

*19.6.5.4 Lot Width*

Each lot in the Residential-Agriculture Zone shall have a minimum width of one hundred fifty (150) feet for all of the area within the required front setback of the zone.

*19.6.5.5 Lot Frontage*

Each lot in the Residential-Agriculture Zone shall abut a public street, ~~or private street if approved by the City Council~~, for a minimum distance of one hundred fifty (150) feet.

If the lot or parcel is located on an approved curve radius or cul-de-sac, the frontage requirement may be reduced to one hundred (100) feet, provided that the width requirement is satisfied at the front setback line. (5-2-07)

Parcels created for utility uses must maintain at least forty (40) feet of frontage along a public street ~~or approved private street~~. The City Council may reduce or waive the frontage requirement provided the applicant can demonstrate that perpetual access to the parcel and utility uses has been secured. (6-1-11)

*19.6.5.6 Lots Created Prior to Adoption of Ordinance*

Lots or parcels of land which were created prior to the adoption and application of this zone (January 1983) shall not be denied the issuance of a building permit for the construction of one (1) single family dwelling solely on the reason of non-conformance with the parcel size requirements of this Chapter. A building permit must be obtained and all requirements of the appropriate building code must be satisfied.

It shall be the burden of the applicant to demonstrate that the parcel legally existed and was recorded in the office of the Utah County Recorder prior to January of 1983.

*19.6.5.7 Setback Requirements*

The following minimum setback requirements shall apply in the Residential-Agriculture (R-1-A) Zone. Each setback is measured from the property line of the lot or parcel.

1. Front setback - Each lot or parcel in the R-1-A Zone shall have a minimum front setback of fifty (50) feet.
2. Side setback - Each lot or parcel in the R-1-A Zone, unless otherwise noted below, shall have a minimum side setback of twenty (20) feet.
  - a. Side setback for corner lot – Each corner lot or parcel in the R-1-A Zone shall have a

minimum setback of twenty (20) feet along the public street on the side of the lot not being used as the front setback.

- b. Side setback for driveway - Each side setback, when used for access to a garage, carport, or parking area shall have a minimum setback of twenty (20) feet and shall be hard surfaced as described in the Payson City Development Guidelines. (11-18-20)
- c. Side setback for accessory building - The side setback for any permitted accessory building shall be five (5) feet except when:
  - I. The accessory building is located on a corner lot the structure shall satisfy (2) (a) above.
  - II. The accessory building(s) houses animals or poultry then the structure shall have a minimum side setback of fifty (50) feet and be located no less than one hundred (100) feet from any dwelling unit.
3. Rear setback - Each lot or parcel in the R-1-A Zone shall have a minimum rear setback of twenty-five (25) feet.
  - a. Rear setback for accessory building - An accessory building shall be located at least five (5) feet from the rear property line provided it is not used to house animals or poultry, or the lot is not a double-sided lot (a lot that has a street both in front and in rear). (3-5-03)
    - I. Accessory buildings that house animals or poultry shall have a minimum rear setback of fifty (50) feet and be located no less than one hundred (100) feet from any dwelling unit.
    - II. A double-sided lot requires the full twenty-five (25) foot rear setback.

*19.6.5.8 Projections into Setbacks*

The following structures may project into a required setback upon the completion of a survey to accurately determine the property line:

1. Fences and walls in conformance with all applicable City ordinances and resolutions.
2. Landscaping and irrigation systems.
3. Necessary appurtenances for utility service.
4. Cornices, eaves, sills, buttresses, awnings, planter boxes or other similar architectural features may project up to four (4) feet into any required front or rear setback or up to two (2) feet into a side setback.
5. Patios, decks, and other structures as specified in Section 19.9.23 herein. (6-1-11)

*19.6.5.9 Building Height Requirements*

*Accessory Uses*

The following land use types are allowed as accessory uses in the residential zoning districts. Unless specifically listed, any other use is not allowed as an accessory use in the zone. Any accessory use must be clearly incidental to a permitted or conditional use of the property. Accessory uses are not allowed without the approval of a permitted or conditional use of the parcel unless otherwise noted in this Section.

1. Accessory buildings (i.e. carport, garage, outbuilding)
2. Storage facilities for machinery and equipment as an accessory use to a permitted or conditional use in the zone and only behind the dwelling unit. The accessory building shall not be larger than ten (10) percent of the total area of the lot or parcel and must meet all setback requirements.
3. Except as legal non-conforming uses, accessory structures for the confinement or protection of animals are not permitted, other than incidental shelter for pets as allowed in Title 6 of the Payson City Municipal Code.
4. Home occupations pursuant to Title 4 of the Payson Municipal Code

*19.6.6.3 Lot Configuration*

Each dwelling shall be on a separate lot and configured and maintained with the required lot area, lot width, lot frontage and setbacks as indicated below:

	ZONING DISTRICTS						
	R-1-20	R-1-15	R-1-12	R-1-10	R-1-9	R-1-75	R-2-75
Lot area	20,000	15,000	12,000	10,000	9,000	7,500	7,500
Lot area (utility uses)	3,500	3,500	3,500	3,500	3,500	3,500	3,500
Lot width	100'	100'	100'	100'	90'	75'	75'
Lot frontage	100'	100'	100'	100'	90'	75'	75'
Lot frontage (utility uses)	40'	40'	40'	40'	40'	40'	40'
Max. lot coverage	40%	40%	40%	45%	50%	50%	50%

Each lot or parcel shall abut a public street, ~~or private street if approved by the City Council~~, and must maintain the minimum lot width and lot frontage requirements as indicated in the above table. The lot width and lot frontage shall be maintained within the required front setback of the zone, unless otherwise approved as part of a Planned Residential Development (PRD) in accordance with Chapter 20.10 of the Payson Municipal Code or as part of an approved overlay.

If the lot or parcel is located on an approved curve radius or cul-de-sac, the width requirement may be reduced as indicated in the chart to the right, provided the requirement is satisfied at the front setback line.

ZONE	MEASUREMENT (at front setback)
R-1-20	80'
R-1-15	80'
R-1-12	80'
R-1-10	80'
R-1-9	80'
R-1-75	65'
R-2-75	65'

Parcels created for utility uses must maintain at least forty (40) feet of frontage along a public street ~~or approved private street~~. The City Council may reduce or waive the frontage requirement for utility uses provided the applicant can demonstrate that perpetual access to the parcel and utility uses has been secured.

*19.6.6.4 Lots Created Prior to Adoption of Ordinance*

Lots or parcels of land which were created prior to the adoption and application of the zoning districts (January 1983) shall not be denied the issuance of a building permit for the construction of one (1) single family dwelling solely on the reason of non-conformance with the parcel size requirements of this Chapter. A building permit must be obtained and all requirements of the appropriate development ordinances and building code must be satisfied. It shall be the burden of the applicant to demonstrate that the parcel legally existed and was recorded in the office of the Utah County Recorder prior to January of 1983.

*19.6.6.5 Setback Requirements*

Each setback is measured from the property line of the lot or parcel. It is the responsibility of the property owner to ensure the property lines are accurately identified and easily recognized for inspection by the City.

**RMF-20:** Up to 20 units/gross acre  
In calculating the maximum number of units for a proposed development/project, the assigned density will be multiplied by the gross acreage and rounded to the nearest whole number. Regardless of which density classification is assigned to a project, all of the requirements of this Chapter including, but not limited to, lot coverage, setback, parking, open space, and project amenities must be satisfied.

#### *19.6.7.5 Project Width*

Each project in the RMF Multi-Family Residential Zone shall have a minimum width of two hundred (200) feet for all of the area within the required front setback of the zone.

#### *19.6.7.6 Project Frontage*

Each project in the RMF Multi-Family Residential Zone shall abut a public street, ~~or private street if approved by the City Council~~, for a minimum distance of two hundred (200) feet.

#### *19.6.7.7 Single-Family Frontage and Lot Area*

Each single-family unit within a multi-family development in this zone shall have a minimum lot frontage of sixty-five (65) feet. Under no circumstances shall a single-family lot in the RMF Multi-Family Residential Zone be smaller than 6,500 square feet.

#### *19.6.7.87 Setback and Build-To-Line Requirements*

The following minimum setback and build-to-line requirements shall apply in the RMF Multi-Family Residential Zone. Each setback or build-to-line is measured from the property line of the lot or parcel.

1. Front setback - Each building or structure shall have a minimum front setback of twenty (20) feet.
2. Side setback - Each building or structure shall have a minimum side setback of ten (10) feet, unless otherwise noted herein.
  - a. Side setback for corner lot - Each corner lot or parcel shall have a minimum setback of fifteen (15) feet along the public street on the side of the lot not being used as the front setback.
  - b. Side setback for accessory building - The side setback for any permitted accessory building shall have a minimum side setback of five (5) feet.
3. Rear setback - Each building or structure shall have a minimum rear setback of fifteen (15) feet.
  - a. Rear setback for accessory building - An accessory building shall be at least five (5) feet from the rear property line.

4. The land use authority may impose a build-to-line that represents the distance from the property line that a structure will be constructed. The build-to-line may be imposed on any side of the structure. The build-to-line may be imposed in order to reduce the parking adjacent to the street, improve aesthetics of the site, or for circulation purposes. The imposition of a build-to-line does not reduce the amount of required off-street parking or landscaping.
5. When a multi-family housing project is proposed adjacent to a non-multi-family residential zone, the setback requirements of the adjacent residential zone shall be implemented along the perimeter of the development.

#### *19.6.7.89 Projections into Setbacks*

The following structures may project into a required setback, but not beyond the property line, except as noted herein:

1. Fences and walls in conformance with all applicable City ordinances and resolutions.
2. Landscaping and irrigation systems that shall be extended to the sidewalk or back of curb.
3. Necessary appurtenances for utility service.
4. Cornices, eaves, sills, buttresses, awnings, planter boxes or other similar architectural features may project up to four (4) feet into any required front or rear setback or up to two (2) feet into a side setback.

#### *19.6.7.910 Building Height Requirements*

The allowable building height is a function of the density allowed in the RMF Zone, the regulations of the adopted fire code, and the ability of the Fire Department to provide effective fire protection as determined by the Fire Chief. Regardless of height, each structure must satisfy the regulations of the adopted fire code, which may require an appropriate internal and external fire sprinkler system. In no case shall the height of the structure exceed four (4) stories. Furthermore, the interior ceiling height of a structure shall not exceed forty-three (43) feet (ten feet per story with one foot between floors for joists). Dormers, trusses, and other sloped roofs may exceed forty-three (43) feet. The Fire Chief may reduce building height or roof slope to ensure the ability to protect the structure on a case-by-case basis, if necessary.

An accessory structure in the RMF Zone may not exceed eighteen (18) feet in total height as defined in Chapter 19.28 herein.

#### *19.6.7.1011 Distance between Buildings*

1. Storage facilities for machinery and equipment as an accessory use to a permitted or conditional use in the zone and only behind the dwelling units.
2. Except as a legal non-conforming use, accessory structures for the housing of animals or poultry is not permitted, other than incidental shelter for pets as allowed in Title 6.
3. Home occupations pursuant to Title 4.

19.6.8.3 Lot Area

*Twin Home (separate ownership)*

Each twin home unit in the RMO-1 Residential Overlay shall be located on a lot or parcel no less than sixty (60) percent of the minimum lot size for the underlying zone in which the twin home units will be constructed. Therefore, the minimum lot size shall apply for the following zones:

Zone	Single Family Minimum Lot Size	Twin Home Minimum Lot Size
R-1-9	9,000 square feet	5,400 sq. ft. per unit
R-1-75	7,500 square feet	4,500 sq. ft. per unit
R-2-75	7,500 square feet	4,500 sq. ft. per unit

*Duplex (single ownership)*

Each duplex structure, two living units under single ownership, shall be located on a lot or parcel equal to one hundred and twenty (120) percent of the minimum lot size requirement for the underlying zone. Therefore, each duplex shall meet the following area requirements:

Zone	Single Family Minimum Lot Size	Duplex Minimum Lot Size
R-1-9	9,000 square feet	10,800 sq. ft.
R-1-75	7,500 square feet	9,000 sq. ft.
R-2-75	7,500 square feet	9,000 sq. ft.

*Planned Residential Community (separate ownership with common area) (7-19-17)*

A Planned Residential Community shall have a minimum area of one (1) acre. The minimum average area per unit shall be sixty (60) percent of the area required in the underlying zone. If the overall Planned Residential Community meets the area per unit requirement as a whole, exclusive of roads, then individual units are not required to meet individual minimum lot sizes or widths. The area per unit shall meet the following area requirements:

Zone	Single Family Minimum Area Requirements	Planned Residential Community Area Requirements
R-1-9	9,000 square feet	5,400 sq. ft. per unit
R-1-75	7,500 square feet	4,500 sq. ft. per unit
R-2-75	7,500 square feet	4,500 sq. ft. per unit

19.6.8.4 Lot Width

*Twin Home (separate ownership)*

Each twin home lot in the RMO-1 Residential Overlay shall have a minimum width equal to fifty (50) feet for each lot or parcel for all of the area within the required front setback of the zone.

*Duplex (single ownership)*

Each duplex lot in the RMO-1 Residential Overlay shall have a minimum width equal to one hundred (100) feet within the required front setback of the zone.

19.6.8.5 Lot Frontage

*Twin Home (separate ownership)*

Each twin home lot in the RMO-1 Residential Overlay shall abut a public street, ~~or private street if approved by the City Council,~~ for a minimum distance of fifty (50) feet for each lot or parcel.

*Duplex (single ownership)*

Each duplex lot in the RMO-1 Residential Overlay shall abut a public street, ~~or private street if approved by the City Council,~~ for a minimum distance equal to one hundred (100) feet.

gallon sized shrubs are required on the additional street-facing side.

- e. *Street Lighting Standards* – In areas away from building mounted fixtures, adequate lighting shall be provided along all streets ~~and alleys~~. 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.
- f. *Community Design* – Units shall be designed to allow for engagement with open space and the surrounding units. There shall be pedestrian connections between the surrounding elements such as units, streets, adjacent trails and paths. Pedestrian routes shall be designed to encourage walkability and provide safe and pleasant walking experiences.
- g. *Amenities* – The community shall include common features such as community gardens, gazebo, sports courts, pools, community flower gardens or playgrounds.

### 19.6.10 PO-1 Professional Office Zone

- 19.6.10.1 Purpose and Zone Characteristics
- 19.6.10.2 Permitted, Conditional and Accessory Uses
- 19.6.10.3 Lot Area
- 19.6.10.4 Lot Width
- 19.6.10.5 Lot Frontage
- 19.6.10.6 Setback Requirements
- 19.6.10.7 Projections into Setbacks
- 19.6.10.8 Building Height Requirements
- 19.6.10.9 Distance between Buildings
- 19.6.10.10 Permissible Lot Coverage
- 19.6.10.11 Parking, Loading and Access
- 19.6.10.12 Project Plan Approval
- 19.6.10.13 Other Requirements
- 19.6.10.14 Footprint Lots (9-3-08)

#### 19.6.10.1 Purpose and Zone Characteristics

The PO-1 Professional Office Zone is established to provide areas within the City for hospitals and other medical services, office buildings and other professional services. The PO-1 Zone is intended to have limited commercial and retail services directly related to the primary use of the zone. Rezoning to the PO-1 Zone should be carefully reviewed to ensure compatibility with existing development and neighborhoods.

*19.6.10.2 Permitted, Conditional and Accessory Uses*  
Specific uses in the PO-1 Zone can be identified by referring to the chart attached hereto as Appendix A – Non-Residential Land Use Categories. The chart will specify whether each use is a permitted, conditional or accessory use. Special Needs Housing is allowed in accordance with Section 19.23.10 herein. Any use not specifically listed in Appendix A or Chapter 19.23, Special Needs Housing is not permitted in the zone. (12-19-18)

#### 19.6.10.3 Lot Area

The minimum parcel size allowed in the PO-1 Zone shall be one half (1/2) acre and shall be in single ownership or single control.

#### 19.6.10.4 Lot Width

Each parcel in the PO-1 Zone shall maintain a width no less than one hundred (100) feet in the required front setback area.

#### 19.6.10.5 Lot Frontage

Each parcel in the PO-1 Zone shall abut a public street, ~~or private street if approved by the City Council~~, for a minimum distance of one hundred (100) feet.

#### 19.6.10.6 Setback Requirements

The following minimum setback requirements shall apply in the PO-1 Zone. Each setback is measured from the property line of the lot or parcel.

1. Front setback - Each lot or parcel in the PO-1 Zone shall have a minimum front setback of twenty-five (25) feet.
2. Side setback - Each lot or parcel in the PO-1 Zone, unless otherwise noted below, shall have a minimum side setback of ten (10) feet.
  - a. Side setback for corner lot - Each corner lot or parcel in the PO-1 Zone shall have a minimum setback on all areas of road frontage of twenty (20) feet.
  - b. Side setback for driveway - Each side setback, when used for access to a garage, carport, or parking area shall have a minimum setback of twenty (20) feet and shall be hard surfaced as described in the Payson City Development Guidelines. (11-18-20)
  - c. Side setback for accessory building - The side setback for any permitted accessory building shall have a minimum side setback of fifteen (15) feet.
  - d. Any structure in the PO-1 Zone that exceeds thirty-five (35) feet in height shall maintain a twenty (20) foot side setback.
3. Rear setback - Each lot or parcel in the PO-1 Zone shall have a minimum rear setback of twenty (20) feet.
  - a. Rear setback for accessory building - An accessory building shall be at least fifteen (15) feet from the rear property line. (2-7-07)

#### 19.6.10.7 Projections into Setbacks

The following structures may project into a required setback upon the completion of a survey to accurately determine the property line:

1. Fences and walls in conformance with all applicable City ordinances and resolutions.
2. Landscaping and irrigation systems.
3. Necessary appurtenances for utility service.
4. Patios, as defined in Chapter 19.28 herein, may be extended into a side or rear setback area but must be at least five (5) feet from the property line. (2-7-07)
5. Decks, as defined in Chapter 19.28 herein, may be extended into a rear setback area but must be at least fifteen (15) feet from the property line and satisfy all other setback requirements. (2-7-07)
6. Cornices, eaves, sills, buttresses, awnings, planter boxes or other similar architectural features may project up to four (4) feet into any required front or rear setback or up to two (2) feet into a side setback.

**19.6.14 S-1 Special Highway Service Zone**

- 19.6.14.1 Purpose and Zone Characteristics
- 19.6.14.2 Permitted, Conditional and Accessory Uses
- 19.6.14.3 Lot Area
- 19.6.14.4 Lot Width
- 19.6.14.5 Lot Frontage
- 19.6.14.6 Setback and Build-To-Line Requirements
- 19.6.14.7 Projections into Setbacks
- 19.6.14.8 Building Height Requirements
- 19.6.14.9 Distance between Buildings
- 19.6.14.10 Permissible Lot Coverage
- 19.6.14.11 Parking, Loading and Access
- 19.6.14.12 Project Plan Approval
- 19.6.14.13 Massing of Buildings
- 19.6.14.14 Transition into Residential Areas
- 19.6.14.15 Design Guidelines and Motif
- 19.6.14.16 Landscaping of Freeway Frontage
- 19.6.14.17 Footprint Lots (6-17-20)
- 19.6.14.17 Other Requirements

*19.6.14.1 Purpose and Zone Characteristics*

The S-1 Special Highway Service Zone is established to provide high intensity commercial areas that generate significant commercial tax base revenue for the community. The S-1 Zone is typically located near freeway intersections and along the major transportation and circulation routes of the City. The zone allows for a variety of large-scale commercial, service and retail uses. Rezoning to the S-1 Zone should be carefully reviewed to ensure protection of the existing zone and business district and maximize the generation of sales tax revenues. (10-1-08)

The intention of the S-1 Zone of Payson City is to attract large-scale commercial uses with structures greater than thirty thousand (30,000) square feet in size. Smaller commercial uses must be approved by the staff or City Council after finding that the proposed use will not have a detrimental impact on the ability of large scale commercial users to provide services in the general vicinity.

It is imperative to have good traffic circulation, appropriate and attractive landscaping, and buildings that relate to one another in scale and design. (10-1-08)

*19.6.14.2 Permitted, Conditional and Accessory Uses*

Specific uses in the S-1 Zone can be identified by referring to the chart attached hereto as Appendix A – Non-Residential Land Use Categories. The chart will specify whether each use is a permitted, conditional or accessory use. Unless specifically listed, any other use is not a permitted use in the zone. (5-2-07)

*19.6.14.3 Lot Area*

The minimum project area requirement in the S-1 Zone is one (1) acre, except for parcels created prior to the adoption of this ordinance.

*19.6.14.4 Lot Width*

The minimum width requirement in the S-1 Zone shall be one hundred (100) feet for all of the area located in the required front setback area, except for parcels created prior to the adoption of this ordinance. Regardless of the adoption date, if the Council finds that the width is inefficient or undesirable, the Council may require that the massing, uses, and other design characteristics be compatible with surrounding uses.

*19.6.14.5 Lot Frontage*

All parcels in the S-1 Zone shall abut a public street, ~~or a private street if approved by the City Council~~, for at least one hundred (100) feet, except for parcels created prior to the adoption of this ordinance. Regardless of the adoption date, if the Council finds that the frontage is inefficient or undesirable, the Council may require that the massing, uses, and other design characteristics be compatible with surrounding uses. (3-5-03)

*19.6.14.6 Setback and Build-To-Line Requirements*

The following minimum setback and build-to-line requirements shall apply in the S-1 Zone. Each setback is measured from the property line of the lot or parcel.

1. Front setback – Each lot or parcel in the S-1 Zone shall have a minimum front setback of twenty (20) feet.
2. Side setback - There is no side setback in the S-1 Zone provided that each building satisfies the building and fire codes in effect at the time of approval and issuance of a Certificate of Occupancy, except as follows:
  - a. Side setback for structures constructed adjacent to residentially zoned areas – The side setback for structures constructed adjacent to residentially zoned areas shall be a minimum of ten (10) feet.
  - b. Side setback for corner lot - Each corner lot or parcel in the S-1 Zone shall have a minimum setback on all areas of road frontage of twenty (20) feet.
  - c. Side setback for driveway - Each side setback, when used for access to a garage, carport, or parking area shall have a minimum setback of twenty-four (24) feet and shall be hard surfaced as described in the Payson City Development Guidelines. (11-18-20)

a permitted or conditional use of the parcel unless otherwise noted in this Section.

1. Accessory facilities to package, store and distribute products made on-site
2. Indoor storage and maintenance facilities for machinery and equipment
3. Pavilions, break rooms, fitness facilities and other gathering areas intended for use by employees
4. The growing of crops, flowers, and nursery plants in a manner that allows land to be used in a productive manner prior to development of the land. Slaughterhouses, feed yards and other intensive agricultural uses are not allowed.

#### *Prohibited Uses*

To achieve the goals of the BPD Zone, the following land uses are expressly prohibited on property included in the zoning district.

1. Any outdoor manufacturing, testing, processing or similar activities
2. Outdoor storage
3. Automotive and machinery repair and restoration
4. Storage units
5. Salvage and wrecking yards
6. On-site hazardous substance processing and handling or hazardous waste treatment and storage facilities

#### *19.6.15.3 Project Plan Approval*

A request for project plan approval in the BPD Zone is subject to any and all applicable City resolutions and ordinances including, but not limited to, the Payson City General Plan, Zoning Ordinance, Subdivision Ordinance, and the Development Guidelines. Projects that include permitted uses will be reviewed and approved in accordance with Chapter 19.8, Commercial Development, Site Plans, herein. Each conditional use must be reviewed and approved in accordance with Chapter 19.13 of this Title. (12-19-18)

It is uncommon for parcels in the BPD Zone to be improved in phases. When a development proposal does not include the entire parcel, the City may require a conceptual layout for the entire parcel to address building layout, access, drainage, lot coverage, building orientation, and other development factors that apply to the overall development.

#### *19.6.15.4 Project Area and Parcel Size*

The minimum project area for the creation of a new business park is twenty (20) acres. Furthermore, each individual parcel in the BPD Zone shall contain at least two (2) acres. The parcel size requirement is not

intended to restrict condominium units within a multi-tenant building or project.

#### *19.6.15.5 Lot Width*

The minimum width requirement in the BPD Zone shall be one hundred (100) feet for all of the area located in the required front setback area.

#### *19.6.15.6 Lot Frontage*

All parcels in the BPD Zone shall abut a public street, ~~or a private street if approved by the City Council~~, for at least one hundred (100) feet.

#### *19.6.15.7 Setback Requirements*

The following minimum setback requirements shall apply in the BPD Zone. Each setback is measured from the property line of the lot or parcel.

1. Front setback - Each lot or parcel shall have a minimum front setback of thirty (30) feet.
  - a. Accessory structures shall be farther from the property line than the front of the primary structure and the street facing side of the primary structure on a corner lot.
2. Side setback – Each lot or parcel shall have a minimum side setback of ten (10) feet. (9-18-19)
  - a. Side setback for corner lot - Each corner lot or parcel shall have a minimum setback on all areas of road frontage of twenty (20) feet. (9-18-19)
  - b. Side setback for accessory building - The side setback for any permitted accessory building shall have a minimum side setback of twenty (20) feet.
  - c. Setback in transition area – Each lot or parcel adjacent to a residential zone shall maintain a twenty-five (25) foot setback, unless it can be demonstrated that any existing residential dwelling is a minimum of one hundred (100) feet from the setback line. The setback line may be reduced up to ten (10) feet from the property line provided one hundred (100) feet is maintained between said structures. (9-18-19)
3. Rear setback - Each lot or parcel in the BPD Zone shall have a minimum rear setback of ten (10) feet. (9-18-19)
  - a. Rear setback for accessory building - An accessory building shall be at least twenty (20) feet from the rear property line.
  - b. Setback in transition area – Each lot or parcel adjacent to a residential zone shall maintain a twenty-five (25) foot setback, unless it can be demonstrated that any existing residential dwelling is a minimum of one hundred (100) feet from the setback line. The setback line

**19.6.16 I-1 Light Industrial Zone**

- 19.6.16.1 Purpose and Zone Characteristics
- 19.6.16.2 Permitted, Conditional and Accessory Uses
- 19.6.16.3 Lot Area
- 19.6.16.4 Lot Width
- 19.6.16.5 Lot Frontage
- 19.6.16.6 Setback Requirements
- 19.6.16.7 Projections into Setbacks
- 19.6.16.8 Building Height Requirements
- 19.6.16.9 Distance between Buildings
- 19.6.16.10 Lot Coverage
- 19.6.16.11 Parking, Loading and Access
- 19.6.16.12 Project Plan Approval
- 19.6.16.13 Storage Units
- 19.6.16.14 Other Requirements

*19.6.16.1 Purpose and Zone Characteristics*

The I-1 Light Industrial Zone is established to provide areas within the City for manufacturing, processing, and warehousing of goods and materials. The I-1 Zone is typically located west of Interstate 15. The zone allows for limited commercial and service uses.

*19.6.16.2 Permitted, Conditional and Accessory Uses*

The permitted, conditional, and accessory uses in the I-1 Light Industrial Zone may be subject to any stricter requirements included in a development agreement approved by the City Council for an industrial development. (3-5-03)

Specific uses in the I-1 Zone can be identified by referring to the chart attached hereto as Appendix A – Non-Residential Land Use Categories. The chart will specify whether each use is a permitted, conditional or accessory use. Unless specifically listed, any other use is not a permitted use in the zone. (10-1-08)

*19.6.16.3 Lot Area*

The minimum lot area requirement in the I-1 Zone is one half (1/2) acre, except for parcels created prior to the adoption of this ordinance.

*19.6.16.4 Lot Width*

The minimum width requirement in the I-1 Zone shall be one hundred (100) feet for all of the area located in the required front setback area, except for parcels created prior to the adoption of this ordinance. Regardless of the adoption date, if the Council finds that the width is inefficient or undesirable, the Council may require that the massing, uses, and other design characteristics be compatible with surrounding uses.

*19.6.16.5 Lot Frontage*

All parcels in the I-1 Zone shall abut a public street, ~~or a private street if approved by the City Council~~, for at least one hundred (100) feet, except for parcels created prior to the adoption of this ordinance. Regardless of the adoption date, if the Council finds that the frontage is inefficient or undesirable, the Council may require that the massing, uses, and other design characteristics be compatible with surrounding uses. (3-5-03)

*19.6.16.6 Setback Requirements*

The following minimum setback requirements shall apply in the I-1 Zone. Each setback is measured from the property line of the lot or parcel.

1. Front setback - Each lot or parcel in the I-1 Zone shall have a minimum front setback of thirty (30) feet.
2. Side setback - Each parcel in the I-1 Zone shall have a minimum side setback of thirty (30) feet.
  - a. Side setback for corner lot - Each corner lot or parcel in the I-1 Zone shall have a minimum setback on all areas of road frontage of thirty (30) feet.
  - b. Side setback for driveway - Each side setback, when used for access to a garage, carport, or parking area shall have a minimum setback of thirty (30) feet and shall be hard surfaced as described in the Payson City Development Guidelines. (11-18-20)
  - c. Side setback for accessory building - The side setback for any permitted accessory building shall have a minimum side setback of twenty (20) feet.
3. Rear setback - Each lot or parcel in the I-1 Zone shall have a minimum rear setback of thirty (30) feet.
  - a. Rear setback for accessory building - An accessory building shall be at least twenty (20) feet from the rear property line.

Following review of any proposed project, the setbacks for the I-1, Light Industrial Zone may be modified, upon written approval of the City Engineer, Building Official and Fire Chief, if the modified setbacks will improve the layout of the proposed development and allow for more appropriate safety provision. Upon review of a request to reduce a setback, the following issues must be considered:

1. The setbacks may not be reduced on projects that are adjacent to another zoning designation or could have negative impact on adjacent properties.

**19.6.17 I-2 Heavy Industrial Zone**

- 19.6.17.1 Purpose and Zone Characteristics
- 19.6.17.2 Permitted, Conditional and Accessory Uses
- 19.6.17.3 Lot Area
- 19.6.17.4 Lot Width
- 19.6.17.5 Lot Frontage
- 19.6.17.6 Setback Requirements
- 19.6.17.7 Projections into Setbacks
- 19.6.17.8 Building Height Requirements
- 19.6.17.9 Distance between Buildings
- 19.6.17.10 Lot Coverage
- 19.6.17.11 Parking, Loading and Access
- 19.6.17.12 Project Plan Approval
- 19.6.17.13 Other Requirements

*19.6.17.1 Purpose and Zone Characteristics*

The I-2 Heavy Industrial Zone is established to provide areas within the City for manufacturing, processing, warehousing, and fabrication of goods and materials. These uses are not compatible with residential uses and should be placed in appropriate locations and protected from residential encroachment. (3-5-03)

*19.6.17.2 Permitted, Conditional and Accessory Uses*  
Specific uses in the I-2 Zone can be identified by referring to the chart attached hereto as Appendix A – Non-Residential Land Use Categories. The chart will specify whether each use is a permitted, conditional or accessory use. Unless specifically listed, any other use is not a permitted use in the zone. (10-1-08)

*19.6.17.3 Lot Area*

The minimum lot area requirement in the I-2 Zone is one (1) acre.

*19.6.17.4 Lot Width*

The minimum width requirement in the I-2 Zone shall be one hundred (100) feet for all of the area located in the required front setback area.

*19.6.17.5 Lot Frontage*

All parcels in the I-2 Zone shall abut a public street, ~~or private street if approved by the City Council~~, for at least one hundred (100) feet. (3-5-03)

*19.6.17.6 Setback Requirements*

The following minimum setback requirements shall apply in the I-2 Zone. Each setback is measured from the property line of the lot or parcel.

1. Front setback - Each lot or parcel in the I-2 Zone shall have a minimum front setback of forty (40) feet.

2. Side setback – Each parcel in the I-2 Zone shall have a minimum side setback of thirty (30) feet.
  - a. Side setback for corner lot - Each corner lot or parcel in the I-2 Zone shall have a minimum setback on all areas of road frontage of thirty (30) feet.
  - b. Side setback for driveway - Each side setback, when used for access to a garage, carport, or parking area shall have a minimum setback of thirty (30) feet and shall be hard surfaced as described in the Payson City Development Guidelines. (11-18-20)
  - c. Side setback for accessory building - The side setback for any permitted accessory building shall have a minimum side setback of twenty (20) feet.
3. Rear setback - Each lot or parcel in the I-2 Zone shall have a minimum rear setback of thirty (30) feet.
  - a. Rear setback for accessory building - An accessory building shall be at least twenty (20) feet from the rear property line. (3-5-03)

Following review of any proposed project, the setbacks for the I-2, Heavy Industrial Zone may be modified, upon written approval of the City Engineer, Building Official and Fire Chief, if the modified setbacks will improve the layout of the proposed development and allow for more appropriate safety provision. Upon review of a request to reduce a setback, the following issues must be considered:

1. The setbacks may not be reduced on projects that are adjacent to another zoning designation or could have negative impact on adjacent properties.
2. The applicant shall obtain written approval from the public and private utility providers to encroach the setback area.
3. The setbacks may not reduce or eliminate the public utility easement area unless written permission is granted from the adjoining property owner to place the additional public utility easement area on their property. The preparation of all necessary documentation and recordation fees are the responsibility of the party seeking the reduction.
4. The relocation of any utility facilities, fencing or other physical features of the site to accommodate the development proposal is the responsibility of the applicant. (2-7-07)

The City Engineer, Building Official and Fire Chief are under no obligation to approve the request to modify the setbacks of this Chapter and no precedent is set by any approval or denial of such a request. (3-5-03)

1. Light industrial uses as defined in Chapter 19.28 herein in structures larger than fifteen thousand (15,000) square feet if it can be shown that the development will not have a negative impact on surrounding uses or traffic circulation
2. Storage units if it can be shown that the development will not have a negative impact on surrounding uses or traffic circulation
3. Equipment storage and rental businesses
4. Public or private utility maintenance facilities

*Accessory Industrial Uses*

The following industrial land use types are allowed as accessory uses in the CT-2 Zone. Unless specifically listed, any other use is not allowed as an industrial accessory use in the zone. Any accessory use must be clearly incidental to a permitted or conditional use of the property. Accessory uses are not allowed without the approval of a permitted or conditional use of the parcel unless otherwise noted in this Section.

1. Storage facilities for machinery and equipment as an accessory use to a permitted or conditional use

*CT-3 Residential Transition*

*Permitted Residential Uses*

Residential uses are not the primary focus of the CT Zone, but may be appropriate in some instances as a transition from heavy commercial uses into residential areas. The following residential land uses are permitted uses in the CT-3 Zone. Unless specifically listed, any other residential use is not a permitted use in the zone. Uses listed as conditional or accessory residential uses are allowed in the zone only in accordance with the criteria established in this Title. Each of the following permitted residential uses is subject to the provisions found in Chapter 19.6 of this Title.

1. Less than five (5) second story or higher residential units when approved with retail commercial on the main level of the structure

*Conditional Residential Uses*

The following residential land use types are allowed as conditional uses in the CT-3 Zone. Unless specifically listed, any other use is not allowed as a residential conditional use in the zone. Each conditional use must be reviewed and approved in accordance with Chapter 19.13 of this Title. Each commercial use in the CT-3 Zone will be required to satisfy the applicable requirements of Chapter 19.6.10 herein.

1. Multi-family dwellings when it can be shown that the development will not have a negative impact on surrounding uses or traffic circulation and the

residential units will serve to transition from heavy commercial uses into residential areas

2. One (1) resident apartment for caretakers of a commercial or industrial business

*Accessory Residential Uses*

The following residential land use types are allowed as accessory uses in the CT-3 Zone. Unless specifically listed, any other use is not allowed as a residential accessory use in the zone. Any accessory use must be clearly incidental to a permitted or conditional use of the property. Accessory uses are not allowed without the approval of a permitted or conditional use of the parcel unless otherwise noted in this Section.

1. Storage facilities for maintenance of the residential open space and amenities

*19.6.20.3 Lot Area*

The minimum project area requirement in the CT Zone is one (1) acre, except for parcels created prior to the adoption of this ordinance.

*19.6.20.4 Lot Width*

The minimum width requirement in the CT Zone shall be one hundred (100) feet for all of the area located in the required front setback area, except for parcels created prior to the adoption of this ordinance. Regardless of the adoption date, if the Council finds that the width is inefficient or undesirable, the Council may require that the massing, uses, and other design characteristics be compatible with surrounding uses.

*19.6.20.5 Lot Frontage*

All parcels in the CT Zone shall abut a public street, ~~or a private street if approved by the City Council,~~ for at least one hundred (100) feet, except for parcels created prior to the adoption of this ordinance. Regardless of the adoption date, if the Council finds that the frontage is inefficient or undesirable, the Council may require that the massing, uses, and other design characteristics be compatible with surrounding uses.

*19.6.20.6 Setback and Build-To-Line Requirements*

The following minimum setback and build-to-line requirements shall apply in the CT Zone. Each setback is measured from the property line of the lot or parcel.

1. Front setback – Each lot or parcel in the CT Zone shall have a minimum front setback of twenty (20) feet.
2. Side setback – Each lot or parcel in the CT Zone shall have a minimum side setback of twenty (20) feet, except that where the CT Zone is adjacent to a residential zone the minimum side setback shall

### 19.6.25 I-O Infill Overlay

- 19.6.25.1 Purpose and Objectives
- 19.6.25.2 Review of Applications for Compatibility
- 19.6.25.3 Guidelines for Neighborhood Preservation
- 19.6.25.4 Zone Area Requirements
- 19.6.25.5 Permitted, Conditional, and Accessory Uses
- 19.6.25.6 Duration
- 19.6.25.7 Structure Placement
- 19.6.25.8 Special Considerations

#### 19.6.25.1 Purpose and Objectives

Payson City encourages infill development that is compatible and consistent with existing uses, provided that adequate infrastructure is in place to serve any proposed development. The purpose and objectives of the I-O Infill Overlay include, but are not limited to, the following:

1. To allow the orderly development of the established areas of the community.
2. To encourage reinvestment and maintenance of existing neighborhoods.
3. To stabilize and enhance property values.
4. To foster community pride.
5. To promote new development that will enhance and protect the existing structures.
6. To strengthen the economy and improve the quality of life. (9-1-04)

Use of the I-O Infill Overlay is a request for increased intensity in the permitted uses of the underlying zone. Therefore, any applicant for use of the I-O Infill Overlay understands and acknowledges that the development rights on the subject property are those found in the underlying zone until, and unless, approved to use the I-O Infill Overlay, at which time the regulations found in this Chapter may be applied. The applicant further understands and acknowledges that denial for the use of the I-O Infill Overlay shall not constitute a takings claim in that the applicant shall not be denied the ability to use the property in accordance with the underlying zone.

The I-O Infill Overlay may be utilized in the R-1-10, R-1-9, R-1-75, and R-2-75 zones. Approval for the use of the I-O Infill Overlay shall be processed in the same manner as a zone change in accordance with Section 19.2.8 herein, with the exception that approval for the use of the I-O Infill Overlay need not be shown on the Zoning Map.

#### 19.6.25.2 Review of Rezoning for Compatibility

Any application for use of the I-O Infill Overlay shall be reviewed by the Planning Commission and City Council for compatibility with the purposes and objectives of the overlay. ***Applications for the purpose of using the overlay to simply avoid compliance with this ordinance, or any building code or any federal, state, county or local law, shall not be approved.***

#### 19.6.25.3 Guidelines for Neighborhood Preservation

Use of the I-O, Infill Overlay to create a flag lot is highly discouraged. A flag lot shall not be permitted in any location where the use of a through street or cul-de-sac would result in a more efficient land use pattern, better emergency access, connectivity, proper installation of infrastructure, or increased harmony in the neighborhood. It is the responsibility of the applicant to demonstrate that a flag lot is preferable to all alternatives, including street alternatives, ~~such as alleys,~~ through streets, and cul-de-sacs; housing alternatives, such as clustered housing or other infill development housing types; and potential future redevelopment alternatives. In assessing redevelopment alternatives, the land use authority shall consider, at the very least, the impact of the flag lot on neighborhood redevelopment cycles, future redevelopment opportunities, and the redevelopment potential of adjoining properties. When alternative development potential exists, or will exist, and the flag lot is not preferable to every alternative, a flag lot shall not be permitted. (12-19-18)

The guidelines found in this Section are in addition to, and do not necessarily take the place of any other adopted ordinance or resolution of Payson City, Utah County, the State of Utah, and the United States Government. Each request for the use of the I-O Infill Overlay shall be reviewed separately and judged on its own merits. ***The intention of the overlay is to allow for infill development that is compatible with existing uses.***

#### 19.6.25.4 Zone Area Requirements

Each I-O Infill Overlay will differ in size from a single lot or parcel, to several lots or parcels.

#### 19.6.25.5 Permitted, Conditional, and Accessory Uses

The permitted, conditional, and accessory uses are the same as the underlying zone. The overlay permits site modification, such as modified setbacks and a reduction in lot frontage and lot area requirements. (12-19-18)

Each application for an I-O Infill Overlay shall include, at a minimum, the following:

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 if there is an existing heavy or light rail station:

1. Reductions in minimum required parking shall apply only after a fixed transit stop has been constructed. Until then, all developments shall be required to follow standard minimum parking requirements. However, developers are encouraged to plan developments near future transit stations to allow for infill development that corresponds to the parking requirements outlined in this section. Once a transit stop has been constructed, an applicant may submit a parking study, completed by a licensed transportation engineer, to define the existing parking demand. If the parking demand has decreased with the implementation of transit, excess parking areas may be redeveloped, if approved by the City Council.
2. 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.
3. A maximum of three (3) parking spaces per 1,000 square feet of office and retail space is permitted.
4. On-street parking is permitted and encouraged for commercial and retail uses, and can be included in

the total development required parking calculations. On-street parking can be included in the required parking calculations for a commercial or retail use or structure which fronts, and is adjacent to the on-street parking stall.

5. Ingress and egress for parking lots shall be from side streets for commercial uses, ~~and from alleys for residential uses.~~
6. 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.
7. 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 reductions should include the commitment of additional amenities such as development supplied transit passes to 100% of units, car or bike share, unbundled parking for 100% of units, bike lockers/storage, etc. Requests for a reduction in parking spaces shall be reviewed by the City Council.
8. 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.
9. 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, and below ground, ~~and alley access sites.~~
10. Parking structures shall include pedestrian walkways and connections to continuous pedestrian paths/sidewalks.
11. Parking structures shall be architecturally integrated or designed in accordance with the same theme as the entire community or to adjacent main buildings.
12. Blank facades and solid walls at grade are not permitted.
13. 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.

*Permitted Uses*

The following land use types are permitted uses in the GCD, Golf Course Development Zone. Unless specifically listed, any other use is not a permitted use in the zone. Uses listed as conditional or accessory uses are allowed in the zone only in accordance with the criteria established in this Title.

1. Single family dwellings – detached
2. Two, three and four family dwellings – attached
3. Public or private utility rights-of-way
4. Accessory recreational amenities
5. Subdivisions pursuant to Title 20
6. Animals pursuant to Title 6 – indoor only

*Conditional Uses*

The following land use types are conditional uses in the GCD Zone. Unless specifically listed, any other use is not a conditional use in the zone. Uses listed as conditional uses must be reviewed and approved in accordance with the criteria established in Chapter 19.13 of this ordinance.

1. Water storage facilities either drinking or irrigation
2. Private recreational facilities
3. Public or private utility maintenance facilities

*Accessory Uses*

The following land use types are accessory uses in the GCD Zone. Unless specifically listed, any other use is not an accessory use in the zone. An accessory use must be clearly incidental to a permitted or conditional use of the property. Accessory uses are not allowed without the approval of a permitted or conditional use of the parcel unless otherwise noted in this Section.

1. Storage facilities (non-commercial) for machinery and equipment as an accessory use to a permitted or conditional use in the zone, not to include storage units.

*19.6.30.4 Permitted Density, Width and Frontage*

Residential development in the GCD Zone is strictly limited to areas where development can enhance the golf course without interfering with play. Each development in the zone will be designed to complement the golf course and take advantage of the unique characteristics of the site.

Each development in the GCD Zone may be allowed, but is not required, to have up to ten (10) units per acre ~~unless a density bonus is granted by the City Council in accordance with Chapter 20.10 of the Subdivision Ordinance. The amenities allowed for a density bonus shall be limited to the following:~~

- ~~1. Significant attempts to minimize the visual and environmental impact of the proposed development on the views of the natural surroundings as well as the visual character of the golf course.~~
- ~~2. Significant attempts to minimize the potential impact on the operation of the golf course or the golf experience of the patrons.~~
- ~~3. Attempts to use appropriate development features that will complement the golf course such as wrought iron fencing, consistent landscaping themes and screening of development structures.~~
- ~~4. Incorporation of recreational facilities for residents of the development.~~
- ~~5.1. Voluntary improvements to Gladstan Golf Course that are listed on the capital improvements plan of the golf course.~~

Individual ownership of residential units is highly encouraged. The width of individual lots may vary according to the development layout and design. Regulations for adequate fire protection, access, environmental protection and other layout considerations will determine lot width.

Each development in the GCD Zone shall obtain primary access from a publicly owned and maintained street. Specific frontage requirements on the public street shall be determined on an individual case-by-case basis. Multiple development proposals shall not obtain access from a single private access from a publicly owned and maintained street.

*19.6.30.5 Setback Requirements*

Setbacks may vary in individual developments, however, the following setback standards must be satisfied by each proposed development in the GCD Zone.

1. Setback from the Gladstan Golf Course – Structures shall not be located less than fifty (50) feet from any area in play of the golf course.
2. Setback from publicly maintained street – Structures shall not be located less than twenty-five (25) feet from any publicly maintained street ~~or less than twenty (20) feet of a private street.~~
3. Setback from other structures - Each structure shall be a minimum of twenty (20) feet from any other structure.
4. Setback from river, stream, spring, or well – Structures shall not be located less than two hundred (200) feet or the minimum distance indicated in a source protection plan from any river, stream, spring, or well.

between other requirements of City Code and the provisions of this Section 19.6.31 or any approvals thereunder, the latter shall control.

#### *19.6.31.8 Development Standards*

A Community Plan application must include proposed Development Standards. Development within a P-C Zone will be governed by the Development Standards. The Planning Commission shall review each application and make a recommendation to the City Council. The City Council may reject an application, or approve it with or without conditions. The Planning Commission and City Council shall review proposed Development Standards for (i) consistency with the standards, requirements, and purposes of this Chapter as set forth herein, (ii) consistency with the applicable approved P-C Zone Plan and Community Plan, (iii) avoidance of incompatible adjacent uses and significant risks to health or safety; (iv) consistency with good planning practice; (v) and adequate provision to ensure a well-planned, high-quality, and aesthetically pleasing community environment.

Specific standards for location, compatibility, types, and spatial arrangement of specific uses within a Community Plan shall be proposed by the applicant as part of a Development Standards application and shall be subject to the Development Standards review and approval processes described herein. The City Council may disapprove or modify a proposed standard during the Development Standards approval process if the City Council finds that the proposed standard or use (i) is inconsistent with the criteria established in this Ordinance for approval of Development Standards; (ii) is not appropriate at a particular location due to incompatibility with other surrounding existing or approved uses; (iii) is not supported by sufficient capital facilities or demonstrated ability to fund and provide all necessary public facilities and services; or (iv) is clearly contrary to the health, safety, or general welfare of the citizens of Payson City.

The Development Standards shall address (at a minimum) the following:

1. Minimum lot dimensions and areas;
2. Minimum yard requirements and restrictions;
3. Building placement restrictions;
4. Building height restrictions;
5. Parking, driveways and access;
6. Streets ~~and alleys~~;
7. Walkways, trails and long term open space;
8. Permitted, prohibited, and conditional uses;
9. Other use restrictions; and
10. Other items required by the City Council.

The applicant may propose in the Development Standards that specifically identified standards or requirements of the City Code be waived, modified, or overridden with respect to the property subject to the Development Standards, and approval of such proposed Development Standards shall constitute waiver, modification, or overriding as set forth in the approved Development Standards.

#### *19.6.31.9 Amendments*

Modifications to a P-C Zone Plan or Community Plan may occur by application of the master developer in accordance with the following amendment process:

1. Major Amendments: Major amendments will be processed in the same manner as the original P-C Zone Plan or Community Plan. Major amendments are modifications that change the intent of the P-C Zone Plan or Community Plan such as:
  - a. Those that increase or significantly reallocate residential density and nonresidential intensity beyond what is contemplated by the P-C Zone Plan or Community Plan;
  - b. Those that materially reduce the amount of land dedicated to parks, trails, community use space, natural areas, or public facilities as shown on the approved P-C Zone Plan or Community Plan; or
  - c. Material modifications to Development Standards contained in a Community Plan.
2. Minor Amendments: Minor amendments are accomplished administratively by the Development Services Director. The Development Services Director's decision may be appealed by the applicant to the City Council. Minor amendments include simple modifications to text or exhibits, including any amendments that are not major amendments. Minor amendments may include:
  - a. Minor changes in the conceptual location of streets, public improvements, parks, open space, or infrastructure;
  - b. Minor modification of land use boundaries; and
  - c. Interpretations that facilitate or streamline the approval of unlisted uses similar in nature and impact to listed uses.

#### *19.6.31.10 Permitted Uses*

The following uses shall be permitted in the P-C Zone if consistent with the land use designations and Development Standards of an approved Community Plan (or if permitted under Section 19.6.31.11 entitled "Interim Uses"), if conducted in compliance with the standards and requirements of the P-C Zone, and, where City Council review is required hereunder, if

aesthetically pleasing manner. Lighting should be focused downward, and placed and screened to limit the emission of light beyond the development boundaries. A condition of approval may be the certain lighting be extinguished after certain hours.

#### 19.6.35.17 Project Amenities

Project amenities in a mixed-use setting will vary based on land use, proximity to employment centers and public open space, and business amenities and activities. The amenity package shall be provided by the applicant and is subject to final review and approval by the city council.

As an alternative to individual project amenities, mixed-use projects may be organized into a Master Project and sub-projects. A Master Project shall be at least ten (10) acres and shall be divided into two or more sub-projects. Each sub-project shall have a minimum area of one-half (1/2) acre. The intent is to allow different kinds of unit type groupings with small amenities while sharing some larger common amenities that are governed by a Master Project Owners Alliance (OA). A sub-project, for example, could be a retail center in one sub-project; in another, there could be a multistory apartment with office spaces. Each sub-project shall have a sub-project OA to provide limited control and maintenance of its defined area only.

Master Project shall have amenities which shall be available for use by all sub-projects, and include, at a minimum, the following:

1. Clubhouse which is a minimum of ten (10) square feet per unit;
2. Swimming pool and/or hot tub of at least one (1) square feet of water surface area per unit;

The size of these amenities shall be based on a minimum project size of at least 150 units, regardless of the actual number of units. The clubhouse/pool size requirement may be met with the combined areas of amenities in more than one location. Where two or more Master Projects are adjacent, they may jointly fulfill their amenity requirements in combined facilities. The Master Projects Owners Alliance shall enter into agreements for the operation and maintenance of the shared facilities. All Master Projects shall be organized as non-profit organizations with a master OA and sub-project OA. Each OA shall have the responsibility to own and maintain facilities as required above.

At a minimum, sub-projects are required to have amenities as follows:

1. Up to 30 units: See 19.6.7.15.1
2. 31 to 60 units See 19.6.7.15.2
3. 61 units and above See 19.6.7.15.3 Exception: clubhouse shall not be required when part of a Master Project.
4. Sub-projects shall meet the requirements of 19.6.35.14. 1-4 except when fulfilled the common amenities

Each Master Project shall abut a public street, ~~or private street, if approved by the city council~~, for a minimum distance of four hundred (400) feet. Sub-projects shall have no minimum width at the public street set-back line. Each sub-project shall be completely enclosed within the Master Project boundaries.

*19.6.35.18 Transition to Transit Oriented Development*  
Integrating heavy- or light-rail transit stations or bus rapid transit stations into a mixed use development can considerably reduce vehicle miles traveled as residents and workers have more transit mode options. This could also allow for further reduction in required parking stalls. Applicants requesting use of the MU-1 Overlay are encouraged to integrate transit facilities, acceptable to the local transit authority, within mixed use projects. Once a fixed transit stop has been constructed, the applicant may apply for use of the TS-O, Transit Station Overlay to potentially increase the amount of building square footage and decrease the amount of required parking stalls. Any request to transition from a mixed use project to a transit oriented development must include qualified studies that demonstrate the proposed land use mix, increased square footage, and parking reduction will benefit the overall development and the transit network.

- d. Dwelling, Caretaker's - A dwelling which is occupied by an individual or family whose livelihood is derived primarily from watching or taking care of a farm, industry or other use which is located on the same premises as the dwelling.
39. Dwelling Unit - One or more rooms in a building or portion thereof designed for and occupied by one (1) family for living or sleeping purposes and having one (1), but not more than one (1) kitchen or set of fixed cooking facilities other than hot plates or other portable cooking units.
40. Educational Institution - A public elementary or secondary school, seminary, parochial school or private education institution having a curriculum similar to that ordinarily provided in grades one through twelve in a public school system. The term education institution for the purpose of this ordinance does not include post high school education facilities or education facilities that include residential facilities for its students.
41. Elderly Housing - A general term for the different types of age restricted residential developments and facilities allowed under the Federal Fair Housing Act, which include: senior apartments, senior condominiums, active adult community, and retirement community where residents live independently and do not require assistance with day-to-day activities.
42. Elderly Person - A person who is sixty (60) years old or older, who desires or needs to live with other elderly persons in a group setting, but who is capable of living independently.
43. Equivalent Residential Unit (ERU) - A calculation to determine the impact of a development in comparison with single-family residential units. An ERU is equal to one (1) single-family unit. Each Payson City utility will have unique ERU calculations including, but not limited to, the following:
- Impact on traffic: One ERU = 10 vehicle trips per day.
  - Impact on drinking water: One ERU = the gallons of water that can be obtained through a three quarter ( $\frac{3}{4}$ ) inch service lateral.
  - Impact on irrigation water: One ERU = the gallons of water that can be obtained through a one (1) inch service lateral.
  - Impact on power: One ERU = 4 Kw peak demand.
44. Family - One of the following groups living in a dwelling unit as a single housekeeping unit and using common cooking facilities and entrances:
- Two (2) or more persons related by blood, marriage, adoption or guardianship and within three (3) degrees of consanguinity.
  - Up to four (4) adults and any minor children, if any. (7-19-17)
45. Fence - A structure, solid or otherwise, intended to partition or enclose a property or portion of a property.
- Fence, Open - A fence that is at least seventy-five percent (75%) open which does not present a visual barrier/hazard for pedestrians or drivers.
  - Fence, Obscuring - A fence or wall whose vertical surface is covered by a solid or opaque material which permits vision through not more than ten percent (10%) of surface.
46. Final Decision - A successful motion by the City Council, Planning Commission, or other land use authority to approve or deny a land use application, effective the moment the vote is taken.
47. Final Plat - Record of Survey Map - A plat or plats of survey of land within a subdivision or other large scale development, which has been prepared in accordance with applicable city standards and/or state statutes for the purposes of recording in the office of the County Recorder.
48. Flood, 100 Year - A flood, the magnitude of which will probably occur only once in 100 years.
49. Flood Channel - A natural or artificial watercourse with definite bed and banks to confine and conduct flood water.
50. Floor Area - The sum of the horizontal areas of each floor of a building, measured from the interior faces of the exterior walls or from the centerline of walls separating two buildings. The floor area measurement does not include areas of unfinished basements, unfinished attics, attached garages or space used for off-street parking or loading, breezeways, enclosed and unenclosed porches, elevator or stair bulkheads, and accessory structures.
51. Foster Care Home - A dwelling unit wherein room, board, care, and supervision are provided by the resident family under the approval and supervision of the Department of Human Services or other placement agency licensed by the State to provide for children who are unrelated to the resident.
52. Fraternity or Sorority House - A building occupied by and maintained exclusively for students affiliated with an academic or professional college or university or other recognized institution of higher learning, who are associated together in a fraternity or sorority that is officially recognized by such institution and who receive lodging and/or meals on the premises for compensation.
53. Frontage - The width of a parcel along a public ~~or private~~ road from which the parcel is accessed.

- The frontage shall be represented as the primary access to a structure (front or main door). In the case of a corner lot, frontage shall be calculated using the primary access to the structure. This definition also defines the front of a parcel for setback purposes. Therefore, the front setback shall be calculated using the side of the parcel determined to have frontage on a public or private street.
54. Garage and/or Yard Sale – An occasional sale of miscellaneous items commonly associated with residential use conducted by a property owner at the owner’s place of residence that offers personal possessions for sale but does not include items brought to the site for sale.
  55. General Plan (Master Plan) - A comprehensive long-range plan intended to guide growth and development of a community or region and includes analysis, recommendation, and proposals for the community’s population economy, housing, transportation, community facilities, and land use.
  56. Grade of Building
    - a. For buildings fronting one street only - the elevation of the sidewalk or centerline of street, whichever is higher, at right angles to the midpoint of the fronting walls.
    - b. For buildings fronting on more than one street - the average of the elevations of the sidewalk or centerline of surrounding streets, whichever is higher.
  57. Grade of Street and Driveways - Grade shall mean the ratio of vertical distance to horizontal distance along such a street or driveway expressed in either percentage or degree.
  58. Guest - A person or persons staying temporarily within a dwelling unit without payment of compensation or remuneration to the owners, tenants, or full time inhabitants of said dwelling unit.
  59. Height, Walls and Fences - Such height shall be measured from the higher of the two grades adjacent to the wall or fence, except when the wall or fence is adjacent to a street right-of-way that has a higher grade than that on the adjacent site. For such conditions, the height of the wall or fence shall be measured from the top of the curb or the crown of the street where there is no curb.
  60. Home Occupation - An occupation conducted entirely within the dwelling unit and carried on only by persons residing in the dwelling unit, which use is clearly incidental and secondary to the use of the dwelling for dwelling purposes, does not change the residential character of the dwelling unit, and for which a home occupation business license has been issued by Payson City.
  61. Hospital – An institution licensed by the State of Utah which provides diagnostic, therapeutic, and rehabilitative services to individuals on both an inpatient and outpatient basis by or under the supervision of one or more physicians. Any medical clinic or professional office that offers any inpatient or outpatient care, or operates on a twenty-four-hour basis shall be considered a hospital. A hospital may include integral support service facilities such as laboratories, outpatient units and training and central services, together with staff offices necessary to the operation of the hospital.
  62. Hotel and Motels – A facility offering transient lodging accommodations to the general public and which may provide additional services such as restaurants, meeting rooms, entertainment and recreational facilities.
  63. Household Pets - Cats and dogs and other domestic animals which are housed in the residence in areas occupied by the family.
  64. Impervious Surface - Any hard-surfaced area that does not allow for the natural percolation of water into the soil, including but not limited to building roofs, concrete patios, concrete or asphalt driveways, graveled areas, sidewalks, and paved recreation areas.
  65. Industrial, Light – The manufacturing, compounding, processing, assembling, packaging, or testing of goods or equipment or research activities entirely within an enclosed structure, with limited outdoor storage, serviced by a modest volume (less than 12 trips in 24 hours) of small (¾ ton) trucks or vans and imposing a negligible impact upon the surrounding environment by noise, vibration, smoke, dust or pollutants.
  66. Industrial, Heavy – Uses that are generally involved in the processing of large volumes of raw materials into refined materials and/or have significant external impacts, with potential outdoor storage that is capable of being screened from neighboring properties. Environmental impacts such as air, water, vibration, smoke, dust, pollutants and noise shall satisfy all federal and state regulations and those of Payson City.
  67. Junk Yard-Salvage Yard - A place where scrap, unused, discarded salvaged materials are bought, sold, exchanged, baled, packed, disassembled, or handled or stored, including auto wrecking yards, used lumber yards and places or yards for storage of salvaged house wrecking and structural steel materials and equipment; but not including places where such uses are conducted entirely within a completely enclosed building or where salvaged materials are kept incidental to manufacturing operations conducted on the premises.