and designed for the parking of motor vehicles in order to meet the parking requirements of this Ordinance, or any such floor space intended and designed for accessory heating and venting equipment. It shall include the horizontal area of each floor level devoted to stairwells and elevator shafts.

OPEN SPACE REQUIRED: THE AREA RESERVED IN PARKS, COURTS, PLAYGROUNDS, SWIMMING POOLS, AND OTHER SIMILAR OPEN AREAS TO MEET THE DENSITY REQUIREMENTS.

PARKING:

COMMERCIAL PARKING STALLS:	7
RESIDENTIAL PARKING STALLS:	10
TOTAL STALLS:	17

SUB-ZONE STANDARD ANALYSIS

14-10-104 SUB-ZONE STANDARDS
Each sub-zone shall have an emphasis toward a particular category of land-use. Percentages are based on the total square footage of floor area within a project and include areas within a structure (base of a building) and open spaces or public areas on the surface of the land (sidewalks, decks, etc.).

MXD-R 60% - 75% sq. ft. in residential uses

COMMERCIAL GROSS AREA (BUILDING, PLAZA, PUBLIC): 3,211 SF

PROPOSED RESIDENTIAL GROSS BUILDING AREA: 12,844 SF

RESIDENTIAL USE - 75%

14-10-105a PERMITTED USES

Undeveloped areas may not be located on individual plot sites or parcels. They must be part of a larger building or physically connected and integrated into the complex. Residential uses may not exceed twenty five percent (25%) of the total project floor area, except as indicated by the sub-zone designation.

14-10-108 DEVELOPMENT CHARACTERISTICS

3. All developments shall provide at least fifteen (15) percent of the gross floor area or fifteen (15) percent of the gross site area, whichever is greater, as open space. Open space shall typically include the following elements: cultivated landscaping, plazas, parks, urban trails/sidewalks, wetlands, indigenous landscaping, and community recreation space. A maximum of fifty (50) percent of all open space may be hard surfaced. Streets, parking lots, driveways and private yards are not considered open space.

SITE AREA: 16,332.5 SF

USABLE SITE AREA (EXCLUDES UTILITY EASEMENT): 15,277.45 SF

SITE AREA: 16,332.5 SF * 1.5% = 2,449.875 SQ. FT. REQUIRED OPEN SPACE

PROVIDED OPEN SPACE = 180.59 FT.

ORCHARD FLATS
MIXED USE

2523 SOUTH 100 WEST
BOUNTIFUL, UT 84010
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- GAS UTILITY METER LOCATION.
- EXISTING MASONRY FENCE TO REMAIN.
- COMMUNITY ORCHARD
- NEW BENCH.
- ELECTRICAL UTILITY METERS.
- EXISTING BUS STOP (ROUTE 455)
- NEW BIKE RACKS.
- EXISTING UTILITIES TO REMAIN.
- EXISTING 4' SIDEWALK
- NEW BENCH FOR BUS STOP.
- PEDESTRIAN ACCESS.
- NEW 5' SIDEWALK

NO SITE LIGHTING PROPOSED. PROPOSED BUILDING MOUNTED PEDESTRIAN PATH LIGHTING ALONG SIDEWALK ADJACENT TO PARKING. PROPOSED BUILDING MOUNTED LIGHTING AT GARAGE DOORS.

LANDSCAPE PLANNING AREA

PET AREA - MULCH

STREET TREE

LANDSCAPE TREE

SITE FURNITURE

BIKE RACK BENCH

SCALE: 1/8" = 1'-0"



MXD CONCEPT SITE & LANDSCAPE PLAN

ORCHARD FLATS
MIXED USE
2523 SOUTH 100 WEST
BOUNTIFUL, UT 84010
5.19.25



CONCPET NORTH ELEVATION



CONCEPT SOUTH ELEVATION

ELEVATION FINISHES

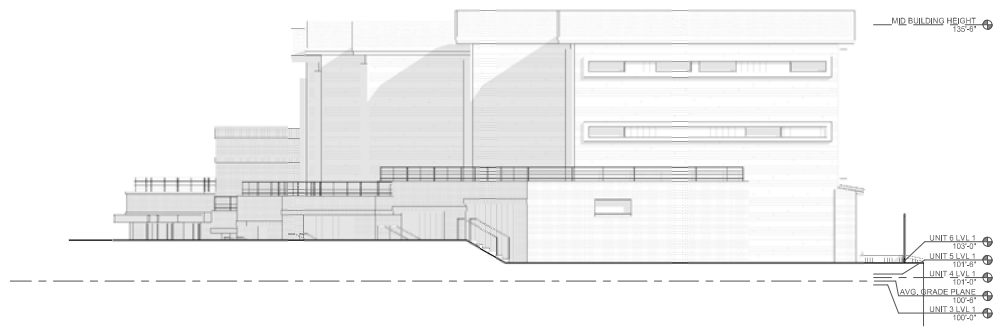
EXTERIOR FIBER CEMENT LAP SIDING - PRE-FINISHED PAINTED	
EXTERIOR WOOD SIDING - SEALED	
FACE BRICK - COLOR & SIZE TBD	
BRAKE METAL FASCIA & TRIM - PAINT HIGH PERFORMANCE COATING	
WINDOW SYSTEM - ANODIZED ALUMINUM - SEE WINDOW TYPES	
EXTERIOR WOOD ENTRY DOORS W/ 4 PANEL LITE - TRIPLE ENTRY DOORS - WOOD GRAIN - SEE DOOR TYPES	

ORCHARD FLATS
MIXED USE

2523 SOUTH 100 WEST
BOUNTIFUL, UT 84010
5.19.25

MXD CONCEPT ELEVATIONS





CONCEPT EAST ELEVATION



CONCEPT WEST ELEVATION

PROPOSED BUILDING MOUNTED DOWN-LIGHT PEDESTRIAN PATH LIGHT. TYP.

ELEVATION FINISHES

EXTERIOR FIBER CEMENT LAP SIDING -PRE-FINISHED PAINTED	
EXTERIOR WOOD SIDING -SEALED	
FACE BRICK -COLOR & SIDE TRD	
BRAKE METAL FASCIA & TRIM -PAINT HIGH PERFORMANCE COATING	
WINDOW SYSTEM -ANGLED ALUMINUM -SEE WINDOW TYPES	
EXTERIOR WOOD ENTRY DOORS W/ 4 PANEL LITE -BRUSHED ENTRY DOORS + WOOD GRAIN -SEE DOOR TYPES	

MXD CONCEPT ELEVATIONS

ORCHARD FLATS
MIXED USE
2523 SOUTH 100 WEST
BOUNTIFUL, UT 84010
5.19.25





100 W. ELEVATION



ORCHARD ELEVATION



MXD CONCEPTUAL COLOR MASSING
ELEVATIONS

ORCHARD FLATS
MIXED USE

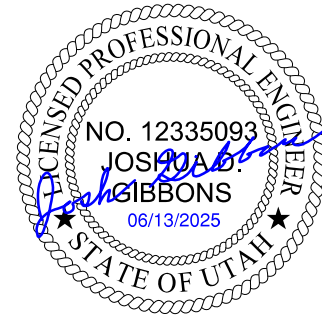
2523 SOUTH 100 WEST
BOUNTIFUL, UT 84010
5.19.25





MEMORANDUM

Date: June 13, 2025
 To: City of Bountiful
 From: Hales Engineering



Subject: Bountiful Orchard Drive Mixed Use Parking Study

UT24-2914

Introduction

This memorandum discusses the parking study completed for the proposed Orchard Drive Mixed Use development located in Bountiful, Utah. The study identifies the City parking supply rates and parking demand rates identified by the Institute of Transportation Engineers (ITE). The proposed development is located on the northeast corner of 100 West and Orchard Drive in Bountiful, Utah. A vicinity map of the project site is shown in Figure 1.



Figure 1: Site vicinity map of the project in Bountiful, Utah

Project Description

The development consists of six 3-bedroom townhome units and an on-site small general office use with approximately 1,350 square feet of floor area. A supply of 17 stalls is currently planned for the project. A site plan is provided in Appendix A.

City Parking Code

The Bountiful City code specifies parking rates for various land use types. The required parking rates found in the City code for the study land uses are shown in Table 1. Since the commercial area is unknown, the rate for general office was used, which specifies 1 parking stall per 300 square feet. The residential rate for the 3-bedroom townhomes is 2.5 parking stalls per unit with an additional .25 parking stalls per unit for guest parking.

Table 1: City Parking Rates

Land Use	Unit Type	Rate (stalls per unit)
General Office	1,000 sq. ft.	3.33
Townhomes (3-br)	Dwelling Unit	2.75

Source: Bountiful City code, 2025

The calculations for the parking required by the City are shown in Table 2. As shown, it is anticipated that the City would require 22 stalls for the proposed development with the standard parking rates and no reductions for shared use parking, which will be detailed later in the memo.

Table 2: City Parking Calculations

City Parking Calculations Bountiful - Orchard Drive Multifamily PS				
Land Use	# of Units	Unit Type	Rate (stalls per unit)	Total Stalls
Office	1.35	KSF	3.33	5
3 Bedroom Townhome	6	DU	2.75	17
TOTAL				22

Source: Bountiful City code, 2025

ITE Parking Demand

Hales Engineering also referred to the Institute of Transportation Engineers (ITE) *Parking Generation* (6th Edition, 2023) to identify parking demand rates for the study land uses based on nationwide data. ITE has gathered actual parking demand counts at various land uses and identified average, 85th percentile, and maximum rates. The 85th percentile rate represents a demand that is higher than 85 percent of study sites. The industry standard is to apply this rate.

Since the ITE rates represent actual parking demand, it is common to provide a parking supply beyond what the anticipated demand is to accommodate occasional surges in demand and to reduce the need for drivers to circle the parking lot to find an open stall. Hales Engineering recommends providing 10% additional stalls for office land uses and 5% for residential land uses. As shown in Table 3, a supply of 20 stalls should be provided for the project based on ITE data. This does not account for shared parking.

Table 3: ITE Parking Generation

ITE Parking Demand and Supply Bountiful - Orchard Drive Multifamily PS					
Land Use	# of Units	Unit Type	85th %-tile Rate	Demand	Supply (+Buffer)
710 General Office	1.35	KSF	2.98	4	5
215 Single Family Attached	6	DU	2.27	14	15
TOTAL				18	20

Source: ITE Parking Generation, 6th Edition, 2023

Time-of-Day Parking Demand

With the mixed-use between residential and office, the mixed-use zone and MXD-R sub-zone were referenced, which allows for a mix of 50-75% residential and the remaining office or commercial space. The City Code in Section 14-10-108.5 allows for shared parking reductions between land uses with offset parking demands.

To further identify this reduction in parking supply requirements from the offset parking demand, Hales Engineering utilized ITE time-of-day parking demand percentages for the proposed land uses on a typical weekday to identify the needed parking supply at each hour of the day. These percentage were applied to the City parking rates to remain conservative in the analysis since the City rates were slightly higher than the nationwide ITE rates. A time-of-day parking supply requirement chart has been provided in Figure 2. As shown, a total of 17 stalls should be provided to meet the shared parking supply requirements.

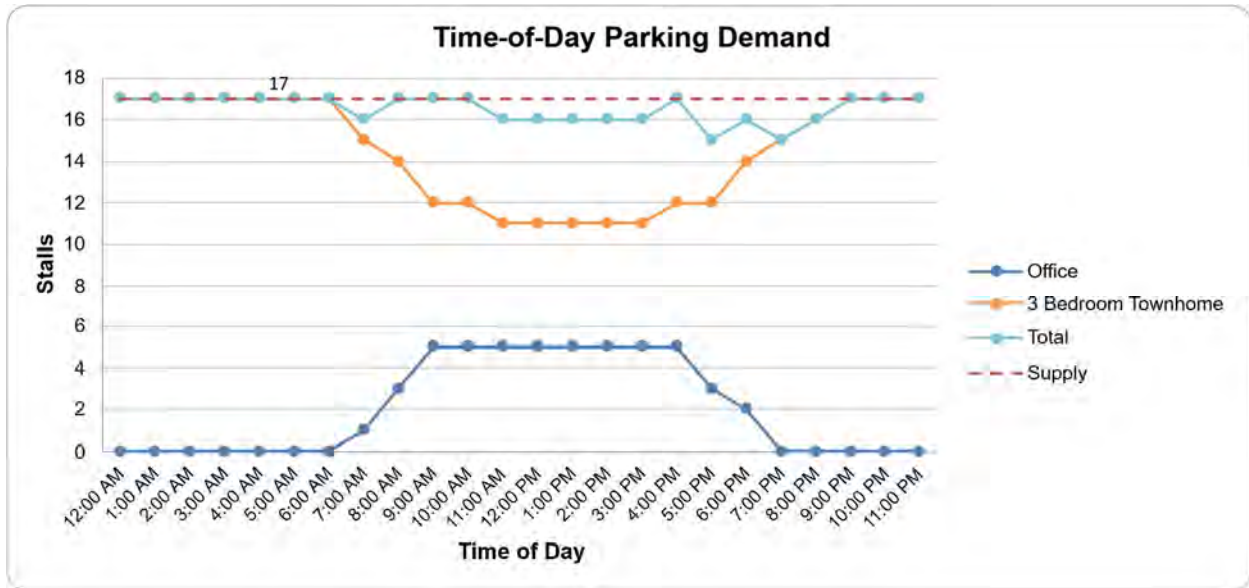


Figure 2: Time-of-day parking supply requirements

Comparison and Recommendation

A comparison of the proposed supply, the local parking demand, the city’s parking requirement, and the recommended supply based on the ITE Parking Generation rates is shown in Table 4. Based on the provided information, Hales Engineering recommends that 17 stalls be provided for the project.

Table 4: Parking Comparison - Peak Demand

Source	# of Stalls
Proposed Site Plan	17
City Code	22
ITE	20
ITE w/ Shared Use	17

Vehicle Turning Analysis

An evaluation was performed with a large SUV design vehicle overlaid with the site plan to confirm turning radii are adequate for garage ingress and egress on the north end of the site. It was found that the proposed site layout provides adequate space for vehicles entering and backing out of garages. Examples of the turning templates are provided in Appendix B.

Conclusions

The key findings of this study are as follows:

- The development consists of six 3-bedroom townhome units and a small office area of approximately 1,350 square feet.
- Per standard City code rates, the project would be required to have 22 parking stalls.
- Based on national parking demand data from ITE, it is anticipated that the project will need at least 20 parking stalls.
- Incorporating offset parking demand from the shared uses based on City Code Section 14-10-108.5, the peak time-of-day recommended parking supply is 17 parking stalls.
- The proposed parking supply (17 stalls) on the attached site plan meets requirements and will accommodate projected peak demand supported by the results of the shared parking evaluation.

If you have any questions regarding this memorandum, please contact us at 801.766.4343.

APPENDIX A

Site Plan



APPENDIX B

Turning Templates

Bountiful City | Planning Department MXD Zone Change & Development Plan Application Guide

This document serves as a guide for City staff, the Planning Commission, and the City Council in reviewing zone change petition(s) for sites proposed for incorporation into the Mixed-Use (MXD) Zone. Applicants are encouraged to use this document in preparing their submittal materials.

A zone change is a legislative process requiring a public hearing before the Planning Commission, which provides a recommendation to the City Council. The City Council has final decision-making authority on legislative matters.

The Development Plan is a required component of a zone change application for the MXD Zone. It establishes the regulatory framework governing the proposed mixed-use development and, once approved, functions in conjunction with applicable provisions of the Land Use Code.

Subsequent Architectural and Site Plan Review is an administrative process that evaluates compliance with the approved Development Plan and all applicable provisions of the Bountiful City Land Use Code (Title 14).

This document has been prepared by staff to organize the MXD Code (Chapter 10) into individual sections for ease of review. Each section includes prompts and checklists to assist in evaluating compliance with applicable standards.

This document is provided as a guidance tool and does not replace or supersede the requirements of the Bountiful City Land Use Code. In all cases, Title 14 shall control.

Project Information

Applicant: 100 WEST PROPERTIES LLC
Representative: Alexander Clarke (property acquired 2022)

Project Name / Address: Orchard Flats /2523 South 100 West

Current Zoning: Single-Family Residential (R-4 Subzone)
Proposed Zoning: Mixed-Use (MXD-Residential)

General Plan Future Land Use Map (Place-Type):
Single-Family Residential + Neighborhood Mix Residential

Prepared by: Francisco Astorga, AICP, Planning Director

114-10-101 | PURPOSE

The purpose of the Mixed-Use (MXD) zoning classification is to facilitate the integration of diverse but compatible uses into a single development, with the goal of creating a community that offers "live, work, and play" opportunities within convenient walking distance of each other.

The purpose of the MXD Zone is provided above for reference and is addressed under Section 14-10-102(3) below.

14-10-102 | ZONE / PROJECT EVALUATION

All proposals to include a property within an MXD zone, and all development proposals within an existing MXD zone, shall at a minimum be evaluated based on their compatibility with:

1. The Bountiful City General Plan
2. The Bountiful City Code and Zoning Code
3. The purpose and characteristics of the MXD Zone
4. Sound planning practices
5. Surrounding land-uses
6. All other City-approved studies

The City may deny any zone map amendment or development proposal that does not comply with any of these criteria.

1. Describe how the proposed development is compatible with the Bountiful City General Plan

The Orchard Flats mixed-use proposal is compatible with the Bountiful City General Plan (Adopted December 9, 2025) because it directly implements the Plan's land use framework, guiding principles, and long-term vision for the Orchard Drive corridor as a walkable, neighborhood-serving mixed-use environment.

Supporting Diverse Housing Choices

(General Plan §3 – Guiding Principles & Goals; A Welcoming Community for Everyone, Goal 2; PDF p. 20)

The General Plan emphasizes the importance of supporting diverse housing options to address changing demographic needs and allow residents to remain in the community at different life stages. The proposal introduces six (6) three-bedroom townhome units, providing an attached, middle-density housing option in an area otherwise dominated by single-family residential development. This housing type is specifically contemplated within the Single-Family Residential and Neighborhood Mix Residential place types and supports the General Plan’s housing diversity objectives.

Encouraging Neighborhood Serving Economic Activity

(General Plan §3 – Guiding Principles & Goals; A Business Friendly Community, Goal 2; PDF pp. 20–21)

The proposal is compatible with the Plan’s goal of encouraging neighborhood-serving economic activity within designated commercial nodes and entry corridors. The inclusion of a small-scale neighborhood café at the Orchard Drive and 100 West corner is consistent with the Neighborhood Mix Residential designation, which supports small-scale, low-intensity, pedestrian-oriented commercial uses at prominent intersections that serve surrounding residential areas while remaining compatible in scale and function.

Enhancing Walkability and Active Transportation Connectivity

(General Plan §3 – Guiding Principles & Goals; A Connected Community, Goal 2; PDF p. 21)

The General Plan places a strong emphasis on walkability and access to active transportation networks. The proposed development enhances pedestrian circulation through sidewalk improvements along Orchard Drive, internal pedestrian walkways, bicycle parking, and outdoor seating areas. Building placement and site design orient uses toward the street and pedestrian spaces, reinforcing the Plan’s vision for a walkable, connected corridor.

Compatibility with the Future Land Use Map (FLUMA)

(General Plan §4 – Land Use Element; Decision Making Criteria for Zoning Map Amendments, Criterion #2; PDF p. 24)

Compatibility with the Future Land Use Map is a key General Plan decision-making criterion. The proposed land use mix, approximately 75% residential and 25% neighborhood-scale mixed use, is consistent with the Neighborhood Mix Residential designation, which supports a range of housing types, including attached residential development, and allows for small-scale mixed-use at prominent corridor intersections such as this site.

Strengthening Connections Between Activity Centers

(General Plan §4 – Land Use Element; Decision Making Criteria, Criterion #4; PDF p. 24)

The General Plan encourages development that strengthens or establishes connections to nearby activity centers. The site’s location between Boulton Elementary School and the Dick’s Market neighborhood commercial node positions it to enhance pedestrian connectivity along Orchard Drive. The project’s pedestrian-oriented design, corner café, sidewalk improvements, and seating areas help reinforce Orchard Drive as a neighborhood-scale activity corridor and support connections between these nearby destinations.

Supporting Transit Connected Infill Mixed Use Development

(General Plan §3 – Guiding Principles & Goals; A Welcoming Community for Everyone, Goal 3; PDF p. 20)

The General Plan encourages combining additional housing with effective transit service. The proposed development is directly adjacent to an existing UTA Route 455 bus stop on Orchard Drive. By locating new residential units and a neighborhood-serving mixed-use component within immediate walking distance of transit, the proposal supports the City’s objective for transit-connected, infill mixed-use development.

Conclusion

Overall, the Orchard Flats proposal is compatible with the Bountiful City General Plan, as it implements the Future Land Use Map, supports housing diversity, enhances walkability, reinforces neighborhood-scale commercial activity, and advances the intended character and long-term vision for the Orchard Drive corridor as a walkable, neighborhood-serving mixed-use environment.

2. Describe how the proposed development is compatible with the Bountiful City Code and Zoning Code

- a. Does the proposal comply with all applicable provisions of the Bountiful City Code and Zoning Code? If not, explain.

The proposal is consistent with the applicable provisions of the Bountiful City Land Use Code and the MXD Zone. The proposed land use mix (75% residential / 25% commercial) complies with the MXD-R subzone requirements, and all proposed uses are permitted within the MXD Zone.

Parking compliance is supported through a shared parking analysis, which justifies a reduction to 17 stalls consistent with MXD standards. Minor design elements, including lighting details, mechanical screening, and fire-rated assemblies, will be finalized during Architectural and Site Plan Review and do not represent conflicts with applicable code requirements.

The Development Plan will establish project-specific development standards, and the project will be required to comply with the adopted Development Plan and all applicable provisions of the Bountiful City Land Use Code.

- b. Identify any known or anticipated alternative standards from the City Code, limited to those permitted within the MXD Zone (select all that apply):

- Building setbacks and/or building separation
- Building height
- Parking reduction

- c. Confirm that site-specific compliance will be demonstrated at the time of Architectural and Site Plan Review, as required by City Code:

- Confirmed (*based on applicant submittals*)

3. Describe how the proposed development is compatible with the Purpose and characteristics of the MXD Zone:

The proposal is consistent with the purpose of the MXD Zone by integrating compatible residential and neighborhood-serving commercial uses within a single, cohesive development, creating a small-scale “live, work, and play” environment.

The project exhibits key MXD characteristics, including vertical mixed-use within a single building, pedestrian-oriented site design, adjacency to a major corridor with existing transit service (Orchard Drive), and the incorporation of urban amenities such as sidewalks, seating areas, and bicycle parking. The inclusion of a neighborhood-serving café integrated with residential units reinforces the MXD objective of mixing complementary uses in a walkable, neighborhood-scale setting. The proposal reflects the type of small-scale, high-quality mixed-use development anticipated by the MXD Zone along key corridors and intersections.

In addition, the development demonstrates efficient land use through infill redevelopment on a constrained site, while still achieving high-quality design and functional integration of uses. The project’s corner location, direct access to transit, and emphasis on pedestrian connectivity further support the MXD Zone’s intent to create cohesive, walkable environments with diverse but compatible uses.

4. Describe how the proposed development is compatible with sound planning practices:

The proposal reflects sound planning practices through mixed-use development, context-sensitive site design, and pedestrian-oriented improvements, including new sidewalks, bicycle parking, and a small public gathering space. The project represents efficient infill redevelopment of an underutilized site, supports transit-accessible housing adjacent to an

existing UTA bus stop, and introduces neighborhood-scale commercial activity that complements surrounding land uses. The site design enhances walkability and provides a logical transition between adjacent single-family residential areas and the Orchard Drive corridor.

5. Describe how the proposed development is compatible with surrounding land-uses

The site is surrounded primarily by single-family residential uses to the north, south, and west, with Orchard Drive and a mix of residential and commercial activity along the corridor to the east. The proposal is compatible with these surrounding uses by introducing neighborhood-scale townhomes that are similar in intensity to nearby residential development, while locating a small neighborhood-serving café to an appropriate location for low-intensity mixed-use activity. The commercial component is limited in scale and designed to serve the immediate neighborhood, minimizing potential impacts on adjacent residential properties. The project’s building scale, setbacks, and site design provide a transition to adjacent single-family homes, while orienting activity toward Orchard Drive. Pedestrian improvements, including sidewalk connections, bicycle parking, and a small plaza, support the corridor’s evolution as a walkable, neighborhood-serving environment consistent with the General Plan.

6. Describe how the proposed development is compatible with all other City-approved studies

There are no known City-approved studies applicable to this site or the immediate surrounding area beyond the adopted Bountiful City General Plan and applicable transportation planning documents. No subarea plans, corridor studies, or other adopted planning documents specific to this site have been identified. Therefore, no additional study-specific compatibility findings are required for this proposal.

14-10-103 | SITE CHARACTERISTICS

The typical site zoned MXD shall encompass at least five (5) acres; however, smaller projects that demonstrate outstanding characteristics may also be considered. Sites zoned MXD should be adjacent to major automobile and public transit corridors and should have direct access to both.

1. Identify the total site area (in acres):

0.371 acres (16,172 square feet, per ALTA/NSPS Land Title Survey).

2. If the subject property is less than five (5) acres, provide a narrative describing the outstanding characteristics that support consideration of the MXD designation:

Although the property is smaller than the typical five (5) acre MXD site, it demonstrates several outstanding characteristics that support consideration of the MXD designation,

including its location on Orchard Drive, a major collector street with existing transit service, its prominent corner position at 100 West, and its direct adjacency to a UTA Route 455 bus stop. The site’s location along a developing corridor identified for walkable, mixed-use activity, combined with the proposal’s integrated mixed-use design, pedestrian connectivity, and neighborhood-serving commercial component, makes it well suited for compact infill development. The project efficiently utilizes a constrained site to deliver a high-quality, small-scale mixed-use development that would not be feasible under conventional zoning, supporting application of the MXD Zone despite its smaller size.

3. Describe the site’s proximity to major automobile and public transit corridors and how direct access to these corridors is provided:

The site fronts directly onto Orchard Drive, a designated major collector street, providing immediate automobile access to the City’s roadway network, with vehicular access from 100 West and pedestrian access via the existing sidewalk system along Orchard Drive. The property is also directly adjacent to an existing UTA Route 455 bus stop, providing immediate access to public transit, and the proposed development includes direct pedestrian connections and site design features, such as sidewalk improvements and pedestrian-oriented amenities, that support transit use and multimodal access.

14-10-104 | SUB-ZONE STANDARDS

Each sub-zone shall have an emphasis toward a particular category of land-use. Percentages are based on the total square footage of floor area within a project and include areas within a structure (floors of a building) and open spaces or public areas on the surface of the land (sidewalks, parks, etc.).

- MXD-R 50% - 75% sq. ft. in residential uses
- MXD-C 50% - 75% sq. ft. in commercial uses
- MXD-PO 50% - 75% sq. ft. in professional office uses
- MXD-PF 50% - 75% sq. ft. in public facilities
- MXD-E 50% - 75% sq. ft. in entertainment/hotel uses
- MXD-M No one category of uses may exceed 33% of the total sq. ft.

For purposes of calculating the percentage allocation of uses within an MXD project:

- Percentages are based on total building floor area.
- Surface parking areas, structured parking areas, drive aisles, and required landscaped setbacks shall not be counted toward total square footage.
- Outdoor areas may be counted toward a specific use only when they are permanently improved and function as an integral extension of a permitted use.
- Required open space provided pursuant to Section 14-10-108 shall not be counted toward use allocation percentages.
- All use allocation tables shall clearly identify the square footage assigned to each category and demonstrate compliance with the applicable sub-zone percentage requirements.

1. Identify the proposed MXD sub-zone designation:

- MXD-R MXD-C MXD-PO MXD-PF MXD-E MXD-M

2. Complete the Use Allocation Table below:

Table 1. Land Use Allocation

Use Category	Gross Floor Area (sf)	Percent of Total Floor Area (%)
Residential	12,844*	75%
Office	-	-
Commercial	-	-
Institutional / Public	-	-
Hotel / Entertainment	3,872* (café)	25%
Total	-	100%

*Gross floor area values are based on applicant-submitted materials and are subject to revision. The MXD Use Analysis contains discrepancies in reported commercial and residential square footage, including inconsistencies between individual use totals and the reported overall building square footage. All values shall be reconciled prior to final approval.

The submitted materials contain inconsistencies in reported commercial and residential gross floor area totals, and it is unclear which values accurately represent total building floor area as required by Section 14-10-104.

Prior to final approval, the applicant shall revise the MXD Use Analysis and Use Allocation Table to provide one consistent and clearly documented set of commercial and residential gross floor area calculations, based on total building floor area, and reconcile those values with the total site area of 0.371 acres (16,172 square feet) as identified in the ALTA/NSPS Land Title Surve.

14-10-105 | PERMITTED + PROHIBITED USES

14-10-105a PERMITTED USES

Underlined uses may not be located on individual pad sites or parcels. They must be part of a larger building or physically connected and integrated into the complex.

Residential uses may not exceed twenty five percent (25%) of the total project floor area, except as indicated by the sub-zone designation.

Residential: Multi-family – minimum one (1) covered space per unit. Underground and/or structured parking recommended; carports are not permitted without specific City Council approval.

Office: Professional offices, Banks and credit unions, Medical clinics, and Artist studios

Commercial: Convenience stores – without fuel sales, Grocery stores – maximum 50,000 square feet per tenant, Retail – maximum 50,000 square feet per tenant/floor, no single tenant to exceed 100,000 square feet total across multiple floors, Personal services and improvements, Health Clubs, Beauty Services, and Permanent Makeup and Cosmetics

Institutional/Public: Medical clinics, Colleges/Universities/Educational Services Museums, Open space/Park, Convention center/Assembly/Auditorium, Government offices, Places of worship, and Municipal Facilities

Hotel/Entertainment: Hotels – Rooms off interior corridors (no motor lodges) Recreation – Indoor/Outdoor, **Restaurants** and private clubs – **without drive-up window**, **Fast-food restaurant**, Movie Theaters – Indoor, and Convention center/Assembly/Auditorium

14-10-105b PROHIBITED USES

Motor lodges (drive-up motel units), Pawn shops, Check cashing/Title loan stores, Sexually oriented businesses, Tattoo parlors/Body Art Establishments, and Self-storage units.

1. Identify all proposed land uses within the development:

- Residential – Six (6) three-bedroom townhome units
- Hotel/Entertainment – Neighborhood-serving café/restaurant space

2. Confirm that all proposed uses are permitted pursuant to Section 14-10-105a and that no prohibited uses identified in Section 14-10-105b are included in the proposal:

Confirmed (based on applicant submittal)

3. Identify any uses that may require clarification or interpretation by the City:

No uses requiring clarification are anticipated. The proposed townhomes are a permitted residential use, and the neighborhood café/restaurant (without a drive-up window) is a permitted Hotel/Entertainment use under Section 14-10-105(a).

14-10-106(1) | DEVELOPMENT PLAN: Submittal

The property owner (or his agent) shall prepare and submit a proposed Development Plan for the subject property.

A Development Plan has been submitted; however, additional clarification and coordination are required to reconcile commercial and residential gross floor area, quantify open space, ensure consistency with the ALTA/NSPS Land Title Survey, and verify parking assumptions. These items may be addressed through a recommendation to the City Council with delegation to staff prior to final approval, or through continuation at the Planning Commission.

14-10-106(2) | DEVELOPMENT PLAN: Components

The Development Plan guides all development within a particular project and at a minimum shall include a site plan, a pedestrian connection/trails plan, conceptual building elevations and design schemes, streetscape and building setback diagrams, a current survey and legal description, plus any other information typically required for site plan approval.

The following materials have been submitted in support of the proposed Development Plan:

Table 2. Development Plan Checklist

Required Component	Submitted	Sheet(s) Reference
Development Plan Site Plan	☑	Preliminary Site Plan – Existing Adjacencies; MXD Concept Site & Landscape Plan
Pedestrian Connection / Trails Plan	☑	MXD Concept Site & Landscape Plan
Conceptual Building Elevations + Design Schemes	☑	MXD Concept Elevations; MXD Conceptual Color Massing Elevations
Streetscape Diagram(s)	☑	MXD Concept Site & Landscape Plan
Building Setback Diagram(s)	☑	MXD Preliminary Site Plan – Existing & Proposed Grading and Setbacks
Current Survey and Legal Description	☑	ALTA/NSPS Land Title Survey (separate submittal)

Other (as applicable)	<input checked="" type="checkbox"/>	Parking Study; Grading Exhibits (separate, not sheet-numbered)
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The submitted materials satisfy the minimum Development Plan submittal requirements, subject to the clarifications identified in Section 14-10-106(1).

14-10-106 (3) | DEVELOPMENT PLAN: Authority + Modifications

The general categories and uses to be established within a mixed-use project shall be specified and enumerated in the Development Plan. The approved Development Plan shall be considered an integral part of the zoning regulations for the area represented. Substantial variation between the Development Plan and the Final Site Plan would require review and recommendation from the Planning Commission and approval from the City Council. A substantial variation is any addition, modification, or alteration to a building or site plan that exceeds twenty percent (20%) of the gross floor area, site acreage or exterior building surface or any change in use greater than five percent (5%) of the total project floor area. All modifications must meet the minimum standards required by this Code.

General use categories and all proposed uses within the project have been identified and enumerated in the Development Plan and are consistent with the use allocation established in Section 14-10-104. Proposed uses shall be clearly identified across all buildings using labels, shading, or similar methods. This application establishes a new Development Plan and does not constitute a modification to a previously approved Development Plan (Ordinance).

Confirmed (as represented by the applicant and subject to Development Plan approval)

14-10-107 | DEFAULT SETBACKS AND HEIGHT LIMITATIONS

The location, height and separation between buildings shall be established as part of the Development Plan. Unless otherwise stated in the Development Plan, the default standards shall be as follows:

- Minimum building setback 30 feet
- Maximum building setback 50 feet

- Minimum building separation 20 feet
- Maximum building separation 40 feet

- Minimum building height 20 feet
- Maximum building height 35 feet

Identify the proposed building setbacks, separation, and height for the development. Where multiple buildings are proposed, reference the applicable Building ID consistent with the Development Plan.

Are you proposing to deviate from the default standards in Section 14-10-107?

- Yes No

If “No,” the default standards above shall be reflected in the Development Plan.
 If “Yes,” identify the proposed minimum and maximum values for each standard below.
 For single-building developments, building separation may be identified as “N/A.”

Table 3. Proposed Dimensional Standards

Standard	Proposed (minimum / maximum)	Notes / Building ID (as applicable)
Building Setback	6 ft. / 50 ft	South (Orchard Drive): 10 ft minimum; West (100 West): 23 ft minimum; North (rear): 6 ft minimum; East (rear): 18 ft minimum, as shown on the MXD Preliminary Site Plan – Existing and Proposed Grading and Setbacks
Building Separation	N/A	Single integrated building form
Building Height	20 ft / 35 ft (default)	Maximum height consistent with concept elevations and MXD height limits

Proposed standards are consistent with the site design and development pattern illustrated in the Development Plan and reflect the intended character of a compact, pedestrian-oriented mixed-use development consistent with the General Plan and MXD zoning framework. Maximum building height is consistent with the default height limitations.

14-10-108(1) | DEVELOPMENT PLAN: Mixing of Uses / Subdivision

Uses may be mixed within a building or within an overall development, or both. However, the City encourages mixing uses within a building as much as possible. Furthermore, the subdividing of land for stand alone parcels is discouraged, and the City may deny the subdivision of land within the MXD zone if the Planning Commission or City Council determines that the subdivision is contrary to the purpose and intent of this Code.

Indicate how uses are mixed within the proposed MXD development (select all that apply):

- Uses are mixed within a single building
 Uses are mixed across multiple buildings
 Uses are mixed at the site level (horizontal mixed-use)

If subdivision of land is proposed:

Yes No

If Yes, describe how the proposed subdivision is consistent with the purpose and intent of the MXD Zone:

No subdivision of land is proposed. The development is designed as a single integrated project under one MXD Development Plan. Townhomes may be established as condominium or planned unit development (PUD) units, and the neighborhood café unit may be separately owned; however, all uses remain within a unified development governed by shared CC&Rs administered by an HOA. This ownership structure does not involve subdivision of land and is consistent with the purpose and intent of the MXD Zone, which discourages the creation of separate parcels while allowing flexibility in ownership, tenancy, and use within a cohesive mixed-use development.

14-10-108(2) | DEVELOPMENT PLAN: Urban Characteristics

Developments within an MXD zone shall exhibit urban characteristics such as:

- A. Wide sidewalks
- B. Street trees and street furniture
- C. Community gathering spaces
- D. Shared parking
- E. Integrated public transit (where available and/or anticipated)
- F. Diverse and distinctive design features

A. Wide sidewalks / internal pedestrian walkways

Primary pedestrian walkways, including public sidewalks (where feasible) and sidewalks on private streets, are generally expected to be a minimum of six (6) feet in width.

The proposed development includes a pedestrian circulation system connecting residential units, parking areas, and the neighborhood café to the public sidewalk network. The applicant indicates in the project narrative (Cirque Studio response letter) that a new five (5)-foot-wide sidewalk is proposed along Orchard Drive; however, this dimension is not clearly labeled on the submitted MXD Concept / Preliminary Site Plan. Staff finds that the project generally incorporates the required urban characteristics; however, certain elements, including sidewalk width and street tree quantities, may warrant further consideration to ensure consistency with the intent of the MXD Zone.

B. Street trees and street furniture

Street trees exceeding minimum requirements and pedestrian-oriented amenities may be incorporated along internal routes and streets. Examples include benches, lighting, planters, trash receptacles, bicycle racks, or similar elements.

Based on current site parameters, Section 14-16-109 would typically require approximately eight (8) front yard trees and four (4) additional ornamental trees. The

submitted Development Plan illustrates six (6) street trees, along with two (2) bicycle rack areas and a bench located near the existing bus stop on private property adjacent to the public sidewalk.

C. Community gathering spaces

Includes plazas, courtyards, seating areas, parks, or similar spaces supporting social interaction and pedestrian activity.

The proposed development includes:

- A pet area of approximately 1,600 square feet
- A “Community Orchard” area of approximately 2,000 square feet with two (2) benches and associated landscaping
- A neighborhood café patio of approximately 1,800 square feet, including an integrated street tree, approximately ten (10) tables, and adjacent bicycle parking

Additional bench seating is provided along the Orchard Drive frontage at the existing UTA bus stop. These elements create both formal and informal gathering areas that enhance walkability and encourage neighborhood interaction, consistent with the urban character envisioned for the MXD Zone.

D. Shared parking

Shared parking may be proposed where complementary uses reduce peak demand and shall be consistent with Section 14-10-108(5).

Shared parking is proposed between the residential townhome units and the neighborhood café, which have complementary peak demand periods. Residential demand occurs primarily during evening and overnight hours, while the café’s peak demand occurs during daytime and early evening hours.

A total of twenty-two (22) parking spaces are required, and seventeen (17) spaces are proposed based on the submitted shared parking analysis. This approach is intended to allow efficient use of parking resources on-site and is subject to review under Section 14-10-108(5).

E. Integrated public transit (where available and/or anticipated)

Where transit exists or is planned, illustrate pedestrian connections to nearby stops. Identify closest transit stop(s) and approximate walking distance:

The site is located directly adjacent to an existing UTA Route 455 bus stop along Orchard Drive, providing immediate access to public transit. Pedestrian connections are provided via the Orchard Drive frontage and internal walkways. A bench is proposed near the bus stop on private property adjacent to the public sidewalk, supporting transit use and pedestrian activity.

F. Diverse and distinctive design features

Includes architectural and site design features that enhance visual interest and pedestrian orientation. Examples include building articulation, varied materials, entrances, public art, and enhanced lighting. Identify provided features:

The development incorporates building articulation, varied exterior materials, and pedestrian-oriented entrances for both residential units and the neighborhood café. Architectural features include changes in façade planes, material variation at the ground level, and corner emphasis along Orchard Drive.

Additional elements include pedestrian-scaled building-mounted lighting, landscaped open areas, and integrated seating, all of which contribute to a visually engaging and pedestrian-friendly environment.

The Planning Commission may request additional analysis or modifications to any of these elements to ensure the development exhibits the required urban characteristics, as this is the applicant’s burden. The legislative framework allows flexibility, provided that a cohesive development is proposed.

14-10-108(3) DEVELOPMENT PLAN: Open Space	
All developments shall provide at least fifteen (15) percent of the gross floor area or fifteen (15) percent of the gross site area, whichever is greater, as open space. Open space shall typically include the following elements: cultivated landscaping, plazas, parks, urban trails/sidewalks, wetlands/indigenous landscaping, and community recreation space. A maximum of fifty (50) percent of all open space may be hard surfaced. Streets, parking lots, driveways and private yards are not considered open space.	

Table 4. Open Space Calculations (§ 14-10-108(3))

Item	Area (sq. ft.)
Required Open Space	2,426 (15% of site area of 16,172 sq. ft.)*
Open Space Provided	To be demonstrated and verified at time of Development Plan approval
Hard Surface Portion	To be demonstrated and verified at time of Development Plan approval
Hard Surface Percentage (%)	To be demonstrated and verified at time of Development Plan approval

*Site area based on ALTA/NSPS Land Title Survey (0.371 acres / 16,172 square feet). Final open space calculations shall be verified with the approved Development Plan.

The submitted plans depict open space areas, including a plaza and landscaped frontage; however, no square footage calculations have been provided to demonstrate compliance with

§14-10-108(3), and compliance cannot be verified based on the current submittal. Open space provided shall be demonstrated and verified with the Development Plan.

Confirm that all required open space areas are clearly depicted and labeled on the Development Plan site plan or a separate open space plan:

Not confirmed (open space areas are depicted, but square footage and labeling are insufficient to verify compliance)

Confirm that no more than fifty percent (50%) of the required open space is hard surfaced:

Not confirmed (no calculations provided to demonstrate compliance with hard surface limitations)

Compliance with Section 14-10-108(3) is not demonstrated at this time and shall be verified through revised open space calculations and clearly labeled plans prior to final Development Plan approval.

14-10-108(4) | DEVELOPMENT PLAN: *Lighting + Signs*

All lighting and signs shall be pedestrian scale, with a maximum sign height of twenty (20) feet. Lights or signs on building facades may be higher than the twenty (20) feet maximum. Sign standards shall be the same as for the Downtown (DN) zone, although for buildings larger than those normally allowed in the Downtown (DN) zone, the City may approve larger scale lighting and/or signs proportional to the size of the buildings approved. Projects ten (10) acres or larger with at least one hundred thousand (100,000) sq. ft. of non-residential uses may have one pole sign per frontage on an arterial street, evaluated using the standards for pole signs in the CH zone. The pole or structural support element of the sign may exceed the maximum pole width allowed if the structure itself incorporates specific site design elements, at the discretion of the approving body.

Acknowledge that all proposed lighting and signage shall comply with this section, including pedestrian-scale requirements and applicable Downtown (DN) and Heavy Commercial (CH) zone standards:

Acknowledged

Acknowledge that detailed lighting and signage plans are not required at the Development Plan stage and will be submitted with Architectural and Site Plan Review:

Acknowledged

14-10-108(5) | DEVELOPMENT PLAN: *Parking*

Parking requirements shall be determined per existing City standards for each use. However, parking requirements may be reduced if it can be shown that shared

parking is a viable alternative. The City reserves the right to dictate the amount of parking and/or the location of parking spaces within a project to achieve the objectives of this Code.

Parking Summary (Based on Submitted Parking Analysis):

Total Parking Required: 22 Total Parking Provided: 17

Shared parking proposed (see Table 4 and supporting parking analysis)

The applicant’s parking study identifies a total parking demand of 22 stalls based on a general office assumption for the commercial component of the project. While this approach is typical at early stages when specific uses are not yet defined, the proposed commercial use is now identified as a café/restaurant, which carries a higher parking demand and different peak demand characteristics.

Table 5. Parking Ratios (Code-Based Comparison)

Use	Specific Proposed Use	Floor Area / Units	Parking Required
Residential	Townhouses (Multi-family 3 bedrooms each)	6 units	2.75 / unit = 16.5 spaces
Hotel / Entertainment	Café (restaurant use parking)	12 seats (assumed)	1 / 2.5 seats = 4.8 spaces
	Café (fast food use parking – seat-based)	12 seats (assumed)	1 / 2 seats = 6 spaces
	Café (fast food use parking – floor area)	3,872 sf	1 / 100 sf = 38.72 spaces

Staff has evaluated parking demand based on the proposed café use and finds that required parking may vary depending on the applicable use classification and methodology. Using a restaurant standard of one (1) space per 2.5 seats, staff calculates approximately 22 spaces (21.3 rounded). Using a fast-food standard of one (1) space per two (2) seats, staff calculates approximately 23 spaces (22.5 rounded). Using the fast-food floor area standard of one (1) space per 100 square feet, staff calculates approximately 56 spaces (55.22 rounded).

Table 6. Parking Demand Comparison (Code-Based and Study-Based)

Source / Method	Parking Required
Applicant Parking Study (Office Assumption)	22 spaces
Staff Calculation – 6 townhouses + Restaurant (12 seats @ 1 / 2.5 seats)	22 spaces
Staff Calculation – 6 townhouses + Fast Food (12 seats @ 1 / 2 seats)	23 spaces
Staff Calculation – 6 townhouses + Fast Food (3,872 sf @ 1 / 100 sf)	56 spaces
Parking Provided	17 spaces

Based on standard code requirements, parking demand ranges from approximately 22 to 56 spaces, depending on the applicable use classification and methodology. The proposed parking supply of 17 spaces does not meet these requirements without the use of shared parking. The applicant’s shared parking analysis results in a reduced peak demand of approximately 17 spaces (and up to 22 spaces under code-based assumptions), which forms the basis for the proposed parking plan.

Table 7. Parking Reduction Calculation – Based on Submitted Parking Study

Use Category	Specific Proposed Use	Base Parking Required	Shared Parking Adjustment	Adjusted Parking Demand
Residential	Townhomes (6 units, 3-bedroom)	17 spaces	Reduced during daytime hours	12–17 spaces
Commercial	Café / Commercial Space	5 spaces (office assumption in study)	Reduced during evening / overnight hours	5–10 spaces
Total (Unadjusted)		22 spaces		

Use Category	Specific Proposed Use	Base Parking Required	Shared Parking Adjustment	Adjusted Parking Demand
Total Peak Demand (Shared Parking)				17 spaces
Parking Provided				17 spaces

The submitted parking study applies a shared parking methodology using time-of-day demand factors to account for differing peak periods between residential and commercial uses. Residential demand is reduced during daytime hours, while commercial demand is reduced during evening and overnight hours. The study concludes that peak parking demand is approximately 17 spaces.

Staff notes that the submitted parking study is based on a general office assumption and may not fully reflect the parking demand characteristics of the proposed café/restaurant use.

The parking reduction analysis is based on a general office assumption for the commercial component. As the proposed use is now identified as a café/restaurant, which may have higher and more overlapping peak demand with residential uses, the effectiveness of the shared parking reduction may be reduced compared to the assumptions used in the study.

14-10-108(6) | DEVELOPMENT PLAN: Site Plan

Site plans shall clearly indicate the mixture of land uses within the project area and the percentage of the overall site that each use occupies. Furthermore, site plans shall indicate the amount of parking prorated to each use and shall illustrate how public transit, (where available and/or anticipated), is to be integrated into the site.

This section is intended to demonstrate these elements graphically on the Development Plan Site Plan, including land use location, distribution, and labeling consistent with the approved allocation.

- Project boundary and adjacent streets
- Building footprints and layout
- Building labels consistent with Development Plan materials
- Internal circulation (vehicular and pedestrian)
- Site access points
- Parking areas and general allocation by use

- Open space areas
- Pedestrian connections to public transit (where available or anticipated)
- Urban characteristics (Section 14-10-108(2)), where applicable:
 - Wide sidewalks
 - Street trees and furniture
 - Community gathering spaces
 - Shared parking
 - Integrated public transit
 - Diverse design features

Additional elements may be required to demonstrate compliance with applicable code and planning standards.

At this time, the submitted materials generally demonstrate the required site plan elements; however, final verification of certain components, including parking allocation and open space, will occur during Architectural and Site Plan Review.

Staff finds that the proposed development does not meet standard parking requirements without the use of shared parking; however, compliance may be achieved subject to approval of the shared parking analysis under Section 14-10-108(5).

14-10-108(7) | DEVELOPMENT PLAN: Pedestrian Circulation Plan

An additional site plan shall illustrate pedestrian movement throughout the project area, with trail hierarchies established based on levels of pedestrian use. The purpose of this plan is to demonstrate how effectively uses are mixed, and to determine the efficiency of the site layout. The plan shall provide convenient and attractive pedestrian connections through the mixing of land uses and quality design practices.

Provide a Pedestrian Circulation Plan illustrating pedestrian movement throughout the project area.

Pedestrian circulation is illustrated on the MXD Concept Site & Landscape Plan, which serves as the Pedestrian Circulation Plan. The plan establishes a hierarchy of routes, with primary walkways connecting residential entrances, the neighborhood café, plaza areas, and the Orchard Drive sidewalk, and secondary walkways linking parking areas, building entrances, and gathering spaces. These connections support effective mixing of uses and promote efficient, convenient, and attractive pedestrian circulation, with direct access to the adjacent UTA bus stop enhancing walkability and multimodal access.

At this time, the submitted materials adequately demonstrate pedestrian circulation for Development Plan purposes. Additional detail and refinement may be provided at the time of Architectural and Site Plan Review, if required.

Applicants may submit a separate document clearly labeled “Pedestrian Circulation Plan” addressing this section.

14-10-109 | DEVELOPMENT PROCEDURES

Upon approval of the Development Plan and zone change to MXD, all uses allowed in the development shall be processed as if they were permitted uses.

All uses allowed within the approved development shall be processed as permitted uses, subject to applicable administrative review:

- Confirmed (*based on applicant submittals*)

PLANNING COMMISSION STAFF REPORT



SUBJECT: LAND USE CODE TEXT AMENDMENTS – RM ZONE
AND ACCESS STANDARDS
APPLICANT: BRIGHTON COMMUNITIES
AUTHOR: FRANCISCO ASTORGA, AICP, PLANNING DIRECTOR
DATE: APRIL 07, 2026

BACKGROUND

Brighton Communities, represented by John Blocker, submitted a Land Use Code text amendment request intended to provide additional flexibility for multi-family development, particularly for townhome-style projects and smaller infill sites. Pursuant to the Land Use Code (Title 14 of the Bountiful City Code) and Utah State law, any person may submit a request to amend the Land Use Code, which requires legislative action by the City Council. The request includes amendments to Title 14 (Land Use Code) affecting development standards in the Residential Multiple Family (RM) Zone, as well as related access and circulation standards.

The proposed changes address vehicle access, setbacks, lot coverage, landscaping, density, open space design, and driveway standards. Several of the amendments also propose to align City Code and Fire District requirements with the adopted International Fire Code, improving consistency and reducing duplication. The applicant has organized the amendments by priority based on their necessity.

ANALYSIS

The proposed Land Use Code text amendments have been evaluated by staff based on the applicant's submittal and applicable policy considerations. The amendments are organized by priority as identified by the applicant and are evaluated individually to assess their citywide application, code framework evaluation, and General Plan consistency. As a legislative matter, each amendment may be considered independently or in groups based on policy direction and readiness for implementation. Staff's recommendations reflect varying levels of support based on these considerations.

Priority I | Amendment 1 | Allow Shared Driveways and Fire Access

Chapter: 5 (RM) – Residential Multiple Family | Section: 14-5-116

Description of Amendment

The applicant proposes to allow multi-family developments containing thirty (30) or fewer units to be served by a single access point. Under the current code, multi-family developments are required to provide two points of access to ensure adequate circulation and emergency access.

Proposed Amendment (Applicant):

14-5-116 VEHICLE ACCESS

~~Each multi-family projects shall have a circulatory-type driveway system with two (2) vehicle accesses, one of which may be shared with an adjoining development. Driveway and parking areas in multi-family projects shall be designed so that vehicles do not back onto a public street.~~ Developments containing thirty (30) or fewer dwelling units may be served by a single vehicle access point, subject to approval by the Fire Department and compliance with applicable fire access standards.

Citywide Application

If applied citywide, this amendment would allow multi-family developments of up to thirty (30) units to be served by a single access point. However, all access configurations would remain subject to the adopted International Fire Code, which regulates fire apparatus access, distance, and turnaround requirements independent of unit count.

Code Framework Evaluation

The proposal introduces an exception to an otherwise clear and uniform standard based on unit count. The staff alternative removes duplication and improves clarity by deferring fire apparatus access requirements to the adopted International Fire Code, which already governs these standards.

General Plan Consistency

Transportation Element – Emergency Access and Circulation (pg. 120–121). This amendment supports safe and reliable emergency access and is generally consistent with this policy direction, as emergency access requirements would continue to be governed by the adopted International Fire Code.

Staff Recommendation

Staff supports this amendment with the proposed alternative, as it removes duplication in the code and aligns access requirements with the adopted International Fire Code while maintaining appropriate safety standards.

Alternate Amendment (Staff):

14-5-116 VEHICLE ACCESS

~~Each multi-family projects shall have a circulatory-type driveway system with two (2) vehicle accesses, one of which may be shared with an adjoining development. Driveway and parking areas in multi-family projects shall be designed so that vehicles do not back onto a public street.~~ Each multi-family project shall comply with adopted fire apparatus access requirements as established by the adopted International Fire Code, including

applicable appendices. Driveway and parking areas in multi-family projects shall be designed so that vehicles do not back onto a public street.

Priority II(a) | Amendment 2 | Reduce Setbacks for Townhome Development

Chapter: 5 (RM) – Residential Multiple Family | Section: 14-5-105

Description of Amendment

The applicant proposes to reduce interior side yard setbacks and building separation standards within the Residential Multiple Family (RM) Zone. As proposed, the amendment would apply these reduced standards to all multi-family developments.

Proposed Amendment (Applicant):

14-5-105 YARD AND SETBACK REQUIREMENTS

The following minimum yard requirements shall apply in the (RM) Zone, except for single family dwellings which shall meet the setback requirements for the (R-4) Subzone:

- A. The minimum setback along any public street at any point shall be twenty-five (25) feet. No dwellings, parking spaces or other site elements other than sidewalks, landscaping and approved driveways may be allowed in the front setback.
- B. The minimum interior side yard setback shall be ten (10) feet ~~or one half (1/2) the height of the adjacent structure, whichever is greater.~~
- C. The minimum side building separation shall be ten (10) ~~feet or two thirds (2/3) the height of the tallest adjacent structure, whichever is greater.~~
- D. The minimum separation between the rear of a building and a property line shall be twenty (20) feet. The rear of a building shall be any side opposite a primary entrance. The minimum separation between the rear of a building and any portion of another building shall be thirty (30) feet.
- E. The minimum separation between the front of a building and a property line shall be twenty-five (25) feet. The front of a building shall be any side with a primary entrance.
- F. Accessory Structure – Each accessory structure shall be located within the minimum setbacks required for principal structures. The exception is that an accessory building may be located within three (3) feet of a rear or interior side property line if the following criteria are met:
 1. The entire structure is located more than five (5) feet to the rear of any main building on the same lot on which the building is being placed.

2. No part of the structure is closer than twelve (12) feet to any dwelling on an adjacent property.
3. The eaves are at least one (1) foot from the property line.
4. The structure is designed to prevent roof runoff from impacting the adjacent property.
5. The structure meets all applicable provisions of the International Building Code.
6. The structure does not encroach on any easements, recorded or otherwise.

Citywide Application:

The applicant's version would reduce side yard setbacks and building separation for all multi-family developments, regardless of building form or scale.

Code Framework Evaluation:

The applicant's proposal simplifies the code but removes height-based setback and separation standards for all multi-family projects. A staff alternative has been prepared that maintains the existing framework while providing a targeted reduction in setbacks specifically for townhome developments. This approach preserves proportional design standards while allowing flexibility where appropriate.

General Plan Consistency:

Housing Element – Housing Supply (pg. 102–103). This amendment supports a variety of housing types and housing diversity goals, including more compact, attached housing forms such as townhomes.

Staff Recommendation:

Staff supports this amendment with the proposed alternative, as it provides targeted flexibility for townhome development while maintaining proportional setback standards for other multi-family building types that rely on spacing to ensure light, air, and privacy.

Alternate Amendment (Staff):

14-5-105 YARD AND SETBACK REQUIREMENTS

[...]

- B. The minimum interior side yard setback shall be ten (10) feet or one-half (½) the height of the adjacent structure, whichever is greater. The minimum interior side yard setback for a townhouse shall be 10 feet.

C. The minimum side building separation shall be ten (10) feet or two-thirds (2/3) the height of the tallest adjacent structure, whichever is greater. The minimum side building separation for a townhouse shall be 10 feet.

[...]

14-3-102(312) TOWN-HOUSE (see also “TOWN-HOME” or “ROW-HOUSE”):

~~A series of three or more single-family dwelling units designed and constructed with at least two stories of above ground habitable space, and which are attached horizontally at the foundation, roof, and side wall in a linear arrangement, and which have a private ground level entrance and a totally exposed front and rear wall to be used for access, light, and ventilation.~~ Defined by the most recently adopted International Residential Code.

For reference – Current 2021 IRC Definitions:

- *[RB] TOWNHOUSE. A building that contains three or more attached townhouse units.*
- *[RB] TOWNHOUSE UNIT. A single-family dwelling unit in a townhouse that extends from foundation to roof and that has a yard or public way on not less than two sides.*

Priority II(b) | Amendment 3 | Increase Lot Coverage

Chapter: 5 (RM) – Residential Multiple Family | Section: 14-5-109

Description of Amendment:

The applicant proposes to increase the maximum allowable lot coverage in the Residential Multiple Family (RM) Zone from sixty percent (60%) to seventy percent (70%) for parcels smaller than five (5) acres.

Proposed Amendment (Applicant):

14-5-109 PERMISSIBLE LOT COVERAGE

In the (RM) Zone, all buildings, including accessory buildings and structures, and all impervious surfaces such as driveways, sidewalks, patios, parking areas, sports courts and pools shall not cover a total of more than sixty percent (60%) of the area of the lot or parcel of land. Projects on Parcels smaller than five (5.0) acres may cover up to seventy percent (70%) of the lot area with impervious surface. Furthermore, at least fifty percent (50%) of all required front and rear yard areas shall be landscaped. For institutional uses, such as churches, private schools, and public buildings, the approving authority may increase the amount of impervious surface area to up to seventy percent (70%), if the additional hard surfacing is used to provide parking spaces beyond the minimum required.

Citywide Application:

The applicant’s proposal would allow all multi-family parcels under five (5) acres to cover up to seventy percent (70%) of the site with impervious surfaces, reducing landscaped and open space areas.

Code Framework Evaluation:

The amendment increases flexibility for development and may improve feasibility on smaller parcels. However, it reduces open space requirements that are directly tied to site design, livability, and overall project quality. This amendment is closely related to landscaping standards and should be evaluated in conjunction with Amendment 4 due to cumulative impacts on open space and site design.

General Plan Consistency:

Housing Element – Housing Supply (pg. 102–103). The amendment may support efficient use of smaller parcels and increased housing opportunities. However, the reduction in open space and landscaped areas should be carefully evaluated in relation to General Plan policies supporting neighborhood quality and livability.

Staff Recommendation:

Staff does not support this amendment as submitted, as it reduces open space and landscaping areas that contribute to site design quality and livability. Additional analysis is necessary prior to consideration, particularly in relation to cumulative impacts with Amendment 4.

Priority II(b) | Amendment 4 | Reduce Landscaping Requirement

Chapter: 5 (RM) – Residential Multiple Family | Section: 14-5-113(E)

Description of Amendment:

The applicant proposes to reduce the minimum landscaping requirement in the Residential Multiple Family (RM) Zone from forty percent (40%) to thirty percent (30%) of the development site.

Proposed Amendment (Applicant):

14-5-113 LANDSCAPING

The following landscaping provisions shall apply to each developed lot or parcel in the (RM) Zone:

- A. All portions of the lot not improved with structures or other impervious surfaces shall be maintained with suitable landscaping of plants, trees, shrubs, grass and similar succulent landscaping materials.

- B. Landscaping shall also be installed in all parkstrips to the same standards as other on-site landscaping. Asphalt, concrete, bricks, pavers, railroad ties, and other non-

vegetative material are not allowed in the parkstrip area between the curb and sidewalk. Xeriscaping is permitted in accordance with the Landscaping and Fencing chapter of this Title.

- C. At plant maturity the landscaping should represent, as a minimum standard, compatibility with surrounding developed properties and uses and must be permanently maintained by the owner and/or occupants.
- D. There shall be a minimum ten (10) feet wide landscape buffer around the perimeter of all non-single family sites, and a minimum five (5) feet wide landscape buffer around all structures except for approved walkways, driveways, garages and carports.
- E. Landscaping shall cover at least ~~forty (40)~~ thirty (30) percent of the development site.

Citywide Application:

The applicant’s proposal would allow all multi-family developments to reduce landscaped areas, resulting in less green space across development sites citywide.

Code Framework Evaluation:

This amendment reduces a key design standard that contributes to site quality, buffering, and overall livability. Landscaping requirements play an important role in defining project character, mitigating visual and environmental impacts, and providing usable open space. This amendment is directly related to Amendment 3 and compounds the reduction of open space when both amendments are considered together.

General Plan Consistency:

Land Use Element – Neighborhood Quality (pg. 88–89). The amendment should be carefully evaluated in relation to policies supporting neighborhood quality, compatibility, and the provision of attractive and livable environments.

Staff Recommendation:

Staff does not support this amendment as submitted, as it reduces a key standard that contributes to neighborhood quality, site design, and overall livability. Additional analysis is necessary prior to consideration, particularly in relation to cumulative impacts with Amendment 3.

Priority III | Amendment 5 | Revise Minimum Lot Size and Density

Chapter: 5 (RM) – Residential Multiple Family | Section: 14-5-103(A)

Description of Amendment

This amendment would allow parcels smaller than one (1) acre to develop at the full density permitted within the designated Residential Multiple Family (RM) subzone, rather than being subject to reduced density thresholds.

Proposed Amendment (Applicant):

14-5-103 MAXIMUM DENSITY AND MINIMUM LOT STANDARDS

1. Areas within the (RM) Residential Multiple Family Zone are divided into subzones based on the maximum permitted density and the minimum lot size. The maximum density is indicated by the number following the Zone designation. For example, RM-13 means Single Family Residential with a maximum of thirteen (13) units per acre on a minimum lot size of one (1) acre. ~~Any lot or parcel that is smaller than the minimum required lot size and that is at least one-quarter (0.25) acre in area shall have a maximum density of seven (7) units per acre, regardless of the subzone in which it is located.~~ Lots or parcels less than one (1.0) acre in size may develop at the full density allowed in the designated RM subzone, provided all development standards and form requirements are met. Density and minimum lot size are based on the net buildable area. Areas within floodplains or with slopes steeper than thirty percent (30%), and/or areas that are otherwise encumbered such that they cannot be used for project improvements are considered unbuildable. In addition to the maximum density requirement, each subzone has a standard for minimum lot size and width. Any lot or parcel smaller than one-quarter (0.25) acre in size shall be developed and used in accordance with the standards for the (R-4) subzone.

[...]

Citywide Application:

The applicant's proposal would allow smaller parcels to develop at higher densities, increasing development potential across the RM Zone regardless of parcel size.

Code Framework Evaluation:

The amendment removes an existing density limitation and aligns allowable density more directly with zoning designations. While this approach provides consistency, it may increase density on constrained or smaller sites where existing standards currently moderate development intensity. This change may have implications for site design, infrastructure capacity, and compatibility with surrounding development patterns.

General Plan Consistency:

Housing Element – Housing Supply (pg. 102–103). The amendment may support increased housing opportunities and more efficient use of land. However, potential impacts on neighborhood character, infrastructure, and site design should be further evaluated to ensure consistency with broader General Plan objectives.

Staff Recommendation:

Staff does not support this amendment as submitted, as it removes an existing control on density without fully evaluating potential impacts on site design, infrastructure, and neighborhood compatibility. Additional analysis is necessary prior to consideration.

Priority III | Amendment 6 | Reduce Landscape Buffer Requirement

Chapter: 5 (RM) – Residential Multiple Family | Section: 14-5-113(D)

Description of Amendment

The applicant proposes to reduce the required perimeter landscape buffer in the Residential Multiple Family (RM) Zone from ten (10) feet to five (5) feet.

Proposed Amendment (Applicant):

14-5-113 LANDSCAPING

The following landscaping provisions shall apply to each developed lot or parcel in the (RM) Zone:

1. All portions of the lot not improved with structures or other impervious surfaces shall be maintained with suitable landscaping of plants, trees, shrubs, grass and similar succulent landscaping materials.
2. Landscaping shall also be installed in all parkstrips to the same standards as other on-site landscaping. Asphalt, concrete, bricks, pavers, railroad ties, and other non-vegetative material are not allowed in the parkstrip area between the curb and sidewalk. Xeriscaping is permitted in accordance with the Landscaping and Fencing chapter of this Title.
3. At plant maturity the landscaping should represent, as a minimum standard, compatibility with surrounding developed properties and uses and must be permanently maintained by the owner and/or occupants.
4. There shall be a minimum ~~ten (10)~~ five (5) feet wide landscape buffer around the perimeter of all non-single family sites, and a minimum five (5) feet wide landscape buffer around all structures except for approved walkways, driveways, garages and carports.
5. Landscaping shall cover at least forty (40) percent of the development site.

Citywide Application:

The applicant’s proposal would allow all multi-family developments to reduce the required perimeter landscape buffer, decreasing separation between developments and adjacent uses citywide.

Code Framework Evaluation:

This amendment reduces a key design standard intended to provide buffering between differing land uses. Landscape buffers play an important role in mitigating visual impacts, providing transitions between uses, and maintaining compatibility between developments. Reducing the buffer width may weaken the effectiveness of this standard and limit its ability to address adjacency impacts.

General Plan Consistency:

Land Use Element – Compatibility (pg. 88–89). The amendment should be carefully evaluated in relation to policies supporting compatibility between land uses and the protection of neighborhood character.

Staff Recommendation:

Staff does not support this amendment as submitted, as it reduces a key standard intended to ensure compatibility between multi-family developments and adjacent uses. Additional analysis is necessary prior to consideration.

Priority III | Amendment 7 | Update Open Space Flexibility

Chapter: 5 (RM) – Residential Multiple Family | Section: 14-5-104

Description of Amendment:

The applicant proposes to revise the proportionality requirement for open space by replacing a subjective standard with objective criteria requiring that each dwelling unit have reasonable access to common open space and site amenities.

Proposed Amendment (redlined – applicant):

14-5-104 PROPORTIONALITY REQUIREMENT

~~It is the requirement of Bountiful City that multiple family developments reflect a sense of proportion. Proportion requires that the development be designed in such a manner that each unit receives a reasonable and approximately proportionate share of the open space, landscaping, and other benefits of the site. Locating units in such a way that benefits of the site fall primarily to one unit, or a few units and not to others is prohibited. Depending upon topography, property dimensions and site configuration, it is possible that this requirement may affect the number of units that can be physically located on a lot or parcel. The Planning Commission and City Council are granted reasonable discretion in administering the proportionality requirement, and may modify yard setback requirements by up to twenty (20) percent subject to a finding that such modification will benefit all units more equally than would be possible if the standard requirement was applied. Multiple-family developments shall be designed so that each dwelling unit has reasonable access to common open space, landscaping, and site amenities. Compliance with this requirement shall be demonstrated if:~~

Multiple-family developments shall be designed so that each dwelling unit has reasonable access to common open space, landscaping, and site amenities. Compliance with this requirement shall be demonstrated if:

1. [All units have access to a common open space or landscaped area; and](#)
2. [No dwelling unit is separated from such space by barriers that prevent reasonable access.](#)

[The location and configuration of open space shall be evaluated based on functional accessibility and usability rather than strict geometric distribution. Modifications to yard setbacks of up to twenty percent \(20%\) may be granted only when necessary to improve site design or enhance shared open space accessibility for all units. Such modifications shall be approved administratively upon demonstration of compliance with this section.](#)

Citywide Application:

The applicant’s proposal would apply objective criteria for open space access to all multi-family developments, establishing a consistent and measurable standard across the city.

Code Framework Evaluation:

The amendment improves the code framework by replacing subjective interpretation with clear, objective standards. This approach increases predictability, reduces discretionary decision-making, and ensures more consistent application of open space requirements. It also ties any flexibility in site design directly to improved access to shared open space.

General Plan Consistency:

Housing Element – Livability (pg. 102–103). This amendment supports livability by ensuring that all dwelling units have functional access to shared open space, consistent with General Plan policies promoting equitable and accessible site design.

Staff Recommendation:

Staff supports this amendment, as it replaces a subjective standard with clear, objective criteria that improve consistency, predictability, and equitable access to open space across multi-family developments.

Priority III | Amendments 8 & 9 | Access Width and Dead-End Driveway Standards

Chapter: 18 Motor Vehicle Parking and Access Standards | Section: 14-18-109(C)(1)(c) and (d)

Description of Amendment

The applicant proposes to modify standards related to driveway design and dead-end access by revising dimensional requirements for driveway width, length, and the number of dwelling units served. The proposal introduces updated numerical standards while retaining a prescriptive approach to access design.

Staff has prepared an alternative that removes fixed dimensional standards and limits on the number of dwelling units served and instead defers driveway design, length, turnaround requirements, and capacity to the adopted International Fire Code and applicable engineering review.

Amendments 8 and 9 are evaluated together, as they address related aspects of driveway design, dead-end access, and the number of units served by a single access.

Proposed Amendment (Applicant and Staff):

Deleted text shown in red strikethrough.
Applicant-proposed amendments shown in blue.
Staff-recommended amendments shown in purple replacing both the existing language and the proposed language.

14-18-109 ACCESS REQUIREMENTS

[...]

C. Multiple-Family Residential Developments

a. Length and Width of Driveways.

~~i. No driveway shall exceed six hundred (600) feet without providing a second access. Driveway length, fire apparatus access, secondary access requirements, and turnaround design shall comply with the adopted International Fire Code and applicable appendices.~~

~~ii. Driveways which are one hundred fifty (150) feet or less in length shall have a minimum width of twenty (20) feet with no parking allowed along the driveway. Driveways shall maintain a minimum unobstructed width as necessary to accommodate required access and circulation. Parking shall be regulated as follows:~~

1. Parking shall not be permitted along any driveway unless sufficient unobstructed width is maintained to comply with applicable fire apparatus access requirements of the adopted International Fire Code.
2. Where parking is permitted along a driveway, the driveway shall be designed to ensure safe and functional vehicular circulation, as determined by the City Engineer.

iii. ~~Driveways which are greater than one hundred fifty (150) feet in length shall have a minimum width of thirty (30) feet. Driveways with only one access and which are in excess of one hundred fifty (150) feet shall also have a seventy (70) foot diameter turnaround.~~ For residential developments, access drives exceeding one hundred fifty (150) feet in length shall have a minimum unobstructed width of twenty-six (26) feet, except as modified based on parking configuration as follows:

1. twenty-two (22) feet where parking is prohibited;
2. twenty-six (26) feet where parking is permitted on one side;
3. thirty-two (32) feet where parking is permitted on both sides.

All access drives shall meet applicable fire apparatus access requirements of the adopted fire code. Driveways exceeding one hundred fifty (150) feet in length shall comply with applicable fire apparatus access, turnaround, and access configuration requirements of the adopted International Fire Code and applicable appendices.

iv. ~~No more than twenty (20) units shall be allowed on any dead-end driveway regardless of length.~~ Dead-end access serving residential units shall be permitted to serve the maximum number of units allowed under the adopted fire code, provided required turnaround and fire apparatus access standards are satisfied. The number of dwelling units served by a dead-end driveway shall be determined based on compliance with the adopted International Fire Code and applicable appendices.

v. ~~A shared driveway and/or shared drive access between adjoining properties may be allowed by the approving authority only if it is a secondary access and only if each development has another access and driveway that is unique to that development. Both property owners must sign and record a cross access agreement benefiting both parties.~~ Shared driveways and shared access between adjoining properties may be permitted, subject to approval by the approving authority and compliance with the adopted International Fire Code. A cross access agreement shall be required and recorded to ensure continued access between properties provided that adequate access and circulation are maintained for all properties served.

b. ~~Number of Driveways Permitted. Not more than two (2) drive accesses (curb cuts) shall be allowed for each one hundred (100) feet of street frontage, except for town-home style residential units approved and constructed after December 31, 2006, that front onto a public street that is not designated on the Street Master Plan as a collector or arterial street and that does not exceed an average daily traffic volume of one thousand (1,000) vehicles.~~ The number

and location of drive accesses (curb cuts) shall be designed to minimize impacts on traffic circulation, safety, and streetscape character, as determined by the approving authority. Not more than two (2) drive accesses shall be permitted per one hundred (100) feet of street frontage, unless additional access is approved based on site design, shared access opportunities, or demonstrated need. Shared access between adjoining properties is encouraged to reduce the number of curb cuts and improve overall site circulation.

- c. Intersection Proximity. No drive access shall be closer than fifty (50) feet to any street intersection as measured at the property line. ~~Any proposed drive access that is located within one hundred (100) feet of a State road, arterial street, or collector street, shall also be reviewed and approved according to AASHTO and other professional standards.~~ Drive accesses located within one hundred (100) feet of a State road, arterial street, or collector street shall be subject to review and approval by the City Engineer in accordance with AASHTO and other applicable professional standards.

D. Non-Residential and Mixed-use Developments. In non-residential and mixed-use developments, access shall be provided to meet the following requirements:

- a. ~~Width of Driveways.~~ Each drive access shall not be less than fifteen (15) feet nor more than thirty-five (35) feet in width, as measured at right angles to the center line of the driveway, except as increased by the permissible curb return radii. ~~The drive access flare may not encroach upon a designated travel lane within the public right-of-way and shall be designed according to standards approved by Bountiful City.~~ Drive accesses shall be designed so as not to encroach upon a designated travel lane within the public right-of-way and shall comply with applicable City construction standards. Where a driveway is required to serve as fire apparatus access, it shall also comply with the adopted International Fire Code and applicable appendices.
- b. ~~Spacing of Drive Accesses.~~ ~~There shall be a minimum of twelve (12) feet between each drive access, and no drive access shall be closer than six feet to a side property line unless there is a cross-access agreement and it is approved by the approving authority.~~ There shall be a minimum of twelve (12) feet between drive accesses. No drive access shall be located closer than six (6) feet to a side property line unless a cross-access agreement is approved by the approving authority and recorded to allow shared access between adjoining properties.
- c. Intersection Proximity. No drive access shall be closer than fifty (50) feet to any street intersection, as measured at the property line. Any proposed drive access that is located within one hundred (100) feet of a State road, arterial street, or collector street, shall ~~also be~~ subject to reviewed and approved according to and approval by the City Engineer in accordance with AASHTO and other applicable professional standards.

- d. Landscaping Required. Landscaping shall be provided along the entire frontage of the property to a minimum depth of ten (10) feet, except for permitted driveways. ~~Sprinkling systems shall be installed and permanently maintained within the landscaped area.~~ Landscaped areas shall include irrigation and shall be permanently maintained. The landscaped area shall be surrounded by a poured concrete curb extending six (6) inches above the paved surface.
- ~~e. Mixed-use developments that incorporate residential uses shall also meet the access and driveway criteria for multiple-family residential development. Any conflicting provisions between the two standards shall be resolved by the approving authority. Mixed-use developments that incorporate residential uses shall comply with the applicable access and driveway standards for both non-residential and multi-family residential development. Where conflicts occur, requirements related to fire apparatus access shall be governed by the adopted International Fire Code. All other conflicts shall be resolved by the approving authority based on the intent of this Title.~~
- E. Curb Radius Requirements. Maximum and minimum curb return radii, as well as ~~permitted and minimum~~ driveway approach angles to the center line of the street, shall be built to Bountiful City standards. ~~Any part of a curb radius~~ Curb radii shall be located within the portion of the public right-of-way immediately adjacent to the property ~~for which it is serving~~ they serve, as determined by extending the side property line into the right-of-way at an angle perpendicular to, or tangent to, the front property line. ~~A curb radius~~ Curb radii shall not be located in a manner such a way that it encroaches ~~on upon~~ an adjoining property or the portion of the right-of-way ~~that maintained by~~ an adjoining property ~~is responsible for maintaining~~.
- F. Location of Gasoline Pumps. Gasoline dispensing devices at automotive service stations, convenience stores, or ~~other~~ similar businesses, shall be located a minimum distance of ten (10) feet from a property line and positioned so ~~located~~ that all parts of a vehicle being serviced ~~will be~~ remain entirely on the premises of the service ~~area pad~~. In addition, the location of dispensing devices shall ~~be in accordance~~ comply with the following:
- ~~a. Dispensing devices shall be located not less than ten (10) feet from any building which is less than one-hour fire resistive construction. Such dispensing devices shall also be located so that the nozzle, when hose is fully extended, shall not reach within five (5) feet of any building opening. Dispensing devices shall be located in accordance with the adopted International Fire Code, including required separation distances from buildings and building openings.~~

- ~~b. Dispensing devices shall be at least twenty (20) feet from all fixed sources of ignition. Dispensing devices shall be located in accordance with the adopted International Fire Code with respect to separation from sources of ignition.~~
- ~~c. All dispensing devices shall be protected against physical damage from vehicles by mounting them on a concrete island a minimum of six (6) inches in height. Alternate methods of providing equivalent protection may be permitted when approved by the Fire Marshal. Dispensing devices shall be protected against physical damage from vehicles in accordance with the adopted International Fire Code. Protection methods may include mounting on a raised island or other approved means, subject to approval by the Fire Marshal.~~
- ~~d. Apparatus dispensing Class I or Class II liquids into the fuel tanks of motor vehicles of the public shall not be located in a bulk plan unless separated by a fence or similar barrier from the area in which bulk operations are conducted. Apparatus dispensing Class I or Class II liquids into the fuel tanks of motor vehicles shall comply with the adopted International Fire Code, including requirements for separation from bulk storage or operations areas.~~
- ~~e. Dispensing devices shall be secured to the island in an approved manner other than piping and conduit. Dispensing devices shall be installed and secured in accordance with the adopted International Fire Code and applicable safety standards.~~

Citywide Application

If applied citywide, the applicant's proposal would establish revised but still prescriptive standards for driveway width, length, and the number of units served by a single access. While more flexible than the current code, this approach would continue to rely on fixed numerical thresholds that may not account for site-specific conditions.

The staff alternative would apply a performance-based approach citywide by deferring driveway design, turnaround requirements, and the number of units served to the adopted International Fire Code and City Engineer review. This approach allows for site-specific design while maintaining consistent safety and operational standards.

Code Framework Evaluation

The applicant's proposal improves upon the existing code by introducing more nuanced dimensional standards; however, it continues to rely on prescriptive requirements that may duplicate or conflict with the adopted International Fire Code.

The staff alternative removes prescriptive dimensional standards and instead defers driveway design, length, turnaround requirements, and the number of dwelling units served to the adopted International Fire Code and engineering review. The inclusion of the one hundred fifty (150) foot threshold aligns with a trigger established in the

International Fire Code and serves as a reference point without duplicating regulatory standards.

These amendments are directly related to Amendment 1, which removes the blanket requirement for two (2) access points from the zoning code. While Amendment 1 allows for greater flexibility in access configuration, these amendments ensure that access design, circulation, and capacity continue to meet life safety and operational requirements through the adopted International Fire Code.

Staff Recommendation

Staff does not support the applicant's proposed amendments to Sections 14-18-109(C)(1)(c) and (d), as they retain prescriptive dimensional standards that may duplicate or conflict with the adopted International Fire Code.

Staff recommends approval of the staff alternative (shown in purple underlined text), which aligns driveway design, turnaround requirements, and the number of units served with the adopted International Fire Code while allowing for site-specific design and maintaining appropriate safety standards. This approach not only aligns access standards for multi-family development with the International Fire Code, but also establishes a consistent framework for access standards applicable to non-residential and mixed-use development, while improving clarity within the existing code.

Department Review

This staff report was written by the Planning Director and has been reviewed by the Senior Planner and City Attorney.

Significant Impacts

The proposed amendments would increase flexibility for multi-family development, particularly on smaller or infill parcels, through modifications to access, setbacks, and density standards. Staff-recommended alternatives related to access shift the code from prescriptive requirements to a performance-based framework that defers to the adopted International Fire Code, improving consistency, reducing duplication, and allowing for site-specific design while maintaining life safety standards. Certain amendments also improve code clarity by replacing subjective provisions with objective criteria.

Several amendments would reduce open space, landscaping, and buffering requirements, which may impact site design quality, neighborhood compatibility, and overall livability. Increased development intensity on smaller parcels may also affect infrastructure capacity and land use transitions. As a privately initiated text amendment, the applicant has not demonstrated that these impacts have been fully evaluated or mitigated, and additional analysis is necessary to support consideration of these changes.

Recommendation

Staff recommends that the Planning Commission hold a public hearing and consider forwarding a recommendation to the City Council on the attached Draft Ordinance, based on the findings contained therein.

As a legislative matter, the Planning Commission may take action on one or more amendments independently or in groups based on policy direction and readiness for implementation. The Commission may also continue one or more amendments to a future meeting if additional input or direction is requested.

Staff recommends that the Planning Commission forward a recommendation to the City Council as follows:

1. Forward a positive recommendation with Staff Alternatives:

- Amendment 1 – Vehicle Access (shared access and fire code alignment)
- Amendment 2 – Setbacks (townhome-specific flexibility)
- Amendments 8 & 9 – Access Standards (staff alternative aligning with International Fire Code)

2. Forward a positive recommendation as Proposed:

- Amendment 7 – Open Space Proportionality (objective standards)

3. Forward a negative recommendation as Proposed:

- Amendment 3 – Lot Coverage
- Amendment 4 – Landscaping Requirement
- Amendment 5 – Density and Minimum Lot Size
- Amendment 6 – Landscape Buffer Width

4. Take No Action or Continue the Item(s):

The Planning Commission may continue one or more amendments to a date certain to allow for additional analysis, public input, or policy direction.

Attachments

1. Draft Ordinance
2. Submitted Application



BOUNTIFUL

Bountiful City Draft Ordinance No. 2026-XX

MAYOR
Kate Bradshaw

CITY COUNCIL
MillieSegura Bahr
Dan Bell
Beth Child
Richard Higginson
Matt Murri

CITY MANAGER
Gary R. Hill

An Ordinance Amending Section 14-3-102(312) (Townhouse) of Chapter 3 – Definitions; Sections 14-5-105 (Yard and Setback Requirements), 14-5-104 (Proportionality Requirement), and 14-5-116 (Vehicle Access) of Chapter 5 (RM) – Residential Multiple Family Zone; and Section 14-18-109 (Access Requirements) of Chapter 18 – Motor Vehicle Parking and Access Standards, of Title 14 (Land Use Code) of the Bountiful City Code.

It is the finding of the Bountiful City Council that:

1. The City Council of Bountiful City is empowered to adopt and amend general laws and land use ordinances pursuant to Utah State law (§10-9a-101 et seq.) and under corresponding sections of the Bountiful City Code; and
2. The Planning Department recommends amendments to provide clarity, consistency, and proportional application of site plan review requirements; and
3. After review and a public hearing on **April 7, 2026**, the Bountiful City Planning Commission forwarded a positive recommendation to the City Council; and
4. The City Council of Bountiful City held a public hearing on this Ordinance on _____, and considered the recommendations from the Planning Commission and Staff; and
5. The City Council of Bountiful City finds that these amendments are necessary and are in harmony with the objectives and purposes of the Bountiful City Land Use Code and the General Plan; and
6. The City Council of Bountiful City reviewed the proposed ordinance and finds that the proposed amendments are in the best interest of the health, safety, and welfare of the City and the public.

Be it ordained by the City Council of Bountiful, Utah:

SECTION I. Section 14-5-116 Vehicle Access Chapter: 5 (RM) – Residential Multiple Family Zone of the of the Land Use Code, Title 14 of the Bountiful City Code; is hereby amended as shown on Exhibit A.

SECTION II. Section 14-5-105 Yard and Setbacks Requirements Chapter: 5 (RM) – Residential Multiple Family Zone of the of the Land Use Code, Title 14 of the Bountiful City Code; is hereby amended as shown on Exhibit B.

SECTION III. Section **14-3-102(312) Town-House** Chapter: 3 – Definitions of the of the Land Use Code, Title 14 of the Bountiful City Code; is hereby amended as shown on Exhibit C.

SECTION IV. Section 14-5-104 Proportionally Requirement Chapter: 5 (RM) – Residential Multiple Family Zone of the of the Land Use Code, Title 14 of the Bountiful City Code; is hereby amended as shown on Exhibit D.

SECTION V. Section 14-18-109 Access Requirements Chapter: 18 Motor Vehicle Parking and Access Standards of the of the Land Use Code, Title 14 of the Bountiful City Code; is hereby amended as shown on Exhibit E.

Adopted by the City Council of Bountiful, Utah, this 10th day of March 2026.

Kate Bradshaw, Mayor

ATTEST:

Sophia Ward, City Recorder

1 Exhibit A – Section I

2
3 **14-5-116 VEHICLE ACCESS**

4
5 ~~Each multi-family projects shall have a circulatory type driveway system with two (2) vehicle~~
6 ~~accesses, one of which may be shared with an adjoining development. Driveway and parking~~
7 ~~areas in multi-family projects shall be designed so that vehicles do not back onto a public street.~~
8 Each multi-family project shall comply with adopted fire apparatus access requirements as
9 established by the adopted International Fire Code, including applicable appendices. Driveway
10 and parking areas in multi-family projects shall be designed so that vehicles do not back onto a
11 public street.
12
13

14 Exhibit B – Section II

15
16 **14-5-105 YARD AND SETBACK REQUIREMENTS**

17
18 The following minimum yard requirements shall apply in the (RM) Zone, except for single
19 family dwellings which shall meet the setback requirements for the (R-4) Subzone:
20

- 21 A. The minimum setback along any public street at any point shall be twenty-five (25) feet. No
22 dwellings, parking spaces or other site elements other than sidewalks, landscaping and
23 approved driveways may be allowed in the front setback.
24
- 25 B. The minimum interior side yard setback shall be ten (10) feet or one-half (½) the height of
26 the adjacent structure, whichever is greater. The minimum interior side yard setback for a
27 townhouse shall be 10 feet.
28
- 29 C. The minimum side building separation shall be ten (10) feet or two-thirds (2/3) the height of
30 the tallest adjacent structure, whichever is greater. The minimum side building separation for
31 a townhouse shall be 10 feet.
32
- 33 D. The minimum separation between the rear of a building and a property line shall be twenty
34 (20) feet. The rear of a building shall be any side opposite a primary entrance. The minimum
35 separation between the rear of a building and any portion of another building shall be thirty
36 (30) feet.
37
- 38 E. The minimum separation between the front of a building and a property line shall be twenty-
39 five (25) feet. The front of a building shall be any side with a primary entrance.
40
- 41 F. Accessory Structure – Each accessory structure shall be located within the minimum setbacks
42 required for principal structures. The exception is that an accessory building may be located
43 within three (3) feet of a rear or interior side property line if the following criteria are met:
44
 - 45 1. The entire structure is located more than five (5) feet to the rear of any main
46 building on the same lot on which the building is being placed.

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59
2. No part of the structure is closer than twelve (12) feet to any dwelling on an adjacent property.
 3. The eaves are at least one (1) foot from the property line.
 4. The structure is designed to prevent roof runoff from impacting the adjacent property.
 5. The structure meets all applicable provisions of the International Building Code.
 6. The structure does not encroach on any easements, recorded or otherwise

60 Exhibit C – Section III

61
62 **14-3-102(312) TOWN-HOUSE (see also “TOWN-HOME” or “ROW-HOUSE”):**

63
64 ~~A series of three or more single-family dwelling units designed and constructed with at least two-~~
65 ~~stories of above-ground habitable space, and which are attached horizontally at the foundation,~~
66 ~~roof, and side wall in a linear arrangement, and which have a private ground level entrance and a~~
67 ~~totally exposed front and rear wall to be used for access, light, and ventilation. Defined by the~~
68 most recently adopted International Residential Code.

69
70 Exhibit D – Section IV

71
72 **14-5-104 PROPORTIONALITY REQUIREMENT**

73
74 ~~It is the requirement of Bountiful City that multiple family developments reflect a sense of~~
75 ~~proportion. Proportion requires that the development be designed in such a manner that each unit~~
76 ~~receives a reasonable and approximately proportionate share of the open space, landscaping, and~~
77 ~~other benefits of the site. Locating units in such a way that benefits of the site fall primarily to~~
78 ~~one unit, or a few units and not to others is prohibited. Depending upon topography, property~~
79 ~~dimensions and site configuration, it is possible that this requirement may affect the number of~~
80 ~~units that can be physically located on a lot or parcel. The Planning Commission and City~~
81 ~~Council are granted reasonable discretion in administering the proportionality requirement, and~~
82 ~~may modify yard setback requirements by up to twenty (20) percent subject to a finding that such~~
83 ~~modification will benefit all units more equally than would be possible if the standard~~
84 ~~requirement was applied. Multiple-family developments shall be designed so that each dwelling~~
85 unit has reasonable access to common open space, landscaping, and site amenities. Compliance
86 with this requirement shall be demonstrated if:

- 87
88
89
90
91
1. All units have access to a common open space or landscaped area; and
 2. No dwelling unit is separated from such space by barriers that prevent reasonable access.

92 The location and configuration of open space shall be evaluated based on functional accessibility
93 and usability rather than strict geometric distribution. Modifications to yard setbacks of up to
94 twenty percent (20%) may be granted only when necessary to improve site design or enhance
95 shared open space accessibility for all units. Such modifications shall be approved
96 administratively upon demonstration of compliance with this section.
97

98 Exhibit E – Section V
99

100 **14-18-109 ACCESS REQUIREMENTS**
101

102 A. Any property, regardless of its use or zone designation, shall be subject to the following.
103

- 104 1. Any off-street parking area shall be accessed through an approved drive-approach, also
105 referred to as a “drive-access“ or ”curb-cut“, meeting City construction standards. It is
106 unlawful to drive a motor vehicle on any sidewalk, park strip, or any other area behind
107 the curb within a public right-of-way, with the exception of an approved drive-approach.
108
- 109 2. The combined area of drive-approaches along any public street frontage shall not exceed
110 fifty-percent (50%) of the linear length of the street curb immediately adjacent to a
111 property, including required curb returns. A legal, non-complying flag lot shall be limited
112 to one (1) drive-approach which shall be the narrowest width possible to comply with the
113 minimum access requirements of this Title and the Fire Code.
114
- 115 3. No off-street parking area shall be approved or constructed without a drive-approach
116 meeting City standards. Any drive-approach shall be located at least five (5) feet from a
117 side or rear property line, with the exception of approved, shared drive-approaches.
118
- 119 4. Each drive-approach or drive access shall be constructed from materials consistent with
120 the City’s construction standards for drive approaches or other improvements constructed
121 within the public right-of-way. Driveway(s) shall be constructed from Hard Surface as
122 defined in 14-3-102 and shall be graded to dispose of all surface water. All parking,
123 driveways, and grading plans shall be reviewed and approved by the City Engineer.
124
- 125 5. Existing drive approaches (drive accesses or curb-cuts) which are deemed abandoned by
126 the City Engineer for non-use or which are relocated as part of an approved development
127 project shall be removed and replaced with standard curb, gutter, park strip, and sidewalk
128 within one (1) year, as required by the City Engineer.
129

130 B. Single-Family and Two-Family Residential Lots
131

- 132 1. Each residential lot shall be allowed not more than two drive accesses (curb cuts), each of
133 which shall have a minimum width of twelve (12) feet and a maximum width of thirty
134 (30) feet, as measured at the street property line. There shall also be a minimum of thirty-
135 five (35) feet between any drive access located on the same property, as measured at the
136 property line. Lots exceeding one (1) acre in size with more than 150 feet of frontage on a
137 public street may be allowed one (1) additional curb cut provided the curb cut meets all

138 other standards related to size, maximum lot coverage and open space standards,
139 minimum separation from other lots, driveways and intersections.

- 140
- 141 2. Circular drives shall meet all of the minimum width and separation standards that apply
142 to drive accesses and shall be constructed in conformance with the requirements set forth
143 in Figure 18-5 Minimum Circular Drive Design Standards for All Single and Two Family
144 Residential. Areas between the minimum interior arc and the front property line shall be
145 landscaped at all times, and shall not be filled with cement, asphalt or any other paving
146 material. In limited circumstances, the City Engineer may allow a reduced circular
147 driveway, as shown in Figure 18-6 Minimum Circular Drive Design Standards for
148 Limited Situations. Before approving the construction of a reduced circular driveway, the
149 City Engineer shall determine that all of the following criteria are met:
- 150
- 151 a. It is not physically possible to construct a standard size circular driveway.
- 152
- 153 b. There is a clear safety hazard created by the configuration of the road, sidewalk, or
154 other element that is beyond the control of the property owner.
- 155
- 156 c. The property owner has not created the safety hazard or need for the reduced circular
157 driveway by his action or the action of previous property owners.
- 158
- 159 d. There is no other reasonable solution to the safety hazard.
- 160
- 161 3. No drive access shall be closer than thirty (30) feet to any street intersection as measured
162 at the property line. In any instance where a dwelling has a drive access on to a collector
163 or arterial street, or in any instance where existing conditions restrict visibility, the City
164 Engineer may require that the drive access be located further from the intersection;
165 however, the location shall be the minimum necessary to mitigate the hazard.
- 166
- 167 4. In any instance where a dwelling has a drive access on to a collector or major street as
168 indicated on the Bountiful Master Street Plan, or in any instance where existing
169 conditions restrict visibility, the City Engineer may prohibit vehicles from backing onto a
170 public street. In addition, the City Engineer may require that onsite improvements be
171 made to allow a vehicle to turn around and drive forward out on to a public street.

172

173 C. Multiple-Family Residential Developments

- 174
- 175 1. Length and Width of Driveways.
- 176
- 177 a. ~~No driveway shall exceed six hundred (600) feet without providing a second access.~~
178 Driveway length, fire apparatus access, secondary access requirements, and
179 turnaround design shall comply with the adopted International Fire Code and
180 applicable appendices.
- 181
- 182 b. ~~Driveways which are one hundred fifty (150) feet or less in length shall have a~~
183 ~~minimum width of twenty (20) feet with no parking allowed along the driveway.~~

184 Driveways shall maintain a minimum unobstructed width as necessary to
185 accommodate required access and circulation. Parking shall be regulated as follows:
186

- 187 1. Parking shall not be permitted along any driveway unless sufficient unobstructed
188 width is maintained to comply with applicable fire apparatus access requirements
189 of the adopted International Fire Code.
190
191 2. Where parking is permitted along a driveway, the driveway shall be designed to
192 ensure safe and functional vehicular circulation, as determined by the City
193 Engineer.
194

195 c. ~~Driveways which are greater than one hundred fifty (150) feet in length shall have a~~
196 ~~minimum width of thirty (30) feet. Driveways with only one access and which are in~~
197 ~~excess of one hundred fifty (150) feet shall also have a seventy (70) foot diameter~~
198 ~~turnaround.~~ Driveways exceeding one hundred fifty (150) feet in length shall comply
199 with applicable fire apparatus access, turnaround, and access configuration
200 requirements of the adopted International Fire Code and applicable appendices.
201

202 d. ~~No more than twenty (20) units shall be allowed on any dead-end driveway regardless~~
203 ~~of length.~~ The number of dwelling units served by a dead-end driveway shall be
204 determined based on compliance with the adopted International Fire Code and
205 applicable appendices.
206

207 e. ~~A shared driveway and/or shared drive access between adjoining properties may be~~
208 ~~allowed by the approving authority only if it is a secondary access and only if each~~
209 ~~development has another access and driveway that is unique to that development.~~
210 ~~Both property owners must sign and record a cross access agreement benefiting both~~
211 ~~parties.~~ Shared driveways and shared access between adjoining properties may be
212 permitted, subject to approval by the approving authority and compliance with the
213 adopted International Fire Code. A cross access agreement shall be required and
214 recorded to ensure continued access between properties provided that adequate access
215 and circulation are maintained for all properties served.
216

- 217 2. Number of Driveways Permitted. ~~Not more than two (2) drive accesses (curb cuts) shall~~
218 ~~be allowed for each one hundred (100) feet of street frontage, except for town-home style~~
219 ~~residential units approved and constructed after December 31, 2006, that front onto a~~
220 ~~public street that is not designated on the Street Master Plan as a collector or arterial~~
221 ~~street and that does not exceed an average daily traffic volume of one thousand (1,000)~~
222 ~~vehicles.~~ The number and location of drive accesses (curb cuts) shall be designed to
223 minimize impacts on traffic circulation, safety, and streetscape character, as determined
224 by the approving authority. Not more than two (2) drive accesses shall be permitted per
225 one hundred (100) feet of street frontage, unless additional access is approved based on
226 site design, shared access opportunities, or demonstrated need. Shared access between
227 adjoining properties is encouraged to reduce the number of curb cuts and improve overall
228 site circulation.
229

230 3. Intersection Proximity. No drive access shall be closer than fifty (50) feet to any street
231 intersection as measured at the property line. ~~Any proposed drive access that is located~~
232 ~~within one hundred (100) feet of a State road, arterial street, or collector street, shall also~~
233 ~~be reviewed and approved according to AASHTO and other professional standards.~~ Drive
234 accesses located within one hundred (100) feet of a State road, arterial street, or collector
235 street shall be subject to review and approval by the City Engineer in accordance with
236 AASHTO and other applicable professional standards.

237
238 D. Non-Residential and Mixed-use Developments. In non-residential and mixed-use
239 developments, access shall be provided to meet the following requirements:
240

241 1. Width of Driveways. Each drive access shall not be less than fifteen (15) feet nor more
242 than thirty-five (35) feet in width, as measured at right angles to the center line of the
243 driveway, except as increased by the permissible curb return radii. ~~The drive access flare~~
244 ~~may not encroach upon a designated travel lane within the public right-of-way and shall~~
245 ~~be designed according to standards approved by Bountiful City.~~ Drive accesses shall be
246 designed so as not to encroach upon a designated travel lane within the public right-of-
247 way and shall comply with applicable City construction standards. Where a driveway is
248 required to serve as fire apparatus access, it shall also comply with the adopted
249 International Fire Code and applicable appendices.

250
251 2. Spacing of Drive Accesses. ~~There shall be a minimum of twelve (12) feet between each~~
252 ~~drive access, and no drive access shall be closer than six feet to a side property line unless~~
253 ~~there is a cross-access agreement and it is approved by the approving authority.~~ There
254 shall be a minimum of twelve (12) feet between drive accesses. No drive access shall be
255 located closer than six (6) feet to a side property line unless a cross-access agreement is
256 approved by the approving authority and recorded to allow shared access between
257 adjoining properties.

258
259 3. Intersection Proximity. No drive access shall be closer than fifty (50) feet to any street
260 intersection, as measured at the property line. Any proposed drive access that is located
261 within one hundred (100) feet of a State road, arterial street, or collector street, shall ~~also~~
262 ~~be subject to review~~ ed and approved according to and approval by the City Engineer in
263 accordance with AASHTO and other applicable professional standards.

264
265 4. Landscaping Required. Landscaping shall be provided along the entire frontage of the
266 property to a minimum depth of ten (10) feet, except for permitted driveways. ~~Sprinkling~~
267 ~~systems shall be installed and permanently maintained within the landscaped area.~~
268 Landscaped areas shall include irrigation and shall be permanently maintained. The
269 landscaped area shall be surrounded by a poured concrete curb extending six (6) inches
270 above the paved surface.

271
272 5. ~~Mixed-use developments that incorporate residential uses shall also meet the access and~~
273 ~~driveway criteria for multiple-family residential development. Any conflicting provisions~~
274 ~~between the two standards shall be resolved by the approving authority.~~ Mixed-use
275 developments that incorporate residential uses shall comply with the applicable access

276 and driveway standards for both non-residential and multi-family residential
277 development. Where conflicts occur, requirements related to fire apparatus access shall
278 be governed by the adopted International Fire Code. All other conflicts shall be resolved
279 by the approving authority based on the intent of this Title.
280

281 E. Curb Radius Requirements. Maximum and minimum curb return radii, as well as permitted
282 and minimum driveway approach angles to the center line of the street, shall be built to
283 Bountiful City standards. ~~Any part of a curb radius~~ Curb radii shall be located within the
284 portion of the public right-of-way immediately adjacent to the property ~~for which it is serving~~
285 they serve, as determined by extending the side property line into the right-of-way at an angle
286 perpendicular to, or tangent to, the front property line. ~~A curb radius~~ Curb radii shall not be
287 located in a manner such a way that ~~it~~ encroaches ~~on~~ upon an adjoining property or the
288 portion of the right-of-way ~~that maintained by~~ an adjoining property ~~is responsible for~~
289 maintaining.
290

291 F. Location of Gasoline Pumps. Gasoline dispensing devices at automotive service stations,
292 convenience stores, or ~~other~~ similar businesses, shall be located a minimum distance of ten
293 (10) feet from a property line and positioned so ~~located~~ that all parts of a vehicle being
294 serviced ~~will be~~ remain entirely on the premises of the service ~~area pad~~. In addition, the
295 location of dispensing devices shall ~~be in accordance~~ comply with the following:
296

297 1. ~~Dispensing devices shall be located not less than ten (10) feet from any building which is~~
298 ~~less than one-hour fire resistive construction. Such dispensing devices shall also be~~
299 ~~located so that the nozzle, when hose is fully extended, shall not reach within five (5) feet~~
300 ~~of any building opening.~~ Dispensing devices shall be located in accordance with the
301 adopted International Fire Code, including required separation distances from buildings
302 and building openings.
303

304 2. ~~Dispensing devices shall be at least twenty (20) feet from all fixed sources of ignition.~~
305 Dispensing devices shall be located in accordance with the adopted International Fire
306 Code with respect to separation from sources of ignition.
307

308 3. ~~All dispensing devices shall be protected against physical damage from vehicles by~~
309 ~~mounting them on a concrete island a minimum of six (6) inches in height. Alternate~~
310 ~~methods of providing equivalent protection may be permitted when approved by the Fire~~
311 ~~Marshal.~~ Dispensing devices shall be protected against physical damage from vehicles in
312 accordance with the adopted International Fire Code. Protection methods may include
313 mounting on a raised island or other approved means, subject to approval by the Fire
314 Marshal.
315

316 4. ~~Apparatus dispensing Class I or Class II liquids into the fuel tanks of motor vehicles of~~
317 ~~the public shall not be located in a bulk plan unless separated by a fence or similar barrier~~
318 ~~from the area in which bulk operations are conducted.~~ Apparatus dispensing Class I or
319 Class II liquids into the fuel tanks of motor vehicles shall comply with the adopted
320 International Fire Code, including requirements for separation from bulk storage or
321 operations areas.

322
323
324
325

5. ~~Dispensing devices shall be secured to the island in an approved manner other than piping and conduit.~~ Dispensing devices shall be installed and secured in accordance with the adopted International Fire Code and applicable safety standards.

Proposed Amendments to Bountiful RM Zone Code *Supporting Infill Housing*

Applicant: Brighton Homes Utah II, LLC

Prepared by: John Blocker (Entitlement Manager)

Date: 2/17/2026

1. Revise Minimum Lot Size and Density (14-5-103 A)

Current: Parcels smaller than 1.0-acre default to RM-7 (7 units/acre), regardless of zoning designation.

Proposed Amendment: "Lots or parcels less than one (1.0) acre in size may develop at the full density allowed in the designated RM subzone, provided all development standards and form requirements are met."

Purpose: Remove density penalties for small parcels to support infill feasibility.

Comment: The current proposal is not listed in the General Plan goals.

Response: The amendment has been revised to clarify that full RM density is allowed **only when all underlying RM standards are met**, ensuring consistency with zoning intent and adopted planning policy.

Revision: No text change required — clarification added to Response.

2. Add Townhome Building Type Definition (New Section)

Proposed New Section:

"Townhome: A single-family dwelling unit constructed in a row of attached units with property lines separating each unit. Each unit shall have separate utility service, direct street access or access via a private drive, and a private garage."

Purpose: Clarify regulatory path for fee-simple, attached ownership housing.

Comment: Definition should be aligned with existing code definitions.

Response: The term "Townhome" is already defined in Section 3-26-312 of the City Code; however, it is not currently listed as a permitted or conditional use in any zoning district. Because the term is already defined but not incorporated into the use tables, the applicant instead requests that the City consider a future comprehensive code update to appropriately incorporate townhomes into applicable zoning districts.

Revision: The applicant removes section 2 from the application.

3. Reduce Landscape Buffer Requirement (14-5-113 D)

Current: 10 ft buffer required around the entire site.

Proposed Amendment: "Townhome developments may reduce the required perimeter landscape buffer to five (5) feet."

Purpose: Increase usable land for homes and access in small infill sites.

Comment: No comment provided

Response: Section 14-5-113 D seems to be unnecessarily restrictive to future development.

Revision: There shall be a minimum five (5) feet wide landscape buffer around the perimeter of all non-single-family sites, and a minimum five (5) feet wide landscape buffer around all structures except for approved walkways, driveways, garages, and carports.

4. Allow Shared Driveways and Fire Access (14-5-116)

Current: Two accesses are required for all multi-family.

Proposed Amendment: "Developments containing thirty (30) or fewer dwelling units may be served by a single vehicle access point, provided a fire department-approved turnaround is included."

Purpose: Reflect constraints of narrow or irregular parcels.

Comment: Fire Department recommendation required for single-access allowance.

Response: The amendment has been revised to explicitly require Fire Department approval and compliance with adopted fire code standards.

Revision (Updated Language): "Developments containing thirty (30) or fewer dwelling units may be served by a single vehicle access point, subject to approval by the Fire Department and compliance with applicable fire access standards."

5. Permit Limited Front Yard Parking (14-5-110)

Current: No required parking allowed in front yards.

Proposed Amendment:

"One parking space per unit may be located in the front yard, provided it is on a paved driveway and meets street parking standards."

Purpose: Increase flexibility in townhome design and reduce cost.

Comment: Front yard parking may not be supported.

Response: Based on provided clarification we removed this section from the application.

Revision: The applicant removes section 5 from the application.

6. Increase Lot Coverage (14-5-109)

Current: 60% max impervious surface.

Proposed Amendment:

"Projects on Parcels smaller than five (5.0) acres may cover up to seventy percent (70%) of the lot area with impervious surface."

Purpose: Allow tighter, more efficient site designs on smaller properties

Comment: Show where in the General plan the City has goals to create tighter, more efficient site designs on smaller properties.

Response: The proposed amendment is consistent with multiple adopted goals and policies of the Bountiful General Plan. The Land Use Master Plan specifically acknowledges that:

- Remaining developable parcels often have constraints such as limited buildable area and high service costs.
- Many sites cannot be developed under traditional standards.
- The City should revise ordinances to allow reasonable development on constrained land.
- Increasing residential density may be necessary in appropriate areas.

Allowing up to 70% lot coverage for parcels under five acres is a targeted regulatory tool that directly implements these adopted policies by:

- enabling feasible development of constrained sites,
- supporting infill and redevelopment, and
- allowing efficient use of smaller parcels without increasing overall density beyond zoning limits.

Accordingly, the amendment advances the General Plan's stated objective of facilitating reasonable development opportunities on challenging properties while maintaining City oversight through existing design and zoning standards.

Revision (Updated Language): No text change required — clarification added to Response.

7. Reduce Setbacks for Townhome Development (14-5-105)

Proposed Amendment:

"For townhome developments, rear yard setbacks may be reduced to fifteen (15) feet, public street setbacks may be reduced to fifteen (15) feet, The minimum separation between the front of a building and a property line shall be fifteen (15) feet, and side yard setbacks may be reduced to ten (10) feet for interior units."

Purpose: Support compact development patterns.

Comment: Staff supports the need to amend the code so that there is no side yard setbacks limited by half the height of the building.

Response: Applicant seeks to simplify proposed amendment.

Revision: 14-5-105 B. “The minimum interior side yard setback shall be ten (10) feet, regardless of building height.”

14-5-105 C. “The minimum side building separation shall be ten (10) feet, regardless of building height.”

8. Update Open Space Flexibility (14-5-104)

Proposed Amendment:

"Projects under five (5.0) acres may consolidate open space into a single common area or pay a fee-in-lieu to enhance nearby public amenities, subject to City Council approval."

Purpose: Make open space requirements achievable on infill sites.

Comment: Provide language that is better here. Staff believes the following would be supported by Code, already with creative layout and planning of the site so all units have access to the common areas.

Response: Section 14-5-104 currently establishes a proportionality standard but currently relies on qualitative standards that may be interpreted differently between applications. While the intent of the section is supported, the existing language lacks objective criteria for compliance and may result in inconsistent application between projects.

The applicant is not requesting removal of proportionality requirements. Instead, the requested amendment clarifies measurable standards for compliance so that applicants and reviewers have predictable expectations while still ensuring equitable access to common amenities for all units.

Revision: 14-5-104 Proportionality Requirement

Multiple-family developments shall be designed so that each dwelling unit has reasonable access to common open space, landscaping, and site amenities.

Compliance with this requirement shall be demonstrated if:

1. All units have access to a common open space or landscaped area; and
2. No dwelling unit is separated from such space by barriers that prevent reasonable access

The location and configuration of open space shall be evaluated based on functional accessibility and usability rather than strict geometric distribution.

Modifications to yard setbacks of up to twenty percent (20%) may be granted only when necessary to improve site design or enhance shared open space accessibility for all units. Such

modifications shall be approved administratively upon demonstration of compliance with this section.

9. Administrative Review for Small Projects (14-5-117)

Proposed Amendment:

"Projects with twenty (25) units or fewer that comply with all applicable RM development standards may be reviewed administratively without Planning Commission approval."

Purpose: Expedite review for compliant small-scale housing projects.

Comment: The City Council is the current Land Use Authority, Not sure how this one would be supported.

Response: Based on provided comments we removed this section from the application.

Revision: The applicant removes section 9 from the application.

10. Landscape Coverage Requirement (14-5-113 E)

Current Rule:

"Landscaping shall cover at least forty (40) percent of the development site."

Proposed Amendment:

"Landscaping shall cover at least thirty (30) percent of the development site."

Purpose: Amended to work with the increase in permissible lot coverage.

Comment: This is an element of quality of life and living spaces. Staff suggests showing how this change is in the best interest of the City and promotes the quality of life in multi-family developments.

Response: The reduction from 40% to 30% landscaping supports housing feasibility on smaller or infill sites while still maintaining meaningful open space. The amendment maintains meaningful landscaping while improving feasibility on constrained sites. The amendment balances livability, efficient land use, and attainable housing goals consistent with modern multi-family design practices. Higher density zoning is only effective if standards are calibrated so projects can actually be built. This amendment keeps strong landscaping requirements while allowing functional site design that supports both livability and housing production

Revision: No text change — clarification added to Response.

11. Clarification of Access Width (14-18-109 C.1)

Current Rule:

"Driveways which are greater than one hundred fifty (150) feet in length shall have a minimum width of thirty (30) feet..."

Proposed Amendment:

"For townhome developments, fire access drives exceeding one hundred fifty (150) feet in length may vary in width based on the location and presence of off-street parking, subject to approval by the City Engineer and Fire Marshal:

- A minimum of twenty-two (22) feet if no parking is permitted along the access drive
- A minimum of twenty-six (26) feet if parking is permitted on one side only
- A minimum of thirty-two (32) feet if parking is permitted on both sides

All access drives must provide a turnaround per Figure 18-2 and must comply with applicable fire code access requirements."

Purpose: To create a flexible, performance-based standard for townhome access drives that reflects current International Fire Code guidance and accommodates varying site layouts while maintaining emergency vehicle accessibility.

Comment: Provide a recommendation from the Fire Department on this proposed change

Response: The proposed amendment does not request the Fire Department to establish policy or create standards. The purpose of the amendment is to align municipal driveway standards with adopted International Fire Code access provisions. The Fire Department's role is to confirm that emergency access requirements can be satisfied under the adopted fire code, not to determine zoning policy or dimensional standards. The amendment is intended to be evaluated as a zoning text change, with Fire Department review limited to confirmation of IFC compliance.

Revision: For residential developments, access drives exceeding one hundred fifty (150) feet in length shall have a minimum unobstructed width of twenty-six (26) feet, except as modified based on parking configuration as follows:

- (a) twenty-two (22) feet where parking is prohibited;
- (b) twenty-six (26) feet where parking is permitted on one side;
- (c) thirty-two (32) feet where parking is permitted on both sides.

All access drives shall meet applicable fire apparatus access requirements of the adopted fire code.

12. Increase Allowable Units on Dead-End Driveways (14-18-109 C.1.d)

Current Rule:

"No more than twenty (20) units shall be allowed on any dead-end driveway regardless of length."

Proposed Amendment:

"Developments shall be permitted up to thirty (30) units on a dead-end driveway, approval shall be subject to review and confirmation by the City Engineer and Fire Marshal."

Purpose: To align Bountiful's standards with the International Fire Code (IFC), which allows up to 30 units on a dead-end access when supported by proper life safety measures.

Comment: Provide a recommendation from the Fire Department on this proposed change

Response: The proposed amendment is intended to match the City's land use code with standards already established within the adopted fire code. The Fire Department is not responsible for determining allowable unit counts or land use density, but rather for confirming that emergency access and life safety requirements can be met. The applicant requests staff review of the amendment as a policy decision, with Fire Department input limited to technical life safety compliance.

Revision: Dead-end access serving residential units shall be permitted to serve the maximum number of units allowed under the adopted fire code, provided required turnaround and fire apparatus access standards are satisfied.

Summary: These changes aim to support Bountiful City's housing goals by modernizing the RM zone to better accommodate, small-scale, and context-sensitive infill housing, while maintaining design quality and neighborhood compatibility.

Applicant: Brighton Homes Utah II, LLC
Prepared by: John Blocker (Entitlement Manager)
Date: 2/17/2026

Code Text Amendment Reasoning:

1. What is the reason for the code text amendment?

The purpose of the proposed text amendments is to align the City’s zoning standards with the intended residential densities already permitted within the RM zoning districts, while removing procedural and dimensional barriers that unintentionally prevent parcels—particularly smaller or constrained sites—from achieving those allowable densities.

As documented in the application materials, several current code provisions operate cumulatively to reduce feasible unit yield below what the zoning district otherwise permits. These provisions include minimum lot size defaults, excessive setback formulas, access requirements that exceed adopted fire code standards, and landscape coverage thresholds. Individually, these standards appear minor; however, when applied together, they frequently render compliant development infeasible on parcels that are otherwise properly zoned for multi-family housing.

The amendments do not request additional density beyond what zoning already allows. Instead, they:

- remove unintended density penalties
- provide measurable, objective compliance standards
- align local standards with adopted technical codes (such as the fire code)
- allow site design flexibility necessary for constrained or irregular properties
- ensure predictability and consistency in code interpretation

In short, the amendments restore the functional usability of existing zoning rather than intensifying it. They ensure that the regulatory framework reflects the City’s adopted zoning map and planning policies.

2. How does the code text amendment further promote the objectives and purposes of this Ordinance?

The proposed amendments directly advance multiple adopted objectives of the Bountiful City General Plan and Land Use Master Plan by facilitating feasible infill development, encouraging redevelopment, and allowing reasonable use of constrained land.

A. Supports development on constrained and remaining parcels

The General Plan acknowledges that most easily developable land has already been built and that remaining privately owned parcels often have significant challenges such as:

- limited buildable areas
- poor access

- high service costs
- difficult soils or infrastructure limitations

The proposed amendments are specifically targeted to address these exact conditions by adjusting dimensional and layout standards so development can occur on sites that cannot meet traditional suburban standards but are still appropriate for housing.

B. Implements General Plan direction to revise ordinances to enable feasible development

The Land Use Master Plan identifies a clear policy objective to modify land use regulations when traditional standards prevent reasonable development opportunities. For example, it states the City should find ways to allow reasonable development in areas that cannot be subdivided using traditional standards.

By introducing objective compliance criteria and performance-based standards, the amendments implement this directive and provide clear rules that allow projects to be evaluated consistently and fairly.

C. Advances housing and redevelopment goals

The General Plan recognizes:

- redevelopment costs are significantly higher than greenfield development
- many potential redevelopment sites consist of small or irregular parcels
- increasing residential density in appropriate areas may be necessary to support population and economic goals

The amendments directly respond to these realities by:

- making redevelopment financially feasible
 - allowing efficient use of small parcels
 - reducing unnecessary regulatory barriers
 - supporting attainable housing production
-

D. Maintains design quality and livability

Importantly, the amendments do not eliminate development standards or design requirements. Instead, they replace subjective or conflicting provisions with measurable criteria while retaining:

- landscaping requirements
- access safety standards
- fire code compliance

- open space access
- site design review

This ensures that housing feasibility is improved without reducing quality or safety.

Consolidated Intent Statement:

The overall intent of the proposed amendments is to modernize the RM zone so it functions as originally intended: a district that allows appropriately scaled multi-family housing. The changes do not increase allowable density, alter land use designations, or remove design safeguards. Rather, they recalibrate dimensional and procedural standards so that existing zoning can be realistically utilized, particularly on infill and constrained sites. In doing so, the amendments implement adopted General Plan policies, support housing supply, encourage redevelopment, and promote predictable, objective land use administration.