19.6.27 TS-O Transit Station Overlay (10-1-08)

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19.6.27.1 Purpose and Objectives

The Transit Station Overlay is established to promote transit-oriented development in areas that are generally located within an approximate ½ mile of transit stations or rapid transit stations.

The Transit Station Overlay shall consist of a Transit Community Station located near an existing or future commuter rail transit stop, bus rapid transit, light rail, or other mass transit modes of transportation in the City as set forth on the General Plan map. The Transit Station Overlay is intended to work as an incentive to create a high-density residential mixed-use and pedestrian friendly neighborhood with an effort to include freeway service and a unique transit service environment. The purposes and objectives of the overlay are as follows and these purposes and objectives shall be considered pursuant to any rezone request or use of the overlay:

1. Permit and support higher development densities to encourage the utilization of mass transit, and alternative modes of transportation other than the automobile.
2. Allow for mixed land uses that contain a flexible arrangement of residential, commercial and mixed-use developments, while adopting detailed urban development standards to ensure compatibility between the uses and pedestrian activity.
3. Minimize distances between destinations by providing for a number of conveniences and uses, which are compatible with one another and which are within an approximate ½-mile walking distance of each other, (i.e., home to office, home to retail service, or office to retail service).
4. Promote pedestrian-friendly design and architectural structuring that encourages walking and bicycling.
5. Reduce transportation spending and increase housing through the lessening of transportation development and maintenance costs.
6. Decrease auto dependency by providing alternative methods of transportation, and provide planning methods that take into consideration those who prefer not to drive or own an automobile.
7. Create and enhance cultural use areas that promote neighborhood and local social activities.
8. Integrate open spaces, plazas, courtyards and pocket parks and connect these areas to all other uses in the station Zone and continue on into the existing community of Payson.
9. Provide for a development plan that has economic viability, where the City will benefit from the project as a whole in the form of sales tax generation, private investment and the creation of new jobs by the extension of the rapid commuter rail line and potentially light rail lines, bus rapid transit lines or trolley service into the City.
10. Allow for greater flexibility in street and road infrastructure features that distinguish the area as unique and create a distinctive ambiance to the development.
11. Create a connection over I-15 to the established areas and areas of interest in Payson. Provide a visual and physical connection between East and West.

19.6.27.2 Establishment

The Transit Station Overlay is a use designation applied in addition to the established underlying zoning Zone currently in place. However, it is unique to a specific area within the City. The regulations of the Transit Station Overlay may modify or override the regulations of the underlying zone.

19.6.27.3 Transit Station Boundaries

The Payson City Commuter Rail Station Community located within the Transit Station Overlay is a small area development. The Community Plan and project within an approximate 1/2-mile radius of the proposed transit station site shall contain a mix of compact but compatible uses. The multiple uses in this station community consist primarily of multi-family, commercial, retail, office, and mixed uses. The highest development densities within the overlay area shall be allowed within this station community. All land uses are to be pedestrian oriented and well-connected to open spaces, parks, plazas and social gathering areas.

A large multi-transit station hub will be located within the station community. This station is also intended to serve the light industrial and commercial work force in and around the City. Transit riders served by this transit station will primarily be going to, or coming from work. It will be necessary to serve the area with improved pedestrian network systems for safe walking, and it will be vital for this station to accommodate a park-and-ride lot and additional transportation opportunities. It may also benefit some of the large businesses in the area to serve their transit riders with shuttles.

19.6.27.4 Use Regulations

1. *Permitted principal uses*. Principal uses permitted in the Transit Station Overlay are those permitted by the provisions of the underlying zone.
2. *Permitted accessory uses.* Accessory uses permitted in the Transit Station Overlay shall be the same as for the underlying zone.
3. *Uses.* Uses allowed in the Transit Station Overlay are listed below. Those uses identified as "permitted" are allowed by right provided that they comply with all other requirements of this Chapter, and all other requirements of the development ordinances of Payson City. Uses identified as "conditional" are to be approved by the Planning Commission and City Council pursuant to the standards and procedures for conditional uses set forth in Chapter 19.13, and shall comply with all other applicable requirements of this Title. Permitted and Conditional Uses in the Transit Station Overlay are the same as those in the underlying zone, and in addition the uses shown in the applicable tables below. Uses not specifically listed in this Section or in the underlying zone shall not be allowed.

Permitted Uses

1. Permitted principal uses (see above)
2. Banks, credit unions without drive-up service windows integrated into a multi-tenant structure.
3. Bed and breakfast establishments
4. Farmers market
5. Retail establishments up to 30,000 square feet
6. Hotel and motel
7. Medical and dental offices
8. Mixed-use development, including high density residential
9. Municipal facilities and services
10. Office, professional and service businesses
11. Restaurants and outdoor dining
12. Park and Ride lots
13. Parking structures
14. Produce and flower stands
15. Transit station structures and facilities
16. Recreational facilities (indoor and outdoor)

Conditional Uses (within ¼-mile radius)

1. Auditorium or stadium
2. Club or service organization
3. Drive-up automated teller machines
4. Health & fitness facility
5. Liquor store
6. Off-site parking
7. Restaurant (drive-through)

19.6.27.5 Density

The following density requirements shall apply to all residential uses in the applicable Transit Station Overlay. The Payson Transit Station Overlay shall allow for a minimum of fifteen (15) units per acre of residential density with a maximum of twenty-five (25) units per acre on the gross acreage. The actual density allowed pursuant to any development application shall be subject to the approval of the development plan by the Planning Commission and City Council.

19.6.27.6 Street Standards

All streets developed and maintained within the Transit Station Overlay development shall be developed to technical standards established by the City for the class of street being constructed. However, in instances where the developer can show that, due to severe topography, security requirements, or other special circumstances, that dedication or development to City standards is impractical or undesirable, the City Council, after receiving recommendation from the Planning Commission, may approve modified street standards as part of the final development plan, which may include a reduced street width to facilitate the walkable community.

19.6.27.7 Streetscapes

Building line frontages contribute to the public streetscape and therefore are subject to more regulation than the rest of the lot. Buildings shall be placed as close to the street space as possible with orientation to the pedestrian.

Park strips are required on all streets, except alleys, within each right-of-way. Within commercial areas, park strips shall serve the purpose of allowing for quick stops and shopping. In residential areas, park strips shall serve as buffers between pedestrian walkways and streets.

Alleys and interior block spaces are encouraged and may be allowed in residential areas. Alleys serve as alternate routes to garages and loading docks that are unseen by the public and therefore contribute to a pedestrian-friendly environment. The private, interior portions of the lots (toward the alley) allow commercial operators to utilize these spaces as efficient working environments unseen by the public and allow residents to have private and semi-private (for apartment and condominium buildings) gardens and courtyards. Alleys are to be the primary access to garages.

19.6.27.8 Sidewalk and Pedestrian Circulation

Convenient pedestrian circulation systems shall be provided to minimize pedestrian-auto conflicts, and shall be provided continuously throughout each use integrated into the development plan. Pedestrian walkways shall connect building entrances to each other and connect sidewalks and public streets to existing or planned transit stops. Pedestrian crosswalks shall be clearly discernable and have a different color and texture, and material from the adjacent pavement/concrete utilized for vehicular circulation.

19.6.27.9 Parking Requirements

In order to encourage transit-oriented development throughout the community, maximum-parking requirements should be reduced. Parking within the Transit Station Overlay shall be shared parking areas or multi-level parking structures as necessary. The following requirements shall apply to all uses allowed in the Transit Station Overlay:

1. Multi-family uses must provide one (1) parking space for every dwelling unit plus 0.5 parking space(s) for each additional bedroom after the first. A maximum of two (2) parking spaces is permitted for each multi-family unit.
2. A maximum of three (3) parking spaces per 1,000 square feet of office and retail space is permitted.
3. On-street parking is permitted and encouraged, and shall be included in the total development required parking calculations. On-street parking shall be included in the required parking calculations for a use or structure which fronts, and is adjacent to the on-street parking stall.
4. Ingress and egress for parking lots shall be from side streets for commercial uses, and from alleys for residential uses.
5. A parking lot or garage may not be adjacent to or opposite a street intersection, nor may any portion of a parking lot front an arterial street without specific City approval.
6. A developer may request a reduction in the number of parking spaces by City approval, providing that the developer submit information as to the forecasted trips generated in contrast to what is forecasted for transit ridership. Requests for a reduction in parking spaces shall be reviewed by the City Council.
7. Tandem parking spaces for all single-family residential attached, residential duplex, and residential townhouse units are permitted. Tandem parking may be used at feasible multi-family developments when the use of tandem parking spaces can be assigned to individual units, and can be under the control of single households.
8. Parking structures are encouraged as a way to maximize usable land as well as consolidate parking lots and surface lots. Structures should provide for shared parking. Parking structures should also be located away from the immediate streetscape. Options for placement include center of block, aboveground, below ground, and alley access sites.
9. Parking structures shall include pedestrian walkways and connections to continuous pedestrian paths/sidewalks.
10. Parking structures shall be architecturally integrated or designed in accordance with the same theme as the entire community or to adjacent main buildings.
11. Blank facades and solid walls at grade are not permitted.
12. In addition to the parking requirements listed above, the Planning Commission and City Council shall determine, based upon proximity to the transit facilities, site planning and other considerations any additional parking to be provided by the applicant based upon density, types of uses and appropriate exaction limits in order to ensure that the area covered by the Transit Station Overlay provides an appropriate number of parking spaces required by the appropriate transit facility.

19.6.27.10 Architectural, Building and Site Design Standards

A variety of architectural features and building materials is encouraged to give each building or group of buildings a distinct character.

1. *Height.* New structures within the boundaries of a Transit Station Overlay shall be no more than four (4) stories for all structures. An increase to the maximum height requirement for a structure may be granted by the City Council.
2. *Building Facades and Entry Ways.*
   a. All buildings must provide a main entrance on the façade of a building nearest to and facing a street that connects to the transit station, a

walkway to the transit station or the particular uses on the street.

b. Building facades must be aesthetically interesting and pleasing and should avoid a uniform building style.
c. Architectural style, colors and materials shall be compatible throughout the community and shall include varied window shapes and rooflines to provide for a varied and interesting architectural look.
d. The style and materials shall complement the surrounding environment and not detract from any visual corridor views.
e. The architectural features, materials and articulation shall be continuous along all sides visible from any street or pedestrian path including all alleyways. The following is a list of encouraged, but non-inclusive, architectural features:
    i. Cornices
    ii. Pediment entry
    iii. Columns and pillars
    iv. Overhang
    v. Window molding and varied window sizes and shapes
    vi. Recessed fenestration
    vii. Portico
    viii. Porte-cochere
    ix. The use of varied building materials to offset the entryways to residential and commercial uses.
f. The front façade of all principle buildings shall face onto the street, and not be oriented toward a parking lot or parking structure.
g. Porches, roof overhangs, hooded front doors, and other architectural façade elements shall define the front entrance to all principle structures.
h. For commercial, retail, and office buildings, a minimum of fifty (50) percent of the front façade on the ground floor shall be transparent, consisting of true window or door opening allowing views into and out of the interior of the building.
i. Planters and window boxes for flowers and climbing vines are required as building façade enhancement features.
j. Rooflines with visible ornamental features are required. Features may include cornices and parapets. They should demonstrate a commonsense recognition of the climate by utilizing appropriate pitch, drainage, and materials in order to provide visual coherence to the Transit Station Overlay.

3. *Massing:* Buildings should have a visually distinct base that creates a welcoming environment for pedestrians. The lowest level of the building should have more mass and bulk in order to be clearly delineated and scaled.

19.6.27.11 Open Space Requirements

The development plan shall provide at least fifteen percent (15%) of the total development area for usable open space purposes. Included, as part of the open space requirement can be pocket parks, mini parks, courtyards, and landscaped social gather areas. Non-landscaped gathering areas such as plazas and fountain areas shall count toward this open space requirement. Each open space shall provide for at least three (3) of the following six (6) conditions through its design, placement, or provisions:

1. Public art
2. Sitting areas (i.e. stairs, planter boxes, benches, or chairs)
3. Food (either through immediate restaurants, eateries, vendors, or stores)
4. Furniture
5. Water features
6. Natural light of at least 4-hours of exposure

Design of the open space shall be provided by the applicant and is subject to final review and approval by the Planning Commission and City Council.

19.6.27.12 Landscaping Standards

Overall composition and location of landscaping shall complement the scale of the development and its surroundings. In general, larger, well-placed contiguous planting areas shall be preferred to smaller, disconnected areas. The following site landscaping standards shall apply to all new development and all landscaping shall be subject to review and final approval by the Planning Commission and City Council and any applicant for development shall provide a complete landscaping plan.

1. Street trees shall be provided on all street frontages, at a minimum of one (1) tree for every twenty (20) feet of public or private right-of-way. Street trees may be clustered and need not be evenly spaced. Trees should preferably be placed between the sidewalk and curb in a landscaped strip, or in tree wells installed in paved pedestrian path, at least eight (8) feet in diameter.
2. A minimum of twenty (20) percent of a residential, office or public/semi-public development site shall be landscaped. Decorative pavement within a public plaza, excluding sidewalks, may account for one-third of the landscaping provided to meet this requirement. Outdoor play areas may be considered as open

space up to one-half of the landscaping provided to meet this requirement.

19.6.27.13 Lighting Standards

Street lighting shall be provided along all streets and alleys. Moreover, smaller pedestrian grade lights, as opposed to fewer high-intensity lights, shall be utilized. Streetlights shall be installed on both sides of the street with spacing no greater than seventy-five (75) feet per fixture. Street lighting design shall meet the minimum standards developed by the Illumination Engineering Society. Materials and equipment chosen for lighting fixtures should be durable and weather well. Appropriate lighting is desirable for nighttime visibility, crime deterrence, and decoration; however, lighting that is too bright or intense creates glare, hinders night vision, and creates light pollution is prohibited. Therefore, all lighting shall be shielded to prevent up-lighting and light escape. A standard list of approved lighting fixture choices will be available as approved by the City.

19.6.27.14 Sign Regulation

A comprehensive sign program is required for any development in the Transit Station Overlay that establishes a uniform sign theme. Signs shall share a common style (e.g., size, shape, material). In the mixed-use area, all signs shall be wall signs, cantilever signs, 'A' frames, or in the form of awnings. Cantilever signs shall be mounted perpendicular to the building face and shall not exceed eight (8) square feet. Billboards, banners, and pole signs are not permitted. Window signs will be allowed under the conditions that they only cover twenty-five (25) percent of the window area. Signage shall be subject to approval of the Planning Commission and City Council and shall be set forth in the site plan request.

19.6.27.15 Development Plan

A development plan is to be prepared for the Transit Station Overlay area at the time that the land is proposed for development or at the time of a zoning request whichever is appropriate. The plan may modify the boundaries of the overlay as authorized by the City Council and shall provide for the physical design of the Transit Station Overlay area relative to public improvements, development standards, design criteria, and public incentives. The development plan shall consist of the following:

1. Existing land uses, property ownership, development character and the relative character of existing uses within ½ mile of the proposed transit station.
2. Analysis of potential impacts to existing infrastructure, including a traffic study.
3. A preliminary and final development plan for Planning Commission and City Council review and approval showing the station community and project boundaries, building placement, parking, pedestrian and bicycle paths, plazas, social gathering centers, and building elevations. Such preliminary site plan shall comply with all other sections of the City Code and is subject to approval by the Planning Commission and the City Council.
4. An implementation and phasing timetable.