



BOUNTIFUL

Bountiful City Ordinance No. 2026-03

MAYOR
Kate Bradshaw

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

CITY MANAGER
Gary R. Hill

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

It is the finding of the Bountiful City Council that:

1. The City Council of Bountiful City is empowered to adopt and amend general laws and land use ordinances pursuant to Utah State law (§10-9a-101 et seq.) and under corresponding sections of the Bountiful City Code; and
2. The Planning Department recommends amendments to provide clarity, consistency, and proportional application of site plan review requirements; and
3. After review and a public hearing on April 7, 2026, the Bountiful City Planning Commission forwarded a positive recommendation to the City Council; and
4. The City Council of Bountiful City held a public hearing on this Ordinance on **April 28, 2026**, and considered the recommendations from the Planning Commission and Staff; and
5. The City Council of Bountiful City finds that these amendments are necessary and are in harmony with the objectives and purposes of the Bountiful City Land Use Code and the General Plan; and
6. The City Council of Bountiful City reviewed the proposed ordinance and finds that the proposed amendments are in the best interest of the health, safety, and welfare of the City and the public.

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

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

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

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

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

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

Adopted by the City Council of Bountiful, Utah, this 28th day of April 2026.

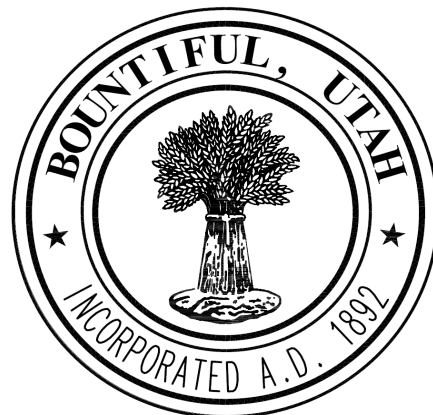


Kate Bradshaw, Mayor

ATTEST:



Sophia Ward, City Recorder



1 Exhibit A – Section I

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

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

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

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

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

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

60 Exhibit C – Section III

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

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

69
70 Exhibit D – Section IV

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

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

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

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

97
98 Exhibit E – Section V

99
100 **14-18-109 ACCESS REQUIREMENTS**

101
102 A. Any property, regardless of its use or zone designation, shall be subject to the following.

- 103
104 1. Any off-street parking area shall be accessed through an approved drive-approach, also
105 referred to as a “drive-access“ or ”curb-cut“, meeting City construction standards. It is
106 unlawful to drive a motor vehicle on any sidewalk, park strip, or any other area behind
107 the curb within a public right-of-way, with the exception of an approved drive-approach.
108
109 2. The combined area of drive-approaches along any public street frontage shall not exceed
110 fifty-percent (50%) of the linear length of the street curb immediately adjacent to a
111 property, including required curb returns. A legal, non-complying flag lot shall be limited
112 to one (1) drive-approach which shall be the narrowest width possible to comply with the
113 minimum access requirements of this Title and the Fire Code.
114
115 3. No off-street parking area shall be approved or constructed without a drive-approach
116 meeting City standards. Any drive-approach shall be located at least five (5) feet from a
117 side or rear property line, with the exception of approved, shared drive-approaches.
118
119 4. Each drive-approach or drive access shall be constructed from materials consistent with
120 the City’s construction standards for drive approaches or other improvements constructed
121 within the public right-of-way. Driveway(s) shall be constructed from Hard Surface as
122 defined in 14-3-102 and shall be graded to dispose of all surface water. All parking,
123 driveways, and grading plans shall be reviewed and approved by the City Engineer.
124
125 5. Existing drive approaches (drive accesses or curb-cuts) which are deemed abandoned by
126 the City Engineer for non-use or which are relocated as part of an approved development
127 project shall be removed and replaced with standard curb, gutter, park strip, and sidewalk
128 within one (1) year, as required by the City Engineer.
129

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

- 131
132 1. Each residential lot shall be allowed not more than two drive accesses (curb cuts), each of
133 which shall have a minimum width of twelve (12) feet and a maximum width of thirty
134 (30) feet, as measured at the street property line. There shall also be a minimum of thirty-
135 five (35) feet between any drive access located on the same property, as measured at the
136 property line. Lots exceeding one (1) acre in size with more than 150 feet of frontage on a
137 public street may be allowed one (1) additional curb cut provided the curb cut meets all

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

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

172

173 C. Multiple-Family Residential Developments

174

175 1. Length and Width of Driveways.

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

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

- 187 1. Parking shall not be permitted along any driveway unless sufficient unobstructed
188 width is maintained to comply with applicable fire apparatus access requirements
189 of the adopted International Fire Code.
- 190
- 191 2. Where parking is permitted along a driveway, the driveway shall be designed to
192 ensure safe and functional vehicular circulation, as determined by the City
193 Engineer.
- 194
- 195 c. ~~Driveways which are greater than one hundred fifty (150) feet in length shall have a~~
196 ~~minimum width of thirty (30) feet. Driveways with only one access and which are in~~
197 ~~excess of one hundred fifty (150) feet shall also have a seventy (70) foot diameter~~
198 ~~turnaround. Driveways exceeding one hundred fifty (150) feet in length shall comply~~
199 ~~with applicable fire apparatus access, turnaround, and access configuration~~
200 ~~requirements of the adopted International Fire Code and applicable appendices.~~
201
- 202 d. ~~No more than twenty (20) units shall be allowed on any dead-end driveway regardless~~
203 ~~of length. The number of dwelling units served by a dead-end driveway shall be~~
204 ~~determined based on compliance with the adopted International Fire Code and~~
205 ~~applicable appendices.~~
206
- 207 e. ~~A shared driveway and/or shared drive access between adjoining properties may be~~
208 ~~allowed by the approving authority only if it is a secondary access and only if each~~
209 ~~development has another access and driveway that is unique to that development.~~
210 ~~Both property owners must sign and record a cross access agreement benefiting both~~
211 ~~parties. Shared driveways and shared access between adjoining properties may be~~
212 ~~permitted, subject to approval by the approving authority and compliance with the~~
213 ~~adopted International Fire Code. A cross access agreement shall be required and~~
214 ~~recorded to ensure continued access between properties provided that adequate access~~
215 ~~and circulation are maintained for all properties served.~~
216
- 217 2. Number of Driveways Permitted. ~~Not more than two (2) drive accesses (curb cuts) shall~~
218 ~~be allowed for each one hundred (100) feet of street frontage, except for town-home style~~
219 ~~residential units approved and constructed after December 31, 2006, that front onto a~~
220 ~~public street that is not designated on the Street Master Plan as a collector or arterial~~
221 ~~street and that does not exceed an average daily traffic volume of one thousand (1,000)~~
222 ~~vehicles. The number and location of drive accesses (curb cuts) shall be designed to~~
223 ~~minimize impacts on traffic circulation, safety, and streetscape character, as determined~~
224 ~~by the approving authority. Not more than two (2) drive accesses shall be permitted per~~
225 ~~one hundred (100) feet of street frontage, unless additional access is approved based on~~
226 ~~site design, shared access opportunities, or demonstrated need. Shared access between~~
227 ~~adjoining properties is encouraged to reduce the number of curb cuts and improve overall~~
228 ~~site circulation.~~
229

230 3. Intersection Proximity. No drive access shall be closer than fifty (50) feet to any street
231 intersection as measured at the property line. ~~Any proposed drive access that is located~~
232 ~~within one hundred (100) feet of a State road, arterial street, or collector street, shall also~~
233 ~~be reviewed and approved according to AASHTO and other professional standards.~~ Drive
234 accesses located within one hundred (100) feet of a State road, arterial street, or collector
235 street shall be subject to review and approval by the City Engineer in accordance with
236 AASHTO and other applicable professional standards.
237

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

241 1. Width of Driveways. Each drive access shall not be less than fifteen (15) feet nor more
242 than thirty-five (35) feet in width, as measured at right angles to the center line of the
243 driveway, except as increased by the permissible curb return radii. ~~The drive access flare~~
244 ~~may not encroach upon a designated travel lane within the public right-of-way and shall~~
245 ~~be designed according to standards approved by Bountiful City.~~ Drive accesses shall be
246 designed so as not to encroach upon a designated travel lane within the public right-of-
247 way and shall comply with applicable City construction standards. Where a driveway is
248 required to serve as fire apparatus access, it shall also comply with the adopted
249 International Fire Code and applicable appendices.
250

251 2. Spacing of Drive Accesses. ~~There shall be a minimum of twelve (12) feet between each~~
252 ~~drive access, and no drive access shall be closer than six feet to a side property line unless~~
253 ~~there is a cross-access agreement and it is approved by the approving authority.~~ There
254 shall be a minimum of twelve (12) feet between drive accesses. No drive access shall be
255 located closer than six (6) feet to a side property line unless a cross-access agreement is
256 approved by the approving authority and recorded to allow shared access between
257 adjoining properties.
258

259 3. Intersection Proximity. No drive access shall be closer than fifty (50) feet to any street
260 intersection, as measured at the property line. Any proposed drive access that is located
261 within one hundred (100) feet of a State road, arterial street, or collector street, shall ~~also~~
262 ~~be subject to review~~ ed and approved according to and approval by the City Engineer in
263 accordance with AASHTO and other applicable professional standards.
264

265 4. Landscaping Required. Landscaping shall be provided along the entire frontage of the
266 property to a minimum depth of ten (10) feet, except for permitted driveways. ~~Sprinkling~~
267 ~~systems shall be installed and permanently maintained within the landscaped area.~~
268 Landscaped areas shall include irrigation and shall be permanently maintained. The
269 landscaped area shall be surrounded by a poured concrete curb extending six (6) inches
270 above the paved surface.
271

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

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

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

290
291 F. Location of Gasoline Pumps. Gasoline dispensing devices at automotive service stations,
292 convenience stores, or ~~other~~ similar businesses, shall be located a minimum distance of ten
293 (10) feet from a property line and positioned so ~~located~~ that all parts of a vehicle being
294 serviced ~~will be~~ remain entirely on the premises of the service ~~area pad~~. In addition, the
295 location of dispensing devices shall ~~be in accordance~~ comply with the following:

296
297 1. ~~Dispensing devices shall be located not less than ten (10) feet from any building which is~~
298 ~~less than one-hour fire resistive construction. Such dispensing devices shall also be~~
299 ~~located so that the nozzle, when hose is fully extended, shall not reach within five (5) feet~~
300 ~~of any building opening.~~ Dispensing devices shall be located in accordance with the
301 adopted International Fire Code, including required separation distances from buildings
302 and building openings.
303

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

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

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

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

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

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

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

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

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

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

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

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

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

2. Add Townhome Building Type Definition (New Section)

Proposed New Section:

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

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

Comment: Definition should be aligned with existing code definitions.

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

Revision: The applicant removes section 2 from the application.

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

Current: 10 ft buffer required around the entire site.

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

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

Comment: No comment provided

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

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

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

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

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

Purpose: Reflect constraints of narrow or irregular parcels.

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

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

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

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

Current: No required parking allowed in front yards.

Proposed Amendment:

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

Purpose: Increase flexibility in townhome design and reduce cost.

Comment: Front yard parking may not be supported.

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

Revision: The applicant removes section 5 from the application.

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

Current: 60% max impervious surface.

Proposed Amendment:

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

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

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

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

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

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

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

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

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

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

Proposed Amendment:

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

Purpose: Support compact development patterns.

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

Response: Applicant seeks to simplify proposed amendment.

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

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

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

Proposed Amendment:

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

Purpose: Make open space requirements achievable on infill sites.

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

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

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

Revision: 14-5-104 Proportionality Requirement

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

Compliance with this requirement shall be demonstrated if:

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

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

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

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

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

Proposed Amendment:

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

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

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

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

Revision: The applicant removes section 9 from the application.

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

Current Rule:

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

Proposed Amendment:

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

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

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

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

Revision: No text change — clarification added to Response.

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

Current Rule:

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

Proposed Amendment:

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

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

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

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

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

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

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

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

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

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

Current Rule:

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

Proposed Amendment:

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

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

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

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

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

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

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

Code Text Amendment Reasoning:

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

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

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

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

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

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

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

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

A. Supports development on constrained and remaining parcels

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

- limited buildable areas
- poor access

- high service costs
- difficult soils or infrastructure limitations

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

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

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

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

C. Advances housing and redevelopment goals

The General Plan recognizes:

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

The amendments directly respond to these realities by:

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

D. Maintains design quality and livability

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

- landscaping requirements
- access safety standards
- fire code compliance

- open space access
- site design review

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

Consolidated Intent Statement:

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