

PAYSON CITY
PLANNING COMMISSION MEETING
Payson City Center, 439 W Utah Avenue, Payson UT 84651
Wednesday, October 28, 2020 7:00 p.m.

Electronic Meeting

CONDUCTING Kirk Beecher

COMMISSIONERS Kirk Beecher, Ryan Frisby, Kathy Marzan (online), Tyler Moore, Blair Warner

EXCUSED John Cowan, Kit Morgan

STAFF Jill Spencer
 Chris Van Aken
 Kevin Stinson
 Jeremy Searl – WCG consultant

1. Call to Order

This meeting of the Planning Commission of Payson City, Utah, having been properly noticed, was called to order at 7:02p.m.

2. Roll Call

Four commissioners present.

3. Invocation/Inspirational Thought – Invocation given by Commissioner Marzan.

4. Consent agenda

4.1 Approval of the minutes for the regular meeting on October 14, 2020

MOTION: Commissioner Frisby- To approve the consent agenda. Motion seconded by Commissioner Moore. Those voting yes Kirk Beecher, Ryan Frisby, Kathy Marzan, Tyler Moore, Blair Warner. The motion carried.

5. Public Forum

No public Forum

6. Review Items

6.1 PUBLIC HEARING – Request for amendments to the land use ordinances, Title 19, Appendix A, Title 20 and Payson City Guidelines.

Staff Presentation:

Chris stated this is a legislative action. We are looking for a recommendation on the off street parking portion. We are looking to remove the RV parking in requirements in multifamily zone areas and PRD's

Jeremy stated the main thing we are looking at is parking. RV parking is required in our code in the multifamily zone, but can be waved. They looked at other cities, Provo and Orem require RV parking. Lehi and Spanish Fork have it as an amenity that can be required. Springville and Sandy do not require RV parking.

The proposal is to make RV parking not required, and should not be done at the development, but should be done by private providers. So that people can rent a space for it.

Commission discussion about not requiring it, but make RV parking an amenity and encouraged. Jill asked what kind of incentive we can offer to entice developers put RV parking in. Setback reductions can be offered if the developers put in RV parking. Commissioner Marzan is concerned about on-street parking. The current code will not allow them to park in the street for more than 72 hours. Enforcement is difficult. The Chief of Police would like us to design these new developments so that enforcement was not needed so much. One option was to change the garage side setback to 12 feet, which would allow RV parking on the side of the home.

Staff is looking for a change in the code to stop the problem until a good solution can be found.

Discussion on enforcing parking and off street parking. Another project is charging tenants to use the required parking. The tenants are not wanting to pay the additional fee, so they are parking in the street.

The 12-foot set back requirement is liked. It takes the problem off the street. An incentive could be offered to remove the 12-foot set back if they provide RV parking. This might need to be determined by the size of the development. Larger developments should have the 12-foot setback without the incentive option, while smaller projects can have the setbacks removed if an RV parking lot is provided.

Parking requirements have been presented in a table format so they are easier to read. School requirements have been adjusted to fit the type of school. Carwashes are separated into two different types, self-wash and tunnel wash. Each has its own parking requirements. Residential single-family lot of record's now require 2 covered parking spacing. If they are in a subdivision they need to have a 2-car garage. Senior housing overlay has 1.4 stalls per units.

Commissioner Beecher stated that the square footage should not determine the stalls, but the number of allowed people in the unit by the fire marshal.

Jeremy said these number are based in studies that have been done based on square footage.

There were other minor changes for clarification and repeated information and consistency.

This still allows for a parking study to be done for a unique uses not on the list. The applicant can also do their own parking study and present it to the city council for consideration regardless of the list.

Some parking can now be approved by staff, like most of the other design guidelines.

Discussion on ADA requirements and how the parking requirements are determined.

Design standards and landscaping were moved to the development guidelines.

Landscaping in parking is clarified and changed. Within 20 years, 50% shade in the parking lot is required by the trees.

Reduction in parking now requires a parking study and other amenities should be considered to help justify the reduction. The council must approve any reduction. There is a limit of 20 stalls reduction maximum.

Residential parking requirements can use public parking spaces to reach the required number of stalls.

Transit Oriented Developments must have a transit system within a half mile in place to get the reduced parking spaces. This transit system must be either heavy or light rail or mass transit.

Developer need to plan the development with the future TOD in mind. Meaning that more parking will be needed until the transit system is in place, once the system comes, the plan would allow a pad to be further developed and reduce the parking. For example a parking lot could be removed and a building built.

Development Guidelines.

New subdivisions now require 2 car garages. The corner lots must have the driveways must be as far from the corner as possible. This was always put in development agreements, so now it is in the code. Parking stalls, garage sizes at 20 feet by 20 feet, driveways sizes are defined 26 feet for the fire accesses and 24 feet on non-fire.

Driveways lengths must be 25 feet long by 18 feet wide. Driveways must be no closer than 150 feet between driveways, and only driveway one per lot, except circular driveways.

Landscaping is recommended to be water conservation vegetation. Tree sizes, amounts and kinds are discussed for the parking area. Parking lot landscape requirements needs to be clarified that it is separate requirements from the non-parking lot landscaping.

Screening is required in nonresidential facilities so see less asphalt. Discussion on if a business can get any of these requirements waved. A minimum amount needs to be defined based on the zone. The max height would limit trees. Discussion on screening requirements. This section needs to be reworked.

Parking table was reviewed on how to differentiate fire lanes and non-fire lanes.

ADA stalls were discussed on Van stalls being wider than a non van ADA parking stall. It is the width plus 5 feet for the access buffer.

Title 20 discusses the removal of the RV parking for the PRD. Removing it completely was not liked by the commission. Discussion on options for RV parking and setbacks. Commissioner Warner talked on a place he stayed that have homes packed in so tight there was no parking. Their solution was additional parking in the RV parking space. That was packed too and led to no parking for guest and residents parking on the streets.

MOTION: Commissioner Moore- To open the public hearing. Motion seconded by Commissioner Warner. Those voting yes – Kirk Beecher, Ryan Frisby, Kathy Marzan, Tyler Moore, Blair Warner. The motion carried.

Public Hearing:

Chris Van Aken stated we are looking at removing out door storage in the BPD zones. The problem is this area is being used to store junk, boats etc. The business park did not allow outdoor storage. The BPD zone was created to be less restrictive to allow more businesses come in. The purpose of the business park is to provide employment to the community. The outdoor storage clause is not

meeting the goals of the business park. It is becoming a storage yard. The goal of the business park is buildings and employees. Fencing requirements were also discussed.

The Red Bridge project is coming on 800 south. There is not anything in the code that allows this development. UTA has not committed to coming to 8th south. We can not apply the TSO ordinance because there is currently not a transit system in place. Staff is working on a new ordinance for this.

Performance guarantee allow at risk and bonding. The new code will not allow developers to change between the two half way through the project.

MOTION: Commissioner Frisby- To continue the public hearing to next meeting, item 6.1.

Motion seconded by Commissioner Moore. Those voting yes – Kirk Beecher, Ryan Frisby, Kathy Marzan, Tyler Moore, Blair Warner. The motion carried.

Commission Discussion: Lots of guidance has been provided.

MOTION: Commissioner Warner- To remand this back to staff to make the needed changes.

Motion seconded by Commissioner Frisby. A roll call vote was taken with those voting yes – Kirk Beecher, Ryan Frisby, Kathy Marzan, Tyler Moore, Blair Warner. The motion carried.

7. Commission and Staff Reports and Training

8. Adjournment

MOTION: Commissioner Warner– To adjourn. Motion seconded by Commissioner Frisby. Those voting yes Kirk Beecher, Ryan Frisby, Kathy Marzan, Tyler Moore, Blair Warner. The motion carried.

This meeting adjourned at 8:41p.m.

Kevin Stinson, Administrative Assistant