



**RICHMOND CITY CORPORATION
90 SOUTH 100 WEST
RICHMOND, UTAH 84333**

AGENDA

Public Notice is given that the Richmond Planning & Zoning Commission will meet in a regularly scheduled meeting at 90 South 100 West, Richmond, Utah, on **Tuesday, January 7, 2025**. The meeting will begin at 6:30 PM.

Call to Order

1. Approval of Planning Commission Meeting Minutes from December 3, 2024.
2. Continued discussion on Ordinance 2024-12, an Ordinance amending the Richmond City Municipal Code, Title 12-000 “Land Use, Development and Management (LUDMO)”, Chapter 12-900 “Zones” adding in its entirety Part 12-911 “Residential Multiple-Family Zone “RMF””, Sections 12-911-1 “Purpose”, 12-911-2 “Width, Density and Yard Regulations”, 12-911-3 “Height Regulations”, 12-911-4 “Modifying Regulations”, 12-911-5 “Group Dwelling Standards”, 12-911-6 “Parking, Loading and Access”, 12-911-7 “Landscaping”, 12-911-8 “Trash/Garbage”, 12-911-9 “Development in Phases”, 12-911-10 “Allowed Uses” and 12-911-11 “Density Bonus and Incentives”.
3. Initial discussion on Use Matrix Table.

Adjournment

*****Items on the agenda may be considered earlier than shown on the agenda.*****

In accordance with the Americans with Disabilities Act, individuals needing special accommodation for this meeting should contact the City Office at (435) 258-2092, at least 3 days before the date of the meeting.



RICHMOND CITY PLANNING & ZONING COMMISSION

City Council Chambers
90 South 100 West
Richmond, Utah 84333

The Richmond City Planning & Zoning Commission met in a regularly-scheduled meeting at 90 South 100 West Richmond, Utah, at 6:30 p.m. on Tuesday, December 3, 2024

Commission Members Present: Cindy Allen, Jay Bair, Cache Christensen, Brent Wallis

Commission Members Excused: Brock Meacham

Staff Present: Justin Lewis (City Recorder), HollyJo Karren (City Administrator), Lyle Bair (Council Member)

Chairman Brent Wallis called the meeting to order at 6:30 p.m.

Approval of the November 12, 2024 meeting minutes

*****Cache moved to approve the November 12, 2024, Planning Commission meeting minutes. Jay seconded the motion. Motion approved 4-0.*****

Yes Vote: Allen, Bair, Christensen, Wallis

No Vote: None

Absent: Meacham

Continued discussion on Ordinance 2024-12, an Ordinance amending the Richmond City Municipal Code, Title 12-000 "Land Use, Development and Management (LUDMO)", Chapter 12-900 "Zones" adding in its entirety Part 12-911 "Multi-Family Residential Zone "MF", Sections 12-911-1 "Purpose", 12-911-2 "Width, Density and Yard Regulations", 12-911-3 "Height Regulations", 12-911-4 "Modifying Regulations", 12-911-5 "Group Dwelling Standards", 12-911-6 "Parking, Loading and Access", 12-911-7 "Landscaping", 12-911-8 "Trash/Garbage", 12-911-9 "Development in Phases" and 12-911-10 "Allowed Uses".

Cache presented a PowerPoint presentation regarding amenities and density bonuses.

A brief outline:

"Third Places" are where socialization, leisure, and communication occur. These places can add value and provide a sense of community.

Incremental Development – cities need natural growth to be successful. Sometimes sudden intensification takes place (intense growth, hyper densification). The lifecycles of a city is critical.

Some of the businesses currently in Richmond City include veterinary clinics, minor engine repair, auto repair shops, shoe cobbler & leather repair, chocolate factory, t-shirt

designer, pre-schools, pharmacy, U-Haul, cheese production, produce farm, physical therapy, karate/dojo, hatchet throwing, photo studio and hair salons.

Fixed and variable costs and tax income within cities were discussed. Varying approaches to design and modern zoning were shown. Parking lots, walking distances, and visual scales were pointed out.

Parking minimums were addressed – financial hindrance, increased temperatures, lost economic productivity and prosperity, and can commonly create areas of empty and useless space. Cache suggested removing the required parking minimums and changing to a recommended amount to allow the business owner to decide what is necessary for their business.

Zoning Laws – focus on managing nuisances rather than building types such as parking, noise, smells, light pollution, intrusive structures, unauthorized burning, posting of indecent or obscene signs, unsightly items in yards. The stated purpose of zoning laws is to separate people from hazards. In the USA and Canada, people are separated from necessities like food, gathering places, schools, medical care, and other people.

Streets – find a balance to make it safer for pedestrians. Traffic is being prioritized in designs. Should streets be narrowed to provide more accessibility for pedestrians/bikes?

Cache stated that a density bonus allows developers to exceed base zoning limits in exchange for providing public benefits such as affordable housing, public amenities, or sustainability features. These bonuses incentivize developers to incorporate amenities and services that improve the quality of life for residents, foster community cohesion, and contribute to broader urban sustainability goals.

Cache reviewed the following information:

To qualify for a density bonus, developers must meet the following criteria:

- **Affordable Housing:** Provide a specified percentage of affordable units such as 10-20% of total units at reduced rent levels.
- **Public Amenities:** Incorporate community-oriented features such as parks, green spaces, recreation facilities, and other beneficial amenities that residents and the public can enjoy.
- **Sustainability Features:** Integrate environmentally sustainable practices like xeriscaping, energy-efficient building technologies, or water conservation measures.
- **Proximity to Public Transportation:** Ensure the development is within a specified walking distance (e.g., 1,000 feet) of a bus stop or train station, supporting the use of public transit and reducing reliance on private vehicles.
- **Third Places:** Include spaces designed for informal public gatherings, such as community centers, coffee shops, co-working spaces, or libraries, which facilitate social interaction, promote community building, and enhance the overall livability of the area.
- **Community Engagement:** Actively involve the local community throughout the planning and development to ensure the project aligns with their needs and desires.

Bonus Structure

- **Base Density:** Define the zoning district's base density (units per acre). Be intentionally low to encourage the adoption of bonus density options.
- **Bonus Density:** Developers may increase the density of the development in exchange for providing public benefits. For example:
 - **Affordable Housing:** 1:5 bonus ratio (1 additional unit for 5 affordable units).
 - **Public Open Space:** 1:5 bonus ratio (1 additional unit per 5,000 square feet of park or green space). Break up housing with walking paths which increases interaction between neighbors
 - **Recreational Facilities:** 1:3 bonus ratio (1 additional unit per 3,000 square feet of amenity space).
 - **Sustainability Features (e.g., xeriscaping, trees):** 1:5 bonus ratio.
 - **Proximity to Public Transportation:** 10% bonus for being within 1,500 feet of a bus stop or train station. People are more likely to walk/bike to places within 10 minutes.
 - **Third Places:** 1:3 bonus ratio for including community spaces that foster informal social interactions and build a sense of place (1 additional unit per 3,000 square feet of amenity space).

Types of Amenities and Services for Multi-Family Developments

The following list categorizes popular amenities and ranks them by overall community benefit and popularity, including proximity to public transportation and third places.

Top Tier: High Impact, High Popularity

1. Proximity to Public Transportation (Bus Stops, Train Stations)

- **Benefit:** Increases access to sustainable transportation options, reduces car reliance, and enhances neighborhood connectivity. It encourages public transit use, reduces traffic congestion, and promotes environmental sustainability.
- **Popularity:** Highly desirable, especially in urban and suburban areas focused on reducing car dependency and improving walkability.
- **Ranking:** #1 due to its broad impact on mobility, accessibility, and sustainability.

2. Public Parks and Open Space (e.g., Pocket Parks, Dog Parks)

- **Benefit:** Provides green space for relaxation, recreation, and community events. It enhances air quality, promotes health and well-being, and creates an inclusive environment for residents and visitors.
- **Popularity:** Extremely desirable, particularly in urban areas with limited green space.
- **Ranking:** #2 for its broad community benefits.

3. Recreational Facilities (e.g., Gym, Swimming Pool, Sports Courts)

- **Benefit:** Promotes health and wellness, encourages physical activity, and provides recreational options for all ages.
- **Popularity:** Very popular with families, young professionals, and seniors.
- **Ranking:** #3 in popularity and impact on quality of life.

4. Third Places (e.g., Community Centers, Coffee Shops, Co-working Spaces, Libraries)

- **Benefit:** Provides informal gathering spots that support social interaction, community-building, and remote work. Encourages connections between neighbors and fosters a sense of place within the community.
- **Popularity:** High demand, especially with the rise of remote work and the need for places that promote social engagement and productivity.
- **Ranking:** #4 for their significant social, cultural, and practical value.

5. Bicycle Paths and Walking Paths

- **Benefit:** Encourages sustainable transportation and physical activity, reduces traffic congestion, and improves connectivity within the neighborhood. Break up large blocks.
- **Popularity:** Increasingly popular, especially in cities focusing on reducing carbon emissions and promoting healthier, more walkable environments.
- **Ranking:** #5 for their importance in promoting mobility and community health.

6. Trees and Landscaping

- **Benefit:** Provides shade, improves air quality, reduces heat island effects, and enhances the aesthetic appeal of the development. Trees support biodiversity and create inviting, livable environments.
- **Popularity:** Highly valued, particularly in urban areas with limited natural landscapes.
- **Ranking:** #6 for their environmental, aesthetic, and health benefits.

7. Xeriscaping (Water-Efficient Landscaping)

- **Benefit:** Reduces water consumption, conserves resources, and supports sustainability. It is ideal in areas facing water scarcity or drought conditions.
- **Popularity:** Growing in popularity as water conservation becomes more crucial in many cities.
- **Ranking:** #7 for its environmental benefits and increasing relevance.

Middle Tier: Moderate Impact, Moderate Popularity

8. Convenience Stores and Retail Spaces

- **Benefit:** Provides convenient access to everyday goods, reduces car dependency, and can support the economic viability of the development.
- **Popularity:** Highly desirable, particularly in mixed-use developments or locations with high foot traffic.
- **Ranking:** #8 for enhancing convenience and reducing reliance on cars.

9. Bicycle Storage and Bike Share Programs

- **Benefit:** Encourages cycling as a sustainable and healthy mode of transportation, reduces parking demand, and promotes eco-friendly lifestyles.
- **Popularity:** Increasingly popular in cities promoting alternative transportation options.
- **Ranking:** #9 as a key amenity in bike-friendly communities.

10. Childcare Facilities

- **Benefit:** Provides onsite childcare, supports working families, and improves work-life balance. Increases accessibility for families with young children.

- **Popularity:** Highly valued by families with young children but less relevant for other demographics.
- **Ranking:** #10 due to its importance but more limited appeal.

Lower Tier: Niche Impact, Niche Popularity

11. Community Gardens

- **Benefit:** Promotes sustainability, provides fresh produce, and fosters community engagement.
- **Popularity:** Popular in eco-conscious communities but may not be viable in all developments.
- **Ranking:** #11 for its environmental benefits and community-building potential.

12. Pet Amenities (e.g., Dog Washing Stations, Pet Care Services)

- **Benefit:** Enhances quality of life for pet owners by providing dedicated spaces for pets, which is increasingly important in urban developments.
- **Popularity:** Very popular among pet owners but not universally desired.
- **Ranking:** #12 due to its specific appeal to pet owners.

13. Public Art Installations

- **Benefit:** Enhances the cultural and aesthetic quality of the development, promotes local artists, and creates a sense of place.
- **Popularity:** Highly valued in arts-focused communities but may be less impactful in other areas.
- **Ranking:** #13 for its cultural and aesthetic value.

Implementation Guidelines

- **Design Standards:** Establish clear design guidelines to ensure amenities are well-integrated into the development and are accessible, functional, and sustainable.
- **Verification and Compliance:** Developers must demonstrate that amenities meet the established standards through documentation and inspections. Ongoing monitoring will ensure compliance with the design and maintenance standards.
- **Maintenance:** Developers should provide a plan for the long-term maintenance of amenities, either through a homeowner’s association, a dedicated management entity, or another service provider.
- **Public Access:** Ensure that some amenities (e.g., parks and recreational facilities) are open to the broader public, contributing to the community’s quality of life.

Incorporating **proximity to public transportation** and **third places** as part of the density bonus eligibility criteria supports creating connected, sustainable, and vibrant urban communities. Cities can promote better health, social inclusion, and environmental sustainability by offering a range of amenities such as parks, recreational facilities, and social gathering spaces. These guidelines will help create multi-family developments that enhance residents' daily experience and the broader urban environment.

Ideas for amenities:

Pet Amenities/Dog Park
Fire Pit Area

Swimming Pool
Covered Parking
Cabana/pavilion, clubhouse
Movie Theater/Media Room
Village Center - Cafe, Convenience Store, shops
Outdoor Gathering Areas
Fitness Center
Co-working Spaces
Basketball/Tennis/Pickleball Court, Frisbee Golf
Trails/Walking/Cycling Paths
Pocket Park
Playground
Community Garden

Brent likes the framework of how the tiers are formatted. Proximity to public transportation is a priority. Jay said development around Lee's Marketplace would be a good area for this, but many components are outside the City or the developer's scope. Implementing bonus density should not rely on sources outside the City's control. Brent said it can still be a good incentive if existing resources exist in the area or are near a collector road and/or main artery. Cindy said transportation is not as high of a priority as parks or recreational facilities.

Jay said bonus density around usable parks, not just open space, should be considered (e.g., Richmond Village has many open spaces, but most are not usable). Brent said open space should be removed from bonus density and listed as more intentional recreational amenities. Cache suggested having different options. Justin said homeowners associations must maintain these areas; there are not enough City resources available. Cache suggested doing an inventory of amenities by section of the City. Jay said there could be pros/cons to that idea. He also noted that some privately owned amenities are inaccessible to the general public. Jay said at the last meeting that most developers will develop amenities promoting and enhancing their project.

Brent suggests keeping parks and recreational amenities in as something that would qualify for a bonus density.

Jay said allowing bonus densities for a "third place" may be difficult if the commercial development does not go in immediately or fails. Brent suggests including this in a mixed-use zone. Cache likes the idea of mixed-use everywhere, but it could require commercial space; however, the developer could determine what type of commercial is put in. Cindy said a multi-family zone is not the place for this type of amenity; one of the biggest goals of a multi-family area is to offer more affordable housing. Jay does not believe that live/work units will be as successful in Richmond as in other communities.

Jay likes walk/bike paths that help create a walkable community.

Brent said landscaping is already codified and should not be included in a bonus density.

Cache said bike storage, such as places to park/lock bikes, might encourage more use. Jay said some areas in Logan require a bicycle parking ratio. In a multi-family zone, it

might not make sense. Brent said incentivizing bike storage near bus stops might be a better idea. Cache suggested a bonus density for ADA-compliant homes. Jay said this might be a good idea in 55+ years of age housing developments versus multi-family dwellings. It can use up square footage, and if one goal is to have affordable units, this might not be easy. Cache said a percentage of homes might be a good idea. He does not like the idea of senior living communities; he likes having different life cycle housing in various areas. Brent said this might be a good incentive for that reason. Cache said ADA compliance benefits the entire community.

Brent said community gardens might not be appropriate for this type of zone.

Cache said pet amenities might be needed when the City gets bigger.

Brent said there needs to be a bonus density to incentivize affordable housing. Cache asked why there are no basements in townhomes; Jay said it is sometimes related to the water table or cost. Cache would like to encourage basement accessory dwelling units. Justin said parking and access would be two issues to consider; exterior access would be required. Brent said affordable housing should provide ownership opportunities and not only incentivize rentals.

Jay said public amenities should be incentivized because that is a good use. Brent said City staff should approve public amenities, especially if an HOA will not maintain them.

Brent reviewed the list to include proximity to public transit, parks recreation facilities, bike/walking paths, ADA compliance, and public amenities as approved by City staff.

Brent asked about maximum density and whether there should be a cap. Jay said Richmond Village is 12-12.5 units per acre. Cache said a lot of it would depend on the project's design. Brent suggested a bonus maximum of 20%, allowing 5-10% per item. Public Transit – 5%, Parks/Rec – 5%, Bike/Walk Paths – 5%, ADA-compliance – 5%, Public Amenities – 5%. Cache said specific descriptions of what is required will be necessary. Justin asked if garages or parking would offer any bonuses. Cache said density bonuses should benefit the entire community rather than individual homeowners. Jay noted that the last sentence in 12-119.12(d) is, “single car attached garage would be considered one parking stall, a 2-car attached garage would be considered two parking stalls”. The requirement of three parking stalls per unit will already incentivize a garage. HollyJo said the average in Richmond Village is three vehicles per unit. Jay asked what the parking requirement would be if a clubhouse were built; historically, many people would drive even if they only lived a few blocks away. Brent suggested “city-approved parks and recreational facilities” and staff would approve those facilities and determine parking.

Brent reviewed the changes to change/add:

To qualify for a density bonus, developers must meet the following criteria:

- ~~**Affordable Housing:** Provide a specified percentage of affordable units (e.g., 10-20% of total units at reduced rent levels).~~
- ~~**Public Amenities:** Incorporate community-oriented features such as parks, green spaces, recreation facilities, and other beneficial amenities that residents and the public can enjoy.~~

- ~~**Sustainability Features:** Integrate environmentally sustainable practices like xeriscaping, energy efficient building technologies, or water conservation measures.~~
- **Proximity to Public Transportation:** Ensure the development is within a specified walking distance (e.g., **1,500 feet**) of a bus stop, train station, **or Highway 89/91**, supporting the use of public transit and reducing reliance on private vehicles.
- ~~**Third Places:** Include spaces designed for informal public gatherings, such as community centers, coffee shops, co-working spaces, or libraries, which facilitate social interaction, promote community building, and enhance the overall livability of the area.~~
- ~~**Community Engagement:** Actively involve the local community throughout the planning and development to ensure the project aligns with their needs and desires.~~
- **City-approved Park and Recreational Facilities**
- **Bike/Walking Paths**
- **ADA-compliant Units**

Bonus Structure

- **Base Density:** Define the zoning district's base density (**10** units per acre). - Be intentionally low to encourage the adoption of bonus density options.
- **Bonus Density:** Developers may increase the density of the development in exchange for providing public benefits, **up to a maximum of 12 units per acre, or 20% bonus density per development.**

Jay asked about the allowed use matrix table. Brent said it is done and will share it with everyone for review at the next meeting. Jay said there are different occupancy levels and restrictions within the commercial code.

Cache would like to allow the option to be put in a small corner store; it makes it more convenient for people living nearby but will also enable sales tax revenue. Jay said being in a mixed-use zone rather than a multi-family seems better.

The final review of the ordinance and review of the matrix table will be held next month, January 2025.

Next meeting: Tuesday, January 7, 2025

The meeting adjourned at 8:34 p.m.

Planning Commission Chairperson

**RICHMOND CITY CORPORATION
ORDINANCE 2024-12**

WHEREAS, the City Council of Richmond has the responsibility for the general welfare of the City; and

WHEREAS, such responsibility includes but is not limited to, establishment of best management practices;
and

WHEREAS, management practices may evolve over the passage of time:

NOW THEREFORE, the City Council of Richmond City, County of Cache, State of Utah, hereby adopts,
passes and publishes the following:

**AN ORDINANCE AMENDING THE RICHMOND CITY MUNICIPAL CODE, TITLE 12-000
“LAND USE, DEVELOPMENT AND MANAGEMENT (LUDMO)”, CHAPTER 12-900 “ZONES”
ADDING IN ITS ENTIRETY PART 12-911 “RESIDENTIAL MULTIPLE-FAMILY ZONE
“RMF””, SECTIONS 12-911-1 “PURPOSE”, 12-911-2 “WIDTH, DENSITY AND YARD
REGULATIONS”, 12-911-3 “HEIGHT REGULATIONS”, 12-911-4 “MODIFYING
REGULATIONS”, 12-911-5 “GROUP DWELLING STANDARDS”, 12-911-6 “PARKING,
LOADING AND ACCESS”, 12-911-7 “LANDSCAPING”, 12-911-8 “TRASH/GARBAGE”, 12-911-9
“DEVELOPMENT IN PHASES”, 12-911-10 “ALLOWED USES” AND 12-911-11 “DENSITY
BONUS AND INCENTIVES”.**

BE IT ORDAINED BY THE CITY COUNCIL OF RICHMOND CITY, CACHE COUNTY, UTAH AS
FOLLOWS:

1. Sections below shall be added in their entirety.

PART 12-911 RESIDENTIAL MULTIPLE-FAMILY ZONE “RMF”.
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12-911-1 PURPOSE

The purpose of the Residential Multiple-Family Zone (RMF) is to provide areas throughout the community which shall be characterized by low rise multiple-family and apartment development. This zone is intended to provide an attractive setting for multiple-family apartments, townhomes, and dwelling units which will be harmoniously blended together.

In keeping with the most recent General Plan update there shall be a minimum of fifteen hundred (1,500) feet between lots as measured by following the shortest route of vehicular travel along public thoroughfares, from the nearest point on the boundary line of the property on which a multiple-family dwelling is proposed to the nearest point on the boundary line of any other parcel or lot on which a multiple-family dwelling exists or is proposed for construction.

The fifteen-hundred-foot distance requirement is not applicable to any parcel which abuts a parcel(s) which have the following zoning classification: Highway Commercial Zone (HC), Manufacturing/Light Industrial Zone (MLI), Planned Industrial Commercial Overlay Zone (PIC) or next to a public school.

12-911-2 WIDTH, DENSITY AND YARD REGULATIONS

Minimum Yard Requirements (In Feet):

Frontage: 80

Setback Requirements (In Feet):

Front: 30
Side: 20
Rear: 20

12-911-3	HEIGHT REGULATIONS
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No building or structure shall be erected to a height greater than forty-five feet (45'), to be measured from the threshold of the main entrance at street level to the highest point of the roof. Accessory buildings and other buildings shall not be erected to a height greater than the dwelling, but in no case shall it exceed twenty feet (20') in height.

12-911-4	MODIFYING REGULATIONS
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Modifying regulations in the Residential Multiple-Family Zone (RMF) are as follows:

- A. **Front Yards:** On corner lots, the least of the two (2) front yards shall be a minimum of twenty feet (20') and the combination of the two (2) together shall total a minimum of fifty feet (50').
- B. **Side Yards:** Main buildings other than dwellings shall have a minimum side yard of twenty feet (20'). Private garages and other accessory buildings located at least ten feet (10') behind the main building may have a side yard of ten feet (10'), except that the street side yard on a corner lot shall be a minimum of twenty feet (20') for main and accessory buildings.
- C. **Rear Yards:** Unsheltered decks, supported by posts and which are less than thirty inches (30") above the ground or greater than eighty-four inches (84") above the ground but, not greater than the uppermost floor level, shall be allowed to project into the required rear yard a maximum of ten feet (10').

12-911-5	GROUP DWELLING STANDARDS
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The following provisions shall apply to the development of group dwellings as defined in this title:

- A. **Group Dwellings:** Group dwellings can be divided and sold as individual buildings/units.
- B. **Open Space:**
 - 1. Open space shall be provided and shall not cover less than forty percent (40%) of the gross site area. The required open space shall be land areas that are not occupied by buildings, structures, parking areas, streets or alleys. Said open space shall be devoted to landscaping, preservation of natural features, patios and recreational areas.
 - 2. At least fifty percent (50%) of the required open space shall be designated for use as common open space for common enjoyment and use for all residents of the development. Private open space (that provided for each dwelling unit for personal use) shall be located immediately adjacent to, attached to, or within the dwelling unit it is designed to serve and shall be for the exclusive use of the residents of that dwelling unit. Landscaped roof areas or decks attached to individual units may not be calculated as part of the required common open space.
 - 3. Open space needs to be identified as an area to facilitate snow retention during the winter months.
 - 4. Detention and retention basins may be counted toward meeting the minimum open space requirement.
- C. **Building Orientation:** No residential building shall face the rear of another building on the development site.
- D. **Side By Side Buildings:** A separation of at least twenty feet (20') shall be maintained between buildings which are located side by side.
- E. **Maximum Number of Units per Building:** The maximum number of dwelling units per building will not be greater than six (6).
- F. **Maximum Density:** The maximum number of units per acre will not be greater than ten (10).
- G. **Additional Conditions:** The planning commission or city council may impose other reasonable conditions as may be necessary to accomplish the purpose of this title.
- H. **Front Yard:** A multifamily front yard is the yard that extends from the front lot line to the foundation of the main building of a multifamily structure. Multifamily structures are buildings that contain multiple

housing units, such as apartment buildings and condominiums. The front facade of a multifamily building should face the street, and the primary entrance should be located on the front facade, with the exception(s) of corner lots allowing the main entrance to be on the side of the building or in a multi building development the main entrance can be on the side of the building while maintaining proper side setbacks. Parking is only allowed in driveways that access from the street and have a garage that is part of the front facade. If no garage is present in the front facade, parking is not allowed in the front yard.

12-911-6 PARKING, LOADING AND ACCESS

- A. Each lot or parcel in the Residential Multi-Family Zone (RMF) shall provide minimum nine feet wide by twenty feet long (9' x 20') parking stalls located and in numbers as described below.
- B. All parking spaces shall be paved with asphaltic cement or concrete and shall be provided with paved access from a public street.
- C. Parking spaces shall not be provided within the required front yard.
- D. Each dwelling unit shall be provided with at least three (3) parking spaces. A single car attached garage will be considered one (1) parking stall. A two-car attached garage will be considered two (2) parking stalls.
- E. Driveways shall be a minimum of two feet (2') wider than the garage door.

12-911-7 LANDSCAPING

The following landscaping provisions shall apply in all multiple housing developments within the Residential Multi-Family Zone (RMF):

- A. All open space shall be maintained with suitable landscaping of plants, shrubs, trees, grass and similar natural landscaping materials.
- B. Initial landscaping shall include at least one tree per two (2) units.
- C. There shall be provided a minimum of three feet (3') of landscaped area around the front foundation of all buildings dedicated to foundation planting, ground covers or natural landscaping such as lava rock or bark. In areas where natural landscaping is used a weed barrier or block shall be used to prevent the encroachment of weeds or grass into the landscaped area.
- D. In required landscaped areas, all trees shall be a minimum two-inch (2") caliper trunk, and all shrubs shall be a minimum of two (2) gallon size.
- E. All areas to be landscaped with grass shall have sprinklers and/or irrigation systems. All other landscaped areas shall be provided with drip or other approved irrigation systems as approved by the planning commission or city council.
- F. The area between the curb or street line and the public sidewalk shall be landscaped and maintained by the owner of the property fronting the street.
- G. All landscaped areas shall be kept free of weeds and be maintained in a healthy condition. All required vegetation that dies shall be promptly replaced during the current growing season.
- H. A perimeter fence around the outside of the overall development boundary shall be installed as part of the development process. The fence shall be a six-foot (6') sight proof fence. Wood and chain link are not allowed.

12-911-8 TRASH/GARBAGE

Trash/garbage shall not be stored in an open area. All trash containers shall be screened from public streets and adjacent properties with a six-foot (6') sight proof fence or wall. Openings of trash enclosures shall be oriented away from public view or screen with sturdy gates wide enough to allow easy access for trash collection. No trash containers or trash enclosures may be located within a required front yard or street side yard setback.

12-911-9 DEVELOPMENT IN PHASES

If the Residential Multiple-Family (RMF) Development is to be developed in phases, each phase shall be of such size, composition, and arrangement that its construction, marketing, and operation is feasible as a unit independent

of any subsequent phases. Final approval shall be given only to one (1) phase at a time. No construction of any kind shall begin in the second or subsequent phases until sixty-five (65) percent of the total development and amenities, if applicable, of the preceding phase has been substantially completed.

12-911-10	ALLOWED USES
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See Use Matrix Table.

12-911-11	DENSITY BONUS AND INCENTIVES
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Listed below outlines the requirements and regulations on density bonuses within a Residential Multiple-Family Zone “RMF”. All amenities must be approved by the Planning Commission and City Council before the density bonus will be awarded. **In no case shall the density bonus exceed twenty percent (20%) of the base density.** An amenity or feature may not be used to receive a density bonus under more than one density bonus category.

To qualify for a density bonus, developers must meet the following criteria:

PROXIMITY TO PUBLIC TRANSPORTATION: Ensure the development is within a 1,500-foot walking distance, on sidewalks or the edge of the road, of a bus stop, Highway 91 or State Road 142 (SR142) west of the railroad tracks at approximately 550 West Main. Bonus Density Percentage: 5.00%.

BICYCLE PATHS AND WALKING PATHS: Additional hard surface internal bicycle and/or walking paths throughout the development in addition to the mandatory sidewalk requirement. Bonus Density Percentage: 5.00%.

ADA (AMERICANS WITH DISABILITIES ACT) COMPLIANT UNITS: At least five percent (5%) of the total units, rounded to the nearest whole number, in the project must be ADA compliant. Bonus Density Percentage: 5.00%.

PARKS AND RECREATION FACILITIES: Addition of parks and recreation amenities such as but not limited to gym, swimming pool, sport courts, playground, or sport playing fields. These amenities are to promote health and wellness, encourage physical activity and provide recreational opportunities for all ages. Bonus Density Percentage: 5.00%.

2. Should any section, clause, or provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, in whole or in part, the same shall not affect the validity of the Ordinance as whole, or any other part thereof.
3. All ordinances, and the chapter, clauses, sections, or parts thereof in conflict with provisions of this ordinance are hereby repealed, but only insofar as is specifically provided for herein.
4. This ordinance shall become effective after the required public hearing and upon its posting as required by law.

THIS ORDINANCE shall be attached as an amendment to the Richmond City Municipal Code above referred to.

ADOPTED AND PASSED by the Richmond City Council on this xx day of xx, 2024.

RICHMOND CITY CORPORATION

Paul J. Erickson, Mayor

ATTEST:

Justin B. Lewis, City Recorder

