

# Willard City Corporation

80 West 50 South  
Box 593



Willard, Utah 84340  
(435) 734-9881

## NOTICE

Notice is hereby given that the Subdivision Land Use Authority (SLUA) of the Willard City Corporation will hold a special meeting at Willard City Hall, 80 West 50 South, on Thursday, October 12, 2023. Said meeting shall start at 2:00 p.m.

Agenda is as follows:

**1. Call to order:**

**2. Business:**

- a. Discussion regarding concept plan for Transportation Oriented Development (TOD) located at approximately 500 West 750 North (Parcel No. 02-043-0044 and 02-043-0047)
- b. Consideration and approval of October 5, 2023 (Tabled)

**3. Adjourn**

### **SLUA Meetings: Held as needed based on applications.**

I, the undersigned duly appointed and acting Deputy City Recorder for Willard City Corporation, hereby certify that a copy of the foregoing notice was posted at the Willard City Hall, on the State of Utah Public Meeting Notice website <https://www.utah.gov/pmn/index.html>, on the Willard City website [www.willardcity.com](http://www.willardcity.com), and sent to the Box Elder News Journal this 6<sup>th</sup> day of October, 2023.

*/s/ Michelle Drago*

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Deputy City Recorder

NOTICE OF SPECIAL ACCOMMODATION DURING PUBLIC MEETINGS - In compliance with the American with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting should notify the City Office at 80 West 50 South, Willard, Utah 84340, phone number (435) 734-9881, at least three working days prior to the meeting.



↑ North



## Current Zoning - September 2021



**WILLARD CITY CORPORATION  
ORDINANCE NO. 2012-A**

**AN ORDINANCE ADOPTING THE WILLARD CITY TRANSIT ORIENTED DEVELOPMENT ZONE**

**WHEREAS**, the City of Willard (hereafter referred to as the "City") is an incorporated municipality duly existing under the laws of the state of Utah and;

**WHEREAS**, *Utah Code Annotated* §10-8-84, 1953, as amended, grants municipalities broad authority to provide for safety and preserve health, promote prosperity, improve morals, peace and good order, comfort, convenience, and for the protection of property and;

**WHEREAS**, the Planning Commission of Willard City has developed and recommended for approval The Transit-Oriented Development Zone and;

**WHEREAS**, The City Council of Willard understands the need for standards in Transit-Oriented Development;

NOW, THEREFORE, be it ordained by the City Council of Willard that:

**Section 1: Repealer.** Any word, sentence, paragraph, or phrase in the municipal code that is inconsistent with the Ordinance is hereby repealed and any reference thereto is hereby vacated.

**Section 2. Adoption.** The Willard City Transit-Oriented Development Zone (TOD) as contained in the attached is hereby enacted and shall be numbered section 12-117 of the Willard City Zoning Ordinance.

**Section 3: Severability.** If any section, paragraph, sentence, clause or phrase of the Ordinance is declared invalid by a court of competent jurisdiction, the remainder shall not be affected thereby and shall remain in full force and effect.

**Section 4: Effective Date.** This Ordinance shall be effective immediately after posting or publication.

PASSED AND ADOPTED by the City Council on this 21<sup>ST</sup> day of June, 2012.

  
KENNETH BRAEGGER, MAYOR

ATTEST:

  
TERI FELLENZ, City Recorder

CERTIFICATION OF PASSAGE AND PUBLICATION OR POSTING

According to the provision of U.C.A. §10-3-713, 1953 as amended, I, the City Recorder of the City of Willard, Utah, hereby certify that the foregoing ordinance was duly passed and published, or posted at :

- (1) Willard City Hall  
80 West 50 South  
Willard, Utah
- (2) Willard Post Office  
196 S Main  
Willard, Utah  
Ross Barber Shop
- (3) 39 S Main  
Willard, Utah

City Recorder

DATE: 6/22/12

(SEAL)



## TRANSIT-ORIENTED DEVELOPMENT ZONE (TOD)

### 12-112-1(3): PURPOSE

The purpose of The Transit-Oriented Development zone (TOD) is to encourage pedestrian oriented design, promote development and protect the public health, safety and welfare by preserving the unique character of existing areas for future use and development. The TOD Zone encourages compact, mixed use development near transit stops. Carefully planned mixed uses, including residential, retail commercial, professional office and entertainment and restaurant space, provide increased opportunities for transit and pedestrian activity. It is established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities while limiting certain high impact and automobile oriented uses. The TOD Zone is facilitated by site and community design standards that:

- A. Encourage high quality, compact development and increase the number of residents and workers within walking distance of transit opportunities;
- B. Encourage a mix of high quality residential, office, commercial, live-work, open space, entertainment, recreation, public and institutional land uses;
- C. Encourage higher densities that increase transit ridership and decrease vehicle miles traveled for daily work commutes making the development adjacent to a vital transit station a more valuable asset to the community and the region;
- D. Encourage flexibility in the design and implementation of transit-oriented developments so that they can adapt to changes in transit, commuting patterns and the marketplace for retail, office and residential dwelling units in proximity to transit stations.
- E. Revitalize areas proximate to transit stations;
- F. Integrate the Utah Transit Authority Willard City Front Runner Station into the design of new development and parking structures.
- G. Improve the urban design in the area;
- H. Encourage active community life within a framework of attractive and welcoming buildings and usable open spaces;
- I. Coordinate the urban design and streetscape elements in order to create a distinct visual quality for the area;
- J. Manage parking and access in a manner that enhances pedestrian safety, pedestrian mobility and quality urban design;
- K. Efficiently use public and private resources by reducing parking requirements for development in close proximity to a transit stop;



- L. Provide incentives for structured parking, new roads and public open spaces to enhance the design and function of the built environment;

#### 12-112-2: APPROVALS REQUIRED

- A. **Site Plan:** Site Plan approval shall be required for all new buildings and changes of use in existing buildings in the TOD Zone in accordance with the provisions of Chapter 5 of this Title.
- B. **Conditional Use Permit:** A Conditional Use Permit shall be required for all businesses and uses listed in Section 12-112-6 of this Article in accordance with the provisions of Chapter 105 of this title.
- C. **Development Agreement:** A development agreement shall be required for all new development in the TOD Zone. All applications for a rezone, Preliminary Plat, or Site Plan approval shall be conditioned upon final approval of the development agreement by the City Council.

#### 12-112-3: LOCATION OF ZONE

The Transit-Oriented Development Zone (TOD) is intended to serve areas in immediate proximity to the Utah Transit Authority Willard City Front Runner Station. Therefore, some portion of property proposed for the TOD Zone must be within one-quarter (1/4) mile station.

#### 12-112-4: DEFINITIONS

As used in this chapter:

- A. Build-to-line means the required distance between the back of curb and the building façade. This metric represents a maximum setback, and normally specifies a certain percentage of the façade which must meet the setback.
- C. Façade means that portion of any exterior elevation of a building extending from grade to top of parapet, wall or eaves and the entire width of the building elevation but excluding the roof.
- D. Ground floor architectural separation means that the design of a first floor in a mixed use, multi-story building is visually distinct from the upper stories through, but not limited to, the use of more windows, a cornice line, sign band, awning arcade, portico feature, change in building materials or similar device, element or feature.
- E. Joint-use parking structure means a parking structure that is utilized by buildings or tenants on two or more parcels.
- F. Liner-faced structured parking means a parking structure that is constructed at the build-to-line that may include street-facing retail or commercial uses at the ground level.
- G. Parking, on-street means marked or unmarked parking located completely or partially

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within a public or private right-of-way or street easement.

- H. Parking, off-street means **marked** or unmarked parking located within a development parcel and outside a public or private right-of-way or street easement
- I. Setback means the required distance between the building line and the related front, side or rear lot line over which no part of any building may extend, unless otherwise provided. Setbacks may be specified as maximum or minimum distances.
- J. TOD means Transit-Oriented Development.

#### **12-112-5: PERMITTED USES**

The following buildings, structures, and uses of land shall be permitted in the TOD Zone upon compliance with the requirements set forth in this Code:

If any use permitted by this Section is classified by the currently adopted building codes as an "H-Occupancy" (hazardous), it shall become a conditional use.

A. Residential Uses:

Two-family dwellings.  
Multiple-family dwellings.

B. Commercial Uses

Bank or financial institution  
Business services.  
Commercial parking facilities.  
Convenience stores, but not including drive-through service.  
Hotels.  
Offices.  
Parks and open space.  
Personal services.  
Restaurant, including outdoor dining, but not including drive-through service.  
Retail stores with all merchandise displayed and stored inside a building.  
Theaters (requires parking study).

C. Public and Civic Uses.

Community gardens, trails and open space.  
Cultural service and activities.  
Government or municipal office.  
Libraries and reading rooms.  
Parks, public or private.  
Post office.  
Transit station.  
Utility station, limited.



#### 12-112-6: CONDITIONAL USES

The following buildings, structures, and uses of land shall be allowed in the TOD Zone upon compliance with the requirements set forth in this Code and upon obtaining a Conditional Use Permit as specified in Chapter 4 of this Code:

- Amusement and recreation facilities.
- Auditoriums or performing arts center.
- Bank or financial institution with drive through service.
- Buildings with more than three (3) stories.
- Churches.
- Colleges and universities.
- Convenience stores with drive-through window.
- Dance clubs.
- Daycare facilities.
- Laundry and dry cleaning.
- Fitness centers and athletic clubs.
- Physical therapy facilities.
- Preschools, commercial.
- Restaurant with drive-through window.
- Schools, public and private.
- Veterinary services.
- Vocational / technical training facilities.
- Wireless telecommunications facility.

#### 12-112-7: PROHIBITED USES

Government office and related services that include any correctional/detention facilities, half-way houses, drug or alcohol rehabilitation facilities, facilities for the treatment or confinement of the mentally ill, homeless shelters, domestic violence shelters, and other similar facilities including those which may allow or require that clients stay overnight or longer.

Any SOB enterprises including any within otherwise allowed uses;

Any use which produces any excessive noise, dust, noxious fumes, or other nuisance activity.

Any outside storage except for those allowed businesses, that customarily utilize such practices as determined by the city, and except for garbage collection containers within an enclosed area.

#### 12-112-8: RESIDENTIAL DENSITY

The maximum residential density is twenty (20) dwelling units per acre. The density and number of residential dwelling units to be constructed shall be based upon the review and approval of development plans by the City Council.

To ensure that the quality of the transit-oriented development is maintained, a maximum residential density of twenty (20) dwelling units per acre is established. All development plans

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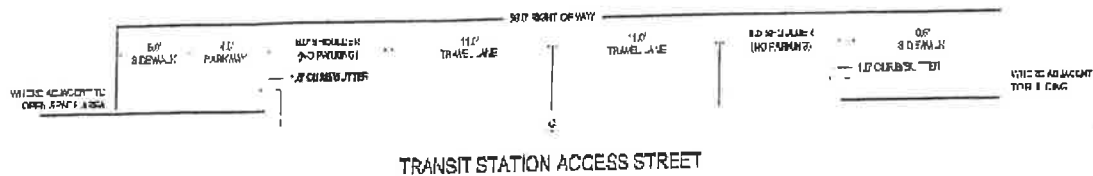
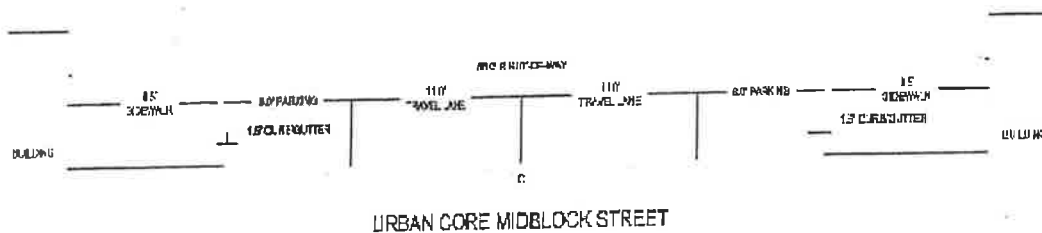


Figure A

shall include some residential development that is integrated with the commercial development.



(mixed use residential shall not be counted in the total density).

## 12-112-9: STREET STANDARDS

As a transit-oriented development, streets play a different role than in a traditional suburban neighborhood. Streets not only provide vehicular access to the development land uses and the transit station, but, more importantly, are a substantial part of the urban form, appearance and pedestrian nature of transit-oriented developments. The street section within a transit-oriented development is similar to a traditional downtown street. Parallel parking is encouraged and landscaped parkways and sidewalks are replaced with wide walks, curb to building frontages, with landscaping provided in tree grates and planters.

### A. Street Sections

Two street sections are available. The first section (Transit Station Access Street) is designed to accommodate more efficient vehicle traffic, including buses, through the exterior of the development to the transit station by not allowing on-street parking.

The second section (Core Street) is designed to add to the urban form and appearance and pedestrian nature of the core of the transit-oriented development. The two cross-sections for the Core Street address the difference between midblock and intersection conditions.

1. Transit Station Access Streets shall be designed to the standard illustrated in Figure A.
2. Core Street

Diagram illustrating the components of an Urban Core Intersection Bulb. The diagram shows a cross-section of the road and sidewalk area. Key components labeled include:

- 8' DEPOT
- 8' TRAVEL LANE
- 11' TRAVEL LANE
- 8' SIDEWALK
- BUILDING
- 8' TRAVEL LANE
- 8' SIDEWALK
- BUILDING

URBAN CORE INTERSECTION BULB

12-112-10: AREA, WIDTH, FRONTAGE AND YARD REGULATIONS

floor, in particular, of buildings with the TOD Zone will establish the urban look of developments within the zone.

There are no minimum lot area requirements in the TOD Zone.

There are no minimum lot width requirements in the TOD Zone.

There are no minimum lot frontage requirements in the TOD Zone.

1. All main buildings shall front on either a public or private street including private pedestrian only streets, paths, courts or plazas. Buildings that front on a courtyard or plaza that fronts on a street shall be deemed to front on the street.
2. To create the anticipated urban form and appearance, the front setback for main buildings shall be the right-of-way line, which is also considered the "build-to-line".
3. Buildings that are located on a corner lot shall front on both streets.

4. A minimum of 60% of the street frontage along any public street shall be developed with buildings along the build-to-line.
5. For purposes of meeting the requirements of Subsection 4. above, any part of the building placed within ten (10) feet of the build-to-line shall be considered along the build-to-line.
6. Building projections such as, but not limited to, awnings, overhangs and signs may extend beyond the build-to-line and over the sidewalk a distance of up to five (5) feet providing there is a clear area under the projection of no less than eight (8) feet to allow unobstructed use of the sidewalk and the projection does not extend into a public right-of-way.
6. Off-street parking is not permitted within thirty (30) feet of the build-to-line except within a liner-faced parking structure.
7. Maintenance buildings, trash collection and recycling areas, storage and service areas, mechanical equipment and loading docks shall not be permitted within thirty (30) feet of the build-to-line.
8. The side lot area between non-adjoining buildings and the property line shall be developed as a parking access driveway, plaza, landscaped open space, or a landscaped walkway with access to the sidewalk.

#### **12-112-11: HEIGHT REGULATIONS**

The maximum number of building stories shall be three (3) and the maximum building height shall be forty-five (45) feet. Buildings more than three (3) stories in height may be considered under the provisions of 12-112-6 as an application for a Conditional Use Permit, but in no case will buildings exceed 75 feet in height. In all cases adequate fire protection shall be provided for by the applicant.

#### **12-112-12: BUILDING DESIGN GUIDELINES**

Buildings constructed in the TOD Zone shall comply with the requirements of Title 12 - Chapter 108: Design Review except as amended herein. All buildings and site design elements should be reviewed against the backdrop of best practices for TOD developments.

Building design guidelines are necessary to achieve the desired goals for TOD Zone areas. These areas require more attention to design than development in many other parts of the city. In the TOD Zone there will be an emphasis on architectural detail and human-scale design. The focus will be on promoting street level activity by designing multimodal streets, designing to achieve pedestrian scale, avoiding blank walls and monolithic massing, and providing pedestrian amenities throughout the area such as lighting, seating areas, bike racks, etc. Pedestrian routes in these areas should include an extensive sidewalk system on both sides of the street. There should be numerous connections to the Willard City Front Runner station.

Public and private parks and plazas should be well integrated into the area. All new development must present an attractive, coordinated streetscape; incorporate architectural and site design



elements appropriate to a pedestrian scale; incorporate interior pedestrian access between structures to minimize pedestrian travel through parking areas; and provide for the safety and convenience of pedestrians by constructing pedestrian crossings with contrasting colored and/or raised walks. Commercial buildings shall be designed with ground floor architectural separation to enhance street activity and "walkability." All proposed building designs must incorporate an expansive use of windows, balconies, canopies, terraces, or other design features, which are oriented to the street and other pedestrian accesses, to maximize the pedestrian interface.

The following building design standards shall be required of all projects in the TOD Zone in order to create a cohesive appearance that is pedestrian friendly.

- A. Wherever practical, buildings shall incorporate arcades, roofs, alcoves, porticos, and awnings that protect pedestrians from the rain and sun.
- B. Trash storage areas, mechanical equipment, HVAC units, transformers, meters and similar devices shall not be permitted to be visible from the street. Where site constraints would otherwise force these uses into visible locations, they shall be screened from view from streets and sidewalks by decorative walls, earthen berms, landscaping or architectural treatments. If in rooftop locations, mechanical equipment shall be screened by central placement, roof components, parapets, cornices, or other architectural features.
- C. All uses located in the Zone shall be conducted entirely within a fully-enclosed building except that restaurants may have outdoor seating in courtyards and plazas that does not impede sidewalk travel. There shall be no outside storage of materials or equipment, other than motor vehicles licensed for street use except as specifically approved by the Planning Commission in conjunction with a conditional use application.
- D. Primary building orientation shall be toward the street. Buildings that are open to the public and are within thirty feet (30') of the street shall have an entrance for pedestrians from the street to the building interior. This entrance shall be designed to be attractive and functional, be a distinctive and prominent element of the architectural design, and shall be open to the public during all business hours.
- E. Buildings shall incorporate exterior lighting and changes in mass, surface or finish to give emphasis to entrances.
- F. Buildings shall provide a clear visual division between all floors. The top floor of any building shall contain a distinctive finish, consisting of a roof, cornice, or other architectural termination.
- G. The façade of every floor greater than thirty (30) lineal feet with street frontage shall incorporate features designed to provide human scale and visual interest. Compliance can be achieved through balconies, alcoves, or wall segments that create at least a two foot (2') variation in plane for at least ten (10) lineal feet within each thirty foot (30') segment of façade.
- H. At least seventy-five percent (75%) the lineal frontage of any ground-floor, non-residential wall with street frontage shall incorporate windows, doors, or display windows.
- I. Multi-story, mixed use buildings (buildings master planned for both residential and non-

residential uses) shall have the first floors with a minimum ceiling height of twelve feet (12'). Multi-story buildings designed for non-residential uses on the first floor shall have walls, partitions, and floor/ceiling assemblies separating dwelling units from other spaces with a sound transmission classification (STC) of at least fifty (50) for airborne noise.

- J. All sides of buildings exposed to pedestrian and/or vehicular traffic and adjacent properties shall receive equal design consideration.
- K. Parking structures that are visible from the street or sidewalk are encouraged to be designed to complement adjacent buildings.

#### 12-112-13: PARKING AND LOADING REQUIREMENTS

Due to the unique nature of transit-oriented developments specifically regarding parking, parking structures and loading requirements, the parking and loading requirements included herein shall supercede the requirements of Title 12 - Chapter 104. Specific requirements regarding the number of design and location of parking areas and their access, the design of parking structures, the number of required parking spaces and similar requirements shall be described within the Development Agreement.

An application for new development or the expansion by more than twenty-five percent of an existing building mass or site size in the TOD Zone must provide on- and off-street parking with adequate provisions for independent ingress and egress by automobiles and other motorized vehicles included within the TOD Zone.

The Planning Commission may grant a reduction of up to thirty-five percent of required parking upon an applicant's demonstration of opportunities for shared parking within a mixed-use development or reduced parking need due to proximity to public transportation including the Willard Front Runner Station.

##### A. Required Parking.

1. For residential units with two (2) bedrooms or less, 1.7 stalls per unit.
2. For residential units with three (3) or bedrooms, 2.5 stalls per unit.
3. For office uses including medical, dental or similar professional services, off street parking will be calculated at one parking stall for each three hundred fifty (350) square feet of net usable office area.
4. Retail use parking shall be calculated at the rate of one parking space for each three hundred fifty (350) square feet of net floor area.
5. Applicant shall custom design the parking ratio for all mixed use residential areas and provide for dedicated residential parking (which does not conflict with retail parking) equal to or greater than a combination of 12-112-12 A. 1-4(above). The applicant shall provide justification for their proposed parking ratio and shall include some allowance for guest parking. This justification may include close proximity commuter overflow parking or time of day versus building use. It should be understood that uses change over time and lack of parking will become a liability if not adequately provided

for. These requirements may be modified by written report from a professional transportation engineer or on recommendation from the city engineer.

B. Location of Parking.

1. Off-Street Parking. The parking required herein must be located on the property except as specifically exempted herein.
2. On-Street Parking. Parallel parking spaces on designated public and private streets can be used to meet the required parking.
3. No off-street parking shall be located within thirty (30) feet of the build-to-line except where the parking is located within a parking structure.

C. Parking Space Dimensions.

All new developments shall provide parking spaces of the following minimum dimensions.

1. Up to sixty percent of the total parking spaces may be at least eight and one-half feet wide by eighteen feet long. The remaining parking spaces must be at least nine feet wide by twenty feet long.
2. ADA parking space width requirements vary and shall be consistent with current building code standards.

D. Parking Garage or Structure Design

Parking within a parking garage or structure requires:

1. Circulation. The parking structure must be designed to ensure that each required parking space is readily accessible, usable and safe for automobiles and pedestrians. Each parking structure shall have two (2) points of access one of which can be a gated emergency access if access to the parking garage is gated and controlled.
2. Location. No more than fifty (50) percent of an individual side of a parking structure may be located along a street frontage, however the length of the parking structure along a street frontage may not constitute more than twenty-five (25)% of the entire street frontage. A portion of a parking structure located along a street shall maintain the build-to-line frontage requirements.
3. Design/Architecture. Architectural relief shall be integrated into all facades to soften visual impacts and to provide a visual relationship with the surrounding structures.
4. Parking garages and structures shall meet the following standards:
  - a. Parking structures shall include pedestrian walkways and connections to the sidewalk system. These shall be clearly marked and continuous in design.
  - b. Parking structures may contain ground-level retail, office or display windows along all street-fronting facades of the parking structure. Parking structures with street

frontage in primarily residential areas may utilize residential units or residential architecture that reflects surrounding residential units to mask the visual impact of the parking structure.

- c. Parking structures shall be designed with an architectural theme similar to or complementary of the adjoining structures. Openings that face and can be seen from major vehicular and pedestrian thoroughfares shall be of similar size and, whenever possible, shape to those found on adjacent buildings.
- d. Walls, materials, patterns, colors, roof forms, and front entryways shall complement the standards for all buildings in the applicable project area and shall reflect those used for adjacent buildings.

E. Loading and Service Areas:

Trash collection and recycling areas, service and storage areas, mechanical equipment and loading docks shall be screened on all sides so that no portion of such areas are visible from the adjacent public streets. Screening shall have a minimum height of seven feet (7') and may include accessory buildings, shrubbery and plantings, decorative walls, solid fences, screen panels, doors, topographic changes, buildings or any combination of the above.

#### 12-112-14: ARCHITECTURAL GUIDELINES

Building constructed in the TOD Zone shall comply with the requirements of Title 12 - 108: Design Standards except as amended herein.

All new development must present an attractive, coordinated streetscape; incorporate architectural and site design elements appropriate to a pedestrian scale; incorporate interior pedestrian access between structures to minimize pedestrian travel through parking areas; and provide for the safety and convenience of pedestrians by constructing pedestrian crossings with stamped, dyed, or raised walks. All new development shall comply with the following architectural standards:

A. New Building Form.

1. Structures shall be designed to relate to grade conditions with a minimum of grading and exposed foundation walls. The design shall create easy pedestrian access from adjacent uses, on-street parking, sidewalks and parking areas. First floor commercial and office uses shall be designed with ground floor architectural separation to enhance street activity and walkability.
2. All proposed building designs must incorporate an expansive use of windows, balconies, terraces, arcades or other design features, which are oriented to the street and other pedestrian accesses, to maximize the pedestrian interface.
3. Windows, display windows and doors must comprise at least seventy-five percent (75%) percent of street-facing facades with first-floor commercial and office uses. Blank facades are not allowed to face public rights-of-way and may not exceed thirty feet in length on all other facades.



B. Walls.

No more than three materials shall be used for primary wall surfaces. All exterior walls shall be constructed in compliance with the following:

1. Materials.

Exterior finishes shall be of traditional, time- and weather-tested techniques and shall include a substantial use of brick, cultured brick, natural or cultured stone, prairie stone, and/or wood or synthetic wood products. Glazing may be used as a primary exterior material when glazing is proposed as a major architectural design element or look for a project area consisting of at least two buildings and including all of the buildings that are separated by a major feature such as a linear park, collector street, or similar element that sets an area apart. Retaining and screening walls shall be of materials complementary to the building's materials.

2. Stucco.

The use of stucco, synthetic stucco and exterior insulation and finish systems (EIFS) should be limited and shall not exceed fifty percent of any elevation. The Planning Commission may determine, on a case-by-case basis that the architectural detail and excellence of a structure is such that the use of stucco in excess of this standard is warranted.

3. Other Architectural Materials/Finishes.

Architectural precast concrete, architecturally treated concrete masonry units, and architectural metals should be used primarily to provide architectural detail and relief. Fiberglass and/or metal panels may be used in relatively small quantities. The Planning Commission may allow other materials and material quantities that it finds add to the architectural excellence of the structure and project.

4. Prohibited Materials and mechanisms

Vinyl and aluminum siding products are prohibited as wall materials. Reflective glass is prohibited.

5. Base Materials.

Each structure shall have a base or foundation with a minimum height of one-third the overall height of the structure. The base or foundation shall extend beyond the plane of the wall above it, creating a larger mass at the base of the building. The Planning Commission may allow for minor deviations to allow this base to terminate at visual breaks in the architecture, and the Planning Commission may approve alternative materials that are the qualitative equivalent of brick, cultured brick, or natural or cultured stone.

6. Brick and Rock Pattern.

Ledge stone, uncoursed ledge rock, random or coursed Flemish bond, English bond, common bond, running bond or dry stack patterns shall be used for finished brick, rock and stone work. Herringbone, basket weave, vertical stack, stack bond, uncoursed roughly squared, and other vertical, irregular, or diagonal masonry patterns or vertical, nonalternating bond courses may be used only as an accent.

7. Color Palette and Texture:

1. The predominate tones shall be colors selected from warm earthy tones or a muted natural color and light to dark shades of wood. The colors found in the mountain forest canopy, the meadow grasses, and hillside vegetation is appropriate.

2. A uniform color and texture for walls is not acceptable. While color and texture changes shall be accomplished through the use of various principal materials described in Subsection B1 of this Section, accent colors should be used. Such colors shall be compatible with the predominate color tones of the building and shall not be used as attention getting (advertising) devices.

3. Primary and closely related colors are strongly discouraged.

8. Design Consistency.

All exposed sides of a building shall be designed with the same level of care, quality and integrity. Buildings should be attractive and visually engaging from all exposed sides.

9. All walls that are greater than sixty feet (60') in length, but less than one hundred feet (100') in length, must exhibit a prominent shift in the facade of the structure so that no greater than seventy five percent (75%) of the length of the facade appears linear. The shift shall be in the form of at least a ten foot (10') change in facade alignment. A series of shifts may be appropriate; provided, that the cumulative offset is at least ten feet (10'). A combination of both a roofline and facade change is encouraged, particularly when they occur at the same point.
10. All walls that exceed one hundred feet (100') in length shall provide a prominent shift in the mass of the structure so that no greater than seventy five percent (75%) of the length of the facade appears unbroken. The shift or series of shifts in height and/or alignment that reflect a change in function and scale is required. A shift shall be in the form of at least a fifteen foot (15') change in facade alignment. A combination of both a roofline and facade change is encouraged, particularly when they occur at the same point on the facade. A series of shifts may be appropriate; provided, that the cumulative offset is at least fifteen feet (15').
11. The required shift in facade alignment shall not be created by add-on features such a porticos, porte cocheres, exterior vestibules, decks, and other similar features.
12. Any long horizontal building shall include vertical design elements to break up the building mass. The number and scale of such elements shall be commensurate with the length of the facade.
13. Required vertical and horizontal elements shall not be created by using paint schemes on the siding material.

14. Commercial structures comprised of various tenant spaces shall emphasize the individuality of units by variation in rooflines and/or walls or other appropriate design techniques.

C. Roofs.

Roof lines and shapes shall be consistent with the design and structure of the building, and should be consistent with the roof lines of adjacent buildings. Roof forms should reflect the facade articulation and building massing, as opposed to a single-mass roof over an articulated facade.

1. Pitched Roofs.

Where pitched roofs are used, the following standards shall apply:

- a. All the roofs and secondary roofs of a building shall be constructed of the same material. All metal roofs must be of a subdued color. Painted roof shingles are prohibited.
- b. Slopes of roofs shall be of equal pitch if a gable or hip roof is employed. Roof forms shall be designed in ways and/or used in combinations to break up large, continuous building forms, particularly for structures that are wider than they are tall. Long unbroken ridgelines are prohibited.

2. Parapets.

Parapets shall be provided to articulate flat roofs and hide roof-mounted equipment. The following standards shall apply:

- a. Parapets shall have strong cornice detailing to provide interest and scale.
  - b. Long unbroken parapets, particularly for buildings that are wider than they are tall, are prohibited.
3. Rooftop mechanical equipment shall be hidden from view from the adjoining street with either a parapet or a penthouse. Penthouses shall utilize materials, colors and form similar to that of the building.

D. Openings.

The following standards apply to openings of all structures:

1. Entry Doors.

Entry doors must face the front yard or, if located on the building side, must be placed within three feet of the front facade. Entry doors must be covered by a roof and must be a primary element of the front of the structure.

2. Windows.

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Bay windows shall have from three to five sides.

3. Corner Buildings.

Special attention shall be given to corner buildings that are highly visible, that may serve as landmarks, and provide a sense of enclosure at intersections. Special attention can be achieved by architecture, landscape, and public place. Front door entries with treatments consistent to at least the typical commercial store front shall be incorporated when pedestrian access is present.

4. Minimum Opening Area.

Not less than seventy-five (75) percent of any street-facing first floor building facade shall be made up of window or door areas. Not less than fifteen percent of any other building face on a second or higher story shall be made up of windows, balcony or other opening areas unless an adjacent building within twenty feet of that side face obscures the majority of that side face from public view.

E. Prototypical Structures: While prototype designs may be used in a development consisting of a number of structures, it may be necessary to include an appropriate number of such designs to provide appropriate variety and vitality within a development project, particularly in residential development. Simply using various color schemes or changes in materials selections will not be adequate. Changes in prototype designs shall include, among other things, a variety of roof, facade and window treatments, together with changes in color schemes and materials.

F. Interpretation of Standards: The above architectural requirements shall be promoted in all applicable building designs. These standards are not meant to encourage the overuse of an existing architectural style or feature. In fact, such practices will be discouraged. These regulations are intended to establish restrictions on a limited number of architectural approaches that are not considered desirable and provide guidance only. Appropriate latitude shall be allowed and creativity promoted to achieve interest and vitality throughout Willard City.

## 12-112-15: LANDSCAPING & STREET FURNITURE STANDARDS

Landscaping installed in the TOD Zone shall comply with the requirements of Title 12 - Chapter 108: Design Review except as amended herein.

A. Conceptual and Final Landscape Plans

As part of the submittal, review and approval of a Site Plan or Conditional Use Permit as required by Sections 12-112-2.A or B., respectively, of this Chapter, a conceptual



landscape plan shall be submitted. The conceptual landscape plan shall include the following:

1. A general concept for the planting of the street trees including tree types, tree sizes and locations. Conceptual plans for street furniture and lighting shall be included where applicable.
2. A general concept for landscaping around the foundations of buildings and near building entrances including the types of trees and shrubs, their sizes, their location and, where applicable, the type and design of planters to be used. Conceptual plans for street furniture and lighting shall be included where applicable.
3. A general concept for the plazas and similar open space areas including the types of trees and shrubs, their sizes, their location and, where applicable, the type and design of planters to be used. Conceptual plans for street furniture and lighting shall be included where applicable.
4. A general concept for the neighborhood parks including:
  - a. general layout of the neighborhood park area including the location of structures, walks and landscaping;
  - b. location and general design of structures such as community buildings and pools, gazebos and similar structures;
  - c. the location, type and size of landscaping to be planted the types of trees, shrubs and turf;
  - d. the location, type and size of any furniture and lighting.

B. General landscaping standards.

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 tree grate a minimum 48 inches square or diameter or within a landscaped park strip of at least five (5) feet in width between the roadway and sidewalk depending the whether the street is proposed for a full width sidewalk or a parkway and sidewalk, respectively.
3. Street trees shall be planted no closer than twenty (20) feet to light standards.
4. Street tree species selections shall help define the public space of the street. 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.

5. Lighting fixtures providing pedestrian-scaled illumination shall be placed no greater than forty (40) feet on center to stagger with street trees. Spacing on other streets shall meet minimum required lighting levels.
6. 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 or comparable.
7. Bollards may be placed at all intersections along. They shall be constructed of cast steel with a black high gloss powdercoat finish or comparable. 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
8. Benches shall be placed along all Urban Core 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 or comparable. Benches shall be 6 feet in length.
9. Paving accents may be used to articulate building entries, pedestrian crosswalks, plazas, sidewalk bulb-outs, or other areas as approved during the preliminary planed development plan review process. Paving materials may be brick, stained concrete, or other durable materials that have a non-slip finish.