



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