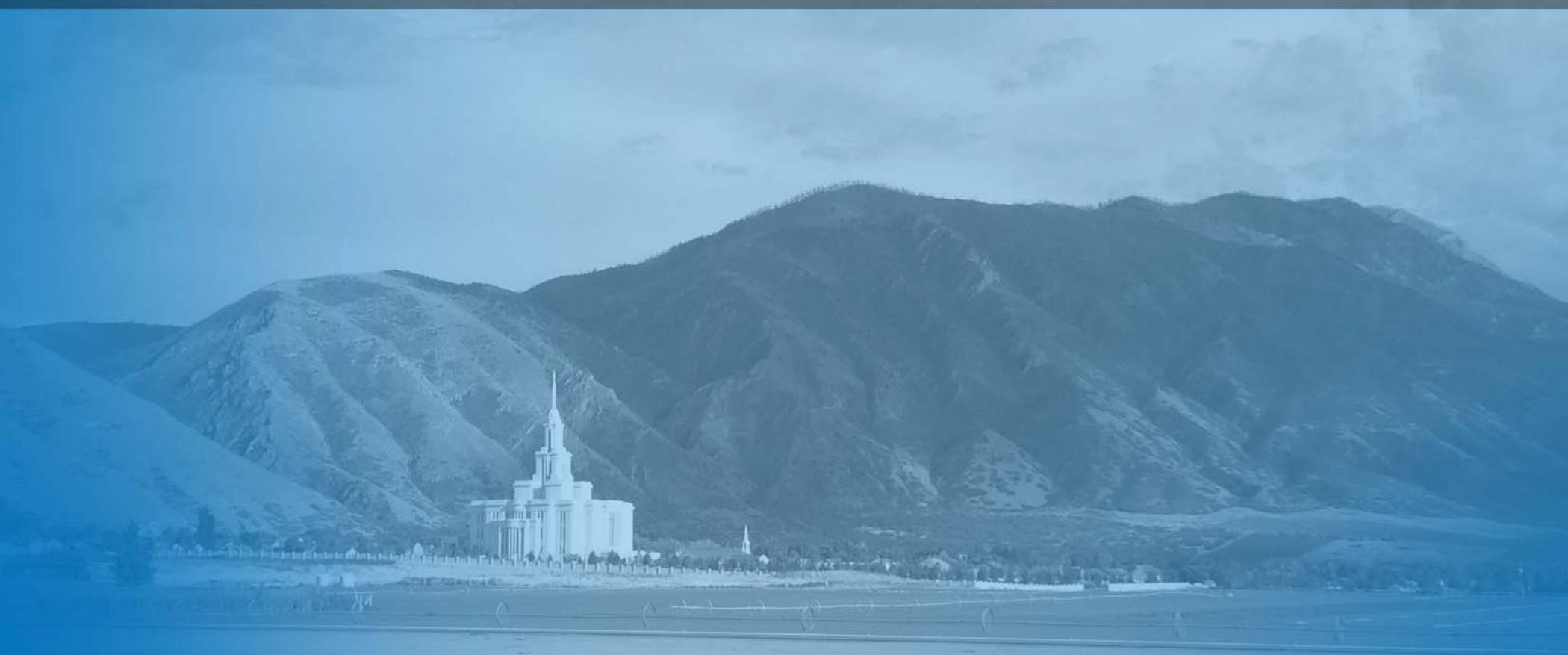




SOUTH MEADOWS AREA SPECIFIC PLAN

Payson City
JANUARY 2016



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CHAPTER 1 | INTRODUCTION & PURPOSE

LOCATED IN SOUTHERN PAYSON, THE SOUTH MEADOWS PLANNING AREA (SMPA) IS WELL SITUATED TO ACCOMMODATE THE RESIDENTIAL AND COMMERCIAL DEVELOPMENT ANTICIPATED IN SOUTH UTAH COUNTY OVER THE NEXT TWENTY YEARS. THE PLANNING AREA CONTAINS APPROXIMATELY 960 ACRES LOCATED NEAR THE 800 SOUTH AND I-15 INTERCHANGE (SEE **FIGURE 1.1 - SOUTH MEADOWS PLANNING AREA**).

1.1 - INTRODUCTION

With the construction of the Payson Utah LDS temple, the proximity to the 800 South interchange and the Walmart commercial center, and the potential for a transit center near the Payson Business Park, the SMPA is growing and experiencing development interest in an area of the community that has not historically received a lot of development pressure. Much of the area is currently undeveloped land with limited infrastructure

and access. Views of the LDS temple, adjacent mountains, and existing Spring Creek waterways are key features of the site that should be preserved.

South Meadows has historically been used for agricultural purposes with the largest single current use being the Emerald Turf Sod Farm. The majority of the planning area is currently zoned A-5-H (Annexation Holding Zone) with the land near the interchange being zoned S-1 (Special Highway Service Zone) and a small piece of RMF (Multi-Family Residential Zone) near the interchange. The Annexation Holding Zone is not intended to establish long term land use patterns, but rather to maintain the existing land use characteristics generally associated with the given area until a specific plan is prepared.

The majority of the property within the SMPA boundary is within the municipal boundaries of Payson, but

some properties at the south end of the planning area are outside of the municipal boundary within unincorporated Utah County. These unincorporated properties were considered in this study to guide possible future development when and if property owners are interested in annexation and development.

The South Meadows annexation, consisting of two hundred fifty acres east of I-15, was annexed in 2010 by Payson City to facilitate the development and construction of the LDS temple and opening the doors for future development. Shortly following the annexation, planning studies were initiated for the area including a Brigham Young University student study and a privately sponsored study completed by Fregonese Associates. With development interest ever increasing, the City sponsored this South Meadows Planning Area Specific Plan beginning in 2014.

1.2 - PURPOSE

A specific plan is a planning document for a defined geographic region; in this case the South Meadows area of Payson. The purpose of this Specific Plan is to guide the development patterns of the SMPA resulting in the most favorable, pleasing, responsible, and sustainable development that maximizes the land use and natural opportunities of the area. The plan will also allow the City to prepare for necessary municipal services to support future development. A key component of this planning process is to engage the public to ensure that Specific Plan recommendations are contextual and complimentary to the existing fabric of the community.

This Specific Plan document describes the planning process that occurred, and presents the economic analysis, the proposed land use plans, and the proposed transportation and infrastructure plans. The document also provides specific design considerations to further guide development within the planning area and provides implementation strategies for the City.

1.3 - PLAN GOALS

With input and guidance from the City and based on the input and values expressed by stakeholders and the public involved in the planning process, goals were established to guide the development of the plan and this document.

1.3.1 - GOAL #1

Address the unique character and opportunities that the natural features and location of the planning area present.

1.3.2 - GOAL #2

Create a balanced community to include residential, office, retail, and related commercial with parks/ open space and recreational opportunities for future residents and visitors.

1.3.3 - GOAL #3

Provide for a range of housing types and densities to support housing opportunities for a variety of income

levels, age groups, and families as well as the flexibility to respond to changing market conditions.

1.3.4 - GOAL #4

Establish guidelines for architecture and landscape design standards to assure compatibility and enhance the overall character of the community.

1.3.5 - GOAL #5

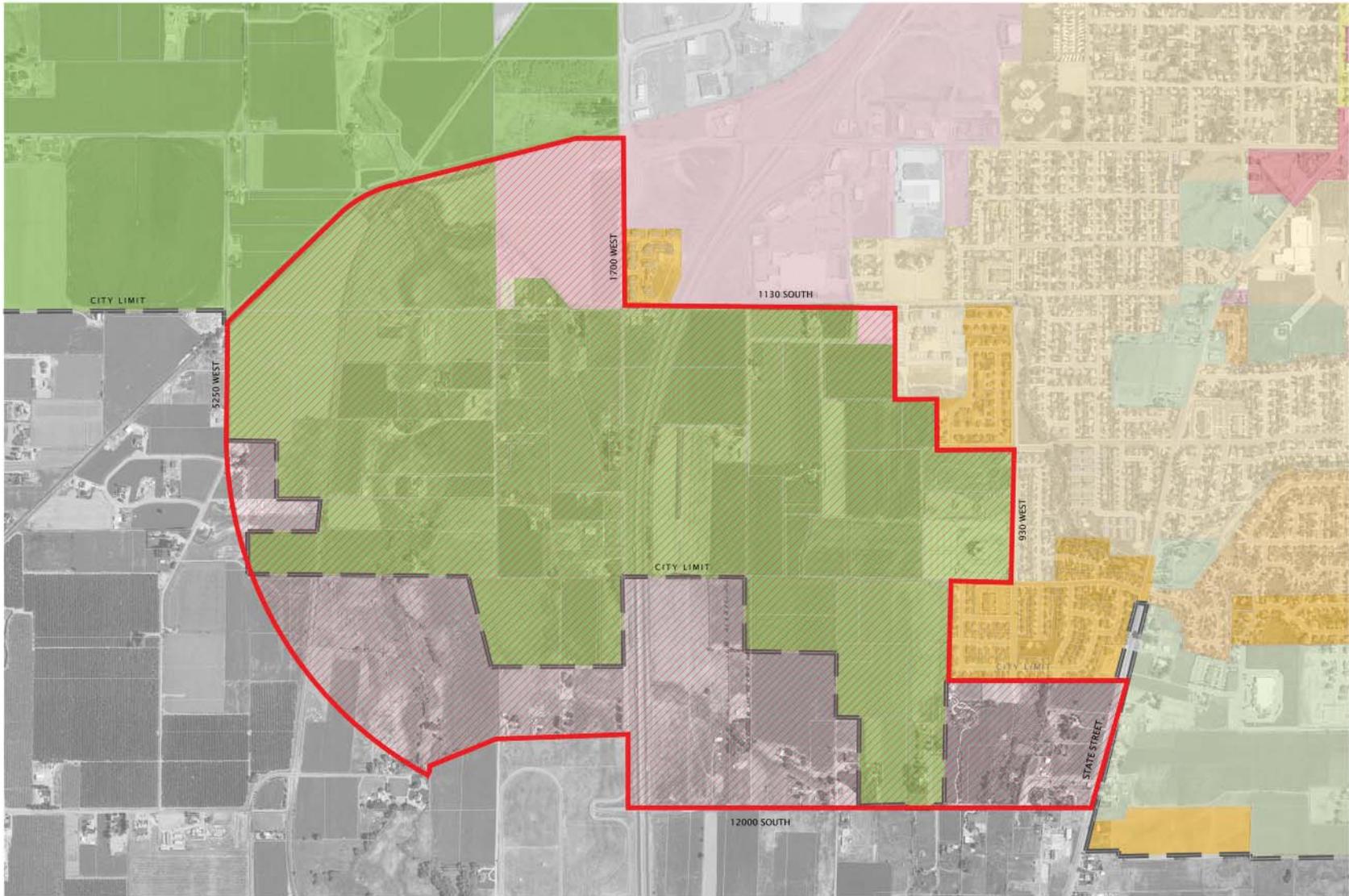
Ensure provision of adequate, timely, and cost-effective public infrastructure and services for property included in the planning area.

1.3.6 - GOAL #6

Protect existing agricultural uses and provide a transition to the rural character adjacent to the community.



FIGURE 1.1 - SOUTH MEADOWS PLANNING AREA



LEGEND

 PROJECT BOUNDARY	 CC-1
 R-1-A	 NC-1
 A-5-H	 CC-1
 R-1-7.5	 I-1
 R-2-7.5	 I-2
 R-1-9	 PRZ
 R-1-10	 S-1
 R-1-12	 MH-1
 RMF	 MH-2
 PO-1	 P-C

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CHAPTER 2 | PLANNING PROCESS

THE PURPOSE OF THE PLANNING PROCESS WAS TO DEVELOP A LAND USE PLAN AND SPECIFIC PLAN DOCUMENT THAT GUIDES FUTURE DEVELOPMENT IN THE SOUTH MEADOWS PLANNING AREA BY ENGAGING CITY STAFF, STAKEHOLDERS, AND THE PUBLIC. PAYSON CITY BEGAN THE PLANNING PROCESS BY CONTRACTING WITH BLU LINE DESIGNS TO PREPARE THE SOUTH MEADOWS PLANNING AREA SPECIFIC PLAN IN DECEMBER 2014. A KICK-OFF MEETING WAS HELD ON DECEMBER 23, 2014 FOLLOWED BY A SERIES OF CITY STAFF, STAKEHOLDER, STEERING COMMITTEE, AND PUBLIC ENGAGEMENT MEETINGS RESULTING IN THE CONTENTS OF THE SPECIFIC PLAN AND ASSOCIATED STUDIES.

2.1 - PUBLIC MEETINGS

Two public meetings were held to receive public comment during the planning process. The first public

meeting was held on **February 10, 2015** to introduce the project to the public, to present the preliminary findings of the economic analysis (see [Chapter 3 | Economic Analysis and Appendix A](#)), to solicit public input, to answer questions, and to gauge interest in steering committee participation.

The second public meeting was held on **September 1, 2015** and was conducted in an open house format. Several exhibits were presented including:

- Land Use Plan and Higher Education Alternative
- Trails Plan
- Illustrative Cross Sections
- Roads Plan
- Utility Plans

After the presentation of the plans, the exhibits were displayed for open comment and questions.

In general, comments and questions at the public meetings focused on timing of development, availability of utilities and services, and ensuring land owner involvement throughout the process.

2.2 - STEERING COMMITTEE MEETINGS

The steering committee was a working group made up of those that either live, own property, or have some other interest or involvement in the planning area. Four steering committee meetings were held to present preliminary ideas and concepts, and to receive input from this working group.

The first steering committee meeting was held on **March 31, 2015** to introduce the project and process to the steering committee members, to review details of the economic analysis, and to get their initial input and concerns.

The second steering committee meeting was held on **April 28, 2015**. Preliminary visioning ideas were reviewed and discussed along with four preliminary land use plans. Committee input focused on preferred road alignment and location, and quantity of parks and open space.

A third committee meeting was held on **May 19, 2015** where a preferred land use plan, based on input received at previous meetings, was presented. Specific members of the committee were still concerned about the location and quantity of proposed open space shown on the plan.

A fourth and final steering committee meeting was held on **October 27, 2015** to present a revised preferred plan to the group to see if there were any final comments prior to presentation to Planning Commission and City Council.

2.3 - STAKEHOLDER MEETINGS

The stakeholder group consisted of utility, transportation, or other entities that may have an interest in the development of the South Meadows area. The group included Nebo School District, the LDS Church, the High Line Canal Company, the Bureau of Reclamation, Spring Lake Water Company, the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), Union Pacific Railroad, and Questar Gas. Taylor Ranch, Payson Thirty Three LLC, and South Utah Valley Electric Service District (SESD) were invited to participate but Taylor Ranch requested to be excluded, SESD did not participate, and Payson Thirty Three LLC attended only once.

The stakeholder meetings were held on the same days as the steering committee meetings on **March 31, April 28, May 19, and October 27, 2015**. The same content was presented to the stakeholder group as the steering committee group. Comments from the stakeholder group focused on the timing of the development of the elementary school, potential for a higher education campus and UTA Frontrunner station, and secondary

water availability/usage.

2.4 - OTHER MEETINGS AND INTERVIEWS

In addition to the public and steering committee meetings, separate investigative/coordination meetings were held with City staff, Union Pacific, and UTA. City staff also held interviews with private developers and real estate agents to gauge reasonableness of the proposed plans.

2.5 - SPECIFIC PLAN FINALIZATION

Based on the input and direction gathered in the above described meetings, the Specific Plan and associated documents were revised in preparation for adoption by the City Council. A draft of the plan was presented to Planning Commission on **November 11, 2015** and then presented to City Council on **December 2, 2015**. The plan was approved on December 2, 2015 and ratified by Enacting Ordinance 01-20-16 on January 20, 2016.

See [Appendix B](#) for meeting notes, comment summaries, and sign-in lists for each of the meetings.



CHAPTER 3 | ECONOMIC ANALYSIS

TO ENSURE THAT THE SPECIFIC PLAN IS BASED ON REAL ECONOMIC AND MARKET DATA, AN ECONOMIC ANALYSIS WAS PERFORMED AS PART OF THIS STUDY. THIS MARKET ANALYSIS WAS CONDUCTED IN ORDER TO CREATE A DYNAMIC AND VISIONARY PLAN FOR THE SOUTH MEADOWS PLANNING AREA (SMPA), WHILE AT THE SAME TIME ENSURING THAT THE PLAN IS DRIVEN BY SOLID ANALYSIS THAT CAN BE IMPLEMENTED AND ACHIEVED IN THE MARKETPLACE. THE PURPOSE OF THE PLAN IS TO PRESENT THE CITY WITH THE MOST FAVORABLE DEVELOPMENT OPTIONS THAT ALLOW IT TO CAPITALIZE ON THE MANY PROMISING FACTORS IN THE SOUTH MEADOWS AREA, INCLUDING THE LDS TEMPLE, POTENTIAL FRONT RUNNER STATION AND POTENTIAL HIGHER EDUCATION SITE. THE ECONOMIC ANALYSIS DATA PROJECTS TO THE YEAR 2030.

A two-fold approach was used for the analysis that included extensive review of existing data regarding historical market absorption, product type and characteristics and future growth projections. This data-driven approach was supplemented with numerous developer and broker interviews to better understand how the market data could be supported by developers “on the ground”.

3.1 - RESIDENTIAL MARKET FINDINGS

Payson has historically grown by approximately 150 households per year, yet projections provided by the Governor’s Office of Management and Budget (GOMB) are for nearly double that growth – an average of 314 households per year through 2030. Because of the fairly large disparity between historical growth and projected growth, the projections provided by GOMB have been tempered somewhat to reflect more conservative growth projections.

Major findings include:

- Renewed interest by developers for housing development near the LDS Temple;
- Historical growth has been significantly slower than projected growth. Population growth from 2000 to 2010 averaged 558 persons per year; projected growth from 2010 to 2030 is an average of 1,143 persons per year;
- With an average household size of 3.64 persons, projections would be an average of 314 units per year, based on GOMB projections;
- Projections for future absorption have been modified somewhat to account for the disparity between past growth and future projections, yet still recognizing the significant factors at play in this area (i.e. LDS Temple, potential Frontrunner and higher education site) that will encourage and accelerate future development. Future projections are for 250 units per year;

- Current split is 82 percent single-family and 18 percent multi-family;
- Projections through 2030 reduce single-family to 75 percent and increase multi-family to 25 percent of new development;
- Executive Housing is projected at an average of 20 units per year, with an average lot size of 0.4 acres and a median value of \$300,000 to \$350,000. Values may be slightly lower in initial years and increase over time. It is the City Council’s opinion that this value range is a base minimum and that executive home values will generally exceed these numbers.

3.2 - RETAIL MARKET FINDINGS

Payson currently captures about 72 percent of all retail sales, based on a sales leakage analysis (see [Table 3.3 - Sales Leakage Analysis](#)), meaning that residents are currently leaving the City to make roughly 28 percent of their purchases outside the City boundaries. However, it is likely that residents are leaving Payson more than the sales leakage study shows due to the fact that some of these “lost purchases” are offset by Juab County and southern Utah County residents that shop at places such as Walmart. This suggests that there is more opportunity for retail development than is shown in the retail sales leakage analysis. Retail development is important for residential development, as developers suggest that added retail amenities, including restaurants, will accelerate the development of executive housing in the City.

Major findings include:

- Average historical retail absorption of 66,000 sf per year in southern Utah County, 2004-2014;
- Average of 22 to 24 retail sf per capita in Utah County between 2004 and 2014;
- Payson currently has a capture rate of 72 percent for retail purchases;
- With an 80 percent capture rate, Payson could capture nearly 400,000 retail sf by 2030, or an average of nearly 24,000 sf per year;
- Depending on retail density, this would mean an

TABLE 3.1: RESIDENTIAL ABSORPTION ASSUMPTIONS, 2015-2030

	Total Units per Year	Acres per Unit	Units per Acre	Acres Absorbed per Year	Acres Absorbed by 2030
Single-Family	188				
Single family – median	168	0.25	4	42	630
Single family – executive	20	0.4	2.5	8	120
Multi-Family	63				
MF – Townhome	56	0.1	10	5.6	84
MF - Apt (15 units per acre)	7	0.067	15	0.47	7
TOTAL	251			56.07	841

TABLE 3.2: RESIDENTIAL ABSORPTION ASSUMPTIONS, 2015-2030, ASSUMING INCREASED GROWTH DUE TO HIGHER EDUCATION CO-LOCATION

	Total Units per Year	Acres per Year	Acres by 2030
Single-Family	188		
Single family – median	168	42	630
Single family – executive	20	8	120
Multi-Family	137		
MF – Townhome	56	5.6	84
MF - Apt (24 units per acre)	81	3.375	50.625
TOTAL	325	58.975	884.625

TABLE 3.3: SALES LEAKAGE ANALYSIS

Category	Sales Leakage	Capture Rate
Motor Vehicle and Parts Dealers	-\$23,880,479	29.5%
Building Material and Garden Equipment and Supplies Dealers	-\$11,909,554	20.0%
Clothing and Clothing Accessories Stores	-\$9,267,301	13.8%
Food Services and Drinking Places	-\$8,420,082	65.7%
Accommodation	-\$7,865,938	9.9%
Miscellaneous Store Retailers	-\$7,710,983	25.3%
Sporting Goods, Hobby, Book, and Music Stores	-\$6,206,152	5.1%
Furniture and Home Furnishings Stores	-\$4,686,902	8.6%
Electronics and Appliance Stores	-\$3,825,855	30.0%
Amusement, Gambling, and Recreation Industries	-\$2,514,770	3.2%
Repair and Maintenance	-\$2,405,353	64.5%
Gasoline Stations	-\$2,270,392	64.0%
Health and Personal Care Stores	-\$1,874,875	36.6%
Non-Store Retailers	-\$1,626,909	53.2%
Personal and Laundry Services	-\$828,761	60.3%
Performing Arts, Spectator Sports, and Related Industries	-\$701,232	6.7%
Food and Beverage Stores	-\$272,927	98.9%
Museums, Historical Sites, and Similar Institutions	-\$183,408	0.0%
General Merchandise Stores	\$38,347,440	196.8%
Total	-\$58,104,431	72.3%

Source: Utah State Tax Commission; ZBPF

average of 2 to 3.5 acres per year, or 36 to 60 retail acres by 2030;

- Developers see a need for a focused retail destination and the favored site is near the LDS Temple;
- Potential to recapture sales in areas of high leakage:
 - Motor vehicles
 - Building materials and hardware stores
 - Clothing
 - Restaurants
 - Lodging
 - Sporting Goods

3.3 - OFFICE MARKET FINDINGS

Office development, other than small professional office space, has not been very active in southern Utah County. Office development, in conjunction with flex space in a business park is viewed as more likely by most developers and brokers. In addition, most developers interviewed feel that rents would need to be significantly less than current rents in South Provo and Springville in order to attract this type of development in Payson.

Major findings include:

- There has been very little historic office absorption in Southern Utah County and major development does not appear likely in short term, other than small-scale dental, etc.;
- Growth of 7,000 jobs by 2030 could mean some demand for office space (many jobs will be in retail, schools, construction, etc. that do not require typical office space);
- Based on current ratios for employment by industry sector, approximately 357 of these jobs would be in the following sectors: professional services, financial and information. This would create demand for 71,500 sf of office space by 2030, or approximately 4,200 sf per year;
- In addition, a portion of education and health services, as well as a portion of government, would create additional demand for office space;

- Projections are for an additional 12 acres of office space by 2030; and
- Rents would need to be at least 15%-20% below South Provo and Springville rates in order to attract new development.

3.4 - INDUSTRIAL/BUSINESS PARK MARKET FINDINGS

Industrial/business park absorption has been strong in southern Utah County over the past decade. In addition, Payson City is considering forming a Community Development Area (CDA) that would provide tax increment funds to attract companies with good-paying jobs to the area. The City sees the creation of a tax increment project area as essential in being able to compete with Spanish Fork and Springville (who also have plenty of vacant land adjacent to I-15 that could be used for business park space). Future projections for industrial absorption reflect the positive market for this type of development in southern Utah County, as well as the City's commitment to creating a project area.

Major findings include:

- Past absorption of roughly 408,000 sf per year in southern Utah County from 2004 to 2014;
- Projections are for absorption of roughly 100,000 sf per year;
- Roughly 6-7 acres per year would be absorbed at 0.35 FAR (Floor Area Ratio), resulting in approximately 90 to 15 acres by 2030;
- One large-scale user could absorb 50 to 100 acres and so additional space should be planned;
- Light industrial and flex space is suitable for this location;
- Site has good freeway access;
- The City is in the process of creating a tax increment Community Development Area (CDA) in southern Payson (partially in the study area but mainly to the north of the study area). This should serve to accelerate absorption timeframes in the City.

3.5 - SUMMARY OF MARKET ABSORPTION

The majority of industrial absorption will likely take

place within the CDA area, a portion of which is within the study area. The majority of the retail development will also likely take place near the southern interchange and the Walmart development. However, plans regarding the northern interchange are uncertain and could draw some development, depending on timing and configuration. While residential development will take place throughout the entire City, it is anticipated that the LDS Temple will be a prime attraction for developers and that it will be the site for any executive housing that is developed. Office development is projected to be minimal over the next 15 years, but should also be focused at the southern interchange.

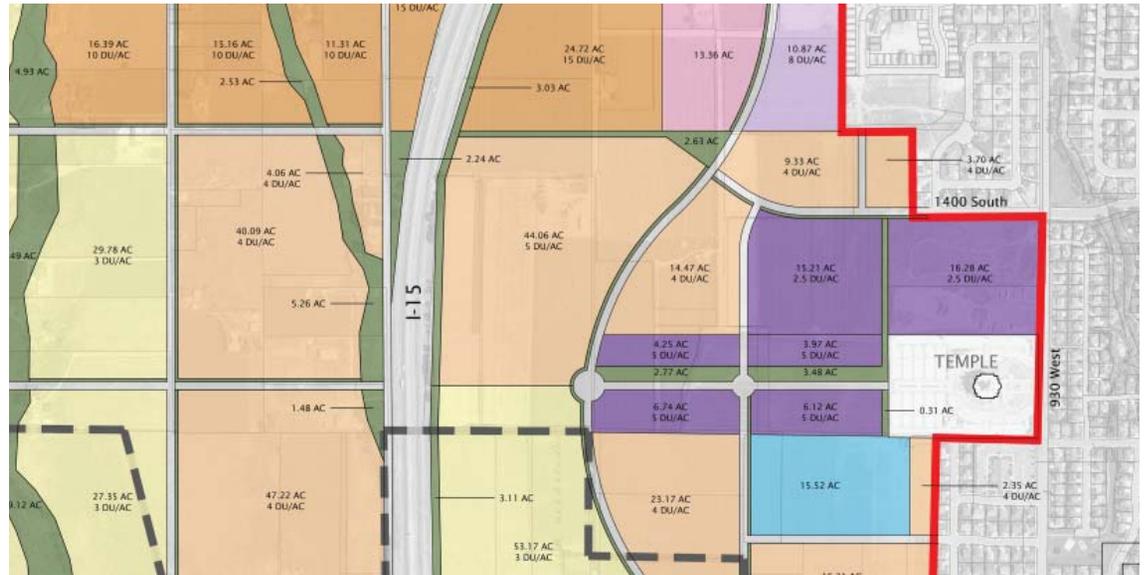
Tables 3.4 and 3.5 summarize projected market absorption with and without a higher education campus. The acreages shown do not include right-of-way for roads.

TABLE 3.4: PROJECTED ACRES ABSORBED, 2015-2030, BASELINE SCENARIO

Baseline Scenario	Acres
Industrial	125
Retail	60
Office	12
Residential	841
TOTAL	1,038

TABLE 3.5: PROJECTED ACRES ABSORBED, 2015-2030, HIGHER EDUCATION CO-LOCATION

Scenario #2 – With Higher Education Co-Location	Acres
Industrial	125
Retail	65
Office	15
Residential	885
TOTAL	1,090



CHAPTER 4 | LAND USE

LAND USE PLANNING IS THE PROCESS WHICH ESTABLISHES AND REGULATES THE FUTURE LAND USES THAT ARE ALLOWABLE WITHIN A MUNICIPALITY TO GUIDE DEVELOPMENT OF LAND. A LAND USE PLAN GIVES MUNICIPAL STAFF A BASIS TO EVALUATE PROPOSED DEVELOPMENT AND TO DETERMINE WHETHER THAT DEVELOPMENT IS CONGRUENT WITH THE ESTABLISHED VISION OF THE MUNICIPALITY.

Based on the context of the South Meadows Planning Area (SMPA) and on the economic analysis that was performed, two proposed land use plans were developed that try to maximize the potential around the LDS temple site, respond to a potential FrontRunner station and educational development, meet the future growth demands of the area, and allow for a range of housing types and densities that provide for a variety of income levels and age groups while being sensitive to the existing surrounding uses (agricultural and other).

Many land uses and land use configurations were contemplated for the planning area but the proposed plans attempt to be sensitive and realistic to the political, social, and economic tolerances of the Payson market. Land use designations have been configured to create a variety of neighborhoods and to provide a sense of community. The Base Scenario Land Use Plan (see [Figure 4.1 - Base Scenario Land Use Plan](#)) does not include the higher education/TOD land uses near the 800 South interchange that are shown in the Higher Education Alternative Plan (see [Figure 4.2 - Land Use Plan | Higher Education Alternative](#)). Because of this, there are also some differences in the densities proposed in this area of the plan. Other than that, the remainder of the land uses are identical between the two plans.

The plans are conservative in the amount of commercial that is proposed and do not show any proposed industrial uses due to the amount of available

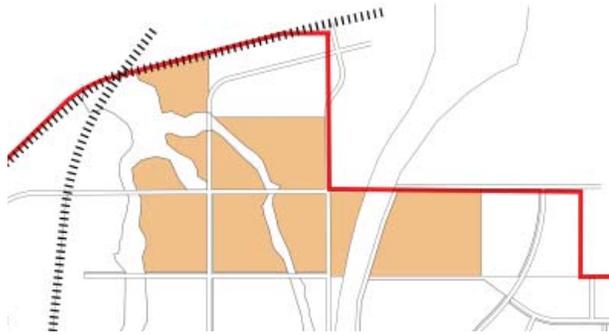
commercial and industrial property that already exists in Payson. The following land uses are proposed within the SMPA:

- Residential
 - High Density
 - Single Family
 - Large Lot Single Family
 - Executive Housing
 - Senior Housing
- Mixed Use
 - Commercial
 - Transit Oriented Development (TOD)
 - Village Center
- Community
 - University/School
 - Parks/Open Space

Definitions and details for each of these proposed uses in the context of the SMPA are included within this chapter.

4.1 - RESIDENTIAL

4.1.1 - HIGH DENSITY



Residential High Density housing may consist of a variety of multi-family housing products ranging from 10 to 20 dwelling units per acre (10-20 du/ac). These are shared-wall residences either for purchase or for rent. Apartments, condominiums, townhomes, and duplexes fall within this category. Small lot detached homes would also be considered.

High density housing is shown on the plans adjacent to other compatible uses, such as existing high density housing, and/or other high intensity uses such as higher education, commercial, and transit. This allows for ease of access to these uses for young student families and other residents across a variety of income levels. Due to the context of Payson, the densities shown on both plans are lower than what may be found in other cities.

4.1.2 - SINGLE FAMILY



Single Family housing consists of single family detached residences ranging from 4 to 5 dwelling units per acre (4-5 du/ac). These neighborhoods will be similar in nature to the existing neighborhoods south and east of the LDS temple.

Single family housing is meant to serve a variety of income levels, age groups, and family sizes with the benefits of a cohesive neighborhood, private yards, tree lined streets, and street connectivity. Single family housing is shown on the plans adjacent to similar density housing near the LDS Temple and as a transition from executive housing and high density housing to large lot residential to the west and south of the planning area.



Existing SF Housing near the LDS Temple

4.1.3 - LARGE LOT SINGLE FAMILY



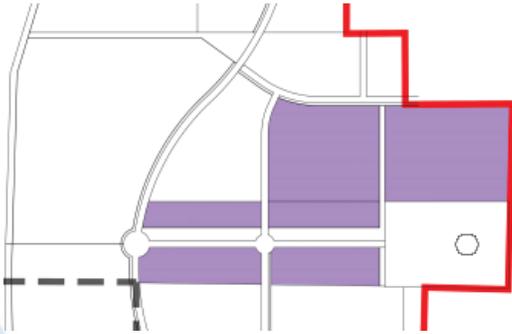
Large Lot Single Family housing consists of single family detached residences ranging from 1 to 3 dwelling units per acre (1-3 du/ac). These lots are meant for higher end homes and residents that value a more open and spacious neighborhood.

Large lot homes still enjoy the benefits of a cohesive neighborhood with private yards, tree lined streets, and street connectivity while also providing a transition to the more open agricultural lands to the south and west. The 1 acre lots located on the west side of the planning area may also provide for those interested in property with animal rights.



Property with Animal Rights

4.1.4 - EXECUTIVE HOUSING

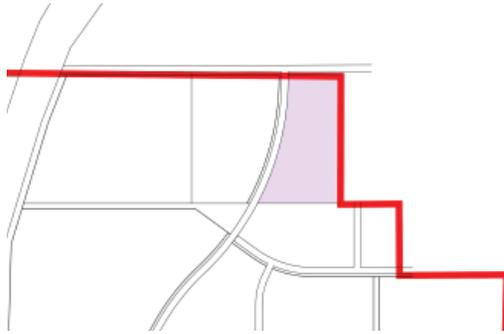


Executive Housing in the SMPA is to be higher end housing that is custom or semi-custom and of a higher quality than standard tract housing (see [Chapter 6 | Design Considerations](#)). Two allowable densities for executive housing are shown on the plan: 2.5 dwelling units per acre (2.5 du/ac) and 5 dwelling units per acre (5 du/ac).

These executive housing neighborhoods capitalize on the proximity to the LDS Temple and are meant to create an attractive, inviting, and up-scale environment surrounding the temple site. Alley loaded homes that front on the open space and street that approach the temple from the west are encouraged.



4.1.5 - SENIOR HOUSING



Senior Housing could be a variety of senior living products from detached "life-style" cottage homes to attached townhomes with a maximum density of 8 dwelling units per acre (8 du/ac). An assisted living facility or like development with higher densities may be considered on a case by case basis by the City. This type of development should be comparable in size and nature to other such facilities in the region.

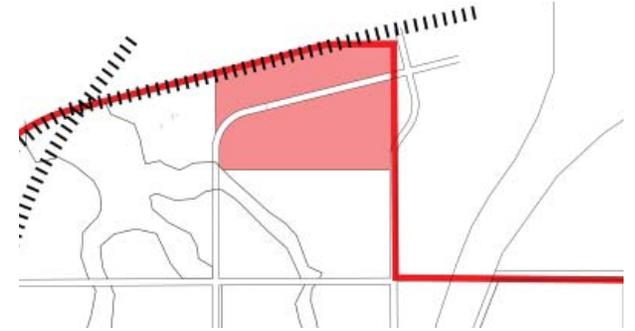
Senior housing is shown on the plan adjacent to an existing 55+ senior community in the northeast corner of the site (Heritage Village), within close proximity to the Walmart commercial center, and within a 1/2 mile of the temple site.



4.2 - MIXED USE

The Mixed Use category contains an array of land uses that encourages the co-existence of commercial, office, transit, and residential uses.

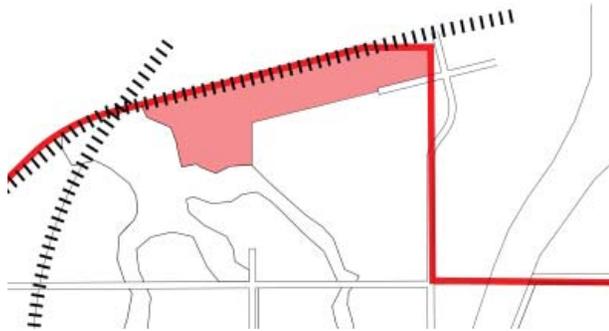
4.2.1 - COMMERCIAL



Under the Base Scenario Land Use Plan, the area directly west of the 800 South interchange is designated as commercial. This is consistent with the existing S-1 zoning of this property that proposes high intensity commercial use. Permitted uses could include large retail businesses, professional and business services, office buildings, and restaurants. The intent is to provide services that are convenient and visible from the interchange and easily accessible from the adjacent high density residential.



4.2.2 - TRANSIT ORIENTED DEVELOPMENT (TOD)



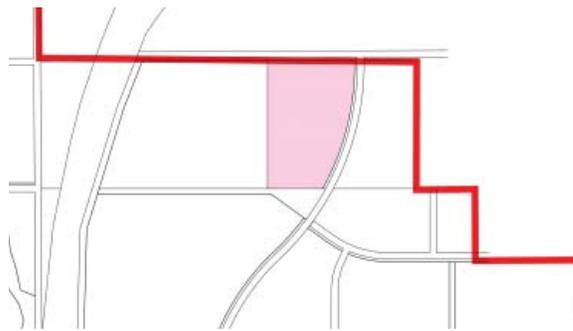
The TOD land use is shown to promote transit oriented development near a potential UTA FrontRunner station that is truly mixed-use, pedestrian friendly, and easily accessible. This would include a flexible arrangement of high density residential, commercial, office, mixed-use developments, and other amenities (see Payson's Transit Station Overlay Zone).

This use would provide convenient access and services to the adjacent higher education land use and nearby high density housing proposed in the area allowing for pedestrian connectivity, reduced dependency on the individual automobile, and regional connectivity. The proposed TOD is located just east of the crossing of two existing rail lines and just west of the 800 South interchange.



Frontrunner Station

4.2.3 - VILLAGE CENTER



Similar to the TOD land use, the Village Center land use is meant to be a mixed-use, pedestrian friendly, and easily accessible component of the plan that also provides a character gateway to the SMPA. The intent is to continue the commercial use down 1270 West (Turf Farm Road) into the South Meadows development providing a neighborhood village center where residents can live, work, shop, and gather. Architecture shall be carefully designed to respond to existing commercial architecture but also compliment and blend with the residential nature of the planning area.

Appropriate uses include high density residential, small retail, community service oriented businesses, and office. Ground level commercial with live above residential is encouraged. In addition to providing a gateway and welcome to the community, this use also provides a transition to adjacent high density and single family residential uses.

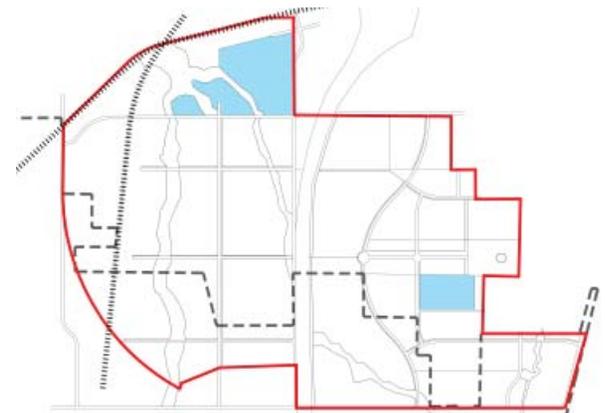


Village Center Example

4.3 - COMMUNITY

With a planning area of this size, there are many community uses that will be required. The proposed land use plans address a base level of these requirements. Community uses not currently shown on the plan include religious facilities and educational facilities in addition to the elementary school site and higher education site shown. These will need to be planned as the area develops as need requires. A base level of parks and open space is shown on the plans to show a basic intent.

4.3.1 - HIGHER EDUCATION/SCHOOL



The land use plans identify an elementary school site directly southwest of the temple site. Nebo School District currently owns this property, but the development and construction time frame of a school in this location or a different location within the planning area is unknown. Based on the population projections of the land use plan, however, educational facilities, including an elementary school, will be required as the community develops.

The Higher Education Alternative Land Use Plan proposes a higher education institution in association with the TOD in the northwest corner of the planning area. This higher education facility would have easy access to and be supported by mass-transit, the 800 South interchange, the mixed-use services provided

within the TOD, and the nearby high density residential housing.

4.3.2 - PARKS/OPEN SPACE



Parks and open space are the heart of every community. They are where people and families gather, interact, and recreate. The SMPA is meant to be a walkable, pedestrian-friendly community with numerous trails, parks, and open spaces that provide connectivity to community uses and amenities (see [Figure 4.3 - Trails Plan](#)). The parks and open space shown on the land use plans are shown at a base level with the intent of preserving the natural drainage ways and vegetation of Spring Creek, providing buffering from the I-15 corridor, providing pedestrian connectivity through trail corridors and greenways along the street infrastructure, and creating a substantial open space view corridor leading to the LDS Temple.

The exact amount and configuration of the parks and open space will be determined as development occurs, but at a minimum will meet the intent as shown on the land use plans and as described above. The parks and open spaces will meet the City's applicable zoning and ordinance requirements and the City's Level of Service (LOS) requirement. Parks and open space may be constructed by the developer in lieu of impact fees as approved by the City or developed by the City through impact fees. See [Chapter 6 | Design Considerations](#) for

additional parks and open space recommendations and guidelines.

4.4 - SUMMARY

The selection, organization, and proximity of these land uses to each other is intended to maximize the area's unique character and opportunities, provide uses that are complimentary and consistent with existing adjacent uses, create a balanced community with a variety of land uses, promote a diversity of housing types that provides for various income levels and stages of life, and effectively transition outward to the less developed rural lands to the south and west of the planning area.

The Higher Education Alternative Land Use Plan shares these same goals in addition to looking at the potential opportunities and impacts that a higher education institution could have in the area.



Existing Vegetation along Spring Creek



Existing Trees along I-15, Looking East



Existing Open Space Corridor on 1130 South



Neighborhood Park Example

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FIGURE 4.1 - BASE SCENARIO LAND USE PLAN

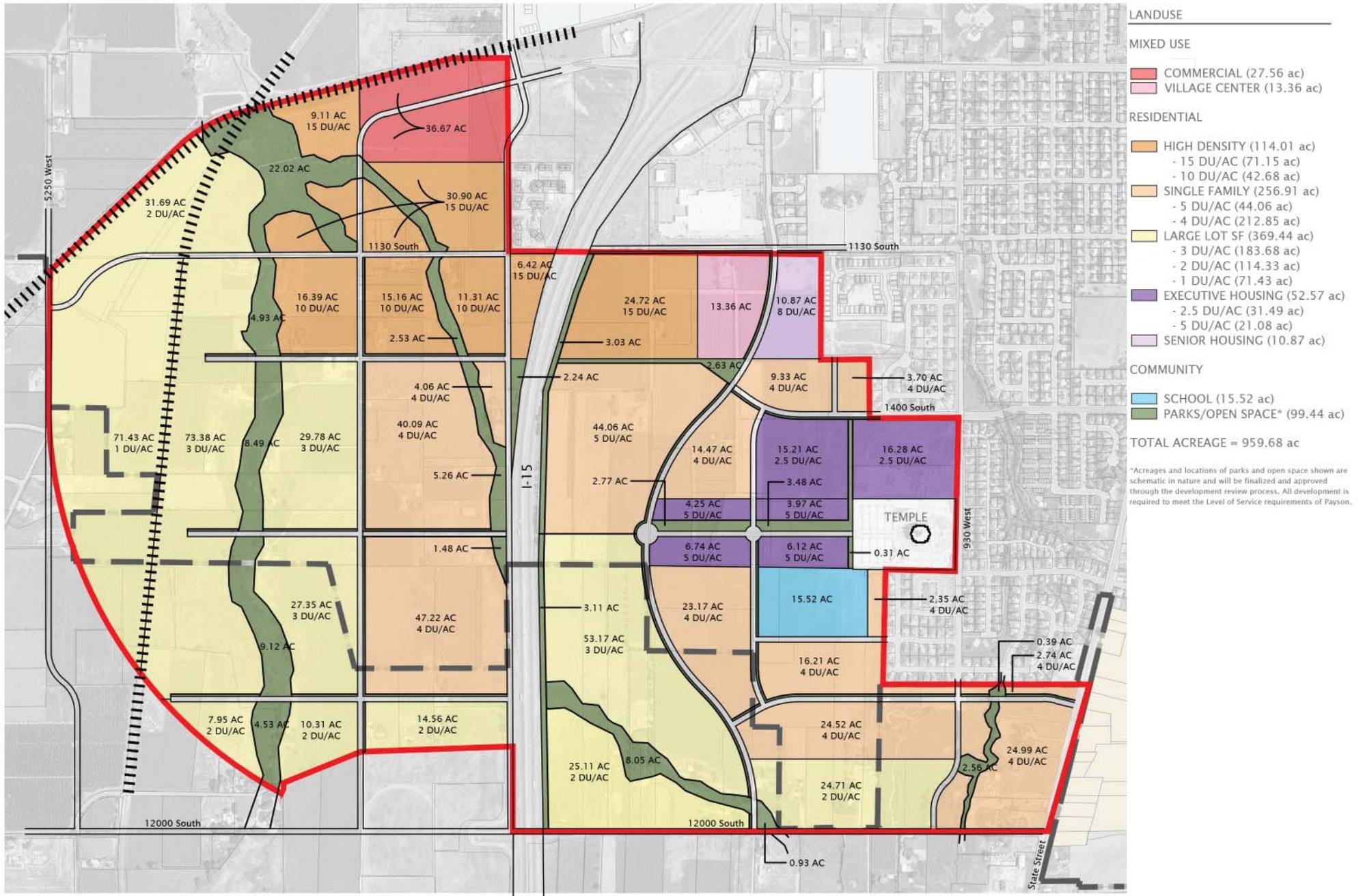


FIGURE 4.2 - LAND USE PLAN | HIGHER EDUCATION ALTERNATIVE

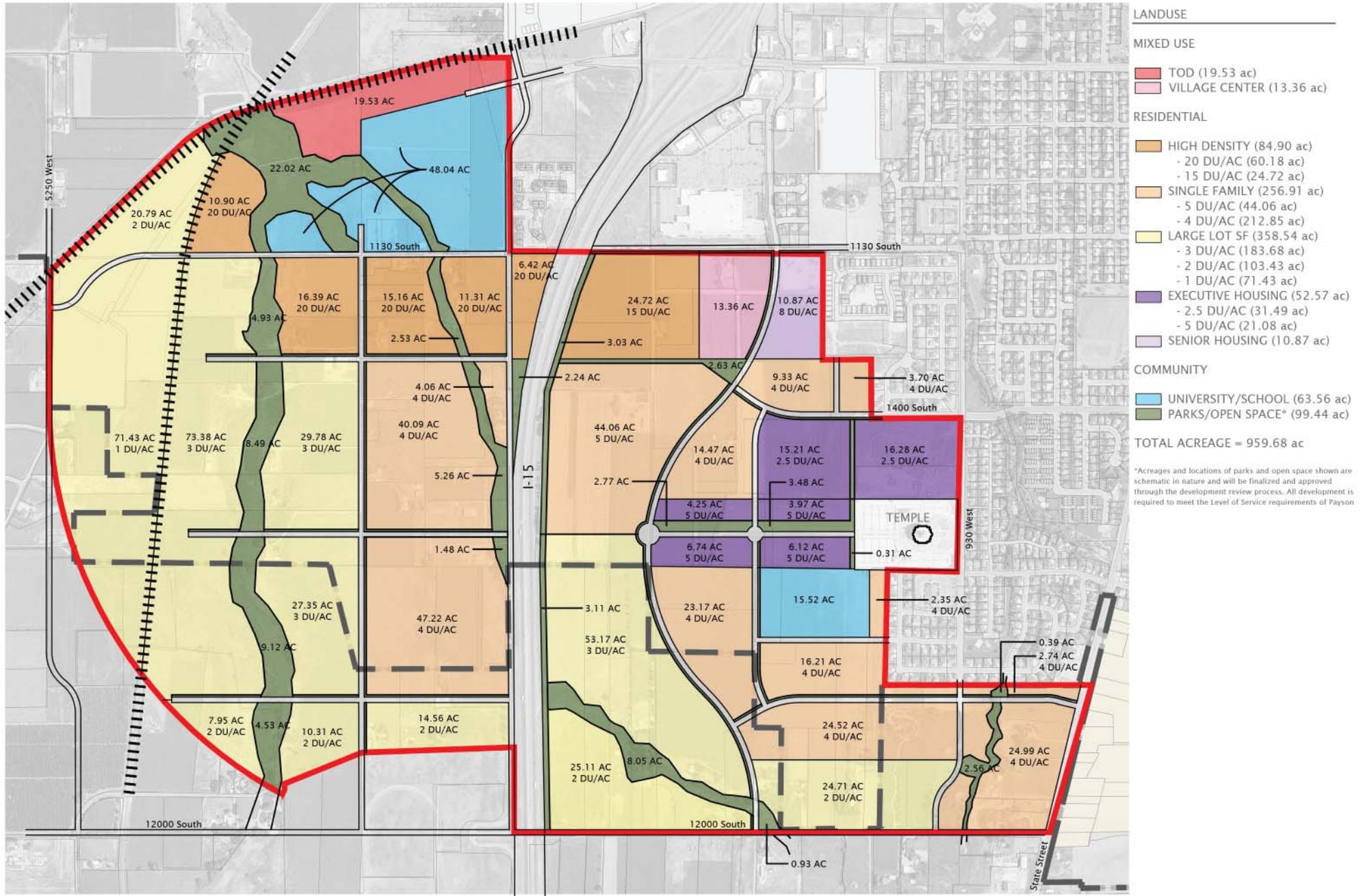
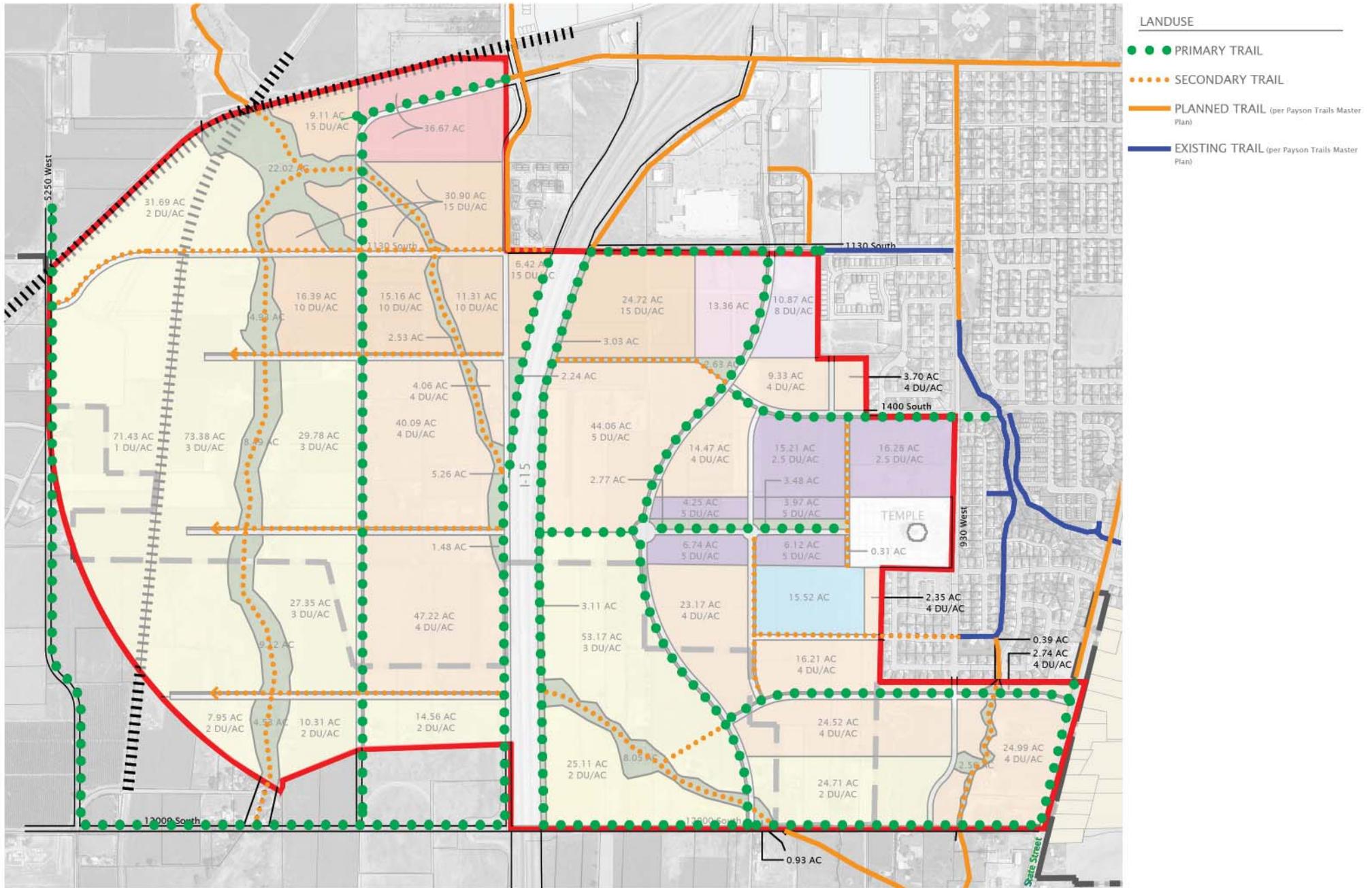


FIGURE 4.3 - TRAILS PLAN



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CHAPTER 5 | TRANSPORTATION & INFRASTRUCTURE

ONE OF THE MAJOR COMPONENTS OF THIS STUDY WAS TO EVALUATE AND IDENTIFY THE IMPACTS THAT FUTURE DEVELOPMENT WITHIN THE SOUTH MEADOWS AREA WOULD HAVE ON THE CITY'S EXISTING TRANSPORTATION AND INFRASTRUCTURE SYSTEMS AS WELL AS IDENTIFY NEW INFRASTRUCTURE OR INFRASTRUCTURE UPGRADES REQUIRED TO SUPPORT NEW DEVELOPMENT IN THE AREA. SAFE TRANSPORTATION ROUTES FOR ALL USERS SHALL BE PROVIDED WITHIN THE SOUTH MEADOWS PLANNING AREA (SMPA), INCLUDING SAFE WALKING ROUTES TO SCHOOLS.

Horrocks Engineers has performed studies on the culinary and secondary water systems, sewer system, storm drain system, and transportation system. In order to evaluate the study area infrastructure, estimated populations were calculated based on proposed land uses and densities (see [Table 5.1.1](#) and [Table 5.1.2](#)).

5.1 - CULINARY WATER SYSTEM

As of the last water system master plan update, Payson's culinary water system services the residents of Payson along with 41 institutional, 261 commercial/industrial and 31 civic connections. This section discusses the impacts that development in the SMPA will have on these existing connections as well as provide conceptual planning of facilities that will service the area.

5.1.1 - MODELING

In order to illustrate the SMPA's future impact to the system, we used the City's current water model and created a scenario connecting the area to the existing system. Using preliminary surface elevations obtained from Payson City's LIDAR generated contours (generally accurate within a couple of feet) we designed a conceptual pipe network to serve the SMPA. The conceptual system was modeled using Payson's current

culinary water standards for usage, storage, demand and fire flow.

Water demand required by the SMPA was calculated using the projected number of new units in each zone and applying typical Payson City Equivalent Residential Connection (ERC) values for demand in each zone. [Table 5.1.3](#) illustrates the results. Typical ERC rates were taken from Payson's currently adopted Capital Facilities Plan (2014).

After calculating the demand, conceptual trunklines were laid out and sized throughout the development below proposed roadway alignments and connected to the existing water system. The model was then run to determine if the new demands from the SMPA would have any adverse effects on the system.

5.1.2 - RESULTS

The model showed that the proposed development within the SMPA would not have any adverse effect on the existing culinary water system or on currently master planned improvements. In fact, it solved a few minor high pressure issues that exist in the north end of the system. The model meets all culinary water requirements for the State of Utah and Payson City.

Figure 5.1 - Culinary Water shows the current culinary water system as well as the proposed water system for the planning area. It identifies connection points where the SMPA water system should connect to the existing system to achieve the necessary pressures and flow to meet all necessary regulations.

Payson City staff requested to know if build-out development in the SMPA would utilize the full capacity of the proposed water system. As currently proposed, the SMPA will utilize approximately 90% of the water system capacity at area build-out.

5.2 - SECONDARY WATER SYSTEM (PRESSURIZED IRRIGATION)

Similar to the culinary system, the proposed development within the SMPA will add additional demands to the City's secondary system. This section discusses the impacts that development in the South Meadows area will have on the existing secondary system as well as provide conceptual planning of facilities that will service the area.

5.2.1 - MODELING

Two secondary water model scenarios were created in the same way that the culinary water model scenario was created using Payson City's secondary water standards. ERC's were calculated to be the same as culinary ERC's. They are summarized in **Table 5.2.1**.

Using the calculated demands, conceptual pressurized irrigation trunklines were laid out and sized throughout the development below proposed roadway alignments and connected to the existing water system. The model was then run for both scenarios to determine if the new

Table 5.1.1: South Meadows Specific Plan - East Side Total Units and Population

East Side					
Description	Land use	Acreage	Density (Units per Acre)	Total Units	Population
MF-1	Multi-Family	38.74	15	581	1685
SF-1	Single Family	39.37	5	196	706
SF-2	Single Family	9.35	4	37	133
SF-3	Single Family	3.77	4	15	54
SF-4	Single Family	14.47	4	57	205
SF-5	Single Family	23.17	4	92	331
SF-6	Single Family	16.03	4	64	230
SF-7	Single Family	2.28	4	9	32
SF-8	Single Family	24.52	4	98	353
SF-9	Single Family	2.64	4	10	36
SF-10	Single Family	24.75	4	99	356
LLSF-1	Large Lot Single Family	48.86	3	146	526
LLSF-2	Large Lot Single Family	25.11	2	50	180
LLSF-3	Large Lot Single Family	24.71	2	49	176
EH-1	Executive Housing	15.21	2.5	38	137
EH-2	Executive Housing	16.28	2.5	40	144
EH-3	Executive Housing	4.25	5	21	76
EH-4	Executive Housing	3.97	5	19	68
EH-5	Executive Housing	6.74	5	33	119
EH-6	Executive Housing	6.12	5	30	108
SH-1	Senior Housing	11.42	8	91	328
Totals				1775	5983

Table 5.1.2: South Meadows Specific Plan - West Side Total Units and Population

West Side					
Description	Land use	Acreage	Density (Units per Acre)	Total Units	Total Pop.
MF-1	Multi-Family	6.42	24	154	447
MF-2	Multi-Family	10.9	24	261	757
MF-3	Multi-Family	11.31	24	271	786
MF-4	Multi-Family	15.16	24	363	1053
MF-5	Multi-Family	16.39	24	393	1140
SF-1	Single Family	29.79	4	119	428
SF-2	Single Family	27.35	4	109	392
LLSF-1	Large Lot Single Family	19.29	2	38	137
LLSF-2	Large Lot Single Family	78	1	78	281
LLSF-3	Large Lot Single Family	73.98	1	73	263
LLSF-4	Large Lot Single Family	12.48	2	24	86
LLSF-5	Large Lot Single Family	18	2	36	130
LLSF-6	Large Lot Single Family	32.21	3	96	346
LLSF-7	Large Lot Single Family	4.06	3	12	43
LLSF-8	Large Lot Single Family	38.06	3	114	410
LLSF-9	Large Lot Single Family	37.83	2	75	270
Totals				2216	6968

Table 5.1.3: South Meadows Specific Plan Culinary Water ERC's

Land Use	Total Connections	ERC	Total ERC's
Residential	3,991	1	3991
Commercial	39	7.33	286
Institutional	87	1.14	99

demands from the SMPA would have any adverse effects on the system.

Scenario 1

Scenario 1 connects the newly proposed SMPA pressurized irrigation system to the City's existing pressurized irrigation system.

Scenario 2

Scenario 2 connects the newly proposed SMPA pressurized irrigation system to the Strawberry High Line Canal's 48" trunkline (Lateral 20). Per Strawberry High Line canal staff, the connection point provides approximately 45 psi. After analyzing this scenario, the proposed trunk lines throughout the SMPA were upsized to meet the planned demands. It should be noted that the low pressures available in Lateral 20 require abnormally large pipe sizes throughout the system. It should also be noted that residents in the area have suggested that Lateral 20 provides higher pressures than supplied by the canal company's staff.

5.2.2 - RESULTS

Scenario 1

When the model was run, it showed that if the SMPA was connected the Payson's existing pressurized irrigation system, pressures in other areas of the system would drop below State and City standards. It is apparent that Payson does not currently have enough source or pressure to service the SMPA through its existing system.

Scenario 2

Because the City's existing system could not supply secondary water to the SMPA, we evaluated connecting the system to the Strawberry High Line water system. The model was run connecting the proposed system to Lateral 20 of the Strawberry High Line Canal system. The results illustrated that the available pressures (45 psi) and flows in the canal company system could only service the area through larger than usual trunklines (18" to 24").

Table 5.2.1: South Meadows Specific Plan Pressurized Irrigation ERC's

Land Use	Total Connections	ERC	Total ERC's
Residential	3,991	1	3991
Commerical	39	7.33	286
Institutional	87	1.14	99

Figure 5.2 - Pressurized Irrigation shows the current secondary water system as well as the proposed water system for the SMPA. It identifies connection points where the SMPA water system should connect to the existing system to achieve the necessary pressures and flow to meet all necessary regulations.

5.3 - SEWER SYSTEM

Payson City provides sewer collection, treatment and disposal facilities to its residents. This section discusses the impacts that development within the SMPA will have on the existing system as well as provide conceptual planning of facilities that will service the area.

5.3.1 - MODELING

In order to illustrate the SMPA's future impact to the existing sewer system, we created a scenario in SewerGEMS using the City's current sewer model. Similar to the water models, we used preliminary surface elevations obtained from Payson City's LIDAR generated contours (generally accurate within a couple of feet) and designed a conceptual a pipe network to serve the Specific Plan area. The conceptual system was modeled using Payson's current sewer standards for flow and size requirements.

Sewer flows generated by the Specific Plan area were calculated using the calculated water use data for the area based on the proposed land use plan. *Table 5.3.1* illustrates the planning area Equivalent Residential Connection (ERC) calculations. Typical usage rates were taken from Payson's currently adopted Capital Facilities Plan (2014).

The conceptual sewer system was inserted into the model with trunklines following proposed road alignments proposed in the SMPA and connected the existing system. They have been sized to accommodate generated flows. We then ran the model to determine if the new flows from the SMPA would have any adverse effects on the system.

5.3.2 - RESULTS

The model showed that connecting the SMPA to the existing system would not create any adverse effects in the current sewer system. However, there is a low spot on the east side of the freeway that could potentially cause sewer flows not to flow into the proposed trunklines. Possible solutions are a lift station, not allowing basements to be built in that area or bore a sewer line under I-15. This is an issue that the city and/or developer would have to address at a later time.

Figure 5.3 - Sewer shows the current sewer system as well as the proposed sewer system for the SMPA. It identifies connection points where the SMPA's sewer system should connect to the existing system to deliver sewer flows to the treatment plant. It also identifies areas of concern and some possible solutions.

5.4 - STORM DRAIN SYSTEM

Payson City does not have a comprehensive storm drain system. Currently storm waters flow into ditches, canals, culverts and ponds. Some of them are City owned facilities and some are simply historical drainage channels. Some of them are interconnected and some of them are not. We evaluated the storm drain flows generated by the SMPA and their impact to historical flows and the nearest drainage facilities.

Table 5.3.1: South Meadows Specific Plan - Sewer ERC's

Land Use	Total Connections	ERC	Total ERC's
Residential	3,991	1	3991
Commerical	39	21.7	847
Institutional	87	3.39	295

5.4.1 - MODELING

For this study, we created a SewerGEMS model for the SMPA. Again, we used Payson City's LIDAR generated contours and designed a conceptual a pipe network to collect storm water from the SMPA. We applied the proposed land use plan for the planning area and Payson City standards to calculate how much storm water would generated throughout the area. Using these parameters we ran the model and designed conceptual pipe sizes to handle the calculated flows.

Since Payson City has no storm drain facilities in the area, we illustrated potential release points for the generated storm water into adjacent historic drainage facilities. It is clear that new development in the area will generate more storm water than historic flows and release them at single point outfalls instead of sheet flow. As such, it will be imperative to design detention and/or treatment facilities as detention occurs to maintain the integrity of downstream facilities. The proposed storm drain system and areas of concern have been illustrated in *Figure 5.4 - Storm Drain*.

5.4.2 - RESULTS

Utilizing the model assisted us in preparing a conceptual storm drain plan that is illustrated in *Figure 5.4 - Storm Drain*. As discussed above, there are no City owned drainage facilities in the area to connect to. As such, detention, retention and/or treatment facilities will need to be designed and constructed as development occurs.

5.5 - TRANSPORTATION SYSTEM

Roadways are the most visible infrastructure in a new development. We evaluated the amount of traffic that would be generated internally by the SMPA, pass through traffic and its effects on the existing road system.

The SMPA is separated into two distinct east and west areas divided by I-15. Existing connections between the two areas include an interchange at 800 S and I-15 and an overpass at 12000 South (UT County). No other connecting roadways were noted or analyzed between the east and west portions of the study area. The existing area is mostly agriculture land or undeveloped lots. The existing traffic volume generated by the planning area is negligible and no reduction in traffic was accounted for when estimating new traffic for the SMPA.

TRANSPORTATION GOALS:

- Provide a transportation network that is safe, direct, and that effectively moves motorized and non-motorized users
- Provide a transportation system that meets current needs while also considering the ability to meet future needs and necessary expansion
- Provide efficient road network connectivity that avoids offset intersections and dead-end roads
- Create a pedestrian friendly environment that is walkable, that minimizes pedestrian/vehicular conflicts, and that effectively reduces vehicle speeds
- Provide efficient and convenient access to transit facilities

5.5.1 - MODELING

Horrocks applied data from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th edition, to estimate the number of trips the planning area would produce. This was completed for every land use pad in the study area and using Annual Daily Traffic (ADT) of full build out on every parcel within the study area. Traffic was then distributed to

the road network based on proximity to interchanges and existing traffic demand. Three major attractions include; the I-15/800 south intersection, the LDS Temple, and a future I-15 interchange south of the project. The estimated traffic on each road segment is shown in [Figure 5.5.1 - Roads ADT](#). Traffic volumes represent traffic generated by the SMPA and doesn't include new traffic from neighboring properties. The roadways shown in blue are estimated to need a 5-lane roadway and the yellow roadways a 3-lane road. All other roadways are estimated to need just a two-lane local road.

5.5.2 - RESULTS

The recommended proposed roadway configuration is calculated from the projected ADT. This configuration is based off a Utah/Wasatch front Specific, Maximum Daily Traffic Capacity Standard. This standard shows the ADT and the estimated Level of Service with the lane configurations. [Tables 5.5.1, 5.5.2 and 5.5.3](#) show the estimated road segment Level of Service (LOS) based on the corresponding number of lanes.

- Assumptions:

- The assessment of the project traffic was conducted with the traffic demand of each individual land use
- Traffic was estimated at full build out of the study area
- The surrounding parcels were not included in trip generation estimates
- The existing conditions of the following intersections will need improvement from the projected area traffic , I-15/800 South On/Off ramp, and 800 South/1270 West.

[Figure 5.5.2 - Roads](#) shows the proposed Transportation system for the SMPA. It identifies how many lanes each road should be to account for traffic inside the planning area. It also identifies where future intersection improvements would be needed as well as a possible alternative to 1270 W to help relieve congestion at the intersection.

Alternative street cross sections from the City standard and from those shown in [Figures 6.3.1, 6.3.2 and 6.3.3](#) may be considered as long as they still meet the Transportation Goals identified in this section.

Table 5.5.1: 2 Lane

2 Lanes		
Level Of Service	Arterial	Collector
LOS A	5,800	5,300
LOS B	7,900	7,400
LOS C	10,800	9,700
LOS D	13,400	12,100
LOS E	16,100	14,500

Table 5.5.2: 3 Lane

3 Lanes		
Level Of Service	Arterial	Collector
LOS A	7,400	5,800
LOS B	9,500	7,900
LOS C	12,400	10,800
LOS D	15,100	13,400
LOS E	17,700	16,100

Table 5.5.3: 5 Lane

5 Lanes		
Level Of Service	Arterial	Collector
LOS A	15,200	12,600
LOS B	21,500	17,300
LOS C	28,500	23,100
LOS D	32,800	26,900
LOS E	40,300	33,900

FIGURE 5.1 - CULINARY WATER

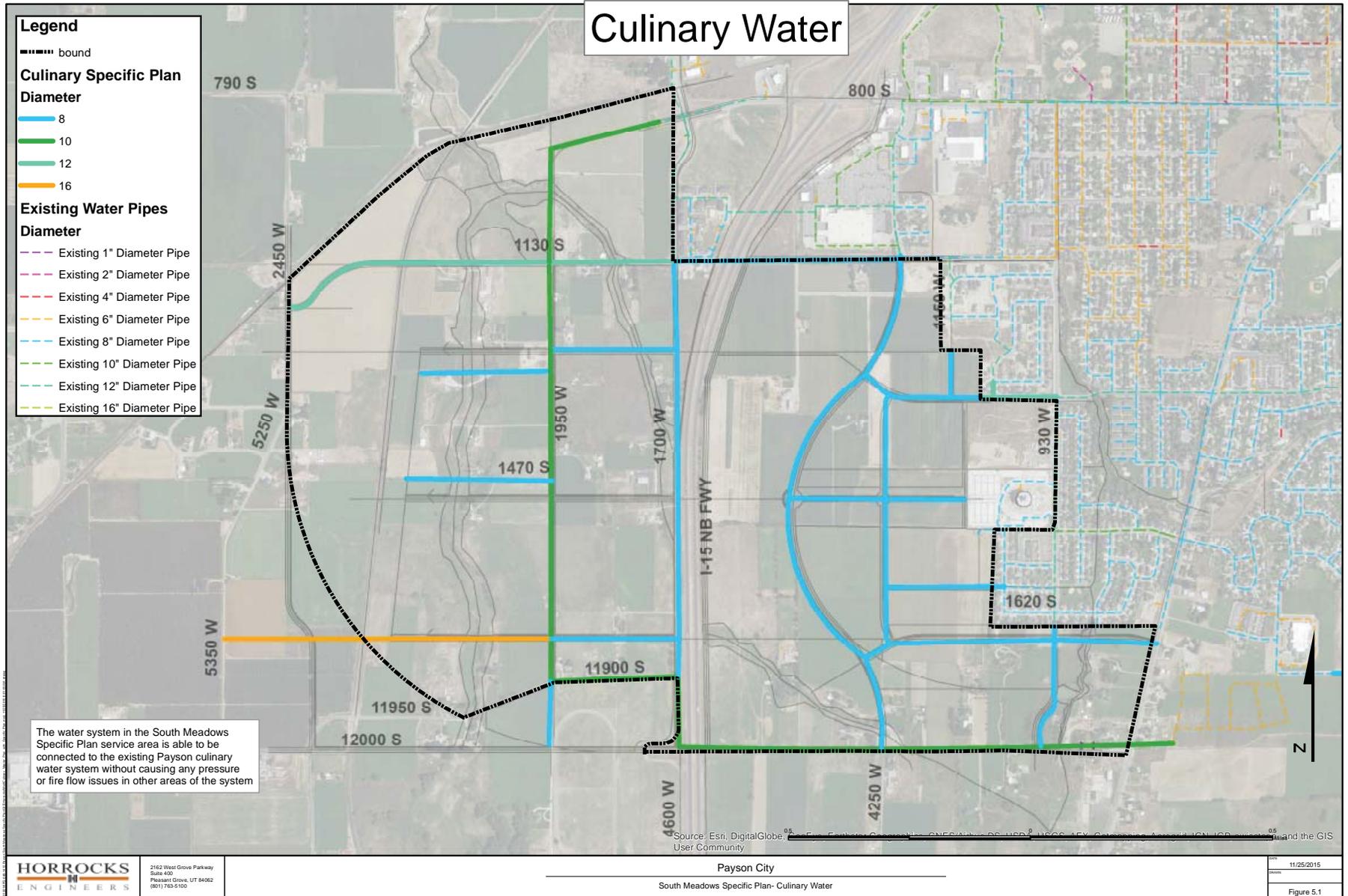


FIGURE 5.2 - PRESSURIZED IRRIGATION

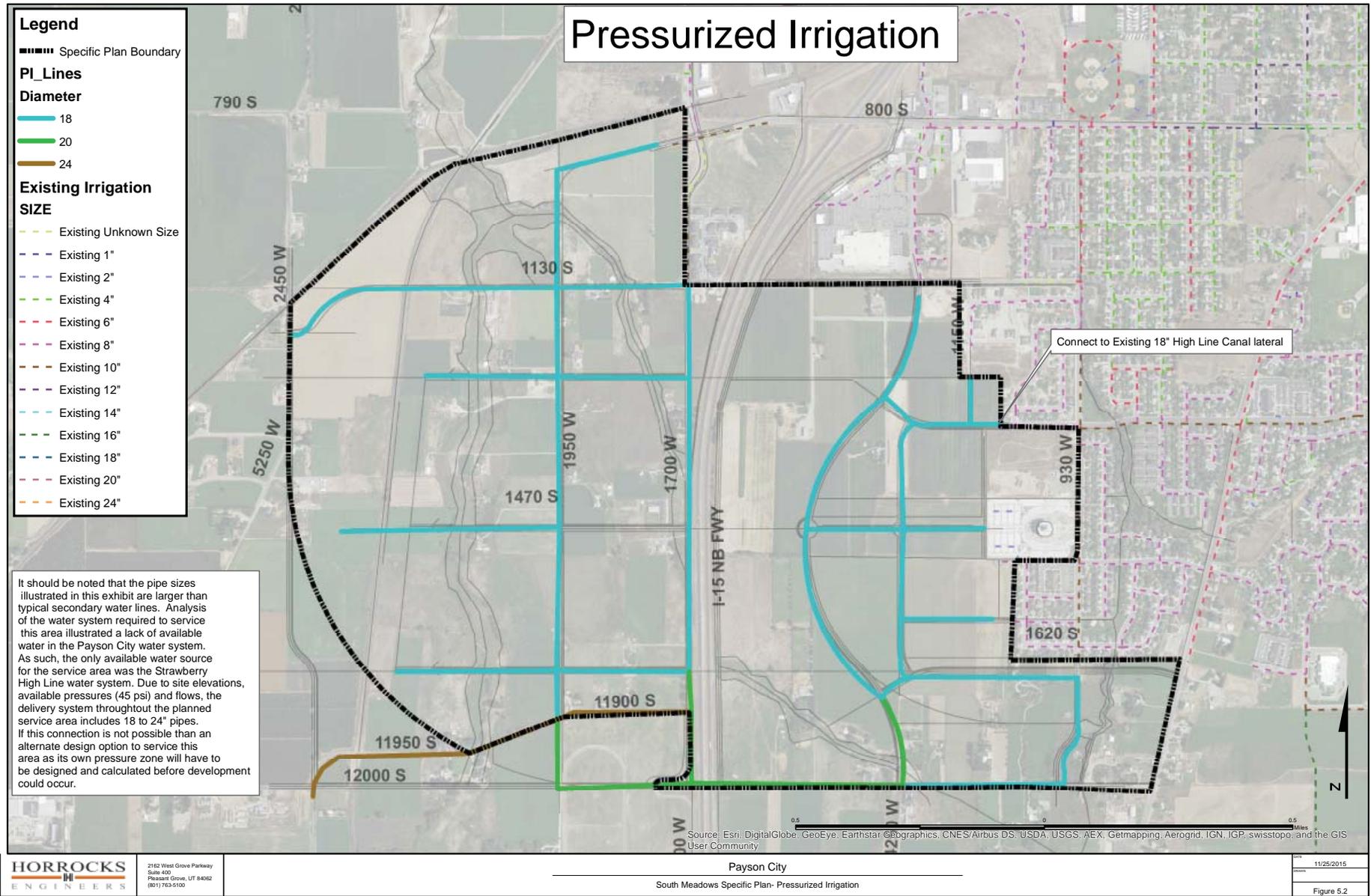


FIGURE 5.3 - SEWER

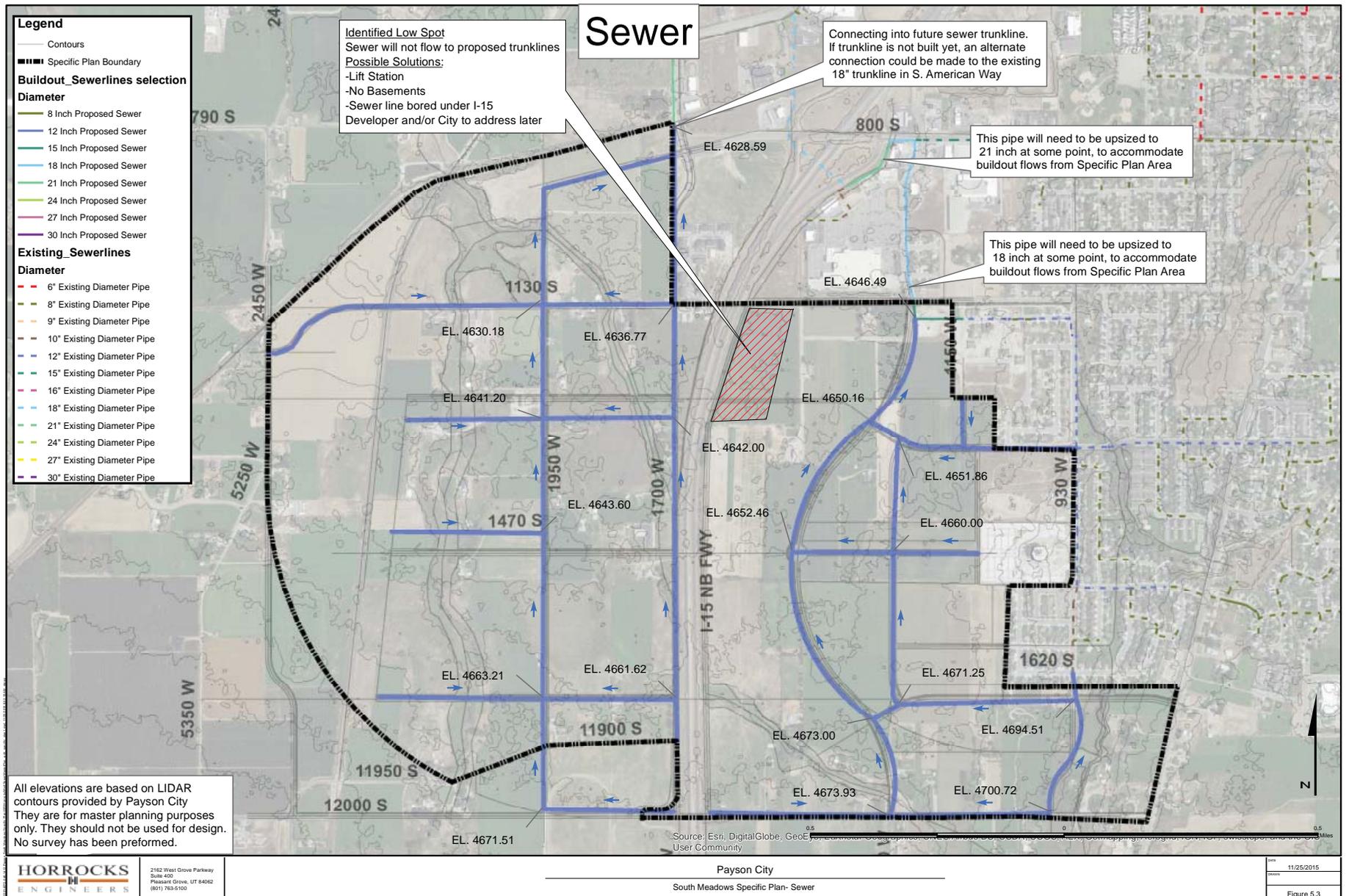


FIGURE 5.4 - STORM DRAIN

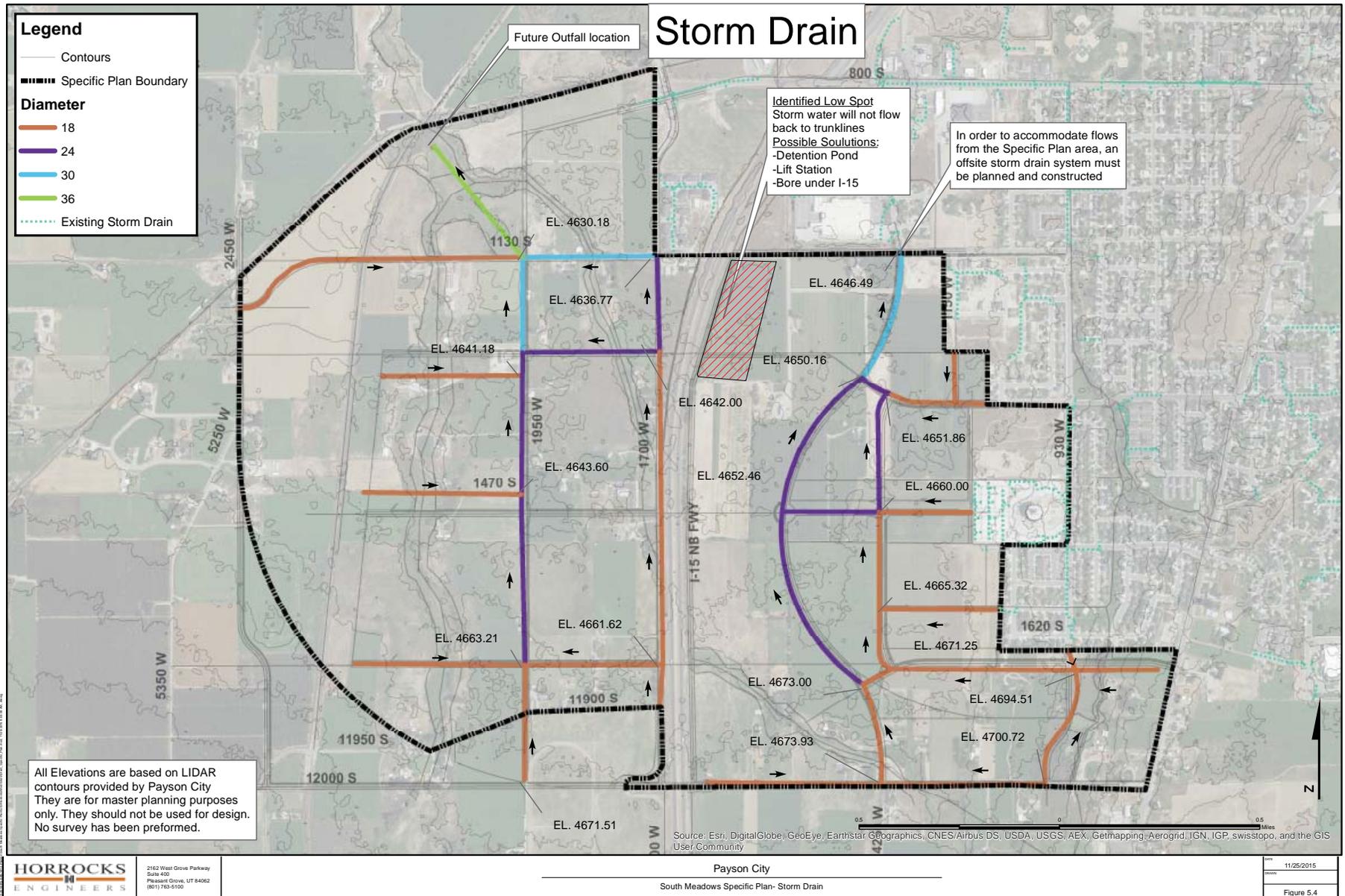
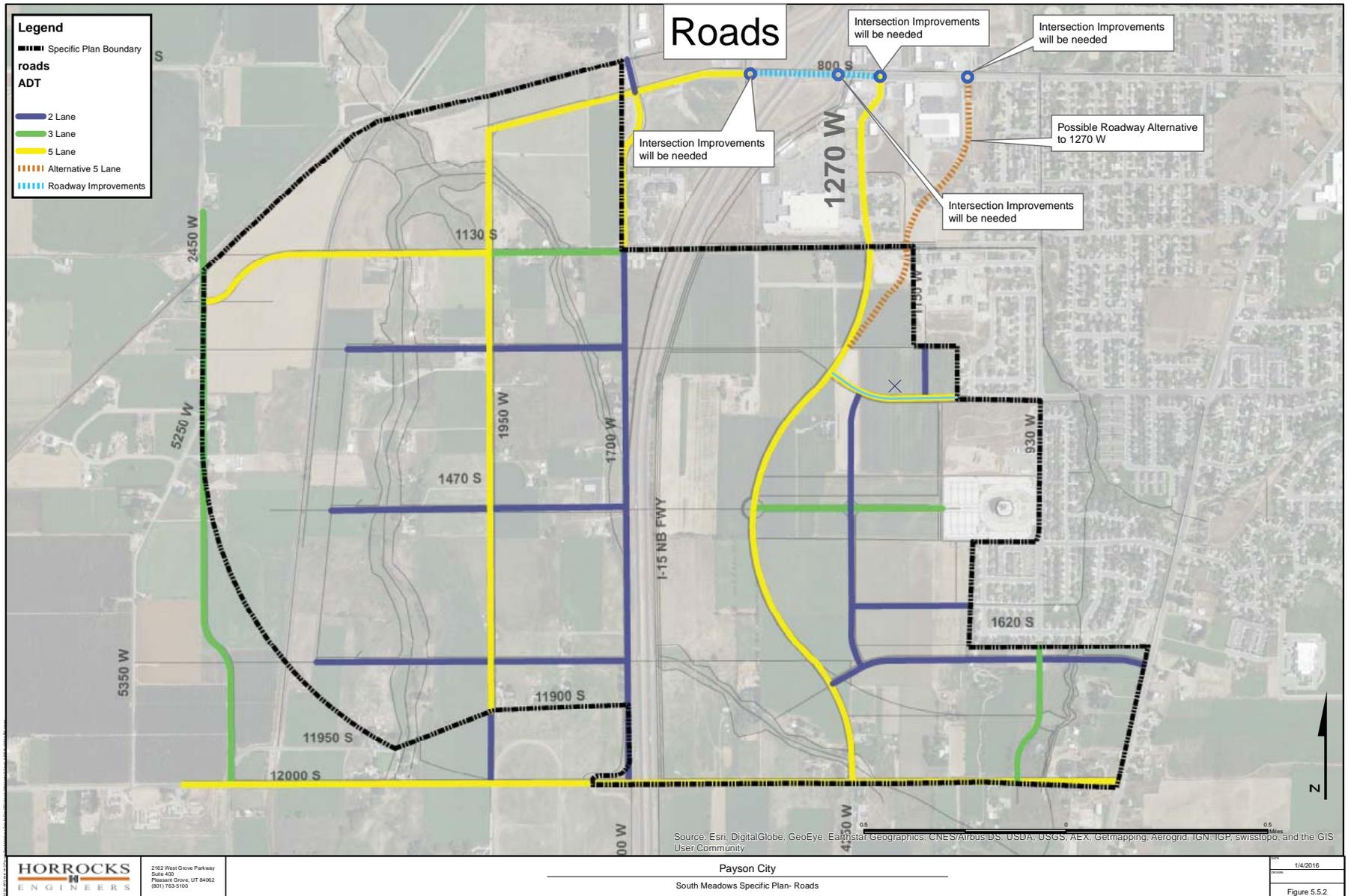


FIGURE 5.5.2 - ROADS



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CHAPTER 6 | DESIGN CONSIDERATIONS

IN ADDITION TO THE LAND USE PLANS AND INFRASTRUCTURE PROPOSED, THERE ARE MANY OTHER CONSIDERATIONS THAT NEED TO BE ADDRESSED TO ACHIEVE THE GOALS OF THE SOUTH MEADOWS AREA SPECIFIC PLAN . INCLUDED IN THIS CHAPTER ARE:

- HOUSING DESIGN GUIDELINES
- FENCING GUIDELINES
- LANDSCAPE GUIDELINES
- PARKS, OPEN SPACE, & TRAILS RECOMMENDATIONS
- AGRICULTURAL CONSIDERATIONS
- DENSITY TRANSFER PROVISIONS
- OTHER CONSIDERATIONS

6.1 - HOUSING

6.1.1 - GENERAL HOUSING GUIDELINES

All housing development shall be of quality construction and appearance and shall meet current Payson City

zoning, land use, and building code requirements. Architecture should reflect the higher than average land values and unique qualities of the area. Neighborhood layout should maximize views to mountains, provide for safe circulation patterns, and allow for neighborhood connectivity throughout the area (see [Figure 6.4.4 - Connectivity](#)). All housing should meet the minimum standards of a Planned Residential Development as defined in Chapter 20.10 of the Payson City Subdivision Ordinance.

6.1.2 - EXECUTIVE HOUSING GUIDELINES

Executive housing in South Meadows shall be custom or semi-custom housing that is of a higher quality than standard tract housing, that meets certain architectural standards and guidelines, and that resides in a cohesive planned neighborhood with common amenities.

- Density:
 - There are two allowable densities for

executive housing. Identified parcels north of the temple shall be a maximum of 2.5 units/acre with a minimum lot size of 1/4 acre (see [Figure 4.1 - Base Scenario Land Use Plan](#)). 1/3 to 1/2 acre lots are encouraged. Larger homes, greater than 3,500 SF, are encouraged on lots greater than 1/4 acre in size.

- Identified parcels west of the temple shall be a maximum of 5 units/acre with a minimum lot size of 7,500 SF (see [Figure 4.1 - Base Scenario Land Use Plan](#)). An alley loaded product fronting onto the open space and street is encouraged in these parcels (see [Figure 6.4.1 - Temple View Drive Design](#)). Alley loaded product is not required to be custom or semi-custom but shall still adhere to the other requirements of this section.

- Development:

- A minimum of 10 acres shall be planned, approved, and developed together to ensure the desired continuity and sense of community. This may be by one master developer and potentially many individual builders. This does not require that all lots be built out concurrently.
- Executive housing developments shall be governed by a homeowner's association (HOA) to enforce guidelines and to maintain common improvements and amenities.

- Architectural Guidelines:

- A variety of architectural styles, roof types, materials, and colors is encouraged to provide diversity and character within the neighborhood and to avoid the monotonous appearance that is sometimes common to tract home developments. Quality of materials and construction and architectural articulation will be the unifying element.
- Architectural articulation, specifically on the front elevation of the home, is required and shall include elements such as:
 - Various roof forms and changes in roof plane, multi-form roofs are encouraged
 - Variation in ridgeline height and alignment
 - Meaningful variation in front plane of home - flat architecture is prohibited
 - Accentuation of windows through sills, kickers, shutters, etc. that are consistent with the architectural style of the home
 - A minimum of 3 different building materials on the front facade and 2 on the sides and rear of the home
 - Emphasize primary entrance through the use of roof elements, columns, porticos, or other architectural features
 - Front porches are encouraged and shall match the scale and be integral to the

architectural design of the home

- Four sided architecture is required:
 - The design of the side and rear of the home, while not required to be as intense as the front of the home, shall continue and be consistent with the architectural style established on the front of the home and use the same quality and type of materials
 - Accessory structure architecture and materials shall be consistent with the primary structure
 - Architectural features/materials introduced on the front facade of a home shall not terminate at the front corner of the home, but shall wrap onto the side of the home for a minimum of 10 feet or until a break in the architectural plane
- Garages:
 - Garages shall be setback from the front of the home, unless side loaded
 - A maximum of two garage bays may face the street, side loaded garages are encouraged
 - Detached garages set behind the home are encouraged
 - Garage doors shall be articulated with windows or paneling
 - The street side of a side loaded garage shall have a minimum of one window



facing the street, similar in size and character to others on the front facade

- Adjacent lots:
 - Variation of architectural style and materials between adjacent homes is encouraged
 - Adjacent homes shall have varied heights to create visual interest
 - Setbacks shall meet the standard requirements of Payson City with front yard setbacks staggering a minimum of 5 feet between adjacent lots

- Neighborhood Character:

- Executive housing developments shall establish a neighborhood character through the use of common amenities such as landscaping, entry features, community identification elements, fencing, and lighting
 - Neighborhood entries shall utilize paving, architectural entry features, and landscaping to establish and introduce the overall character of the neighborhood
 - Provide street lighting consistent with the established architectural style of the neighborhood
 - Provide bicycle and pedestrian connectivity throughout neighborhood and to adjacent residential and non residential areas, including connections

within cul-de-sacs (see [Figure 6.4.4 - Connectivity](#))

- A minimum 8' park strip shall be provided on all streets
- Street trees shall be provided in park strips in front of homes at a maximum of 40' O.C. with a minimum of 2 trees per lot on standard lots and 4 trees per lot on corner lots
- At a minimum, front yard landscaping, and side yard landscaping on corner lots, shall be installed prior to Certificate of Occupancy for larger executive lots (1/4 acre or larger)
- All landscaping shall be installed prior to certificate of occupancy for smaller executive lots (<1/4 acre)
- A minimum of 100 SF of landscaping is required in the alley for all alley loaded product, including a minimum of 1 tree
- Side yard and wing fencing shall be setback a minimum of 10 feet from front of home. Alley loaded product fronting on open space may have front yard fencing (42" height max).
- Fencing materials shall adhere to overall fencing guidelines of this document

- Prohibited Elements:

- Carports
- Fencing in front of home (except for alley loaded product fronting on open space) and fencing types prohibited in general housing guidelines
- Exact replication of architecture house after house
- Garage as predominant feature of front elevation of home
- Flat architecture
- Vinyl siding
- Over 60% of stucco on the front facade of the home and over 75% of stucco on the side and rear of the home



Front Porch | Garage Set Back



Entry Monumentation | Signage



Tree Lined Streets

6.2 - FENCING GUIDELINES

All fencing within the planning area shall meet the guidelines as described below:

- Arterial and Collector Streets:

- Allowed fencing - Decorative masonry block or concrete 6' in height, unless otherwise approved by the City per Section 20.19.5 of the Payson City Development Standards and Subdivision Ordinance. Other fence materials are attractive, however, and may be considered on a case by case basis. The intent is to create a secure and attractive corridor along these streets. In any case, fencing shall remain consistent along the entire length of the arterial or collector (see [Figure 6.2.1 - Fencing](#)).
- Prohibited fencing - Chain link fencing, white vinyl fencing, wood fencing, wire fencing, metal paneling
- Fencing shall not be installed in sight triangles and shall not obscure visibility.
- Back yard or side yard fencing along the street must be set back a minimum of 6' from the back of sidewalk/trail.
- Back yard and side yard fencing along the street shall be installed by the developer or home builder prior to certificate of occupancy.

- Local Streets:

- Allowed fencing - Stained/painted wood fencing, composite fencing, vinyl fencing (see [Figure 6.2.1 - Fencing](#))
- Prohibited fencing - Chain link fencing, wire fencing, metal paneling
- Fencing shall not be installed in sight triangles and shall not obscure visibility.
- Side yard and wing fencing shall not extend past the front corner of the home (except for alley loaded product fronting on open space)

FIGURE 6.2.1 - FENCING



Three Rail Wood



Ornamental Iron



Wood



Tan Vinyl



Masonry



Composite



Wood Picket



Patterned Pre-Cast

6.3 - LANDSCAPING

Appropriate landscaping helps enhance and define the character of desirable neighborhoods. Tree lined streets, well kept yards, and entry landscaping all make a community more inviting and pleasant to live in. This section establishes basic landscaping guidelines to help ensure that South Meadows develops into a pleasing community.

6.3.1 - GENERAL LANDSCAPING

All landscaping shall meet applicable Payson City zoning and ordinance requirements.

- Residential Homes:

- Front yard landscaping must be installed prior to occupancy
- Parkstrip and street trees shall conform to Section 6.3.2 of this chapter
- Fencing shall conform to Section 6.2 of this chapter

- All other uses:

- Complete landscaping and irrigation must be installed prior to certificate of occupancy

6.3.2 - STREETSCAPES

- Arterial/Boulevard Landscaping:

- Landscaping along arterial streets and the main boulevard (Turf Farm Road) shall consist of a landscape buffer between property lines and trail/sidewalk, tree lined parkstrips (trees at max. 40' O.C.) and a landscaped median (see [Figure 6.3.1- Arterial/Boulevard Design](#)).
- Parkstrips shall be irrigated sod.
- Landscape buffers may be a combination of irrigated sod and ornamental shrub beds. Xeriscape planting is encouraged.
- All arterial/boulevard landscaping shall be HOA maintained unless otherwise approved by Payson City.



Tree Lined Street with Temple as Terminus

- Collector Street Landscaping:

- Side and back of lot landscaping along collector streets shall consist of a landscape buffer between property lines and trail sidewalk and tree lined parkstrips (trees at max. 40' O.C.) (see [Figure 6.3.2- Collector Street Design](#)).
- Parkstrips shall be irrigated sod.
- Landscape buffers may be a combination of irrigated sod and ornamental shrub beds. Xeriscape planting is encouraged.
- Side and back of lot collector landscaping shall be HOA maintained unless otherwise approved by Payson City.
- Lots fronting on a collector shall meet the Local Street Landscaping requirements.

- Local Street Landscaping:

- Landscaping along local streets shall consist of tree lined parkstrips (min. 1 tree per lot, 2 trees for corner lots) (see [Figure 6.3.3- Local Street Cross Section](#))
- Parkstrips shall be irrigated sod or approved xeriscape planting.

6.4 - PARKS, OPEN SPACE, & TRAILS

The current allure of the South Meadows area is its rural and pastoral nature, the vast open space, the views of the surrounding mountains, and the natural vegetation and features. As development occurs in



Pedestrian Connectivity Example

the SMPA, the intent is to preserve these character elements as much as possible through selectively and appropriately placed parks, open space, and trail corridors. A base framework of these spaces is shown on the land use plans. The intent of this section is to further guide and define the development of these and other parks, open space, and trails to occur within the SMPA.

6.4.1 - PARKS

The land use plans define two potential park spaces. The first is the greenway corridor leading from the round-a-bout shown on Turf Farm Road to the west side of the LDS temple (see [Figure 6.4.1 - Temple View Drive Design](#)). The intent of this linear park is to maintain the view corridor to the temple and to enhance the approach to the temple from the west.

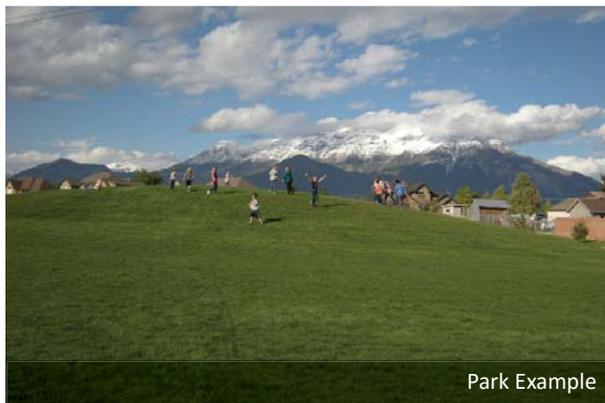
The second shown park space is a small entry park as you enter the planning area from the north at the intersection of Turf Farm Road and 1400 South. The intent of this park is to provide a nice entry feature entering the community and at the terminus of 1400 South, and to provide a linkage to the shown trail corridor to the west between land uses.

Other parks shall be developed within the individual land uses shown on the plan to meet the City's Level of Service (LOS) requirement and to provide localized park amenities within easy access of residents. These parks

spaces shall be meaningful in size, in content, and in location and shall be accessed through trails, open space, and pedestrian connections. Parks shall be no smaller than 5 acres in size to be counted towards the City's LOS requirement. It is recommended that these parks be highly visible and conveniently located within the neighborhood and that at least two sides of a park be fronted on by homes. The intent is to have the parks be accessible focal points of the community and not a left over piece of real estate that could not be developed for other purposes.

6.4.2 - OPEN SPACE

The land use plan shows two main open spaces. The first is the preservation corridors along Spring Creek. The exact size, width, and location of these corridors will be established through development and the required environmental studies. The intent is to preserve these natural drainage ways - their character, their function, and their natural vegetation - to provide for pedestrian connectivity throughout the planning area and to the surrounding amenities of the region. The second type of open space shown is the landscape buffer along the east and west side of I-15 (see [Figure 6.4.3 - I-15 Landscape Buffer](#)). The intent of this open space is to provide a meaningful and aesthetically pleasing separation between I-15 and future residences. This buffer should also take into account the UDOT right of way and potential widening of I-15. The desire is to keep the view corridor along I-15 as open as possible to



Park Example

provide meaningful views into the community, to the LDS temple, and to the mountains beyond.

Other open space shall be provided to preserve other meaningful natural features of the planning area and in conjunction with proposed and future trail corridors. This open space shall count towards the City's LOS requirement.

6.4.3 - TRAILS

Trails serve a community by providing pedestrian connections to neighbors and surrounding uses, by providing opportunity for physical activity, and increase overall livability. Trails within South Meadows are critical to its long term success as a community. The Trails Plan included in this document (see [Figure 4.3 - Trails Plan](#)) identifies the major framework of this trail system. This section explains this framework and provides further guidance and recommendations for other trails that should occur within South Meadows.

- Primary Trails:

- Primary trails are located along major transportation corridors within the community (see [Figure 6.3.1 - Arterial Boulevard Design](#))
- Primary trails shall be a minimum of 10' wide and shall be concrete unless otherwise approved by City staff
- Primary trails shall conveniently connect



Trail Example

to existing or planned trails outside of the planning area

- Secondary Trails:

- Secondary trails are located along secondary transportation corridors within the community, within natural open space corridors, or within defined corridors connecting land uses (see [Figure 6.3.2 - Collector Street Design](#) and [Figure 6.4.2 - Open Space Cross Section](#))
- Secondary trails shall be a minimum of 8' wide and shall be concrete in streetscape applications, and may be asphalt or soft surface in open space applications
- Secondary trails shall conveniently connect to existing or planned trails outside of the planning area

- Additional Trails

- Additional trails not shown on the Trails Plan shall be provided to connect individual neighborhoods to each other, to parks and open space, to other surrounding uses, and to the primary and secondary trail network shown on the Trails Plan (see [Figure 6.4.4 - Connectivity](#))
- Trail surface materials shall be contextual to their location and use and shall be approved through the development process

6.5 - AGRICULTURAL CONSIDERATIONS

The SMPA will not develop all at once and development of initial phases may be inconsistent with the existing rural and agricultural uses of the area. It is Payson City's intent to allow, protect, and promote continued agricultural uses as long as landowners choose to pursue these activities. Existing landowners' property and existing legal and approved uses will be protected until they decide to sell and/or develop their land.

To be sensitive to these existing uses, development of the SMPA needs to occur in a way that continuation

of the existing rural and agricultural uses is allowed and encouraged while not adversely impacting the living conditions of the new residents. Understanding the need for a transitional development pattern, the land use plan (see [Figure 4.1 - Base Scenario Land Use Plan](#)) proposes larger single family lots along the southern and western boundaries of the SMPA. It is also recommended that as initial development and phasing occurs that significant buffer areas are planned to separate new, more dense residential development from remaining agricultural properties. These buffers can be used long term as parks, open space, parkways, trail corridors, and/or open space; or in the interim as future phases and/or undisturbed land.

Although the land use plan does not preserve any large parcels of land for long term agricultural use, it does allow for properties with animal rights along the western perimeter of the SMPA to try and maintain the rural character of the area and to provide transition to the rural/agricultural properties further west.

Development of the SMPA should also consider the rural and agricultural heritage and history of the South Meadows Area. It is strongly encouraged that as development occurs that interpretive features are included in proposed plans and designs to honor this heritage. Such elements as entry features, interpretive sign panels, and agricultural-themed park and open spaces could be incorporated to maintain this connection to the past.



Structure & Lines of Agricultural Fields



Agricultural Heritage



Landscape Planting Patterns



Interpretive Signage in Parks & Along Trails



Community Architecture Reminiscent of Farming Structures



Streetscapes & Entries Congruent with Agricultural Past

6.6 - DENSITY TRANSFER PROVISIONS

The proposed land use plan (see [Figure 4.1 - Base Scenario Land Use Plan](#)) is a general guideline of how development could occur within the SMPA. It is expected that as specific development is planned and designed that the exact densities may vary slightly from this land use plan based on environmental or conservation concerns, market demands, infrastructure requirements, and/or other considerations. Density transfers will be considered and even encouraged if beneficial to the SMPA and Payson City and if such development still meets the plan goals of this document. However, in any case, the overall density and estimated population of the SMPA may not be exceeded as the transportation and infrastructure systems proposed in this plan are based on this capacity. When a density transfer is requested, it will be the responsibility of the applicant to demonstrate that the transfer will not adversely affect other properties in the SMPA.

6.7 - OTHER CONSIDERATIONS

6.7.1 - SIGNAGE

To maintain the quality and character of development within the SMPA all signage shall be of quality materials, attractive, consistent with and complementary to any associated architecture, and shall not visually impact or distract from the surrounding views to the mountains or the LDS temple. All signage shall meet current Payson City signage guidelines. Billboards within the community, specifically along the I-15 corridor are prohibited.

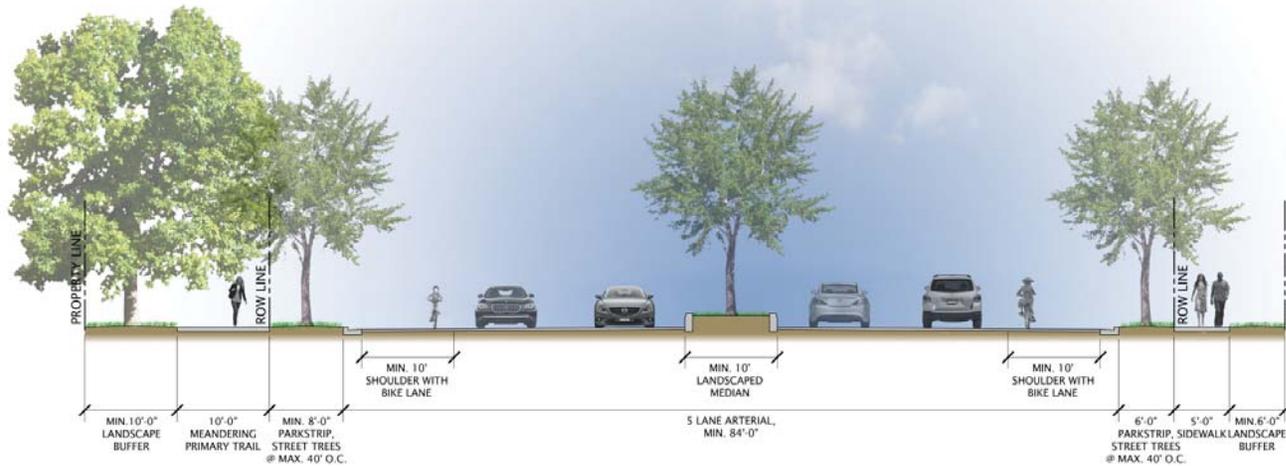
6.7.2 - RELIGIOUS FACILITIES

Though not shown on the proposed land use plan, it is assumed that as the SMPA is developed that there will be numerous church buildings required. As churches are planned and built, it is recommended that they are located conveniently and prominently within the neighborhood as to be visible and easily accessible. Pedestrian connectivity in addition to street sidewalks is recommended (see [Figure 6.4.3 - Connectivity](#)). Homes fronting on churches are encouraged while churches

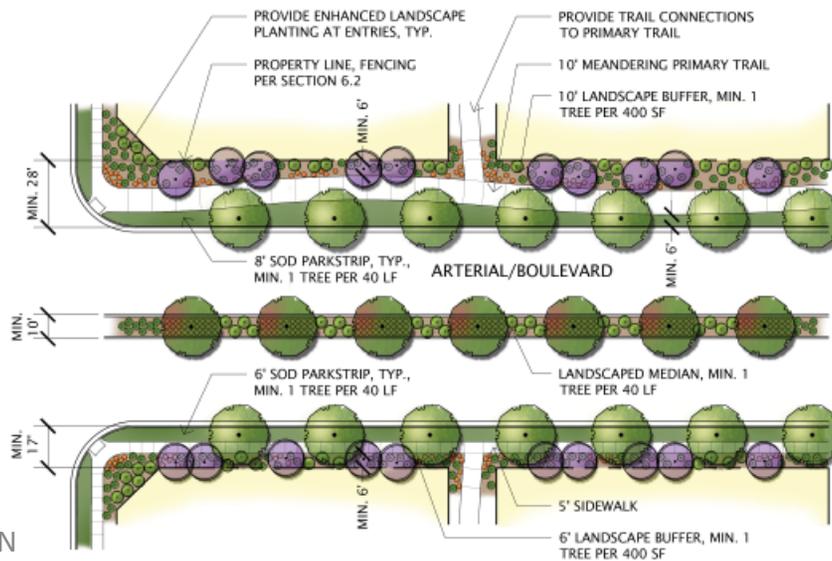
bounded on 3 sides by backyard fencing is discouraged. Development adjacent to other community uses such as schools or parks is encouraged to accommodate overflow parking for these uses.

FIGURE 6.3.1 - ARTERIAL/BOULEVARD DESIGN

* Alternative street cross sections may be considered if transportation goals (see [Section 5.5 - Transportation System](#)) are still met.



CROSS SECTION



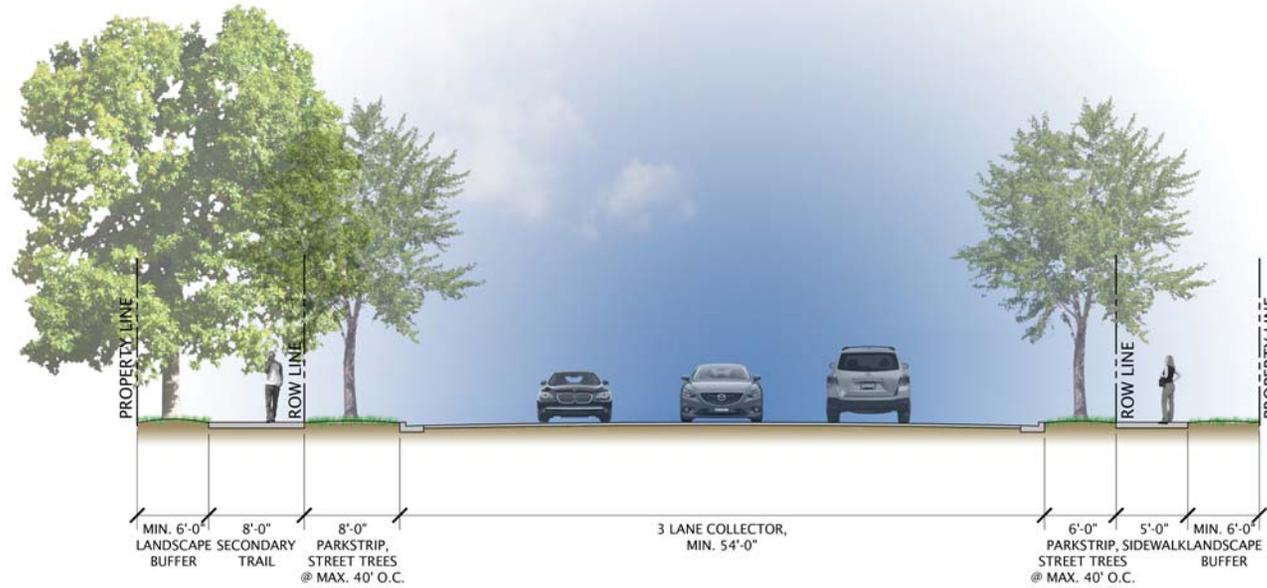
PLAN

REQUIREMENTS:

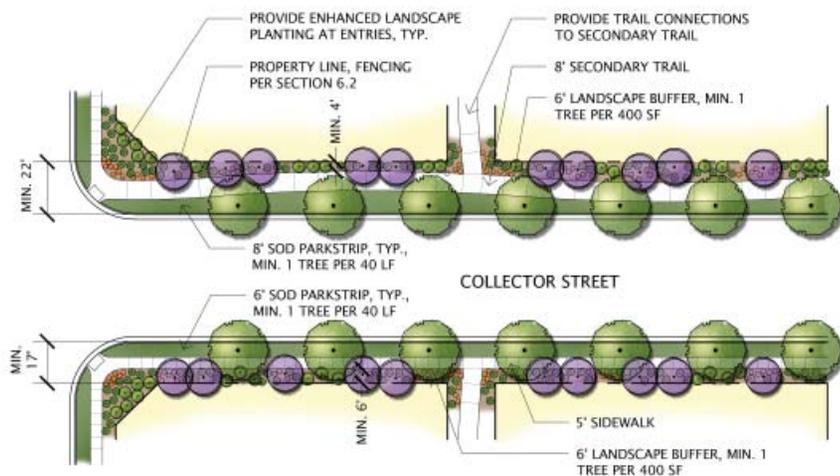
- Landscaping along arterials/bolevard shall be installed and maintained by the developer/HOA.
- Median plantings shall be a combination of tree, shrub, perennial, and ornamental grass plantings and shall at maturity have at least 50% coverage of live plant material.
- Landscape Buffer plantings shall be a combination of sod, tree, shrub, perennial, and ornamental grass plantings with bed areas at maturity having at least 50% coverage of live plant material.
- Parkstrips shall be irrigated sod.
- All landscape areas shall be irrigated with an automatic irrigation system.
- All landscape beds shall receive a min. 3" depth of mulch.
- Drought tolerant plant material is recommended for all landscape beds.
- All deciduous trees shall be a min. 2" caliper. All evergreen trees shall be a min. 8' height.

FIGURE 6.3.2 - COLLECTOR STREET DESIGN

* Alternative street cross sections may be considered if transportation goals (see [Section 5.5 - Transportation System](#)) are still met.



CROSS SECTION



PLAN

REQUIREMENTS:

- Side and back of lot landscaping along collector streets shall be installed and maintained by the developer/HOA.
- Landscape Buffer plantings shall be a combination of sod, tree, shrub, perennial, and ornamental grass plantings with bed areas at maturity having at least 50% coverage of live plant material.
- Parkstrips shall be irrigated sod.
- All landscape areas shall be irrigated with an automatic irrigation system.
- All landscape beds shall receive a min. 3" depth of mulch.
- Drought tolerant plant material is recommended for all landscape beds.
- All deciduous trees shall be a min. 2" caliper. All evergreen trees shall be a min. 8' height.
- Lots fronting on a collector shall meet the Local Street Landscaping requirements.

FIGURE 6.3.3 - LOCAL STREET CROSS SECTION

* Alternative street cross sections may be considered if transportation goals (see [Section 5.5 - Transportation System](#)) are still met.

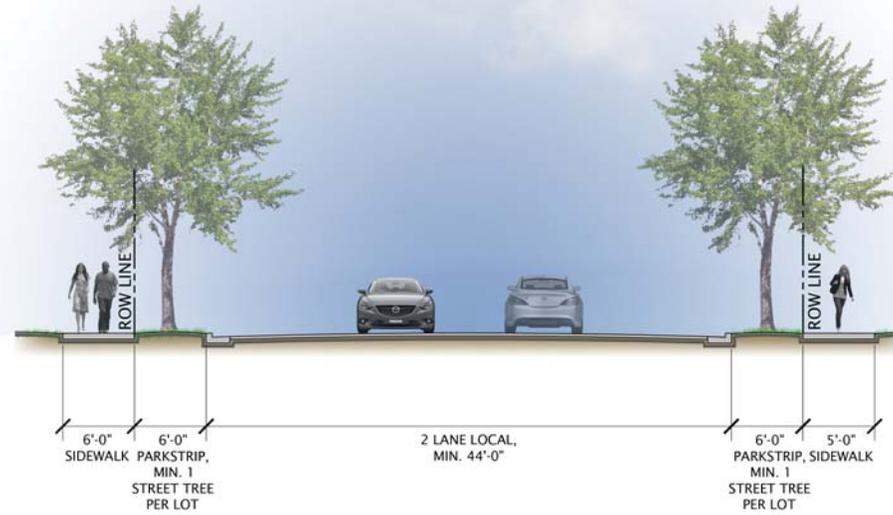


FIGURE 6.4.1 - TEMPLE VIEW DRIVE DESIGN

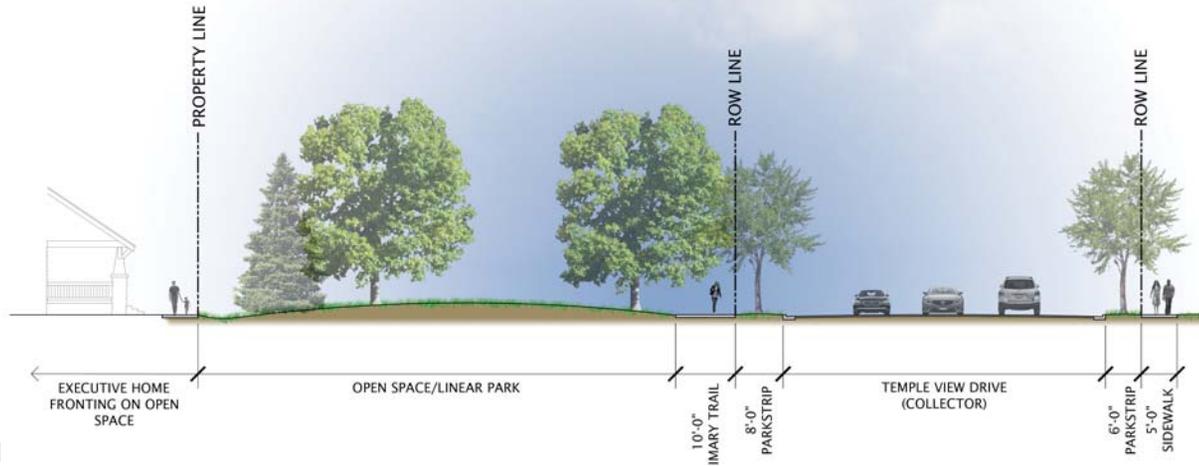


FIGURE 6.4.2 - OPEN SPACE TRAIL SECTION

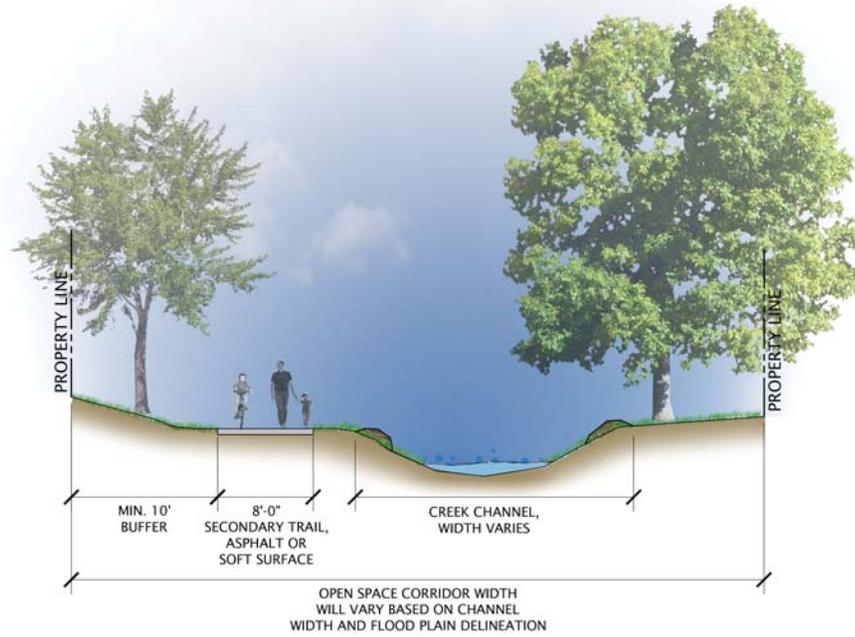
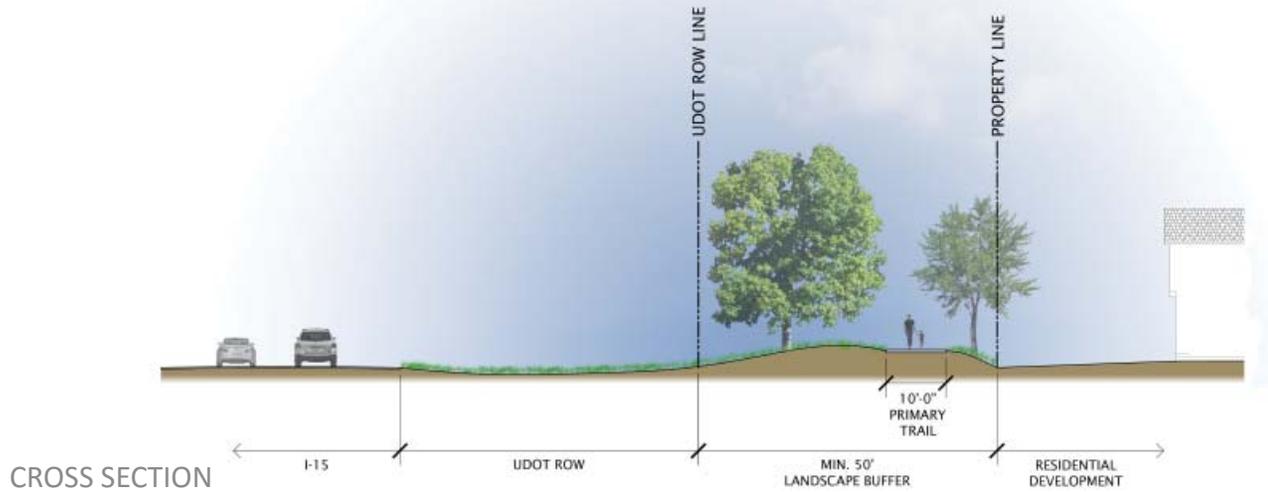
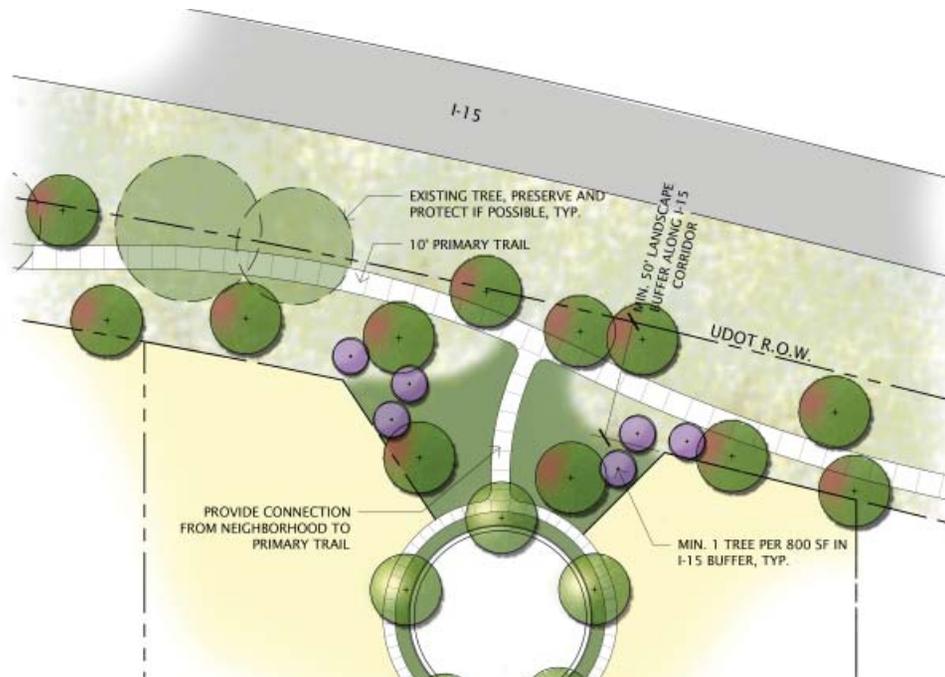


FIGURE 6.4.3 - I-15 BUFFER



CROSS SECTION

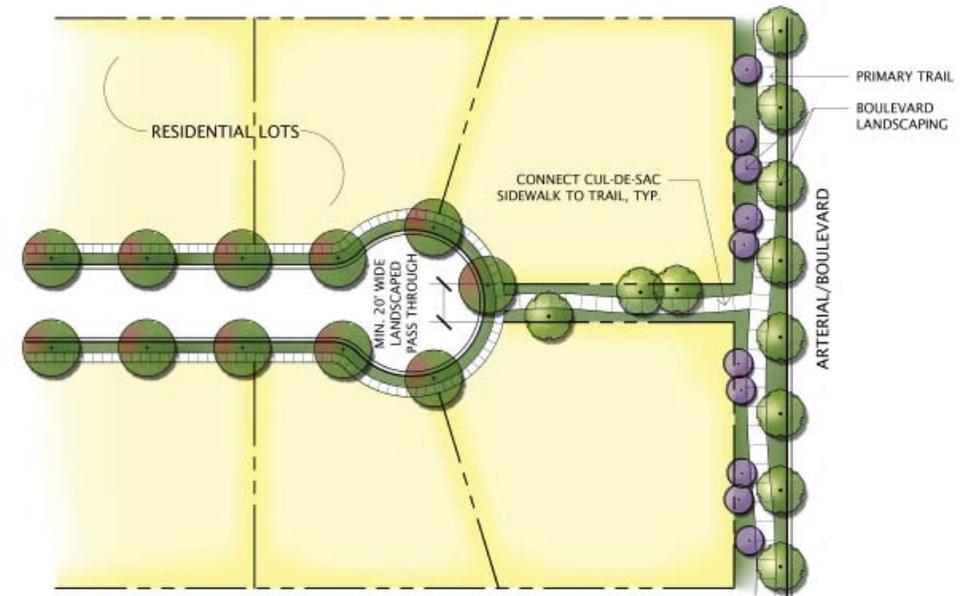
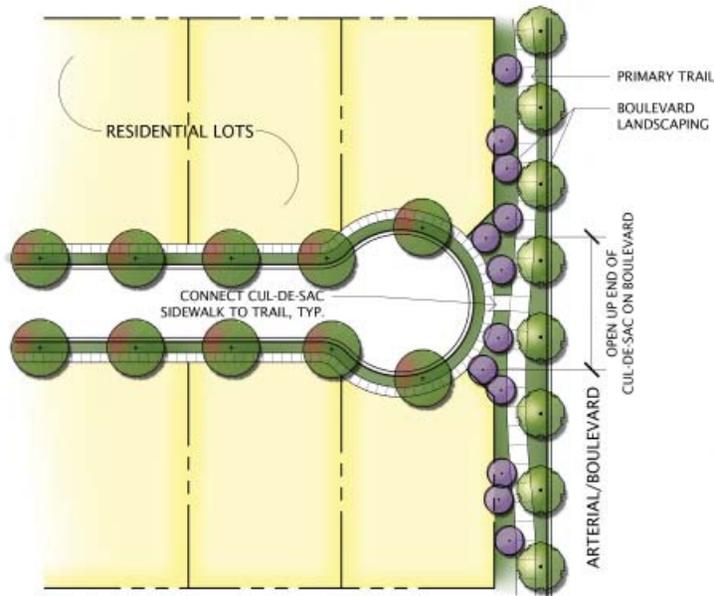


PLAN

REQUIREMENTS:

- Landscape Buffer plantings shall be a combination of sod, native grass, trees, shrub, perennial, and ornamental grass plantings.
- All landscape areas shall be irrigated with an automatic irrigation system.
- All landscape beds shall receive a min. 3" depth of mulch.
- Drought tolerant plant material is recommended for all landscaping.
- All deciduous trees shall be a min. 2" caliper. All evergreen trees shall be a min. 8' height.
- Provide rolling landscape berming within the landscape buffer (min. 3' height).
- Cluster tree plantings along the I-15 corridor to allow for views across the site and to the LDS temple.
- Preserve and protect existing healthy trees along the I-15 corridor if at all possible.
- Backyards shall not face the I-15 corridor unless otherwise reviewed and approved by Payson City.

FIGURE 6.4.4 - CONNECTIVITY

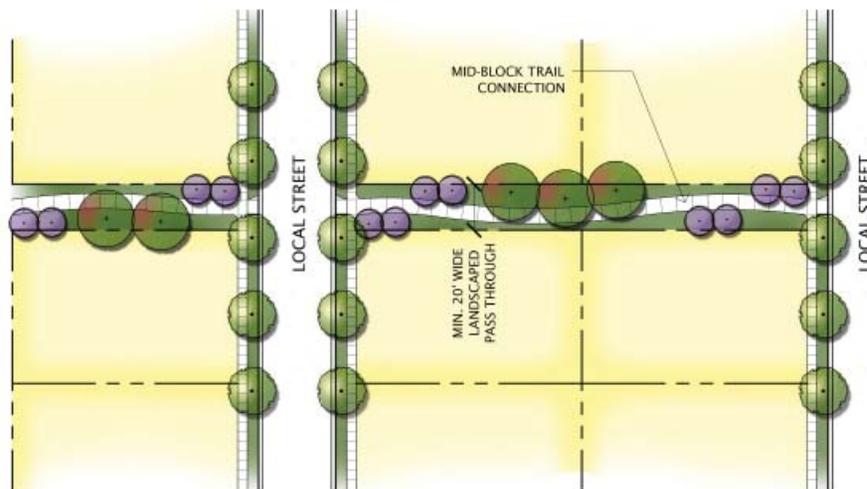


Open Ended Cul-de-sac:

Discouraging long stretches of backyard fences along roadways, to provide a more pleasing appearance, to open up the community, and to facilitate pedestrian connectivity to trails and other uses, opening up cul-de-sacs along arterial and collector streets is encouraged. This will provide a more welcoming environment for those that live within and visit the community as well as increasing walkability.

Traditional Cul-de-sac:

In the case of a more traditional cul-de-sac layout it is still critical to provide pedestrian connectivity from the ends of these cul-de-sacs to adjacent trails and other uses to encourage walkability.



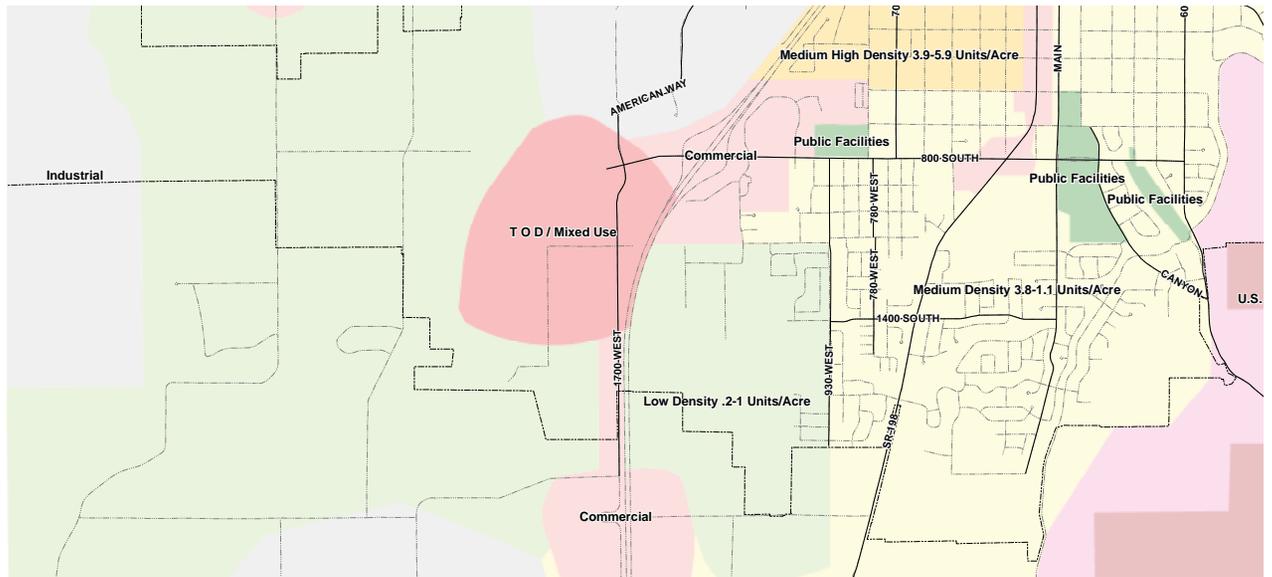
General Note:

Whether cul-de-sacs are used in the layout of proposed neighborhoods or not, the intent is to provide regular and meaningful pedestrian connections and corridors to connect neighborhoods to each other and to other community amenities.

Internal Neighborhood Connectivity:

To provide pedestrian connectivity within and without a neighborhood, mid-block trail corridors are required to increase walkability. These will facilitate pedestrian access to parks, schools, and other community amenities without having to drive a vehicle.

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CHAPTER 7 | IMPLEMENTATION CONSIDERATIONS

ALL REGULATIONS AND GUIDELINES SET FORTH WITHIN THIS DOCUMENT ARE IN ADDITION TO, NOT IN REPLACEMENT OF, THOSE OF THE PAYSON CITY GENERAL PLAN AND DEVELOPMENT ORDINANCES. WITH THIS SPECIFIC PLAN COMPLETE, IT IS CLEAR THAT ADDITIONAL STUDIES, DESIGNS, ASSESSMENTS, AND COORDINATION WILL NEED TO OCCUR AS THE SOUTH MEADOWS PLANNING AREA (SMPA) BEGINS TO DEVELOP.

THIS CHAPTER OUTLINES SOME OF THE MAJOR ISSUES THAT NEED TO BE CONSIDERED AND/OR RESOLVED. IT WILL BE THE DEVELOPER'S RESPONSIBILITY TO PROVE THAT ANY PROPOSED DEVELOPMENT IS CONSISTENT WITH AND IN ADHERENCE TO THE REQUIREMENTS OF THIS DOCUMENT, THE GENERAL PLAN, AND ALL APPLICABLE ZONING, ORDINANCES, AND STATE/FEDERAL REGULATIONS.

7.1 - ORDINANCE AMENDMENTS

With the intent for the SMPA to develop into a quality and desirable community within the City, it is understood that the requirements of this document may in many cases be more stringent and demanding than Payson's standard ordinances. Ordinance amendments may be necessary if specific requirements of this plan are not addressed or not adequately addressed in the existing ordinances. Ordinances may need to be amended or created to more adequately address the following:

- Mixed Use Development
- Village Center Zone
- Higher Education Development
- Executive Housing
- Alley Loaded Homes
- Fencing
- Landscape Requirements

7.2 - SUBDIVISION APPROVAL

Any division of land requires the approval of a subdivision in accordance with the provisions of Title 20, Subdivision Ordinance of the Payson City Code. Subdivision approval is contingent upon the ability to provide municipal services, compliance with the development ordinances of Payson City, and compatibility with the guidelines of this document. Prior to subdivision approval, each application must be able to demonstrate that public facilities are available to serve the development or, if not available, how the applicant will extend infrastructure to provide adequate services.

7.3 - INFRASTRUCTURE

Chapter 5 | Transportation & Infrastructure represents a general study of the impacts that future development

within the SMPA would have on the City's existing infrastructure systems as well as identifying new infrastructure or upgrades that may be required. Systems identified as deficient that require additional design and study include:

- Pressurized Irrigation
- Sewer
- Storm Drain

There are currently secondary water availability issues to be worked through with the Strawberry High Line Canal Company that will impact any future development within the SMPA; there is a low spot on the east side of I-15 that will affect the functionality of the sewer system; and the City does not currently have a functioning city-wide storm drain system to tie into.

Additionally, City funding and impact fees required to develop infrastructure in a development of this magnitude will need to be an issue of consideration as development in the SMPA begins.

The City may also have the desire and need to re-visit their standard street cross-sections to better meet some of the goals identified in this plan.

7.3 - PARKS AND OPEN SPACE

As described in [Chapter 4 | Land Use](#) and [Chapter 6 | Design Considerations](#) the parks and open space shown on the land use plan represent a minimum amount of open space to be considered to preserve existing drainage ways, to preserve view corridors to the LDS temple, and to create a backbone for the community wide trail system. Acquisition and development of additional land for pocket parks, neighborhood parks, and other community amenities will need to be addressed as the SMPA develops to meet community need and to meet the City's Level of Service (LOS) requirement. This will require close coordination and cooperation between future developers and the City.

It is also noted that the open space corridors shown

along the Spring Creek drainage ways are only conceptual in nature. Environmental study of the exact size, width, and location of these drainage ways will need to be conducted prior to development.

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appendices

APPENDIX A | Market Analysis South Meadows

APPENDIX B | Meeting Sign-ins and Summaries





blu line designs

land planning | landscape architecture | urban design

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