

**BOUNTIFUL CITY**  
**PLANNING COMMISSION AGENDA**  
**Tuesday, November 6, 2018**  
**6:30 p.m.**

**NOTICE IS HEREBY GIVEN** that the Bountiful City Planning Commission will hold a meeting in the Conference Room at City Hall, 790 South 100 East, Bountiful, Utah, at the time and on the date given above. The public is invited. Persons who are disabled as defined by the American with Disabilities Act may request an accommodation by contacting the Bountiful Planning Office at 298-6190. Notification at least 24 hours prior to the meeting would be appreciated.

1. Welcome and Introductions.
2. Approval of the minutes for October 16, 2018.
3. **PUBLIC HEARING** – Consider amending Chapter 4 and Chapter 18 of the Bountiful City Land Use Ordinance related to parking and driveway standards for Single Family Residential use and development.
4. Consider approval of a Conditional Use Permit letter in written form for Quick Quack car wash in the General Commercial (C-G) zone located at 2566 S 500 West, Joseph Earnest, applicant.
5. Consider approval of a Conditional Use Permit letter in written form for a 12-unit multi-family development located at 105 South 100 West, Brian Knowlton, applicant.
6. Planning Director's report, review of pending applications and miscellaneous business.

  
\_\_\_\_\_  
Chad Wilkinson, City Planner

**Bountiful City  
Planning Commission Minutes  
October 16, 2018  
6:30 P.M.**

Present: Acting Chair – Tom Smith; Planning Commission Members – Jesse Bell, and Sharon Spratley; City Council Representation – Richard Higginson; City Planner – Chad Wilkinson; City Engineer – Lloyd Cheney; City Attorney – Clint Drake; and Recording Secretary – Darlene Baetz

Excused: Chair – Sean Monson; Vice Chair – Von Hill; Planning Commission Member – Jim Clark

**1. Welcome and Introductions.**

Acting Chair Tom Smith opened the meeting at 6:30 pm and welcomed all those present.

**2. Approval of the minutes for October 2, 2018.**

Jesse Belle made a motion to approve the minutes for October 2, 2018 as written. Sharon Spratley seconded the motion. Voting passed 4-0 with Commission members Bell, Higginson, Spratley and Smith voting aye.

**3. Consider final plat approval for Bristol Village a 19 multi-family townhome development at 1940 S 200 West, Taylor Spendlove representing Brighton Homes Development Utah LLC, applicant.**

Patrick Scott was present. Lloyd Cheney presented the staff report.

Brighton Homes is requesting final plat approval for a 19 unit “townhome” style condominium development on two existing single family properties located at 1940 S 200 W. The area of the new combined parcel is 1.18 acres, making the allowable number of units 19 units, which complies with the 19 unit per acre maximum for the zone. While this is simply a townhome style condo development, the term PUD is used in the proposed name to avoid financing issues in the future.

The final plat approval has been requested now that the foundations for each of the buildings has been completed and a survey of the building pad locations has been performed for preparation of the final plat. All of the site plan issues including parking, landscaping, utilities, grading and drainage have been previously addressed in the prior preliminary approval process.

Staff recommends that the Planning Commission forward to the City Council a recommendation of final PUD plat approval for the Bristol Village PUD located at 1940 S 200 West with the following conditions:

1. Submit a current Title Report.
2. Make any and all other redline corrections.
3. Pay the required fees.

Commission members discussed the importance of the sidewalk leading to the rear units should be included in the final plan as discussed in the previous meeting for this subject.

Richard Higginson made a motion that the Planning Commission forward to the City Council a recommendation of approval for final plat approval for Bristol Village a 19 unit multi-family townhome development at 1940 South 200 West with the three conditions outlined by staff.

Jesse Bell seconded the motion. Voting passed 4-0 with Commission members Bell, Higginson, Smith, and Spratley voting aye.

4. **PUBLIC HEARING – Consider approval of a Conditional Use Permit for Quick Quack car wash in the General Commercial (C-G) zone located at 2566 S 500 West, Joseph Earnest, applicant.**
5. **Consider preliminary and final site plan approval for Quick Quack located at 2566 S 500 West, Joseph Earnest, applicant.**

Joseph Earnest was present. Chad Wilkinson presented the staff report.

The applicant, Quick QQ Utah LLC, requests Conditional Use Permit and preliminary and final site plan approval for the construction of a new Carwash facility at 2566 S 500 West. The property is located within the C-G (General Commercial) zone and the use is allowed subject to approval of a conditional use permit and site plan. The application includes the construction of an approximately 3,800 square foot building with an automated carwash and offices and around 20 vacuum stations along 2600 South. The property is bordered by commercial development (the Square at 2600) on the south, multi-family residential on the north, existing nursing/ assisted living center to the east, and a restaurant use to the west.

The proposed development is located on a 1.17 acre property consisting of two parcels. Prior to construction of the proposed carwash, the parcels will need to be consolidated. Access to the project will be via two driveways; one on 500 West and one located on 2600 South. The applicant will be required to close and properly abandon the existing approaches on both streets. The proposed driveway on 2600 South has been aligned with driveway for the Square to the south. The driveway on 500 West has been moved to the north of the property to minimize conflicts with the intersection of 500 West and 2600 South. The driveway on 500 West will need to be reduced to the maximum width of 35 feet allowed by Code. Provision will also need to be made for restriction of this driveway to right-in/right-out only. This may include signage, striping or construction of concrete structures or a combination of these measures to direct vehicles to right turns. The parking standards for carwashes are based on providing adequate queue length for cars waiting to enter the automated carwash. The Code requires at least 6 spaces of stacking space for the facility and the proposed plan demonstrates compliance with this standard.

The applicant has requested that the review body consider reduced setbacks along the north property line as authorized in section 14-6-105 of the Land Use Ordinance. The applicant requests a reduction from the required 20 foot setback to a setback of 10 feet. The purpose of the 20 foot setback requirement is to provide a zoning buffer between commercial and residential development. In the case of the development to the north, the property borders on a series of carports serving the apartment development. In this case the 10 foot landscape buffer will provide adequate zone buffering since the residential structures on the lot are located almost 100 feet from the proposed carwash. In addition the carwash portion of the building is located more than 20 feet from the property line. The property is long and narrow and some sort of relief needs to be considered in order to allow a reasonable development of the lot. Another reason to consider the reduced setback is the landscaping proposed. The plan far exceeds the minimum 15 percent of landscape area and provides trees and shrubs meeting

the minimum standards of the Code. The structures will still be required to meet applicable building and fire construction standards. It is recommended that the requested reduction in side yard setback be granted. The applicant proposes building materials consisting of stucco and block with trim elements. The carwash structure includes a number of windows. The vacuum stations and supporting equipment building meet the required 20 foot setback. Color renderings of the building and vacuum stations are attached to this report.

A sign shown at the intersection of 2600 South and 500 West will need to be moved outside of the vision clearance area. Signs for the site will be reviewed and approved under separate permit.

Storm water will be collected on site and conveyed to a sump on the west side of the property in an underground facility. Water and sewer will be provided from existing lines in 500 West and 2600 South. Plans have been reviewed by the City Engineer with redline changes required in order to meet City standards and obtain final approval.

The development is occurring in an area with urban levels of infrastructure already in place. Impacts from the development of this property have been anticipated in the design of the existing storm water, sewer, and water and transportation system. The application will require cutting into the road and there is a moratorium on excavations in the right of way starting on October 15 and lasting until April 15. The applicant will have to delay work in the right of way until after the moratorium has been lifted. The conditions of approval are designed to mitigate other impacts anticipated by the development.

Staff recommends that the Planning Commission approve the conditional use permit and forward to the City Council a recommendation of approval for the preliminary and final site plan for the proposed carwash subject to the following six conditions:

1. Complete any and all redline corrections including but not limited to the following:
  - a. Revise the width of the driveway on 500 West to the maximum 35 foot allowed width
  - b. Show how the driveway on 500 West shall be limited to right-in/right-out only to the satisfaction of the City Engineer.
  - c. Relocate the sign at the intersection of 2600 South and 500 West outside of the vision clearance area.
  - d. Revise site grading for overflow drainage to 2600 South.
  - e. Any modifications required by conditions of the Planning Commission and City Council.
2. Prior to issuance of building permit, consolidate the two parcels.
3. All damaged curb and gutter and sidewalk along 2600 S. and 500 W. shall be replaced.
4. The setback along the north property line shall be reduced to 10 feet as authorized by Section 14-6-105 of the Land Use Ordinance.
5. Replace the existing drive approaches which are to be abandoned on 2600 S. and 500 W. with standard curb and gutter and sidewalk.
6. **Note:** Approval of signage is **not** included as part of the conditional use permit and site plan. A separate sign permit is required. The following comments are provided on the proposed signage for information purposes only:
  - a. The proposed monument sign exceeds the maximum height of 6 feet. The sign height will need to be reduced.
  - b. The building dimensions shown on the wall sign submittal are incorrect and will need to be corrected prior to sign permit submittal in order to allow for calculation of maximum sign area.

The Commission members discussed the concern of the noise from the tunnels for the apartments to the north.

Mr. Cheney discussed the grading needed for the drainage of this property. The grading will change to be able to use the public right of way.

Mr. Earnest stated that he agreed with all of the conditions outlined by staff.

Acting Chair Smith opened the **Public Hearing** at 7:01 p.m.

Monty Nafsoosi, owner of the Summer Gardens Fun Run Apartments was concerned about the elevation, the signage for the apartments on the west and the noise. He is requesting a wall on the south side of his property. Mr. Smith explained the plans for the rear elevation. Mr. Wilkinson explained that the code would allow the sign to be a pole sign if desired.

Vicky, resident of Bountiful, was concerned about the senior citizens opinion of this project.

Mr. Earnest stated that customers do not have to move from their cars except that the vacuuming is self-serve. The car wash service is 3 minutes from pay to finish.

Gary Davis resides at 2844 S 500 West. Mr. Davis was concerned about the extra water dripping off of the cars onto the sidewalk during the winter which could cause icing on the sidewalk. He also spoke about extra parking from Nielsen's customers.

Mr. Earnest stated that there will be employees on site to care for salting and cleanup.

Acting Chair Smith closed the **Public Hearing** at 7:13 p.m.

Staff and Commission members discussed the fencing and noise concerns.

Sharon Spratley made a motion to approve the Conditional Use Permit for Quick Quack car wash in the General Commercial (C-G) zone with the six conditions outlined by staff and an additional condition of a "minimum six-foot masonry screening wall located along the north property line extending from at least 4 east of the west end of the building to the west property line. The wall shall be constructed prior to occupancy of the carwash use. The remainder of the property shall be screened in accordance with section 14-16-111 E."

Richard Higginson seconded the motion. Voting passed 4-0 with Commission members Bell, Higginson, Smith and Spratley voting aye.

Sharon Spratley made a motion to approve the preliminary and final site plan approval for Quick Quack Car Wash located at 2566 S 500 West with the six conditions outlined by staff.

Richard Higginson seconded the motion. Voting passed 4-0 with Commission members Bell, Higginson, Smith and Spratley voting aye.

## 6. Study Session – Driveway Standards

Chad Wilkinson presented the staff report.

The City Council has requested that changes to parking standards be explored.

Every lot has constraints such as Zoning, Lot Width, Size, Shape, Slope. Because of size of lot and setback, a large lot would equal a larger home.

Driveway spacing and maximum number standards serve a purpose.

- Preserve open space
- Less impact on storm drain system
- Provide room for on street parking
- Predictable pattern of access to the public street system

Some properties may not accommodate storage of all the belongings of a property owner.

Mr. Wilkinson explained some of the possible options for additional parking.

Jesse Bell spoke about the safety of having more driveways. He likes how the code is written now but understands the demand for extra parking with the latest code change on the Accessory Dwelling Unit code and feels it is best to take care of this now. He is okay with accepting a code change to allow driveways not leading to a garage.

Tom Smith stated that these discussed driveways would be worth looking into.

Sharon Spratley spoke about how important appearance in the neighborhoods is and the properties that have trailers that are taking up valuable vehicle parking spaces. She doesn't believe that we should adjust the driveway standards because of concerns from just on property owner.

Richard Higginson stated that he likes the standards and the options are reasonable and should be explored without paving the entire front yard.

Mr. Wilkinson stated that there is value in clarifying the standards.

**7. Planning Director's report, review of pending applications and miscellaneous business.**

1. Next Planning Commission meeting will be November 6, 2018.
2. APA training meeting will be held in SLC on Nov 3, 2018.

Chair Monson ascertained there were no other items to discuss. The meeting was adjourned at 7:57 p.m.

---

Chad Wilkinson, Bountiful City Planner

# Commission Staff Report

**Subject:** **Public Hearing**-Proposed Amendment to Chapters 4 and 18 related to Driveway and Parking Standards for Single Family Residential

**Applicant:** Bountiful City

**Author:** Chad Wilkinson, Planning Director

**Date:** November 6, 2018



---

## Description of Request

The proposed amendment would change the driveway and parking standards for Single Family Residential zones. The changes include amendments to the standards of Chapter 4-Single Family Residential and Chapter 18 Motor Vehicle Parking and access standards.

## Background and Analysis

The City Council has directed staff to review the existing parking standards for the single family zone and bring forward changes that would allow opportunities for additional off-street parking in single family zoning districts. City staff has reviewed a number of options and will present some possible alternatives for your consideration. In reviewing these options, there are two important existing standards that should not be altered. First, the standard limiting the coverage of a front yard by requiring a minimum of 50 percent landscaping should not be changed. This standard prevents a front yard from being completely paved over and is essential to preserving Bountiful's identity as a City of beautiful homes and gardens. The landscape standard also preserves pervious surface to allow for infiltration by storm water. The newly adopted State storm water standards require that cities adopt Low Impact Development Standards (LID) to limit the need for new storm water facilities. LID principles include preservation of open space in order to decrease new impacts on storm water facilities and to increase water quality by providing landscape areas to filter contaminants from rain water prior to entering the public storm system.

Second, the minimum driveway spacing standards should be preserved. There are several vital reasons for requiring a minimum separation standard which include the following:

- The provision of on-street parking
- Providing room for trash pickup and street sweeping
- Providing predictable intervals for traffic flow purposes
- Allowing for on-street snow storage
- Providing access to mail boxes and fire hydrants
- Aesthetics
- Allowing for repair and maintenance of utilities placed within a park strip without the need to replace concrete.

There are options available to provide additional off-street parking without removing the minimum spacing and landscape standard. One of these options would be to provide for parking

in front of the residence with a landscape buffer between the parking and the street. This would enable some limited additional parking while still providing landscape area along the public street. Currently, parking is prohibited in front of single family residences. The attached potential changes to the ordinance include a standard allowing for parking in front of single family residences with some buffering.

Another option is to allow for a decreased width for accessing parking in the rear yard. Currently, the Code requires a minimum setback width of 12 feet for side yards that are used for driveways accessing garages or parking areas in the rear yard. Decreasing this standard to allow for access to rear yards where there is an 8-foot wide unobstructed area to accommodate a driveway would also increase the potential for many homes, and particularly those in older neighborhoods with single wide driveways to place additional parking in the rear yard.

Other changes include clarifications on driveway standards for accessory dwellings, renumbering some sections related to driveway standards for homes in the R-F zone to provide additional clarity and allowing additional driveways on very large properties.

### **Department Review**

This item has been reviewed by the City Planner, City Engineer, the City Attorney, and City Manager.

### **Significant Impacts**

Changes to the driveway standards will potentially have significant impacts to the look and feel of Bountiful City. Allowing additional parking in the front yard will decrease landscaping and place more vehicles within areas visible from the public street. These changes should be carefully considered prior to adoption.

### **Recommendation**

It is recommended that the Planning Commission review the proposed changes to the driveway standards for the Single Family Residential zone and hold a public hearing to allow for public comment. After receiving public input the Commission may take one of the following actions:

1. Request additional revisions and continue the item to a future meeting for further discussion
2. Forward the item to the City Council with a recommendation to approve the changes to the driveway standards as proposed.
3. Forward the item to the City Council with a recommendation to approve the changes to the driveway standards with changes recommended by the Commission.
4. Forward the item to City Council with a recommendation of denial for the proposed changes.

### **Attachments**

1. Proposed text Amendment



## CHAPTER 4

### (R) SINGLE-FAMILY RESIDENTIAL

14-4-101	PURPOSE AND OBJECTIVES
14-4-102	DEFINITIONS
14-4-103	PERMITTED, CONDITIONAL, AND PROHIBITED USES
14-4-104	MAXIMUM DENSITY AND MINIMUM LOT STANDARDS
14-4-105	YARD AND SETBACK REQUIREMENTS
14-4-106	PROJECTIONS INTO YARDS
14-4-107	BUILDING LOCATION AND HEIGHT
14-4-108	DISTANCE BETWEEN BUILDINGS
14-4-109	PERMISSIBLE LOT COVERAGE
14-4-110	PARKING, LOADING, AND ACCESS
14-4-111	NON-RESIDENTIAL SITE PLAN APPROVAL
14-4-112	LANDSCAPING
14-4-113	STORAGE OF TRASH, DEBRIS, AND COMMERCIAL ITEMS
14-4-114	WALLS AND FENCES
14-4-115	LOT ACCESS AND SITE LAYOUT
14-4-116	PARCELS OF LAND NOT IN SUBDIVISIONS WITHIN THE R-F SUBZONE
14-4-117	REQUIREMENTS FOR BUILDING IN THE R-F SUBZONE
14-4-118	SUBDIVISION AND PLANNED DEVELOPMENT REVIEW AND APPROVAL PROCEDURE FOR THE R-F SUBZONE
14-4-119	DOMESTIC FARM ANIMALS
14-4-120	DWELLING UNITS CONTAINING SECOND KITCHENS

#### 14-4-101 PURPOSE AND OBJECTIVES

The Single-Family Residential Zone (R) is established to provide areas for single-family, detached dwellings on individual lots. Within the Single-Family Residential Zone are various subzones with individual criteria that have been created to address specific needs pertinent to the areas these subzones encompass.

- A. The Residential Foothill subzone is created to provide standards, guidelines, and criteria which permit reasonable development of private property while minimizing flooding, erosion, and other environmental hazards, and which protect the natural scenic character of the foothill areas, and which insure the efficient expenditure of public funds.
- B. The goals to be achieved by the Residential Foothill subzone include but are not limited to the following:
  1. The protection of the public from natural hazards of storm water runoff and erosion by requiring drainage facilities and the minimal removal of natural vegetation while still allowing reasonable use of the land.
  2. The minimizing of the threat and damages of fire in foothill areas by establishing fire protection measures.

3. The preservation of natural features, wildlife habitat, and open space consistent with the provisions of this Title and State Law.
  4. The preservation of legal public access to mountain areas, trails, and natural drainage channels.
  5. The preservation and enhancement of visual and environmental quality by use of natural vegetation and the prohibition of excessive excavation and terracing.
  6. The establishment of traffic circulation facilities that insure ingress and egress for vehicles including emergency vehicles into all developed areas at any time of the year with minimal cuts, fills, or visible scars.
  7. The encouragement of a variety of a development designs and concepts which are compatible with the natural terrain of the foothill areas and which will preserve open space and natural landscape and that allow a reasonable use of the land.
  8. The establishment of land use management criteria which will encourage protection of natural elements while allowing a harmonious and satisfying residential environment.
  9. Encouragement of regard for the view of the foothills as well as a view from the foothills.
  10. Public and individual personal safety.
  11. To assure that the taxpayers of Bountiful are not burdened by extraordinary costs for services attributable solely to the development of hillside areas.
- C. It is the intention of the City Council that every subdivision, lot, or parcel within the Residential Foothill subzone be developed with as little disturbance to the natural ground, with the most harmony with natural conditions, and with the greatest conformity with the purposes and requirements of this ordinance, as possible under individual circumstances. It is the finding of the City Council that all possible circumstances, and the best means of dealing with them, cannot be anticipated in the preparation of these regulations. Therefore, the City Council may, unless expressly stated to the contrary in this chapter, grant a reasonable use exception to the provisions of this chapter to implement its purposes by modifying requirements in the R-F subzone as individual circumstances may merit subject to the criteria set forth below. The provisions set forth in this chapter regarding the R-F subzone shall be the standard, but when conditions merit a reasonable exception, discretion may be exercised, even where the term "shall" is used in the regulation, in accordance with such criteria. The following findings and conclusions may justify a reasonable exception and shall be included in the record of the proceedings.
1. The proposed development is located on a lot or parcel that was legally created.
  2. There is no other reasonable use or feasible alternative to the proposed development with less impact on sensitive land areas including phasing or

project implementation, change in timing of activities, setback or other variance, driveway relocation or placement of any structure.

3. The development cannot be located outside sensitive land areas due to topographic constraints of the parcel or size and/or location of the parcel in relation to the limits of sensitive land areas and a building setback, street width, or other possible variances have been reviewed, analyzed, and rejected as a feasible alternatives.
4. The proposed development does not pose a threat to the public health, safety, or welfare on or off the site, including degradation of groundwater or surface water quality, nor is it anticipated that it will damage nearby public or private property.
5. Any alteration of sensitive land areas is the minimum necessary to allow for reasonable use of the property; and the proposal reasonably mitigates impacts on sensitive land areas while still allowing reasonable use of the site.
6. The inability of the applicant to derive reasonable use of the property is not the result of actions by the applicant in unlawfully subdividing the property or adjusting a boundary line thereby creating the undevelopable condition after the effective date of this Title.

**14-4-102 DEFINITIONS**

See Chapter 3 of this Title for the following definitions:

- AVERAGE SLOPE
- DEVELOPMENT SITE
- IMPERVIOUS MATERIAL
- NATURAL VEGETATION
- USABLE AND UNUSABLE LAND

**14-4-103 PERMITTED, CONDITIONAL, AND PROHIBITED USES**

Subject to the provisions and restrictions of this Title, the following principal uses and structures, and no others, are allowed either as a permitted use (P) or by Conditional Use Permit (C) in the Residential zone. Some uses may be expressly prohibited (N) in this zone. Any use not listed herein is also expressly prohibited.

**Table 14-4-103**

<u>Use</u>	<u>R-3, R-4 &amp; R-F</u>	<u>R-1</u>
Accessory Dwelling Unit, as set forth in the Supplementary Development Standards chapter of this Title	C	C
Chickens and related structures as set forth in this Title	P	P
Churches, Synagogues, and Temples	P	P
Coops, barns, stalls, pens, and any other animal housing as set forth in this Title	N	P
Denominational and Private School	C	C

<u>Use</u>	<u>R-3, R-4 &amp; R-F</u>	<u>R-1</u>
Domesticated Farm Animals, as set forth in this Chapter	N	P
Home Occupation, Temporary, and Seasonal Uses as set forth in this Title	P/C	P/C
Household Pets as set forth in this Title	P	P
Library	C	C
Multi-Family Residential Dwelling	N	N
Municipal Facility	P	P
Preschool, Group Instruction, or Daycare with eight (8) or less children, including those residing in the home	P	P
Preschool, Group Instruction, or Daycare with nine (9) to twelve (12) children, as set forth in this Title and State Licensing Requirements	C	C
Private Recreational Facility	C	C
Public or Private Cemetery	C	C
Public or Private Utility Facility	C	C
Public Recreational Facility	P	P
Public Schools	P	P
Residence for Persons with Disability as set forth in 10-9a-504 of the Utah Code	P	P
Residential Accessory Structure	P/C	P/C
Residential Facility for Elderly Persons as set forth in 10-9a-519 of the Utah Code	P	P
Schools for the Disabled	C	C
Single or Two-Family Dwelling – Existing	P	P
Single-Family Dwelling – New	P	P
Telecommunication Facility not on City Property	C	C
Telecommunication Facility on City property	P	P
Two Family Dwelling – New	N	N
Utility Lines and Rights-of-Way	P	P

#### **14-4-104      MAXIMUM DENSITY AND MINIMUM LOT STANDARDS**

Areas within the (R) Residential Zone are divided into subzones based on the maximum permitted density. The maximum density is indicated by the number following the Zone designation. For example, R-4 means Single-Family Residential with a maximum of four (4) units per acre. In addition to the maximum density requirement, each subzone has a standard for minimum lot size and buildable area. The R-F subzone (Residential - Foothill) has varying standards based on the average slope within the development or development phase, and therefore has no density marker.

- A. All structures and all other site improvements of whatever description shall be located only upon areas constituting usable land. Furthermore, all lots or parcels that are designated or zoned for residential development shall have a minimum rectangular buildable area with a length to width ratio between 2:1 and 1:2, that is located entirely on ground of less than thirty percent (30%) slope, that does not encroach into required setbacks or easements, and that meets the area requirements as outlined in this section.

The minimum building pad may not be modified by Council discretion. The exact location of the minimum building pad shall be designated by the developer or owner during the approval process and shown on the subdivision plat or site plan, as applicable.

**Table 14-4-104a**

<u>Subzone</u>	<u>Max. Density (Units/Acre)</u>	<u>Min. Lot Size (Sq Ft)</u>	<u>Min. Buildable Area (Sq Ft)</u>	<u>Min. Lot Width (Ln. Ft)</u>
R-4	4	8,000	2,000	70
R-3	3	11,000	3,000	80
R-1	1	40,000	5,000	100

**Table 14-4-104b**

<u>Subzone</u>	<u>Avg. Slope</u>	<u>Max. Density (Units/Acre)</u>	<u>Min. Lot Size (Sq Ft)</u>	<u>Min. Buildable Area (Sq Ft)</u>	<u>Min. Lot Width (Ln. Ft)</u>
R-F	0 -15%	2	20,000 sq ft	6,000	100
R-F	15 - 20%	1	40,000 sq ft	6,000	120
R-F	20 - 25%	0.50	2 acres	6,000	120
R-F	25 - 30%	0.20	5 acres	6,000	120
R-F	30 - 35%	0.10	10 acres	6,000	120
R-F	35% +	0.025	40 acres	6,000	120

- B. Each lot or parcel in the (R) Zone shall have a minimum width, measured at the minimum front yard setback line, as outlined in this Title. Each lot or parcel shall also abut a public street for a minimum distance of fifty (50) feet, as measured along a line parallel to the center of the street or along the circumference of a cul-de-sac improved to City standards. For property fronting on a cul-de-sac not improved to City standards, frontage shall be calculated by measuring the linear distance between the side property lines at the tangential point of the arc.
- C. Each corner lot or parcel in the (R) Zone shall be ten (10) feet wider and ten percent (10%) larger than the minimum requirement for interior lots in the sub-zone in which it is located, except for the R-F subzone. Also, each corner lot shall meet the minimum width and frontage requirements along both street frontages. A parcel of land on a street corner may not be subdivided diagonally from the corner in order to avoid the provisions of this section.
- D. Not more than one single-family dwelling or primary building may be placed on a lot or parcel in the (R) Zone.
- E. It is unlawful to subdivide, modify, or otherwise create a residential lot that does not have the minimum required width, except for legally existing non-conforming lots. Furthermore, no residential lot may be narrower than the minimum required width at any point between the front property line and the closest point of the primary dwelling and/or the approved buildable area.

- F. A building permit shall not be issued for any type of construction on a flag lot or landlocked parcel that has not been approved by the City as a developed lot.

**14-4-105 YARD AND SETBACK REQUIREMENTS**

The following minimum yard requirements shall apply in the (R) Zone:

- A. Front Yard - Each lot or parcel shall have a front yard setback of not less than twenty-five (25) feet from the front lot line. Except for corner lots, where the elevation of the ground differs ten (10) feet or more from the curb level, as measured at a point fifty (50) feet from the front lot line and midway between the side lot lines, said front yard setback may be reduced to twenty (20) feet.
- B. Side Yard; Interior Lot - Each interior lot or parcel of land shall have two (2) side yards as indicated below for the sub-zone in which the lot or parcel is located:

<u>Subzone</u>	<u>Minimum Side Yard (ft)</u>	<u>Total Combined (ft)</u>
R-3, R-4, R-1	8	16
R-F	8	20

- C. Side Yard; Corner Lot - On each corner lot or parcel of land, the side yard setback contiguous to the street shall not be less than twenty (20) feet, and shall not be paved or used for vehicle parking, ~~except for~~except for a legally constructed driveway or parking area that provides direct access to a garage or carport. The interior side yard setback shall be the same as the side yard setback for an interior lot. The twenty (20) foot street side yard extends from the minimum front yard setback to the rear property line.
- D. Side Yard; Flag Lot – A flag lot shall have a minimum side yard setback equal to the minimum required rear yard setback.
- E. Side Yard; Deep Setback – Any home that is located more than one hundred (100) feet from the front property line shall have a minimum side yard setback equal to the minimum required rear yard setback.
- F. Side Yard; Driveway -- When used for vehicle access to ~~the primary~~ a garage, carport, or parking area in the rear yard, an interior side yard setback shall ~~be at least twelve (12) wide include at least eight (8) feet of unobstructed paved surface exclusive of window wells, stairs, door stoops, chimneys and other obstructions.~~ Vehicle access to rear yards shall be in accordance with the minimum dimensions shown on Figure 14-4-1.
- G. Side Yard; Accessory Structure – No accessory structures shall be allowed in any required side yard setback.
- H. Rear Yard - Each lot or parcel shall have a rear yard setback of not less than twenty (20) feet.
- I. Rear Yard; Irregular Lot - On any lot which is not generally rectangular in shape, the required minimum rear yard setback may be an average of the distances measured from

the rear corners of the main building directly to the rear property line(s). However, at no point may the main building be closer than fifteen (15) feet to the rear property line(s).

- J. Accessory Structure, Primary Use Required – An accessory structure shall not be permitted on any lot or parcel of land unless a primary structure is first constructed on the site. If the primary structure is removed and not immediately replaced, any accessory structure must also be removed. A lot or parcel shall not be subdivided such that an accessory structure is located on a lot or parcel without a primary structure.

4. Accessory Structure, Permitted Use – An accessory structure allowed as a permitted use shall meet all of the following:

2.1. \_\_\_\_\_

- a. The total footprint of any and all accessory structures shall not exceed ten percent (10%) of the entire lot or parcel area, and no lot or parcel shall be reduced in area after the construction of an accessory building, such that it is in violation of this provision.
- b. An accessory structure shall meet all of the setbacks of a primary structure, or it shall be located behind the rear building line of a primary structure, and shall be setback at least three (3) feet from a rear or interior side property line, and at least twenty (20) feet from a street side yard property line.
- c. An accessory structure shall be located at least five (5) feet from a primary structure, including eaves, bay windows, chimneys, and any other protrusion on either the accessory building or the primary structure.
- d. No part of an accessory structure, excluding the eaves, shall be closer than twelve (12) feet to any primary dwelling on an adjacent property.
- e. The eaves of an accessory structure shall be setback at least one (1) foot from any property line.
- f. An accessory structure shall be designed and constructed so as to prevent roof runoff from impacting an adjacent property.
- g. An accessory structure shall meet all applicable provisions of the International Building Code.
- h. An accessory structure shall not encroach on any easements, recorded or otherwise.
- i. The sidewall of an accessory structure shall not exceed fifteen (15) feet in height, as measured from the average slope of the ground to the point where the undersides of the eaves connect to the top of the sidewall. For a flat or mansard roof, the sidewall shall be measured from the average slope of the ground to the highest point of the roof, including any coping, parapet, or similar feature.

j. \_\_\_\_\_ The height of an accessory structure shall not exceed twenty (20) feet.

k. Accessory structures used or designed for vehicle parking shall be connected to the street by a paved driveway.

~~j.~~

3.2. Accessory Structure, Conditional Use – An accessory structure may be allowed as a conditional use in accordance with the following:

- a. The approval body shall consider the following when reviewing the proposed accessory structure:
  - i. The extent that sunlight, air, and viewsheds are obstructed/disturbed,
  - ii. The proximity to adjoining structures,
  - iii. The contour of the land, both existing and proposed,
  - iv. Features peculiar to the site and the immediately adjoining properties.
  - v. The location of windows, doors, balconies, and other openings that may intrude on the privacy of adjoining property owners,
  - vi. The proposed and potential uses based on the size, configuration, and other aspects of the structure.
- b. The total building footprint of any and all accessory structures shall not exceed fifteen percent (15%) of the entire lot or parcel area, and no lot or parcel shall be reduced in area after the construction of an accessory building, such that it is in violation of this provision.
- c. An accessory structure shall meet all of the setbacks of a primary structure, or it shall be located behind the rear building line of a primary structure, and shall be setback at least three (3) feet from a rear or interior side property line, and at least twenty (20) feet from a street side yard property line. The approving body may require an increased setback based on the criteria of 14-4-106(C)(1.).
- d. An accessory structure shall be located at least five (5) feet from a primary structure, including eaves, bay windows, chimneys, and any other protrusion on either the accessory building or the primary structure.
- e. No part of an accessory structure, excluding the eaves, shall be closer than twelve (12) feet to any dwelling on an adjacent property.
- f. The eaves of an accessory structure shall be setback at least one (1) foot from any property line.
- g. An accessory structure shall be designed and constructed so as to prevent roof runoff from impacting an adjacent property.
- h. An accessory structure shall meet all applicable provisions of the International Building Code.



- i. An accessory structure shall not encroach on any easements, recorded or otherwise.
- j. The sidewall of an accessory structure shall not exceed fifteen (15) feet in height, as measured from the average slope of the ground to the point where the undersides of the eaves connect to the top of the sidewall. For a flat or mansard roof, the sidewall shall be measured from the average slope of the ground to the highest point of the roof, including any coping, parapet, or similar feature.

k. \_\_\_\_\_ The height of an accessory structure shall not exceed twenty (20) feet.

l. \_\_\_\_\_ Accessory structures used or designed for vehicle parking shall be connected to the street by a paved driveway.

4.3. \_\_\_\_\_

#### **14-4-106 PROJECTIONS INTO YARDS**

- A. The following structures may be erected on or project into any required yard:
  - 1. Fences and walls in conformance with City codes or ordinances.
  - 2. Landscape elements, including trees, shrubs, agricultural crops and other plants.
  - 3. Necessary appurtenances for utility service.
- B. The structures listed below may project into a minimum front or rear yard not more than four (4) feet, and into a minimum side yard not more than two (2) feet:
  - 1. Cornices, eaves, awnings, belt courses, sills, buttresses, or other similar architectural features.
  - 2. Fireplace structures and bays, provided that they are not wider than eight (8) feet, measured generally parallel to the wall of which they are a part.
  - 3. Stairways, balconies, door stoops, fire escapes, and planter boxes or masonry planters not exceeding twenty-four (24) inches in height.
- C. Any permanent roof or canopy attached to the main building which covers a use customarily recognized as an open, outdoor use, such as a patio, patio deck, hot tub, etc., may extend into the rear yard no further than one-half the required rear yard set-back distances, and into a front yard not more than seven (7) feet, if the following criteria are met:
  - 1. The roof or canopy is not more than one (1) story in height.
  - 2. The roof or canopy is not longer than one-half (1/2) the width of the main dwelling on which it is located.
  - 3. The roof or canopy is entirely open on three (3) sides except for supporting columns and customary architectural features

4. The columns supporting the roof or canopy are constructed on individual pad footings or similar design, and not on a continuous footing wall that could be used for future expansion of living space.
  5. In no instance may the additions encroach to within less than twenty (20) feet of a front or street side yard property line, or to within less than ten (10) feet of a rear property line.
- D. None of the above structures or additions may project into any side yard abutting a street on a corner lot.

**14-4-107 BUILDING LOCATION AND HEIGHT**

- A. No building or structure in the (R) Zone shall exceed two (2) stories or thirty-five (35) feet in height as measured at the average grade. Chimneys, flagpoles, church towers, and similar accessory elements not used for human occupancy are excluded in determining height; however, the City may limit the height of any protrusion that is found by the City Council to be a public nuisance.
- B. No building or structure in the R-F Zone may extend above the closest ridgeline of the ground, as measured on a level line perpendicular to the ridgeline. If for any reason this is not possible, then the building or structure shall be located as far away from the ridgeline as feasible.

**14-4-108 DISTANCE BETWEEN BUILDINGS**

The horizontal distance between any dwellings on adjacent lots shall not be less than sixteen (16) feet, excluding permitted eave extensions. The horizontal distance between any accessory building and any dwelling shall not be less than five (5) feet, as measured at any point. The horizontal distance between any accessory building or structure and any primary dwelling on an adjacent property shall not be less than twelve (12) feet, as measured at any point.

**14-4-109 PERMISSIBLE LOT COVERAGE**

- A. In the (R) Zone, all structures, including accessory 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.
- B. At least fifty percent (50%) of all required front yard areas shall be landscaped.
- C. At least fifty percent (50%) of all required side yard areas shall be landscaped.
- D. At least fifty percent (50%) of all street side yard (corner lot) areas shall be landscaped.
- E. At least fifty percent (50%) of all rear yard areas shall be landscaped side yard, and rear yard areas shall be landscaped.

- CF. 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.

#### 14-4-110 PARKING, LOADING, AND ACCESS

Each lot or parcel in the (R) Zone shall have on the same lot or parcel off-street parking sufficient to comply with Chapter 18 of this Ordinance. Said spaces shall be paved with asphalt, concrete, or similar ~~impervious surface material~~, and shall include a paved driveway accessing a public street. For single family and two-family residential uses, at least two (2) of the required on-site parking spaces per unit shall be provided behind the minimum front yard setback.

A. Front and Street Side (Corner Lot): Parking spaces shall not be permitted between the residence and the street in either the front yard or street side yard except for the following: not be provided within the minimum required front yard or street side yard, including driveways.

1. Front Yard: Parking areas may be located in front of the residence provided a 12-foot landscape buffer is provided between the street and the parking area. Parking may also occur in front yards on approved circular driveways meeting the requirements of Section 14-18-109 (B) (2).

2. Street Side Yard (Corner Lot): Parking is only allowed on approved parking areas either within an approved garage or carport or located at least 10 feet from the street side property line and behind a six foot fence. Fencing adjacent to driveways on corner lots shall be subject to required clear view requirements of Section 14-16-108.

#### 14-4-111 NON-RESIDENTIAL SITE PLAN APPROVAL

Site plan approval is required for any non-residential use in the (R) Zone per the procedures set forth in Chapter 2 of this Title.

#### 14-4-112 LANDSCAPING

The following landscaping provisions shall apply to any developed lot or parcel in the (R) 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 landscaping materials.
- B. Landscaping shall also be installed in each adjacent parkstrip 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.

#### 14-4-113 STORAGE OF COMMERCIAL ITEMS

The storage of commercial goods, commercial materials, or construction related items is expressly prohibited. No property in the (R) zone may be used to display or proffer items for sale except for personal items belonging to the residents of the property, and which meet the criteria for a "garage and yard sale" as set forth in the Temporary Use section of this Title.

#### 14-4-114 WALLS AND FENCES

All walls and fences erected or maintained in the (R) Zone shall comply with the provisions of Chapter 16 of this Ordinance.

#### 14-4-115 LOT ACCESS AND SITE LAYOUT

A. Each proposal to construct a primary structure more than one hundred fifty (150) feet from a public street shall be reviewed and approved by the Administrative Committee and Fire Marshall prior to receiving a building permit. Furthermore, all proposals must adhere to Section 503 of the International Fire Code, as adopted by the South Davis Metro Fire Agency and all other criteria as set forth below.

All of the following must be met before the Administrative Committee may grant approval:

~~A. An access road or driveway shall be provided which meets the following standards:~~

1. Surface. An all-weather surface capable of supporting the imposed load of fire apparatus shall be provided. If constructed of asphalt, the access road or driveway shall be a minimum of two and one-half (2 1/2) inches of asphalt over a minimum of six (6) inches of compacted road base. If constructed of concrete, the access road or driveway shall have a minimum of five (5) inches of concrete over a compacted road base.

The access road or driveway shall be maintained by the property owner or possessor of the premises in good condition and repair and with adequate snow removal so as to provide free and uninhibited access by emergency service vehicles.

2. The access road or driveway shall be a minimum of twenty (20) feet wide. Where such roadway is adjacent to required fire hydrants, the width shall be a minimum of twenty-six (26) feet within twenty (20) feet in either direction from the hydrant. Such required widths shall be unobstructed, including parking of vehicles, and shall have a minimum vertical clearance of thirteen (13) feet six (6) inches.
3. A turn-around shall be provided at the end of the access road or driveway in accordance with the standards and specifications of Article 10 of the International Fire Code and in accordance with the minimum requirements of Figure 4-1. The minimum turning radii for all turns and/or curves shall conform to the forty-five (45) foot radius single unit truck or bus contemplated in Figure 4-4. If access

roads are not looped, then the provided dead end access road shall meet the requirements in Figure 4-2.

4. An access road or driveway shall be extended to within one hundred fifty (150) feet of all portions of the exterior walls of the first story of any building.
5. The maximum grade for access roads or driveways shall not exceed fifteen (15) percent at any point as measured along the centerline of the access road or driveway.
6. Each property owner shall identify and mark fire lanes to the satisfaction and approval of the Fire Chief. Signs shall be posted near the entrances of access roadways and driveways. Spacing and placing of signs shall be subject to the approval of the Fire Chief. Signs shall be a minimum of twelve (12) inches by eighteen (18) inches in two and one-half (2.5) inch block lettering with one-half (.5) inch stroke on a contrasting background. Signs shall read "No Parking - Fire Department Access Road".
7. The property owner or possessor of the premises shall establish the base grade of the access road or driveway before the water system is installed. The property owner or possessor shall clear the right-of-way for the water system and establish the proposed fire hydrant locations and grades by use of an offset stake. The City shall install the water system and set the fire hydrant to the grade established by the owner. If there are any changes to the access road or driveway or right-of-way areas which do not allow for a minimum of forty-two (42) inches of cover over the water line or not more than four (4) inch vertical difference between the flange of the fire hydrant and the finished surface of the access road or driveway, the owner shall be responsible for all expenses associated with the relocation or adjustment to the water system. No building lot shall be allowed or approved where the static water pressure from the City water system serving the proposed lot or lots is less than forty (40) pounds per square inch.
8. Fire Hydrants. A fire hydrant shall be installed by Bountiful City at the expense of the property owner and shall be connected by a six (6) inch water line from the water main. The hydrant shall be located in accordance with Article 10 of the International Fire Code. Fire hydrants shall be located on all required access roads or driveways as required by City Code and shall be located within five (5) feet of the required access road or driveway.

If, in the opinion of the Fire Chief, fire hydrants are vulnerable to vehicular damage, appropriate crash posts shall be required. No obstruction shall exist within a three (3) feet working area of each fire hydrant. Required crash posts shall be a four (4) inch concrete filled pipe, having a minimum of three (3) feet in height above grade, with two (2) feet of pipe below grade set in concrete. Hydrant shut-off valves shall be located no closer than five (5) feet from the hydrant and no further than twenty (20) feet.

9. Easements. The fire hydrant, water line, and access road or driveway shall be located within a public utility easement of at least twenty (20) feet in width such

that emergency and utility service vehicles and personnel have unimpeded access to the improvements. (Figure 4-3)

10. All of the required improvements shall be installed at the lot or property owner's expense.

B. As an alternative to the access requirements described above, the Fire Marshall may approve the installation of a pressurized interior fire protection sprinkling system that complies with the minimum standards of the IRC and/or IBC, and that receives the Fire Marshall's approval.

C. All new residential structures shall comply with the requirements of the IBC for foundation elevation on graded sites (1805.3.4 and 1805.3.5). For most approved lots, the "approved drainage facility" is the street R.O.W. On these sites, the finished grading shall direct runoff from the front yard setback to the street R.O.W. by means of the driveway or front yard grading, or as approved by the City Engineer. Driveway slopes shall have a minimum slope of two percent (2%), and a maximum slope of fifteen percent (15%), as measured along the centerline of the driveway.

DE. Downhill or reverse grade driveways must be reviewed and approved by the City Engineer. Approvals will be considered based on proximity of the lot to storm drain facilities or natural draining features such as creeks, swales or other features that convey runoff water directly to the storm drain system. Approval shall be conditional upon inclusion of the following requirements:

1. The driveway shall provide a minimum length of ten (10) feet of positive slope (two percent (2%) minimum) to the street R.O.W.

2. The maximum grade of the driveway shall be seven percent (7%).

3. The approved site plan shall include any additions or modifications to the existing storm drain system necessary to prevent erosion or impact to adjacent properties, or impact to the storm drain system.

4. Other requirements as determined by the City Engineer based on conditions specific to the property.

#### **14-4-116 PARCELS OF LAND NOT IN SUBDIVISIONS WITHIN THE R-F SUBZONE**

No dwelling shall be constructed on a parcel of land not included as part of an approved subdivision without City Council approval of the parcel of land as a legal building lot. In order to be approved as legal building lot, the Council must determine that the parcel meets the lot, yard, and other requirements of this Title. As part of the review process, the City Council and Planning Commission may request any information typically required for subdivision review. Also, the City Council may require that the applicant record a one lot subdivision plat for the purpose of establishing utility easements and fulfilling other provisions of this Title

#### **14-4-117 REQUIREMENTS FOR BUILDING IN THE R-F SUBZONE**

No construction, excavation, or removal of vegetation may occur on any lot or parcel in the R-F subzone until a permit has been issued, and no permit may be issued until the proposed plans have been approved by the appropriate land use authority. The following rules apply to all building and construction in the Residential Foothill Zone.

A. Drainage and Erosion.

1. Lots shall be arranged so as to insure required setbacks from drainage channels as defined by the Army Corps of Engineers on official Flood Insurance Rate Maps.
2. Facilities for the collection of storm water runoff shall be required to be constructed on development sites and according to the following requirements:
  - a. Such facilities shall be the first improvement constructed on the hillside.
  - b. Such facilities shall be designed to retain safely and adequately the maximum expected storm water runoff for a twenty-five-year storm, as determined by Technical Paper No. 28, prepared by the U. S. Department of Commerce - Weather Bureau, for a sufficient length of time so as to prevent flooding and erosion during storm water runoff flow periods.
  - c. Such facilities shall be so designed to divert surface water away from cut surfaces or sloping surfaces of a fill.
3. Construction on a development site that may disturb vegetative cover shall be minimized between December 1 of any year and April 15 of the following year.

B. Vegetation and Re-vegetation.

1. Any area on a development site cleared of natural vegetation in the course of construction of offsite improvements shall be replanted with vegetation which, when established, shall have characteristics of erosion control equal to or exceeding the original vegetation.
2. New plantings shall be protected with organic cover.
3. The use of persons or firms having expertise in the practice of re-vegetation (i.e., licensed landscape architects or nurserymen) shall be employed to supervise the planning and installation of re-vegetation cover.
4. Vegetation shall be removed only when absolutely necessary, e.g., for the construction of buildings, roads and filled areas.
5. Vegetation shall be planted in all disturbed areas within three (3) weeks of the completion of off-site improvements or as directed by the City Engineer. Such vegetation shall be of a perennial and low combustibility nature and which, when established, shall be sufficient to stabilize the soil.

C. Spark arresters shall be installed in every fireplace constructed indoors or outdoors. Screen openings in such arresters shall not be in excess of one-quarter (1/4) inch in diameter.

D. Grading, Cuts and Fills

1. Exposed unstable surfaces of an excavation or fill shall not be steeper than one (1) vertical to two (2) horizontal.
2. Permanent fill shall be located so that settlement, sliding, or erosion shall not damage or cover any street, curb, gutter, sidewalk, or building.
3. All fill and degrees of compaction shall comply with the standards established by the Bountiful City Engineer in accordance with applicable codes and standards adopted by the City.
4. The top or bottom edges of slopes caused by an excavation or fill up to ten (10) vertical feet shall be at least three (3) horizontal feet from the property line and/or street right-of-way lines. Cut and/or fills greater than ten (10) feet shall be setback an appropriate distance as determined by the City Engineer.
5. The maximum vertical height of any cut or fill shall be ten (10) feet, except for existing, naturally occurring, and/or man-made site anomalies. An anomaly shall mean any abnormal deviation from the natural contours of a property encompassing less than ten (10) percent of the entire parcel area or one thousand (1,000) square feet, whichever is less.
6. Any structure except a retaining wall or soil stabilization improvement shall have a setback from the crest of the cut or base of the fill of a minimum distance equal to the depth of the fill or the height of the cut, unless a structurally sound retaining wall is built for the cut or fill slope. Retaining walls may be a part of a dwelling unit.
7. The distance from any structure to the toe of a slope shall be at least the height of the slope divided by two ( $H/2$ ), up to fifteen (15) feet.
8. No cut, fill, or other area of disturbance may have a finished grade exceeding two (2) horizontal feet for every one (1) vertical (a 2:1 slope). Retaining walls shall be required in any area of disturbance where the grade exceeds a 2:1 slope. Any retaining wall that is (4) feet in height or taller shall be designed by a licensed engineer and approved by the Bountiful City Engineer in accordance with applicable codes adopted by the City.
9. No retaining wall shall exceed ten (10) feet in height.

E. Streets, roadways, and private access ways shall follow as nearly as possible the natural terrain. The following additional standards shall apply:

1. At least two (2) ingress and egress routes shall be provided for each subdivision.



2. Points of access shall be provided to all developed and undeveloped areas for emergency and firefighting equipment. Any driveway located upon a lot extending from a public street shall have at any point a maximum grade of fifteen (15) percent as measured along the centerline of the driveway, and a minimum width of twenty feet, and shall be of a sufficient width and design to admit and accommodate firefighting equipment. Any driveway to an accessory building or secondary garage may be reduced to a minimum width of ten (10) feet if the Planning Director or Building Official determines that it is not necessary for providing emergency access.
3. No cul-de-sac shall exceed six hundred (600) feet in length, and each cul-de-sac shall have a turnaround with a radius of fifty-four (54) feet. A stub street that is longer than the width or length of any adjacent single lot or that is longer than two hundred (200) feet, whichever is less, shall have a temporary turnaround at the end thereof.
4. Centerline curvatures shall not be less than one hundred (100) feet radius on any curved street pattern. Depending on the slope of the street and other site specific conditions, the City Engineer may require a larger curvature in accordance with AASHTO and other applicable standards adopted by the City.
5. Variations of street design standards developed to solve special hillside visual and functional problems may be presented to the Planning Commission for consideration. Examples of such variations may be the use of split roadways to avoid deep cuts, modifications of surface drainage treatments, or sidewalk design.
6. Any road or right-of-way for vehicular access dedicated for public use shall be subject to the following limitations:
  - a. The maximum grade of such road or right-of-ways shall be twelve (12) percent except as hereafter provided.
  - b. The City Council, after receiving a recommendation from the Planning Commission, may grant approval for the construction of a straight section of road or right-of-way having a grade exceeding twelve (12) percent, but the grade of such streets shall not, in any event, exceed fifteen (15) percent.

F. Architectural Design and Site Orientation

1. Any building proposed for construction in the Residential Foothill subzone shall use building materials and colors that blend harmoniously with the natural settings of the site. Materials such as natural woods, brick (earth colors), and stone are considered to be most appropriate.
2. The Planning Commission shall review the design and specified exterior materials and colors for all structures other than single-family dwellings. Building

permits for such structures shall not be granted until building materials and colors have been approved by the Planning Commission.

3. Landscaping shall be designed and installed to maintain the natural character of foliage in the area consistent with the proposed development.
  4. Any primary structure and its accompanying site improvements and accessory structures shall be located on the building pad defined and approved for the lot, but may be located outside of the minimum building pad area only if the ground is considered usable as set forth in this Title.
- G. In addition to the provisions requiring posting of an acceptable bond as set forth in the Ordinances of Bountiful, Utah, as amended, a corporate surety bond or cash bond or a letter of credit supported by a guarantee of a state or federally chartered bank or other financial institution shall be required by the City Council to guarantee the completion of public improvements such as streets, sidewalks, curb, gutter, utilities, re-vegetation projects, the stabilization of gradings, cuts, and fills and constructions of storm water runoff facilities as required in this Title. The bond shall be in an amount equal to the cost of construction of such projects and shall continue in effect for one (1) year after the completion date of such projects, improvements, or facilities.
- H. Exceptions to the requirements and provisions set forth in this Title may be approved by the City Council, provided that the developer or owner of such development can demonstrate that the requested exception:
1. Is not detrimental or injurious to the property or improvements adjacent thereto,
  2. Is not detrimental to the general well being of the neighborhood,
  3. Is minor in its overall scope and not a major departure from the purposes and objectives of this Chapter,
  4. Does not require undue public expense for maintenance, and
  5. Does not impose an undue burden upon the public or the City.

I. Lot Access and Site Layout

Each proposal to construct a primary structure more than one hundred fifty (150) feet from a public street shall be reviewed and approved by the Administrative Committee and Fire Marshall prior to receiving a building permit. Furthermore, any proposal to construct a primary structure more than one hundred fifty (150) feet from a public street shall also include a residential fire suppression system (sprinklers), and all other criteria as set forth below. No primary residential structure may be located more than five hundred (500) feet from a public street, without exception. All measurements shall be taken from the edge of the public R.O.W. along the centerline of the driveway or private access road to the nearest point of the primary structure. All of the following must be met before the Administrative Committee may grant approval:

- 1A. An access road or driveway shall be provided which meets the standards

outlined in Section 14-4-115. In addition all dwelling structures shall have installed at the time of construction, and keep continuously maintained, a pressurized interior fire protection sprinkling system that complies with the minimum standards of the IRC and/or IBC, and meeting the Fire Marshall's approval.

**14-4-118 SUBDIVISION AND PLANNED DEVELOPMENT REVIEW AND APPROVAL PROCEDURE FOR THE R-F SUBZONE**

- A. Any proposed subdivision, except for a development within an approved Planned Development Overlay (PDO) zone shall require conditional use approval from the Planning Commission.
- B. Any subdivision application, including planned developments, shall include plats and/or site plans drawn to a scale of not less than one inch equals one hundred feet (1" = 100') with topographical contours drawn at two (2) foot intervals. Furthermore, all subdivision plats and site plans shall be drawn to scale by a registered land surveyor licensed to practice in the State of Utah. Said plans and plats shall provide the following information:
  - 1a. Location of the proposed subdivision, with identification of abutting streets.
  - 2b. Topographic contours.
  - 3e. An estimate of the average slope of the proposed subdivision and of each individual lot within the subdivision.
  - 4d. The number of lots.
  - 5e. The location and size of proposed lots.
  - 6.f Location, width, and grade of all proposed streets, and radii of any cul-de-sacs.
  - 7g. Location of existing or proposed schools, churches, or parks.
- C. The following information, in addition to any other information required by City Ordinance, shall be provided. For a project of less than five (5) total acres, the City Council may accept reports conducted on adjacent properties, if the City Engineer determines that they are applicable to the subject area.
  - 1. Report of Soil Characteristics. The term "soil characteristics" refers to data regarding the nature, distribution, and strength of soils within the project area. A Soils Report shall include:
    - a. Unified classification of all soils with an estimate of susceptibility to erosion, plasticity index, liquid limit, shrink-swell potential, and general suitability for development.
    - b. Estimate of the normal highest elevation of the seasonal high water table.

- c. Flood history and potential including proximity to known floor plain areas and drainage channels.
  - d. Topographic contours.
2. Report of Geologic Conditions. A Geologic Conditions Report shall include the following information:
- a. Definition of any zones of deformation with respect to active faults and other mass movements of soil and rock.
  - b. Identification of anomalies of the terrain or characteristics of the geological materials which would have any potential impact upon the use of the site.
  - c. Determination of ground water characteristics.
  - d. Written recommendation for construction of proposed improvements to avoid impact of any potential geologic hazard.

3. Grading and Drainage Report.

- a. The application for preliminary approval shall include a plan for grading and a report on the method by which surface water and natural drainage will be accompanied. The plan shall be prepared by a professional engineer licensed to practice in the State of Utah, and shall include the following information:

i.(1) Indication of existing and proposed contours.

(2)ii. Indication of the present and proposed slope of each graded area.

(3)iii. Location and identification (by species) of existing vegetation, and an indication of vegetation proposed for removal and re-vegetation proposal.

(4)iv. Existing and proposed drainage patterns. Location of any drainage channels on the proposed site that have been identified by the State Geologist.

(5)v. Location and depth of all proposed fills and cuts.

(6)vi. Description of the methods to be employed to achieve stabilization and compaction.

(7)vii. Location and capacities of proposed drainage, structures, and erosion control measures.

~~(8)~~viii. Computation of maximum runoff for a twenty-five year storm before and after development.

~~(9)~~ix. Location of existing buildings or structures on the site and location of existing buildings and structures on adjacent properties within one hundred (100) feet of the site, or which may be affected by any proposed grading or construction operations.

~~(10)~~x. Verification of the existence and location of a six thousand (6,000) square foot building pad with required access to it.

4. The City Council and Planning Commission may attach such conditions as deemed necessary to secure the purposes as set forth in this Chapter.
- D. No construction, excavation, grading, or removal of vegetation may occur until final subdivision approval has been granted by the City Council and specific site developments have been approved by the City Engineer. Furthermore, individual lots or parcels may not be disturbed until a building permit has been issued for that lot or parcel.

#### **14-4-119 DOMESTIC FARM ANIMALS**

- A. The City recognizes that farm animals are inextricably associated with certain noise, sight, and smell nuisances that are generally unacceptable in urban areas. However, the City also recognizes the importance of maintaining its agricultural heritage and the traditional values associated with that heritage. It is with this purpose, to preserve the agricultural heritage of the community, that this section is enacted.
- B. Where permitted, the quantity of animals permitted on a property shall be determined on the basis of one hundred (100) animal points per vacant acre, (e.g., 0.50 acres x 100 = 50 animal points, 1.45 acres x 100 = 145 animal points).
- C. Vacant acreage is determined by the following. At a minimum, a residential property shall deduct 0.20 acres (approx. 8700 sq ft) per unit from the total acreage before calculating the animal allowance; (e.g., (0.50 acres – 0.20 acres) x 100 = 30 animal points; (1.45 acres – 0.20 acres) x 100 = 125 points). For a residential property where more than .20 acres is occupied by driveway, residential building footprint, garage, and areas of human occupancy and use, the actual vacant acreage available for animals shall be calculated by survey. A front yard and any minimum required yard setbacks shall not be considered vacant acreage or for animal habitat.
- D. The animals allowed in Table 14-4-119 below, and no other animals except household pets, are allowed in a permitted residential zone.

**Table 14-4-119**

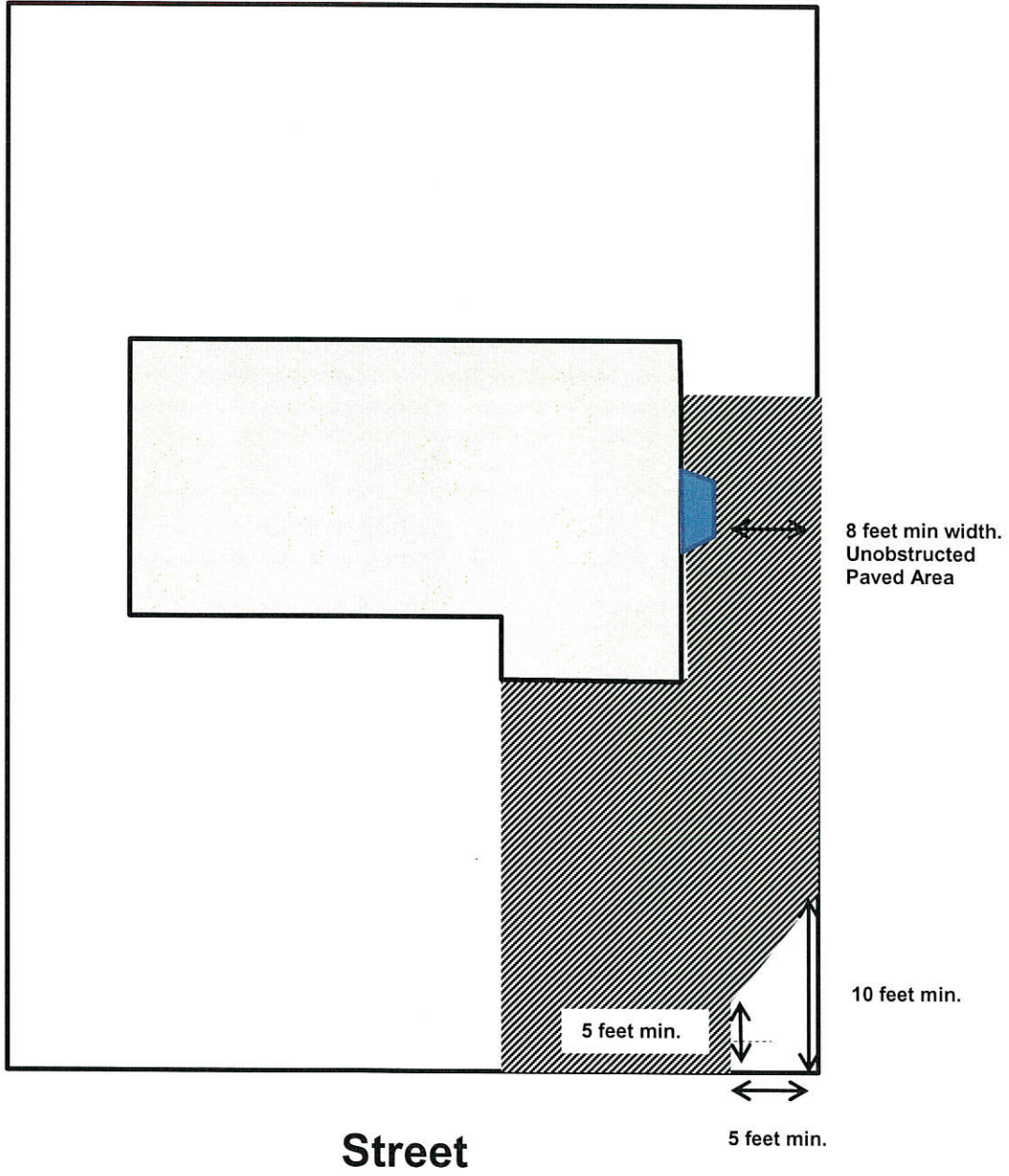
<b>Type of Animal</b>	<b># of Points per Animal</b>
Pigs, Cattle	Not allowed
Horses	40
Sheep, goats, llamas	25
Fowl, pigeons, rabbits	5
Raccoons, skunks, roosters, and any other nuisance animal	Not allowed
Any non-domestic animal, and any animal regulated by the State of Utah, the United States, or any of their agents	Not allowed

- E. A commercial agricultural operation is not permitted anywhere within the City of Bountiful.
- F. Coops, barns, stalls, pens, and any other animal housing structure, shall be located in conformance with the provisions of *Title 8 - Public Health* of the Bountiful City Code.

**14-4-120 DWELLING UNITS CONTAINING SECOND KITCHENS**

- A. Except as provided below, or in conjunction with an approved accessory dwelling unit, any dwelling in a Residential Zone shall contain only one (1) kitchen.
- B. A dwelling unit in a Residential Zone may have a second kitchen if the owners of the property have signed a Deed Restriction on the property prepared and signed by the Bountiful City Planning Director, explicitly stating that the dwelling unit shall be used only as a single family residence. A permit shall not be granted allowing a second kitchen or an existing second kitchen shall not be deemed to be authorized until the Deed Restriction has been recorded at the Davis County Recorder's office and a copy showing recording information has been filed with the Bountiful City Planning Director.
- C. A dwelling unit shall have no more than two (2) kitchens. This shall be specified in the Deed Restriction.
- D. Second kitchens shall not be allowed in dwelling units that are part of a multi-family dwelling.

Figure 14-4-1



## CHAPTER 18

### MOTOR VEHICLE PARKING AND ACCESS STANDARDS

14-18-101	PURPOSE
14-18-102	OFF-STREET PARKING REQUIRED
14-18-103	CONTINUING OBLIGATION
14-18-104	CALCULATING PARKING REQUIREMENTS
14-18-105	GENERAL REQUIREMENTS FOR PARKING AREAS
14-18-106	TRANSITIONAL AREAS
14-18-107	PARKING SPACES REQUIRED
14-18-108	SIZE OF PARKING STALLS
14-18-109	ACCESS REQUIREMENTS
14-18-110	OFF-STREET LOADING AREAS
14-18-111	DISPLAY OF VEHICLES OR OTHER MERCHANDISE FOR SALE OR RENT

#### 14-18-101 PURPOSE

The purpose of this chapter is to protect the public health, safety, and welfare by establishing motor vehicle parking and access standards.

#### 14-18-102 OFF-STREET PARKING REQUIRED

An off-street parking area and access plan meeting the minimum requirements of this Title shall be provided with any proposal to erect, enlarge, or increase the capacity of any building, any time a change in use occurs, or any time that site plan review is required by this Title.

Any application for a building permit shall be accompanied by a plot plan showing required parking spaces with ingress and egress. Said plan shall be reviewed and approved by the Planning and Engineering Departments.

#### 14-18-103 CONTINUING OBLIGATION

Required off-street parking facilities shall be a continuing obligation of the property owner so long as the use requiring vehicle parking or vehicle loading facilities continues. It shall be unlawful for any owner or tenant of any building or use to discontinue or dispense with the required vehicle parking facilities without providing some other vehicle parking area which meets the requirements of this Chapter and is approved by the appropriate land-use authority.

#### 14-18-104 CALCULATING PARKING REQUIREMENTS

- A. Whenever parking requirements are based on square footages, calculations shall be based on the gross square footage of the structure.
- B. When a structure or parcel contains multiple uses, more than one (1) parking standard may apply.



- C. Available on-street parking spaces shall not be used to meet the requirements of this Title, unless specifically permitted and regulated by the zone in which the property is located. And no development plan shall be based on the assumption that excess vehicles can be parked on a public street, unless specifically permitted and regulated by the zone in which the property is located.
- D. When parking regulations are based on the number of employees, parking calculations shall use the largest number of employees who work on any one (1) shift. Where shift changes may cause substantial overcrowding of parking facilities, the approving authority may require additional spaces as needed in order to accommodate the overlap period or peak parking period.
- E. When parking use intensities vary during the course of a day because of mixed uses or staggered operational shifts, the approving authority may permit reduced parking standards based upon accepted professional standards. The approving authority may also require a shared parking analysis performed by a traffic engineer.

**14-18-105 GENERAL REQUIREMENTS FOR PARKING AREAS**

- A. Each off-street parking area shall be surfaced with asphalt, concrete pavement, or comparable material, and shall be graded to dispose of all surface water. The perimeter of the paved surface shall be finished with concrete curb and gutter. Surfacing may be installed in stages as approved by the approving authority. All parking and grading plans shall be reviewed and approved by the City Engineer.
- B. Parking areas shall be designed to provide orderly and safe circulation, loading, unloading, parking, and storage of vehicles. All parking areas shall be landscaped, striped, marked, and maintained according to approved plans.
- C. Lighting provided in off-street parking areas shall be directed away from adjoining premises and streets in accordance with the design standards of this Title. The type and location of luminaries shall be approved by the approving authority.
- D. Off-street parking areas shall allow vehicles to enter and exit from a public street by forward motion only. This regulation shall not apply to single-family and two-family residential units, or to 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.
- E. Pavement, striping, landscaping, paintings, lighting, and all other parking area components shall be maintained to prevent deterioration and safety hazards.
- F. No off-street parking shall be permitted in any required residential front yard or street side yard ~~other than in approved, paved driveway~~ except as allowed in Section 14-4-110 of this Title. And no vehicle, trailer, or similar device may be parked on a lawn, park strip, or any other non-paved surface.

- G. No tandem parking (one space behind another) shall be allowed, except for conventional single-family dwellings. Duplexes, apartments, townhouses and condominiums may have tandem parking providing that both spaces are assigned to the same dwelling unit and the plan is approved by the approving authority.
- H. Off-street parking spaces shall be located at least ten (10) feet from any street property line except for driveways serving one and two-family dwellings. For single family and two-family residential uses, at least two (2) of the required on-site parking spaces per unit shall be provided behind the minimum front yard setback. No driveways or paved vehicle areas of any kind are allowed in a street side yard (corner lot) setback unless they provide access to a garage, carport, or other an approved parking area located within an approved garage or carport -or located at least 10 feet from the street side property line and behind a six foot screening fence. beyond the minimum setback area and six foot as required in Section 14-4-110.
- I. Landscaping of all commercial and industrial parking areas is required and shall meet the requirements and standards of this Title.

**14-18-106 TRANSITIONAL AREAS**

Multi-family, commercial, institutional, or industrial off-street parking areas which are adjacent to residential uses or residential zoning districts shall be effectively screened on the abutting sides by a solid barrier fence which is in compliance with the provisions of this Title and which has been approved by the approving authority. Such wall or fence shall be six (6) feet in height and shall be permanently maintained with no advertising thereon.

**14-18-107 PARKING SPACES REQUIRED**

- A. Except as otherwise provided in this Chapter, the number of off-street parking spaces for various uses will be as follows:
  1. Automobile Service and Repair Center. Three (3) exterior parking spaces for each stall, service bay or work station. Such spaces shall be for customer parking only and are not intended for storage or parking of vehicles under repair. Adequate parking for vehicles under repair or impound must be provided in addition to the required customer parking spaces.
  2. Banks, Business Offices or Professional Offices Providing Customer Services or Sales (Excluding Medical and Dental Offices). One (1) space for each two hundred (200) square of floor area.
  3. Bowling Alleys. Four (4) spaces for each alley plus parking space for all accessory uses (i.e., coffee shop, restaurant, bar) as herein defined.
  4. Car Wash. Three (3) spaces in approach lane to each hand wash bay, or 6 stacking spaces for each automated wash facility.
  5. Churches. One (1) parking space for every four (4) seats for fixed, individual seating; one parking space for each six (6) feet of linear pew; or one (1) parking

space for every twenty (20) square feet of floor area where temporary seating can be located.

6. Dwellings, Multiple Family. Parking for multiple family developments shall be based on the following guidelines and an approved parking plan as specified in Subsection B of this Section:

Bedrooms	Required Spaces	Visitor Spaces
1	1.5/Unit	.25/unit
2	2.0/Unit	.25/unit
3 or more	2.5/ Unit	.25/unit

At least one (1) of the required parking spaces above shall be a designated, covered parking stall for each dwelling unit. Visitor parking spaces shall be distributed throughout the project for convenient access from all units.

7. Dwellings, Single Family. Four (4) parking spaces for each single family dwelling unit. At least two (2) spaces shall be in a garage
8. Funeral Homes, Mortuaries. One (1) parking space for each forty (40) square feet of floor area located in the assembly chapel and viewing room(s).
9. Furniture and Appliance Store, Hardware Stores or Other Similar Uses Which Require Large Display Areas But Generate Light Traffic Demands. One (1) parking space for each five hundred (500) square feet of floor area.
10. General Business/Retail Not Specifically Described. One (1) parking space for each two hundred (200) square feet of floor area.
11. Handicapped/Disabled Persons Parking. Parking spaces shall be provided in conformance with the following:

### Handicap Stall Calculation Table

Number of Spaces in Lot	Minimum # of Spaces for Disabled
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	Two percent (2%) of total plus 1 for each 100 over 1,000 spaces

In addition, one (1) in every eight (8) spaces for the disabled, but not less than one (1) shall be made accessible for vans. (See Section 14-18-108 for special space requirements.)

All parking spaces for the disabled shall be designated as reserved by a sign showing the symbol of accessibility for the disabled. Spaces designated for accessibility for vans shall have an additional sign reading "Van Accessible" mounted below the symbol sign.

12. Hospitals. One (1) parking space for each four hundred (400) square feet of floor area.
13. Hotels, Motels and Motor Hotels. One (1) parking space for each living or sleeping unit, plus one (1) parking space for every two hundred (200) square feet of assembly, banquet, or restaurant area, and one (1) space for each employee on the highest employment shift.
14. Libraries. One (1) parking space for each three hundred (300) square feet of floor area.
15. Manufacturing/Industrial Uses, Research and Testing Laboratories, Bottling Plants. One (1) parking space for every one thousand (1,000) square feet of floor area, or one (1) space for each person employed on the highest employment shift, whichever is greater.
16. Medical/Dental Clinics. One (1) parking space for each two hundred fifty (250) square feet of floor area or five (5) spaces for each practitioner, whichever is greater.

17. Nursing, Convalescent and Other Similar Type Facilities. One (1) parking space for every three (3) persons the home is licensed or designed to care for, plus .25 stalls guest parking per bed or unit.
18. Offices not Providing Customer Services or Sales on the Premises. One (1) parking space for every three hundred (300) square feet of floor area.
19. Professional Offices for Attorneys, C.P.A.s, Architects, Engineers, etc. One (1) parking space for every three hundred (300) square feet of floor area.
20. Retirement Facility/Assisted Living Center (where occupants do not drive). Off-street parking shall be provided at the rate of .50 parking stalls per living unit or per occupant at maximum occupancy, whichever is greater.
21. Retirement Facility/Independent Living Center (where some occupants may still drive). Off-street parking shall be provided at the rate of one (1) parking stall per living unit, plus .25 stalls guest parking per unit. Common use facility areas will not be used in calculating parking requirements. At least half of the off-street parking stalls must be covered.
22. Restaurants. One (1) parking space for each two and one half (2.5) seats.
23. Restaurants, Fast Food. One (1) parking space for each two (2) seats or one (1) parking space for each one hundred (100) square feet of floor area when the number of seats is unknown.
24. Schools. One (1) parking space for each administrator and faculty member, plus one (1) space for each four (4) seats in an auditorium or assembly area.
25. Shopping Centers. One (1) parking space for every two hundred (200) square feet of net floor area or as determined by the approving authority.
26. Sports Arenas, Auditoriums, Theaters or Other Similar Places of Public Assembly. One (1) parking space for each four (4) seats of maximum of seating capacity.
27. Taverns, Private Clubs, Lodges, Fraternal Organizations and All Other Similar Dining and/or Drinking Establishments. As determined by Conditional Use Permit procedure by the Planning Commission, but not less than one (1) parking space for each two (2) seats or one (1) parking space for each one hundred (100) square feet of floor area when the number of seats is unknown.
28. Wholesale Establishments and Warehouses. One (1) parking space for every one thousand (1,000) square feet of gross floor area or one (1) space for each person employed on the highest employment shift, whichever is greater.
29. All Other Uses Not Listed Above. As determined by the approving authority based on the recommendation of the City Planner, City Engineer, and/or nearest comparable use standards.

- B. In calculating the requirements of this Section, any fractional parking spaces shall be rounded up to the next whole number.
- C. **Parking Spaces for the Disabled.** All spaces for the disabled shall be located as near as possible to the main public or primary entrance of a single building. In parking lots that do not serve a single building, parking for the disabled shall be located on the shortest accessible route of travel to an entrance designed for the disabled. In building with multiple entrances for the disabled, such parking spaces shall be dispersed and located closest to those entrances. Said parking stalls shall be designated as reserved by a sign showing the symbol designating them for disabled persons. Such signs shall be located so they cannot be obscured by a vehicle parking in the space.

**14-18-108 SIZE OF PARKING STALLS**

- A. The dimensions of each off-street parking space for passenger vehicles shall be at least nine (9) feet by twenty (20) feet for diagonal or ninety degree spaces; or nine (9) by twenty-four (24) feet for parallel spaces, exclusive of access drives or aisles. Parking stalls that front onto a dedicated, improved landscape area or onto a sidewalk of minimum six (6) foot width may be reduced in depth by a maximum of two (2) feet if the City Engineer determines that a vehicle of standard clearance could protrude into the area, as shown in Figure 18-1. In limited circumstances the approving authority may reduce the parking depth of interior lot spaces to nineteen (19) feet if recommended by the City Engineer.
- B. The dimension of parking spaces for commercial vehicles shall be determined by the approving authority.
- C. Twenty-four (24) feet of on-site aisle space shall be located behind every parking space which is accessed by a two-way aisle.
- D. The following aisle widths shall be required where the parking spaces are accessed from a one-way aisle:
  - 1. Twenty-four (24) feet behind every ninety degree (90°) parking space.
  - 2. Sixteen (16) feet behind every sixty degree (60°) parking space.
  - 3. Fifteen (15) feet behind every forty-five degree (45°) parking space.
  - 4. Fifteen (15) feet behind every thirty degree (30°) parking space.
- E. Parking spaces for the disabled shall be at least nine (9) feet wide with a sixty (60) inch aisle space adjacent to them. Spaces accessible to vans must have a ninety-six (96) inch minimum aisle space.

**14-18-109 ACCESS REQUIREMENTS**

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

1. Any off-street parking area shall be accessed through an approved drive-approach, also referred to as a “drive-access“ or “curb-cut“, meeting city construction standards. It is unlawful to drive a motor vehicle on any sidewalk, park strip, or any other area behind the curb within a public right-of-way, with the exception of an approved drive-approach.
2. The combined area of drive-approaches along any public street frontage shall not exceed fifty-percent (50%) of the linear length of the street curb immediately adjacent to a property, including required curb returns. A legal, non-conforming flag lot shall be limited to one drive-approach which shall be the narrowest width possible to comply with the minimum access requirements of this Title and the Fire Code.
3. No off-street parking area shall be approved or constructed without a drive-approach meeting city standards. Any drive-approach shall be located at least five (5) feet from a side or rear property line, with the exception of approved, shared drive-approaches.

B. Single Family and Two Family Residential Lots

1. Each residential lot shall be allowed not more than two drive accesses (curb cuts), each of which shall have a minimum width of twelve (12) feet and a maximum width of thirty (30) feet, as measured at the street property line. -There shall also be a minimum of thirty-five (35) feet between any drive access located on the same property, as measured at the property line. Lots exceeding one (1) acre in size with more than 150 feet of frontage on a public street may be allowed one (1) additional curb cut provided the curb cut meets all other standards related to size, maximum lot coverage and open space standards, minimum separation from other lots, driveways and intersections.
2. Circular drives shall meet all of the minimum width and separation standards that apply to drive accesses, and shall be constructed in conformance with the requirements set forth in *Figure 18-5 Minimum Circular Drive Design Standards for All Single and Two Family Residential*. Areas between the minimum interior arc and the front property line shall be landscaped at all times, and shall not be filled with cement, asphalt or any other paving material. In limited circumstances, the City Engineer may allow a reduced circular driveway, as shown in *Figure 18-6 Minimum Circular Drive Design Standards for Limited Situations*. Before approving the construction of a reduced circular driveway, the City Engineer shall determine that all of the following criteria are met:
  - a. It is not physically possible to construct a standard size circular driveway.
  - b. There is a clear safety hazard created by the configuration of the road, sidewalk, or other element that is beyond the control of the property owner.

- c. The property owner has not created the safety hazard or need for the reduced circular driveway by his action or the action of previous property owners.
    - d. There is no other reasonable solution to the safety hazard.
  3. No drive access shall be closer than thirty (30) feet to any street intersection as measured at the property line. In any instance where a dwelling has a drive access on to a collector or arterial street, or in any instance where existing conditions restrict visibility, the City Engineer may require that the drive access be located further from the intersection, however, the location shall be the minimum necessary to mitigate the hazard.
  4. In any instance where a dwelling has a drive access on to a collector or arterial street, or in any instance where existing conditions restrict visibility, the City Engineer may prohibit vehicles from backing onto a public street. In addition, the City Engineer may require that onsite improvements be made to allow a vehicle to turn around and drive forward out on to a public street.
- C. Multiple-Family Residential Developments
  1. Length and Width of Driveways.
    - a. No driveway shall exceed six hundred (600) feet without providing a second access.
    - b. 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.
    - c. 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.
    - d. No more than twenty (20) units shall be allowed on any dead-end driveway regardless of length.
    - e. 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.
  2. 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.



3. 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.
- D. Non-Residential and Mixed-use Developments. In non-residential and mixed-use developments, access shall be provided to meet the following requirements:
1. Width of Driveways. Each drive access shall not be less than fifteen (15) feet or more than thirty-five (35) feet in width, 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.
  2. 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.
  3. 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.
  4. 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. The landscaped area shall be surrounded by a poured concrete curb extending six (6) inches above the paved surface.
  5. 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.
- E. Curb Radius Requirements. Maximum and minimum curb return radii 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 shall be located within the portion of right-of-way immediately adjacent to the property for which it is serving, 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 shall not be located in such a way that it encroaches on an adjoining property or the portion of the right-of-way that 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 so located that all parts of a vehicle being serviced will be on the premises of the service pad. In addition, the location of dispensing devices shall be in accordance with the following:
1. 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.
  2. Dispensing devices shall be at least twenty (20) feet from all fixed sources of ignition.
  3. 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.
  4. 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.
  5. Dispensing devices shall be secured to the island in an approved manner other than piping and conduit.

**14-18-110 OFF-STREET LOADING AREAS**

- A. Space Requirement. Every building or part thereof having a gross floor area of at least five thousand (5,000) square feet and that is designed or used for a commercial or industrial use that entails the delivery of materials or merchandise by motor vehicles, shall provide and maintain on-site loading areas meeting the following minimum requirements:

<b>Gross Floor Area</b>	<b>Number of Loading Spaces Required</b>
Less than 5,000 sq. ft.	None
5,001 to 30,000 sq. ft.	1
30,001 to 70,000 sq. ft.	2
70,001 to 120,000 sq. ft.	3
Each additional 100,000 sq. ft. over 120,000 sq. ft.	+1

- B. Dimensions. Each loading space shall be not less than fourteen (14) feet in width and twenty-five (25) feet in length.

- C. Turning and Maneuvering Space. Sufficient room for turning and maneuvering of trucks and other vehicles shall be provided on the site. Loading spaces shall be arranged on the site in such a way as to allow normal movement of traffic in and around the loading area.
- D. Access and Location. Each loading space shall have unobstructed access from a street or from an aisle or drive connecting with a street. No loading space may be located within the minimum front or street yard setback, neither shall it be allowed to encroach upon any public right-of-way, pedestrian walkway, minimum required landscape area, or any required parking area.
- E. Screening. Such loading space may occupy any required side or rear yard and shall be enclosed by a masonry wall matching the architecture of the structure to which it is attached, or a solid landscaping barrier not less than six (6) feet in height, or both. If the loading area is illuminated, lighting shall be deflected away from abutting residential lots so as not to cause annoying glare.
- F. All semi-trucks, commercial trailers, and all delivery vehicles in excess of twelve thousand (12,000) pounds G.V.W, shall be parked and/or serviced only within an approved loading area. Short term deliveries such as UPS, FedEx, etc, where the vehicle is parked for less than thirty (30) minutes, may use general parking facilities.

**14-18-111 DISPLAY OF VEHICLES OR OTHER MERCHANDISE FOR SALE OR RENT**

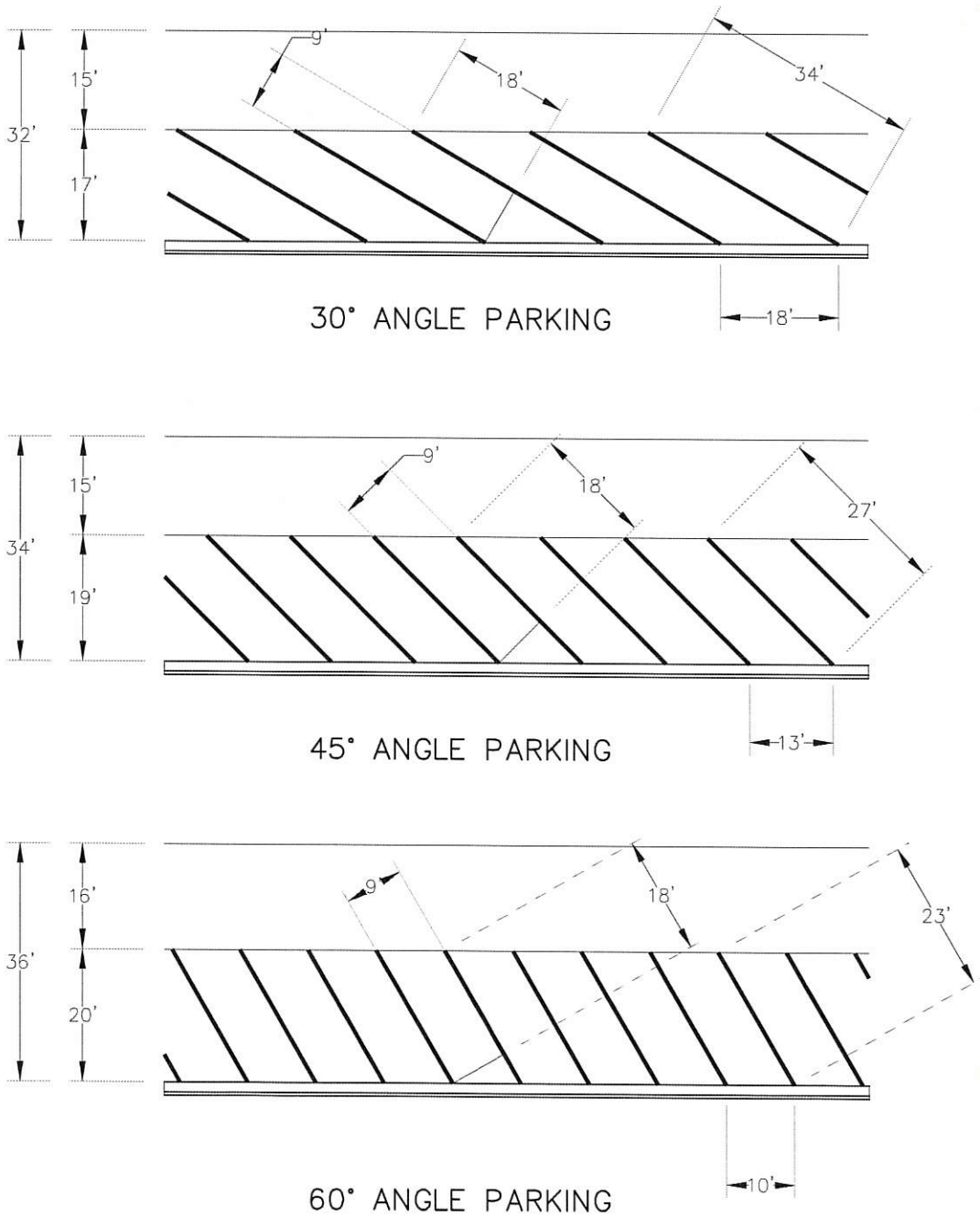
Minimum setback for display of vehicles or other merchandise for sale or rent shall be ten (10) feet. The ten (10) foot area shall be comprised of approved landscaping and shall not be used for the display of merchandise.

**14-18-112 STACKING LANES FOR DRIVE-UP WINDOWS**

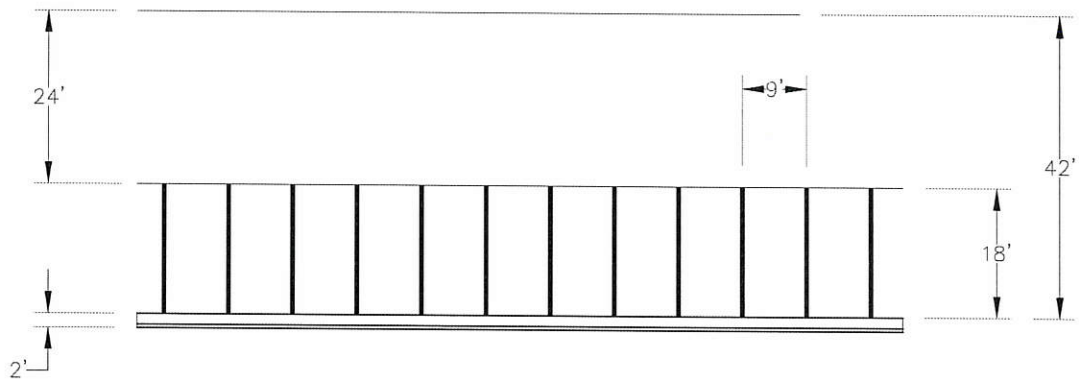
Uses which have drive-up service windows or devices shall provide on-site space for stacking of vehicles waiting to reach the drive-up window or device in accordance with the following:

- A. Restaurants and Fast Food Establishments: Six (6) stacking spaces for each service window or device.
- B. Banks: Four (4) stacking spaces for each service window or device.
- C. All Other: Three (3) stacking spaces for each service window or device.
- D. Each space shall measure nine (9) feet by twenty (20) feet and have a height clearance of fourteen (14) feet or as determined by the Fire Marshal. Such spaces shall not interfere with other required off-street parking or traffic circulation.

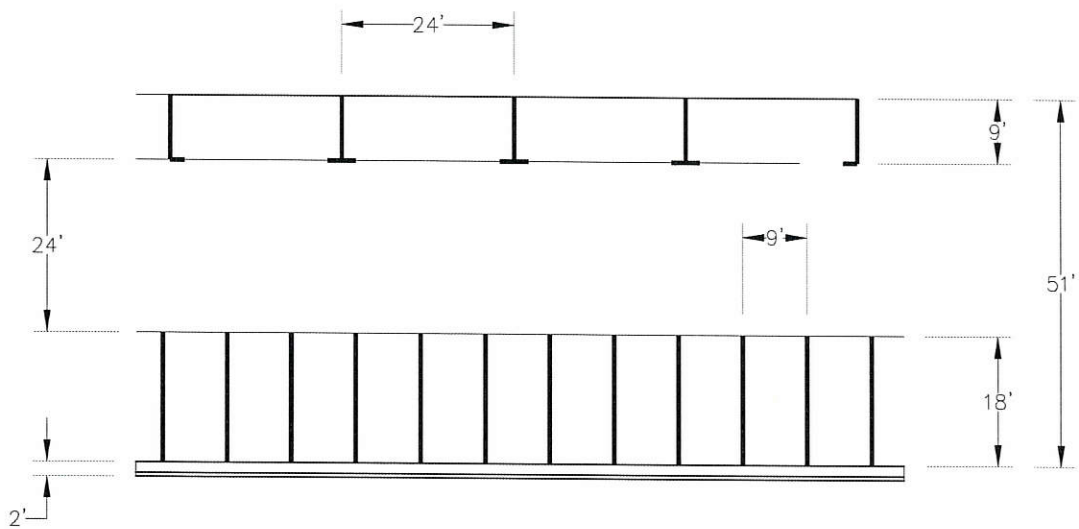
**FIGURE 18-1**  
**Parking Stalls And Drive Aisles**



**FIGURE 18-1 (Continued)**  
Parking Stalls And Drive Aisles

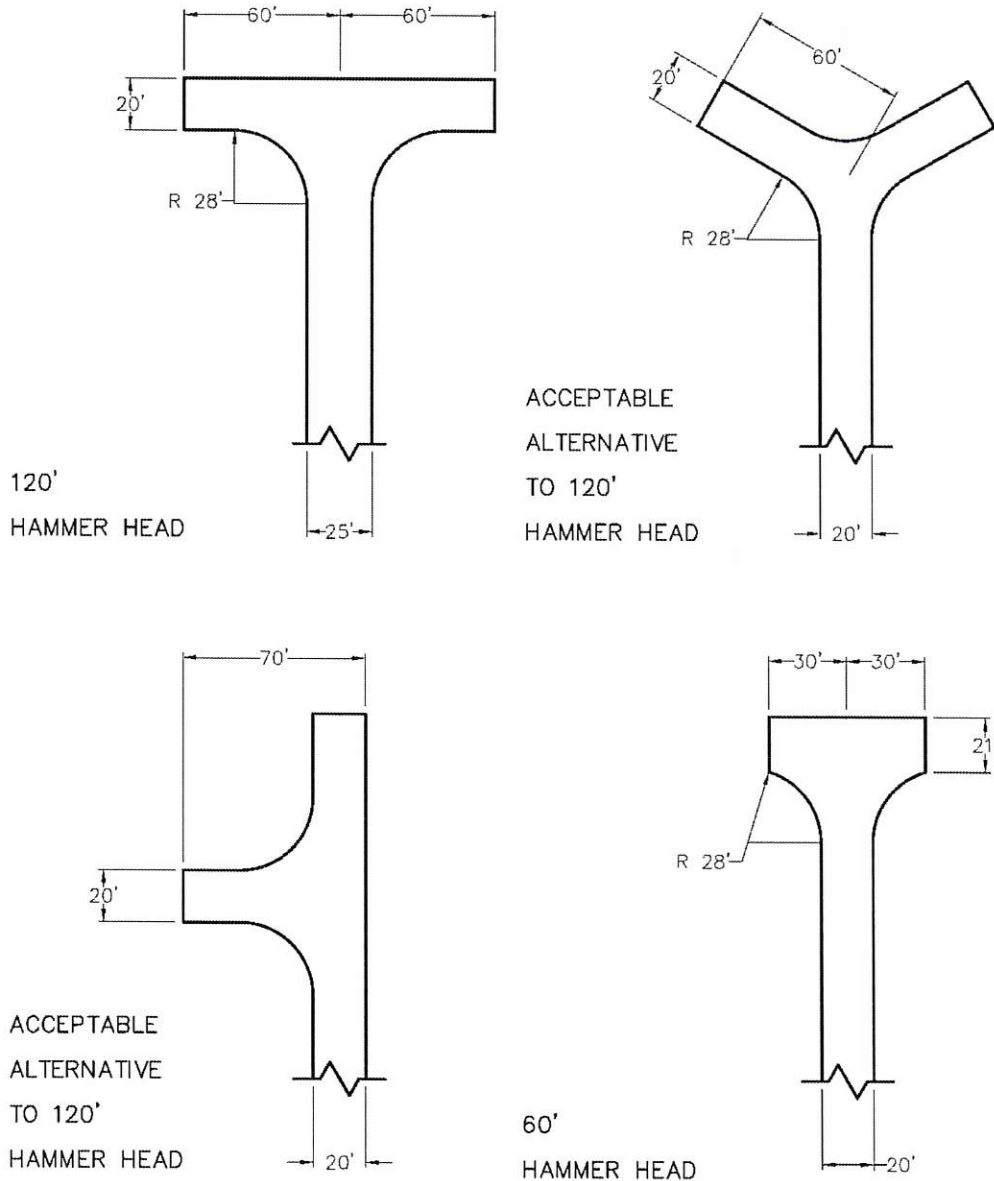


90° ANGLE PARKING



90° ANGLE AND PARALLEL PARKING

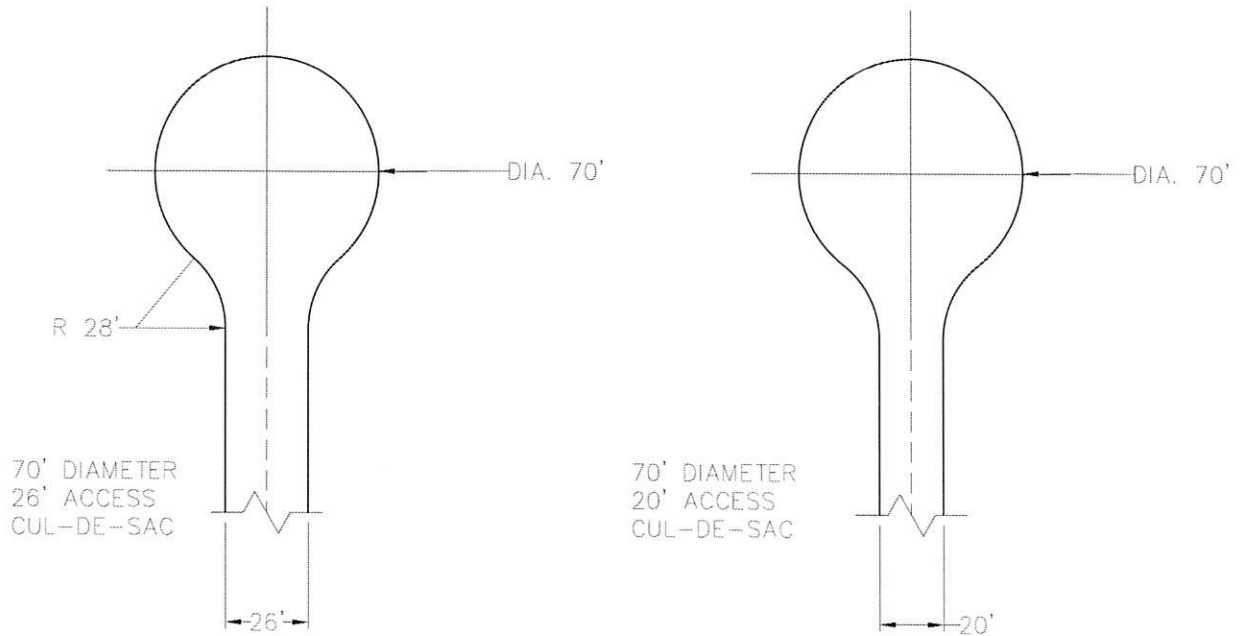
**FIGURE 18-2**  
Requirements For Dead-End Access Ways



LENGTH	WIDTH	TURNAROUNDS REQUIRED
0 TO 150 FT.	20 FT.	NONE REQUIRED
150 TO 500 FT.	20 FT.	70 FT. DIA. CUL-DE-SAC/60 FT. HAMMER HEAD
500 FT. AND UP	26 FT.	70 FT. DIA. CUL-DE-SAC/120 FT. HAMMER HEAD

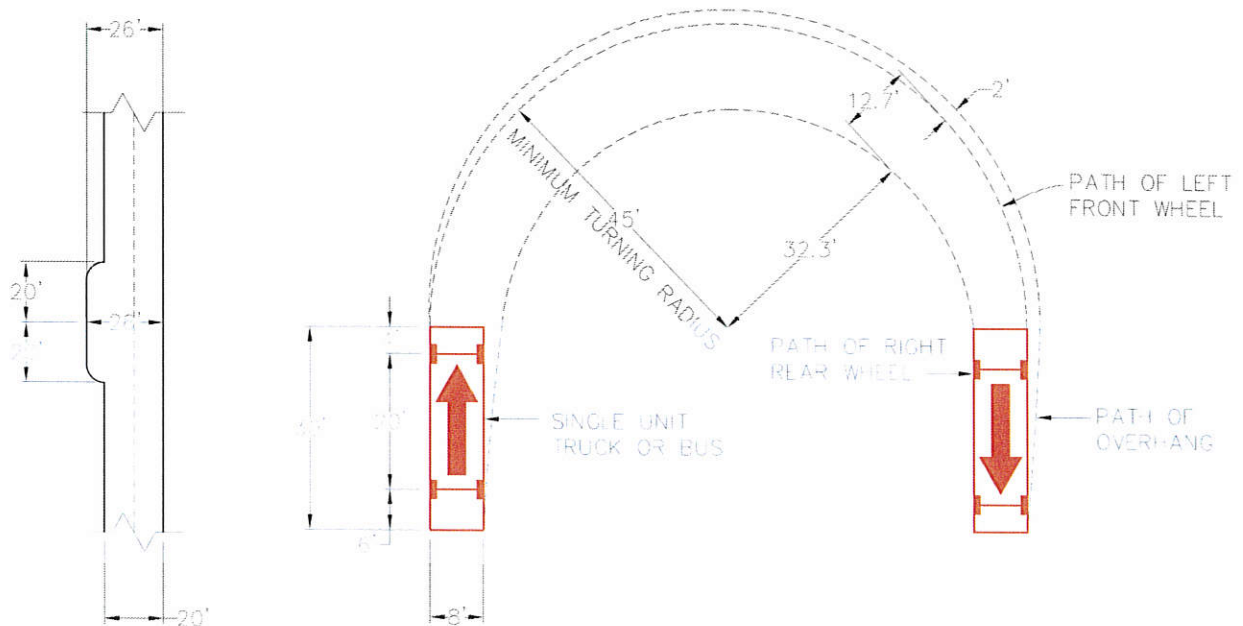
CURVES AND TOPOGRAPHICAL CONDITIONS COULD ALTER THE REQUIREMENTS FOR TURNAROUNDS AND THE WIDTH OF ACCESSWAYS.

**FIGURE 18-2 (Continued)**  
Requirements For Dead-End Access Ways

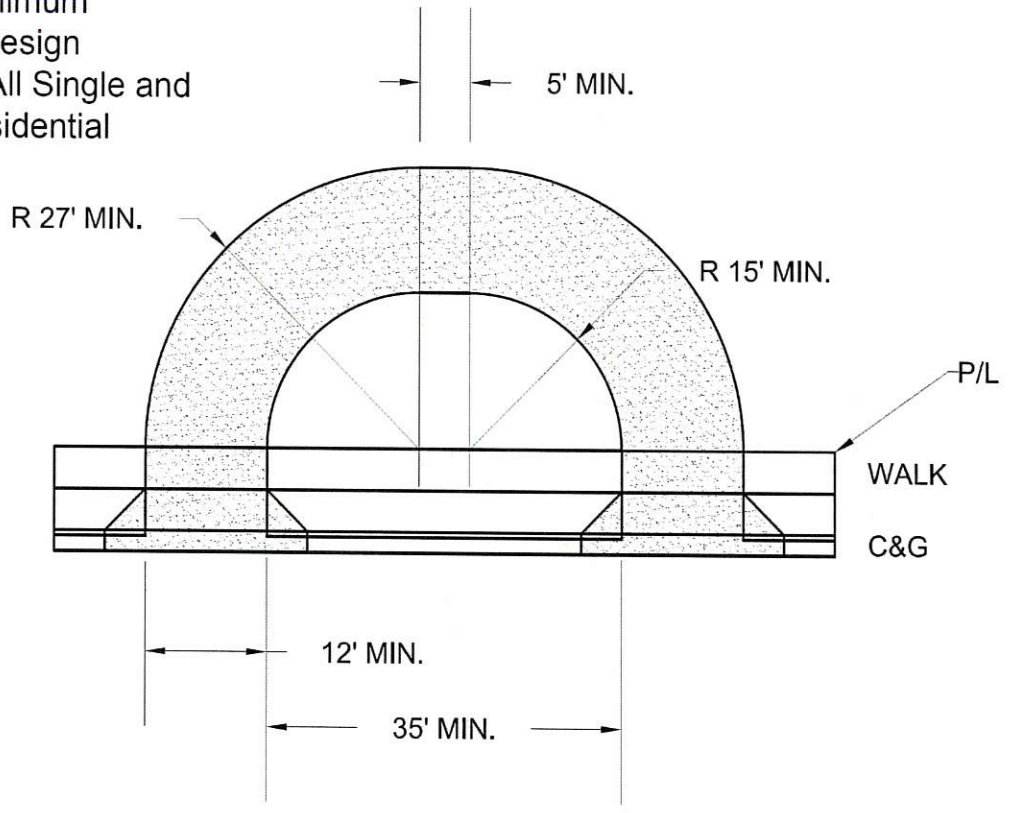


**FIGURE 18-3**  
Minimum  
Clearance Around  
A Fire Hydrant

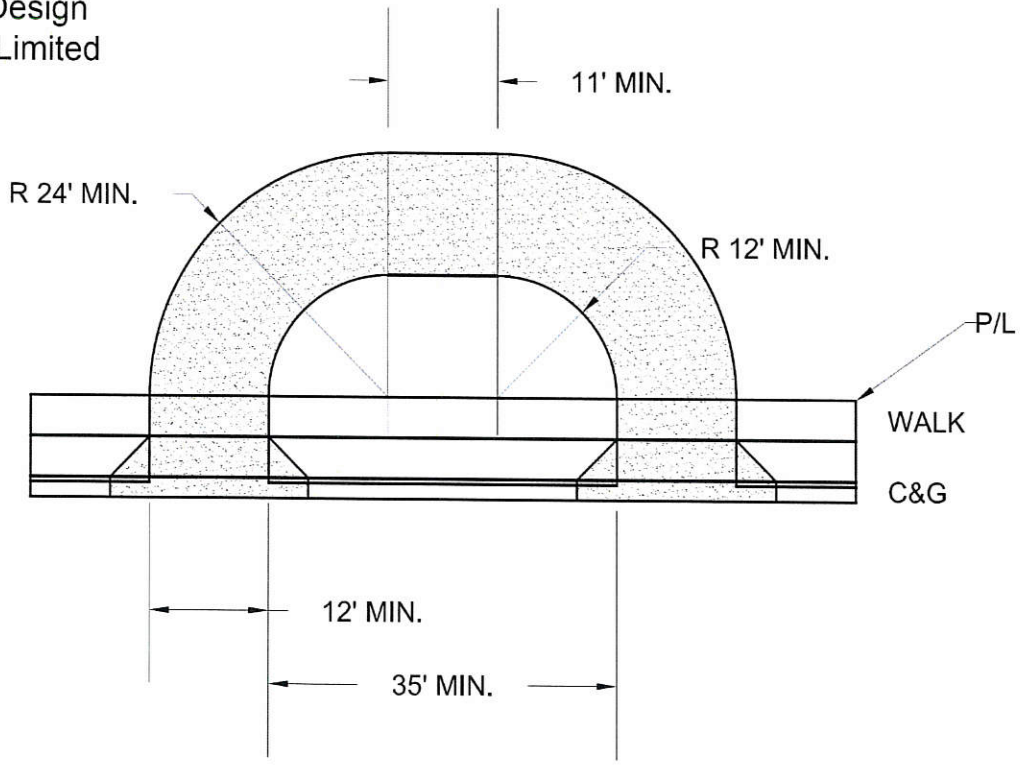
**FIGURE 18-3** Minimum Turning Paths



**Figure 18-5** Minimum Circular Drive Design Standards For All Single and Two Family Residential



**Figure 18-6** Minimum Circular Drive Design Standards For Limited Situations





When Recorded, Please Return to:  
Bountiful City Planning Department  
790 S. 100 E.  
Bountiful, UT 84010

### Conditional Use Permit

A public hearing was held on October 16, 2018, at Bountiful City Hall to consider the request for a Conditional Use Permit for a Car Wash located in the General Commercial (C-G) zone located at the following location:

#### 2566 South 500 West, Bountiful City, Davis County, Utah

*Parcel: 06-095-0040* BEG AT A PT N 0°05' W 33 FT & N 89°58'20" W 178 FT FR A MONU MARKING THE INTERSECTION OF 500 WEST & 2600 SOUTH STR, SD MONU IS S 63°57'30" W 239.87 FT & N 0°05'30" W 1989.40 FT FR THE SW COR OF SEC 31-T2N-R1E, SLM; & RUN TH N 0°05' W 120 FT; TH N 89°58'20" W 278 FT; TH S 0°05' E 120 FT TO THE N LINE OF SD 2600 SOUTH STR; TH S 89°58'20" E 278 FT TO THE POB. CONT. 0.756 ACRES

*Parcel: 06-095-0041* BEG AT SE COR LOT 25, STATE SURVEY OF THE E 1/2 OF SEC 36-T2N-R1W, SLM; TH W 145 FT ALG N LINE OF 2600 SOUTH STR; TH N 120 FT; TH E 145 FT, M/L, TO W LINE OF 500 WEST STR; TH S ALG SD STR 120 FT, M/L, TO POB. CONT. 0.40 ACRES.

The Bountiful City Planning Commission heard the matter and considered the statements of the applicant, the City staff, and the public. As a result, the Planning Commission makes the following findings:

1. This matter is properly heard before the Planning Commission.
2. Appropriate public notice has been provided and a public hearing held.

The Bountiful City Planning Commission hereby grants this Conditional Use Permit for a Car Wash located in the General Commercial (C-G) zone at 2566 South 500 West, Bountiful, Davis County, Utah, with the following conditions:

1. Complete any and all redline corrections including but not limited to the following:
  - a. Revise the width of the driveway on 500 West to the maximum 35 foot allowed width
  - b. Show how the driveway on 500 West shall be limited to right-in/right-out only to the satisfaction of the City Engineer.
  - c. Relocate the sign at the intersection of 2600 South and 500 West outside of the vision clearance area.
  - d. Revise site grading for overflow drainage to 2600 South.
  - e. Any modifications required by conditions of the Planning Commission and City Council.
  - f. The plans shall be revised to show a minimum six-foot masonry screening wall located along the north property line extending from at least 4 east of the west end of the building to the west property line. The wall shall be constructed prior to occupancy of the carwash use. The remainder of the property shall be screened in accordance with section 14-16-111 E.
2. Prior to issuance of building permit, consolidate the two parcels.
3. All damaged curb and gutter and sidewalk along 2600 S. and 500 W. shall be replaced.
4. The setback along the north property line shall be reduced to 10 feet as authorized by Section 14-6-105 of the Land Use Ordinance.
5. Replace the existing drive approaches which are to be abandoned on 2600 S. and 500 W. with standard curb and gutter and sidewalk.

The Conditional Use Permit was approved on October 16, 2018, and this written form was approved this 6<sup>th</sup> day of November, 2018.

\_\_\_\_\_  
Sean Monson  
Planning Commission Chairman

\_\_\_\_\_  
ATTEST: Darlene Baetz  
Recording Secretary

When Recorded, Please Return to:  
Bountiful City Planning Department  
790 S. 100 E.  
Bountiful, UT 84010

## Conditional Use Permit

A public hearing was held on August 14, 2018, at Bountiful City Hall to consider the request for a Conditional Use Permit for a 12-unit multi-family development located at the following location:

**105 South 100 West, Bountiful City, Davis County, Utah**

***Parcel: 03-029-0095 BEG AT NW COR LOT 3, BLK 20, PLAT A, BOUNTIFUL TS SURVEY; S 82.5 FT; E 140 FT; N 82.5 FT; W 140 FT TO BEG. CONT. 0.265 ACRES***

The Bountiful City Planning Commission heard the matter and considered the statements of the applicant, the City staff, and the public. As a result, the Planning Commission makes the following findings:

1. This matter is properly heard before the Planning Commission.
2. Appropriate public notice has been provided and a public hearing held.

The Bountiful City Planning Commission hereby grants this Conditional Use Permit for a 12-unit multi-family development located at 105 south 100 West, Bountiful, Davis County, Utah, with the following conditions:

1. Complete any and all redline corrections.
2. Prior to issuance of the building permit, either consolidate the parcels or provide a shared parking and access agreement or easement in favor of the new development.
3. Submit a landscape plan meeting the minimum requirements of Sections 14-16- 104 and 14-16-109.

The Conditional Use Permit was approved on August 14, 2018, and this written form was approved this 6<sup>th</sup> day of November, 2018.

---

Sean Monson  
Planning Commission Chairman

---

ATTEST: Darlene Baetz  
Recording Secretary