

ORDINANCE 2026-27

AN ORDINANCE RE-ENACTING CHAPTER 18.39-TRANSPORTATION ORIENTED DEVELOPMENT (TOD) ZONE OF THE PLEASANT VIEW CITY MUNICIPAL CODE.

WHEREAS, Pleasant View City repealed Chapter 18.39-Transportation Oriented Development (TOD) Zone Ordinance on December 8, 2015, by Ordinance 2015-07; and

WHEREAS, 'The Station' was established under the TOD zoning designation and remains identified as a TOD on the City's zoning map; and

WHEREAS, Pleasant View City desires to re-establish the corresponding zoning regulations for 'The Station'; and

WHEREAS, Pleasant View City desires to limit the TOD zone to 'The Station' development; and

WHEREAS, Pleasant View City finds that such an amendment is in the best interest of the City; and

WHEREAS, Section 10-20-503 (1) and (2) of the Utah Code provides for the amendment of municipal ordinances, including zoning maps, after receiving a recommendation from the Planning Commission; and

WHEREAS, The Pleasant View City Planning Commission recommended approval.

NOW THEREFORE, Be it hereby ordained that:

SECTION ONE: Chapter 18.39-Transportation Oriented Development (TOD) Zone Ordinance is hereby re-enacted, including limiting its application to the current area designated as TOD on the City's zoning map as stated in 'Exhibit A' attached.

SECTION TWO: This ordinance shall take effect immediately upon approval and posting.

DATED this 22nd day of September, 2026.

PLEASANT VIEW CITY, UTAH



Steve Gibson, Mayor

Attest:


Laurie Hellstrom, City Recorder

Posted this 24th day of September, 2026

This ordinance has been approved by the following vote of the Pleasant View City Council:

CM Arrington
CM Ferry
CM Marriott
CM Urry
CM Wilkinson

Yes
Yes
Yes
Yes
Yes



Chapter 18.39 - Transportation Oriented Development (TOD) Zone

18.39.010 Purpose and Intent.

- A. The purpose of the Transportation Oriented Development ("TOD") Zone are to:
1. Provide standards for development of areas in close proximity to Pleasant View's major transportation hubs, including highways, commuter rail and related facilities that will encourage the creation of an architecturally unique, vibrant commercial and mixed use district reflective of the city's character;
 2. Provide for development of compatible mixed uses in close proximity to one another to provide a blend of retail, service, office, dining and residential uses; to facilitate safe, attractive, and convenient pedestrian circulation and minimize conflicts between pedestrians and vehicles; to encourage travel by transit, walking, bicycling, car pooling and van pooling; provide a transition from the urban scale of the TOD District to adjacent areas;
 3. Provide open spaces and integrated landscaping to encourage and promote the creation of a destination center as well as to encourage and promote an integrated traffic and pedestrian friendly development design;
 4. Provide greater design flexibility and efficiency in land use and the siting of buildings, services and infrastructure, including the opportunity to increase building height and/or density and reduce pavement areas where appropriate;
 5. Provide for the adoption of architectural controls and a common set of Master Development Guidelines (collectively called the "MDG") for open space, buildings and structures, and for the adoption of a Common Area Management Plan (CAMP) to provide for the maintenance of common areas and open space within the TOD zone and equitable allocation of costs among the property owners in the zone district.
- B. The TOD zone is limited to the area between 2850 North and 3100 North and between Highway 89 and the Union Pacific Rail Line.

18.39.020 Conflicts.

- A. This Chapter provides additional provisions to those set forth in the other Chapters of the City's Zoning Ordinance. In the event of conflict between other provisions of the Zoning Ordinance and this Chapter, the provisions of this Chapter, the MDG and CAMP adopted pursuant to this Chapter shall apply.
- B. For existing uses, the standards of the underlying zone shall apply until any changes are proposed to the property or buildings containing such uses.

18.39.030 Uses. The following uses are allowed in the TOD zone as noted:

A. Permitted Uses:

1. Business Services (Banks, financial institutions, and related uses).
2. Hotel, motel, or bed and breakfast inn .
3. Government office and related services except prohibited uses.
4. Medical/dental offices and clinics.
5. Mixed-use development incorporating any uses listed herein as permitted uses.
6. Neighborhood service establishments - personal services (low impact retail and service uses such as bakery, bookstore, dry cleaning, hair styling, pharmacy, art supply/gallery, craft store, photo-copy center, etc.).
7. Professional and Business offices.
8. Retail and sales, with all merchandise displayed and stored inside a building.
9. Restaurant (traditional sit-down).
10. Hospitals, medical facilities inpatient and/or outpatient.
- 11 . Structures and facilities required for operation of commuter rail and other mass transit facilities, but not including outside storage, train yards, warehousing, storage, switching, or maintenance shops; including parking and related structures.
12. Transportation Hubs and transit/commuter and related facilities subject to the limitation of 11.

B. Conditional Uses:

1. Automotive & recreational vehicle retail sales
2. Churches, synagogues, temples and other places of worship
3. Convenience retail with or without gasoline sales
4. Day care, pre-school
5. Fast food establishments with or without drive-up
6. Fitness, Recreation & Entertainment facilities
7. Mixed-use development incorporating any uses listed herein as conditional uses
8. Multi-Family high density residential, including residential facilities for the elderly and handicapped, condominiums, and generally all classes of affordable or higher end types of housing, whether for rental or sale.
9. Nursing/convalescent facilities
10. Off-site parking
- 11 . Private clubs
12. Quasi-Public Uses

13. Schools and colleges

14. Theaters

C. Prohibited Uses:

1. 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.
2. Any SOB enterprises including any within otherwise allowed uses;
3. Any use which produces any excessive noise, dust, noxious fumes, or other nuisance activity.
4. Any outside storage except for those allowed businesses, such as vehicle sales, that customarily utilize such practices as determined by the city, and except for garbage collection containers within an enclosed area.

18.39.040 Dimensional Standards.

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

1. Front Yard (measured from property line or private street edge): a minimum of twenty feet.
2. Side Yards (measured from face of building perpendicular to abutting property or street line) are not required except to provide access to parking and deliveries behind a building, as deemed necessary by the Fire Department for emergency access, and as required for buffering adjacent residential uses.
3. Rear Yard: No specified requirements, except to provide access to parking and deliveries behind a building, as deemed necessary by the Fire Department for emergency access, and as required for buffering adjacent residential uses.
4. Corner Side Yard: same as front yard.
5. Lot size: no minimum requirement except as necessary to meet usage and design requirements.
6. Lot width: minimum lot width shall be thirty feet.
7. Building Height: Maximum building height shall vary depending on the distance from the right of way and any adjacent lower density residential development as follows: Any building with greater heights of three stories or 45 feet, up to a maximum of five stories or 75 feet, must be setback an additional 50 feet for each floor or 15 feet in height.

18.39.050 Density.

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

1. Residential Development. Subject to the open space and other provisions of the MDG, up to 50 dwelling units per acre are allowed.
2. Non-residential Development. The floor area to land ratio (FAR, which is the net constructed floor area of all floors of a structure as a ratio to the overall parcel land area it is constructed on) is limited to a maximum of .5 (50%).

18.39.060 Design Standards

A. Master Development Guidelines and Common Area Management Plan.

1. In order to achieve the purposes of the Transportation Oriented Development (TOD) Zone, a set of architectural controls and a common set of Master Development Guidelines (collectively called the "MDG") for open space, buildings and structures shall be adopted as supplemental regulations applicable to all properties in a specific TOD zone. In addition, controls requiring the maintenance of open space, landscaping and common areas shall be adopted under a master Common Area Management Plan (called the "CAMP") to achieve the purposes of the TOD Zone and the General Plan. The MGD and CAMP will be reviewed, adopted, and amended as necessary by the City Council as supplemental to the regulations of this section. All development within the specific TOD Zone shall conform to the adopted MDG and CAMP provisions. As additional properties are zoned TOD, they shall be bound by the provisions and terms of the adopted MDG and CAMP unless new provisions and terms are adopted for those specific areas.
2. The design standards found herein after shall be implemented throughout the specific TOD Zones in order to create a cohesive appearance that is pedestrian friendly (walkable) and which encourages travel by transit, bicycling, van pooling, and car pooling, which standards shall be more fully defined in the MDG and maintained through the CAMP:

B. General Requirements.

1. Buildings shall incorporate arcades, roofs, alcoves, porticos and awnings that protect pedestrians from the rain and sun.
2. Trash storage areas, mechanical equipment, and similar areas are not permitted to be visible from the street.

3. Buildings that are open to the public and are within 30 feet of the street shall have an entrance for pedestrians from the street to the building interior. This entrance shall be designed to be attractive and functional, be a distinctive and prominent element of the architectural design, and shall be open to the public during all business hours.
4. Buildings shall incorporate exterior lighting and changes in mass, surface or finish giving emphasis to entrances.
5. Buildings shall provide a foundation or base, typically from ground to the bottom of the lower window sills, with changes in volume or material. The top floor of any building rising over two stories shall contain a distinctive finish, consisting of a cornice or other architectural termination.
6. Recessed or projecting balconies, verandas, or other usable space above the ground level is encouraged in a street facing elevation .
7. Hardscape (paving material) shall be utilized to designate "people" areas. Materials could include unit masonry, stamped or scored colored concrete, stone, or combinations of the above.
8. Lighting shall be designed to illuminate pedestrian areas and be consistent throughout the development. Lighting fixtures shall not cast light beyond the development, except for the public right-of-ways.
9. Public sidewalks shall be located along all public streets and ways, and public spaces shall be provided at key locations.
10. Signage in the TOD Zone shall comply with the standards set forth in the signage plan and requirements of the MDG. No off-premise signage is permitted in the TOD Zone, except as provided for in the signage plan of the MDG.
- 11 . All sides of buildings exposed to pedestrian and/or vehicular traffic and adjacent properties shall receive equal design consideration.
12. Parking structures are encouraged and shall be designed to complement access between the various uses.
13. Mechanical units on the roof shall be screened from view if within 20 feet of the front of the building or visible from the highways. Mechanical units or equipment located on the roof of a building shall not project above the provided screening.

C. Pedestrian and Vehicle Circulation.

1. Pedestrian walkways shall form an on-site circulation system that minimizes potential conflict between pedestrians and motor vehicle traffic. Pedestrian walkways shall connect building entrances to each other, connect building entrances and sidewalks on public streets, and connect

building entrances, and existing or planned transit stops unless otherwise set forth by adopted standards.

2. Where practicable, pedestrian walkways shall be raised above the grade of streets, drives, parking lots and other paved areas. Where pedestrian walkways cannot be raised, they shall be constructed of a material differing in texture and color from adjacent pavement but consistent with other raised walkways.

3. Lighting fixtures shall be provided for walkways to maximize lighting intensity of walking surfaces throughout the development.

4. Public seating and bicycle racks shall be provided near entrances to buildings or groups of buildings.

5. Bike-way systems and designs shall be incorporated into the design of the development.

D. Landscaping.

1. Street trees shall be provided on all street frontages.

2. Street trees shall be planted within a landscape strip of at least five feet in width, between the roadway and sidewalk where feasible.

3. A minimum of ten percent of the site shall be landscaped. Decorative hardscape within a public plaza, excluding required sidewalks, may be counted towards up to one-half of the required landscaping. Parking areas shall be shaded by large broadleaf canopied trees appropriately located. Parking shall be adequately screened and buffered from adjacent uses. This requirement does not apply to covered parking stalls or structures.

4. A 30 foot buffer zone with sufficient plantings of trees, shrubs, and other vegetation to provide adequate suppression of sound and light shall be provided between any existing residential zone boundary and a use proposed for development in the TOD Zone. This separation may be adjusted up or down as part of the project approval, depending upon the character and impacts of the uses proposed.

5. A maintenance program for all common areas through a common area management agreement is required to be consistent with the MDG.

E. Parking. Parking shall be provided in accordance with this Title or as established in the MDG. In addition, the following provisions shall apply in the TOD Zone unless established otherwise in the MDG.

1. Parking structures are encouraged. Surface parking areas may be located behind, underneath, or at sides of buildings. Entryways, porticos, drop-off areas, and one individual row of parking on either side of vehicle entryways are permitted in front of buildings. Surface parking may also be located in

front of a building if determined appropriate by the city. Onstreet parking in front of buildings may be allowed on private internal streets.

2. Parking lots with more than 200 spaces shall be divided by landscaped areas, including a walkway, or by buildings.

3. Pedestrian connections shall be made when feasible to any streets adjacent to the development and to any pedestrian facilities that connect with the property. All developments shall provide a pedestrian access plan that shows pedestrian paths on the site that connect with the sidewalk or other adjacent pedestrian ways.

4. Secure bicycle racks shall be provided at transit, shopping and business destination stops to help and encourage the use of bicycles as a way to access those destinations.