

Payson City Design Guidelines

Introduction

Prior to approval of any development request regulated by the development ordinances of Payson City including, but not limited to, subdivision of property, zone change, issuance of a building permit for renovation, remodeling or new construction, or site plan approval the requirements of these design guidelines shall be satisfied. Failure to satisfy these requirements may result in the denial of the request for approval by the applicant.

The City Council recognizes both the authority and responsibility of the legislative body to influence the appearance of the community. These guidelines are not mere suggestions, but rather binding and enforceable design elements that will be incorporated in each development project. If commercial and industrial spaces are well designed, functional and serve the needs of the residents, business owners can expect a great deal of support from the residents, staff, and the appointed and elected officials of the City.

The design guidelines have been prepared to address design issues in four major categories:

- Site planning considerations that address parcel improvements, infrastructure and building configuration that are applicable to all projects.
- Specific design challenges created by particular uses and business types that apply to individual structures.
- Architecture and building design regulations intended to improve building quality throughout the community.
- Location specific design elements intended to create a unique and interesting atmosphere in designated areas of the City.

All four of these categories are equally important in proper project design and should be incorporated into the site plan, building plan, and landscaping plan.

Section 1 General Plan and Community Goals

The Payson City General Plan has been adopted by the Payson City Council to serve as a guide for all land use decisions. The Design Guidelines are intended to provide an additional mechanism to achieve the goals established in the General Plan. As Payson City continues to grow and mature, things once taken for granted will slowly diminish and the quality of life in the community will deteriorate unless the leaders and

residents of the City collectively identify the desirable qualities and consciously act to preserve them for future generations.

The design guidelines are intended to encourage design excellence, within the context of the existing quality development found throughout the City. Through adoption of design guidelines for commercial and industrial development, it is a finding of the City Council that although the City will continue to grow and change, the changes can serve to increase the quality of life in the community by providing more attractive and functional commercial and industrial projects.

These guidelines are intended to complement and be a companion document to, and not replace, the regulations of Chapter 19.8 of the Payson City Zoning Ordinance. Therefore, when there is a conflict between provisions, the stricter of the two provisions, as determined by Payson City, will apply.

Section 2 Development Ordinances

1. *Zoning Ordinance* – The Zoning Ordinance is established to regulate the use of land within the City to ensure the orderly and efficient use of property. The design guidelines are intended to augment and complement the requirements of the Zoning Ordinance. There are several issues related to zoning in these guidelines including:
 - a. In general, all projects must satisfy the off-street parking requirements of Chapter 19.4 of the Zoning Ordinance and the design requirements of Chapter 19.8 of the Zoning Ordinance. More specific requirements may be established in particular locations, as indicated herein, to address unique parking concerns.
 - b. Proper landscaping is crucial in the overall impression of any project. All projects must satisfy the landscaping requirements of Chapter 19.8 of the Zoning Ordinance. More specific landscaping requirements may be established in particular locations, as indicated herein, to achieve the goals of the City Council. Planting materials should be carefully selected to provide a variety of colors, flowers, tree blossoms, and flowering shrubs that will beautify and add variety to the site.
 - c. All projects will install site and security lighting consistent with the requirements of Chapter 19.8 of the Zoning Ordinance. Decorative or theme lighting may be allowed, or required, on a project specific basis or in a particular location as indicated herein.

2. *Subdivision Ordinance* – Any project that requires the division of land, separation of ownership by condominium, or any other transaction defined as a subdivision by state or local statute shall satisfy the requirements of Title 20, Subdivision Ordinance. Site plan approval shall not be considered subdivision approval.
3. *Sensitive Lands Ordinance* – Any project that is located within an area that is governed by Title 21, Sensitive Lands Ordinance shall satisfy all requirements and regulations of that Title along with any conditions imposed by the City Council deemed necessary to protect or enhance the natural environment. Steep slopes, expandable soils, wetlands, high water table, and other geologic hazards must be adequately addressed.
4. *Other Development Ordinances* – Any ordinance, resolution, proclamation or other official order of the City Council relating to site improvement or building design such as, but not limited to, the Design Guidelines and Standard Specifications, building and fire codes, impact fees, and review fees.

Section 3 Site Planning

There are many design elements that will apply to nearly every commercial or industrial structure in the City, whereas some design elements will be applicable to a particular use or location specific. Specific site plan requirements are included in Chapter 19.8 of the Zoning Ordinance. However, in relation to design guidelines, there are several site plan factors which are less driven by regulation and more influenced by good project design including:

1. *Attention to Surrounding Uses and Structures* – While it is likely that individual property owners will maximize the use of their own property, it is less likely that the potential uses of adjacent properties will be considered. Compatibility with surrounding uses or anticipated future uses in terms of land use, massing, and transition areas between uses must be addressed early in the process because resolution of these issues may result in alteration of the building design, configuration or site plan layout. Perimeter development that restricts movement between adjacent projects or creates a development wall will not be allowed.

Massing, or relative size of buildings in relation to other structures, is important to protect access to light and air, and to reduce impact on adjacent structures. For instance, it may be inappropriate to

place a two story commercial structure near the property line in an area that would overlook the backyards of residential units.

2. *Gathering Places* – Each project, regardless of size, will incorporate gathering places and focal points for employees and patrons. These courtyards or plazas should be a focus of the project design rather than placed in otherwise undevelopable portions of the site. Outdoor seating or dining, furniture, water features, amphitheaters, landscaping, and other places of interest are appropriate in these areas. Smaller projects should cooperate with surrounding property owners to create usable space, while larger projects should include these spaces in the initial project design.
3. *Building Location* – In order to ensure efficient use of limited property resources, the City may require the relocation or rearrangement of structures within a development in order to preserve proper access, allow room for expansion, and increase the likelihood of proper development.
 - a. Buildings will be located near the front setback line and sidewalks so that the buildings define the streetscape rather than parking areas.
 - b. Buildings located on corner lots must connect to both streets and be designed to protect clear view areas (e.g. beveled corner)
 - c. Buildings will be designed to have doorways and windows along the street and sidewalk. Blank walls and loading areas will not face public streets.
 - d. Smaller buildings will not be placed in manner that will impede proper access to property with limited frontage. Any structure smaller than thirty thousand (30,000) square feet may be required to be relocated to improve overall development layout.
 - e. Any project with more than one structure should cluster the buildings to form a “village” setting. Linkages such as gathering places, trellises and colonnades will be incorporated into the site plan.
4. *Opportunities and Constraints* – Topography is an important factor in the preparation of an acceptable site plan. Buildings and landscaping should be designed in harmony with the natural grade, especially in hilly areas. Opportunities for multi-level entrances, natural lighting, and other desirable design features can be included in project design. In flatter areas, a more natural appearance can be created through the variation of rooflines, building relief and other architectural details.

A geotechnical report is required for all projects and the recommendations included in the report will be carefully reviewed by staff and may become conditions of approval.

5. *Alternative Modes of Transportation* – Alternative modes of transportation, including pedestrian, bicycle and bus access must be incorporated into the site plan.

Pedestrian facilities including sidewalks, trails and paths are an important element of any project. Each project will be required to accommodate pedestrians accessing the project from other locations through the continuation of sidewalks, trails and paths to the farthest extent of the project. If a trail facility indicated on the Trails Master Plan traverses the project, the applicant will be responsible to construct the trail.

Each project will be expected to generate an on-site pedestrian plan that creates, to the extent possible, safe and convenient pedestrian access to the structures in the project. Raised, stamped, and/or colored walkways will be required to indicate the preferred location for pedestrian crossing at all potential points of vehicular and pedestrian conflict.

6. *Signage* – Site identification and signage is a critical element of project design. In general, all signs must satisfy the requirements of Chapter 19.15 of the Payson City Zoning Ordinance. More specific requirements may be established in particular locations, as indicated herein, to achieve the goals of the City Council. Signs will be consistent with and complement the architecture of the project by incorporating the materials and colors used to construct primary buildings into the design of the sign.
7. *Project Details* – Project details can either enhance or distract from the effectiveness of good design.
- a. Solid waste collection and storage areas will be placed in locations that are less visible to the public, minimize impact to adjacent properties, and accessible to collection vehicles. Enclosures will be masonry construction incorporating materials and colors used to construct the primary buildings in the project. Projects with special collection needs such as irregular or oversized waste, or waste with strong odors should be properly accommodated in the site design and collection methods. A man gate should be

provided in addition to the primary gate used to empty containers.

- b. Utility pedestals and meters, transformers, and other mechanical equipment will be placed in a location that is not visible from any public space, or will be completely screened from public view. Screening will be completed to appear to be part of the building design rather than an afterthought. Furthermore, Utility pedestals and meters and other mechanical equipment, except equipment placed and screened on the roof of a structure, will be painted the same color as the wall upon which the meter is placed or the nearest adjacent wall in the case of equipment that is not attached to the structure.
- c. Any project that anticipates the use of a drive-up window shall integrate the facility into the overall design of not only the building, but the project as a whole. Consideration of adjacent structures, traffic circulation, parking and backing areas, pedestrian movements, and other elements must be addressed prior to the approval of any drive-up window.
- d. Project lighting, directional signs, shopping cart storage areas, addressing and flow are all important project elements and will be incorporated into the project design. Lighting shall be ample to satisfy safety needs without producing unnecessary light pollution. The light poles should be incorporated into the project design and complement the architecture of the development. Appropriate directional signage (non-advertising) will be used to reduce confusion and improve traffic flow. All addressing will be backlit and easy to identify.
- e. Newspaper/magazine racks, bus stops, bicycle racks, vending machines, phone booths, fencing, and similar potentially unsightly items will be placed in appropriate areas that will not distract from the appearance of the project. Newspaper/magazine racks should be consolidated into a single unit and placed within an enclosure that is complementary to the primary structure to reduce visual clutter.
8. *Ingress and Egress* – Ingress and egress will align with access across the street where possible. If it is not practical to align the ingress and egress, the offset must be at least one hundred fifty (150) feet.
9. *Loading/Unloading Areas* – Loading and unloading areas will be separated from entry and parking areas. These areas must be appropriately screened and when possible will not be visible

from public view. Ample room should be provided for delivery vehicles without blocking vehicular circulation or consuming parking space. Loading and unloading should be scheduled during hours when patronage is low.

10. *Special Considerations* – Some businesses require special accommodations:

- a. Some businesses have a tendency to generate crime at a higher rate than other types of businesses. These businesses will be expected to coordinate and cooperate with the Payson Police Department to identify methods to reduce crime rates. Security cameras, lock-down procedures, and other safety improvements may be required by the Police Department.
- b. Some businesses may be incompatible, or potentially illegal. For instance, in Utah there are distance specifications between establishments that serve or sell alcohol and other uses such as churches and schools. When incompatible or potentially illegal uses are proposed in the same structure, a business license will not be issued.

Section 4 Specific Development Types

Various types of commercial or industrial uses will create unique and specific design challenges that can be improved through the incorporation of appropriate development details. The following guidelines are intended to be specific to the type of commercial or industrial project.

1. *Restaurants* – Eating establishments should be inviting, clean, and comfortable for patrons. Some of the features required for restaurants include:

- a. Outdoor dining areas will be provided whenever possible to create interest and allow public gatherings. Fast food and smaller restaurants, when located in proximity, should work together to provide common eating areas. Larger and sit down restaurants should have more private and secluded outside dining areas. Outdoor dining areas will have shaded areas, water features, tables, winter and cool weather heaters, and other amenities that encourage patrons to use these areas.
- b. Entry areas will be designed with pedestrians in mind rather than parking, advertising, or drive-up windows. When pedestrian circulation facilities traverse driving and parking areas, they should be distinctive and separated using features such as colored stamped concrete, raised walkways or stop

signs, and must be well lit. Entrances must be identifiable and obvious to avoid pedestrian circulation in undesirable areas.

- c. Solid waste storage and collection areas will be covered with a trellis or other decorative feature when the facility is visible from public areas and will not be placed near any entrance that will be used by the general public.
- d. When used, fencing for restaurants will be decorative not just security fencing. Fencing should not discourage patrons frequenting other businesses from gaining easy and practical access to the restaurant. Likewise, pedestrian connection to surrounding businesses without the need to move vehicles is encouraged.
- e. Project details such as lighting fixtures, directional signs, menu boards, and other features will be incorporated into the design of the restaurant.
- f. All restaurants are expected to maintain the highest health standards. Payson City will aggressively enforce all standards established by federal, state and local agencies charged with the protection of patrons.

2. *Gas Stations and Convenience Stores* – Gas stations and convenience stores are often located in areas of high traffic volume with a significant impact on the aesthetic values of the community. The following design criteria will be reviewed in conjunction with each site plan:

- a. The primary focus of the site will be the building rather than gas prices, promotional signs, or fuel islands. Therefore, when practicable, the building shall be located on the street side of the site with fuel islands internal to the site.
- b. There is a tendency for traffic at gas stations and convenience stores to be disorganized and chaotic. In order to minimize confusion, the ingress/egress shall be as far from any intersection as possible. The ingress/egress shall be no more than forty (40) feet wide and bordered on each side by typical high back curb. In no case shall rolled curb allowing uncontrolled access be permitted. Shared access and cross connection to adjacent commercial properties is encouraged and may be required.
- c. On corner lots, buildings shall be placed as near to the setback lines, yet outside of the clear view area as possible. Placing the building closer to the intersection will result in entrances to the service station more closely aligned with internal fuel islands.

- d. Consideration should be given to locations for refilling underground fuel storage tanks so that large refueling trucks can obtain easy and appropriate access without interrupting business activities or transportation circulation. Venting tubes should also be placed in locations that can be screened and will not impact adjacent properties and shall not be placed along the public right-of-way.
 - e. Fuel islands should be an integrated feature of the project. Architectural features from the primary structure will be incorporated into the island design including roof lines, colors and materials. The support columns for island canopies shall be encased in masonry materials consistent with those used to construct the primary structure.
 - f. Accessory structures such as car wash buildings, menu boards, storage buildings, and solid waste enclosures shall incorporate the architectural features, design details, colors and materials into the construction of the accessory structures.
 - g. Gas stations and convenience stores will not become defacto locations for the lease of self-moving vehicles and trailers, mechanic shops, and other ancillary uses. Unless a use is specifically allowed by the Zoning Ordinance it will not be allowed.
 - h. It is commonplace for gas stations and convenience stores to include restaurants, bakeries, sandwich shops, ice cream shops, or other companion businesses. Each gas station or convenience store anticipating a companion business will be reviewed to ensure the site can accommodate the companion business in terms of traffic circulation, off-street parking, an over accumulation of signage, and the general need for the companion business.
 - i. Newspaper/magazine racks, bus stops, bicycle racks, vending machines, phone booths, fencing, and similar potentially unsightly items will be placed in appropriate areas that will not distract from the appearance of the project. Newspaper/magazine racks should be consolidated into a single unit and placed within an enclosure that is complementary to the primary structure to reduce visual clutter.
3. *Retail buildings* – Retail buildings vary greatly in size and function, but distinguishable entrances with proper lighting, raised walkways with contrasting color and texture, and parking areas sensitive to pedestrians will be incorporated into each project design. Excessive use of glass is discouraged in the design of retail buildings.
4. *Office Buildings* – Office buildings considered in this section are not anticipated to be relatively small professional or medical offices, but rather large buildings designed to contain businesses that have many employees in an office setting. Office buildings with multiple stories are desirable to encourage efficient use of the land. The following guidelines are specific to office buildings will be applied to all office buildings:
- a. Traffic and circulation issues are critical in an office building setting. Typically, most of the employees and patrons arrive at, or close to, the same time and leave at similar times. Each office building will be reviewed to ensure that alternative modes of transportation are available and encouraged. Preferential parking areas for carpool vehicles will be encouraged. Bus lanes, kiss and ride drop off areas, and other methods to promote more efficient parking and transportation facilities are important.
 - b. Safe and efficient non-motorized trails and other pedestrian facilities with connection to the trail system of the City must be provided for office buildings.
 - c. Project furniture such as attractive bicycle racks, benches and seating in waiting areas for bus and kiss and ride locations, and other architectural features will be included in the design of the site.
 - d. Parking areas should be designed with the employees in mind. The parking locations will be safe, well lit, properly maintained, accessible to offices rather than placed in undevelopable or left over areas of the site, and appropriately sized to accommodate parking needs in high use periods.
 - e. In order to avoid an over-abundance of hard surfaced parking areas, parking lot areas for office buildings will be limited in size to one hundred fifty (150) percent of the building footprint of the office building. If additional parking is needed or required, a parking structure providing stacked parking or underground parking may be necessary. Parking structures will be architecturally consistent with the design elements of the primary structure. Parking areas must have shaded areas provided through landscaping using trees that will grow large enough to provide significant shade, covered parking, or underground parking.
 - f. There are often multiple companies or tenants in office buildings. Signage plans, entrances, parking areas, lobby configuration and other

- similar issues will be incorporated into the design of the building.
- g. Where appropriate and practical, the ground level of office buildings should be designed to include retail and other commercial uses. These uses can be intended for patronage from the general public or employees working within the building.
 - h. Areas for the improvement of the physical fitness of employees are encouraged. Gymnasiums, whether public or private, shower facilities, walking tracks, and other facilities intended to promote improved employee health will be a consideration in each office building.
5. *Professional Office Buildings* – Professional office buildings are relatively small structures where professional or medical offices are located. Considerations in relation to professional office buildings include:
- a. Professional offices will be brick buildings with other masonry materials used only as accents. Aluminum, vinyl, or wood siding will not be allowed.
 - b. Flat roofs are not allowed in the construction of professional office buildings. Roofing materials should complement the architectural features of the primary structure.
 - c. There are often multiple companies or tenants in professional office buildings. Signage plans, entrances, parking areas, lobby configuration and other similar issues will be incorporated into the design of the building.
6. *Industrial Buildings* – Payson City recognizes industrial areas and buildings as meaningful and important aesthetic parts of the City. Some of the architectural features required for industrial buildings include:
- a. In addition to satisfaction of the parking requirements of Chapter 19.4 of the Zoning Ordinance, each industrial project will be required to submit a parking plan that demonstrates the anticipated need for parking. The plan will include ideas for employee shift changes, growth scenarios, and restrictions of use in parking areas.
 - b. Each industrial building will be reviewed to ensure that alternative modes of transportation are available and encouraged. Preferential parking areas for carpool vehicles will be encouraged. Bus lanes, kiss and ride drop off areas, and other methods to promote more efficient parking and transportation facilities are important.
 - c. Safe and efficient non-motorized trails and other pedestrian facilities with connection to the trail system of the City must be provided for industrial projects.
 - d. Project furniture such as attractive and safe bicycle racks, benches and seating in waiting areas for bus and kiss and ride locations, and other architectural features will be included in the design of the site.
 - e. The associated noise, traffic, lighting, and other impacts of industry require the implementation of transitional uses near the boundaries of the industrial zones. The applicant for each industrial project within five hundred (500) feet of a different zoning designation, other than another industrial zone, shall prepare a use transition zone indicating methods that will be implemented to reduce conflict and minimize adverse impacts on surrounding uses. Additional requirements may be included by Payson City in an effort to increase compatibility of uses.
 - f. In areas where, due to topography, a sight obscuring fence will not adequately screen the outdoor storage, the City may impose additional screening requirements.
7. *Multi-Tenant Buildings* – There are instances where, due to the nature of several different interests sharing the same facility, particular issues may arise if multi-tenant buildings are not properly designed. Some of the considerations in relation to multi-tenant buildings include:
- a. The signage plan for each multi-tenant building will include guidelines that will result in a cohesive display of advertising signs, limits on promotional signs, banners, and other temporary signs. Directional signs and other site identification will be consistent throughout the project.
 - b. The parking plan for each multi-tenant building will include any parking areas restricted for particular businesses or portions of the building. While shared parking is encouraged, it is expected that some businesses will create the need for more parking than other businesses. Consideration of tenants may result in Payson City requiring additional parking to accommodate the anticipated needs of the businesses.
 - c. Each owner of a multi-tenant building will provide restrictions and limitations on the type of businesses that will be allowed in the structure. If an incompatibility exists, the owner will be notified and the restrictions and limitations will need to be modified.

- d. Each tenant in a multi-tenant building will have separate utility services to allow a single unit to be disconnected for violation of Payson City regulations, special demand charges to be imposed, and general convenience of the tenants and owner of the building.
 - e. The entrance for each unit must be identifiable and distinct.
8. *Vehicle Dealerships* – Unique and specific considerations for vehicle dealerships include:
- a. If an indoor showroom is anticipated, the structure will be located as near the front setback line as practical and oriented toward the public right-of-way.
 - b. Dealerships that include service bays shall include screened areas for vehicles under repair.
 - c. Vehicle repair and service activities will be contained within a building constructed of the same materials and colors as the primary structure. The access points to the service bays will not be visible from or face toward a public street or any residential use.
 - d. Clearly designated customer parking areas will be provided that are not used for display of vehicles for sale.
 - e. Because display of vehicles will tend to reduce the height of landscaping materials, more intensive areas of landscaping in appropriate places will be provided in compensation.

Section 5 Architecture and Building Design Elements

There are many architecture and design elements that will apply to all commercial and industrial projects including:

1. *Desirable Building Elements* – The following items will be included in the design of all structures in commercial and industrial areas:
 - a. All structures (e.g. kiosks, accessory buildings, storage facilities) on the site will be architecturally consistent with the primary structure on the site.
 - b. Each structure will include significant wall articulation including insets, pop-outs, wing walls, columns, and corners.
 - c. Multi-planed pitched roofs are preferable to flat roofs. Pitched roofs will be designed as full roof treatments rather than false parapets. Where flat roofs and parapets are used, thin two dimensional parapets that appear to be “tacked on” will not be allowed. Rather, parapet walls will be designed with three

dimensional qualities with a hipped roof extending at least ten (10) feet. These walls should include practical uses such as unique building entrance features, vaulted ceilings, natural light, and other architectural features.

- d. Wall planes and rooflines will be varied on all structures. When varying roof lines, symmetry and a “castle” like appearance will be avoided.
 - e. Eaves and overhangs will be incorporated into the design whenever possible to create shadows and promote efficiency.
 - f. Windows will be incorporated along all public frontages, even if the windows are false windows. Active building fronts will be incorporated and blank walls are not allowed along public roadways.
 - g. Murals and other appropriate wall art may be allowed to enhance the character of the district and aesthetic quality of the building.
 - h. Entrances shall be distinguished through the use of dormers, porchways, colors, textures, and other features intended to identify each entrance.
 - i. Buildings should be designed in a manner that the front and the rear of the building are indistinguishable in terms of architectural treatments. Architectural features and elements will be incorporated on all sides of each structure and contribute a positive presence to the street scene.
 - j. Projects that anticipate inclusion of a drive-up window facility will include dormers, building relief or other architectural features that integrate the facility into the larger context of the structure.
 - k. A color rendition and a colors and materials board indicating the actual colors and materials that will be used in the construction of the project will be prepared by the applicant for review by the City. In general, a variety of surface textures through the use of different building materials is required. Natural building materials such as cut stone and rock that is indigenous to the mountainous region should be incorporated into the building design.
 - l. Columns will be substantial and be, or appear to be, a structural necessity for the building in terms of width and height.
2. *Undesirable Building Elements* – The following elements will be avoided in the design of commercial and industrial structures:
 - a. Large blank, flat walls without articulation, windows, architectural features and entrances will not be incorporated into the building design.

- b. Flat roofs without decorative cornices, roof line variation, attractive parapet walls or other articulation will not be allowed.
 - c. Unpainted or unplastered concrete or cinder block walls will not be allowed. Natural colored split face block may be allowed where appropriate.
 - d. Large, highly reflective or bright surfaces will not be allowed.
 - e. Exposed pipe columns are not permitted. Columns will be encased with masonry materials.
 - f. Modular units or move on buildings that do not relate with surrounding structures in terms of construction quality, massing and scale or cannot incorporate the design elements of the guidelines will not be allowed.
 - g. Exposed concrete that lacks architectural treatments is not allowed.
3. *Acceptable Building Materials* – The following list represents the building materials allowed in commercial and industrial projects. Each structure shall be constructed using the materials listed herein unless otherwise indicated in Section 6, Location Specific Design Elements herein.
- a. The primary construction materials for all commercial structures shall be masonry materials such as brick, stone, stacked stone, split-faced block, scored block, wood simulated concrete siding, stucco or plaster, but not to include concrete tilt-up or natural color cinder block walls. Regardless of material preference, the color scheme of the exterior walls must be consistent with the colors approved for the project.
 - b. The primary construction materials for all industrial structures shall have the appearance of substance and permanency. Lightweight metal or other temporary appearing structures are not allowed. Each industrial building will incorporate a masonry wainscot of block, stone, or brick no less than six (6) feet above grade surrounding the entire structure. The masonry material used for the wainscot will also be used as building accents and to accentuate building entrances. Acceptable materials may be further regulated by restrictive covenants, development agreements, or project standards approved by the City.
 - c. The materials used in all projects must be high quality, durable, and attractive. Second hand or reclaimed materials will not be allowed for the construction of primary buildings or any accessory structures.

Section 6 Location Specific Design Elements

There are several distinct districts in Payson City that reflect the heritage and atmosphere of the community. It is important to preserve the character of the City as growth and change happens. In order to encourage compatible development patterns in a manner that emulates existing or desired design elements, the City Council has enacted location specific design guidelines that apply to all structures in the defined district.

*** Historic Main Street**

Geographical Description of the Area – The area included in the Historic Main Street design district is bounded on the north by 100 North (State Route 198), on the south by 300 South, on the east by 200 East and on the west by 100 West (State Route 198). The district also extends north along Main Street on each side of the road to 300 North.

Architectural Motif and Design Requirements – Historic Main Street is a not a recent creation intended to imitate a traditional rural community downtown area, but rather an authentic commercial district assembled to serve the early residents of the City. Despite the age and limitations of the district, it remains the heart of the City with significant support for revitalization and renewal.

Main Street was designed before the automobile became such an important factor in economic development viability. The same characteristics that give Main Street a quaint and traditional home town atmosphere have resulted in a transportation pattern intended to route traffic flow around the confined space in the historic district. Over the years, the lack of exposure from vehicular traffic has been viewed as an obstacle to economic sustainability. Recently these distinctive features have been recognized as an asset in the effort to create interest in the Historic Main Street district.

The structures in the district are distinctive and immediately identifiable. Many of the structures built in recent years stand out and distract from the comfortable setting in the Historic Main Street district. A variety of colors and textures of brick dominates the various construction materials used in the initial construction of the buildings and remains an important feature. Other common materials include masonry cornices and belt courses, large glass display windows, and several types of accent features. But it is not the structures, materials, accents, roadways, signs, landscaping, or other features that result in the unique ambiance of the Historic Main

Street District. Rather, it is the combination of many elements carefully intertwined that brings the area together like a traditional Normal Rockwell painting. In an effort to fuse these features into a common theme, the following design elements will be appropriately incorporated into any exterior renovation, at the time of a change in occupancy as defined in the adopted building and fire codes, any substantial remodel (when a building permit is required by the adopted building and fire codes), all new construction or in conjunction with conditions imposed in the issuance of a Conditional Use Permit.

Façade Treatments – Each façade, whether front, side or rear in the Historic Main Street district should include several basic elements. While individuality is encouraged, consideration of adjacent structures is critical because most of the buildings are built to a zero setback and conjoin the contiguous structure.



Front Façade – The following design elements will be included in the improvement of the front façade of each building in the Historic Main Street district:

1. Beginning at the top of the façade, while pitched roofs may be allowed where appropriate, most of the structures will have a relatively flat roof. Parapet walls will be used to screen rooftop mechanical equipment which will be the primary location for all mechanical equipment due to the limited ground space in the district. The parapets must be high enough to screen the equipment from the public view from all roadways and parking areas.
2. The roofline will be framed by an ornate masonry cornice that reflects the craftsmanship of the period. Where possible, the remnants of the

- original cornice should be recreated and used as a mold for the remainder of the building.
3. Although some structures may have a single story or even three stories, a majority of the buildings will have two stories with either office or residential space located above the ground level. The upper story will have windows consistent with the traditional architecture of the district. Windows that have been covered or removed will be exposed or replaced offering interest in the upper stories. Even if upper story windows are constructed as false windows, they are important to the overall compatibility of the area.
4. A masonry belt course, using contrasting colors and textures, that extends around the entire structure denoting the stories of the building will be placed on the exterior of the building.
5. Transom windows that add light and interest to the space at the ground level will, where possible, be incorporated into the front façade. Stained glass, beveled glass, and other ornate treatments are highly encouraged. These windows will not be used for window signs or other forms of advertising.
6. Because the district is intended to be pedestrian friendly, display windows are an important element of the structures in the Historic Main Street district. Display areas on the inside of the building will be large enough to create interesting displays that result in interesting conversation and viewing opportunities. Covering these display areas with window signs or other advertising reduces the pedestrian experiences and is not consistent with the objectives of the district.
7. Most of the buildings are, or will be, constructed directly on the front property line. Therefore, for safety and protection from weather, the entrances will be recessed where appropriate. Traditionally these recessed areas were quite narrow and confined. With the passage of the Americans with Disabilities Act, these entries will be widened and reconfigured to be more accessible whenever possible.
8. Kickplates or built-in planter areas along the bottom of the front façade are encouraged more as a historical element than protection of the building materials. These ornate features can add a lot of interest and history to the structures in the district.
9. When awnings are used, the awning will be operable in a fashion that allows the awnings to be rolled up during appropriate weather. Fixed awnings are not allowed. Awnings will be canvas, or similar material, consistent with traditional design and colors. Aluminum, metal, or plastic awnings are not allowed.

10. Exterior lighting will be consistent with the traditional lighting used in the district. Most companies offer ornate fixtures that are fitting of the atmosphere of the district. Lighting will provide not only security and convenience, but also interest by emphasizing features of the structure and casting shadows. Gas lamp lighting is highly encouraged where possible. Lighting must be directional to avoid light spillage onto adjacent properties or into any upper story residential dwellings.
11. Brass historical markers are highly encouraged on structures that have an interesting heritage. Furthermore, masonry name plates and address plates are highly encouraged on renovated, remodeled or new buildings.
12. Street furniture should be fitting of the atmosphere. Benches, tables, chairs, bicycle racks, garbage cans and other fixtures will augment the efforts to create an atmosphere that reflects the historical nature of the district.

Rear Façade - The following design elements will be included in the improvement of the rear façade of each building in the Historic Main Street district:

1. Particularly in the Historic Main Street area due to parking constraints and the unusually narrow roadway, parking behind the primary structures will be the norm rather than the exception. For this reason, businesses in the district will serve not only as eating and shopping choices, but also as connections to Main Street and the businesses on the opposite side of the roadway. Therefore, businesses in the district should be carefully laid out to accommodate not only patrons of the business, but also pass through pedestrian traffic moving through buildings to other areas of the district.
2. The entryways located in the rear of the structures should be inviting, accessible and include a tie to the front façade of the building. Areas near the door must be identifiable allowing patrons to readily locate entrances. Entryways will include materials and textures similar to the front façade. These areas must be well lit and kept clear of garbage. Solid waste containers, boxes, other obstacles and unsightly debris will not be located in pedestrian areas.
3. Awnings will be canvas, or similar material, consistent with traditional design and colors, as well as any awnings used on the front façade. Aluminum, metal, or plastic awnings are not allowed.
4. The rear façade and pedestrian areas must be well lit. Exterior lighting will be consistent with the

traditional lighting used in the district. Lighting must be directional to avoid light spillage onto adjacent properties or into any upper story residential dwellings.

Massing and Scale – The Historic Main Street district is characterized by two story structures placed at or near the front property line. Although there are some historic and several non-historic single story structures in the district, one of the predominate features is the massing and scale of the buildings. In the renovation or new construction of buildings, consideration to building mass, height, width, and other dimensions is an important factor in the district.

Pedestrian Considerations – Perhaps more than any other commercial or industrial district, the design elements of the Historic Main Street district are centered on the pedestrian experience. When buildings are renovated, remodeled, or new construction occurs, there are several requirements that will be addressed. The sidewalk along the roadway must be in good repair or replaced. If sections of concrete are not level or create a trip and fall hazard, they will be repaired in association with the renovation, remodel, new construction or other approval.

Window displays, street furniture, landscaping, and other features of the district will be designed with pedestrians in mind. When road work is completed, or as funds become available at the municipal level, intersection enhancements will need to be introduced. Pedestrian crossings will be installed that employ contrasting colors and textures to distinguish crosswalks.

Residential Considerations – The Historic Main Street district is the only commercial or industrial area where mixed uses are not only encouraged, but expected. It is impractical to satisfy building codes, create access, and monitor patrons in below and above grade stories of multi-story buildings. Therefore, there are several considerations that must be addressed in the district including:

1. The Historic Main Street area is primarily intended to be a retail commercial area. In order to maintain as much commercial space as possible, residential uses will not be allowed on the ground story level of any structure in the district.
2. Businesses that generate noise, such as loud music, will be limited to structures and areas where there are fewer residential uses.
3. Each owner of a structure that includes residential uses must secure adequate off-street parking designated for the residents. These parking areas

should be clearly delineated and located adjacent to, or accessible to the entrances to residential units.

4. The entrances to residential areas should be distinguished from entrances to commercial areas. Entrances to residential areas should be self locking and properly signed to avoid conflict with incompatible uses.
5. Business hours may be assigned to particular businesses in order to protect the residents during nighttime and early morning hours.

Acceptable Building Materials – The buildings in the Historic Main Street district will be renovated or constructed using primarily masonry materials. With the exception of windows, doors, and roofing materials, the following list of materials are allowed in the district:

1. A high percentage, seventy five (75) percent or more, of the exterior of each structure shall be brick. False brick, stucco or plaster shaped like brick, or other replacements for brickwork are discouraged and will not be allowed if the only reason for using a different product is to reduce costs.
2. Areas of exterior walls not covered with brick will use masonry materials as accents, or on rare occasion, wood siding. Stone, stacked stone, cobblestone, and other natural masonry work is encouraged over plaster or stucco. When plaster or stucco is used, it should be applied in a manner that is consistent with the historic atmosphere of the district.
3. While stamped aluminum plates may be allowed as an architectural accent, aluminum, vinyl or metal siding will not be allowed.
4. If a wood lap siding effect is desired, a wood simulated masonry material is preferred over actual wood siding. Masonite or other pressed wood material siding will not be allowed.
5. Roofing materials will be high quality with a rated expected life of twenty (20) years or more. Because a majority of the roofs are not pitched roofs, proper drainage is an important consideration. When roofing materials are exposed to public view, such as pitched roofs, the roofing materials shall be found by Payson City to be consistent with the design motif for the district.
6. Other accent materials such as ceramic tile, stamped aluminum and other materials consistent with the historic theme of the district may be allowed upon review and approval by Payson City.
7. As buildings in the district are renovated, the original building materials should be exposed and refurbished wherever possible.

Acceptable Colors – Colors are an important element in the Historic Main Street district. The colors of these features will be reviewed by the City to be consistent with preservation efforts of the various committees and groups committed to retaining the heritage of the Historic Main Street district. The following color treatments will be included in the design of structures in the district:

Masonry Materials – Traditionally, the color of the brick used to construct each building was a method to express individuality. Consistent with tradition, there are very few color considerations in relation to the masonry materials in the district. However, painting brickwork is strongly discouraged. Instead, as brickwork ages, the bricks should be appropriated cleaned and restored. Once again, when stone, stacked stone, or cobblestone is used, there are few limitations on color and individuality is encouraged.

Plaster, Stucco, Painted Wood or Siding – The colors used to paint the architectural accents will be complementary to the primarily brick structures.

Roofing Materials – When roofing materials are exposed to public view, such as a pitched roof, the colors of the roofing materials will complement the colors used in the brickwork and architectural details of the building.

Project Details – Project details such as trim, eaves, railings, shutters, and other architectural elements will be complementary to the primary exterior materials.

Special Considerations – There are some issues that relate directly to the Historic Main Street district that should be considered when preparing site plan and building plans in the district.

Main Street Program – Payson City is a recognized member of the Main Street program. The program includes architectural guidelines prepared by the State of Utah and is intended to be a companion to these guidelines. All proposed renovations will be reviewed by the State Architect and the recommendations will be forwarded to Payson City for consideration.

Historic Registry – Structures that have historical significance and are eligible for enrollment on the National or State Historic Registry will be protected, enhanced and utilized for a suitable purpose. Demolition of these structures will be of a last resort only when the building is beyond repair. Owners are encouraged to enroll the structures on the appropriate Historic Registry.

Demolition – A primary objective of the City Council is to preserve the history and heritage of this district. Before any structure is razed, dismantled, or otherwise removed in the Historic Main Street district, a demolition permit must be obtained. In addition to the requirements to obtain a demolition permit, in the Historic Main Street district each application will be reviewed to ensure that removal of the structure is necessary, that the structure is beyond repair, and removal will not negatively affect the preservation efforts of Payson City. Many of the structures in this area are constructed with zero lot lines and have common walls. Therefore, if a structure cannot be razed without damage to the adjoining structure(s) the structure shall not be removed, but rather remodeled or reconstructed. Generally, structures shall not be removed unless and until plans are approved to replace the structure with an appropriate new building. However, the City Council recognizes that some structures are not consistent with the goals and objectives for the district. When it can be shown that removal of the structure will aid in the long term preservation of the district, the structure may be approved for demolition.

Connection with Memorial Park – Perhaps the most identifiable location, if not the most beautiful, in Payson City is Memorial Park located east of Main Street between 200 South and 300 South. Together with the historic commercial area located north of the park, Memorial Park is the proverbial heart of the City. The park is utilized to stage several festivals, concerts, and celebrations during the summer months which create unique business opportunities. The businesses in the Historic Main Street district are encouraged to participate in these activities by remaining open for extended hours, paying special attention to the appearance of the district during these occasions when many visitors are invited into the community, and promoting these events in an appropriate manner.



*** 100 North (east S.R. 198)**

Geographical Description of the Area – The 100 North district is a commercial corridor along a Utah State Highway (State Route 198) between 100 West and the eastern municipal boundary of Payson City.

Architectural Motif and Design Requirements – The most recognizable structure in the 100 North district,

and possibly Payson City, is the Peteetneet Academy located on the southwest corner of the intersection of 100 North and 600 East. The structure was formerly a school that was purchased by Payson City and now serves as a cultural arts center, reception center, museum and a community gathering place for a variety of theatrical performances, dance lessons, weddings, reunions, and other special occasions. There is also an outdoor amphitheater, playground and several gardens on the site.



A second feature of the district is the designation of 100 North as a portion of the Nebo Loop National Scenic Byway. The Scenic Byway accommodates visitors entering Payson Canyon to view the natural beauty of the area, camping in the numerous facilities located in the National Forest, fishing in the streams and reservoirs in the canyon, hiking the trails leading to unique and interesting places, or viewing the colors of fall in one of the most picturesque settings imaginable. The influx of visitors in the district creates many opportunities to attract patrons if the appropriate businesses are located in the district.

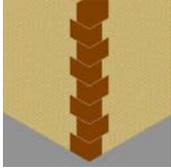


The combination of these two factors is the basis for the design motif of the 100 North district. The buildings should reflect the unique and attractive architectural features of the Peteetneet and the site improvements should be worthy of a National Scenic Byway. In order to create the atmosphere anticipated, all building renovations, remodeling and new construction will include some or all, as appropriate, of the following elements:

Façade Treatments – Each façade, whether front, side or rear, in the 100 North district should include several basic elements. While some level of individuality will be allowed and even encouraged, the structures should relate with surrounding buildings in terms of overall architectural style, materials, colors, and textures. Some of the common elements in the district include, but are not limited to:

Façade Treatments – Each façade, whether front, side or rear, in the 100 North district should include several basic elements. While some level of individuality will be allowed and even encouraged, the structures should relate with surrounding buildings in terms of overall architectural style, materials, colors, and textures. Some of the common elements in the district include, but are not limited to:

1. Low pitched hip roofs are expected in the district. Flat roofs may be allowed where appropriate but are discouraged. Where flat roofs are permitted, parapet walls will be used to screen rooftop mechanical equipment. The parapets must be high enough to screen the equipment from the public view from all roadways and parking areas.

2. Eaves will be wide to provide shadows and include decorative brackets similar to those included in the construction of the Peteetneet Academy. This will add interest to the building façade and create an architectural and time period connection to the other structures in the district.
3. Structures that contain more than a single story will include a masonry belt course, using contrasting colors and textures, extending around the entire structure to denote each story. Different textures are encouraged above and below the belt course.
4. Window treatments are important elements for the buildings in the district. Windows will be distinguished by using different colors and textures. Wherever practicable, the windows will have an upper arch and include a keystone in the center of the arch. The window pane should extend beyond the surface of the wall creating a window ledge that creates shadows. Leaded glass, beveled glass, stained glass and other ornate window treatments are highly preferable in the district.
5. Each structure will incorporate contrasting colored quoins (see picture at left) on the corner of each structure, such as the deep red or rust colors used in the construction of the Peteetneet Academy. The color and material of the quoins will be similar to those used to accent the windows.
 
6. When awnings are used, the awning must be canvas, or similar material, consistent with traditional design and colors. Aluminum, metal, or plastic awnings are not allowed. Awnings will be used to provide architectural interest to the structure rather than for advertising purposes.
7. Exterior lighting will be consistent with the traditional lighting used in the district. Most companies offer ornate fixtures that are fitting of the atmosphere of the district such as the lighting used at the Peteetneet Academy. Lighting will provide not only security and convenience, but also interest by emphasizing features of the structure and casting shadows.
8. Brass or masonry name plates and address plates are highly encouraged on renovated, remodeled or new buildings.
9. Street furniture should be fitting of the atmosphere. Benches, tables, chairs, bicycle racks, garbage cans and other fixtures will augment the efforts to create an atmosphere that reflects the nature of the district.
10. All structures in the district will incorporate the architectural features on all sides of the building. Due to the nature of the district, many of the structures will be adjacent to residential uses.

Consideration of the residences adjacent to each structure will be an important factor each the design review of each structure.

Residential Considerations – The 100 North district is located along State Route 198 and extends only one parcel deep along the corridor. Although residential uses are not allowed in the district except as a non-conforming use, throughout the district residential uses are located immediately adjacent to the commercial development and an effective transition between the uses is critical. Because much of the district is already established, the opportunities for a meaningful transition are limited. Sight obscuring and sound reducing walls and fences, landscaping, and lighting will be a primary focus of each site plan review. Each development in the district will include a transition plan focusing on residential considerations including:

1. Although residential uses are not allowed in the district except as non-conforming uses, there are some existing residential structures that need to be considered in each sight plan review. However, new residential uses will not be allowed in the district that may create more conflict between potentially incompatible land uses.
2. All lighting will be directional and minimize any light spillage into residential areas. However, dark spaces in neglected portions of commercial projects should be properly designed and lighted to avoid creating locations where trespass or other inappropriate activities may occur.
3. All businesses must conform to the noise limitations established by Payson City ordinance. All measures taken to avoid impacts on residential uses such as limited hours of operation, limitations on idling trucks and vehicles, elimination of any work conducted outside of an enclosed structure, or any other attempt to reduce the impacts of noise will be indicated.
4. If on-site parking is not possible or additional off-site parking is determined to be necessary, the parking must be accommodated within the commercial district rather than invading residential neighborhoods.
5. Business hours may be assigned to particular businesses in order to protect the residents during nighttime and early morning hours.

Acceptable Building Materials – The buildings in the 100 North district will be renovated or constructed using primarily masonry materials. With the exception of windows, doors, and roofing materials, the following list of materials are allowed in the district:

1. Except for architectural details approved in accordance with these design guidelines, the structures in the district shall be remodeled or constructed using exclusively masonry materials on all exterior walls. Brick buildings are highly preferable to any other type of construction material and at least twenty five (25) percent of the exterior of each structure shall be brick with some of the brick treatment on all sides of the structure. False brick, stucco or plaster shaped like brick, or other replacements for brickwork are discouraged and will not be allowed if the only reason for using a different product is to reduce costs.
2. Areas of exterior walls not covered with brick will use masonry materials as accents, or on rare occasion, wood siding. Stone, stacked stone, cobblestone, and other natural masonry work is encouraged over plaster or stucco.
3. If a wood lap siding effect is desired, a wood simulated masonry material is preferred over actual wood siding. Masonite or other pressed wood material siding will not be allowed.
4. Aluminum, vinyl or metal siding will not be allowed.
5. Roofing materials will be high quality with a rated expected life of twenty (20) years or more. When roofing materials are exposed to public view, such as pitched roofs, the roofing materials shall be found by Payson City to be consistent with the design motif for the district.

Acceptable Colors – The following color treatments will be included in the design of structures in the district:

Core Colors – The primary colors encouraged in the 100 North district are those used in the construction of the Peteetneet Academy. A majority of the exterior walls should be tan, sandstone, light grey, muted yellow or beige. Brick consistent with the Peteetneet Academy will be incorporated into the color scheme of each building.

Accent Colors – Accent colors will be deep red or rust to provide contrast with the natural tones of the primary exterior walls.

Roofing Materials – When roofing materials are exposed to public view, such as a pitched roof, the colors of the roofing materials will complement the colors used in the construction of and architectural details of the building.

Project Details – Project details such as trim, eaves, railings, shutters, and other architectural elements will

be complementary to the primary exterior materials and colors.

Special Considerations – There are some issues that relate directly to the 100 North district that should be considered when preparing site plan and building plans in the district.

Connection with Peteetneet Academy – The Peteetneet Academy is not only a striking structure that contains a cultural art center and several museums, but also serves as a public gathering area complete with beautifully landscaped walkways, playgrounds, and an outdoor amphitheater. A visitor’s center and interpretive maps of the Nebo Loop National Scenic Byway and other area attractions are available at the Peteetneet. The Payson City trails system connects the Peteetneet to the Historic Downtown district and Memorial Park. In terms of design guidelines, it is highly appropriate for structures to utilize the design elements of the Peteetneet and the landscaping at the Peteetneet as an example of proper site beautification.



Nebo Loop National Scenic Byway – The portion of the 100 North district located between Main Street and 600 East has also been designated as the north portal of the Nebo Loop National Scenic Byway. In addition to traditional design guidelines addressing building design, consistent architectural details and other design elements, the properties included in the 100 North district are expected to participate in aesthetic improvements such as landscaping, appropriate signage, and limited access fitting of a National Scenic Byway.

*** Main Street North of Interstate 15**

Geographical Description of the Area – The Main Street/Interstate 15 district is the commercial area north of the freeway interchange at the intersection of Main Street and Interstate 15. The area is a primary entrance to the community and a location where visitors will form a first impression of the City. The area contains a significant amount of undeveloped, underdeveloped, and inappropriately developed properties that are expected to mature into a retail based commercial area.

Architectural Motif and Design Requirements – The railroad industry has played an important role in the history of Payson City. This district still contains active rail lines that over time are expected to be converted from freight lines to commuter rail. The City Council

has adopted a traditional train depot theme for the district.

Although several common features and design elements are common to traditional railroad structures, creativity and imagination are necessary to produce worthwhile design. It is possible for an applicant to review the list of elements, randomly place them within the design of a project without ever approaching the intention of the guidelines. It is not the intention of the City Council to require a series of identical buildings, but rather to identify a common theme that will unite the efforts of all applicants in the establishment of a sustainable commercial area with a unique atmosphere. An application will not be reviewed by simply counting the number of elements included, but rather in relation to the goal of creating a railroad theme. Nonetheless, if fewer elements are incorporated, the elements chosen must represent a more significant portion of the design.

Acceptable Building Materials – The buildings in the Main Street/Interstate 15 district will be constructed using primarily masonry materials. With the exception of windows, doors, and roofing materials, the following list of materials are allowed in the district:

1. Except for architectural details approved in accordance with these design guidelines, the structures in the district shall be remodeled or constructed using exclusively masonry materials on all exterior walls. Brick, stone, stacked stone, wood simulated concrete siding, split faced block, and scored block are acceptable building materials.
2. Stucco and plaster should be used for texture enrichment rather than as a primary surface material. Aluminum, vinyl, metal, masonite or other pressed wood material siding will not be allowed.
3. Roofing materials will be high quality with a rated expected life of twenty (20) years or more. When roofing materials are exposed to public view, such as pitched roofs, the roofing materials shall be found by Payson City to be consistent with the design motif for the district.

Acceptable Colors – Most railroad depots are typically red brick, a white masonry material or another natural tone. Therefore, the buildings should employ materials that reflect these traditional colors. Roofing materials and architectural accents will be complementary to the structures in the project and throughout the district.

Special Considerations – There are several common elements in the design of train depots. Some of the basic architectural elements common to many train

depots that should be incorporated into the design of the structures in the district include:

1. A prominent entrance that signifies the primary entrance to the structure in order to allow patrons to recognize where the preferred access to the business is located. Buildings should be designed to combine the feature with a necessary function for the building. For instance, a feature such as the one shown to the right can take the place of a parapet wall on the roof of a building to screen the mechanical roof-top units. One of the most identifiable features of railroad depots is a second story crow’s nest or watch tower.



2. Windows, whether false or functional, are an important element in nearly every train depot. Typically, the windows are rounded at the top with a keystone at the top of the arch. Windows, even false windows if applicable, should be plentiful and reminiscent of the railroad depot motif.



3. The placement of columns at regular intervals is often incorporated into the design of railroad depots. The columns should be prominent and appear to be structural necessities rather than architectural additions.
4. Masonry accents are a common feature of railroad depots. Additionally, there is often a color change accented by the use of different material texture. These color accents should be designed into each structure and separated by a change in texture or prominent banding.
5. Porches and awnings are part of the architecture on many railroad depots. However, the porch or awning should complement the architecture and not create a western or saloon theme in the development. Suspended awnings are common and will be used to indicate main entrances similar to the photograph to the right.



6. Because the buildings in commercial areas are very visible, the architectural features will be employed around the entire structure.
7. Small building details such as rain gutters, address indicators, outdoor furniture, lighting, shopping cart storage, and other amenities and details will be

consistent with the design elements of the building. For instance, signs typical of the era (suspended, old fashioned lettering, etc.) can augment the architectural intent.

8. Payson City encourages applicants for development approval to contact the Union Pacific Railroad and other organizations dedicated to the historical significance of railroads in this area. The City may participate by identifying appropriate street indicators, street lights, and other public improvements and placing them in the Payson City Design Guidelines and Standard Specifications to ensure that all developments in this area install appropriate improvements.

✦ 800 South Interstate 15

Geographical Description of the Area – The 800 South Interstate 15 district includes all of the area surrounding the 800 South Interstate 15 interchange that is zoned S-1, Special Highway Services Zone. The retail commercial district on all sides of the 800 South Interstate 15 are subject to the design guidelines included in this Section unless otherwise approved by the City Council in conjunction with the approval of a Planned Unit Development in the S-1, Special Highway Services Zone.

Architectural Motif and Design Requirements – The architectural elements that must be included in the design of each project will allow for flexibility and individuality, but result in a cohesive and harmonious development pattern. **OPEN TO SUGGESTIONS FROM THE CITY COUNCIL ALTHOUGH WE MAY WANT TO VIEW THE WOODBURY PROPOSAL FIRST.**

Acceptable Building Materials – The buildings in the district will be constructed using masonry materials. With the exception of windows, doors, and roofing materials, the following list of materials are allowed in the district:

1. Except for architectural details approved in accordance with these design guidelines, the structures in the district shall be remodeled or constructed using exclusively masonry materials on all exterior walls. Brick, stone, stacked stone, wood simulated concrete siding, split faced block, and scored block are acceptable building materials.
2. Stucco and plaster should be used for texture enrichment rather than as a primary surface material. Aluminum, vinyl, metal, masonite or other pressed wood material siding will not be allowed.

3. Roofing materials will be high quality with a rated expected life of twenty (20) years or more. The roofing materials shall be high quality asphalt shingles, tile of a color complementary to the primary structure, or hunter green metal.

Acceptable Colors – The following color treatments will be included in the design of structures in the district:

Core Colors – The primary colors encouraged for the masonry elements of the structures in the district include deep red to rust and dark brown to a natural tan color.

Accent Colors – Accent colors will include hunter or dark greens, deep reds or rust that complement, or provide contrast where appropriate and desirable, with the color tones of the primary exterior walls.

Special Considerations – There is a possibility for a large commercial project greater than fifty (50) acres to incorporate a project specific design theme in accordance with the regulations of Chapter 19.6 of the Payson City Zoning Ordinance. A Planned Unit Development is only allowed in the S-1, Special Highway Service Zone and only at the discretion of the City Council. All other projects in the district must conform to the requirements of this Section.

✦ Payson Business Park

Geographical Description of the Area – The Payson Business Park is located west of Interstate 15 and east of 1700 West. The Business Park extends from the Utah Transit Authority rail lines on the south to Utah Avenue on the north. The Business Park was created in accordance with the Redevelopment statutes of Utah as an Economic Development Area. At the time of creation, there were several specific design requirements adopted for the Business Park. These guidelines are intended to be consistent with the Business Park Design Guidelines and Development Standards.

Architectural Motif and Design Requirements – Each development will be reviewed for suitability with the anticipated use and the specific site, the overall compatibility with other structures in the Business Park, and the regulations of these design guidelines.

Acceptable Building Materials – With the exception of windows, doors, and roofing materials, the acceptable primary materials for structures in the Business Park include architecturally treated pre-cast concrete, split face or scored block, brick, and brick

veneers. Sloping roofs will incorporate metal roofing of a color that complements the materials of the primary structure.

Buildings that are larger than 50,000 square feet may be constructed with metal skin provided that each industrial building will incorporate a masonry wainscot of block, stone, or brick no less than six (6) feet above grade surrounding the entire structure. The masonry material used for the wainscot will also be used as building accents and to accentuate building entrances.

Acceptable Colors – Principal colors on the buildings in the Business Park should be subdued and subtle, including accent colors. However, each industrial building should have color banding, changes in texture, and other architectural features that add interest to the building.

Special Considerations – Industrial buildings will avoid blank wall elevations on street frontages, including Interstate 15, through the use of building indentations and architectural details.

* Other Commercial and Industrial Areas

Geographical Description of the Area – There are additional commercial and industrial areas where the City Council has not identified a specific design theme or motif, but rather rely upon the general guidelines described in this Section. Therefore, any project in the CC-1, Central Commercial Zone, GC-1, General Commercial Zone, S-1, Special Highway Services Zone, PO-1, Professional Office Zone, R&D, Research and Development Zone, I-1, Light Industrial Zone or I-2, Heavy Industrial Zone are subject to all applicable Sections of these design guidelines and the more specific requirements of this Section.

Architectural Motif and Design Requirements – The motif or design theme in these areas are not specific, but each structure will be compatible in terms of architectural details and massing.

Acceptable Building Materials – The buildings in these areas will be constructed using primarily masonry materials. With the exception of windows, doors, and roofing materials, the following list of materials are allowed in these areas:

Commercial Structures

1. Except for architectural details approved in accordance with these design guidelines, the structures in these areas shall be remodeled or constructed using exclusively masonry materials on all exterior walls. Brick, stone, stacked stone, wood

simulated concrete siding, split faced block, and scored block are acceptable building materials.

2. Stucco and plaster should be used for texture enrichment rather than as a primary surface material. Aluminum, vinyl, metal, masonite or other pressed wood material siding will not be allowed.
3. Roofing materials will be high quality with a rated expected life of twenty (20) years or more. The roofing materials shall be high quality asphalt shingles, tile, or metal of a color complementary to the primary structure.

Industrial Structures

With the exception of windows, doors, and roofing materials, the acceptable primary materials for industrial structures architecturally treated pre-cast concrete, split face or scored block, brick, brick veneers, and metal skin buildings. Sloping roofs will incorporate metal roofing of a color that complements the materials of the primary structure. Each industrial building will incorporate a masonry wainscot of block, stone, or brick no less than six (6) feet above grade surrounding the entire structure. A clearly identifiable entrance feature will be created using the masonry material used for the wainscot to accentuate all public entrances.

Acceptable Colors – The color treatments will vary to allow consistency and compatibility with surrounding structures. The primary color of each building will be complementary to surrounding buildings, muted and not create a visual distractive environment.

Special Considerations – Despite the general nature of the design guidelines for these areas, the City Council reserves the right to impose any guidelines that will serve to increase or improve consistency or compatibility with surrounding uses.

* Relocated, Reconstructed, Demolished, and Converted Buildings

Relocated Buildings

Buildings that are relocated from one site to another in the community or brought in from outside of the City, are subject to the regulations of these design guidelines in addition to any federal, state, or local law, ordinance, resolution or regulation that governs the relocation of structures, and the adopted building and fire codes.

Any relocated building shall be placed on a permanent foundation and connected to all Payson City utility services and is subject to all connection and impact fees assessed by Payson City.

If the configuration, building materials, size, height, or any other attribute of the structure fails to satisfy any of the regulations listed in this Section, the structure shall not be relocated to Payson City.

Reconstructed and Demolished Buildings

When a structure is demolished, razed, or destroyed these guidelines shall be applicable in the reconstruction of the new building.

Conversion of Existing Structures

When appropriate as determined by the City, an existing structure that is converted from a residential use to a commercial use must satisfy these design guidelines. In general, the nature of the structure should be modified from a residential appearance to a commercial appearance.