CHAPTER 18

MIXED-USE DISTRICTS

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11-18-101 Purpose

(1) *General Purpose.* The regulating plan, mixed-use districts, plan review, and development standards and guidelines are enacted to provide and encourage a compatible mix of uses, rather than a separation of uses, that is consistent with the objectives of the Farmington City General Plan. Flexibility in design and the uses allowed is provided to encourage a diversity of uses that can respond to market forces while being consistent with a design that promotes a transit and pedestrian-oriented pattern of development.

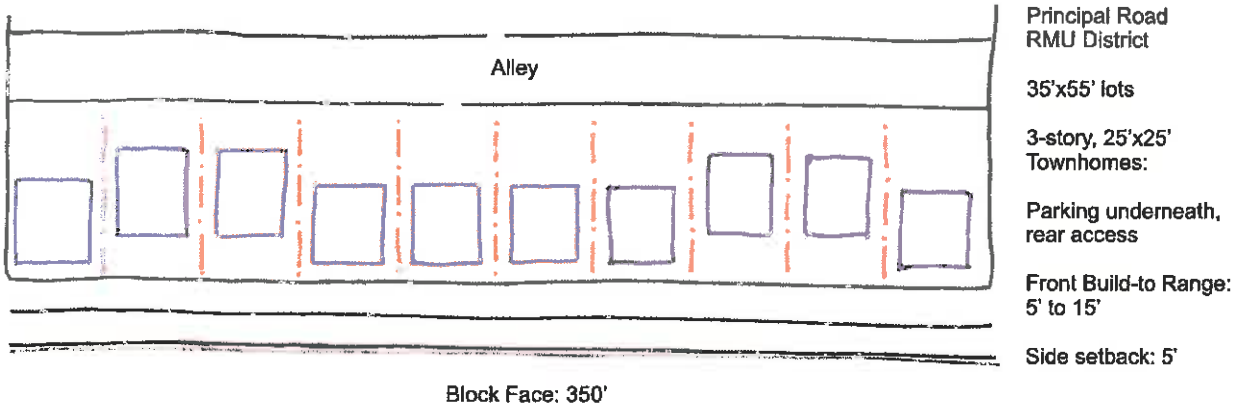
(a) *Regulating plan.* The regulating plan establishes a street network map that identifies the location of existing streets and the layout and proposed location of future streets. The layout of the street network forms the basis of the sustainable and connected development pattern that is desired in the mixed use districts. The regulating plan identifies street types within the network and standards for each street type that establish the width, character, and use of the right of way. The standards shape the design of streets as public places for multiple modes of travel, including the pedestrian and bicycle.

(b) *Mixed-use districts.* The provisions of the following mixed use districts, and accompanying building form standards set forth herein, along with the regulatory plan shall establish and define the uses of land and the siting

and character of the improvements and structures allowed on the land in a manner that allows a diversity of uses in a pedestrian-friendly environment. All of the mixed-use districts provide a broad range of uses in order to encourage the development of diverse, interesting neighborhoods. All uses and structures will be sited and designed to be compatible with one another.

1. *OS Open Space District.* The OS district is intended for publicly and privately owned parks, open space, natural habitats, trails, and a limited range of other uses throughout the mixed-use districts that may enhance the use and enjoyment of open space, especially the Shepard Creek corridor. An open space district may be created through the aggregation of open space on a development parcel.

2. *RMU Residential Mixed Use District.* The RMU district is primarily residential, allowing single-, two-, or multiple-family dwellings. Along collector or arterial streets, development may be either residential or mixed-use, combining residential with neighborhood-serving retail, office, or service uses. Commercial uses should be located on collector or arterial streets or in areas that already have commercial uses. No maximum residential density is prescribed; instead, the scale of buildings is determined by building form, site envelope and open space standards, and parking ratios. The intent is to encourage a full range of housing types, including affordable housing options.



3. *OMU Office Mixed Use District.* The OMU district is intended to be primarily office and commercial, with multiple-unit dwellings allowed as a secondary use. It includes commercial uses appropriate for high-visibility locations such as general office, campus uses, and employment centers near collector or arterial streets. The purpose of the district is to encourage office uses in general, allow for a

higher intensity of commercial uses than in the RMU, spatially define streets, encourage higher site and building standards, and create an attractive pedestrian environment. Uses that are incompatible with this purpose, including auto-related uses, such as repair shops, and industrial uses are not allowed. Detached, single-family dwellings are also not allowed.

4. *GMU General Mixed Use District.* The GMU district provides for a mix of commercial, office, retail, and multiple unit and attached residential uses of a higher density along or near arterials or major and minor collectors. Site and building design will be of a quality that enhances the character of the streets. A wide range of commercial and residential uses are allowed, including regional scale retail, provided that it is compatible with the overall sustainable character of the area by fitting into an interconnected street network in regard to block size, connectivity, and the development standards described in Sections 104 and 105 of this chapter. No maximum residential density is prescribed. Instead, building form, site envelope and open space standards, and parking ratios will determine the scale of the buildings.

5. *TMU Transit Mixed Use District.* The TMU district consists of the approved Station Park regional retail and mixed-use project and other land within proximity to the transit station. The TMU district is intended to be developed in a manner that promotes walkability and enhances the desirability of transit use, allowing residents, workers, and shoppers to walk to transit and other destinations within the district. Retail uses in addition to Station Park are allowed provided that they can be designed without compromising walkability within the district. While the TMU district allows the same uses as the GMU it is at a higher development intensity due to its proximity to mass transit. The TMU district is intended for areas with adequate land adjacent to a station to create a viable transit oriented development (TOD) and to transition to the surrounding community. A TMU district must be proximate to a mass transit railway system station and have a direct pedestrian connection to that station. A TMU district shall have at least one point that is located within 1500 feet of access to a rail station or platform.

(c) *Compatibility and Review.* All uses and structures shall be sited and designed to be compatible with one another. To determine compatibility, a review including, but not limited to, the following characteristics of the uses and structures shall be conducted relative to other affected uses and structures: location, orientation, operation, massing, scale, and visual and sound privacy. Rules and regulations relating to the compatibility of uses

and structures based upon the above-listed characteristics may be adopted by the city. The plan review processes set forth herein and the associated rules and regulations will assure that adjacent uses are compatible and consistent to the extent feasible. Flexibility shall be allowed in the compatibility review process given that adherence with the intents and purposes of the mixed-use districts and associated rules and regulations are met.

(d) *Development guidelines and standards.* Adherence to the design standards set forth herein will personify development of the mixed use districts and facilitate the creation of vibrant areas and pedestrian friendly neighborhoods where the private development frames the public space of the streets and, along with integrated streetscape and landscaping elements, will help to create a cohesive community. Public amenities such as streets with detached sidewalks and park strips, parkways, parks, creek corridors, connected open spaces and direct access to permanent and future mass transit facilities should also be used to organize private development in the mixed use districts.

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 shall apply.

11-18-103 Definitions

Block Face. The portion of a street block between two street rights-of-way.

Building Lot. (for full definition, refer to Chapter 2) A parcel of land that is of such dimensions as to comply with the minimum requirements of this Ordinance for area and width and depth where applicable in the zone in which it is located. This parcel must also have frontage on a public street equal to at least 50 percent (50%) of its minimum required width. A building lot is to be used for the purposes of applying the building form and site envelope standards of Section 106 of this chapter.

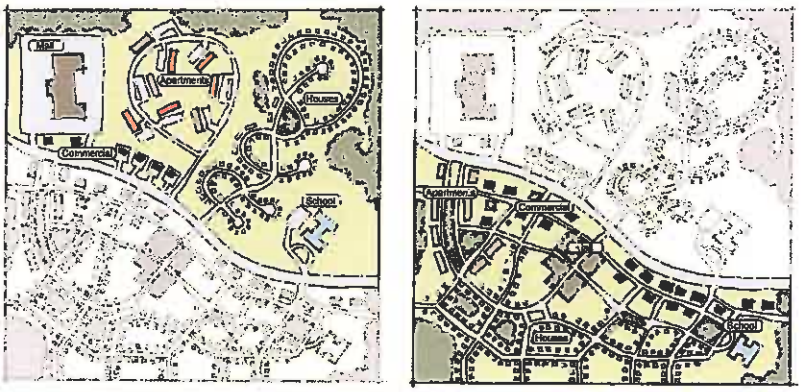
Development Parcel. A legally recorded parcel of land. A development parcel may include more than one zone lot (refer to zone lot definition). Development parcels shall provide interconnectivity between different uses in the development parcel as well as tie in with adjacent development parcels.

Development Review Committee. The Development Review Committee (DRC) consists of city departments, special districts, governmental boards, bureaus, utility companies, and other agencies, as determined by the city's community development department necessary for the review, recommendation and comment of applications for development, other inquires, or issues important to the city.

Development Standard. Any standard, requirement, rule, regulation, supplementary regulation, code provision, covenant, design or architectural guideline, engineering standard or specification, setback, buffer, building height or volume limitation, yard requirement, lot width or depth specification, parking, loading, access or parking lot design requirement, road or right-of-way specification, standard for lighting, signage, fencing, or walls, landscaping requirement or specification, sidewalk or trail requirement or specification or other standard, requirement or specification that affects the design, form, location, placement or configuration of any improvement to real property, including private development land and public property or rights-of-ways.

Fenestration. The amount of openness on a building face, represented by windows, doorways, and other openings such as arcades or covered walkways.

Mixed-Use. Any combination of nonresidential (e.g., retail, office, and entertainment) and/or residential uses in a pedestrian-oriented environment, integrated vertically in the same building (e.g. housing above retail) or horizontally in the same area or on the same site, such as a planned development area or development parcel (e.g. housing next to and/or integrated with retail). In order to create a pedestrian-oriented environment, horizontal mixed-use must be interconnected through a street network if the uses are not on the same block.



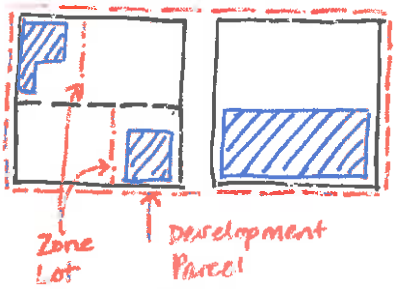
(Left) Top is Not Allowed: Adjacent, but separated uses (Right) Bottom is Required: Adjacent uses, with an interconnected street network

Planned Development Area. One or more contiguous development parcels that are planned at one time with a total area in excess of five (5) acres.

Site Plan and Architectural Review Committee. The Site Plan and Architectural Review Committee (SPARC) shall consist of at least three members, one of which shall be an outside planning or urban design consultant. The other two members will be one member of city planning staff and one Planning Commission member. The SPARC may include additional members as appointed by the Mayor, but shall not exceed five members at one time. No more than 2 members of the SPARC shall represent the same entity. The SPARC shall participate in the review of Project Master Plans, site plans, and the components of these processes to evaluate conformance with the established rules and regulations and the purposes and intents of the mixed-use zones. The SPARC will make recommendations to city staff and the Planning Commission to facilitate the approval process, but is not an approving body.

Street Type. The type of street as defined in the regulating plan. Street types are part of a street type hierarchy and, along with the different mixed-use districts, guide uses and the intensity of development.

Zone Lot A defined separate ground area that is designated for each structure containing a use or uses by right or special review. Each zone lot shall have at least one (1) front property line from a public or private street and meet the minimum lot width standards as defined in Section 11-18-106. In addition to the principal structure, each zone lot may have one or more subordinate structures containing only accessory uses. A zone lot is to be used for the purposes of applying the building form and site envelope standards of Section 106 of this chapter when a building lot has not been recorded. A zone lot does not need to be a platted area.



11-18-104 Regulating Plan

The Regulating Plan for the mixed-use districts consists of the street network map that identifies the location of existing streets and the layout and proposed location of future streets. The regulating plan will provide the framework for establishing the mixed-use districts described in this chapter. Uses and intensity of development, including transitions to surrounding residential areas, will be based on the mixed-use district and the street types within each district.

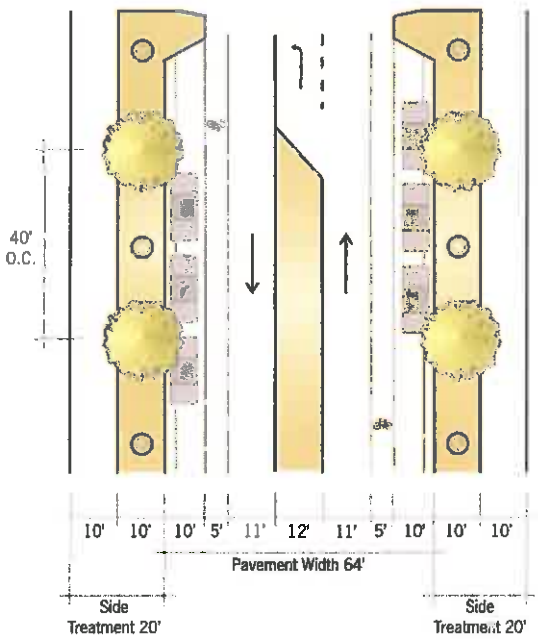
(1) Using the Regulating Plan

a. Determine which street type the building lot or zone lot fronts. The primary street frontage for corner lots will be determined based on the street hierarchy in Section 11-18-104(b).

b. Building form and site envelope standards for building lots or zone lots are determined by the mixed-use district and the street the lot fronts.

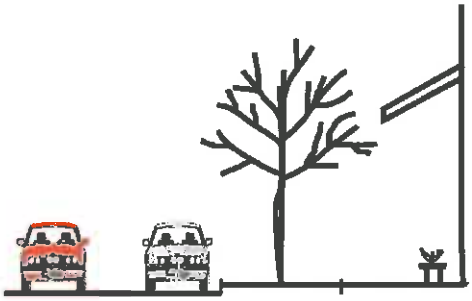
(2) Street Type Hierarchy

a. Arterial Road (Park Lane): Primary vehicular access road, connecting local neighborhoods and the transit station area to regional and interstate highway infrastructure. Four lane, divided road with landscaped median.
b. Principal Road/Major Collector (Burke Lane, Clark Lane, New N/S streets): Main roads bisecting the mixed-use district area, principal transportation circulation. Two lane, divided road with landscaped median and on-street parking.
c. Promenade/Minor Collector (New E/W street connecting the new N/S principal roads): Streets prioritizing pedestrian circulation and activity, connecting desirable destinations to future transit nodes, with very low speed vehicular circulation. Two lane road, very wide sidewalks.
d. Neighborhood Road/Local (New local streets): Low speed streets connecting neighborhoods to principal roads. Two lane road.
e. Rail Access Road/Local (New street/walkway, designed to promote access to the commuter rail station from the north side of Park Lane alongside the UP and UTA rail lines): If R.O.W. allows, two lane road with sidewalk on west side.
f. Alley (New rear access ways for parking areas and garages): Narrow two lane alley for interior circulation, generally oriented parallel to the primary street.
g. Pedestrian Walkway (New pedestrian walkways/trails): Pedestrian and bicycle only routes, connecting green spaces, residential areas, commercial nodes, and transit nodes.



Principal Road

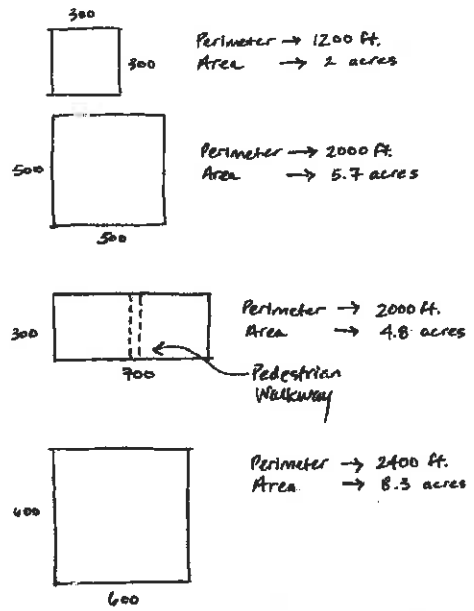
2 travel lanes, 11' each
1 center median, 12' w/ turn lanes at intersections
2 bike lanes, 5' each
On-street parking
10' park strip
10' sidewalk
Front Build-to Range: 0 to 20 feet, by district



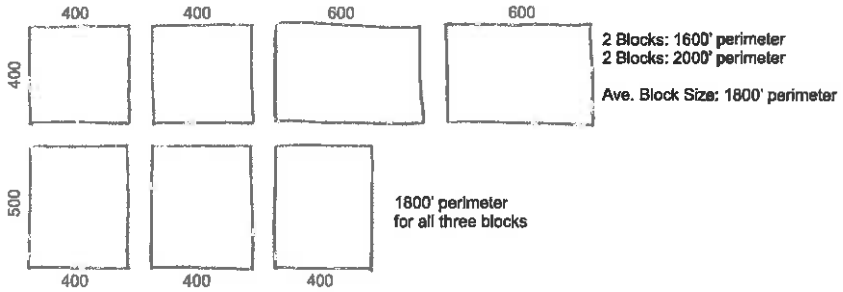
(3) Street Network Design

The street network, street standards, and street type hierarchy form the basis of the Regulating Plan. The street network is designed to provide connectivity and adaptability throughout the mixed-use districts as the area develops over time. New development shall follow the street network design; however, if minor realignments are necessary due to environmental and/or physical conditions they will be evaluated during the Development Plan Review process. Major alternative alignments or flexibility with the street network design may be proposed through the Project Master Plan process, provided that the following provisions are met:

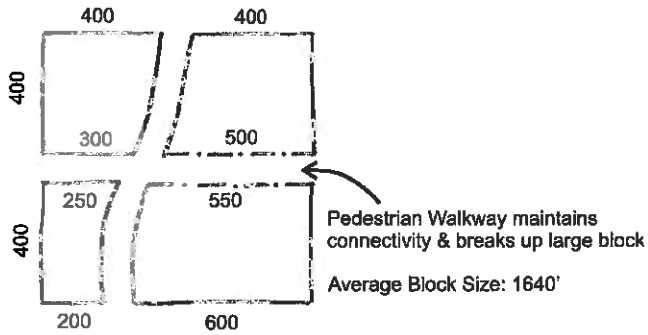
a. Maximum Block Size – The maximum perimeter of any block may not exceed 2000 feet in the residential, general, and transit mixed-use districts, and 2400 feet in the open space and office mixed-use districts. Each block face may not exceed 600 feet. Block faces may be defined by any of the street types, including pedestrian walkways that are dedicated public rights of way or easements, with the exception of alleys. However, if a pedestrian walkway is used to define a block of the maximum size then the right of way for the walkway must be equal to that of the neighborhood (local) road.



b. Average Block Size –The average perimeter of all blocks within a planned development area shall not exceed 1,600 feet for residential, general, and transit mixed-use districts, and 2400 feet for the open space and office mixed-use districts. If a planned development area includes multiple districts the average block size may fall between 1,600 feet and 2,400 feet.



c. Connectivity –Connectivity throughout the area is critical for the mixed-use nature of the area to function as a pedestrian-oriented environment. While streets indicated on the Regulating Plan may be removed or designated as pedestrian walkways, the number of surface street intersections within a planned development area shall be proximate to the number of intersections indicated for that area on the Regulating Plan and will be evaluated during the Project Master Plan and Development Plan review processes. Connectivity will be evaluated for multiple modes of travel, including the pedestrian and bicycle.



d. Sidewalks – Sidewalks shall be provided on both sides of each motorized street in the Street Type Hierarchy with the exception of alleys and the rail access road. For the rail access road the sidewalk shall be on one side as indicated. If the right of way for the rail access road is widened, additional right of way should be acquired for a sidewalk on the other side.

e. Alleys – Alleys are allowed in any mixed-use district in this chapter to minimize curb cuts off of streets and to provide common access to parking and service areas behind buildings. Alley locations are not fixed as part of the street network design, but shall be designed and located to best accommodate the purpose of the alley. Alleys should be generally oriented so that they are parallel to the primary street to which they serve. Alleys may be incorporated as drive aisles for rear parking lots or as a fire access. However, alleys shall not be considered a fire access unless specifically approved as such by the city fire department and the pavement width meets Farmington City standards.

f. Curb Corners – Corner curb radii shall be 28 feet. An additional 10 foot clear zone shall be established beyond the radius free of vertical obstructions. These obstructions shall include but not be limited to telephone poles, sign poles, fire hydrants, utility boxes, or newspaper boxes.

(4) Public Space Standards

Each street type shall have a dedicated right of way or easement that is considered to be public space. This right of way is measured from back of curb to back of curb. Table 18.1, Street Standards, shall dictate the use of the space between the curbs. Street standards follow the general guidelines of existing Farmington City street standards.

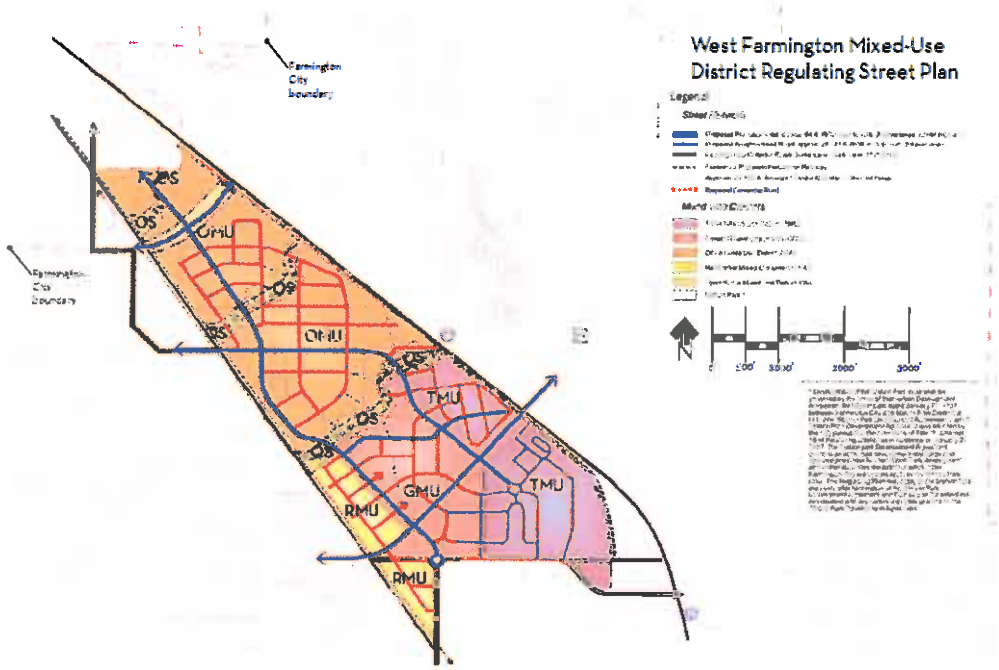
Additional standards, outlined in Table 18.2, Side Treatment Standards, shall dictate the use and width of the space from the back of the curb, on which a public access easement will be placed if not part of the public right of way. The City may make adjustments to street standards and side treatment standards herein as set forth in Chapter 7 of this title and Section 12-8-100 of Title 12. Such adjustments should provide continuity and be consistently applied where possible along the entire length of a given street.

Intersections shall be designed for pedestrian safety through the use of bulb-outs that narrow the crossing distance of the street. Bulb-outs shall extend into the roadway the depth of the curb, gutter, and parking lane (when present) collectively.

Table 18.1 - Street Standards

Street Type	Right of Way Width (feet)	Travel Lanes (# and width)	Median	Bike Lanes	Parking Lanes	Curb & Gutter
Arterial	77	4, 12 feet	14 feet	5 feet, each side	none	2.5 feet, each side
Principal (Major Collector)	64	2, 11 feet	12 feet	5 feet, each side	7.5 feet, each side	2.5 feet, each side
Promenade (Minor Collector)	64	2, 11 feet	12 feet	5 feet, each side	7.5 feet, each side	2.5 feet, each side
Neighborhood (Local)	32 (28 allowed if SF residential is on both sides)	2, 13.5 feet (or 2, 11.5 feet)	None	Bike Route	Non-striped parking	2.5 feet, each side
Rail Access (Local)	16 to 22	1, 11 feet or 2, 9 feet	None	None	None	2.0 to 2.5 feet, each side
Alley	22	2, 9 feet	None	None	None	2 foot gutter, each side

Table 18.2 Side Treatment Standards			
Street Type	**Total Side Treatment Width (feet)**	**Sidewalk (Public Easement)**	**Park Strip/Tree Grate**
Arterial	28 to 40	6 to 10 feet, each side	8 to 10 feet, each side
Principal	40	10 feet, each side	10 feet, each side
Promenade	50	20 feet, each side	5 feet, each side
Neighborhood	28 to 36	6 to 8 feet, each side	8 to 10 feet, each side
Rail Access	3 to 9	3 to 8 feet, one side	0 to 3 feet
Alley	None	None	None
Pedestrian Walkway	20	10 foot trail	5 feet, each side



11-18-105 Uses

(1) Uses allowed in the TOD area are identified in Table 18.3 – Allowable Land uses. A development parcel may have more than one main building or dwelling, however each main building shall have its own zone lot.

(2) More than one permitted use may be located on a development parcel and within a building (refer to definitions of mixed use and development parcel).

Table 18.3 – Allowable Land Uses

Key to Allowable Uses:
P – Permitted
N – Not Permitted
Restrictions:

a) – Drive-up window/drop-off lane allowed only with special use review by the Planning Commission. No additional curb cut shall be added to accommodate the drive-up/drop-off lane.
b) – Also see Section 11-18-108(b)(5)(iv) for provisions for buildings over 20,000 square feet.
c) – Benches and bus stops are permitted, with development standards as noted in Section 11-18-111

* Neighborhood Service Establishments: low impact retail and personal service uses such as bakery, bookstore, dry-cleaning, hair styling, pharmacy, art supply/gallery, craft store, photocopy center, corner market (w/ no gas pumps).

		Mixed-use Districts				
		RMU	OMU	GMU	TMU	OS
Residential						
	Low-density residential – single-family detached min. of 5,000 sq. ft. lot size	P	N	N	N	N
	Medium-density residential – single-family small lots and attached units or townhomes/condominiums limited to duplexes, triplexes, four-plexes, five-plexes, or six-plexes.	P	N	P	P	N
	High-density residential – Condominium and apartment style	N	N	P	P	N
	Live/work Residential	P	N	P	P	N
	Residential facilities for people with disabilities	P	P	P	P	N
	Assisted living facilities	P	P	P	P	N
	Residential facilities for the elderly	P	P	P	P	N

Commercial		RMU	OMU	GMU	TMU	OS
	Art Studio	P	P	P	P	N
	Business, professional offices, outpatient medical facilities	P	P	P	P	N
	Entertainment	N	N	P	P	N
	Financial institutions (with the exception of non-depository institutions)	P	P	P	P	N
	Fitness and recreation facilities	P	P	P	P	N
	Hospitals, inpatient medical facilities	N	P	P	P	N
	Lodging, limited to hotel, motel	N	P	P	P	N
	Lodging - bed and breakfast	P	N	P	P	N
	Neighborhood service establishments*	P[1]	P[1]	P	P[1]	N
	Restaurant – fast food	P[1]	P	P	P[1]	N
	Restaurant – traditional sit-down	P	P	P	P	N
	Retail and Wholesale sales individual tenant use: (18) Up to 5,000 sq. ft.	P	P	P	P	N
	(19) Greater than 5,000 sq. ft. and up to 20,000 sq. ft.	N	P	P	P	N
	(20) Greater than 20,000 sq. ft.	N	P[2]	P[2]	P[2]	N
	Vehicle Service/convenience store (including gasoline sales but no auto repair)	N	P	P	P	N

	Accessory buildings that do not in aggregate have a footprint greater than 25% of the main building(s) on a development parcel	P	P	P	P	N
	Parking structure	N	P	P	P	N
Civic Uses		**RMU**	**OMU**	**GMU**	**TMU**	**OS**
	Service and fraternal clubs and organizations, and religious institutions	P	P	P	P	N
	Government – point of service (e.g. Library)	P	P	P	P	N
	Government – no point of service; no offices dealing directly or on a limited basis with the public (e.g. public works yards, etc.)	N	N	N	N	N
	Parks and Open Space	P	P	P	P	P
	Schools: (21) Preschool, daycare (22) Primary, secondary, colleges, and vocational	 P[1] P	 P P	 P P	 P P	 N N
	Transit and related transportation facilities – (not including benches and bus stop signs)	N	P[3]	P[3]	P[3]	N

11-18-106 Building Form & Site Envelope Standards

The following regulations and standards establish the parameters that guide the form of building within the mixed-use districts of this chapter, including the site envelope for building placement. They direct and control the building envelope and site in regard to configuration, orientation, function, and features that define and shape the public realm. The technique of the standards is to use private buildings to define and shape the public space in a manner that promotes walkability and provides functional connections between the public space and the private buildings. The standards are designed to use a minimum level of control to meet this goal.

The Regulating Plan identifies six street types, including pedestrian walkways. Alleys are not identified on the regulating plan. The building form and site envelope standards are identified for each mixed-use district and the street types within. Standards for street types shall apply to all lots that front that street. Lots may be either a recorded building lot or a zone lot as defined in Section 11-18-103. A development parcel may have more than one zone lot. Standards will apply to the primary building on each zone lot. Lots that front more than one street shall follow the standards for the primary street, as determined by the street hierarchy. Standards for the arterial roads shall only apply to lots that directly abut Park Lane at grade and shall not apply to those portions of Park Lane and its access streets that are raised on an embankment. Lots that are adjacent to an embankment shall also have frontage on another street and will conform to the standards of the next nearest street type. These standards shall address building height, siting of the building on the lot, and other elements. Character examples may be provided to depict the context of the type and form of desirable development only, and not the actual design or architectural style of buildings. Exceptions to the standards of this section for large footprint commercial buildings over 20,000 ft^2 are detailed in Section 11-18-107.

(1) Height:

(a) The height of the principal building is measured in stories, with the maximum height indicated in feet for the RMU and OS districts.

(b) Maximum height shall be measured to the mid-point of the roof (if a sloped roof is used) following guidelines in Section 11-2-020(14) of the Farmington City Ordinance. On flat roofs, additional parapet may be added above the maximum height for decoration and/or screening of rooftop equipment, and shall not exceed five (5) feet in height. Decorative parapet treatments in excess of five (5) feet may be approved through the development plan review process.

(c) Street wall, fencing, or landscaping heights are relative to the adjacent sidewalk, or the ground elevation when not fronting a sidewalk.

(2) Siting:

(a) Buildings shall occupy the specified area of the lot, as indicated on the site envelope standards in relation to the required building range and other applicable setbacks. The Required Building Range (RBR) shall be measured from back of sidewalk.

(b) Lot frontage percentages for corner lots shall apply to both the primary and secondary street(s). A reduction in the lot frontage percentage on the secondary street may be approved through the site plan review process.

(c) Off-street parking for vehicles shall not occupy any space located between the building and the primary street on each zone or building lot, and the secondary street where applicable for a corner lot. Parking areas located to the side of structures shall meet all building form and site envelope standards for

the lot and be located a minimum of 10 feet back from the back of the adjacent sidewalk.

(d) For each zone lot that has a building associated with it, said building shall meet the lot requirements of this section. Flag lots or lots without street frontage are not permitted.

	Building Height Maximum in Stories (& Feet)	
	Local Roads	***Collector/Arterial Roads***
Residential MU	2(27 feet)	3 (40 feet)
General MU	3	4
Office MU	4	6
Transit MU	6	8
Open Space MU	1 (25 feet)	1 (25 feet)

* If a transition area is created buffering rural residential density areas from-mixed use areas as follows: 1) a distance of at least 300 feet must be established between housing in a rural residential site and the mixed use site; 2) additional landscaping shall be provided on the mixed use site including medium to large size trees every 20 feet along the entire length of the buffer; 3) at least three different housing types (i.e. detached single family, town homes, live-work units, etc) shall be provided in the mixed use site for every 10 acres of development; and 4) the proposed uses in the mixed use area shall be compatible with the character of the site, adjacent properties, surrounding neighborhoods, and other existing and proposed development---then at its sole discretion, the City may, or may not, increase the building height on local roads in the RMU zone to a maximum of 3 stories not to exceed 33 feet adjacent to existing rural residential development, or areas contemplated for such development on the General Plan.

	Lot Width (in feet)			
	Local Roads		***Collector/Arterial Roads***	
	Min	***Max***	***Min***	***Max***
Residential MU	32	120	32	200 (300 for non-resid)
General MU	25	150 (250 for non-resid)	50	200 (300 for non-resid)
Office MU	25	300	50	No max
Transit MU	25	200	25	300
Open Space MU	25	No max	25	No max

	Front Required Build to Range (RBR) (in feet)

	Local Roads		*Collector/Arterial Roads*	
	Min	***Max***	***Min***	***Max***
Residential MU	5 (10 for residential)	25	5	15
General MU	0	20	0	20
Office MU	0	20	0	20
Transit MU	0	10	0	10
Open Space MU	5	none	5	none

	Minimum Side & Rear Setbacks (in feet)			
	Local Roads		***Collector/Arterial Roads***	
	Side	***Rear***	***Side***	***Rear***
Residential MU	5	15	0 (5 for residential)	15
General MU	0	10	0	10
Office MU	5	10	0	10
Transit MU	0	5	0	0
Open Space MU	5	15	5	15

	Building Siting			
	Local Roads		***Collector/Arterial Roads***	
	Minimum Lot Frontage %	***Minimum % of Building within Front RBR***	***Minimum Lot Frontage %***	***Minimum % of Building within Front RBR***
Residential MU	50	60	60	60
General MU	50	75	60	75
Office MU	50	75	60	75
Transit MU	75	75	80	75
Open Space MU	n/a	n/a	n/a	n/a

	Open Space % Requirements (for zone lots)	
	Local Roads	***Collector/Arterial Roads***
Residential MU	35	30
General MU	20	10
Office MU	20	10
Transit MU	10	10
Open Space MU	n/a	n/a
	Multiple-unit residential buildings that have a ground floor commercial use may have the open space requirement reduced by 10% in any district.	
	Open space requirements for a planned development	

	area or an aggregation of multiple zone lots may be reduced by up to 5% in the TMU and 10% in the other districts if the open space is aggregated in one (1) or more areas and is entirely useable open space. The aggregated open space must enhance the connection to transit facilities, plazas, or streets, or enhance the pedestrian environment, or enhance or create a public space, and remain publicly accessible. Aggregated open space must be shown and approved on a Project Master Plan (PMP).

(3) Public Parks and Open Space

(a) Public parks and other public open spaces will be provided in the mixed-use districts as set forth in the city's Park Master Plan or Capital Facilities Plan. In the event a property owner works with the city to provide such public places, a credit may be received on the open space requirements as set forth herein.

11-18-107 Development Plan Review

(1) Applicability. In the OS, RMU, OMU, GMU, and TMU districts, the review procedures, standards, and criteria set forth in this section shall be applied during the development plan review process.

(2) Review. All structures shall be subject to the design criteria and development standards, and the review procedures set forth herein prior to issuance of a building permit.

(a) Review process. Review shall consist of the following three (3) phases. Review phases may be combined or eliminated by the City Planner/Zoning Administrator after consideration of a recommendation by the Community Development Director and/or City Manager.

i. Pre-submittal conference. Prior to filing an application, the applicant and the Community Development Department shall have a pre-submittal conference to discuss the application and process. Information about the proposed uses, project program, and building footprint should be provided for discussion.

ii. Schematic (concept) design phase. The architectural schematic design application shall be submitted.

iii. Design development phase. The architectural design development application shall be submitted.

(b) Application, how filed, and noticed. All applications shall be filed with the Community Development Department. Such applications shall be reviewed for completeness and, if found to be complete, shall be transmitted to the planning office for review. The Community Development Department shall notify members of City Council and the Planning Commission of all applications received for the schematic review phase for developments on sites equal to or larger than thirty thousand (30,000) square feet. Such council or commission member may request additional information and may submit written comments to the planning office within twenty (20) days after notice is sent. After an initial review by the city planning office for compliance with the rules and regulations of this ordinance, the application shall be transmitted to the Site Plan and Architectural Review Committee (SPARC) for review.

Plans and any accompanying information for each phase of the development plan review process shall be delivered by the applicant to such City departments, special districts, governmental boards, bureaus, utility companies, and other agencies, which will need to provide facilities and services to the site, which together constitute the City's Development Review Committee (DRC), for information and comment. The Community Development Department is responsible for coordinating the comments received from all public and private entities, and shall decide which agencies to refer site plans to, but the applicant is responsible for obtaining the comments back from these entities within a reasonable time in a manner and/or form as prescribed by the Community Development Department.

(c) Application, contents. Applications shall contain the following information:

i. Schematic (concept) design phase. Site plan and context photos of the site and immediately adjacent properties, building elevations, and other supporting information as requested;

ii. Design development phase. All information set forth in Chapter 7 of the Zoning Ordinance except as otherwise provided in this chapter including but not limited to such things as landscaping, lighting, screening, and sign requirements, and all items required to make a determination of consistency for the schematic design phase, and other supporting information as requested.

(d) Review, recommendation decision, and time frames. Review shall comply with the terms and conditions of the PMP and applicable City ordinances in accordance with the site development review process set forth in Chapter 7 and the following standards and criteria. Notwithstanding this, the City Planner/Zoning Administrator, and the Site Plan and Architectural Review Committee (SPARC) will review all applications in the mixed use districts. After adequate review, the SPARC will provide recommendations to the City Planner/Zoning Administrator and an application, or particular phase of review, may be approved, approved with conditions, continued for further study, or disapproved. The SPARC will also provide recommendations to the Planning Commission for applications that are forwarded to them for review and approval. Appeals of any such decision may be submitted as set forth in the Zoning Ordinance.

i. Applications that meet one or all of the following conditions will be forwarded to the Planning Commission for review and approval:

1) The application includes a structure that exceeds 30,000 ft^2 in size;
2) The application is asking for flexibility with the design criteria and development standards of this section, while still meeting the intents and purposes of said criteria and standards;
3) The application is a planned development area (in excess of 5 acres in size);
4) The application includes a use or element that requires a special review process.

ii. Review at the schematic design phase shall be completed within thirty (30) days after the submission of a complete application to the Community Development Department. The planning office, or the SPARC, shall consider any written comments received and make a determination of consistency of the application with adopted plans, the standards and criteria and any applicable rules and regulations and guidelines and shall identify additional design issues to be addressed in the design development phase. After adequate review, the application may proceed to the design development phase of the development plan review process.

iii. Review by the Community Development Department at the design development phase shall be competed within 30 days after the submission of a complete application. The planning office shall make a determination of consistency of the application with the adopted plans, standards and criteria and any applicable rules and regulations and

guidelines and shall make a recommendation to the City Planner/Zoning Administrator or the SPARC. The City Planner/Zoning Administrator shall have fifteen (15) days to approve, approve with conditions, continue for further study, or deny the application; or determine if review by the Planning Commission is necessary according to the conditions stated above.

iv. Review periods may be extended by an amount of time equal to any delay caused by the applicant or by failure of the applicant to obtain comments from related reviewing entities and delivering these comments to the Community Development Department, or with the applicant's consent.

v. Any person or entity aggrieved by the decision of the City Planner/Zoning Administrator and/or the Planning Commission in the administration of this development plan review process may appeal such decision to the City Council. Such appeals must be taken within fifteen (15) days of the action or decision by filing a written notice with the City Recorder, specifying the grounds for appeal. Only those grounds specified in the appeal shall be considered by the City Council.

An appeal stays all proceedings in furtherance of the action appealed from unless the City Planner/Zoning Administrator certifies to the City Council that, by reason of fact stated in the certificate, a stay would cause imminent peril to life or property. In such cases, proceedings shall not be stayed otherwise than by restraining order which may be granted by the appropriate appeal body or by the District Court on application and notice and on due cause shown.

The City Council shall schedule a public hearing to hear the appeal. Notice of the hearing shall be given at least ten (10) days prior to the hearing. Notice of the hearing shall be made as required by law. The City Council may modify the order, requirement, decision or determination appealed from and may make such determination as ought to be made and to that end shall have all the powers of the City Planner/Zoning Administrator. A concurring vote of a simple majority of the total membership of the Council shall be necessary to act on the appeal.

vi. If the applicant does not obtain and maintain a current building permit within 6 months of any development plan approval, such approval shall be null and void. This time period may be extended for additional six (6) months periods by the Community Development Director if he or she

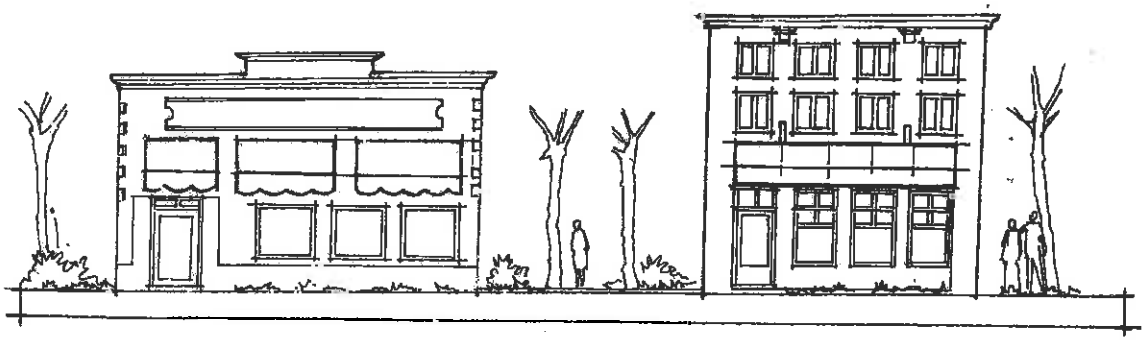
finds it is the best interest of the City and there are compelling reasons to do so. . The applicant must petition for an extension, prior to the expiration of the original six (6) months, or an extension previously granted. An extension may be granted only if it is determined that it will not be detrimental to the City. If any of the fees charged as a condition of approval, including but not limited to, inspection fees, impact fees, as well as the amounts the City uses to estimate bonds to insure completion of improvements, have increased, the Community Development Director, after receiving approval from the City Manager may require that the bond estimate be recalculated and that the applicant pay any applicable fee increases as a condition of granting the extension.

(e) Standards and criteria. Development plan review shall be based on the following building and site design standards and criteria, which are formulated to achieve the intents and purposes of the mixed-use districts in the short and long term. These standards and criteria shall be met unless an acceptable alternative is proposed that, upon review by the city and the SPARC, better meets the intents and purposes of the area.

i. General Criteria

1. Continue Farmington's physical character of its traditional neighborhoods, including mixed use development, tree lined streets, detached sidewalks with park strips, interconnected street networks, and convenient access to parks, open space, transit and trails;
2. Provide an adaptable and interconnected transportation system that allows multiple modes of transportation, disperses traffic and provides streets that accommodate multiple transportation modes including motor vehicles, transit, bicycles and pedestrians;
3. Use man-made and natural features, such as open spaces, drainage corridors, parkways, streets and alleys, as development edges, transitions and interconnections;
4. Through a comprehensive site design approach, arrange residential, employment, retail, services, and open space uses to be convenient to and compatible with each other and with transit;
5. Define the public space using building location and landscaping to promote pedestrian activity and create a high quality public realm;
6. Design early phases of development so as to be adaptable to additional phases of development in order to promote sustainability through long-term quality and character; and
7. Encourage housing in a range of densities, sizes and types.

8. Be consistent with an approved PMP, if applicable.



Use building placement and orientation as well as amenities such as landscaped pedestrian gathering areas to create a high quality public realm.

ii. Site Design Criteria

Building Envelope:

1. Dimensional requirements for each lot shall follow the standards set forth in section 11-18-106 Building Form and Site Envelope Standards.
2. Side yards that exceed 15 feet in width located adjacent to another side yard that exceeds 15 feet in width should be avoided unless the areas are to be used as a unified public gathering area or courtyard;
3. The percentage of building frontage required along the lot width may be reduced to accommodate site plan approved pedestrian plazas located between buildings;
4. Pedestrian breezeways between buildings shall be a minimum of six (6) feet in width;
5. The use of front yard areas for buildings that have non-residential uses on the ground floor shall be oriented toward the pedestrian and shall include related amenities such as entrance walks, plazas, benches, bike racks, raised flower boxes or other such features;

Buffering and Transitions

6. Use design, siting or other approaches to mitigate any potentially adverse impacts, such as noise, light, and/or odor, to adjacent incompatible uses;

7. Locate, screen and buffer service, storage, delivery and refuse areas to minimize the view from streets and open spaces. Decorative walls, earthen berms, landscaping or architectural treatments may be used as screening methods;
8. Rear facing buildings, loading docks, service entries, or overhead doors are not allowed on primary street facades, but if necessary may be located on secondary streets provided that such service functions meet the general design intent. For the elevated portion of Park Lane, the rear portion of buildings may face Park Lane. However, the upper levels of the sides that face Park Lane shall meet the upper level fenestration requirements for street-facing facades;

Parking and Circulation

9. Provide safe and attractive pedestrian and bicycle connections to building entries and public sidewalks within parking lots and transit areas;
10. Minimize the visual impacts of parking areas, parking structures, and residential garages on streets, open spaces and adjoining developments;
11. Improve the efficiency of parking areas by allowing multiple uses to share parking spaces, curb cuts, and circulation drives;
12. Parking, including residential garages, shall be located to the rear of the building or in a side yard as allowed by the lot width and building frontage percentage requirements and the off-street parking standards in Section 11-18-110. Residential garage entrances wider than one bay shall not be located on the primary facade;
13. Building frontage percentage shall not be reduced to further accommodate parking beyond what is allowed according to Section 11-18-110;

General Site Design

14. Incorporate required water quality and storm water management features into the overall site design;
15. All new utilities shall be placed underground in all public streets or in rear service alleys.
16. Civic sites – Civic buildings, including, but not necessarily limited to, libraries, schools, recreation facilities, municipal buildings, or places of worship or assembly have a special public importance in the community. Retail, residential or privately-owned office buildings are not included in the definition. Civic buildings may be allowed greater flexibility in order to make an architectural

statement or provide additional gathering space. This flexibility may allow variation from the building frontage and Required Build to Range requirements subject to review and approval from the Planning Commission. This flexibility does not, however, allow parking lots to be located between the building and the primary street it faces.

Large Footprint Buildings

17. Retail commercial buildings with a footprint greater than 20,000 square feet may be approved through the development review process. Such buildings must meet the regulations of this code with the following exceptions:
    a. Buildings are exempt from maximum lot width/size requirements; however, building footprints may not be larger than a single block. Block size is guided by the regulating plan and its associated design criteria detailed in Section 11-18-104. A development parcel may contain more than one block.
    b. Each building shall orient to a public right of way.
    c. In all districts except the TMU district, entrance interval criteria may be adjusted provided other entrance criteria in the Building Design Criteria section are met.
    d. In the office and general mixed-use districts, street level fenestration requirements may be applied to only 75 percent of the primary façade and will be evaluated during the development plan review process for compatibility with the overall intents and purposes of the district.
    e. In the TMU district, to meet façade requirements in regard to entrances and fenestration, large footprint buildings may be wrapped in a liner of smaller buildings with doors and windows that face the street. The depth of these liner buildings shall be a minimum of twenty (20) feet.
    f. Detailing at intervals of 25 to 30 feet shall be provided to break up expanses of blank walls with no openings. Additionally, walls with no openings shall be setback from the public right of way a minimum of 15 feet and buffered with landscaping. Landscaping shall include

trees spaced at 30 feet intervals and at least one row of additional plants and/or shrubs.

iii. Building Design Criteria

Architectural Detail

1. Create buildings that provide human scale and interest through use of varied forms, materials, details and colors;
2. Provide architecturally finished and detailed elevations for all exposures of the building;
3. Primary street facing walls of buildings may not have sections of blank walls that contain no openings in lengths that exceed 20 feet in length;
4. Roof lines may be flat or pitched. Roofing shall not be of vivid primary colors (i.e. red, blue, or yellow). Rooftop equipment shall be screened by roof components, parapets, cornices, or other architectural features. Galvanized hoods and vents shall be painted to match the roof color.
5. Durable materials that complement Farmington's tradition of stone and masonry shall be used as either primary or secondary building materials.

Entrances/Pedestrian access

6. Each building on a lot with street frontage shall have a primary entrance either facing or clearly visible and accessible from the public street;
7. Entrances shall be accessible to the public as a regular building entry from the public sidewalk;
8. Along principal and promenade streets, entrances allowing public access from the sidewalk, for any building which is greater than 50 feet in width, shall be provided with functional entrances at intervals of 50 or closer to maximize street activity and pedestrian access opportunities and to minimize expanses of inactive building wall;
9. Non-residential uses on the ground floor along other streets shall follow the same entrance guidelines as set forth in Building Design Criteria number 6, above;
10. The street level floor elevation should match the elevation of the sidewalk at the front of the building as closely as possible to facilitate accessibility and primary street orientation;

Street Frontage

11. A portion of the building frontage may be set back beyond the required build-to range (RBR) up to an additional 20 feet if the space is utilized as a site plan approved courtyard or entryway that is open and accessible to the public sidewalk. This portion may be up to 40 percent of the actual building frontage and shall not be used for a parking area;
12. Required Building Frontages shall be the percentage of the total width of the lot that is required to be used as a building wall. A covered drive-through (porte cochere) may be counted as a building wall even though it has no front or rear wall;
13. Front porches, balconies, or stoops may extend up to ten (10) feet into front yards provided that walls, screened areas, or railings that are within the front yard do not exceed 42 inches in height above the floor of the porch, balcony or stoop;

Fenestration

14. A minimum of 60% fenestration is required on the street level of all street facing facades on arterials, principal, promenade and rail access streets. Street level is considered to be between 2 and 12 feet on these street types. Upper stories shall have a minimum of 30% fenestration for each story;
15. A minimum of 60% fenestration is required on the street level of all street-facing facades for all non-residential uses on neighborhood streets and pedestrian walkways. Residential uses on the street level must have a minimum of 40% fenestration on street-facing facades. Street level is considered to be between 2 and 10 feet on neighborhood streets and pedestrian walkways. Upper stories for all uses shall have a minimum of 30% fenestration for each story.
16. Windows of tinted or reflective glass may not be located between 2 feet and 9 feet above the sidewalk grade on street-facing facades.

iv. *Transit Mixed-use District Criteria.* In addition to the general, building design and site design criteria set forth in sections i through iii above, the following criteria shall apply in the TMU districts:

1. Buildings shall be sited to emphasize or reinforce the relationship of the development to the transit facility.
2. A primary building entrance facing or visible to the transit facility or the primary pedestrian connection to the transit facility shall be provided.
3. Clear, safe and adequate pedestrian connections and linkages between buildings and transit facilities, public rights-of-way and

transit facilities and between multiple modes of transit shall be provided.

4. Maximize pedestrian amenities near transit facilities and along primary pedestrian connections to transit facilities.
5. Arrange building uses, heights and scaling devices to reinforce the station area core and to transition to adjoining areas.

11-18-108 Project Master Plan

(a) Intent. The intent of the project master plan (PMP) is to establish a framework for the development of large or phased projects. The issues that relate to the following areas shall be identified and a conceptual plan that addresses them provided as part of the PMP so that these issues are completely addressed as the development proceeds:

1. Transportation, Mobility, and Connectivity
2. Stormwater management, drainage and grading
3. Water quality systems
4. Major utilities
5. Open space and wetlands
6. Land use and the mixture of residential and non-residential uses

An approved PMP constitutes an approved master plan for guiding all future development within the area defined by the PMP.

(b) Required PMP. A PMP is required if any part of a development is in the TMU district. A PMP is required if a proposed development in the RMU, GMU, and OMU mixed-use districts anticipates one of the following:

1. Establishing or causing a change in the alignment of the regulating plan for the mixed-use district area;
2. Establishing or causing a change in an existing water drainage course.
3. Aggregating open space beyond a single zone lot as permitted pursuant to section 11-18-106.
4. Reducing the amount of open space required through the aggregation of open space as permitted pursuant to section 11-18-106.

Land owners, at their option, may elect to submit a PMP for their property, regardless of size, in order to establish a coordinated development plan for the project area. The city may also apply for a PMP if it is found necessary to implement the general plan. The PMP shall contain the information required in the applicable rules and regulations.

(c) Application and submittal. The PMP shall be submitted to the Community Development Department for review by the DRC and the SPARC.

(d) PMP requirements. In addition to the submittal requirements set forth in any PMP rules and regulations adopted by the city, all PMPs shall include the following information:

1. PMP narrative submittal requirements. Unless waived by the DRC, the following information shall be submitted in narrative form:
    a. Descriptions of land use concepts; square footage ranges and general location/distribution; parking concept; public and private open space concept; on site circulation of primary auto, bicycle, pedestrian and transit connections within the area and connections to other areas.
    b. Preliminary transportation analysis that addresses roadway network design and modal split.
    c. Major stormwater drainage and management, water quality systems, major utilities, open space or land use issues; discussion of how such issues will be addressed as development proceeds.
    d. Description of proposed development standards at the edge of the PMP to promote compatibility between the PMP and adjacent land uses.
    e. Sequence and timing, where known, of project construction, public land and right-of-way dedications, site infrastructure improvements, off-site infrastructure improvements, and supporting facilities.
    f. Discussion of the incorporation of existing structures, if any, in future development plans.
    g. Other information as required by the PMP rules and regulations.

2. PMP graphic submittal requirements. Unless waived by the DRC, the following information shall be submitted in graphic form according to technical requirements established by the adopted PMP rules and regulations:
    a. Existing conditions as specified in the PMP rules and regulations.
    b. Diagram of conceptual land uses indicating the anticipated range of square footage by use within the PMP area.
    c. Diagram of circulation plans for primary vehicular, transit, bicycle, and pedestrian modes of travel, including trail systems.
    d. Concept plan that details the relationships between development within the PMP and the ingress/egress within the PMP area and to public amenities and/or open spaces.
    e. Open space concept plan, showing both the general location and general configuration of the intended public and private open space areas as well as bicycle and pedestrian corridors and/or trails.
    f. Preliminary utility and stormwater detention/retention plans.

g. Conceptual drawing showing the proposed size and layout of block patterns that may vary from those in the regulating plan.
h. Preliminary transportation analysis that addresses street network design, general internal circulation and modal split.
i. Proposed incorporation of any existing structures in future development plans.
j. Sequence and timing, where known, of project construction, public land and right-of-way dedications, site infrastructure improvements, off-site infrastructure improvements, and supporting facilities.
k. Maps and legal description of the boundaries of the PMP area.
l. Any other information required by the PMP rules and regulations.

3. Development Standards and Design Guidelines. Development standards and design guidelines shall be required for development in the mixed-use districts. These will be reviewed by the SPARC and may be approved as part of the PMP process. The PMP may be approved without development standards and design guidelines, but these shall be approved prior to development plan approval for any development project within the PMP area.

4. Optional submittals. The following may be required by the DRC or requested by the applicant:
   a. Conceptual location, size, and configuration of proposed public facilities, including schools.
   b. Major issues not resolved in the PMP with discussion of how they will be addressed as development proceeds.
   c. Master sign plan.
   d. Narrative and graphic description of any proposal for the aggregation and/or reduction of open space that demonstrates compliance with section 11-18-106.
   e. Narrative and graphic description of any proposal for a reduction in parking beyond 25%, as allowed in section 11-18-110.
   f. Water quality best management practices may be included in the master drainage study.

(e) Waiver of specific submissions. Any information required by the adopted PMP rules and regulations or this section, 11-18-108, may be waived by the DRC on

the basis that the information is not necessary to review the proposed PMP and such waiver shall be documented in writing by the zoning administrator.

(f) Review of PMP. Upon receiving a complete PMP application and pursuant to the distribution process set forth in the development plan review section of this Chapter, the applicant shall deliver such applications and obtain comments from the DRC. The Community Development Department shall forward such applications to seek review and obtain comments by the Site Plan and Architectural Review Committee (SPARC).

(g) The DRC and SPARC shall prepare recommendations regarding the PMP based on criteria set forth herein and in the PMP rules and regulations. In response to a recommendation from any member of the DRC or SPARC, the applicant may revise and resubmit the PMP to the DRC, or the city if the recommendations are from the SPARC. The Community Development Department shall obtain recommendations as set forth in the development plan review section of this Chapter.

(h) Planning Commission Public Hearing. Upon receipt of a recommendation from the DRC, the Planning Commission shall hold a public hearing on the proposed Project Master Plan. The Planning Commission shall approve, approve with conditions, continue the application for further study, or deny the PMP.

(i) Except as provided below in Section 11-18-108 for PMP's approved in connection with the approval of a development agreement, the criteria for review of all PMPs by the Planning Commission and City Council shall be:

1. Consistency with the Farmington City General Plan;

2. Compliance with all other city codes, rules, regulations and standards applicable to the proposed PMP;

3. Compliance with all applicable codes, rules, regulations and standards of any agencies or entities with regulatory jurisdiction over the proposed PMP area;

(j) Recording. All approved PMPs, and all approved amendments to such PMPs, shall be recorded in the real property records with a notation that all land within the PMP boundaries shall be subject to the provisions of such PMP or amendment, unless or until amended.

(k) Major and minor amendments. An approved PMP may be amended at any time using the process set out herein, and may be amended simultaneously with the

processing of a site plan application or a site plan amendment. The City Planner/Zoning Administrator shall determine whether a proposed amendment is a "major" or "minor" amendment and may seek a recommendation by the SPARC to make such determination. In order to initiate an amendment, the applicant shall submit to the City Planner those PMP submission items that would change if the proposed amendment were approved. Review of applications for amendment shall be governed by those criteria set forth for a PMP. Approved amendments shall be recorded as set forth for a PMP.

1. Major amendments. Major amendments shall be reviewed by the city and the SPARC and approved by the planning commission. Changes of the following types shall define an amendment as major:

a. To significantly modify or reallocate the allowable height, mix of uses, or density of a development;

b. To significantly alter the location or amount of land dedicated to parks, trails, open space, natural areas or public facilities;

c. To significantly change the location of land use areas as shown on the original PMP;

d. Any change from, or addition to, the PMP of a type that would require a PMP in a non-TMU district; or

e. Modify any other aspect of the PMP that would significantly change its character.

2. Minor amendments. Amendments that are not major amendments shall be termed "minor amendments" and shall be referred to the City Planner/Zoning Administrator for review, who may also refer the application to the SPARC and other departments or agencies for comment using the process set out in this section. The City Planner/Zoning Administrator shall approve, approve with conditions, or deny such amendment within twenty (20) calendar days after the date of applicant's submission of a complete application for amendment. Any person or entity aggrieved by the decision of the City Planner/Zoning Administrator may appeal such decision as set forth in the Development Plan Review section of this Chapter.

(l) Effect of recorded plans. All PMPs and PMP amendments shall be binding upon the applicants and their successors and assigns and approving agencies, and shall limit and control the issuance of all zoning permits and certificates and the construction, location, use and operation of all land and structures included within the PMP or PMP amendment.

(m) Unless there is substantial action under a Project Master Plan within a period of twelve (12) months from the date of Planning Commission or City Council approval, the Project Master Plan shall expire. Substantial action shall be demonstrated by receiving approval for improvement drawings and posting a bond and commencing construction related thereto, or submitting final plans for approval and obtaining, and maintaining, a current Building Permit.

If the Project Master Plan is to expire, a request for extension may be filed with the Community Development Department not less than thirty (30) days prior to the expiration date. The original Project Master Plan approval shall remain valid until the request for extension is acted upon by the Planning Commission or City Council. Failure to request the extension in a timely manner shall cause a Project Master Plan to expire without further notice.

The Planning Commission or City Council for reasonable cause may, after evaluating the applicant's progress in the previous year and after considering the Planning Department's recommendation, grant an extension of up to one (1) year on the Project Master Plan. Only one (1) extension shall be granted.

(n) Appeals of decision. The final decision of the Planning Commission to approve, approve with conditions, or deny a PMP may be appealed to the City Council as set forth in the Zoning Ordinance.

11-18-109 Signs

Signs within the mixed-use districts shall comply with other city sign standards and any applicable rules and regulations that apply to the mixed-use districts. A signage plan must be submitted as part of the development plan review process and should be addressed in the master development guidelines submitted by an applicant.

11-18-110 Off-Street Parking Space Standards

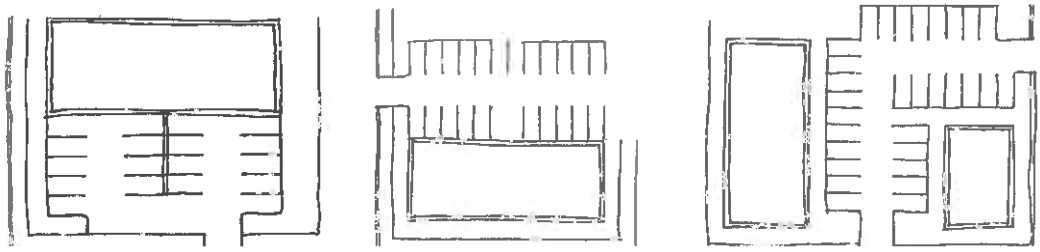
(a) Within the mixed-use districts, the building form, scale, mass, and uses need to be interrelated with the streetscape and mobility opportunities to encourage interaction with one another. The following parking lot configuration and space calculations are intended to allow such interaction.

(b) Parking lots and their placement shall meet the following requirements:

1. Parking lots that are located on a building or zone lot are permitted only in side and rear yards as follows:

(A) All parking areas shall be setback a minimum of 10 feet from the front lot (property) line of the building or zone lot.

(B) When parking is located in a side yard and has frontage along a public right-of-way, no more than 25% of the total site frontage or 60 feet, whichever is less, shall be occupied by the parking lot. The percentage of frontage may be adjusted to accommodate additional landscaping located to either side of the parking area.



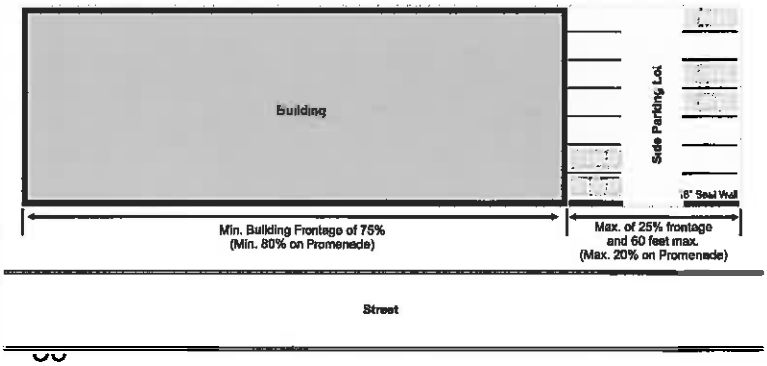
(Left) Not Allowed: Parking between the front of a building and the street; (Center) Preferred: Parking to the rear of a building; (Right) Allowed: One double-loaded aisle of parking between buildings; shared parking; corner building placement

(C) For a corner lot at any intersection, the building shall be located at the corner of the lot adjacent to the intersection. For corner lots at a major intersection, an intersection that is intended as a neighborhood town center, or a corner that is the location of an institutional building, or a large footprint building as set forth in this chapter with a footprint greater than 45,000 square feet, the cumulative total of both frontages occupied by parking shall be no more than 25% or 80 feet, whichever is less. Frontage used as a driveway access only is not counted in the above total.

(D) For a corner lot that has frontages on three streets, building(s) shall be located at corners adjacent to intersections. For corner lots at a major intersection or an intersection that is intended as a neighborhood town center the total of the primary and secondary streets frontages occupied by parking on any frontage shall be no more than 25% or 60 feet, whichever is less. If all the parking is located off the secondary street, each secondary street frontage may have up to 25% or 60 feet, whichever is less. Frontage used as a driveway access only is not counted in the above total.

(E) Parking may be allowed to exceed the above conditions provided that it is located on a secondary frontage, is setback a minimum of 20 feet, and is buffered with landscaping that includes a combination of trees and plants. Such exceptions will be evaluated during the development plan review process.

(F) For each block face in the TMU district and along promenade streets, a side yard parking lot may not be located adjacent to another side yard parking lot on an adjoining parcel.



Rear lots may be located adjacent to another parking area and designed to allow cross-access through traffic between parking areas is encouraged. Alley access is encouraged to reduce curb cuts on the primary street.

2. Primary access to rear parking areas shall be via dedicated alley ways or drive aisles.

3. Where an off-street parking lot is visible from the street in a side-yard, it shall be screened by either a 2-foot tall screen wall or 18-inch seat wall located between the parking lot and the sidewalk. Where a parking lot is adjacent to a residential use, a 3-foot screen wall and landscaping, sufficient to screen up to the headlight level of vehicles, shall be located between the residential use and the parking lot.

4. Where a parking structure is provided or parking is located on the ground level and/or below the upper stories of the building, usable building floor space on the ground floor, to a minimum depth of 20 feet shall be provided in front of the parking area, along the primary street frontage, for the entire length of the building.

5. On-street parking located along the frontage of a lot may be credited toward meeting the parking requirements for that use.

6. Driveway access to off-street parking lots shall be located to provide safe separation from street intersections as noted in Section 11-32-106. Driveways shall be aligned with driveways on the opposite side of the street or offset to avoid turning movement conflicts. Two-way driveways shall be a minimum width of 24 feet.

7. Driveways and driveway lanes that are combined for adjacent developments and shall be subject to recordation of shared access easements for and/or between the adjacent lots.

8. Parking may be allowed off-site according to joint use agreements or use of shared parking districts, subject to Section 11-32-103(7), Joint Use Parking Areas, as found in this Title.

9. Parking related to a building on a development parcel shall be located on the development parcel unless transferred off-site or part of a shared parking district that involves an adjacent development parcel. All parking need not be located on each building's zone lot.

10. Sites requiring large areas of surface parking shall distribute the parking into areas on the development parcel that are broken up in blocks using the requirements of the street network, as well as through the use of landscaping, open space, or additional buildings.

(c) Parking requirements for any use in the mixed-use districts may be reduced by up to 25% through the PMP process. Table 18.2, Off-Street Parking Reductions shall be used to modify the minimum amount of parking spaces required by Chapter 32, Off-Street Parking, Loading and Access, which will be evaluated during the development plan review process.

Table 18.2 - Off-Street Parking Reductions			
	Within 1/8 mile of rail station	***Within 1/4 mile of rail station***	***Within 1/2 mile of rail station***
Office	50%	40%	25%
Retail/Commercial	50%	40%	25%
Residential	40%	25%	15%
Civic/Public	50%	40%	25%

(d) Off-street parking shall not exceed the requirements established by Chapter 32, Off-Street Parking, Loading and Access, unless a shared-parking analysis for uses within 1/8 mile of each building has been conducted to show that needs for additional parking cannot be met through a shared parking arrangement. Parking exceeding the requirements shall be in the form of structured parking.

11-18-111 Landscaping & Street Furniture Standards

The following landscaping standards shall apply to all new development within the TOD mixed-use districts. Additional landscaping standards may be set forth and be more fully defined in the applicable MDG and maintained pursuant to a CAMP. Species shall be selected from the approved plant list provided by the city or within the MDG for the project.

1. Street trees shall be provided on all street frontages at a maximum spacing of forty (40) feet on center unless the species to be used recommends spacing greater than 40 feet. Spacing should be as uniform as possible, with exceptions allowed to preserve clear visibility zones near intersections and driveway and alley access points.
2. Street trees shall be planted within a landscaped park strip of at least six (6) feet in width, between the roadway and sidewalk, or tree grates of at least five (5) feet.
3. On promenade streets where on-street parking is permitted and where no landscape strip is present, street trees may be planted in sidewalk bulb-out areas.
4. Street trees shall be planted no closer than twenty (20) feet to light standards.
5. Street tree species selections shall help define the public space of the street, especially in residential neighborhoods. Different streets should be planted with different species to provide

interest, variety, and to promote disease and pest resistance throughout a development area. More than one species may be used to create a pattern and/or provide accent along a street.

6. Lighting fixtures providing pedestrian-scaled illumination shall be placed on all principal and promenade streets spaced no greater than forty (40) feet on center to stagger with street trees. Spacing on other streets shall meet minimum required lighting levels.
7. The pedestrian lighting fixture pole height shall be fifteen (15) feet, with a base diameter of at least twenty (20) inches. Materials shall be cast iron and steel with a black finish. Single or double lamp fixtures may be used on principal, promenade, or arterial streets. Single lamp fixtures shall be used on neighborhood roads.
8. Street lighting fixtures and parking lot lighting fixtures shall have a pole height of twenty-four (24) feet.
9. Tree Grates shall be five (5) feet square and of cast iron.
10. Tree Guards, if used, shall be a minimum of 16" in diameter and 5' in height. Material is fabricated steel construction with a black high polish Powdercoat.
11. Trash and recycling receptacles shall be of fabricated steel construction with a black high polish Powdercoat finish. Receptacles shall be 3 feet in diameter and 4 feet in height. Trash and recycling receptacles shall be placed side by side, with a lid to distinguish the recycling receptacle. A minimum of two pairs of receptacles shall be placed per block face, unless otherwise approved by the City, on all principal and promenade streets. Other locations shall be approved during the development plan review process.
12. Bollards shall be placed at all intersections along principal and promenade streets. They shall be constructed of cast steel with a black high gloss Powdercoat finish. Each bollard shall be 4" in diameter and 3 feet high. Bollards may be cast-in, bolt-down (surface mount), or removable. Bollards will be spaced a minimum of 4 feet and a maximum of 6 feet apart.
13. Benches shall be placed along all principal and promenade streets at a minimum of 3 per block face. Benches shall be of a cast iron with steel straps and finished in a black high gloss Powdercoat. Benches shall be 6 feet in length.
14. Bicycle Parking shall be placed in racks with a minimum capacity of three bikes and a maximum capacity of seven bikes. A minimum of one rack shall be placed on every block face for principal and promenade streets.
15. Paving accents may be used to articulate building entries, pedestrian crosswalks, plazas, sidewalk bulb-outs, or other areas as approved during the development plan review process.

Paving materials may be brick, stained concrete, or other durable materials that have a non-slip finish. Stamped concrete is not to be used for paving accents that are part of the streetscape area.

16. Alleys in residential areas with rear access garages shall be landscaped at the individual building lot level, for a minimum depth and width of 3 feet. Alleys that provide access to surface parking areas shall have landscaping fronting on the alley at a minimum depth of 3 feet and trees spaced at sixty (60) feet on center; trees may need a wider landscaped area as appropriate for the species used. Alleys that provide access to structured parking shall have landscaping alongside the parking structure for a minimum depth of two (2) feet.

11-18-112 Master Development Guidelines

The developer of each area of land that is designated and mapped on the Farmington City Zoning Map as a TOD Mixed-Use Districts shall prepare and submit Master Development Guidelines (MDG) to be recorded against the property, which MDG shall define the standards for design within the district for architectural controls, open space, buildings, structures, landscaping, lighting, signs and similar external improvements. It is specifically contemplated that development throughout the entire TOD Mixed-Use Districts will meet certain Development Standards that are determined and adopted by the City to assure compatible, high quality development within the TOD Mixed-Use Districts , especially in regard to streetscape and landscaping elements, and that such Development Standards will be incorporated into the Master Development Guidelines for each project. In addition to any other notice provisions set forth in the City Ordinances or State law, the City shall be required to provide notice of all pending PMP approvals within a TOD Mixed-Use District area to all property owners within the same contiguous TOD Mixed-Use District area or within the TMU area identified in the Land Use Master Plan to allow comment from such property owners regarding the consistency of any proposed project or Master Development Guidelines with those Development Standards determined by the City to be applicable to all development within the TOD Mixed-Use Districts.

The MDG shall be prepared by the developer and in all cases submitted to the City for review and comment by the SPARC before the City shall grant any approval for any improvements within any mapped zone district under the TOD Mixed-Use Districts regulations. All construction in the TOD Mixed-Use Districts shall comply with applicable MDGs and Common Area Management Plan (CAMP). The MDG and/or CAMP may contain specific lien and other enforcement provisions to ensure adequate compliance. Any requirement of an MDG or CAMP may be more restrictive or require a higher standard or quality than the TOD Mixed-Use Districts regulations or Development Standards determined by the City to be applicable to all development within the TOD Mixed-Use Districts.

11-18-113 Common Area Management Plan

Controls requiring the maintenance of open space, landscaping and common areas shall be adopted via a CAMP to achieve the purposes of the TOD Mixed-Use Districts and the City's General Plan.

The CAMP will be prepared by the developer and approved by the city. All development within the TOD Mixed-Use Districts shall conform to the adopted CAMP provisions.

11-18-114 Alternative Approval Process; Development Agreements

(a) Alternative Development Agreement Approval Process. Projects within the TOD mixed-use districts involving the development of at least 25 acres of land may elect the alternative approval process described in this Section, 11-18-114, resulting in the approval, execution and recordation of a development agreement. An approved development agreement shall govern the specific uses, densities and intensities of use proposed for the project area and the specific Development Standards to be applied in the development of any necessary public infrastructure and the private improvements to be located on the project site. A development agreement must be consistent with the provisions of Sections 11-18-103 (Definitions), 11-18-105 (Uses), and the provisions of 11-18-108 (Project Master Plan), to the extent not inconsistent with this Section 11-18-114, but may supersede and be inconsistent with the provisions of Sections 11-18-112 (Master Development Guidelines), and 11-18-113 (CAMP) and with the provisions of Section 11-18-106 (Building Form & Site Envelope Standards), where the City Council determines an alternative Development Standard proposed by the project developer is appropriate for the development of the project and the Council finds there is appropriate consideration, in the form of monetary, tangible or intangible consideration of benefit to City or the public from the proposed development and/or other appropriate reasons that justify the determination of the City to alter generally applicable standards. The Development Standards of an approved development agreement shall also govern over any conflicting Development Standards contained in any other provisions of Farmington City ordinances including, without limitation, provisions relating to site development standards in Chapter 7 of the Zoning Ordinance, off-street parking in Chapter 32 of the Zoning Ordinance, supplementary and qualifying regulations in Chapter 28 of the Zoning Ordinance, and signage standards in Title 15 of the Farmington City Code.

(b) The processes for approval of a development agreement and subsequent approvals for a project covered by a development agreement shall be governed by the provisions of this Section 11-18-114 and any supplemental procedural provisions agreed by the parties in an approved development agreement.

(c) Application for Development Agreement. Simultaneously with the application for a PMP, an applicant for a PMP involving at least 25 acres may apply for approval of a development agreement. In addition to the application requirements for a PMP, the applicant shall provide in narrative form a proposed development agreement including a specific description of the proposed uses and intensities of use proposed for

the project area and a statement of the specific Development Standards proposed by the applicant to be applied in the development of any necessary public infrastructure and the private improvements to be located on the project site. The proposed uses, densities and intensities of use shall be consistent with the requirements and purpose of the TOD mixed-use districts, but the other proposed Development Standards may vary from those Development Standards set forth elsewhere in Chapter 18, the Zoning Ordinance or the Farmington City Code. However, nothing herein shall be construed to allow any deviation from Uniform Construction Codes or Standards as set forth in the Farmington City Code. Any application information required by this paragraph may be waived by the Zoning Administrator on the basis that the information is not necessary to review the proposed PMP and development agreement.

(d) Consideration and Approval of a Development Agreement. The development agreement shall be considered at the same time as the PMP and following the same approval and appeal processes described in Section 11-18-108(d)(4), (5) and (11). The criteria for review of a PMP and development agreement application by the Planning Commission and City Council shall consist of the following criteria in lieu of the criteria set forth in Section 11-18-108(i):

(1) Consistency with the Farmington City General Plan;

(2) Compliance with applicable city codes, rules, regulations and standards applicable to the proposed PMP, except that Development Standards specifically included in the development agreement may be different from Development Standards contained in the Farmington City Ordinances;

(3) Consistency with any Development Standards determined by the City to be applicable to all development within the TOD mixed-use districts ;

(4) Establishment of a mix of uses in locations that will promote and encourage the goals of the TOD mixed-use districts and be consistent with the objectives of Section 11-18-105 (Uses); and

(5) Establishment of circulation and transportation features sufficient to meet the requirements of Section 11-18-104 (Regulating Plan), to coordinate with anticipated offsite circulation and transportation features and to further any applicable community-wide transportation objectives.

(e) Final Development Agreement. The final development agreement shall incorporate the terms of the approved PMP, and shall contain Development Standards for the development of the project site and any public infrastructure required to be improved, the duration of the agreement and the rights granted pursuant thereto and such conditions of approval as may be imposed by the City Council and agreed to by the applicant. In

addition to addressing uses, densities and intensities of use and Development Standards governing to project, the final development agreement shall include a common area management plan, and processes for future approvals and amendments to the terms of an approved development agreement consistent with the provisions of Section 11-18-114(f) below. The common area management plan, Development Standards and architectural review provisions in the development agreement shall be applicable to the project site only and not to the balance of the land within a TOD mixed-use district, but the foregoing shall not limit the discretion of the City to require other developers to implement Development Standards adopted in the development agreement through the Master Development Guideline provisions of Section 11-18-112 (MDG). The final development agreement may contain such other agreements between the City and the applicant as may be agreed by such parties and necessary for the development and financing of the project, including without limitation, agreements regarding the phasing of development, the vesting of development rights and approvals, the terms and conditions for the extension of public infrastructure, the extension by developer of infrastructure, and any payment or repayment obligations associated therewith, the donation of any land or any other agreement reflecting an agreement between developer and the City, not covered within the description of the approved PMP.

(f) Controlling Provisions. The terms of a development agreement shall be binding on the City and all successors in the ownership and occupancy of any portion of the project site covered by the development agreement. The provisions of the development agreement shall control over any inconsistent provision in the Zoning Ordinance. Upon approval and recordation of a development agreement, the property covered by the development agreement shall be deemed to be established as a separate district for purposes of establishing and enforcing the development regulations contained in the development agreement.

(g) Approval Processes after the Approval of a Development Agreement.

(1) Site Plan Review. Notwithstanding any inconsistent provision of the Zoning Ordinance, a final development agreement may contain such site plan review processes as may be agreed between developer and the City, including such application requirements and review processes.

(2) Amendment. Notwithstanding any inconsistent provision of the Zoning Ordinance, a development agreement and a PMP for a project covered by a development agreement may be amended on such terms and following such processes as is provided in the final development agreement. A PMP shall be deemed amended by any changes to the PMP approved at the time of final site plan review. No amendment of a PMP or a development agreement shall be

required to reflect normal adjustments to the locations of improvements that occur as a result of the development of more specific plats, plans and specifications.

(h) Existing Development Agreements

(1) Notwithstanding any inconsistent provision of Section 11-18-114 relating to the approval of development agreements or any other provision of Chapter 18 of the Zoning Ordinance, the development of the Station Park area shall be governed by the terms of that certain Development Agreement for Station Park dated January 27, 2007 between Farmington City and Station Park CenterCal LLC (the "Station Park Development Agreement"), which Station Park Development Agreement was adopted by the City pursuant to the provisions of Title 11, Chapter 18 of the Zoning Ordinance in existence on January 27, 2007. The Station Park Development Agreement contains all applicable development standards and approval processes for the Station Park development and further describes the extent to which other Farmington City ordinances apply to the Station Park area. The development standards and processes in the Station Park Development Agreement remain effective even though such provisions may be materially different from the current provisions of Chapter 18. The current provisions of Chapter 18 may apply to the Station Park area only after termination of the Station Park Development Agreement and then only to the extent not inconsistent with any continuing rights granted by the Station Park Development Agreement.

Amended 11-18-105, 11-18-106(2), 11-18-107(2)(d)vi, 11-18-108(d)4.(m) October 4, 2011
Amended 11-18-106(2), 10/01/2013, Ord 2013-23
Amended 11-18-105, 03/04/2014, Ord 2014-07
Amended 11-18-105, 06/03/2014, Ord 2014-18
Amended 11-18-104, 06/03/2014, Ord 2014-19
Amended 11-18-104, 09/02/2014 Ord. 2014-29
Amended 11-18-104, 02/17/2015 Ord. 2015-04
Amended 11-18-104(3), (4), 11-18-110(b)(c) and 11-18-107(2)(c)ii.17, 02/17/2015, Ord. 2015-05