

**CHAPTER 18**

**TRANSPORTATION ORIENTED DEVELOPMENT (TOD) ZONE**

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**11-18-101 Purpose**

The purposes of the Transportation Oriented Development ("TOD") Zone are to:

(a) Provide standards for development of areas in close proximity to Farmington's major transportation hub created by the convergence of Interstate 15, Highway 89, the Legacy Highway, the proposed commuter rail stop and related facilities, that will encourage the creation of an architecturally unique, vibrant commercial and mixed use district reflective of Farmington's historic character;

(b) Provide for development of a Core District within close proximity to Farmington's major transportation hub with compatible mixed uses in close proximity to one another to provide a blend of retail, service, office, dining and residential uses; to facilitate safe, attractive, and convenient pedestrian circulation and minimize conflicts between pedestrians and vehicles; and to encourage travel by transit, walking, bicycling, car pooling and van pooling;

(c) Provide for development of a Secondary District adjacent to the Core District with a mix of uses that supports the uses of the Core District by providing a transition from the Core District to adjacent lower density residential development;

(d) Provide open spaces and integrated landscaping to encourage and promote the creation of a destination center as

well as to encourage and promote an integrated traffic- and pedestrian-friendly development design;

e) Provide greater design flexibility and efficiency in land use and the siting of buildings, services and infrastructure, including the opportunity to increase building height and/or density and reduce pavement areas where appropriate;

(f) Facilitate high-volume vehicle traffic in and out of the TOD Zone from major roadways while preserving the pedestrian-friendly character of the TOD Zone by limiting access to properly spaced and signaled intersections and other techniques;

(g) Provide for the adoption of architectural controls and a common set of Master Development Guidelines (collectively called the "MDG") for open space, buildings and structures, and for the adoption of a Common Area Management Plan (CAMP) to provide for the maintenance of common areas and open space within the TOD zone and equitable allocation of costs among the property owners in the zone district.

#### **11-18-102 Conflicts**

This Chapter provides additional provisions to those set forth in the other Chapters of the City's Zoning Ordinance. In the event of conflict between other provisions of the Zoning Ordinance and this Chapter, the provisions of this Chapter, the MDG and CAMP adopted pursuant to this Chapter shall apply.

#### **11-18-103 Definitions**

The following definitions shall have the meaning set forth below:

(a) Core District - An area of higher-density development adjacent to and within approximately ¼ mile of major interchanges, transit stops, transit stations and transit centers, containing community, neighborhood, and retail uses coupled with high density residential uses, hotels, multi-story office, technology and employment centers, and other employee/consumer-intensive uses. The Core District provides for a vibrant, mixed use environment where uses are related to the nearby transit facilities.

(b) Secondary District - Areas that abut the Core District within approximately ½ mile of major interchanges, transit stops, transit stations and transit centers, generally composed of office buildings, neighborhood and regional retail, and medium to high-density residential development. The Secondary District provides for a transition between the urban-scale development of the Core District and adjacent lower density residential development. Uses within the Secondary District may accommodate regional needs, but will be designed to support the viability of the Core District.

(c) Except for retail and wholesale sales uses, the square footage limitation of this Chapter apply to the main floor footprint of structures that house the applicable uses.

**11-18-104 Permitted and Conditional Uses:**

(a) Permitted Uses in the Core and Secondary Districts include:

(1) Business Services (Banks, financial institutions, and related uses) [Core, Secondary]

(2) Convenience retail without gasoline sales [Core, Secondary]

(3) Day care, pre-school [Core, Secondary]

(4) Fitness, Recreation & Entertainment facilities up to 65,000 square feet in size [Core]; up to 75,000 square feet in size [Secondary]

(5) Financial Institutions without drive-up [Core]

(6) Financial institutions with drive-up [Secondary]

(7) Fast food establishments without drive-up [Core]

(8) Fast food establishments with drive-up [Secondary]

(9) Neighborhood service establishments - personal services (low impact retail and service uses such as bakery, bookstore, dry-cleaning, hair styling, pharmacy, art supply/gallery, craft store, photo-copy center, etc.) [Core, Secondary]

(10) Professional and Business offices [Core, Secondary]

(11) Government offices and related services, except the following prohibited uses: correctional/detention facilities, half-way houses, drug or alcohol rehabilitation facilities, facilities for the treatment or confinement of the mentally ill, homeless shelters, domestic violence shelters, and other similar facilities including those which may allow or require that clients

- stay overnight or longer; [Core, Secondary]
- (12) Hotel, motel, or bed and breakfast inn up to 65,000 square feet in size [Core]; up to 75,000 square feet [Secondary]
  - (13) Retail and wholesale sales up to 50,000 square feet per individual tenant use, with all merchandise displayed and stored inside a building [Core, Secondary]
  - (14) Restaurant (traditional sit-down) [Core, Secondary]
  - (15) Transportation Hubs and transit/commuter and related facilities [Core, Secondary]
  - (16) Medical/dental offices and clinics up to 65,000 square feet in size [Core]; up to 75,000 square feet in size [Secondary]
  - (17) Mixed-use development incorporating any uses listed herein as permitted uses up to 65,000 square feet in size [Core]; up to 75,000 square feet in size [Secondary]
  - (18) Multi-Family high density residential, including residential facilities for the elderly and handicapped, condominiums, and generally all classes of affordable or higher end types of housing, whether for rental or sale. [Core, Secondary]
  - (19) Schools and colleges up to 65,000 square feet in size [Core]; up to 75,000 square feet in size [Secondary]
  - (20) Structures and facilities required for operation of commuter rail and other mass transit facilities, but not including outside storage, train yards, warehousing, storage, switching, or maintenance shops; including parking and related structures. [Core, Secondary]
  - (21) Theaters up to 65,000 square feet in size [Core]; up to 75,000 square feet in size [Secondary]
  - (22) Video arcades and amusement centers [Core, Secondary]
  - (23) Convenience retail with gasoline sales [Secondary]
  - (24) Laboratories [Secondary]
  - (25) Motor vehicle repairs and/or services [Secondary]
  - (26) Nursing/convalescent facilities [Secondary]
  - (27) Automotive & Recreational retail sales [Secondary]
  - (28) Quasi-Public Uses [Core, Secondary]
  - (29) Off-site parking [Core, Secondary]
  - (30) Private clubs [Core, Secondary]

(b) Conditional Uses in the Core and Secondary Districts

include:

- (1) Hospitals, medical facilities inpatient and/or outpatient [Secondary]
- (2) Hotel, motel, or bed and breakfast inn over 75,000 square feet in size [Secondary]
- (3) Medical/dental offices and clinics over 75,000 square feet in size [Secondary]
- (4) Mixed-use development incorporating any uses listed herein as permitted uses over 65,000 square feet in size [Core]; 75,000 square feet in size [Secondary]
- (5) Retail and wholesale sales over 75,000 square feet per individual tenant use, with all merchandise displayed and stored inside a building [Secondary]
- (6) Schools and colleges over 75,000 square feet in size [Secondary]
- (7) Theaters over 75,000 square feet in size [Secondary]
- (8) Commercial fee parking lots [Secondary]
- (9) Churches, synagogues, temples and other places of worship [Core, Secondary]

## **11-18-105      Dimensional Standards**

### **(a) Core District**

In order to enhance the pedestrian environment in the Core District, front and side yard building setbacks shall provide adequate pedestrian access while minimizing the distance between adjacent streets and building frontages as follows:

- (1)                    Front Yard (measured from property line or abutting public street or private street edge): Minimum of fifteen (15) feet, except where a pedestrian plaza is provided.
- (2)                    Side Yards (measured from face of building perpendicular to abutting property line) are not required except to provide access to parking and deliveries behind a building and as deemed necessary by the Fire Department for emergency access.
- (3)                    Rear Yard: No specified requirements, except that a minimum fifty (50) feet shall be provided when adjacent to lower density residential development.
- (4)                    Side Yard Corner: same as front yard.

- (5) Lot size: no requirement
- (6) Lot width: minimum lot width shall be thirty (30) feet.
- (7) Building Height: Maximum building height shall vary depending on the distance from the freeway right of way and the freeway interchange right of way as follows: Buildings within 1,000 feet of the freeway interchange right of way shall not exceed the lesser of seven stories or one-hundred & five (105) feet.

Buildings between 1,000 feet and 1,500 feet of the freeway interchange right of way shall not exceed the lesser of five stories or seventy-five (75) feet

Buildings more than 1,500 feet from the freeway interchange right of way shall not exceed the lesser of three stories or forty-five (45) feet.

**(b) Secondary District**

In order to support the pedestrian-friendly environment of the Core District, while allowing for more vehicle-oriented uses, in the Secondary District front and side yard building setbacks shall be as follows:

(1) Front Yard (measured from property line or abutting public street or private street edge): Minimum of ten (ten) feet except where a pedestrian plaza is provided.

(2) Side Yards (measured from face of building perpendicular to abutting property line) ten (10) feet between residential, commercial, public or semi-public buildings. Zero lot lines are permitted when abutting a non-residential use.

(3) Rear Yard: No specified requirements, except that a minimum of thirty (30) feet shall be provided when adjacent to a low density residential development

(4) Side Yard Corner: same as front yard.

(5) Lot size: no requirement

(6) Lot width: minimum lot width shall be fifty (50) feet.

(7) Building Height: Not exceed fifty (50) feet.

**11-40-106 Density**

Density calculations may be averaged over an entire parcel, including any areas otherwise un-buildable, provided that compensating areas of open space, outdoor play areas, and/or community facilities are provided. Allowable development densities shall be as follows:

**(a) Residential Development.** Subject to the open space and other provisions of the MDG, no density limit is established within the Core District;

From ten (10) to fifty (50) dwelling units per net acre are allowed in the Secondary District, subject to the provisions of the MDG.

**(b) Retail/service/wholesale.** The floor area to land ratio (FAR, which is the net constructed floor area of all floors of a structure as a ratio to the overall parcel land area it is constructed on) is not limited in the Core district;

The FAR is limited to a maximum of .4 (40%) in the Secondary District.

**(c) Office / other.** The FAR is not limited in the Core District;

The FAR is a maximum of .4 (40%) in the Secondary District.

**11-18-107 Design Standards**

**(a) General Requirements.** The following design standards shall be implemented throughout the TOD Zone in order to create a cohesive appearance unique to Farmington that is pedestrian friendly (walkable) and which encourages travel by transit, bicycling, van pooling, and car pooling, which shall be more fully defined in the MDG and maintained through the CAMP:

(1) Buildings shall incorporate arcades, roofs, alcoves, porticos and awnings that protect pedestrians from

the rain and sun.

- (2) Trash storage areas, mechanical equipment, and similar areas are not permitted to be visible from the street.
- (3) Buildings that are open to the public and are within 30 feet of the street shall have an entrance for pedestrians from the street to the building interior. This entrance shall be designed to be attractive and functional, be a distinctive and prominent element of the architectural design, and shall be open to the public during all business hours.
- (4) Buildings shall incorporate exterior lighting and changes in mass, surface or finish giving emphasis to entrances.
- (5) Buildings shall provide a foundation or base, typically from ground to the bottom of the lower window sills, with changes in volume or material. The top floor of any building rising over two stories shall contain a distinctive finish, consisting of a cornice or other architectural termination.
- (6) Recessed or projecting balconies, verandas, or other usable space above the ground level is encouraged in a street facing elevation .
- (7) Hardscape (paving material) shall be utilized to designate "people" areas. Materials could include unit masonry, stamped or scored colored concrete, stone, or combinations of the above.
- (8) Lighting shall be designed to illuminate pedestrian areas. Lighting fixtures shall not cast light beyond the development, except for the public right-of-ways.

- (9) Public sidewalks shall be located along all public streets and ways, and public spaces shall be provided at key locations
- (10) Signage in the TOD Zone shall comply with the standards set forth in the signage plan and requirements of the MDG. No off-premise signage is permitted in the TOD Zone, except as provided for in the signage plan of the MDG.
- (11) All sides of buildings exposed to pedestrian and/or vehicular traffic and adjacent properties shall receive equal design consideration.
- (12) Parking structures are encouraged and shall be designed to complement access between the various uses.
- (13) Mechanical units on the roof shall be screened from view if within twenty (20) feet of the front of the building or visible from the freeway. Mechanical units or equipment located on the roof of a building shall not project above the provided screening.

**(b) Additional requirements within the Core District.**

- (1) Primary building orientation shall be toward the street-accessible side. The principal entrance must be designed to be readily apparent.
- (2) All walls that face a principal street, plaza, or other public open space shall contain at least fifty percent (50%) of that facing wall area in display, windows, or doorways. Walls facing side streets or lesser spaces shall contain at least ten percent (10%).
- (3) At least thirty percent (30%) of the buildings that are not connected shall include a ten foot wide sidewalk between the buildings and the parking lot

or access driveway. Parking should be designed to be pedestrian friendly, while still being functional for the use intended.

**(c) Master Development Guidelines and Common Area Management Plan**

- (1) In order to achieve the purposes of the Transportation Oriented Development (TOD) Zone, a set of architectural controls and a common set of Master Development Guidelines (collectively called the "MDG") for open space, buildings and structures shall be adopted as supplemental regulations applicable to all properties zoned TOD. In addition, controls requiring the maintenance of open space, landscaping and common areas shall be adopted under a master Common Area Management Plan (called the "CAMP") to achieve the purposes of the TOD Zone and the General Plan. The MGD and CAMP will be reviewed, adopted, and amended as necessary by the City Council as supplemental to the regulations of this section. All development within the TOD Zone shall conform to the adopted MDG and CAMP provisions. As additional properties are zoned TOD, they shall be bound by the provisions and terms of the adopted MDG and CAMP.

**11-18-108 Pedestrian and Vehicle Circulation**

The following site design standards shall apply to all development within the TOD Zone:

- (1) Large diameter roundabouts (min.100 feet outside radius) should be incorporated at major intersections within and adjacent to the development to ease traffic flow when deemed practicable by engineering.
- (2) Pedestrian walkways shall form an on-site circulation system that minimizes potential conflict between pedestrians and motor vehicle traffic. Pedestrian walkways of at least eight (8) feet in width shall connect

- building entrances to each other, connect building entrances and sidewalks on public streets, and connect building entrances, and existing or planned transit stops unless otherwise set forth by conditional use permit or approved by city staff or the Planning Commission.
- (3) Where practicable, pedestrian walkways shall be raised above the grade of streets, drives, parking lots and other paved areas. Where pedestrian walkways cannot be raised, they shall be constructed of a material differing in texture and color from adjacent pavement but consistent with other raised walkways.
  - (4) Lighting fixtures with 50 watt high pressure sodium lighting, or its equivalent, not exceeding ten (10) to eighteen (18) feet in height, shall be provided for walkways to maximize lighting intensity of walking surfaces throughout the development.
  - (5) Public seating and bicycle racks shall be provided near entrances to buildings or groups of buildings.
  - (6) Bike-way systems and designs shall meet standards consistent with the Farmington City Trails and Sidewalk Master Plan. These bike-ways shall be separate and provide safe and inviting access through development project areas and shall provide continued circulation of trails identified in the Farmington City Master Trail Plan including planned equestrian trails. Otherwise equestrian trails and uses are prohibited.

#### **11-40-109 Landscaping**

The following site landscaping standards shall apply to all new development in the Transit Overlay Development Zone and shall be more fully defined under MDG and maintained under the CAMP. Species shall be selected from the approved plant list provided herein or within the MDG:

- (1) Street trees shall be provided on all street frontages at a maximum spacing of thirty (30) feet on center.
- (2) Street trees shall be planted within a landscape strip of at least five (5) feet in width, between the roadway and sidewalk where feasible.
- (3) Street trees shall be planted no closer than twenty (20) feet to light standards.
- (4) For all development within the Secondary District, a minimum of ten percent (10%) of the site shall be landscaped and for all development in the Core District, a minimum of five percent (5%) of the site shall be landscaped. Decorative hardscape within a public plaza, excluding required sidewalks, may be counted towards up to one-half (1/2) of the required landscaping.
- (5) Parking areas shall be shaded by large broadleaf canopied trees placed at a rate of one (1) tree for each ten (10) parking spaces. Parking shall be adequately screened and buffered from adjacent uses. This requirement does NOT apply to covered parking stalls or structures.
- (6) A thirty (30) foot buffer zone with sufficient plantings of trees, shrubs, and other vegetation to provide adequate suppression of sound and light shall be provided between any residential or agriculture property line and a use proposed for development in the Transit Development Zone. This separation may be adjusted up or down as part of a conditional permit review, depending upon the character and impacts of the uses proposed.
- (7) A maintenance program for all common areas through a common area management agreement is required to be consistent with the MDG.

**11-18-110 Parking**

Parking shall be provided in accordance with Chapter 32 of this Ordinance. In addition, the following provisions shall apply in the TOD Zone:

- (1) Parking structures are encouraged. Surface parking areas may be located behind, underneath, or at one side of the building in the Core District. Entryways, porticos, drop-off areas, and one individual row of parking on either side of vehicle entryways are permitted in front of buildings in the Core and Secondary Districts. Surface parking may also be located in front of a building in the Secondary District. On-street parking in front of buildings is allowed in both Core and Secondary Districts.
- (2) Parking lots with more than two hundred (200) spaces shall be divided by landscaped areas including a walkway at least ten (10) feet in width, or by buildings.
- (3) Pedestrian connections shall be made when feasible to any streets adjacent to the development and to any pedestrian facilities that connect with the property. All developments shall provide a pedestrian access plan that shows pedestrian paths on the site that connect with the sidewalk or other adjacent pedestrian ways.
- (4) Secure bicycle racks shall be provided at transit, shopping and business destination stops to help and encourage the use of bicycles as a way to access those destinations. Racks shall be designed consistent with standards contained in the Farmington City Trails and Sidewalks Master Plan.

In the event of a conflict between these provisions and the standards and guidelines of the MDG or CAMP, then the provisions of the adopted MDG and/or CAMP shall prevail.

END OF ORDINANCE