

## CHAPTER 15

### DESIGN STANDARDS FOR NON-SINGLE FAMILY DEVELOPMENT

14-15-101	PURPOSE
14-15-102	SCOPE
14-15-103	DEFINITIONS
14-15-104	ARCHITECTURE
14-15-105	SITE DESIGN
14-15-106	OFF-STREET PARKING - LAYOUT
14-15-107	OFF-STREET PARKING - LIGHTING

#### 14-15-101 PURPOSE

The purpose of these design standards and regulations is to preserve property values, enhance the economic viability and aesthetic value of commercial and investment properties, to provide a quality environment for both citizens and visitors, and to maintain Bountiful City as the “City of Beautiful Homes and Gardens”.

#### 14-15-102 SCOPE

Any commercial development and/or any other type of development that requires site plan review shall be subject to the standards and regulations of this Chapter. Such standards and regulations are intended to be in addition to existing standards and regulations of the underlying zone of the property and other applicable regulations of this Title.

- A. This Chapter establishes two kinds of design criteria: design standards and design guidelines.
1. Design standards are required in addition to other standards set forth in this Title and are indicated by the verb “shall.” In the event of conflict between this section and other applicable provisions of this Title, the more restrictive provision shall apply.
  2. It is the intent of the City that every development subject to this section be designed in conformity to the purpose and requirements of this ordinance. However, the City also recognizes that it cannot anticipate all possible circumstances, nor the best means for dealing with them, in the preparation and adoption of these regulations. For example, criteria established herein may be more germane to larger projects than to smaller ones, depending on the individual characteristics of the site, such as size, configuration, topography and location. Therefore, the approving authority, unless expressly stated to the contrary in this chapter, shall have reasonable discretion in implementing the purpose of this chapter by

modifying both mandatory and recommended criteria as individual circumstances may merit. In deviating from the adopted standards, it shall be the responsibility of the applicant to show why the requirements would be an unreasonable burden, and how the project would still meet the purpose and intent of the ordinance. In the same vein, the approving authority may also require that certain provisions of this ordinance, which are not mandatory, be included in a project based on individual circumstances.

### **14-15-103 DEFINITIONS**

See Chapter 3 of this Title for the following definitions:

“Hardscape”

“Softscape”

### **14-15-104 ARCHITECTURE**

#### **A. Articulation**

1. A building should reflect a human scale and be inviting to the public. Large buildings should be “stepped”, both vertically and horizontally, to break-up the building mass and provide aesthetic relief.
2. Buildings shall be accessible for pedestrians and public transit users, not just for people driving private automobiles.
  - a. Building entrances shall be identifiable and directly accessible from public sidewalks via on-site pedestrian walkways. (Drive aisles and other vehicular accesses shall not be considered pedestrian walkways).
  - b. Pedestrian walkways shall have at least five (5) feet of unobstructed width, and shall be part of an approved pedestrian circulation plan.
3. All buildings shall have proper security lighting, and developers should consider other security measures such as security hardware, surveillance equipment, and security-oriented building designs.

#### **B. Public Amenities.**

1. Overhangs and canopies should be integrated into the building design so as to enhance pedestrian walkways.

2. Comfortable and attractive amenities such as benches, tables, drinking fountains, trash receptacles, information kiosks, plazas, fountains, etc., should be provided for public enjoyment and comfort.
3. Where necessary, bus shelters should be incorporated into the building and/or site design and meet the criteria of the applicable transit authority.
4. All building access and site amenities should be accessible to the physically disabled and shall comply with applicable provisions of the Americans with Disabilities Act.

C. Colors and Materials.

1. All applications for non-single family residential site plan review or construction within the Bountiful City shall include a “storyboard” or architectural renderings indicating the colors and materials to be used on-site. Proposed materials should harmonize with existing, surrounding development.
2. Building exteriors shall consist primarily of decorative cement block, brick, glass, stucco, stone, or similar maintenance-free materials.
  - a. At least twenty-five percent (25%) of the primary façade shall have upgraded architectural features such as canopies, pillars, archways, and other treatments.
  - b. At least fifteen percent (15%) of a secondary facade (the façade facing a non-primary frontage) shall be of upgraded architectural features.
  - c. At least five percent (5%) of all other facades shall be of upgraded architectural features.
3. Fencing for storage or sales areas shall be of wrought iron, wood, vinyl, cement block, or similar construction up to six (6) feet in height.
  - a. For non-residential areas, fence height may be extended beyond six (6) feet for areas which require additional security subject to the issuance of a conditional use permit or through the site plan approval process. The additional fencing shall use the same materials or be chain link covered with screen-fabric.
  - b. In fence runs longer than fifty (50) linear feet, pillars and/or similar architectural features shall be constructed at periodic intervals to provide visual relief.

D. Screening.

1. All rooftop equipment and satellite dishes shall be screened so as to not be visible from the nearest public street and shall be integrated with the building design. Screening should be part of the articulation of the building and should not appear to be an afterthought. All screening shall be architecturally compatible with the primary structure.
2. Screening devices and landscaping shall be used to mitigate the visual impact of utility equipment and service areas. All service areas shall be screened to conceal trash containers, loading docks, transformers, backflow preventers, and other mechanical and/or electrical equipment.
3. Service areas and other screened areas shall have proper security lighting.

**14-15-105 SITE DESIGN**

A. Overall Design Concepts

1. Dedicated walkways, plazas, and other pedestrian oriented hardscape areas may be included as landscaping, provided that they do not exceed thirty percent (30%) of the required minimum landscaping requirement.
2. The landscaping plan of each site shall be unified both internally and externally, and relate to the larger context of the surrounding community.
3. The landscaping plan shall include a pedestrian circulation element that shows interconnectivity with surrounding sidewalks, urban trails, and surrounding uses. The city encourages appropriate pedestrian connections to adjacent neighborhoods.
4. The size and spacing of landscape elements should be consistent with the size of the project and should relate to the structures and the streetscape. No landscape element may be constructed, erected, or otherwise placed on a site without City approval.
5. Proper landscape design shall be utilized to mitigate the visual impact of all site utility elements such as overhead power lines, transformers, meter boxes, backflow preventers, fire protection devices, etc.
6. Trees overhanging pedestrian walkways shall be pruned to have a general canopy clearance of at least seven (7) feet.
7. Trees overhanging drive areas shall be pruned to have a general canopy clearance of at least eleven (11) feet.

## B. Site Grading

1. Site design should minimize the removal of mature trees and other existing mature vegetation. Where removal is necessary, mature trees should be salvaged or replaced on a three (3) for one (1) basis. Any trees prohibited by resolution, ordinance, or statute shall be removed and not be replaced
2. Abrupt or unnatural changes in grade may create barriers or disrupt drainage patterns. Proposed grading should be designed to take advantage of the natural grade and land features.
3. Steep slopes, generally 3:1 or greater, shall be stabilized with vegetation, retaining walls, or other appropriate measures. Sites shall be designed to minimize erosion.
4. Landscape plans should preserve and incorporate natural land features such as streams, washes, springs, etc., into the overall site plan.

## C. Drainage

1. Surface water, site drainage, and storm water detention should be integrated with overall landscape design. Whenever possible, detention areas should be designed as usable open space.
2. Drainage requirements shall be assessed based on City drainage standards and individual site characteristics.

## D. Groundcover (Living and Nonliving).

1. Future development sites should receive temporary landscaping treatments to provide dust and weed control, and to prevent erosion.
2. Less than seventy-five (75) percent of softscaped areas should be planted in turf or high water-use plants. Functional turf areas in schools, multiple-family residential developments, golf courses, and other recreational areas shall be exempt from this requirement.

## E. Plant Materials.

1. Plant materials shall be selected according to the criteria set forth in Title 14 Chapter 16.
2. Pedestrian safety and comfort should be considered when selecting trees and plant material.

3. Water conservation and community image should be important criteria for plant material selection.

F. Water Elements.

1. Fountains and other water features should be sited and designed so that they are efficient users of water.
2. Filtered backwash effluent should be discharged into landscaped areas whenever possible.

G. Art and Furnishings.

1. If public art is used, it should be integrated into the overall design of a project.
2. Lighting fixtures and illumination should compliment a structure and be of similar design and character as the project's building components.
3. Street furniture and related features are encouraged.

H. Maintenance.

1. Projects should demonstrate that maintenance factors have been considered in the landscape design.
2. Irrigation systems should be designed to minimize maintenance and water consumption.
3. Phased developments shall indicate a mechanism for dust, weed, and debris control on undeveloped portions of the site and shall ensure continuing compliance.

**14-15-106 OFF-STREET PARKING - LAYOUT**

A. Surface Parking Design.

1. Five percent (5%) of the gross parking surface area shall be of dispersed interior landscaping, designed so as to reduce the "heat island" effect and to enhance the aesthetics of a parking area. The following are acceptable interior landscaping designs. See Figure 14-15-106 (Conceptual parking layout).
  - a. Five (5) feet by five (5) feet tree diamonds placed not more than six (6) parking spaces apart and located at the intersection of parking

space striping. Tree diamonds shall be used only with ninety (90) degree parking spaces.

- b. Minimum five (5) foot wide landscaped medians with trees planted forty (40) feet apart; or
  - c. Other similar designs that disperse landscaping throughout a parking area, to be determined by the Planning Commission.
2. Parking areas should be buffered from adjacent residential property and screened from streets so automobiles are not visible below the average headlight height. Screening methods may include landscaped berms, low walls, and hedges.
  3. Access drives, internal circulation drives, parking areas, and pedestrian walkways shall be designed to provide safety and convenience for both motorists and pedestrians and to ensure access for the physically disabled. Areas where pedestrian walkways cross driveways shall be constructed of stamped and/or raised concrete, or of other material and design so as to differentiate the area as a pedestrian/vehicle interface.
  4. In projects greater than 1 acre, every parking space should be no greater than one hundred fifty (150) feet from a sidewalk leading to a building entrance. In projects less than 1 acre, every stall should be within fifty (50) feet of a sidewalk leading to building entrance.
  5. Joint use of parking is encouraged in order to reduce trips. Access to, and the location of, new parking areas should relate to adopted area plans, planned parking in the area, or to existing area parking schemes. The Planning Commission may increase or reduce the minimum required number of parking spaces required in Title 14 Chapter 18 based on city approved parking studies.
  6. The number of curb cuts (street accesses) should be minimized and pedestrian access enhanced.
  7. Site lighting should be aesthetically attractive, of pedestrian scale, and provide pedestrians with a sense of security.
  8. All sites shall meet the requirements of the Americans with Disabilities Act ("ADA").

## B. Overall Design Concepts.

1. Parking lot design shall consider development on adjacent sites. The City may require cross access connections/easements to improve traffic

circulation and to enhance public safety.

2. Traffic circulation patterns should direct commercial traffic onto arterial streets and not local/neighborhood streets. Multiple-family residential traffic should be directed onto collector streets. The City may deny access onto a local/residential street if access to a collector or arterial street is available.
3. A site plan should include landscaped buffers that separate pedestrian and vehicular traffic.

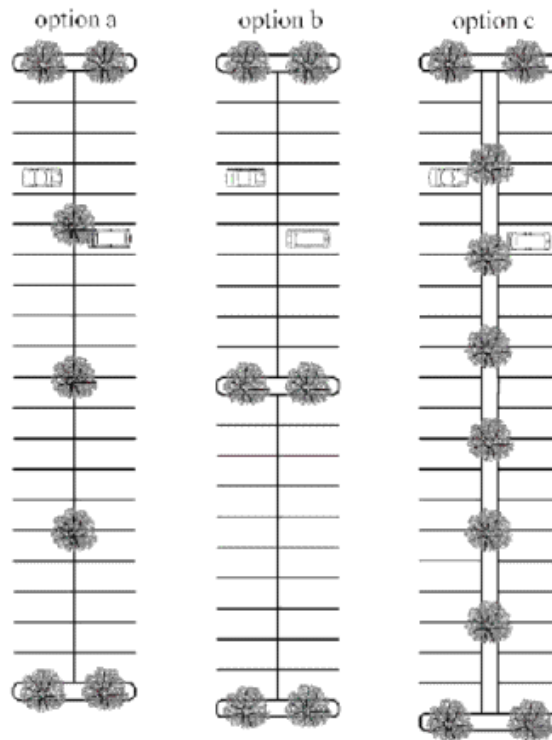
#### **14-15-107 OFF-STREET PARKING - LIGHTING**

- A. Lighting used to illuminate any off-street parking spaces, vehicle maneuvering areas, or loading/unloading areas shall conform to the following standards:
  1. Lighting shall be provided at all driveway entrances.
  2. Light poles shall be set on pillars or placed in landscaped areas to minimize direct contact with vehicles.
  2. To reduce light pollution, lighting systems shall obscure the lamp image to direct light where needed.
  3. Luminaire mounting height shall reasonably match the scale of the surrounding buildings.
  5. Noise created by electromagnetic ballasts shall be kept to a minimum and shall not be noticeable above ambient background levels.
  6. All parking and drive areas shall have minimum illuminance levels as follows:
    - (a) Commercial uses: 0.5 horizontal footcandles, 0.25 vertical footcandles.
    - (b) Residential, public facility, and industrial uses: 0.2 horizontal footcandles, 0.1 vertical footcandles.
  - (8) Lighting shall be arranged or directed so as to reflect the light away from adjacent properties and to prevent glare for street traffic. The intensity of light at adjoining residential property shall not exceed 0.1 footcandles.
- (b) Lighting Plans.
  - (1) Lighting plans submitted for review shall include the location and height of



all light poles

- (2) Designers of lighting plans shall consider:
- (A) Shadow effects of trees, signs, buildings, screen walls or other fixed objects.
  - (B) Sufficiently illuminating the entire off-street parking area to allow pedestrians and motorists to see potential danger in their peripheral vision, to promote pedestrian and vehicle safety, and to prevent assault, theft and vandalism.



**Figure 14-15-106**