

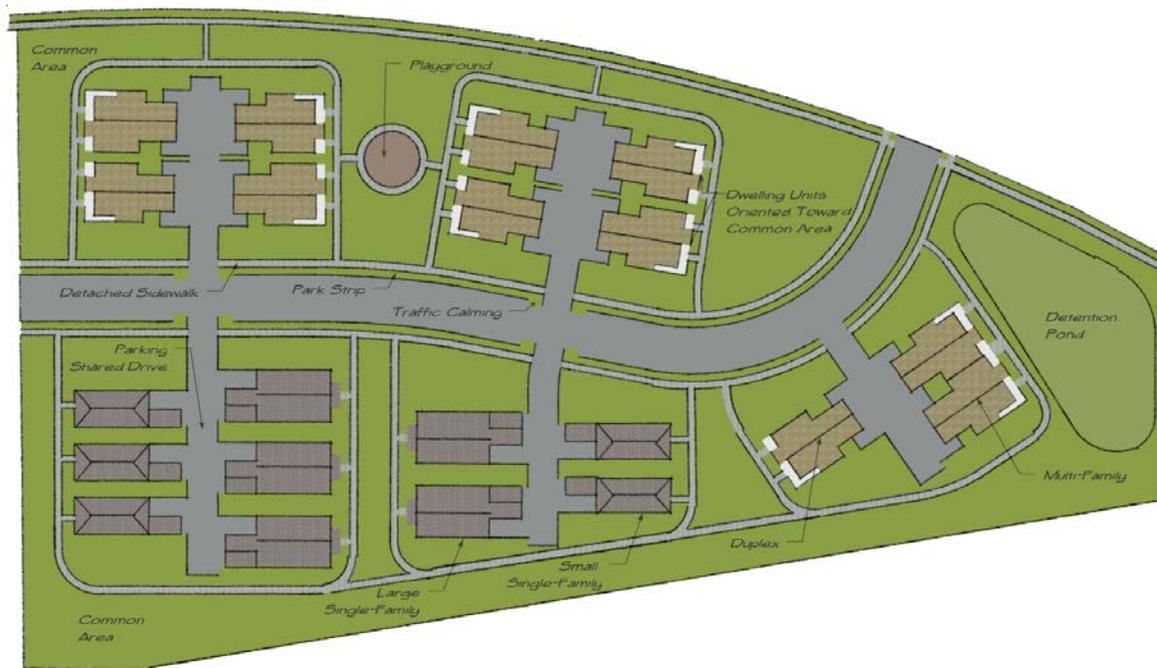
**Chapter 17.08**  
**DENSITY BONUSES**

**Sections:**

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**17.08.010 PURPOSE AND INTENT.**

- A. **Purpose.** The purpose of Chapter 17.08 is to help implement portions of the Fruita Community Plan by providing for residential density bonuses in designated zones tied to the provision of community amenities. This Chapter is intended to promote compatibility between land uses, as well as predictability and fairness in the approvals process, consistent with the Fruita Community Plan.
  
- B. **Intent.** The intent of this Chapter is to provide options and standards that promote and encourage innovative design that emphasize walkable neighborhoods that are pedestrian in scale and character, integrating open space or common area, detached sidewalks, park strips and tree lined streets and offer a variety of housing types.



**17.08.020 APPLICABILITY.** The provisions of Chapter 17.08 apply only when an applicant has requested a density bonus and only where the zone in which a project is located specifically authorizes residential densities exceeding the base density of the zone.

**17.08.030 GENERAL PROVISIONS.**

- A. Density bonus requests shall be submitted on forms provided by the Community Development Director and shall be accompanied by plans, exhibits, narrative and other information as required by the Community Development Director, to sufficiently demonstrate compliance with the provisions of this Chapter.
- B. Density bonus applications shall be processed at the same time and using the same procedure as required for a Major Subdivision, Planned Unit Development, or Site Design Review, as applicable.
- C. Projects utilizing the provisions of this Chapter are not necessarily required to be processed as a Planned Unit Development.
- D. City Council may preliminarily approve a density bonus, with final approval contingent upon the owner and city executing an Annexation Agreement, Subdivision or Development Improvement Agreement, PUD Guide and/or other binding agreement as necessary to ensure compliance with this Title and other city requirements.
- E. Except as provided under Subsection D (preliminary approval) above, a density bonus approval shall be binding on the subject property and shall run with the land.
- F. City Council may approve, deny, or approve with conditions, density bonus applications filed in accordance with Chapter 17.08.

**17.08.040 DENSITY BONUS CRITERIA.** City Council is authorized to grant density bonuses up to a maximum of five (5) dwelling units per acre in accordance with the following:

- A. A maximum density of three (3) dwelling units per acre may be approved with a minimum of thirty (30) percent of the property designated as open space or common area.
  - 1. The open space or common area must be adjacent and accessible to a minimum of fifty (50) percent of the lots.
  - 2. For purposes of this Chapter, adjacent means open space or common area that is located along the entirety of at least one lot line of each adjoining lot and accessible means the resident of the lot or unit must be able to safely and conveniently step onto the open space or common area from the lot or unit.
- B. In addition to the required open space, the following criteria may be used to increase the bonus density by an additional dwelling unit per acre, per criteria, up to a maximum five (5) dwelling units per acre:
  - 1. A minimum of eighty (80) percent of the proposed dwelling units are oriented towards open space or common area. For purposes of this Chapter, oriented means that the primary entrance of the dwelling unit faces toward

an open space or common area.

2. A minimum five (5) foot wide park strip and five (5) foot wide detached sidewalk are located on both sides of all proposed streets. Upon approval of City Council, park strips may be applied toward the open space or common area requirement.
3. Access to required parking and/or garages of a minimum of eighty (80) percent of the proposed dwelling units is by alley or shared drive. For purposes of this Chapter, a shared drive must serve a minimum of four (4) dwelling units.
4. A mix of housing types are proposed with a minimum of twenty (20) percent of the dwelling units being single-family attached, duplexes and/or multi-family units.

C. All densities are dwelling units per gross acre, as defined in Chapter 17.03.

<u>Density Bonus Criteria</u>	<u>Zones</u>	
	SFR	CMU
Base Density	2.0 DU/acre	2.0 DU/acre
30% Open Space	3.0 DU/acre	3.0 DU/acre
Orientation of dwelling units	Not applicable	1 additional DU/acre
Park strips/detached walks	Not applicable	1 additional DU/acre
Alley/shared drive access	Not applicable	1 additional DU/acre
Mix of housing types	Not applicable	1 additional DU/acre

**17.08.050 DEVELOPMENT STANDARDS.** Density bonuses are awarded based on an application's compliance with the above criteria and the standards and requirements contained in the following text and illustrations.

A. General Standards.

1. Walkable Neighborhood.
  - a. Pedestrian friendly street design which may include but is not limited to: interconnected pedestrian network of sidewalks and trails, reduced front yard setbacks; tree-lined streets; garages and parking accessed by alleys or shared drives; narrow, slow speed streets; etc.



2. Innovative Urban Design.

- a. Emphasis on aesthetics, human comfort and creating a sense of place.
- b. Human scale architecture.
- c. Easily accessible open space or common area.
- d. Dwelling units oriented toward open space or common area.



3. Variety of Housing Types.

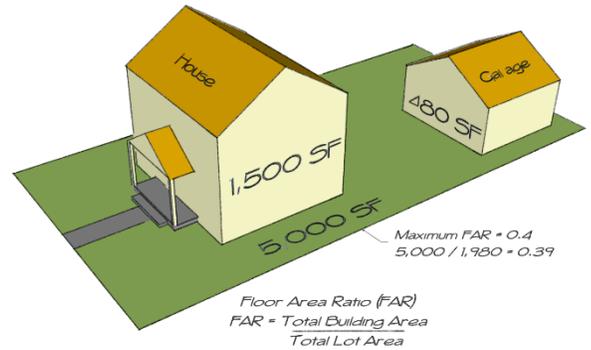
- a. A variety of housing types including; single-family detached, single-family attached, duplexes and multi-family dwellings.



B. Site Development Standards. In addition to those requirements contained in Title 17 – Land Use Code, the following design standards are applicable to new developments utilizing bonus density.

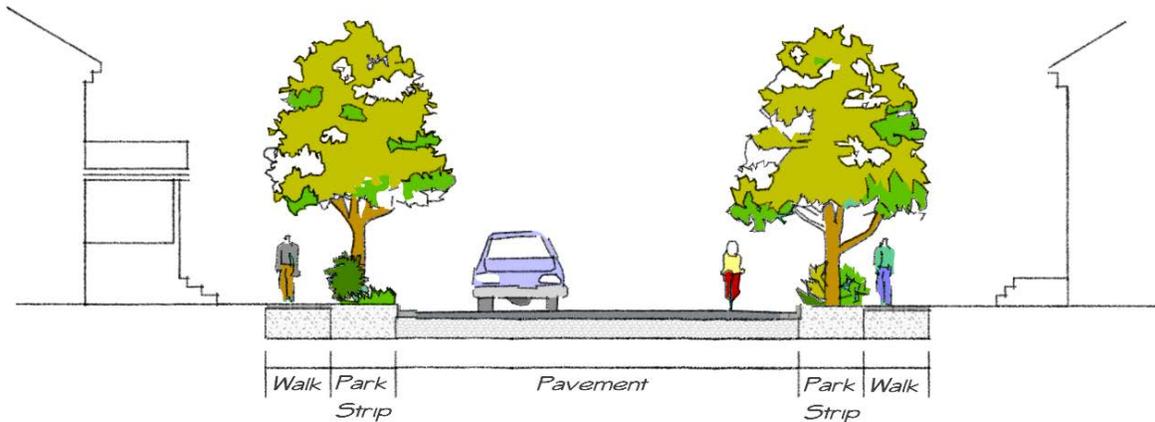
1. Floor Area Ratio.

- a. The maximum floor area ratio shall be 0.40. The floor area ratio is calculated by dividing the gross building area (including all accessory structures but excluding uncovered patios and decks) by the gross lot area.



2. Streets.

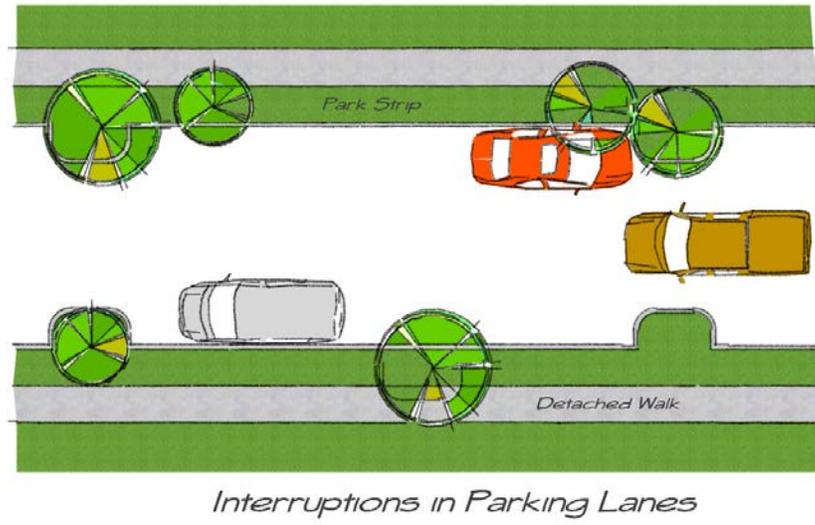
- a. Alternative street designs are encouraged and may be approved where the design is found to be consistent with the intent of this Chapter and consistent with the health, safety and welfare of pedestrians and vehicles.



- b. Traffic calming techniques shall be incorporated into street designs.

3. Parking.

- a. Guest parking shall be provided at a ratio of .5 parking space per unit when on-street parking is limited or nonexistent. Guest parking spaces shall be accessible to everyone and conveniently located within the project.
- b. If on-street parking is proposed, the use of planting areas interposed within the parking lanes is encouraged.



4. Pedestrian Access, Sidewalks and Trails.
  - a. Projects shall include an interconnected pedestrian circulation system utilizing both sidewalks and trails is an integral part of the project connecting streets, dwelling units, open space and common area. Disheartening
  - b. On-site trails and/or sidewalks shall be extended to existing off-site trails, sidewalks or parks if the extension is less than two hundred (200) feet in length.
  
5. Building Design
  - a. Building design within the project should be architecturally varied but complementary.
  - b. Individual units should incorporate design features to assure high quality, distinctive design and a cohesive variety within the project.
  - c. Building facades should have offsets, particularly above the first floor, to reduce the appearance of building mass and bulk.
  - d. Roof elements should be varied to create a comfortable human scale.
  - e. Garages
    - 1) Garages may be attached or detached but must be consistent and compatible with the architecture and materials of the individual dwelling unit.
    - 2) The appearance of attached garages should be minimized by limiting garage doors to no more than fifty (50) percent of the linear front elevation of any unit. The use of two single-car garage doors as opposed to a double-garage door or similar design is encouraged to reduce the visual scale of the garage.

- 3) Driveway cuts on the public street shall be minimized to preserve landscaping and on-street parking.
6. Neighborhood Compatibility. New developments should integrate existing neighborhood patterns of adjacent developments with respect to building scale, massing and orientation.
7. Open Space/Common Areas
  - a. Open space and common areas shall be a functional part of the project design rather than residual land that is “left over” with no recreational, aesthetic or design importance.
  - b. Narrow (less than thirty-five (35) feet in width) linear strips of land should not be counted toward the open space or common area requirement.
  - c. Open space or common areas may be developed or undevelopable, active or passive and may include stormwater detention and retention basins if design of the basin is integral to the open space or common area. In addition, washes, streams or other natural features should be included and incorporated into open space or common area.
  - d. Open space or common areas shall be visible from the street and add to the quality of the neighborhood and shall be accessible to all dwelling units within the development. Open space and common area surrounded by dwelling units with no access to an adjacent street is prohibited.
  - e. Open space or common areas may contain private recreation amenities including but not limited to: plazas, courtyards, community garden, basketball/tennis/pickleball courts, clubhouses or community greenhouses.
  - f. Walkways, trails and other forms of pedestrian access shall form an interconnected system serving as access to open space, common area and other pedestrian destinations.
  - g. Open space or common areas shall be grouped contiguously with open space or common areas from adjacent developments.
8. Landscaping
  - a. Landscape Buffer
    - 1) A landscape buffer shall be a minimum of thirty-five (35) feet in width and left in its natural state or improved.
  - b. Tree and Landscape Feature Preservation
    - 1) Existing trees and other natural landscape features should be

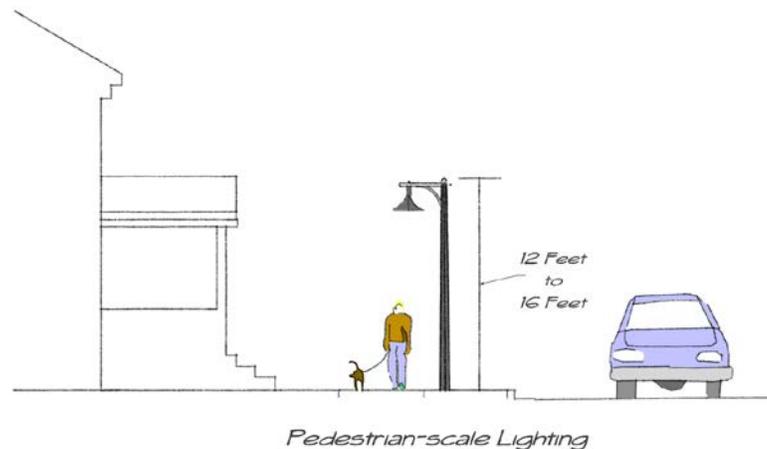
preserved and incorporated into the design of the project.

c. Park Strips

- 1) Park strips must be a minimum of five (5) feet in width and contain, in aggregate, at least one (1) tree for every forty (40) feet of street frontage.
- 2) Trees may be grouped or clustered for compatibility with the overall site design and need not be spaced at regular intervals of forty (40) feet.

9. Lighting

- a. Street lighting should be provided along all streets. Generally more, smaller lights, as opposed to fewer, high-intensity lights, should be used.
- b. Street-lights should be installed on both sides of the street at intervals no greater than seventy-five (75) feet.
- c. Decorative light posts are recommended for free standing lights and lighting should be low in height to complement the human scale.



C. Modification of Standards.

1. For development projects requesting a density bonus, City Council may consider modification of one or more of the following standards:
  - a. Minimum lot sizes and/or dimensions;
  - b. Maximum floor area ratio;
  - c. Minimum lot setbacks;
  - d. Maximum lot coverage;

- e. On-site parking standards;
  - f. Minimum building separation requirements; and/or
  - g. Street standards.
2. A request for modification of standards shall be submitted in conjunction with the bonus density application and shall identify the modifications being requested and shall include an explanation of what exceptional conditions, practical difficulties, or unnecessary hardships exist that require the modifications. The request shall also address how the modifications are beneficial to the public good, are in compliance with the Comprehensive Plan and meet the purpose and intent of this Chapter.