Hiatt Creek Amendment #2 Narrative

On September 16, 2020 White Horse Developers brought a conceptual plan for the Hiatt Creek project to the city council (**Exhibit A**) that we felt was consistent with the South Meadows Area Specific Plan. We received feedback that the large single family lots on the west side of the creek did not make sense because of the high-density project to the north and the active railroad tracks to the west. We were told that it would be better to design this part of our project with some smaller single-family lots and possibly some townhomes along the main road (1130 S). Following this feedback, we had our engineer design another concept (**Exhibit B**).

The original concept we presented to city council had 32 units on the west side of the creek and the redesigned concept has 49 units on the west side of the creek, a total increase of 17 units. As a result of this change, we have three obstacles we need to overcome to be able to build this project the way we redesigned it to meet the request of city council. The obstacles and proposed solutions are as follows:

1. This redesign effort brought our density on the west side of the parcel to 6 units/acre. This is not consistent with the current South Meadows Area Specific Plan. We recently went to planning commission with the request to change the zoning on this parcel to an RMF-10 zone but were sent back to staff because the request did not conform to the South Meadows Area Plan. Therefore, we present this amendment to the South Meadows Area Specific Plan (**Exhibit C**).

2. If the council approves this change to the area plan allowing us to build 6 units/acre instead of 3 units/acre, there is currently no zoning in Payson city that will allow us to build 6 units/acre with townhomes and small single-family lots. Therefore, we propose a text amendment that would create an RMF-6 zone (**Exhibit D**). This would allow us to build the project we re-designed, while not giving us the density associated with the RMF-10 zone.

3. To be able to construct an attractive townhome project in Payson City we feel that the current minimum road right of way that is 60 feet wide is not feasible. We would like to propose adopting a new 32-foot-wide public road profile to be used ONLY in the RMF zone and ONLY for a rear loaded home (**Exhibit E**).

Exhibit A

UNION PACIFIC RAILROAD
Original Design
Total 32 Units
1950 WEST STREET
1130 SOUTH STREET
SINGLE FAMILY
TOTAL AREA = 5.08 ACRES
OPEN SPACE = 0.44 ACRES
OF 10 ACRE LOTS = 0
OF 1 ACRE LOTS = 16
OF 4000 SF LOTS = 11
TOWNHOMES
TOTAL AREA = 9.93 ACRES
OPEN SPACE = ACRES
OF ALLEY LOAD = 0
OF FRONT LOAD UNITS = 72
WETLANDS / OPEN SPACE
TOTAL AREA = 2.56 ACRES
WETLANDS = 0.62 ACRES
OPEN SPACE = 1.74 ACRES
HORIZONTAL GRAPHIC SCALE
ENSIGN
THE STANDARD IN ENGINEERING
SALT LAKE CITY
WHITE HORSE DEVELOPERS
20-ACRE MIXED USE CONCEPT
11200 SOUTH 4800 WEST
PAYSON, UTAH
CONCEPT PLAN
EX-103

Exhibit B

Revised Design
Total 49 Units
UNION PACIFIC RAILROAD
ROAD 6
ROAD 7
ROAD 9
ROAD 10
PHASE 2
1130 SOUTH STREET
HIATT CREEK PHASE 2 (WEST)
HIATT CREEK PHASE 1 (EAST)
ROAD 1
ROAD 2
ROAD 3
ROAD 4
ROAD 5
PHASE 1
1950 WEST STREET
HORIZONTAL GRAPHIC SCALE
ENSIGN
THE STANDARD IN ENGINEERING
SALT LAKE CITY
LAYTON
TOOELE
CEDAR CITY
RICHFIELD
WWW.ENSIGNENG.COM
HIATT CREEK PHASE 1 AND 2
1140 SOUTH 1950 WEST
PAYSON, UTAH 84651
FOR REVIEW
PHASING PLAN
C-101

Exhibit C

Adopted Red Bridge Station Amendment #1

18

RED BRIDGE STATION AMENDMENT #1

Proposed Hiatt Creek Amendment #2

18

Proposed Hiatt Creek Amendment #2

Exhibit D

19.6.7 RMF Multi-Family Residential Zone (2-1-17)

19.6.7.1 Purpose and Zone Characteristics
19.6.7.2 Permitted, Conditional and Accessory Uses
19.6.7.3 Minimum Project Area
19.6.7.4 Project Density Calculation
19.6.7.5 Project Width
19.6.7.6 Project Frontage
19.6.7.7 Single-Family Frontage and Lot Area
19.6.7.8 Setback and Build-To-Line Requirements
19.6.7.9 Projections into Setbacks
19.6.7.10 Building Height Requirements
19.6.7.11 Distance between Buildings
19.6.7.12 Permissible Lot Coverage
19.6.7.13 Open Space
19.6.7.14 Landscaping
19.6.7.15 Parking, Loading and Access
19.6.7.16 Project Amenities
19.6.7.17 Design Standards
19.6.7.18 Project Plan Approval
19.6.7.19 Other Requirements

19.6.7.1 Purpose and Zone Characteristics
The RMF Multi-Family Residential Zone is established to provide areas within the City for high-density housing and multi-family structures designed to allow economical use of land while creating an attractive, functional and safe residential environment. The RMF Zone is intended to have limited commercial services including home occupations. Rezoning to the RMF Zone should be carefully reviewed to ensure compatibility with existing development and neighborhoods and the land use goals of the City.

19.6.7.2 Permitted, Conditional and Accessory Uses
Permitted Uses
The following land use types are permitted uses in the RMF Multi-Family Residential 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 ordinance.

1. Single family dwellings
2. Multi-family structures and dwellings
3. Public or private utility rights-of-way
4. Parks, trails, open space areas, and other related recreation facilities and project amenities
5. Subdivisions pursuant to Title 20
6. Keeping of animals pursuant to Title 6

Conditional Uses
The following land use types are allowed as conditional uses in the RMF Multi-Family Residential Zone. Unless specifically listed, any other use is not allowed as a conditional use in the zone. Each conditional use must be reviewed and approved in accordance with Chapter 19.13 of this Title.

1. Religious buildings and structures
2. Educational facilities unless otherwise addressed in Utah Code
3. Residential facilities for the elderly or persons with a disability in accordance with State law
4. Public and private utility maintenance facilities

Accessory Uses
The following land use types are allowed as accessory uses in the RMF Multi-Family Residential Zone. 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. Storage facilities for equipment that is associated with maintenance of the site may be as an accessory use to a permitted or conditional use in the zone. The accessory building shall be constructed of essentially the same materials as the main residential buildings or structures.
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.

19.6.7.3 Minimum Project Area
Each development project in the RMF Multi-Family Residential Zone shall be located on a parcel containing not less than five (5) acres.

19.6.7.4 Project Density Calculation
The RMF Zone accommodates a variety of densities for multi-family dwellings. Project density is calculated based on the type of application submitted, amenities provided and other factors identified herein. In accordance with the provisions of this Chapter, each project will be assigned one of the following density classifications.

RMF-6	Up to 6 units/acre
RMF-10:	Up to 10 units/gross acre
RMF-15:	Up to 15 units/gross acre

Exhibit E

4 Issues and Concepts

Cross Sections

Roadway cross-sections are necessary for understanding the function, capacity, and speed, as well as the look and feel of a road. The roadway cross-section standards for Payson are based on engineering concepts from American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets 2018 (commonly called the "AASHTO Green Book"), and UDOT's Design Manual. Some of the cross-section engineering elements included in the Payson standards from these guidebooks are 12-foot travel lanes with 14-foot center turn lanes (Figure 41-42). The cross-sections also include standards from Payson, including two-foot curb and gutter, and five-foot sidewalks. Cross-section design should include areas for all users (pedestrian and cyclists), not just vehicles.

Functional Classification	Number of Lanes	Right-Of-Way (ROW)	Pavement	Target Volume (VEH/DAY)
Arterial	5	98'	72'	26,000-32,500
Major Collector	3	76'	50'	9,000-12,500
Minor Collector	2	76'	50'	5,000-9,000
Local Residential	2	46'	34'	2,000-5,000
**Multifamily Rearload Drive	2	32'	28'	100-1,000

Figure 41. Payson Cross Sections, source: Payson, Master Transportation Plan 2020, Figure 4-1, Avenue Consultants.

** The Multifamily Rearload Drive will only be approved for a rearloaded product in the RMF zone.

Arterial

Arterial with Buffered Bike Lane

Major Collector

Minor Collector

Local

Multifamily Rearload Drive

Figure 42. Payson Cross Section Diagrams, source: Payson, Master Transportation Plan 2020, Figures 4-2 - 4-4, Avenue Consultants.

32' SECTION - MULTI FAMILY REARLOAD DRIVE

NOTES

1. PRESSURIZED IRRIGATION TO BE PLACED IN CITY LOCAL ROWS WITH MASTER METERS TO PRIVATE HOA AREAS.
2. NO ON-STREET PARKING ALLOWED WITH THIS ROAD SECTION. ON-STREET PARKING TO BE DISCOURAGED BETWEEN BUILDINGS THROUGH SIGNAGE AND STRIPING.

2' MODIFIED CURB & GUTTER

LEI
- A Utah Corporation -
ENGINEERS
SURVEYORS
PLANNERS
2302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.0556
office@lei-eng.com
www.lei-eng.com

SUNSET RANCH
PAYSON, UTAH

32' SECTION MULTIFAMILY REARLOAD DRIVE

REVISIONS
1 -
2 -
3 -
4 -
5 -
6 -

LEI PROJECT #
2020-0065
DRAWN BY:
TJP
DESIGNED BY:
NKW
SCALE
N.T.S.
DATE
09/07/2021
SHEET
1