

CENTERVILLE CITY PLANNING COMMISSION AGENDA

NOTICE IS HEREBY GIVEN THAT THE CENTERVILLE CITY PLANNING COMMISSION WILL HOLD ITS REGULAR PUBLIC MEETING AT 7:00 PM ON JUNE 13, 2018 AT THE CENTERVILLE CITY COMMUNITY CENTER AND CITY HALL COUNCIL CHAMBERS, 250 NORTH MAIN STREET, CENTERVILLE, UTAH. THE AGENDA IS SHOWN BELOW.

Meetings of the City Council of Centerville City may be conducted via electronic means pursuant to Utah Code Ann. 52-4-207, as amended. In such circumstances, contact will be established and maintained via electronic means and the meeting will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.

Centerville City, in compliance with the Americans With Disabilities Act, provides accommodations and auxiliary communicative aids and services for all those citizens in need of assistance, including hearing devices. Persons requesting these accommodations for City-sponsored public meetings, services, programs, or events should call Jacob Smith, Centerville Management Services Director, at 801-295-3477, giving at least 24 hours notice prior to the meeting.

A notebook containing supporting materials for the business agenda items is available for public inspection and review at City Hall and will be available for review at the meeting. The full packet can also be viewed on the City's website: <http://centerville.novusagenda.com/agendapublic>.

Tentative - The times shown below are tentative and are subject to change during the meeting.

Time:

7:00 PM **A. WELCOME AND ROLL CALL**

B. PLEDGE OF ALLEGIANCE

C. PRAYER OR THOUGHT

Becki Wright, Commissioner

D. COMMISSION BUSINESS

7:10 1. [Tabled from May 23, 2018] Public Meeting - Conceptual Site Plan: Renatus Office Building Addition 1312 W 75 North

ADMINISTRATIVE DECISION

[Tabled from May 23rd meeting] Consider the proposed Conceptual Site Plan & Parking Modification for the an addition to the Renatus office building at 1312/1318 West 75 North.

7:30 2. Public Hearing - Zoning Map Amendment - 698 W Porter Lane

LEGISLATIVE DECISION

Consider the proposed Zoning Map Amendment for the property at 698 W Porter Lane, from Residential Medium to Commercial-Very High.

3. Discussion - West Centerville Plan Summary and Update

DISCUSSION

The Community Development Director will give the Planning Commission a summary of the previous proposed West Centerville Plan and updates to the area in recent years.

8:00

4. Discussion - Main Street Table of Uses Upcoming Amendment Process

DISCUSSION

Discuss a process and timeline for amending the table of uses for Main Street
(Commercial Medium Zones)

E. MINUTES REVIEW and ACCEPTANCE

May 23, 2018

F. ADJOURNMENT

**CENTERVILLE
PLANNING COMMISSION
Staff Backup Report
6/13/2018**

Item No. 1.

Short Title: [Tabled from May 23, 2018] Public Meeting - Conceptual Site Plan: Renatus Office Building Addition
1312 W 75 North

Initiated By: Dan Holbrook, Applicant

Scheduled Time: 7:10

SUBJECT

ADMINISTRATIVE DECISION

[Tabled from May 23rd meeting] Consider the proposed Conceptual Site Plan & Parking Modification for the an addition to the Renatus office building at 1312/1318 West 75 North.

RECOMMENDATION

Refer to Staff Report

BACKGROUND

Refer to Staff Report

ATTACHMENTS:

Description

- ▢ 6-13-18 Staff Report Renatus Conceptual Site Amendment
- ▢ 6-13-18 Renatus Conceptual Site Plan
- ▢ 6-13-18 Renatus Parking Graph
- ▢ 6-13-18 Renatus Parking Study Narrative
- ▢ 6-13-18 Renatus Parking Survey Log

**CENTERVILLE CITY
COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
655 North 1250 West, Centerville, Utah 84014
(801) 292-8232**

**STAFF REPORT
AGENDA: ITEM 1**

OWNER: SULADIO HOLDINGS, LLC.
c/o ROBERT GLENN SNYDER (*MANAGING MEMBER*)
1312 WEST 75 NORTH
CENTERVILLE, UTAH 84014
(ceo@myrenatus.com)

APPLICANT: MERRILL SHERIFF CONSTRUCTION, INC.
c/o DAN HOLBROOK
707 NORTH 1000 WEST, SUITE 1
CENTERVILLE, UTAH 84014
(dab@mscibuild.com)

PROPERTY: LOT 2 – EVERGREEN BUSINESS PARK
(1312/1318 WEST 75 NORTH)

ACREAGE: 0.70 ACRES

ZONING: INDUSTRIAL HIGH (I-H) DISTRICT

APPLICATION: CONCEPTUAL SITE PLAN & PARKING MODIFICATION
ACCEPTANCE (*AMENDING A PREVIOUS FINAL SITE PLAN
APPROVAL*)

BACKGROUND

The applicant desires to construct an addition to the existing building, alter the landscaping plan, relocate the dumpster area, and eliminate eight (8) parking stalls. The elimination of the parking stalls would be replaced with a reciprocal parking agreement with the neighboring Bridge Community Church (*the Church has a shared agreement to the use applicant's parking, as per the Church's parking modification approval by the City*). Because such changes alters the final site plan approval and contains a parking modification request, the amendment is required to return to the Planning Commission for review and decision.

This application was tabled at the May 23rd Planning Commission due to further information and revisions being provided by the applicant at the Commission meeting.

SITE PLAN AMENDMENT/PARKING MODIFICATION REVIEW

According to the original September 12, 2014 approval, the following elements are being modified with the proposed amendment:

Landscaping:

Original Approval Landscaping	24.2%
Proposed Amendment Landscaping	21%
Required Landscaping	10%

Screening:

The current dumpster and screening area for this site is where the building addition will be – The proposed location of the dumpster will need to be screened to the same standards, as outlined in CZC 12.51.110.

Parking:**Parking Calculation based on Centerville's Zoning Code 12. 52.300**

	Office	Warehouse
ORIGINAL APPROVAL [EXISTING BUILDING]	5460	4195
PROPOSED ADDITION	4241	2181
COMBINED SF	9701	6376
Parking calculation	1 per 200	1 per 1000
Parking needed	48	6
Parking needed according to CZC	54	
Parking provided on site	31	
Shared agreement with The Bridge Church	20	
Deficit	-3	

REQUEST FOR PARKING MODIFICATION**Parking Study based on Use**

Based on the high number of parking spots required by Centerville Zoning Code, the applicant has asked for a Parking modification to this Site Plan for their specific use.

There are two elements to this Parking Modification. The first of which is the applicant's

self-produced parking study based on use, researched by Dan Holbrook from May 1-23, 2018.

This study (See attached materials for complete study) shows that based on the study over the 3 week period, the average number of parking spaces used during the week is **15.47**.

As states in the narrative submitted by the applicant, the current number of full time employees is 15. Based on future projections beyond 2020, they will hire an addition 8 full time employees. This brings them to 23 FT employees after 2020, according to current projections.

Based on similar previous ITE (Institute of Transportation Engineers) parking studies submitted to Community Development (not related to this project), Office Use Parking Demand is .98 per employee. Therefore, using other ITE studies as a reference for this site, the parking calculation for this site would be $(.98 \times 23) = \mathbf{22.54}$, and therefore the parking spaces currently provided on-site would be considered adequate.

As noted in the parking study narrative, there are approximately 8 days a year (2 days per quarter), where there are a larger number of people visiting the building on the companies “recording days”. Mr. Holbrook found the average number of used parking spaces to be 31.5 on these recording days. At eight days a year, these are outlier events and staff does not believe that parking calculations should reflect or consider these rare events into the parking calculation for day to day use. Just as we do not (or *should* not!) build retail parking lots to meet Black Friday demand, it is unadvisable to expand the parking area for this building based on events held only eight days a year.

While the applicant did reference ITE standards and attempt its methodology in his report (attached), it should be noted that the applicant is not a transportation engineer, and with the applicant performing their own study, there is a warning on behalf of the staff of potential confirmation bias. But the ITE referenced from other reports are consistent with other reports (.98 spots per employee), and employees are of record on their Business License. If the Planning Commission choses, they can request a confirmation of the parking study performed by a professional transportation engineer service.

Shared Parking Agreement

There is a signed mutual shared parking agreement with the Bridge Community Church, signed by Loren Pankratz, that promises 20 shared parking spots on the Church’s property. A Zoning Administrator must be notified 30 days prior to any expiration.

This shared parking will be beneficial to both parties, since their business/service hours do not overlap, with the Church conducting activities primarily on weekends, and Renatus during business hours during the week. This contract benefits the need for overflow parking for both parties during their larger events, whether it is a large service attendance, or the quarterly filming days for Renatus.

Staff recommends waiting until the Final Site Plan approval before approving the final Parking Modification for this site, so that a defined, confirmed count of the parking spots and site design can be addressed before such approval of modification standards.

Other Considerations

Architectural elevations for the proposed addition have not been submitted. The design of this building should match the existing building and meet the criteria for Architectural standards in Industrial Zones, as outlined in CZC 12. 35.080

PLANNING STAFF RECOMMENDATION

The planning staff believes that the Commission should ACCEPT the Conceptual Plan to amend the original Renatus Final Site Plan dated September 12, 2014 , subject to the following conditions:

1. The applicant shall submit a Final Site plan meeting the standards of CZC 12.21.110(e).
2. The applicant shall submit architectural elevation and constructions plan that comply with the existing building and CZC 12.35.080, Exterior and Architectural Standards in Industrial Zones.
3. A parking modification from the required parking in CZC shall be approved by the Planning Commission at Final Site Plan approval.
4. Screening of outdoor dumpster and trash receptacles meet the standards outlined in CZC 12.51.110

Reasons for Actions

- a) A complete conceptual site plan application has been submitted [Section 12.21.110(d)(1)].
- b) A conceptual site plan is not intended to permit actual development of property, merely to represent how the property may be developed and does not create any vested rights to develop [Section 12.21.110(d)(5)].
- c) Based on the submittal by the applicant, the Site Amendments have potential to meet the necessary zoning requirements, with modifications.

Figure 1 is a horizontal bar chart showing the percentage of correct responses for each of the 16 items. The items are numbered 1 to 16. The percentage of correct responses is indicated by the length of the bar, with a scale from 0 to 100%.

Item	Percentage of Correct Responses
1	100%
2	100%
3	100%
4	100%
5	100%
6	100%
7	100%
8	100%
9	100%
10	100%
11	100%
12	100%
13	100%
14	100%
15	100%
16	100%



- (C1) ASPHALT, 4 BASE PER DETAIL C-1, SHEET C300
- (C2) 2" CONCRETE RELEASE CURB & GUTTER PER DETAIL C-2, SHEET C300
- (C3) CURBWALL PER DETAIL C-3, SHEET C300
- (C4) CONCRETE SIDEWALK PER DETAIL C-4, SHEET C300
- (C5) DRAINSTER PAD PER DETAIL C-5, SHEET C300
- (C6) 2" MINOR RACK RETAINING WALL PER DETAIL K-1, SHEET C300

AREA TABULATION

	SOIL	AGES	%
BLINDING	18,095	0.25	38.05
PAVEMENTS	13,026	0.30	42.88
CANALOPES	5,419	0.15	21.05
TOTAL	36,491	0.70	100.00

Proposed Addition		
Office Space	Warehouse Space	
Floor #	Area (ft ²)	Area (ft ²)
1	1,200	1,100

	Office space	Faculty building	Warehouse space	24 hrs
Room #	7240	7240	7240	
1	7240	1	4195	
2	7240			
Total	5660	Total	4195	

Total Office Space (FT ²):	9
Total Warehouse Space (FT ²):	637
Parking Spots for Office Space (3 PER 1000):	29.16
Parking Spots for Warehouse (3 PER 1000):	6.33
Total Spots Required:	35

Office Space		Proposed Addition		New Total Space	
Area #	Area (F)	Area #	Area (F)	Area #	Area (F)
1	664	1	211		
2	226				
2	173				
2	366				
2	141				
2	143				
2	347				
2	393				
2	367				
2	320				
2	220				
2	47				
2	47				
2	57				
2	1544	Total	2311		
Total		1544	2311		
Office Space		Workman Space		New Total Space	
Area #	Area (F)	Area #	Area (F)	Area #	Area (F)
1	3700	1	4155		
2	3730				
Total	5400	Total	4155		

Total Office Space (FT ²):	978
Total Warehouse Space (FT ²):	62
Parking Spots for Office Space (2.5 PER 1000)	24.25
Parking Spots for Warehouse (1 PER 1000):	6.3
Total Spots Required:	

1312 AND 1318 WEST 75 NORTH STREET
LOT 2 & 3 EVERGREEN BUSINESS PARK
LOCATED IN THE SOUTH 1/2 OF SECTION 12, T.2N., R.1W., S.L.B.&M.
CENTERVILLE CITY, DAVIS COUNTY, UTAH

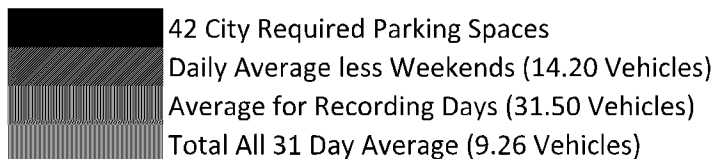
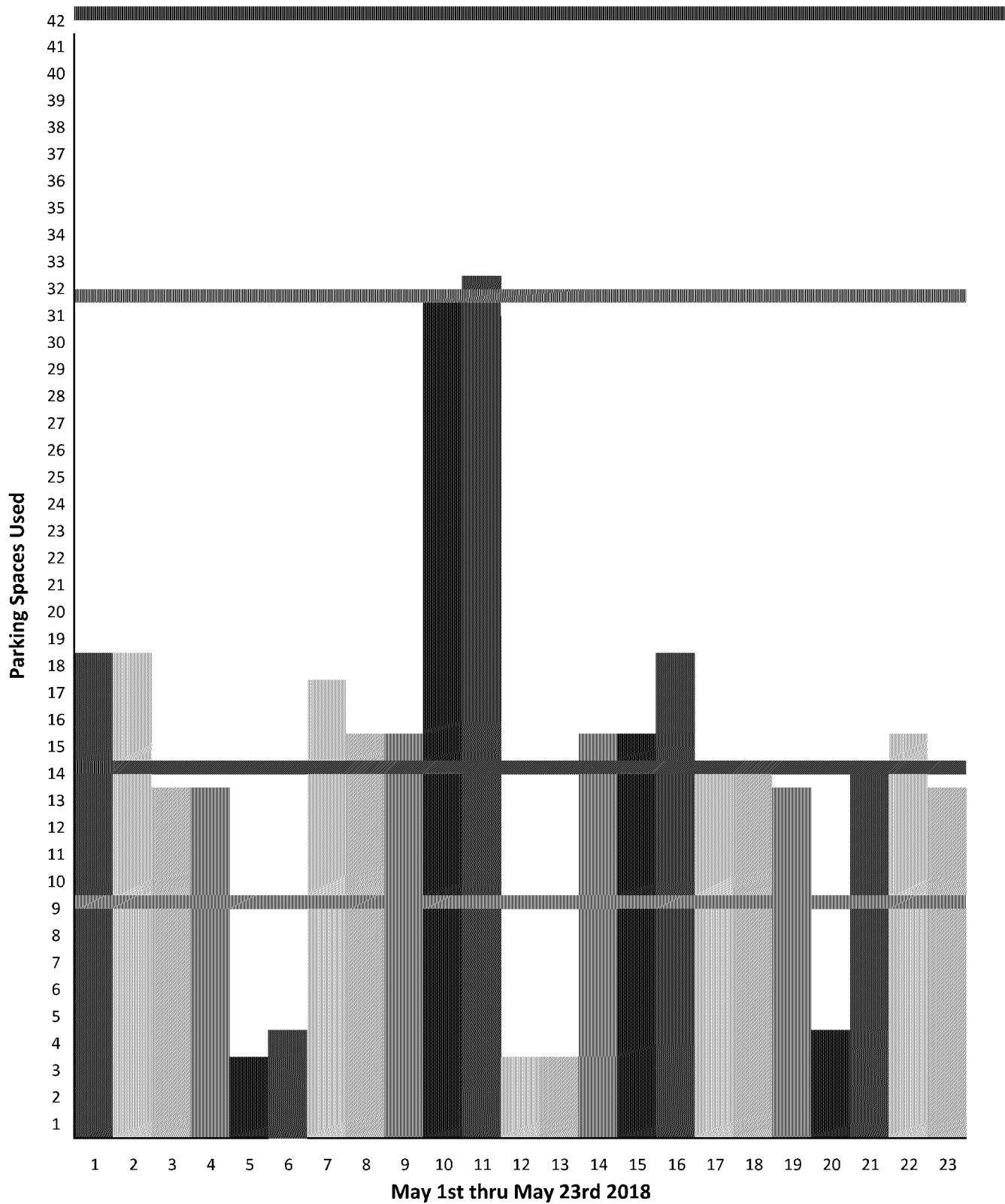


181 North 200 West, Suite 44
Bountiful, UT 84010
Phone 801.298.2236
www.Entellus.com

DRAWING:	4/3/2018
FILE:	
APPROVED:	4/16/2018
BY:	
PROJECT:	1611001 SITE PLAN
1611001 SITE PLAN	
C400	
SITE PLAN	

Renatus Warehouse/Office Addition

Parking Graph (Attachment "C")





The Institute of Transportation Engineers (ITE) has provided guidelines for data collection, to count the number of vehicles parked at the time of peak demand. They have stated, "It is valuable to provide parking demand data for other hours of the day to establish the variation of parking demand over the hours of the day, but observation of peak parking demand should be the objective of each survey (www.ite.org/parkinggeneration/datacollection.asp).

The Metropolitan Area Planning Council (MAPC) stated that any discussion of parking needs should start with a survey of existing parking use...you need to know how much parking is currently available and how it is used.

The MAPC further states that determining the right amount of parking is always a delicate balancing act, between the need for access in an auto-orientated world and the desire to minimize traffic and sometimes harmful impacts autos bring.

Many communities are concerned about the negative impacts of having too little parking – neighbors complain, cars parked illegally, shop owners worry about the desirability of their properties, drivers waste time hunting for parking spaces, etc.

There is no simple, correct answer on how much parking is needed.

With this in mind, MSCI looked at the business model of the Owner to determine the actual parking requirements based on full and part time employment. The owner has no retail traffic in this location. Their current growth expectations are as follows:

- They currently employ 15 full time staff members who work out of the building.
- Of these full-time employees, 2 of them work from home 2 – 3 days per week but it is the Owner's intent to bring them into the office full time to work when the new addition is built.
- Within the next 6 months, based on current growth expectations, the Owner plans on hiring 2 additional new hires.
- In 2019, based on current growth expectations, they plan on hiring 3 new employees.
- In 2020, based on current growth expectations, they are planning on hiring 1 new employee.
- Then after 2020, based on current growth expectations, they plan on hiring an additional 2 new employees.

Based on the current and future needs of the Owner, they will require a total of 23 full time employees that will be working out of the building (see Attachment "B").

The Owner is not a retail business, they have no walk-in traffic. So additional parking spaces for retail is not a requirement of the building usage but, the Owner will hold a recording session once per quarter for 2 days and they invite approximately 10-15 individuals to participate.

With this information, the Owner will require, based on current City Code, a total of approximately 43 parking spaces over the next 5 years.

The Owner feels that this is excessive for his business model over the next 5-10 years, so we determined that an actual parking survey would be required.

Both the ITE and MAPC calls out the following types of parking surveys that can be used to determine the actual number of parking spaces being utilized at any given time:

1. An In-out survey.
2. A Fixed period sampling
3. And License plate method survey

In pursuant to CZC 12.52.110, Subsection (e), MSCI did a parking study that ran from May 1, 2018 through May 23, 2018 (23 calendar days) to determine the actual total number of parking spaces being utilized by the Owner.

MSCI used the Fixed period Sampling method to count the number of vehicles filling the parking stalls each day. The time of the survey was done on a random time basis. The count was done in the morning on the odd days then the even days, the count was done in the afternoon. By doing this, we could see if the daily count varied during the morning and afternoon.

Per the requirements of the MAPC, the survey included an inventory of spaces available, inventory of spaces requested, the counts of vehicles parked and an analysis of the results which is as shown below.

The object of the survey is to count the number of vehicles parked during the day verses the number of parking stalls the City is requiring meeting the current on-site parking requirements and then to look at the total number of spaces available as shown on the Revised C-400 plan sheet verses the actual space usage.

Please note that we have included (2) handicap parking stalls that are underutilized but was considered in the parking survey.

What was found is that the daily count remained very constant at 14.20 cars per day which is consistent with the Owner's current employee count of 15 full time employees (not counting the weekends or the recording days).

We then isolated the 2 recording days (May 10 – 11, 2018), from the daily count and found that the average daily count jumped to an average of 31.5 cars per day but only raised the average count from 14.20 to 15.47 cars per day.

Please note that the average daily count included 3 enclosed trailers that the Owner parks on the northwest side of the building. Once the new addition is constructed, the trailers will be moved into the new warehouse that is called out on the design documents which will be submitted to the City during the plan review process as "New Interior Parking".

The actual average vehicle count is way below the City's required parking space (worst case scenario) on the recording days, the Owner uses 31.50 spaces and we still have 10.50 average spaces not being used. But this is only once a quarter for 2 days but still had to be factored into the survey.

We then looked at the daily averages based upon the 31 parking spaces shown on the Revised Plan Sheet C-400 and we found that we would be over the 31 spaces an average (worst case scenario) 0.50 vehicles per day.

At this point, the Owner has two options available. The first, to allow the overage to park directly on the street in front of the Renatus Building which is allowable per City Code. Or the second option is to consider the Shared Use option available in the CZC 12.52.110. We will address this option in TAB #04 but again, this in only 2 days (a total of 8 days per year) and street parking is an viable option.

Please note that each calendar day vehicle count included in the Parking Survey includes photographic documentation to show the actual document vehicle and will made available to the Planning Commission in electronic form if required.

The tabulations and graphs are included as Attachment "C" in TAB #05.

Based upon our findings above, MSCl and the Owner feels that the number of parking spaces shown on the Revised Plan Sheet C-400 showing 31 parking space is sufficient and we request a modification from the City required 42 spaces to the 31 parking spaces shown on the Revised Plan Sheet C-400.

Please note, the size of the parking stalls has been shown and calculated at 9'-00" x 18'-00" which is the parking standard for Centerville City.

The parking survey was compiled by Dan Holbrook of MSCl in accordance with the source shown above (please reference Attachment "D" for Mr. Holbrook's personal resume).

**Renatus Office Building/Warehouse Addition
Parking Survey/Log**

City Required Parking Spaces

Date	Time of Photos	# of Spaces Needed	Spaces Taken	Spaces Available	Photo Sequence	Comments
05/01/18	1:34	42	18	24	1 thru 5	
05/02/18	10:00	42	18	24	6 thru 10	
05/03/18	1:30	42	13	29	7 thru 15	
05/04/15	10:15	42	13	29	16 thru 20	
05/05/18	1:30	42	3	39	21 thru 24	Saturday
05/06/18	10:30	42	4	38	25 thru 29	Sunday
05/07/18	2:30	42	17	25	30 thru 34	
05/08/18	11:00	42	15	27	35 thru 39	
05/09/18	11:30	42	15	27	40 thru 44	
05/10/18	10:00	42	31	11	45 thru 49	Film Day (*)
05/11/018	9:35	42	32	10	50 Thru 54	Film Day (*)
05/12/18	2:25	42	3	39	55 thru 58	Saturday
05/13/18	10:30	42	3	39	59 thru 62	Sunday
05/14/18	12:45	42	15	27	63 thru 67	
05/15/18	9:45	42	15	27	68 thru 72	
05/16/18	1:00	42	18	24	73 thru 77	
05/17/18	9:15	42	14	28	78 thru 82	
05/18/18	2:50	42	14	28	83 thru 87	
05/19/18	1:30	42	13	29	88 thru 92	Saturday
05/20/18	10:45	42	4	38	93 thru 96	Sunday
05/21/18	11:00	42	14	28	97 thru 100	
05/22/18	11:40	42	15	27	101 thru 105	
05/23/18	9:40	42	13	29	106 thru 110	
		630	213	403		
Average Spaces Taken Daily (5 day work week *)			14.20	63.97%	Parking Spaces Available	
Recording Day Average Spaces Taken Daily			31.50			
All Work Days			15.47			
All Days including Weekends			9.26			

* excludes Recording Days

The actual parking each day includes the 3 trailers that will be parked inside the new addition once

when it is built.

**Renatus Office Building/Warehouse Addition
Parking Survey/Log**

Available Parking Spaces (Revise Plan Sheet C-400)

Date	Time of Photos	# of Spaces Needed	Spaces Taken	Spaces Available	Photo Sequence	Comments
05/01/18	1:34	31	18	13	1 thru 5	
05/02/18	10:00	31	18	13	6 thru 10	
05/03/18	1:30	31	13	18	7 thru 15	
05/04/15	10:15	31	13	18	16 thru 20	
05/05/18	1:30	31	3	28	21 thru 24	Saturday
05/06/18	10:30	31	4	27	25 thru 29	Sunday
05/07/18	2:30	31	17	14	30 thru 34	
05/08/18	11:00	31	15	16	35 thru 39	
05/09/18	11:30	31	15	16	40 thru 44	
05/10/18	10:00	31	31	0	45 thru 49	Film Day (*)
05/11/018	9:35	31	32	-1	50 Thru 54	Film Day (*)
05/12/18	2:25	31	3	28	55 thru 58	Saturday
05/13/18	10:30	31	3	28	59 thru 62	Sunday
05/14/18	12:45	31	15	16	63 thru 67	
05/15/18	9:45	31	15	16	68 thru 72	
05/16/18	1:00	31	18	13	73 thru 77	
05/17/18	9:15	31	14	17	78 thru 82	
05/18/18	2:50	31	14	17	83 thru 87	
05/19/18	1:30	31	13	18	88 thru 92	Saturday
05/20/18	10:45	31	4	27	93 thru 96	Sunday
05/21/18	11:00	31	14	17	97 thru 100	
05/22/18	11:40	31	15	16	101 thru 105	
05/23/18	9:40	31	13	18	106 thru 110	
		713	320	393		
Average Spaces Taken Daily (5 day work week *)			21.33	55.12%	Parking Spaces Available	
Recording Day Average Spaces Taken Daily			31.50			
All Work Days			15.47			
All Days including Weekends			13.91			

* excludes Recording Days

The actual parking each day includes the 3 trailers that will be parked inside the new addition once

when it is built.

**CENTERVILLE
PLANNING COMMISSION
Staff Backup Report
6/13/2018**

Item No. 2.

Short Title: Public Hearing - Zoning Map Amendment - 698 W Porter Lane

Initiated By: Dave Bell, Applicant

Scheduled Time: 7:30

SUBJECT

LEGISLATIVE DECISION

Consider the proposed Zoning Map Amendment for the property at 698 W Porter Lane, from Residential Medium to Commercial-Very High.

RECOMMENDATION

Refer to Staff Report

BACKGROUND

Refer to Staff Report

ATTACHMENTS:

Description

- ▣ 06-13-2018 Staff Report Bell Rezone from R-M to C-VH
- ▣ Bell Rezone R-H to C-VH Submittal

**CENTERVILLE CITY
COMMUNITY DEVELOPMENT DEPARTMENT
655 North 1250 West, Centerville, Utah 84014
(801) 292-8232**

**STAFF REPORT
AGENDA: ITEM 2**

PROPERTY OWNER: **DAVID BELL**
 335 SOUTH FRONTAGE ROAD
 CENTERVILLE, UT 84014
 (davescompleteauto@gmail.com)

PROPERTY LOCATION: **698 WEST PORTER LANE**

PARCEL SIZE: **0.325 ACRES (BACK PORTION OF LOT)**

PARCEL NUMBERS: **03-001-0005 (NORTH PORTION OF PARCEL)**

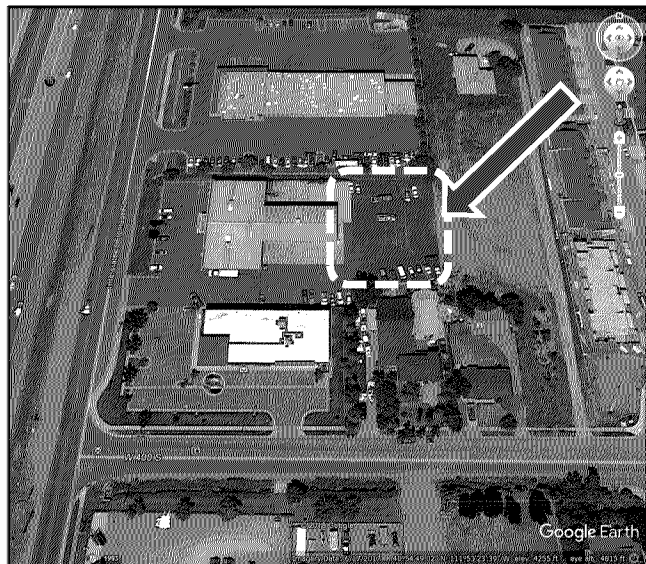
APPLICATION: **ZONING MAP AMENDMENT – REQUEST TO REZONE A**
 TRACT OF LAND FROM R-M (MULTI-FAMILY) TO C-H
 (COMMERCIAL)

STAFF RECOMMENDATION: **CONSIDER APPROVAL OF THE REZONE TO THE**
 CITY COUNCIL

BACKGROUND

The petitioner desires to acquire the north portion of the subject property located at 698 West Porter Lane and add it to the west commercial property, known as Dave's Auto. The purpose is to expand the business use and add parking and another building/shop (Note: *it has already been paved at this time*).

Currently, the desired tract of land is zoned Residential Medium (R-M) and the business use is Zoned Commercial-High. The petitioner desires to have a portion of the residential property rezoned to Commercial High.



REVIEW AND ANALYSIS OF THE ZONE MAP AMENDMENT REQUEST

- A. **Zone Map Amendments** - Pursuant to the City's Zoning Ordinance, the "decision to amend the...zoning map is a matter of within the legislative discretion of the City Council" as described in CZC - 12.21.060.a.
- B. **Process and Public Comment and Decision** - The Planning Commission shall review and hold a public hearing regarding the application and shall thereafter submit its recommendation for approval, approval with modifications, or denial thereof to the City Council. Following receipt of a recommendation from the Planning Commission, the City Council shall hold another public hearing on the application. After due consideration, the City Council may approve, approve with modifications, or deny the proposed amendment request.
- C. **Staff Review of the Rezone Standards of Approval** - Section 12.21.080.e of the City Zoning Ordinance sets forth the following factors for considering a general rezone request:

1. Is the proposed amendment consistent with the goals, objectives and policies of the City's General Plan?

The properties are located in the Southwest Neighborhood Plan Area. The neighborhood plan indicates that the area from 500 West to the commercial area on the Frontage Road (*Porter Lane area*) may be appropriately developed with low to medium density residential. In addition, the plan encourages the use of "planned development" type use to act as a buffer between the commercial uses to the west and the single-family use areas in the neighborhood, from 400 West to Main Street (*see Section 12-480-1.a*).

As to additional commercial development Section 12-480-3.2.c, the commercial land use pattern along South Frontage Road area (*from Porter to south City limits*) has a maximum depth limit of 500 feet. However, keep in mind this depth is from Porter Lane to the south. The area being considered is just north of Porter Lane.

Staff Response: The neighborhood plan anticipates low to medium residential uses as the land use pattern (*from east to west*) until the pattern meets the Commercial area along the frontage road. The commercial area along the Frontage road does not have a uniform depth.



Currently, Les Schwab Tire has a greater depth than Dave's Auto. Dave's auto is currently the same as the All Season's Spa building. From review of the map, it is staff's position that the large parcel, zoned R-M, east of this commercial area seems to be an appropriate defining north/south limit line for expected low to medium residential use buffering expectations until reaching the commercial area along the frontage road.

Moreover, if one considers also using the 500 feet commercial limit depth from Porter to the south City limits as a guide, it appears that parcel area being considered would be within this maximum depth policy (*measured at 380 feet*).

2. Is the proposed amendment harmonious with the overall character of existing development in the vicinity of the subject property?

Staff Response: Located to the south, there is a single-family home (*same parcel*) zoned R-M. The parcel to the east was recently zoned R-M and then farther east is the Porter-Walton Townhomes, also an R-M development. All of these R-M areas create the expected buffer between the commercial area on Frontage Road and the residential neighborhood east of 500 West. It is staff's position that the request, if approved, would likely remain consistent with surrounding development in the vicinity.

3. What is the extent to which the proposed amendment may adversely affect adjacent property?

Staff's Response: From staff's review, the R-M development expectation is, by policy, the expected buffer use for the neighborhood between commercial and single-family. Therefore, rezoning the property to commercial, with R-M development to the east, would not adversely affect the multi-family or single-family development to the east.

4. What is the adequacy of facilities and services intended to serve the subject property?

Staff Response: Utilities are located on the surrounding properties, and all have facilities and services that are already available to the area.

Additional Considerations

The request involves only a northerly portion of a larger parcel. The other southerly portion (*with the home*) will remain R-M. Because the land has not been divided, it is not eligible to receive a "double" zoning allowance (*i.e. R-M and C-H*). This is inconsistent with the Zoning Ordinance expectations for Zone Boundaries (*see CZC 12.30.050 – Rules for Locating Zone Boundaries*). Furthermore, a portion of tract of land cannot be created that does not meet lot and frontage requirements of the zone (*in this case a potential land locked remnant tract*). Consequently if the City is amenable to the rezone, the following actions are required to comply with subdivision and zoning regulations:

- (a) Any rezone of the partial area cannot become effective until a division of land is approved by the City.
- (b) A division of land cannot leave a remnant parcel, so such division of the subject tract, to be rezoned, would need to be absorbed into the applicable business lot to the west, as is desired by the petitioner.

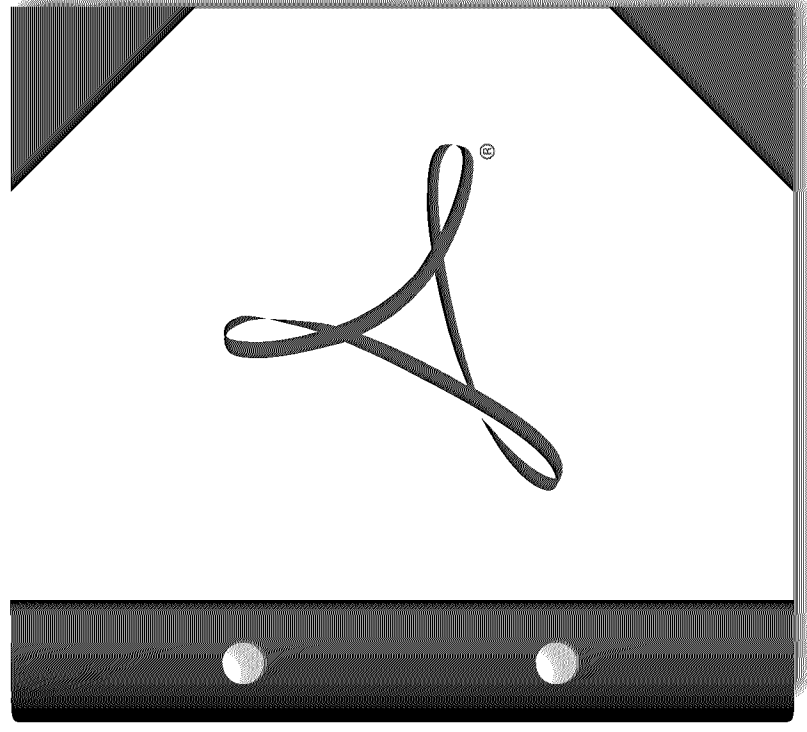
PLANNING STAFF RECOMMENDATION

PROPOSED ACTION: “I hereby make a motion for the Planning Commission to recommend **APPROVAL** of the Zone Map Amendment for a northernly portion of Parcel 03-001-0005, located at 698 West Porter Lane, from Residential Medium (R-M) to Commercial High (C-H), subject to the following requirements:

- (a) Any rezone of the partial area cannot become effective until a division of land is approved by the City.*
- (b) A division of land cannot leave a remnant parcel, so such division of the subject tract, to be rezoned, would need to be absorbed into the applicable business lot to the west, as is desired by the petitioner.*

Suggested Reasons for the Action (Findings):

1. The Planning Commission has sufficiently reviewed and considered the criteria found in Section CZC 12.21.080.e of the Zoning Ordinance.
2. The Planning Commission finds that the rezone is consistent with the goals of the General Plan, as described in the staff report and the Commission’s findings.
3. The Planning Commission finds that the large parcel, zoned R-M, east of the commercial area and the subject parcel area, appears to be an appropriate defining north/south limit line for expected low to medium residential use buffering Porter area policy expectations.
4. The Planning Commission finds that the R-M development expectation is, by policy, to be the commercial buffer use for the neighborhood. Therefore, rezoning the property to commercial would not adversely affect the multi-family development directly to the east.
5. The Planning Commission finds that the requirements of rezone are directly related to ensure that the rezone action complies with applicable zoning and subdivision regulations adopted by the City.
6. Therefore, the Planning Commission finds that the request for C-M Zoning designation is appropriate.



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CENTERVILLE

Staff Backup Report

6/13/2018

Item No. 3.

Short Title: Discussion - West Centerville Plan Summary and Update

Initiated By: Planning Commission

Scheduled Time:

SUBJECT

DISCUSSION

The Community Development Director will give the Planning Commission a summary of the previous proposed West Centerville Plan and updates to the area in recent years.

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- ▢ 06-13-2018 Staff Memorandum and Historical Summary
- ▢ Timeline Summary
- ▢ Draft Zoning Regulations - not adopted
- ▢ Draft Zoning Regulations Explanation
- ▢ WFRC Grant Planning Data
- ▢ UTA TOD Design Standards

**CENTERVILLE CITY
COMMUNITY DEVELOPMENT DEPARTMENT
655 North 1250 West, Centerville, Utah 84014
(801) 292-8232**

STAFF MEMORANDUM

DATE: JUNE 13, 2018

TO: CENTERVILLE CITY PLANNING COMMISSION

FROM: CORVIN M. SNYDER, AICP
COMMUNITY DEVELOPMENT DIRECTOR

SUBJECT: HISTORICAL INFORMATION ABOUT THE WEST CENTERVILLE
NEIGHBORHOOD PLAN UPDATE OF 2014/15

BACKGROUND

The Planning Commission has requested historical information about the West Centerville Neighborhood Plan Update of 2014/15. As the Commission is aware, the City Council ultimately decided *NOT* to adopt the “Preferred Scenario” that was recommended to them, as summarized below from the March 03, 2015 Council Minutes:

“Councilman Wright made a motion to reject the proposed General Plan Amendments regarding the West Centerville Neighborhood Area and related Zoning Ordinance and Zoning Map Amendments, with a desire to continue the discussion of land use in the subject area. Councilwoman Ivie seconded the motion.

Councilwoman Fillmore said she worries about the Council dismissing the public process, which has been as thorough as they come. Of those who responded to the survey, 65% liked the proposed direction of the change. Councilwoman Ivie responded that perhaps many of the citizens that did not respond to the survey did not respond because “none of the above” was not an option. Councilwoman Ivie said she feels remiss in putting any weight in the survey results because she cannot identify the responses with real people, and asked if there is a way to include identifiers on a survey. She said she thinks the community is now ready to talk about the west side. Councilman Averett said he does not like rejecting the application because he feels it sends a message to staff and the Planning Commission that there is no value in what they have done. He wants them to know that he values what has been done as part of the planning process, and he respects the recommendation of the City Planner. Councilman Higginson stated he is inclined to vote against the motion because he would rather keep going and doing more work. Councilman Wright stated that the process is still in play. The Council has listened and heard that a majority are not comfortable with the proposed option. He said he feels the process needs to continue to ensure the right land use.

The motion passed by majority vote (3-2), with Council members Wright, Ivie, and Averett in favor and Council members Fillmore and Higginson against.

As you can also deduce from the minutes, the City Council suggest continuing such efforts for a West Plan update. However, this insinuation did not gain any traction afterwards. But, it has shown up in the annual planning goals list since the initial rejection.

It was my impression that the West Bountiful residents mounted a strong effort to have Centerville City reject the “*Preferred Scenario*” in part due to the TOD densities being proposed in the Plan. Moreover, the iconic public hearing quotes I heard and remember were “*We would prefer to have the old Syro Steel Plant (now known as Trinity) remain than the densities that are being proposed*” and “*Renters do not wash their cars.*”

Additionally, it was my observation that the City was also using the West Centerville Plan Update to promote a possibility of a Front Runner Station Stop as a means to eliminate/discourage any UTA “*light rail*” proposals for Main Street, which the City had taken a strong stance against during the “*South Davis Mass Transit Study.*” The South Davis Mass Transit study was a result of the state’s settlement agreement involving the construction of the Legacy Parkway. Just prior to the WCN Update process, the Council also adopted amendments to the City’s General Plan that removed all references to “*light rail.*” All in all, it seems to me that the West Centerville Neighborhood Plan update did not have a solid foundation or supportable vision to begin with and then coupled with the TOD densities leading to West Bountiful becoming dismayed, it led to the ultimate failure of adopting that particular “*Preferred Scenario.*”

To finish, attached to Commission agenda are several past documents related to this past West Centerville Update. Hopefully, these attachments will meet the Commission’s expectations for a historical summary of what was being proposed, but ultimately rejected by the City. I am NOT anticipating making a presentation at the Commission Meeting. However, I will be present for questions and answers from the Commission Members. The attachments are somewhat prioritized for reading and are named as follows:

- ✓ **WCN Plan Update CC Report w/ Timeline** – it will provide an overall summary of the process up to when the “*Preferred Scenario*” was presented to the City Council.
- ✓ **WCN Plan Update Zoning Regulations (NOT ADOPTED)** – it will provide the proposed ordinance and design standard language that was to reflect the desires of the “*Preferred Scenario*” for the newly proposed Zoning District.
- ✓ **WCN Plan Update & Zoning Summary Presentation** – the presentation was created to help explain what was being proposed in the WCN Plan update.
- ✓ **WFRC Grant Performance Measures for WCN Plan Update** – it will provide the information and data that was developed as part of the Planning Grant from Wasatch Front Regional Council to facilitate the development of the “*Preferred Scenario.*”
- ✓ **UTA TOD Design Principles WCN Plan Update** – it will provide the information that UTA developed as part of the grant partnership to assist with designing a Transit Oriented Development (TOD) Center.

**CENTERVILLE CITY
COMMUNITY DEVELOPMENT DEPARTMENT
655 North 1250 West, Centerville, Utah 84014
(801) 292-8232**

STAFF TRANSMITTAL REPORT

DATE: DECEMBER 12, 2014

TO: STEVE THACKER, CITY MANAGER

FROM: CORVIN M. SNYDER, AICP, COMMUNITY DEVELOPMENT DIRECTOR

APPLICANT: CENTERVILLE CITY COUNCIL
C/O PAUL CUTLER, MAYOR
250 NORTH MAIN STREET
CENTERVILLE, UTAH 84014

APPLICATIONS: GENERAL PLAN AMENDMENT – WEST CENTERVILLE
NEIGHBORHOOD AREA & RELATED ZONING CODE
TEXT AND MAP AMENDMENTS

APPLICANT REQUEST: AMEND CENTERVILLE CITY ZONING ORDINANCES TO
CREATE THE PARRISH/LEGACY MIXED USE CENTER
DISTRICT REGULATIONS & URBAN DESIGN
STANDARDS AND GUIDELINES FOR THE MIXED USE
ZONE

RECOMMENDATION: COMMISSION RECOMMENDS APPROVAL

BACKGROUND

The Centerville City Council has directed the Planning Staff and Commission to prepare the necessary General Plan and Zoning Text and Map Amendments to initiate the implementation of the West Centerville Neighborhood Plan Update. The process involved the use of an Oversight Committee and an extensive public outreach program, particularly focused on engaging the property owners and businesses of the study area. For this report, the Planning Staff will summarize for the Council, the “preferred scenario” as formulated by the Oversight Committee, Staff, Planning Commission and the proposed new Zoning District Text Amendments, and finally the area of the Zone Map Amendment.

PROECESS TIMELINE

An Oversight Committee was created by the Mayor and several property owners, business owners, and residents were invited to participate in the process. Furthermore, members of the Centerville City Council and Commission along with a member of the West Bountiful City Council also were invited to participate. This Oversight Committee met several times and several

events took place as part of the update process. Additionally, Wasatch Front Regional Council and UTA staff provided support, as outlined in the local resource planning grant that was provided to the City. The timeline for the proposed Plan Update to this point was as follows:

- **January 2014** – City makes application for a Local Resource Grant from Wasatch Front Regional Council & receives commitment from UTA to assist the City with the Plan Update with regards to evaluating mass transit option for the study area
- **February 18, 2014** – City Council enacts a “Temporary Zoning Ordinance Regulation” restricting any new development for the study area
- **March 10, 2014** – Mayor sends letter to all property & business owners location within the study area informing them of the plan update and the action of the Council
- **April 09, 2014** – Mayor selects Oversight Committee Members
- **April 21, 2014** – A Notice of Intent to Amend the City’s General Plan is published
- **May 01, 2014** – 1st Oversight Committee Meeting takes place (*i.e. awareness campaign*)
- **May 27, 2014** – Oversight Committee publishes an “Awareness Brochure,” which was posted on the City’s Website
- **June 04, 2014** – The “Awareness Brochure” was sent to the business & property owners of the study area
- **June 10, 2014** – The “Awareness Brochure” was posted at three (3) City parks.
- **June 19, 2014** – City is awarded the Local Resource Planning Grant from Wasatch Front Regional Council
- **June 19, 2014** – 2nd Oversight Committee Meeting takes place (*i.e. educational campaign*)
- **July 10, 2014** – With assistance of WFRC staff, an online survey is posted seeking public input about the study area
- **July 23, 2014** – Oversight Committee publishes a “Survey Invitational Brochure,” which is posted on the City’s Website, sent to the business & property owners of the study area, and posted again at the three (3) City parks requesting participation in the posted survey
- **July 31, 2014** – 3rd Oversight Committee Meeting takes place (*i.e. a review of the survey results*)
- **August 13, 2014** – As directed by the City Council, a preliminary Zoning Ordinance Text Amendment for the proposed study area is submitted to the Planning Commission – Commission tables action until the General Amendment is fully prepared for public discussion
- **August 18, 2014** – The “Temporary Zoning Ordinance Regulation” enacted by the City Council for the study area expires
- **August 21, 2014** – 4th Oversight Committee takes place (*i.e. future scenario development planning for Open House*)
- **September 11, 2014** – Oversight Committee publishes an “Open House Invitational Brochure,” which is posted on the City’s Website, sent to the business & property owners of the study area, and posted again at the three (3) City parks
- **September 24, 2014** – Oversight Committee hosts an Open House Meeting and the public is informed of the survey results & evaluates of four (4) potential future development scenarios
- **October 06, 2014** – Oversight Committee sends invitations to several strategic property owners to participate in a “Strategic Property Owners” informative meeting
- **October 16, 2014** – Oversight Committee hosts the Strategic Property Owners Meeting

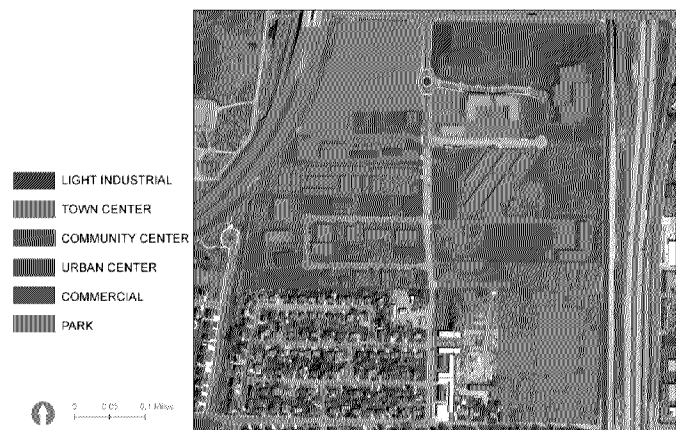
- **October 16, 2014** – Last Oversight Committee meeting takes place (*i.e. ascertains elements for preparation of a “preferred scenario” using the survey and open house results*)
- **November & December of 2014** – Planning Commission hosts meetings to receive presentations regarding the West Centerville Plan Update, holds public hearings to receive input, and forwards a recommendation to the City Council.

OVERVIEW OF THE PREFERRED SCENARIO (*Future Land Use Map*)

As directed by the City Oversight Committee, the Planning Staff has prepared the “preferred scenario” (*see attachments*) and has included several additional planning concepts in creating the General Plan Amendment. The preferred scenario and associated neighborhood plan amendment can be summarized as follows:

- ✓ The land use pattern consists of a “mixed-use” center, which will be a heightening of the existing mixed-use pattern that has been established with the development of Legacy Crossing (*i.e. Megaplex Theater area*) and the recently approved Legacy Apartments across the street
- ✓ The land uses are to be focused around localized commercial businesses that support a new multi-family residential neighborhood
- ✓ The core density is located south of 200 North, but stops prior to reaching the Trinity Steel site (*up to 45 units per net acre*)
- ✓ A secondary density sector begins south of the core and terminates at the south City limits (*between 30 to 35 units per net acre*)
- ✓ A public park is envisioned in this secondary density area, as a transition into West Bountiful and to facilitate any potential environmental clean-up needs of the Trinity Steel site
- ✓ A potential vehicle fly-over bridge (*over the rail line and interstate*) is being suggested at Porter Lane to establish alternative traffic routes to ease traffic congestion at the Parrish Lane interchange and provide improved emergency vehicle access to the area and to West Bountiful City
- ✓ Some type of future transit station could be integrated into the area, but it is not a crucial focus of the preferred scenario

PARRISH-LEGACY MIXED USE PREFERRED SCENARIO



ZONING ORDINANCE TEXT (*Creating a New District*)

As mentioned earlier, the Zoning Ordinance documents presented to the Commission last August have been extensively edited. The new zoning district no longer places emphasis on a TOD Center (*e.g. creating a Frontrunner Station*) but places its focus on creating a “Mixed-Use Center” or a neighborhood of local commercial uses integrated into a multi-family residential community. The new zoning regulations have two parts; 1) the basic district regulations, and; 2) the design standards for the new district.

The basic district regulations can be summarized as follows:

- ✓ The base layer of commercial uses are those of the Commercial-Medium (C-M) Zone. Such uses are local retail, office, personal and professional services. These types of uses are also found along Main Street from City Hall to Pages Lane
- ✓ A secondary layer of multi-family residential use is allowed; which are those uses of both the Residential-Medium and High Zones (R-M & R-H). These types of uses can be found at the Florentine Towns (*directly south of Wal-Mart*) and within the Pineae Village Gardens (*old Pineae Nursery site on 400 West Street*)
- ✓ However, such multi-family residential uses cannot be singularly developed without establishing the required supportive commercial uses
- ✓ The ratio of commercial vs. residential uses is established using site plan approval process
- ✓ The supportive commercial use findings needed to approve the use of multi-family residential are;
 - *Provide opportunity for food service or local service type retail commercial service*
 - *Provide opportunity for personal care and/or instructional type services*
 - *Provide opportunity for medical care or health type services*
 - *Provide opportunity for adult or child care type services, or*
 - *Provide other types of commercial uses deemed appropriate for servicing the local residents*

The design standard regulations can be summarized as follows

- ✓ **“Design Principles”** establish the expected contextual relationship of the built environment for enhancement of the functional system elements and uses of a “Mixed-Use Center.” These principles are not prioritized, but all are to be reinforced through the implementation of design standards and guidelines that are to be applied in planning the site layout, the buildings, and expected amenities of all developments in the “Mixed-Use Center District.”
- ✓ **“Design Standards”** are required in addition to other standards set forth in the Ordinance and are indicated by the verb “shall.” In the event of conflict between the standards and other applicable provisions of the Ordinance, the interpretation and provisions of the specific section are to govern for all development within the “Mixed-Use Center District.”
- ✓ **“Design Guidelines”** indicate additional actions that are to be taken to enhance the development design and achieve greater compatibility of development in the “Mixed-Use Center District.” Guidelines thus use the verb “should” signifying that the guidelines are desirable objectives to be achieved, but may not be mandatory or feasible for every given development situation.

ZONING ORDINANCE MAP *(Implementing a New District)*

The **PL-MU Zone** is intended to be utilized for properties that are depicted in the Parrish-Legacy Mixed-Use Center District of the West Centerville Neighborhood Plan. For the **PL-MU Zone**, all properties located on the west side of the railroad corridor and east of 1250 West and along both sides of 1250 West, from 200 North to the south City

PLANNING COMMISSION RECOMMENDATION

On December 10, 2014, the Planning Commission recommended, to the City Council, **APPROVAL** of the proposed general plan and zoning amendments, as attached with this report.



Suggested Reason for the Action (Finding):

The Planning Commission finds that based upon the studies and recommendations of staff and for the reason that there is a need to plan for the future in the West Centerville Neighborhood area and the plan proposed for mixed-use appears to be the most logical for that area.

Planning Commission Vote (4-3):

Commissioner	Yes	No	Not Present
Hirschi (Chair)	X		
Hirst	X		
Johnson	X		
Kjar		X	
Merrill	X		
Randall		X	
Ince		X	

PARRISH-LEGACY MIXED USE PREFERRED SCENARIO



- LIGHT INDUSTRIAL
- TOWN CENTER
- COMMUNITY CENTER
- URBAN CENTER
- COMMERCIAL
- PARK





Title 12 – Zoning
Article 4 – Special Purpose and Overlay Zones
Chapter 12-49 – Parrish-Legacy Mixed Use Center District Zone

Sections.

12-49-010.	Purpose.
12-49-020.	Scope.
12-49-030.	Definitions.
12-49-040.	Zone Location.
12-49-050.	Other Approval Requirements.
12-49-060.	Development Agreement.
12-49-070.	Development Project Evaluation.
12-49-080.	Zone Densities.
12-49-090.	PL-MU Zones, Permitted and Conditional Uses.
12-49-100.	PL-MU Zone Design Pattern Book.
12-49-110.	Development Plan Approvals.
12-49-120.	Regulations of General Applicability.
12-49-130.	Development Implementation.
12-49-140.	Development Standards.

12-49-010. Purpose.

The purpose of the Parrish-Legacy Mixed Use Center ("PL-MU") District Zone is to:

- (a) Provide for a master-planned, architecturally-designed development with customized requirements and standards to permit flexibility and initiative in property development;
- (b) Facilitate the integration of diverse but compatible uses, including, but not limited to, commercial, higher density residential, mixed-node or use, and other multi-transportation modal and related community uses;
- (c) Better preserve and enhance the property and neighborhood through integrated planning and design that would not be possible under other traditional zoning districts and regulations of the City; and
- (d) Provide for the incorporation of a thematic building and landscaping designs, to enhance site development design through human-scaled design elements and amenities, encourage the development and use of multi-modal transportation options, and make physical connections to usable trail and public space amenities.

12-49-020. Scope.

The provisions of this Chapter shall apply to any real property located in the Parrish-Legacy Mixed Use (PL-MU) Zone, as shown on the Official Zoning Map. No building, structure or real property shall be used and no building or structure shall be hereafter erected, structurally or substantially altered, or enlarged except as set forth in this Chapter. Such requirements shall not be construed to prohibit or limit other applicable provisions of this Title, the Centerville City Code, or other laws except to the extent such provisions are altered by the requirements of this Chapter.

12-49-030. Definitions.

Certain words and phrases in this Chapter, including uses, are defined in Chapter 12-12 of this Title.

12-49-040. Zone Location.

The PL-MU Zone is intended to be utilized for properties that are depicted in the Parrish-Legacy Mixed Use Center District of the West Centerville Neighborhood Plan. For the PL-MU Zone, all properties located on the west side of the railroad corridor and east of 1250 West and along both sides of 1250 West, from 200 north to the south City limits.

12-49-050. Other Approval Requirements.

Except as otherwise provided in this Chapter, an application for development within the PL-MU Zone shall be submitted and processed pursuant to applicable requirements of this Title, the Centerville City Code, and any rules, regulations, or standards adopted there under, including, but not limited to, conceptual, preliminary and final subdivision plats, site plans, conditional use permits, building permits, and any other needed permit or approval.

(a) *Rezoning Approval Process.* Except as otherwise specifically provided herein, an application for rezoning of property to the PL-MU Zone shall comply with the requirements for zoning map amendments as provided in Section 12-21-080 of this Title.

(b) *Subdivision Approval Process.* Except as otherwise specifically provided herein, an application for development within the PL-MU Zone shall comply with the procedures and requirements for subdivision plat approval as provided in Title 15 of the Centerville City Code.

(c) *Site Plan Approval Process.* Except as otherwise specifically provided herein, an application for construction and improvements within the PL-MU Zone requiring site plan approval under Section 12-21-110 of this Title shall comply with the requirements therein.

12-49-060. Development Agreement.

Any application for rezoning or development of property to the PL-MU Zone may be conditioned upon the applicant entering into a development agreement with the City designating and describing contractual requirements for the development of the property.

12-49-070. Development Project Evaluation.

(a) *Development Characteristics.* Development within the PL-MU Zone shall exhibit design components and characteristics, such as those set forth below, which set the development apart from a standard subdivision and/or traditional site plan approval accomplished under this Title.

- (1) Mixed Use or Mixed Sector Integrated Land Use Patterns;
- (2) Human Scaled Building Architecture;
- (3) Integrated Use of Landscaping, Plazas, Courts, Trails/Pathways, and other Common Amenity Areas;
- (4) Encourages, Promotes or Provides Opportunities for Multi-modal Transportation Options.

(b) *Evaluation Criteria.* Each development proposal for development within the PL-MU Zone shall be evaluated based on its compatibility with:

- (1) The Centerville City General Plan and West Centerville Neighborhood Plan;
- (2) The purpose and development guidelines of the PL-MU Zone set forth in this Chapter;
- (4) The purpose and standards of the Parrish – Legacy Mixed Use - Urban Design Guidelines set forth in this Title for the PL-MU Zone; and

Title 12 – Zoning
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- (6) Any other City-approved study applicable to the subject areas.

(c) **Burden of Persuasion.** An applicant shall have the burden of showing that the proposed uses, project design, and location of utilities and facilities meet the requirements of this Chapter.

12-49-080. Zone Density.

(a) *PL-MU Zone Density.* Development within a PL-MU zone shall substantially comply with Table 12-49-2 and with Section 12-69 – Parrish/Legacy TOD Center - Urban Design Standards & Guidelines.

- (1) The PL-MU zone is principally zoned for neighborhood commercial uses, similar to the uses as listed in the Commercial-Medium (C-M) Zoning District. Nonetheless, the PL-MU mixed use concept is to allow for the development of residential uses at a density sufficient to create, to the degree possible, a new semi-self-sustaining neighborhood within the West Centerville Plan area.
- (2) The mixed ratio of commercial use to residential use may be defined with the final site plan submittal approval provided the proposed commercial uses predominately achieve the following for residents living in the Parrish-Legacy Mixed Use Center District:
- i. Provide opportunity for food service or local service type retail commercial service
 - ii. Provide opportunity for personal care and/or instructional type services.
 - iii. Provide opportunity for medical care or health type services.
 - iv. Provide opportunity for adult or child care type services, or
 - v. Provide other types of commercial uses deemed appropriate for servicing the local residents.
- (3) Residential uses, up to 45 units per net acre, shall only be established in conjunction with other general commercial, office and supportive commercial type uses of any proposed development project.
- (4) A variety of residential dwelling types or styles shall be integrated into the design and layout of a development within the PL-MU Zone.

(b) *No Density Guarantee.* The density limitations and provisions set forth in this section are not intended to guarantee density for any project area or development within the PL-MU Zone. Actual density shall depend on compliance with applicable standards, and circumstances and topography of the particular property or project.

12-49-090. PL-MU Zone, Permitted and Conditional Uses.

(a) *PL-MU Zone* – The following uses, as defined in this Title, shall be the permitted and conditional uses in the PL-MU Zone, unless otherwise expressly allowed or prohibited as listed herein:

- (1) *Permitted Uses:*
- Permitted Uses, as shown in Section 12-36-Table of Uses for the Commercial – Medium Zone
 - Permitted Uses, as shown in Section 12-36-Table of Uses for the Residential – Medium and Residential - High Zones

- Building, Accessory
- Dwelling, Multiple-family
- Cultural Service
- Restaurant, General
- Restaurant, Eatery

(2) *Conditional Uses:*

- Conditional Uses, as shown in Section 12-36-Table of Uses for the Commercial – Medium Zone
- Conditional Uses, as shown in Section 12-36-Table of Uses for the Residential – Medium and Residential - High Zones
- Public Park
- Transit Facility, Public
- Assisted Living Facility
- Senior Center
- Utility Substation, Public

(3) *Not Permitted Uses:*

- All "Not Permitted" Uses, as shown in Section 12-36-Table of Uses for the Commercial – Medium Zones
- All "Not Permitted" Uses, as shown in Section 12-36-Table of Uses for the Residential – Medium and Residential – High Zones.
- Dwelling, Single-family
- Manufactured Home
- Protective Housing Facility
- Rehabilitation/Treatment Facility
- Transitional Housing Facility

12-49-100. PL-MU Zone Development Design Pattern Book.

(a) *Development Design Pattern Book Required.* In addition to applicable requirements of this Title and other provisions of the Centerville City Code, all applications for the development of property to the PL-MU Zone shall include a development design pattern book.

(b) *Development Design Pattern Book Acceptance.* The development design pattern book shall be reviewed and approved by the City in conjunction with an application for conceptual site plan and/or conceptual subdivision acceptance within the PL-MU Zone.

(c) *Development Design Pattern Book Submittal Requirements.* In addition to the conceptual site plan or conceptual subdivision submittal requirements of this Title, the development design pattern book shall provide and address the following:

- (1) Written descriptions and graphic illustrations explaining how the development compliments the physical form of the property and how all six (6) Urban Design principles found in Section 12-49-020 of this Title are to be integrated into the design of the development.
- (2) Written descriptions and graphic illustrations explaining the proposed conceptual architectural design, building elevations, and other such related design schemes.
- (3) Written descriptions and graphic illustrations that clearly describe proposed public spaces, landscaping ideas, pedestrian pathways, and related ornamental features and/or amenities; and

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- (4) Written descriptions and graphic illustrations outlining the integration of uses and layouts within and outside the development. If surrounding properties are underdeveloped or have not been developed in accordance with the desires of the Parrish-Legacy Mixed Use Center District, then the written descriptions or illustration shall depict how future integration could be materialized with future development;

12-49-110. Development Plan Approvals.

- (a) *Effect of Development Plan Approvals.* Upon acceptance of a conceptual plan and/or the associated development design pattern book by the City, further development applications such as subdivision plat and site plan approval for development within the PL-MU Zone shall comply substantially with conceptual site plan and/or development design pattern book.

12-49-120. Regulations of General Applicability.

The use and development of real property in the PL-MU Zone shall also conform to regulations of general applicability as set forth in the following chapters of this Title, unless otherwise provided in this Title.

- (a) *Existing Conditions Inventory.* See Chapter 12-50 of this Title.
- (b) *Landscaping and Screening.* See Chapter 12-51 of this Title.
- (c) *Off-Street Parking and Loading.* See Chapter 12-52 of this Title.
- (d) *Parrish-Legacy Mixed Use Center Urban Design Standards & Guidelines.* See Chapter 12-49-020 of this Title.
- (e) *Signs.* See Chapter 12-54 of this Title.
- (f) *Supplementary Development Standards.* See Chapter 12-55 of this Title.
- (g) *Temporary Uses.* See Chapter 12-56 of this Title.

12-49-130. Development Implementation.

- (a) *Intent.* The PL-MU Zone designation is intended to be utilized for the development of the subject property in accordance with the terms and conditions of the respective zone and/or the approved development plan for the property.

(b) *Conceptual Site Plan and/or Preliminary Subdivision Plat.* Except as otherwise initially adopted and implemented by the City, a rezoning of any property to the PL-MU zone shall be subject to and conditioned upon submission of a conceptual site plan and/or preliminary subdivision plat within one (1) year from the effective date of rezoning.

(b) *Final Site Plan or Final Subdivision Plat.* Rezoning or development of any property in the PL-MU Zone is further subject to submission and approval of a final site plan and/or submission, approval, and recording of a final subdivision plat within one (1) year from the effective date of approval of the preliminary subdivision plat(s) and/or conceptual site plan approval, as applicable.

- (c) *Substantial Construction.* Substantial construction shall be commenced within one (1) year from the date of final site plan approval or final plat recording.

12-49-140. Development Standards.

Development within the PL-MU Zone shall comply with the bulk and area regulations, as set forth in Table 12-69-1, Development Standards in the PL-MU Zone and all other applicable requirements of this Title and the Centerville City Code.

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Article 4 – Special Purpose and Overlay Zones
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Table 12-49-1
Development Standards in the PL-MU Zone

Development Standard	Parrish-Legacy Mixed Use Center District Zone (PL-MU)
Density	
Main Building, Floor Area	Maximum 10,000 sq. ft. per tenant space or single user building
Residential Dwelling Units, max density is calculated using which per acre measurement is less	Gross Density – 20 dwelling units per acre calculating the area of an entire mixed use development
	Net Density – 45 dwelling units per acre when calculating net lot area used exclusively for residential uses
Lot and Parcel Standards	
Minimum Area	No Requirement
Minimum Frontage	50 Feet
Minimum Width	50 Feet
Building Standards	
Distance Between Buildings	No Zoning Requirement (<i>only per building construction or other applicable codes</i>)
Maximum Height, Main Building	45 Feet
Maximum Height, Accessory Building	20 Feet
Setback Standards – Front Yard	
Any Building	10 Feet, Minimum Depth 20 Feet, Maximum Depth
Setback Standards – Rear Yard	
Main Building	15 Feet
Accessory Building	5 Feet
Setback Standards – Interior Side Yard	
Main Building	(zero) 0 Feet, Minimum Depth 10 Feet, Maximum Depth
Accessory Building	Not Permitted
Setback Standards – Street Side Yard	
Any Building	10 Feet, Minimum Depth 20 Feet, Maximum Depth
Site Standards	
Buildable Area, Minimum	No Requirement
Hard Surfacing – Maximum Total of Lot or Parcel	90%
Outside Storage	See Section 12-69-050.a.1 and 12-69-060.a.4 of This Title
Buffer Landscaping	15 Feet Adjacent Along the Boundary Line of a Different Zoning District

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Chapter 12-69 – Parrish/Legacy Mixed Use Center Urban Design Standards & Guidelines

Sections:

12-69-010.	Purpose
12-69-020.	Scope
12-69-030.	Definitions
12-69-040.	Design Principles
12-69-050	Design Standards
12-69-060	Design Guidelines
12-69-070	Color Palette

“should” signifying that the guidelines are desirable objectives to be achieved but may not be mandatory or feasible for every given development situation.

12-69-010. Purpose.

The purpose of these design, principles, standards and guidelines is to enhance the economic viability and aesthetic value of the Parrish-Legacy Mixed Use (PL-MU) Center District as an important mixed use and multi-mode transit center for Centerville City. Equally important for this district is for it to function as an iconic place where the urbanized environment interfaces with a potential future transit system and public park that are to be located in the immediate center.

12-69-020. Scope.

Any lot or parcel located within PL-MU Zone, or area as shown in the General Plan for the West Centerville Neighborhood and/or as defined below, shall be subject to the standards and regulations of this Chapter. Such standards and regulations are intended to be in addition to the existing standards and regulations of the underlying zone of the property and other applicable regulations of this Title.

- (a) Design Standards and Guidelines - This Chapter establishes three (3) kinds of design criteria: principles, standards and guidelines.

- (1) “**Design Principles**” establish the expected contextual relationship of the built environment for enhancement of the functional system elements and uses of a Mixed Use Center. These principles are not prioritized, but all are to be reinforced through the implementation of design standards and guidelines that are to be applied in planning the site layout, the buildings, and expected amenities of all developments in the Mixed Use Center District.
- (2) “**Design Standards**” are required in addition to other standards set forth in this Title and are indicated by the verb “shall.” In the event of conflict between the standards of this Chapter and other applicable provisions of this Title, the interpretation and provisions of this Chapter shall govern for all development within the Mixed Use Center District.
- (3) “**Design Guidelines**” indicate additional actions that are to be taken to enhance the development design and achieve greater compatibility of development in the Mixed Use Center District. Guidelines thus use the verb

12-69-030. Definitions.

Certain words and phrases in this Chapter are defined in Chapter 12-12 of this Title.

12-69-040. Design Principles.

- (a) Principle #1, Mixed Use Center Branding – An emphasis on the built environment with visual characteristics that create and support strong multi-modal, transit-supported, and functional in use, identity and appearance.
- (b) Principle #2, Development and Multi-use Connectivity – Creating cohesive visual and physical connections between business, residential, and public transportation uses.
- (c) Principle #3, Site Development Patterns Create physical development patterns that contextually contribute to the creation of a Mixed Use neighborhood through building, landscaping and parking area placement, the establishment of public spaces, and with streetscape enhancements.
- (d) Principle #4, Pedestrian and Non-motorized Network Connections – Creating interconnected trail and pathway systems, both internally and externally, for use by pedestrians, residents within the Mixed Use center, and other non-motorized modes of travel.
- (e) Principle #5, Human-Scale Elements Described – the built setting is to reflect the human experience in the Mixed Use Center by accomplishing the following:
 1. Structures proportioned to people instead of vehicles
 2. Comfortably scaled public and private spaces
 3. Pedestrian-friendly elements or comforts
 4. Use of interesting details and textures with building materials
 5. Offering or the appearance of slow-paced environments, with places to pause and engage with others.
 6. Visually or physically appealing to the senses of people

12-69-050. Design Standards.

- (a) PL-MU Zone, Commercial, or Mixed Use Building Architecture – Buildings and structures are to enhance the Mixed Use Center District by complementing into the overall center’s appearance, similar in visual allure to what is contextually done similar transit supported area, such as the “implementing area” demonstration sites of the Wasatch Choices 2040 Plan.

- (1) The architectural building design shall consider the visual relationship to the public streets, pedestrian

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pathways, plazas, public spaces, and where deemed applicable the future transit station stop, or public park, to create an attractive appearance when viewed from these areas. Parking, Loading docks, mechanical equipment, and outdoor storage area shall be buffered or where possible screened from view, while present in these area.

- (2) The materials selection and construction method of structures or buildings shall take into consideration the branding image of the Mixed Use Center District. The materials and construction methods shall provide visual interest and appeal that supports the expected details and design of a well-crafted urban/transit station center experience.
- (3) The apparent mass of buildings or structures shall be minimized through design, articulation, and use of materials. A diverse design scheme is desired that visually and physically breaks up the mass and footprint of buildings. Approaches such as the use of vertical and horizontal planes, roof pitches, roof lines, windows, reveals, and alcoves shall be used to create façade variation, shadows, corners, and architectural interest. A degree of simplicity is also desired, and the above approaches should be applied in a manner that is consistent with the building's form and interior program. Articulation approaches should not appear to be applied randomly or merely a surface treatment. A 360-degree design shall be used; although secondary sides that are less visually prominent may receive up to a 50% reduction in the amount of articulation used in the building's approved design.
- (4) All buildings and structures shall be proportional or in scale with other buildings within the immediate vicinity.
- (5) When facades face a transit station, public spaces, a local street, or any pedestrian pathway, or, where deemed applicable for other prominent public spaces by the approving entity, the architectural design shall incorporate windows and functioning entryways that comprise a total minimum of 50% fenestration on that façade. Awnings, canopies, pillars, or other design features shall be used to accent the main facade of the building or structure. Windows and additional elements such as balconies, overhangs, or canopies shall also be incorporated to provide a minimum of 30% fenestration in upper levels of multi-story or vaulted single story buildings and structures to frame and provide a human scale to such buildings.
- (6) Natural or natural-appearing materials, such as stone, cultured stone, and wood, shall be the base layer and bold gestures used in the architectural design of all buildings. Decorative use of stucco, tile, cement fiber board, and other similar appearing materials shall be the main background materials used in the building design. Metal and glass are allowed as accent materials but shall not comprise the main material of a building. Substantial or prominent use of

unnatural/synthetic appearing materials, such as vinyl and plastics shall be minimized. Use of these other types of materials shall not exceed 15% of the building or structure's exterior.

- (7) Colors and finishes shall complement the Parrish-Legacy Mixed Use Center District. The provided color palette of 12-69-070 shall be used as the resource for both primary and accent shore land environment hues. Stains, flat paints, and matte finishes are required. Reflective or shiny paints and finishes are prohibited.

(b) Public Spaces and Site Landscaping – Public Spaces and Site Landscaping are to be used to enhance the Mixed Use Center environment and act as accouterments to create transitions between the buildings and the streetscape.

- (1) Each development shall provide walkways, plazas, and other pedestrian oriented hardscape area and shall be integrated into the site landscaping plan, provided that such impervious area do not exceed forty-five (45) percent of the required minimum landscaping requirement. As used herein, hardscape means sidewalks, concrete or asphalt trails, plazas, and other non-vegetative construction located in area designated as landscaping.
- (2) The public space and site landscaping plan of each site shall be unified both internally and externally, and relate to the larger context of the surrounding community. All plans shall consider the mixed use context of the desired built environment and its unique contribution to the character of the community.
- (3) The public space and site landscaping plan shall include a pedestrian circulation element that shows interconnectivity with surrounding sidewalks, trails, and access to open space area. Each development is to provide appropriate pedestrian connections to usable open space and trail amenities.
- (4) Developed areas devoted to public space and landscaping shall utilize a mixture of ornamental and native or local climate plantings. Plantings shall include the predominate use of ornamental grasses, shrubs, and wildflowers that complement the West Side Neighborhood.
- (5) Trees and evergreens shall be used to frame public spaces and ensure that the mixed use character of the center is sustained. However, trees and evergreens are also to be used for area needing shading, screening, and privacy.
- (6) The public space and site landscape design shall be coordinated with the placement of utility elements to mitigate their impact and reduce the potential for conflicts. All new utility lines shall be placed underground to minimize their impact on the mixed use environment. Easements above the underground utilities may be incorporated into the overall plan as pedestrian pathways. Strategic placement of public space amenities and

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landscape design shall be utilized to mitigate the visual impact of all site utility elements such as transformers, meter boxes, fire protection devices, etc.

- (7) Public space and landscaped area shall be prepared with grades and slopes suitable with their natural surroundings to encourage appropriate pedestrian circulation, use, and enable healthy plant growth and proper drainage.
- (8) Rock mulching, waterways or stream resembling features, or other visual faux elements, along with decorative walls, landscape boulders, and other objects shall be used in a natural appearing manner to complement the appearance of the mixed use environment.
- (e) Off-street Parking – Parking is a necessity for the varied uses and amenities in the Mixed Use Center District, however, it is to be designed in such a manner to enhance the visual appeal and experience of working, playing, or living in the mixed use environment.

- (1) Parking area shall be segmented or spatially separated and may be connected together by access lanes, open space, stream corridors, or pedestrian pathways. Large or expansive parking or pavement areas are prohibited. Parking center segments shall not exceed two (2) rows of double-loaded parking, without providing a landscaped median to pedestrian pathway to separate the next set of parking rows.
- (2) Parking area shall be visually buffered and screened from streets and public spaces so automobiles are not visible below the average headlight height area. Screening methods shall include undulating landscaped berms, low decorative walls, and plantings.
- (3) Access drives, internal circulation drives, parking area, and pedestrian walkways shall be designed to provide safety and convenience for both motorists and pedestrians and to ensure access for the physically disabled. Area where driveways cross pedestrian walkways shall rise to the level of the pedestrian walkway and be constructed of stamped concrete or of other material and design so as to differentiate the center as a pedestrian/vehicle interface.
- (4) The use of hardscape materials in parking area shall incorporate use of colors and textures to define landscaped islands, pedestrian pathways, loading/unloading area, and other such amenities to soften and improve the visual appeal of impervious surfaces.
- (5) Ornamental entryway features shall be placed on both sides of every major drive accessing a public street to create a unified Mixed Use Center image. The ornamental entryway features for the Mixed Use Center District shall consist of artistic sculptures, landscaping features, kiosk signs, or other elements designated by the approving entity. The width of major access drives and curb cuts

shall be minimized or design to the least width needed to function.

- (6) Direct access to individual parking lots or pavement area to the 1250 West or other major arterial access is prohibited. Parking lot design and placement shall consider future development on adjacent sites and plan for future interconnections where deemed appropriate by the approving entity.
- (7) Traffic circulation patterns are to primarily direct commercial use traffic onto the arterial and major collector streets. Multiple-family residential traffic is to be primarily directed onto minor collector or local streets.
- (8) A shared parking analysis and circulation plan shall be provided to minimize single-use parking area. Multiple-use or sharing of parking and parking area is desired for the Mixed Use Center District. All requests for parking requirement modifications are to comply with Section 12-52-110 of this Title. Even so, the parking to be provided for each development shall not be in excess of 125% of the City's parking ordinance requirements.
- (f) Fences and Walls – The use of fences and walls are to be minimized in the public space and site landscaping area of the Mixed Use Center District.
- (4) Raised planting beds, berms or landscape plantings shall be the primary means for screening or for establishing needed spatial separation.
- (5) Where security and access controls are needed, an open style fence or semi-private designs shall be utilized.
- (6) Walls and fences, if constructed, shall use materials and styles to complement the architectural style of the buildings that related to the desired mixed use environment. Vinyl, chain link, and barbed wire types of fencing are not permitted. Retaining walls shall be minimal in height or shall be terraced if used for significant retaining needs.
- (7) Open access to the pedestrian pathway or trail systems shall be provided and shall not be impeded by the use of fencing or walls.
- (8) The use of sound walls is strictly prohibited and shall not be used to separate development from a transit station, public park, or surrounding commercial support areas.
- (g) Outdoor Lighting – The residential use areas are an important part of the character and intrinsic quality of the Mixed Use Center District. Developments shall provide a lighting plan and such fixtures and lamps systems shall consider a proper balance between security and safety needs and the negative impacts of high intensity lighting for residential uses.

- (1) Lighting shall primarily be focused on the human scale environment of public spaces and

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landscaping. Additionally, lighting is to be used for accentuating buildings and the mixed use environment. Lighting that is needed for safety and visibility shall be minimized. Lighting levels shall be scaled back to the minimal levels needed to achieve its purpose. The use of excessive or over lighting is prohibited.

- (2) Fixtures or elements producing light shall select the correct bulb type to achieve the lowest wattage necessary. Lighting elements shall be hidden or utilize full-cut-off shields to eliminate shining or reflecting up unnecessarily up into the night sky and to minimize glare and light trespass beyond center where lighting is needed or onto adjacent properties.
 - (3) Self-regulating on and off controls shall be used where lighting is needed periodically, but not continuously and shall be set to their proper operation times.
 - (4) Up-lighting shall be used sparingly for accenting architecture, landscaping, and signing. Where up-lighting is used, a narrow angle focused fixture with low wattage lamp shall be used.
- (h) Signing – Signing is to enhance the built qualities of the Mixed Use Center District and shall compliment the signing style of a human-scale urbanized center.

- (1) Business signing shall be simple and scaled to allow for sufficient identification of the operation or facility. The style, colors, and materials shall compliment the architecture and design of buildings associated with the sign.
- (2) Wall sign placement shall not exceed [15] feet in height from final grade of the building and shall comply with Section 12-54-110.b.2, Projecting Signs, Only Low-Profile monument style signs shall be allowed and shall also comply with Section 12-54-110.b.3 & 4, Low-Profile and Multi-Tenant Buildings.
- (3) Sign copy shall consist of individual lettering and logos. Sign copy shall not be internally illuminated or animated. Electronic or changeable copy signs may not exceed 10% of the allowable sign center.
- (4) Informational or business location kiosks may be allowed in the public right-of-way signing program. Such signs shall conform to the public, highway, or local street program design standards and shall be scaled appropriately to maintain the image of the Mixed Use Center District, as allowed by the discretion of the City.

12-69-060. Design Guidelines.

(a) Viewshed Protection – Buildings and similar structures should be designed and placed where their visual impact is minimized to the greatest extent possible, as viewed from a public transit facility, public space, or public streets.

- (1) All main buildings and associated site landscaping and public space area within [250] feet of a future planned or developed public transit station or

public park are to visually be oriented to the transit station or public park.

- (2) View corridors should be created to allow visual connections towards a planned or future transit station or public park. Buildings should not be massed in a manner that creates a complete visual fortress, specifically as viewed from a planned or developed public transit station or public park.
- (3) All service area and back lot uses, such as loading docks, dumpsters, storage area, etc. should be located behind the main buildings or properly screened or visually buffered from view from a planned or developed transit station, public park, a local street, or any pedestrian pathway..
- (4) Land uses needing area for storage, equipment parking, or other such activities, should be screened and segmented into smaller spatial area and may be connected together by access lanes, open space, and other buildings.

(b) Public Right-of-Way, Roadway and Parking Lot Surfacing Design – Properly designed roadway and parking lot placement can create opportunities for shared access ways to reduce the number of access drives along a street or pedestrian path. Basic strategies include sharing driveways, allowing cross access rights for adjacent developments, and minimizing vehicular interruptions along the pedestrian pathways along the street system.

- (1) Shared driveway use should be incorporated into the site and building layout, including consideration of development on adjacent sites. Driveways should be limited to 25 feet (residential) and 30 feet (commercial/mixed use) in width.
- (2) The primary roadway and parking lot design style should be for restricted speeds to allow for on-street parking area, pedestrian bulb-outs at intersections, and where deemed appropriate at the mid-block crossings.
- (3) The minimum right-of-way for roads of the Mixed Use Center District should be primarily range from 40-45 feet and the maximum should be 50 feet.
- (4) The following maximum road widths and sidewalk surfacing should be as follows
 - (A) Local Residential Roads = 22 feet with No Parking, 29 feet with Parking.
 - (B) Other Local and Collector Roads = 31 feet
 - (C) Arterial Roads = 35 feet
 - (D) Eight (8) feet sidewalks within 250 Feet of a planned for developed public transit facility
 - (E) Five (5) feet for the general pedestrian pathway and sidewalk systems.

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- (F) Eight to Ten (8-10) feet for Multiple-Use Trails and Pathways, as deemed necessary by the City.
- (5) Public street design and development within the Mixed Use Center should reflect the proper design theme motif and be unified across the entire District. The streetscape design should include the use of, but not limited to, the following types of elements:
 - (A) Interpretive signs and kiosks
 - (B) Street trees with decorative planting beds or decorative grating
 - (C) Decorative light fixtures and street signs
 - (D) Benches or places to rest
 - (E) Bike lanes and bike racks
 - (F) Decorative waste cans and drinking fountains
 - (G) Trailhead and spur connections facilities to the center's trail systems.

12-69-070 Color Palette

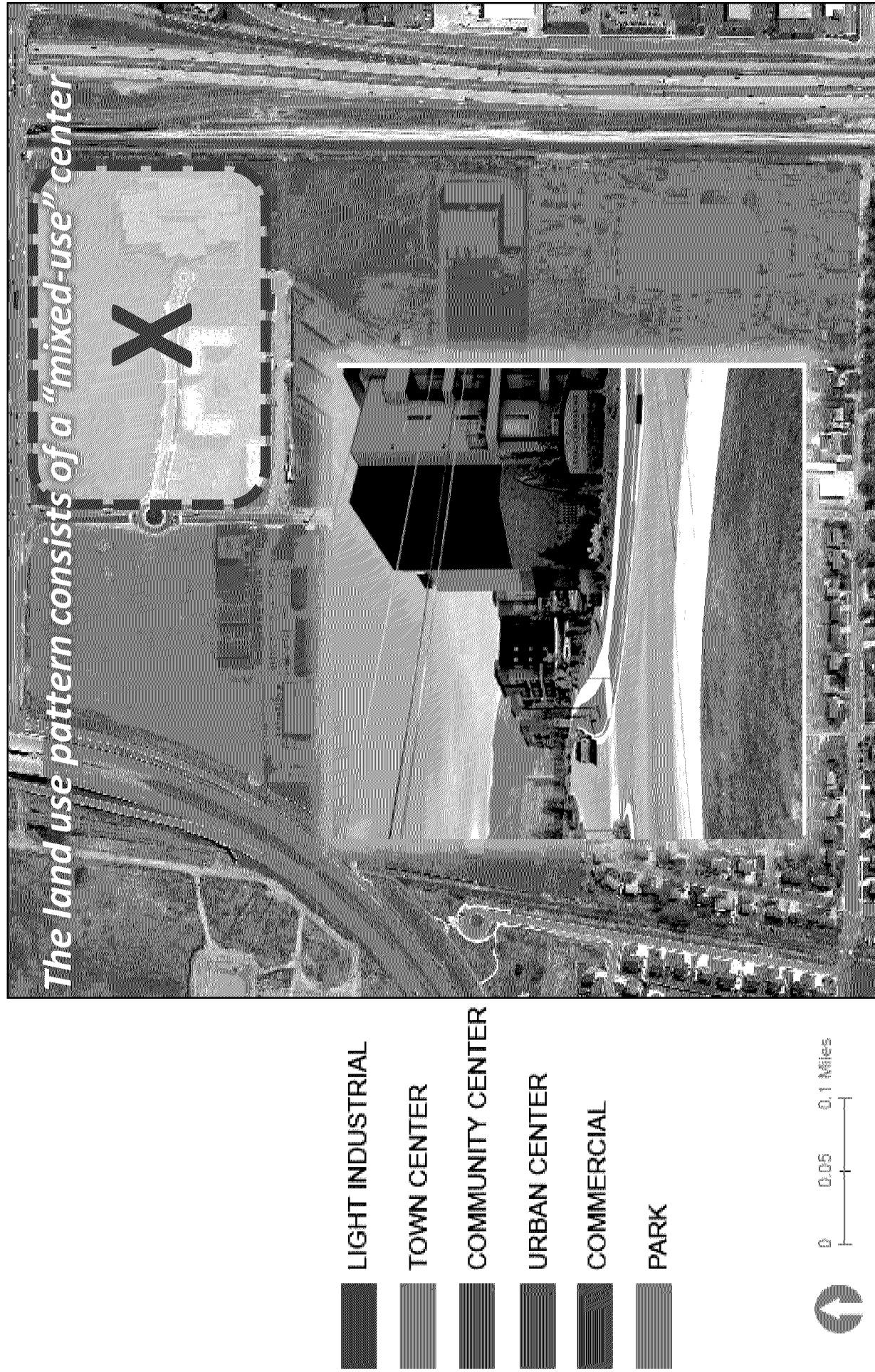
- YET TO BE DETERMINED -

PARRISH-LEGACY MIXED USE PREFERRED SCENARIO

- LIGHT INDUSTRIAL
- TOWN CENTER
- COMMUNITY CENTER
- URBAN CENTER
- COMMERCIAL
- PARK

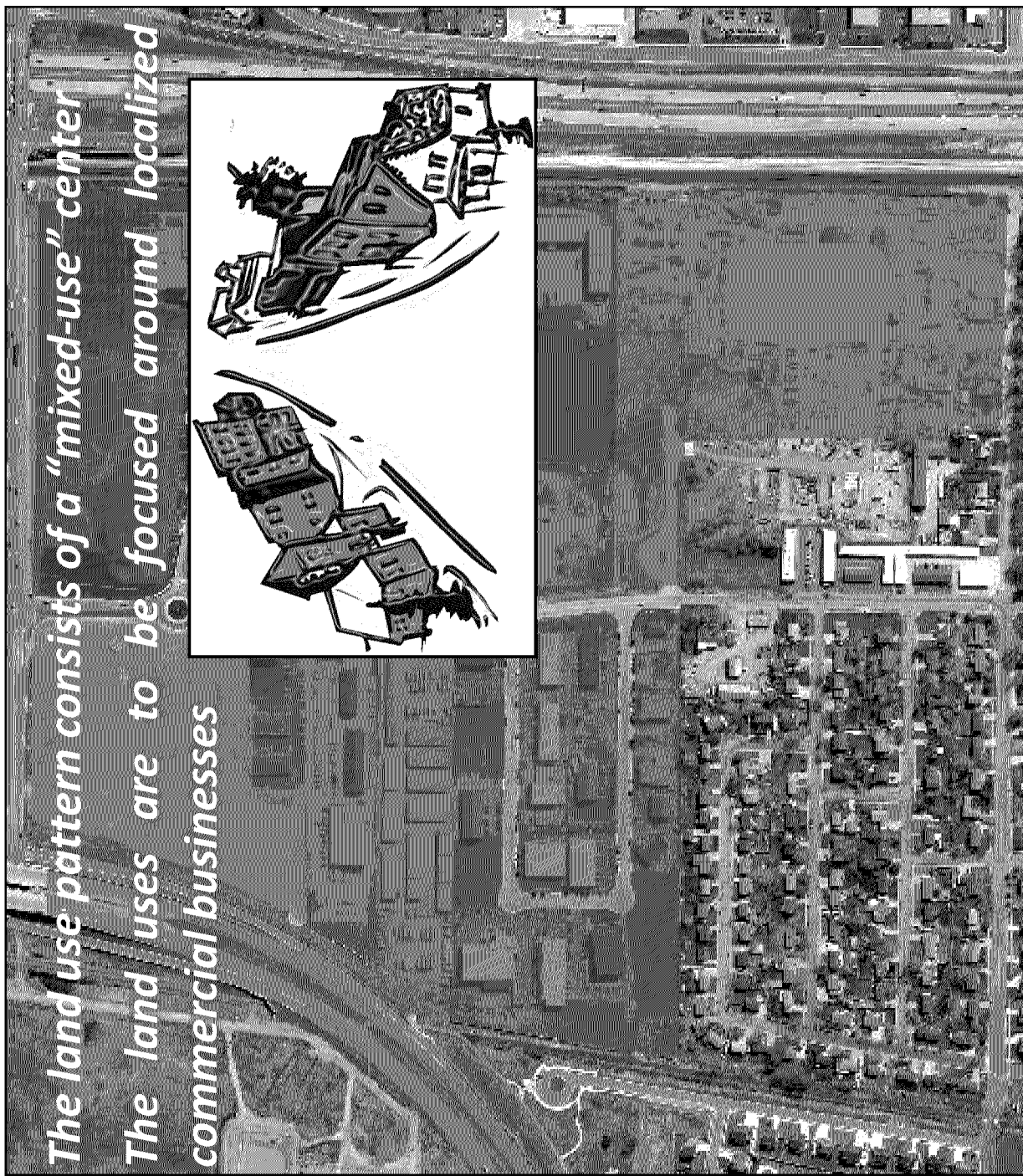
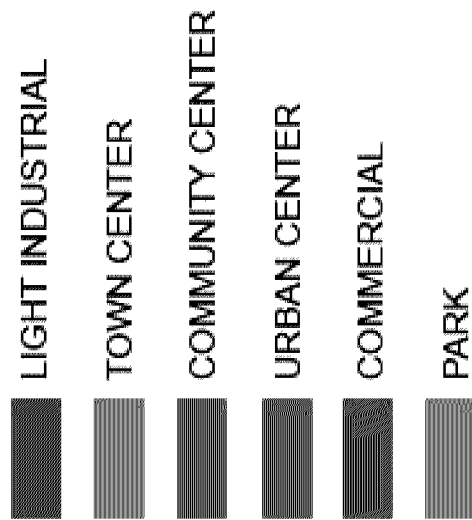
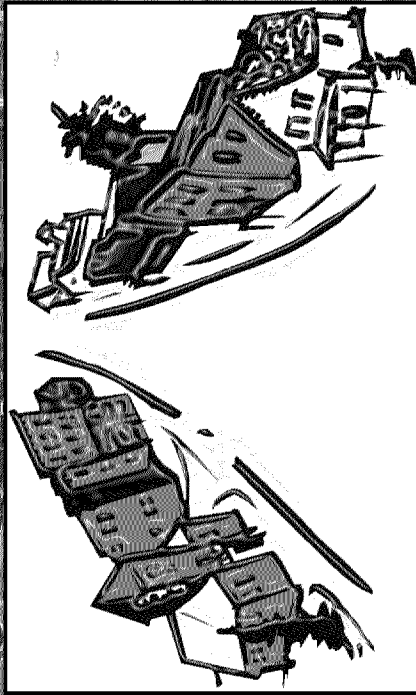


PARRISH-LEGACY MIXED USE PREFERRED SCENARIO



PARRISH-LEGACY MIXED USE PREFERRED SCENARIO

*The land use pattern consists of a "mixed-use" center
The land uses are to be focused around localized
commercial businesses*



PARRISH-LEGACY MIXED USE PREFERRED SCENARIO

The land use pattern consists of a "mixed-use" center
The land uses are to be focused around localized commercial businesses
The core density is located south of 200 North (up to 45 units per net acre)

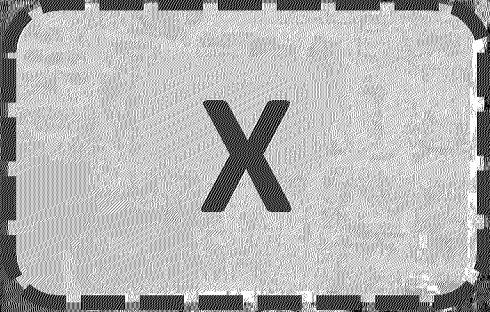
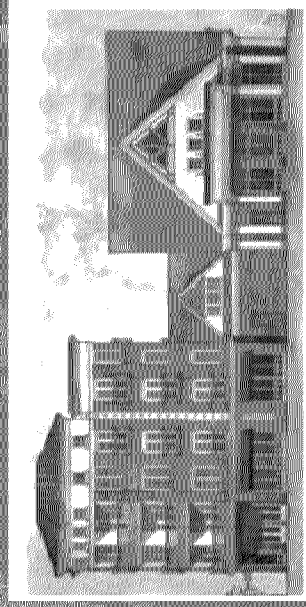
- LIGHT INDUSTRIAL
- TOWN CENTER
- COMMUNITY CENTER
- URBAN CENTER
- COMMERCIAL
- PARK



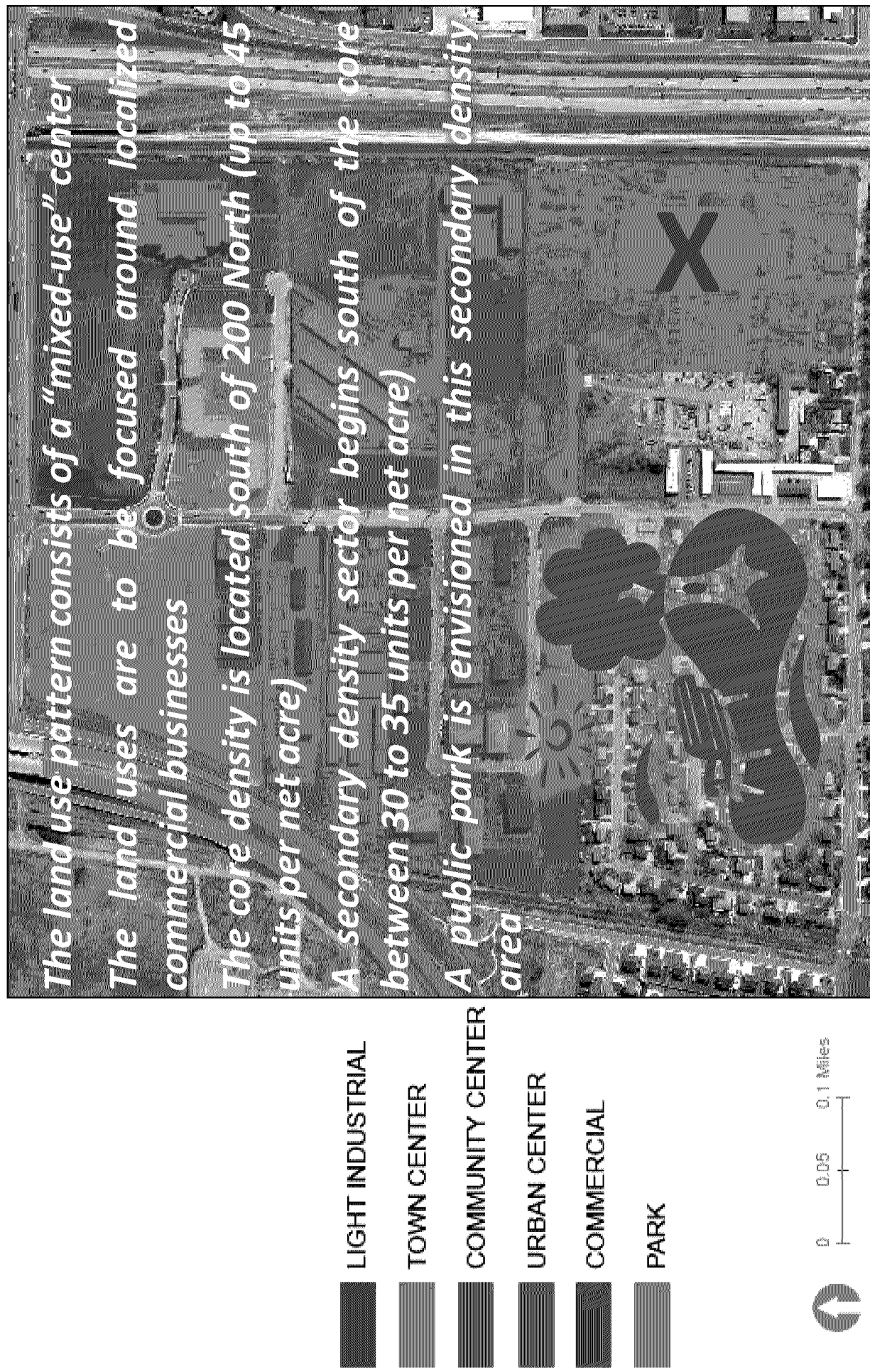
PARRISH-LEGACY MIXED USE PREFERRED SCENARIO

*The land use pattern consists of a "mixed-use" center
The land uses are to be focused around localized
commercial businesses
The core density is located south of 200 North (up to 45
units per net acre)
A secondary density sector begins south of the core
between 30 to 35 units per net acre)*

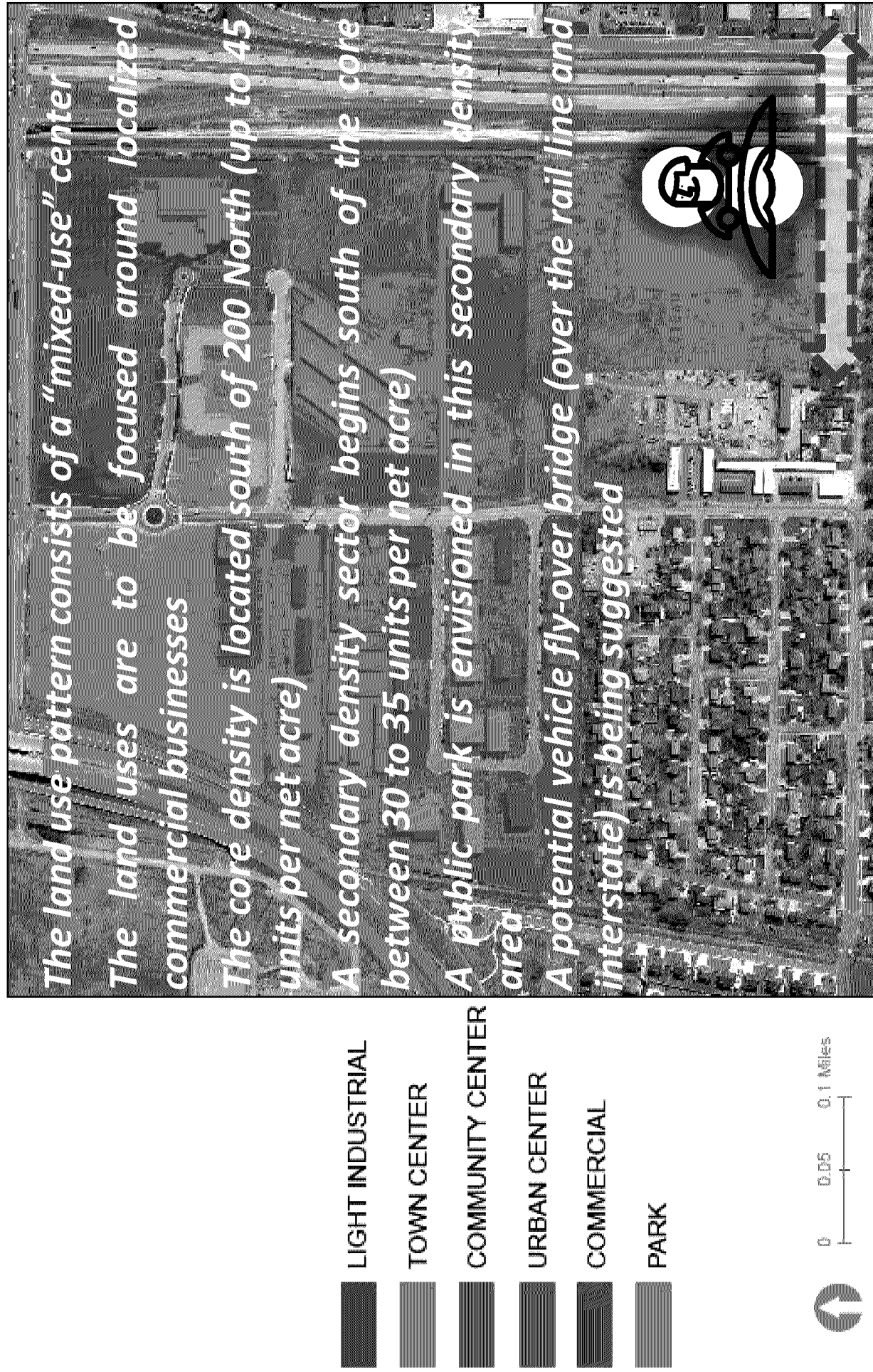
- LIGHT INDUSTRIAL
- TOWN CENTER
- COMMUNITY CENTER
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- PARK



PARRISH-LEGACY MIXED USE PREFERRED SCENARIO



PARRISH-LEGACY MIXED USE PREFERRED SCENARIO



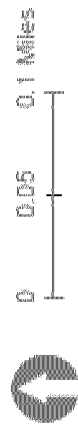
PARRISH-LEGACY MIXED USE PREFERRED SCENARIO



PARRISH-LEGACY MIXED USE PREFERRED SCENARIO



- LIGHT INDUSTRIAL
- TOWN CENTER
- COMMUNITY CENTER
- URBAN CENTER
- COMMERCIAL
- PARK





[illegible]

The base layer of commercial uses are those of the Commercial-Medium (C-M) Zone

A secondary layer of multi-family residential use is allowed; which are those uses of both the Residential-Medium and High Zones (R-M & R-H)



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The ratio of commercial vs. residential uses is established using site plan approval process - (staff comment this is a potential weakness)





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A secondary layer of multi-family residential use is allowed; which are those uses of both the Residential-Medium and High Zones (R-M & R-H)

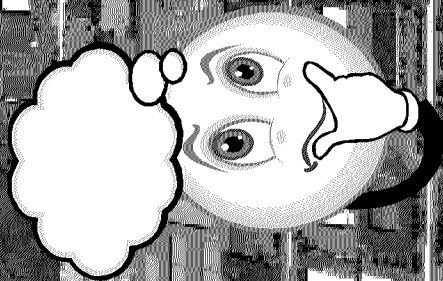
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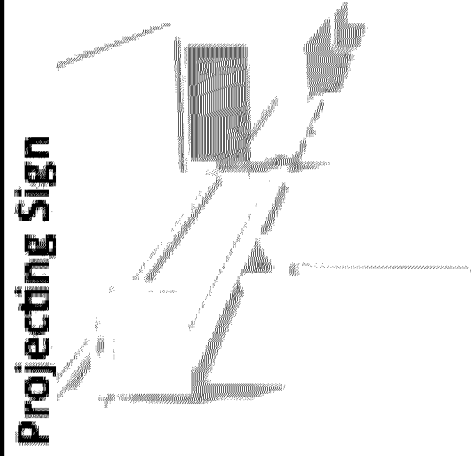
The supportive commercial use findings needed to approve the use of multi-family residential are;

- *Provide opportunity for food service or local service type retail commercial service*
- *Provide opportunity for personal care and/or instructional type services*
- *Provide opportunity for medical care or health type services*
- *Provide opportunity for adult or child care type services, or*
- *Provide other types of commercial uses deemed appropriate for servicing the local residents*

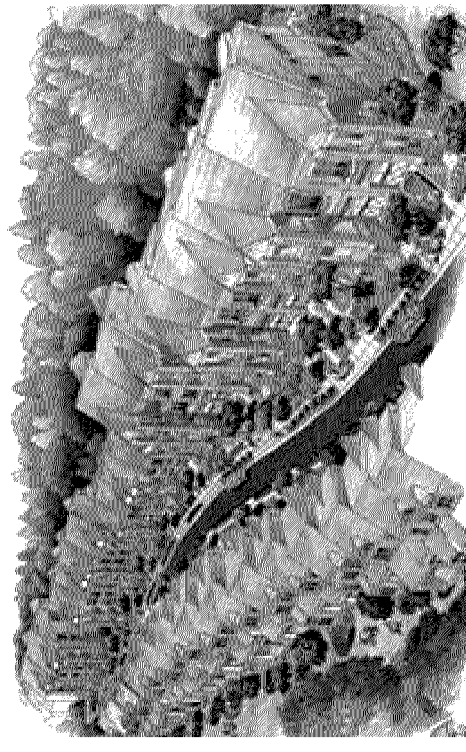
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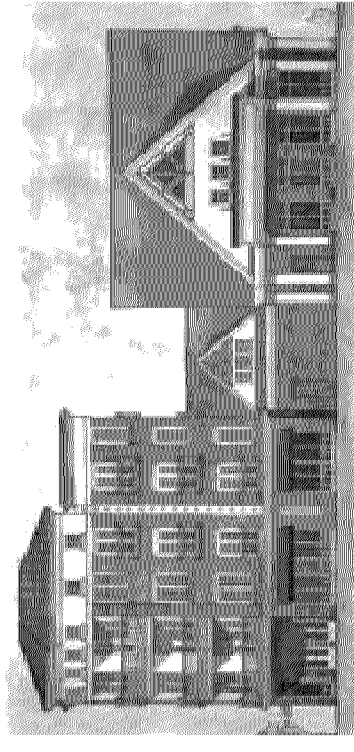
Design Regulations



A:



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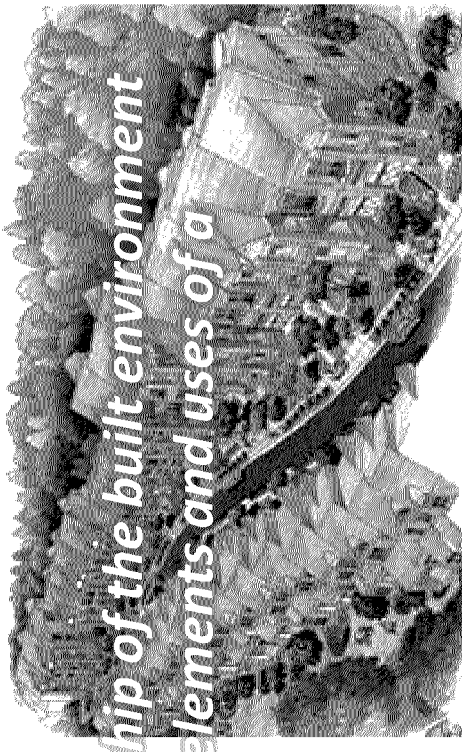


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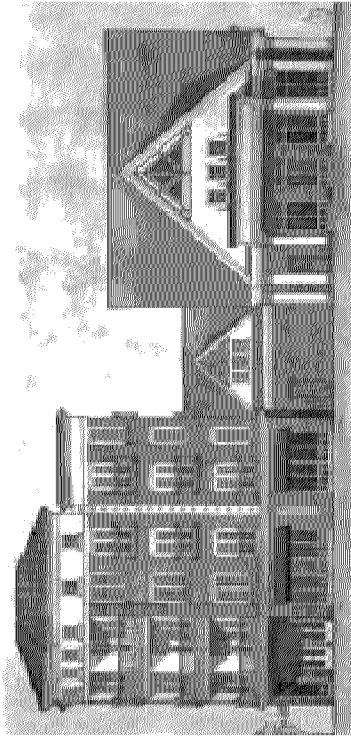


“Design Principles”

- *establish the expected contextual relationship of the built environment for enhancement of the functional system elements and uses of a “Mixed-Use Center.”*



A:

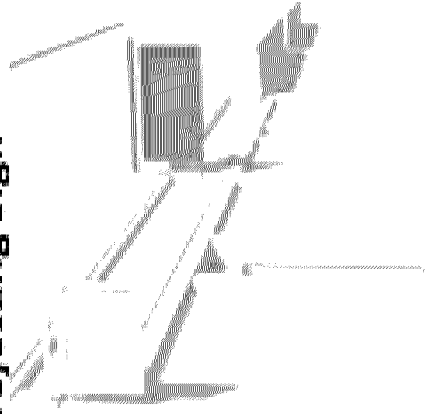


B:



C:

Projecting Sign



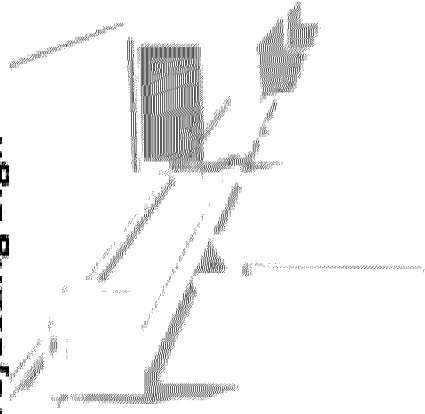
“Design Principles”

- establish the expected contextual relationship of the built environment for enhancement of the functional system “Mixed-Use Center.”

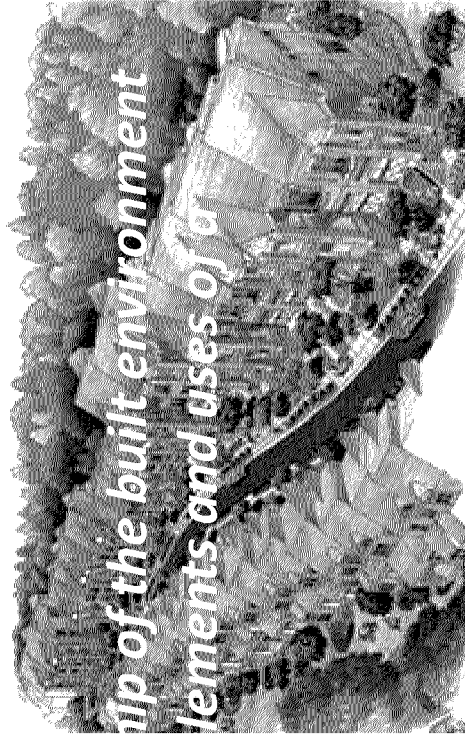
“Design Standards”

- are required in addition to other standards set forth in the Ordinance and are indicated by the verb “shall.”

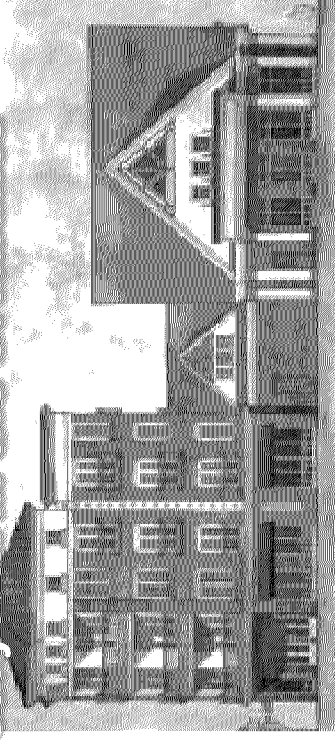
Projecting Sign



A:



B:



C:



“Design Principles”

- establish the expected contextual relationship of the built environment for enhancement of the functional system of the “Mixed-Use Center.”

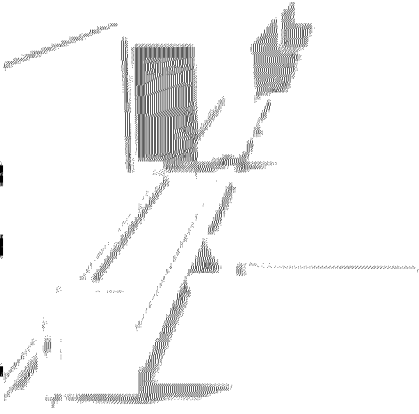
“Design Standards”

- are required in addition to other standards and are indicated by the verb “shall.”

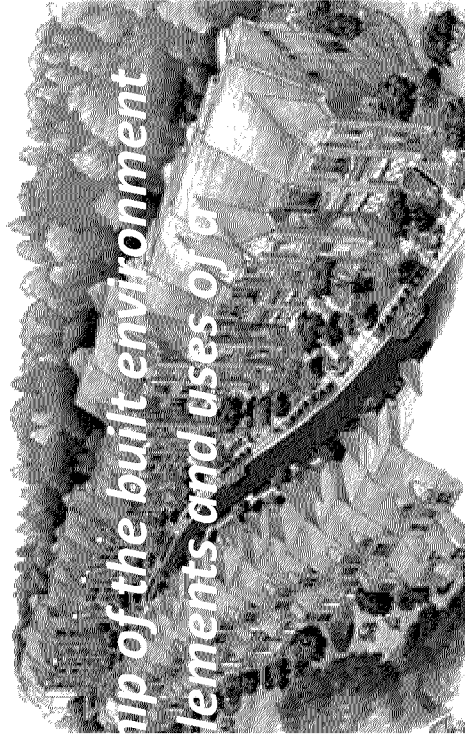
“Design Guidelines”

- indicate additional actions that are development design and achieve greater compatibility of development in the “Mixed-Use Center District.”

Projecting Sign



A:



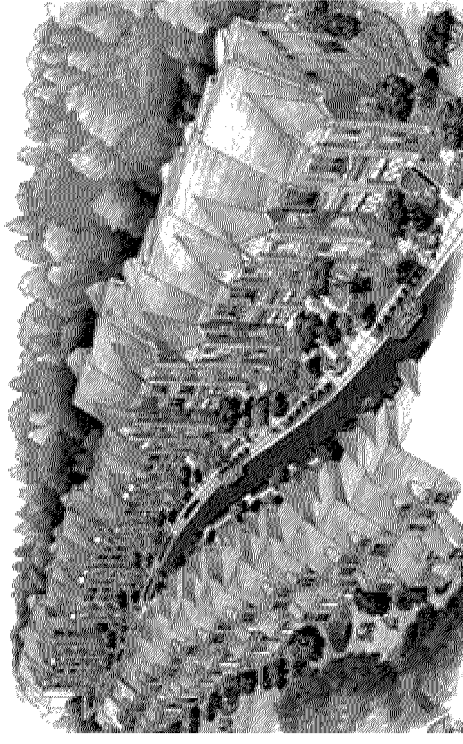
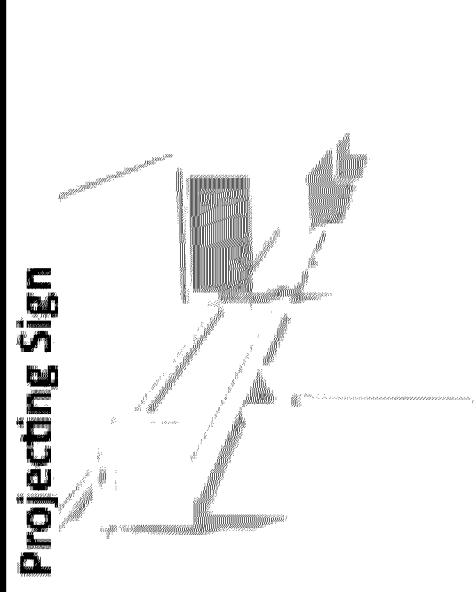
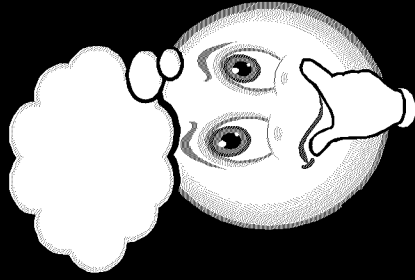
B:



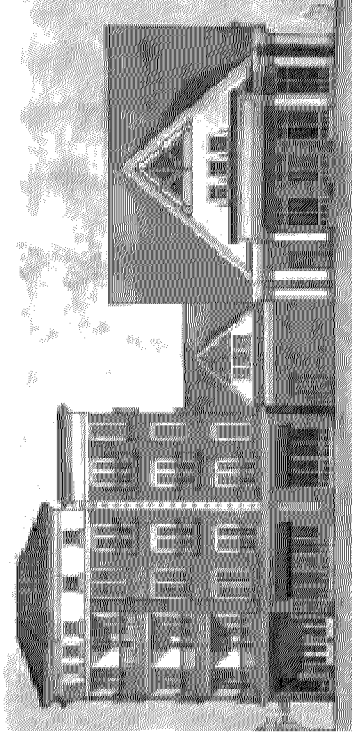
C:



“QUESTIONS”



A:

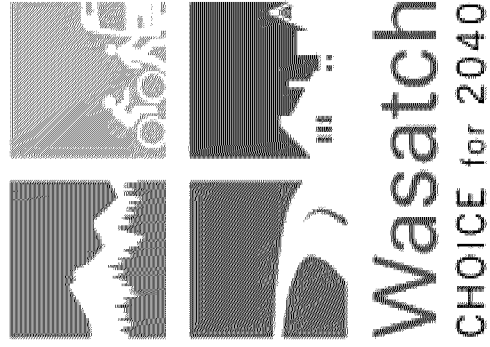


B:

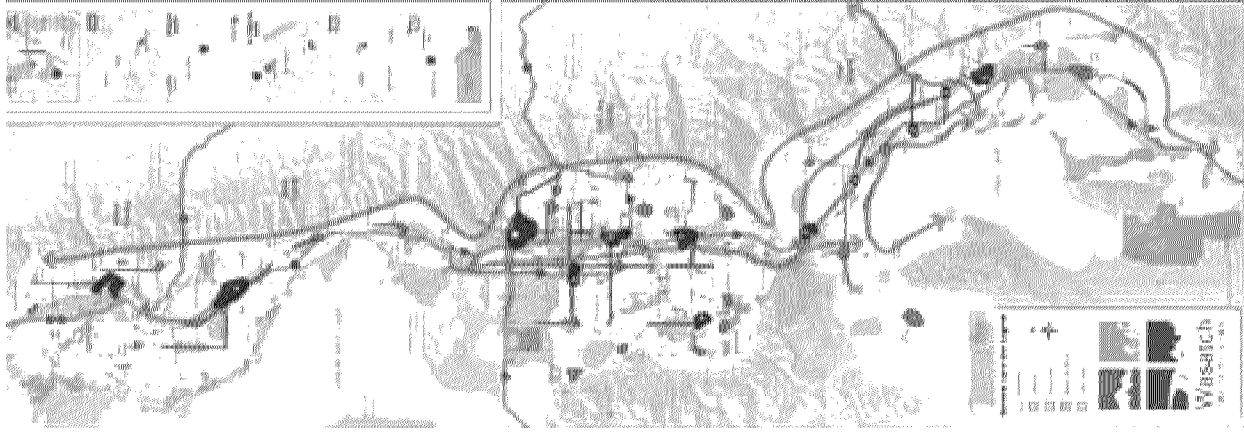


C:

DEVELOPING A VISION FOR THE WEST CENTERVILLE NEIGHBORHOOD PLAN UPDATE



BUILDING UPON THE WASATCH CHOICE FOR 2040 VISION



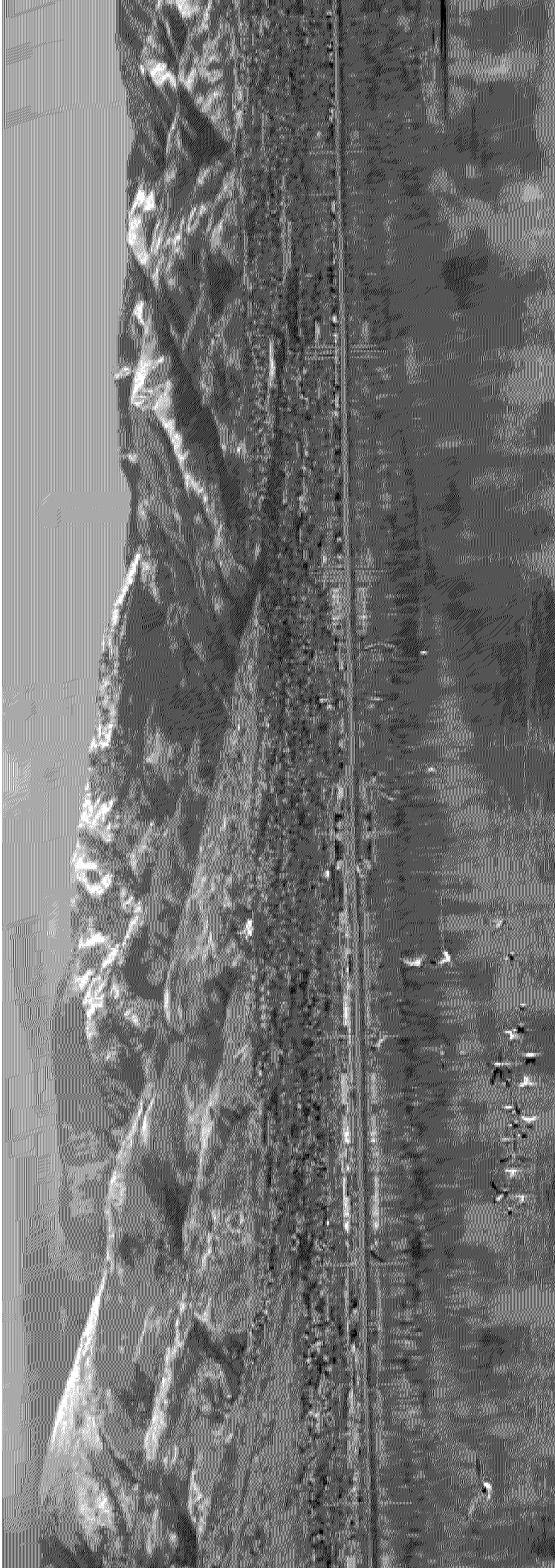
Wasatch Choice for 2040 considers how **growth, transportation, and open space** can be shaped for the next few decades to have outstanding positive impacts on the life of residents in the Greater Wasatch Area.



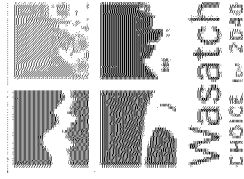
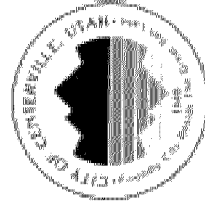
In Salt Lake, Davis, Weber and Utah counties, **population will increase by 65%** - adding another 1.4 million residents by 2040.

To maintain the high quality of life we enjoy today for ourselves
and our children -

**we must plan ahead for how
we will deal with growth.**



DEVELOPING A VISION FOR THE WEST CENTERVILLE NEIGHBORHOOD PLAN UPDATE



WASATCH FRONT REGIONAL COUNCIL
LOCAL PLANNING RESOURCE PROGRAM

DEVELOPING A VISION FOR THE WEST CENTERVILLE NEIGHBORHOOD PLAN UPDATE

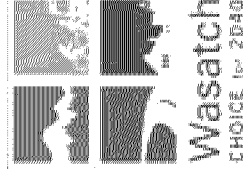
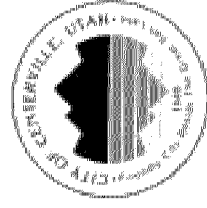
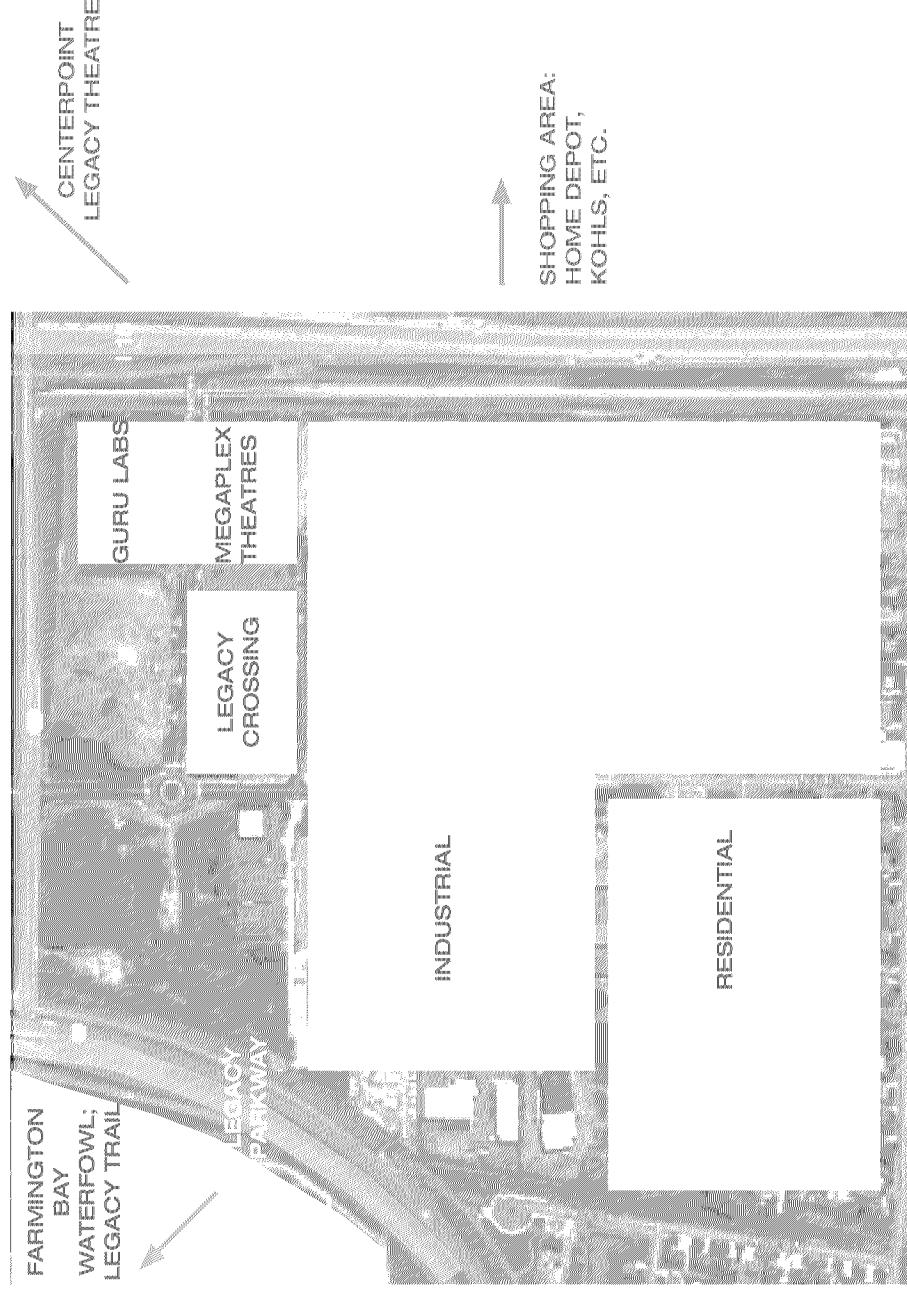
OPPORTUNITIES:

- nearby recreational + cultural amenities
- potential for diverse economic development
- promote land value

CHALLENGES

- projected growth
- lacking safe pedestrian access
- weak multi-modal connectivity between amenities

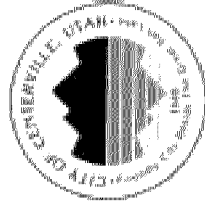
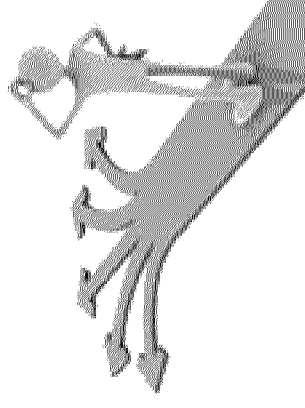
WEST BOUNTIFUL



WASATCH FRONT REGIONAL COUNCIL
LOCAL PLANNING RESOURCE PROGRAM

DEVELOPING A VISION FOR THE WEST CENTERVILLE NEIGHBORHOOD PLAN UPDATE scenario development: why?

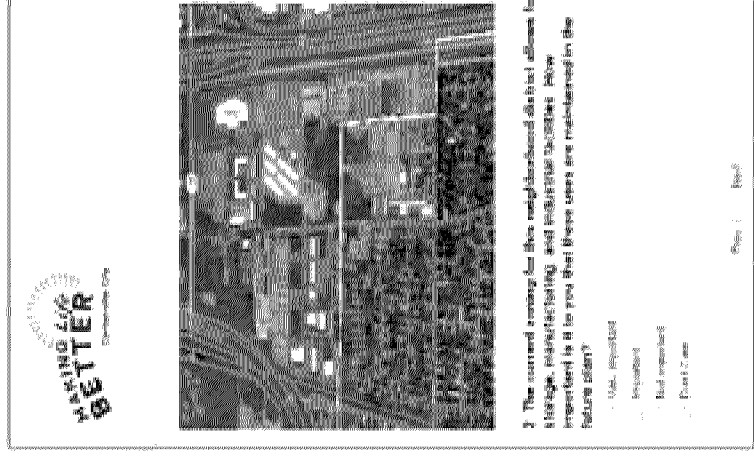
- 1 - to understand how growth and development affects
Centerville's future
- 2 - to explore a variety of plausible scenarios to prepare for
an uncertain future



DEVELOPING A VISION FOR THE WEST CENTERVILLE NEIGHBORHOOD PLAN UPDATE

scenario development: public outreach

- voluntary online survey
- major source of resident input
- heard preferences and concerns

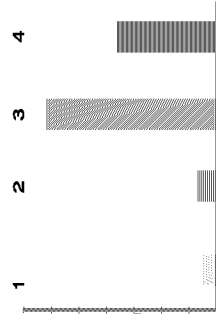


204 responses | 583 comments

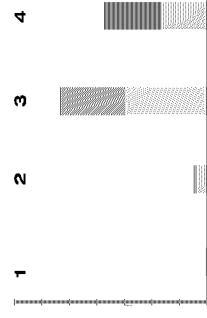
DEVELOPING A VISION FOR THE WEST CENTERVILLE NEIGHBORHOOD PLAN UPDATE

scenario development: initial visioning

Potential Ridership
new residents generated from development



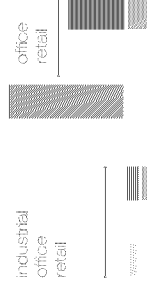
Property and Sales Tax
revenue generated from development



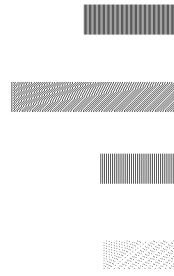
Land Use Mix
percentage of space (sq. ft.) dedicated to each use



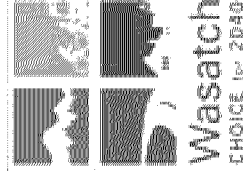
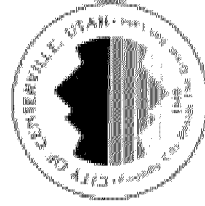
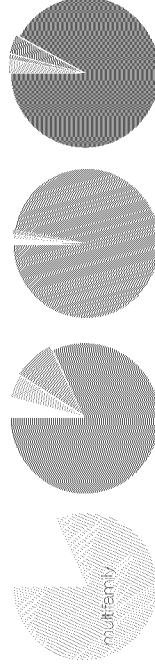
Employment Mix
count and type



Housing Land Efficiency
housing units per net residential acre



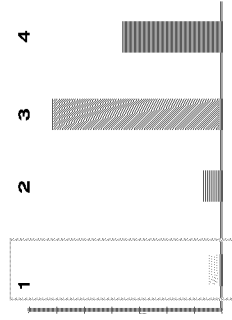
Housing Mix
distribution of housing types



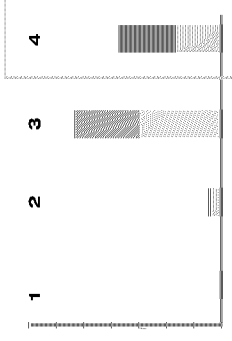
DEVELOPING A VISION FOR THE WEST CENTERVILLE NEIGHBORHOOD PLAN UPDATE

scenario development + public preference

Potential Ridership
new residents generated from development



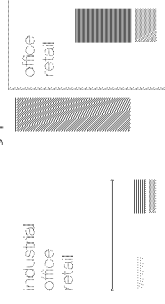
Property and Sales Tax
revenue generated from development



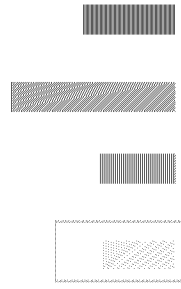
Land Use Mix
percentage of space (sq. ft.) dedicated to each use



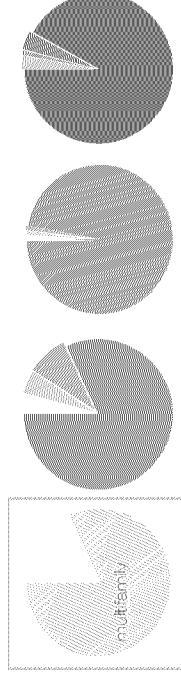
Employment Mix
count and type



Housing Land Efficiency
housing units per net residential acre



Housing Mix
distribution of housing types



Overall Preferred Scenario

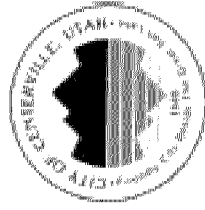


***for full result totals, see WSN Open House Scenario, Centerville City**

DEVELOPING A VISION FOR THE WEST CENTERVILLE NEIGHBORHOOD PLAN UPDATE

draft preferred scenario

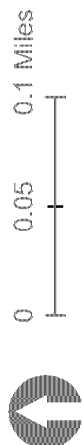
- 1 - used input from local communities, stakeholders and Steering Committee to develop Draft Preferred Scenario
- 2 - modeling and analysis of Performance Measures
- 3 - developed a Draft Code Ordinance to support West Centerville Neighborhood Plan Update



PARRISH-LEGACY MIXED USE PREFERRED SCENARIO

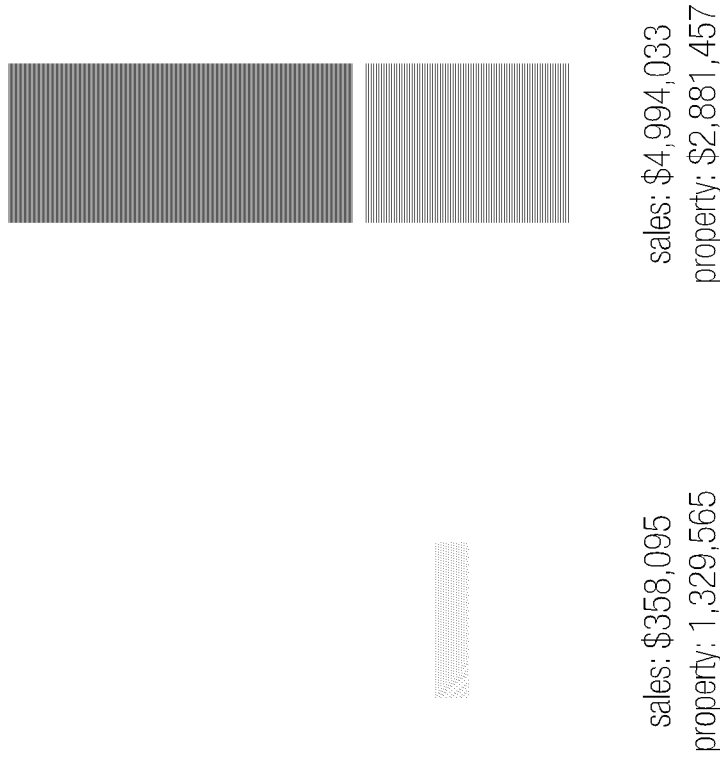


- LIGHT INDUSTRIAL
- TOWN CENTER
- COMMUNITY CENTER
- URBAN CENTER
- COMMERCIAL
- PARK



Property and Sales Tax

revenue generated from development



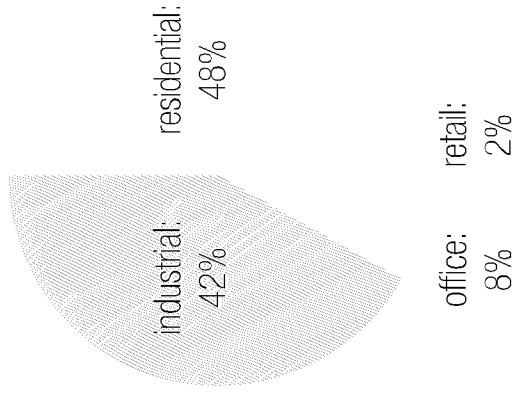
EXISTING SCENARIO

PREFERRED SCENARIO

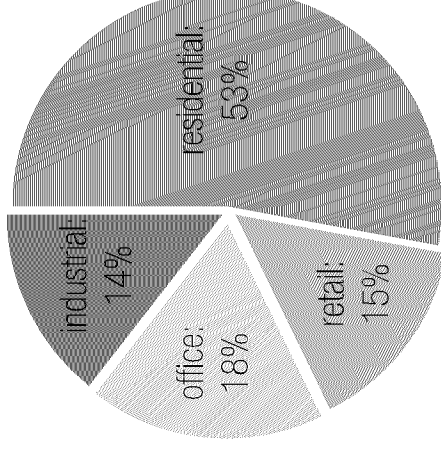
preferred scenario performance measure

Land Use Mix

percentage of space (square feet) dedicated to each land use



EXISTING SCENARIO



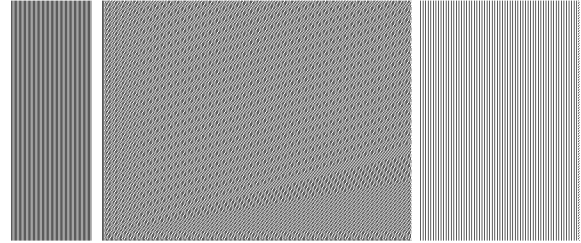
PREFERRED SCENARIO

preferred scenario performance measure

Employment Mix

count and type

1,751 jobs



industrial: 15%
office: 58%
retail: 27%

PREFERRED SCENARIO

572 jobs



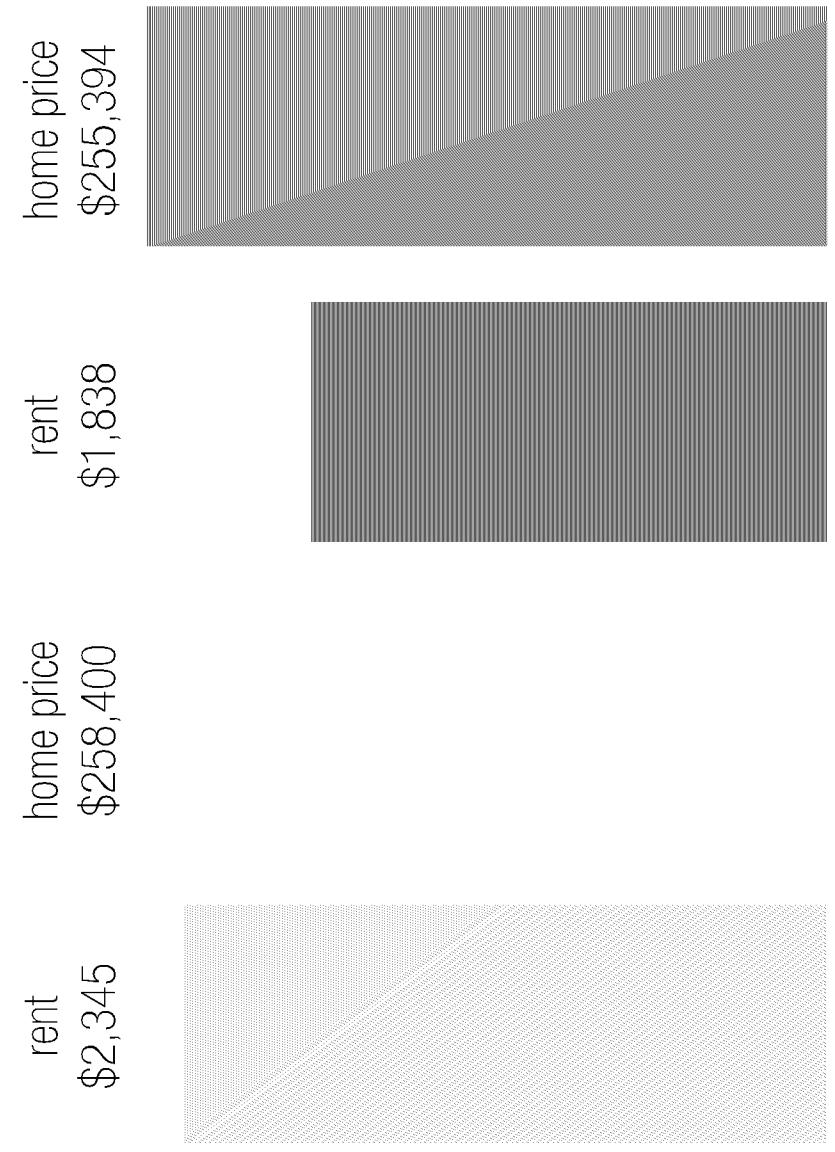
industrial: 60%
office: 34%
retail: 6%

EXISTING SCENARIO

preferred scenario performance measure

Affordability

average home rent / cost (market rate)



EXISTING SCENARIO

PREFERRED SCENARIO

preferred scenario performance measure

Housing Mix

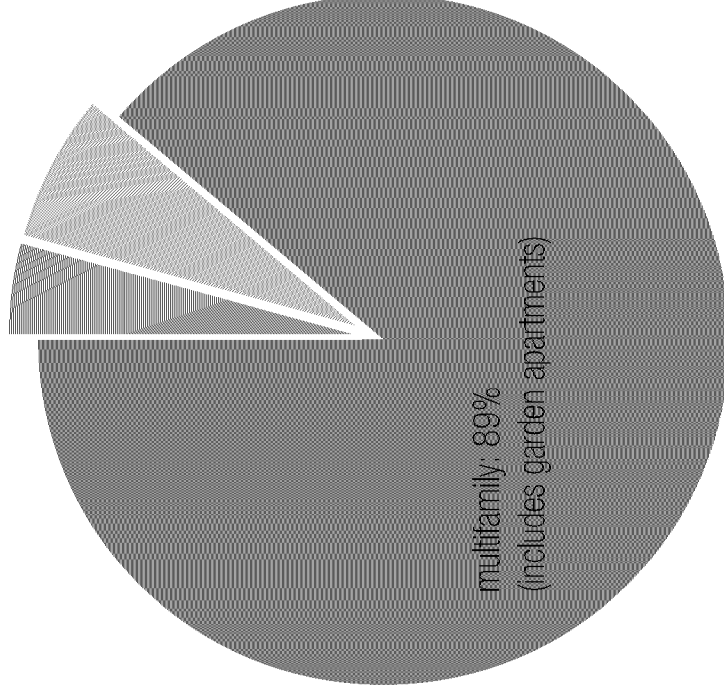
distribution of housing types

347 total
housing units



large lot single family: 4%
small lot single family: 5%
townhome: 9%

837 total
housing units
*490 additional
housing units



cottage home: 4%
townhome: 7%

EXISTING SCENARIO

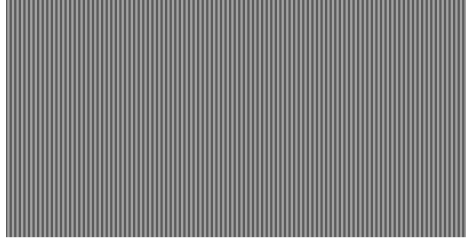
PREFERRED SCENARIO

preferred scenario performance measure

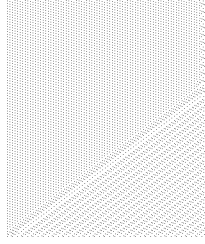
Service Demands

additional emergency staffing needs by population growth

7 staff



3 staff



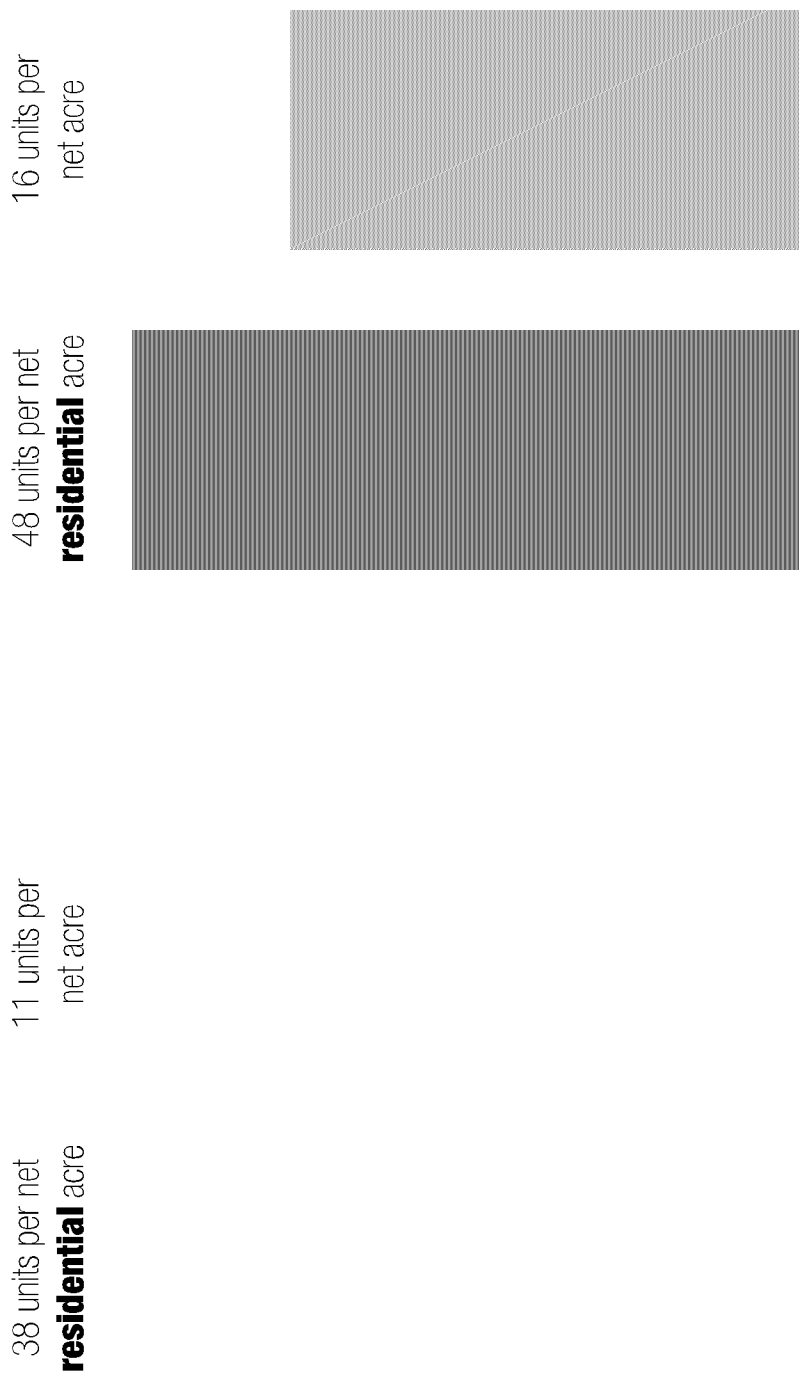
EXISTING SCENARIO

PREFERRED SCENARIO

preferred scenario performance measure

Housing Land Efficiency

housing units per net acre



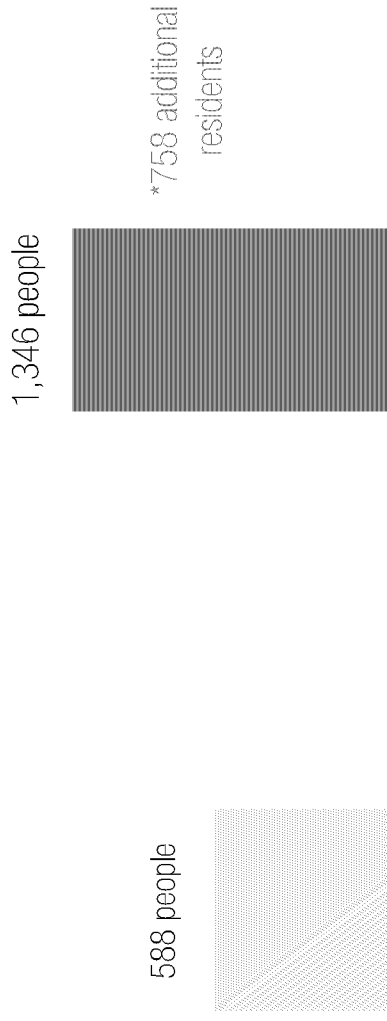
EXISTING SCENARIO

PREFERRED SCENARIO

preferred scenario performance measure

Potential Ridership

new residents generated from development



EXISTING SCENARIO

PREFERRED SCENARIO

preferred scenario performance measure



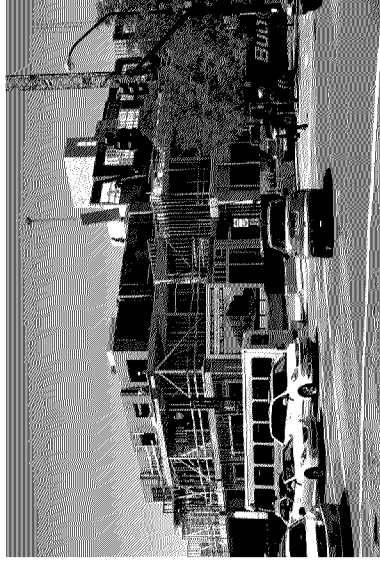
TOD Goals & Guiding Principles

Richard Brockmyer – Strategic Planner, UTA

August, 2014

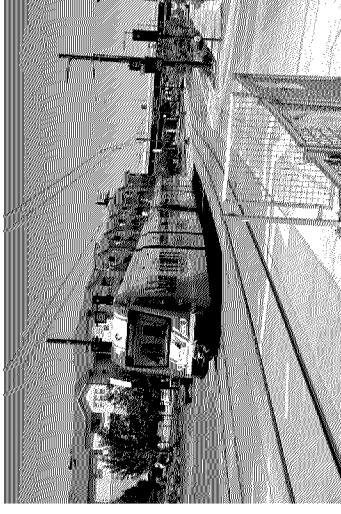
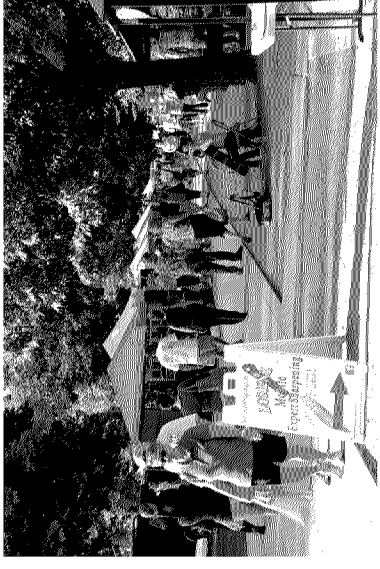
TOD Goals

- Implement the Regional Vision
- Reduce Auto Dependency
- Generate Transit Ridership
- Address Air Quality
- Support Community & Economic Development
- Optimize Developable Land
- Provide Variety of Housing Options
- Respond to Evolving Real Estate Market
- Improve Connectivity to Transit



Principle 1: Connectivity

- Provide multi-modal transportation options
 - Pedestrians
 - Bicycles
 - Transit
 - Auto



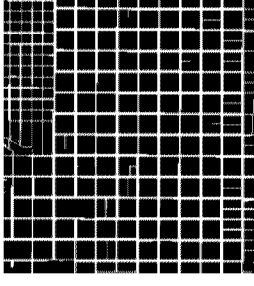
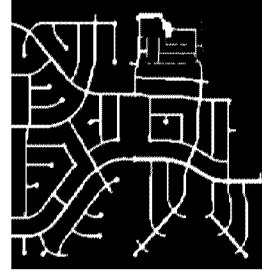
Auto-Centric vs. TOD Design

- Auto-centric Design
 - Wide Streets
 - Large Blocks
 - Low Density
 - Poorly designed ped/bike corridors
- Results
 - No sense of place/community
 - Uncomfortable/Unsafe to walk or bike
 - Limited Activity
 - Unsafe, empty spaces
 - Difficult to Serve by Transit



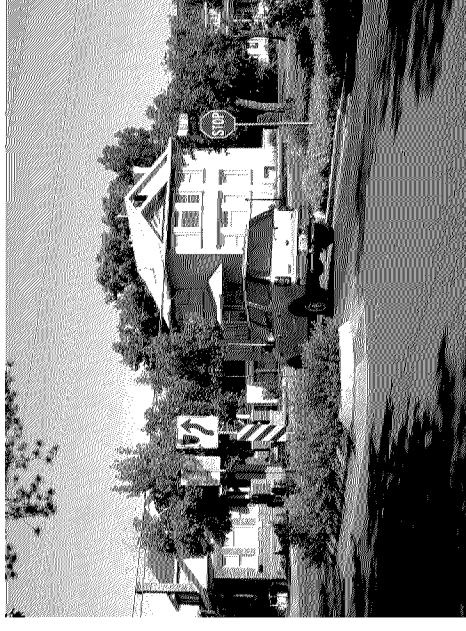
Considerations

- Short to medium block sizes
 - 250' to 350' length
 - Supports walkability and transit use
 - Creates more direct routes
 - Slows traffic
- Grid-like street network
 - Four way intersections
 - Better traffic circulation
 - Better connectivity
 - Slows traffic
 - Supports walkability and transit use
- Narrow Streets
 - Two to four lanes – 11' to 12' wide
 - Safer/more comfortable pedestrian environment
 - Slows traffic
 - More developable land



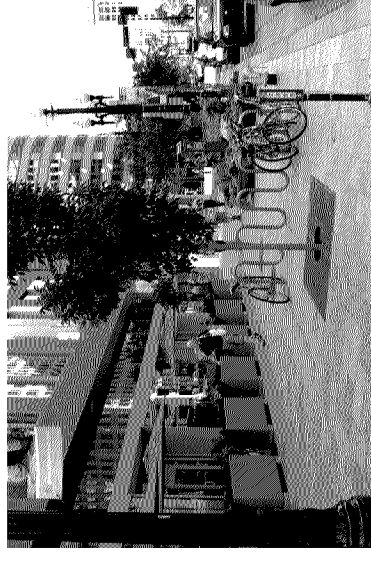
Considerations Ctd.

- Sidewalks
 - Continuous network
 - Appropriately scaled
 - Wider in certain places to create more pedestrian space
 - Promotes walkability
- Safe Crossings
 - Curb bulb outs
 - Clearly marked
 - Raised crossings
 - Alternate paving/materials
 - Improves pedestrian safety
- Limited Driveways
 - Uninterrupted pedestrian and bicycle flow
 - Fewer areas of conflict



Considerations

- Bikeways
 - Connect current and planned paths and routes
 - Provide clear access to transit stations
 - Provide appropriate facility type
- Bicycle Parking
 - Indoor for residents and outdoor for visitors
 - Well-lit and protected from weather
- Transit Access
 - Design to accommodate buses
 - Consider future capital projects
- Parking
 - Tucked behind buildings or structured
 - Appropriately signed
 - Access off of primary streets



Principle 2: Development Form

- Density
- Building Orientation and Setbacks
- Architectural Design
- Location and Screening of Parking
- Streetscape



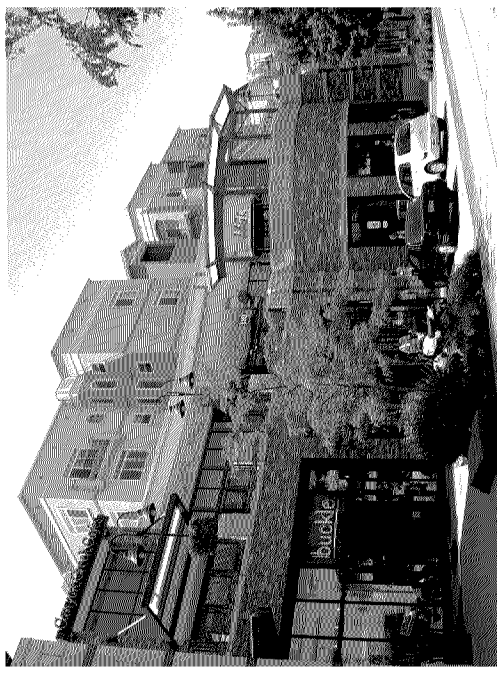
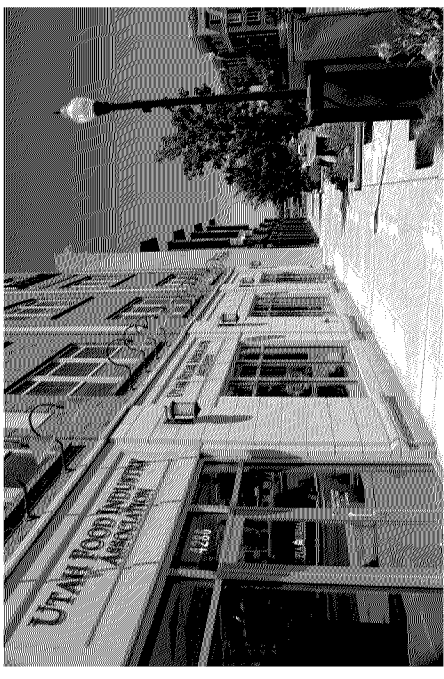
Density

- Transit supportive
 - Research suggests ~25 – 30 du/ac for Light Rail
- Consider residential and employment density
- Appropriate for real estate market and community
- Most intense adjacent to station, less intense further out



Building Orientation and Setbacks

- Occupy street corners
- Principal entrances located on front or corner façade
- Multiple Entrances Provided
- Smaller setback requirements (front and side)
- Appropriate heights
 - Maintain human scale
 - Create enclosure
- Loading and unloading areas, open storage, etc. screened from view



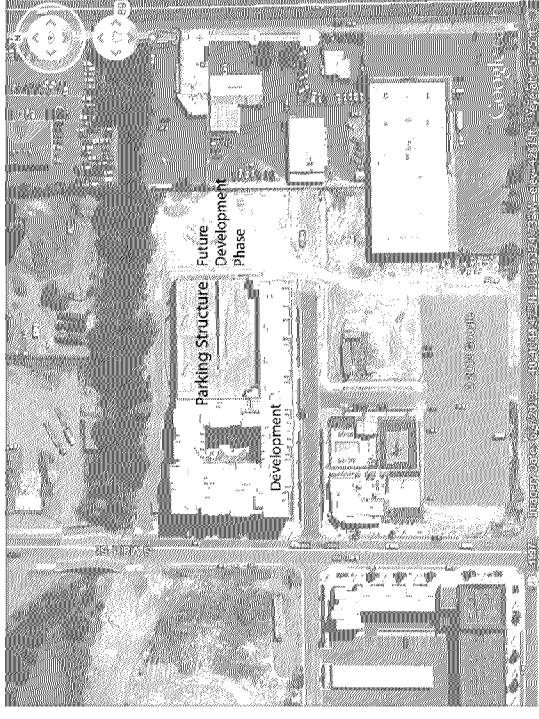
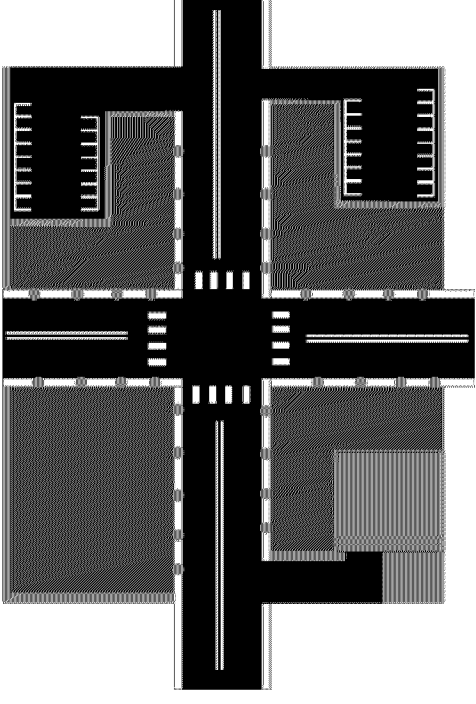
Architectural Design

- Vertical and horizontal façade divisions
- Transparency
 - More windows on ground floor
 - No blank walls
- Other design considerations
 - Use of Materials
 - Building variety
 - Color
 - Awnings



Location and Screening of Parking

- Use on-street parking
- Surface parking tucked behind buildings
- Wrap above ground parking structures

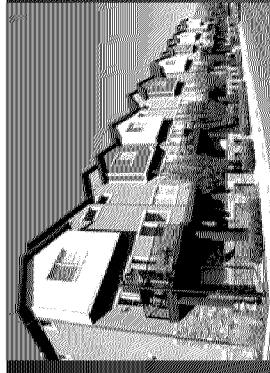


Streetscape Elements

- Buffering
 - Slows Traffic
 - Creates Pedestrian Zone
 - Park strips
 - On-street parking
 - Street Furniture
- Street Trees
 - Serves as a buffer
 - Adequate canopy for the species
 - Provides shade and protection from wind
 - Reduces “heat island” effect
- Pedestrian Scale Lighting
 - Improves pedestrian safety
 - Promotes human scale



Questions?



Richard Brockmyer:
rbrockmyer@rideuta.com
(801) 237-1960

Paul Drake:
pdrake@rideuta.com
(801) 237-1975

**CENTERVILLE
PLANNING COMMISSION
Staff Backup Report
6/13/2018**

Item No. 4.

Short Title: Discussion - Main Street Table of Uses Upcoming Amendment Process

Initiated By: Planning Commission

Scheduled Time: 8:00

SUBJECT

DISCUSSION

Discuss a process and timeline for amending the table of uses for Main Street (Commercial Medium Zones)

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- 6-13-18 Memo on Noticing Main Street Table of Uses

Main Street Table of Use Process Checklist

In ADDITION to normal noticing procedures, some further noticing options:

- ☐ Mailer Notice to Property and Business Owners on Main Street from Parrish to Porter
- ☐ Signage on each end of Main Street 10 days prior
- ☐ Open Forum BEFORE first Public Hearing ~ 1 hour

Mailer Notice should have :

1. Explanation “WHY” Council and Commission have decided to move forward with these amendments; Synergize and reinvigorate Main Street
2. SPECIFICS (or LINK to specifics) about WHICH uses are possibility changing and which ones are remaining the same. This would immediately alleviate the majority of people’s concerns and expectations.
3. Comprehensive definition and explanation of “Conditional Use Permit”, as differing from a “Permitted” Use.
4. State the date of the FIRST PUBLIC HEARING, with a note that *no decision will be made* at this meeting.

Other possible options to discuss:

- Possible survey either in mailer or at public forum
- Webpage with specific proposals
- Communicating specifics to public before hand

CENTERVILLE

**Staff Backup Report
6/13/2018**

Item No.

Short Title: May 23, 2018

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

▣ 5-23-18 PC Minutes

1 **PLANNING COMMISSION MINUTES OF MEETING**

2 **Wednesday, May 23, 2018**

3 **7:00 p.m.**

4
5 A quorum being present at Centerville City Hall, 250 North Main Street, Centerville,
6 Utah. The meeting of the Centerville City Planning Commission was called to order at 7:00 p.m.

7
8 **MEMBERS PRESENT**

9 Cheylynn Hayman, Chair
10 Kathy Helgesen
11 Gina Hirst
12 Logan Johnson
13 Becki Wright

14
15 **MEMBERS ABSENT**

16 Kai Hintze
17 Kevin Daly, Vice Chair

18
19 **STAFF PRESENT**

20 Cory Snyder, Community Development Director
21 Lisa Romney, City Attorney
22 Cassie Younger, Assistant Planner
23 Avalon Comly, Recording Secretary

24
25 **STAFF ABSENT**

26
27 **VISITORS**

28 Interested citizens (see attached sign-in sheet)

29
30 **PLEDGE OF ALLEGIANCE**

31
32 **OPENING COMMENT/LEGISLATIVE PRAYER** Commissioner Hirst

33
34 **PUBLIC HEARING – CONDITIONAL USE PERMIT FOR TEMPORARY USE**
35 **AVALANCHE SNO**

36
37 Cassie Younger, Assistant Planner, presented the application for a Conditional Use
38 Permit for Avalanche Sno-Cone. According to the Zoning Ordinance, the selling of shaved ice
39 from a temporary structure is considered “temporary retail sales.” However, a temporary use
40 permit for temporary sales, as a permitted use, can only run ten (10) days per event, and no
41 more than four (4) events per year. The applicant desires to run the shaved ice stand over the
42 summertime months, so does not conform to the permitted use development standards for a
43 temporary use permit. The Planning Commissioners are being asked to consider granting a
44 Conditional Use Permit to Avalanche Sno-Cone either indefinitely, or to be renewed each year.

45
46 Commissioner Wright asked if the permit could be extended so that it lasts for 18-
47 months. Mr. Snyder explained that the permit needs to correspond with the business license
48 renewal. He says that an extension of the permit is a feasible idea, but is unsure about granting
49 an indefinite permit. Commissioner Wright agrees that granting an indefinite permit for that
50 location, where changes may take place, would not be a good idea.

Commissioner Hirst asked if Avalanche Sno-Cone owns the property that it stands on. Ms. Younger says they have an agreement with the property owner to park there. .

April Andteron, Avalanche Sno-Cone owner says that she would be happy with a Conditional Use Permit that lasts for one (1) year.

Chair Hayman opened a public hearing at 7:11 p.m., and closed the public hearing seeing that no one wished to comment.

Commissioner Johnson expressed that he is inclined to move forward with the Conditional Use Permit for a one-year time period. Chair Hayman added that she too agrees with that approach.

Commissioner Wright made a **motion** for the Planning Commission to approve a conditional use permit for Avalanche Sno, a temporary shaved ice stand, located at 199 East Pages Lane, subject to conditions one (1) through (8) below, with reasons for the action (a) through (d). Commissioner Johnson seconded the motion which passed unanimously (5-0).

Conditions:

1. The conditional use permit shall be in effect from the approval date by the Planning Commission and shall expire one (1) year from approval.
2. The placement of the shaved ice stand shall be located and operated as submitted on the site plan to the Planning Commission.
3. Any temporary signage use shall comply with temporary sign allowances of CZC 12.54.090(c) "Temporary Use of Event Signs", including no off-premise commercial signage.
4. The structure and site shall be free from unnecessary decorative items such as flags, pennants, or any other temporary items that may blow away from the structure or site.
5. A garbage can shall be provided for workers and customer use and shall be emptied regularly and the area be kept clear from trash and debris.
6. The applicant shall provide additional information and be deemed acceptable to City staff, prior to issuance of any business license, which addresses the following:
 - Written permission from the property owner allowing use of the on-site parking stalls.
7. The use shall be subject to and comply with the existing adopted City "Noise Ordinance," which regulates noise between the hours of 10:00 p.m. to 6:00 a.m.
8. Following the expiration date, the applicant shall have seven (7) days to remove all items from the property and restore the site to its prior condition.

Reasons for the Action:

- a. Chapter 12.56 allows for a temporary retail sales use consisting of less than 200 square feet.
- b. A temporary use not meeting the permitted use development standards of CZC 12.56.050 is required to receive a Conditional Use Permit [CZC 12.56.060].
- c. The applicant desires to exceed the permitted use time limits, as listed in CZC 12.56.050.g.
- d. All applicable standards for the Conditional Use Permit have been reviewed and the use is deemed acceptable, subject to the conditions of approval [CZC 12.21.100(e)(3)(A-D), Section 12.21.100(e)(5)(A-K)].

**PUBLIC HEARING – CONCEPTUAL SITE PLAN – RENATUS OFFICE BUILDING
ADDITION – 1312 W 75 N**

Cory Snyder, Community Development Director, reviewed the proposed Conceptual Site Plan submittal. The applicant desires to construct an addition to the existing building, alter the landscaping plan, relocate the dumpster area, and eliminate eight (8) parking stalls. The eliminated parking stalls would be replaced by a reciprocal parking agreement with the neighboring Bridge Community Church. Because such changes alter the final site plan approval and contain a parking modification request, the amendment is required to return to the Planning Commission for review and decision. Staff does NOT recommend the approval of the Conceptual Site Plan, as there are insufficient parking stalls, and office/warehouse flex space fluctuates over the long haul. The applicant has indicated that they are making changes to the currently submitted amended site plan documents, which will address some of the matters raised.

Chair Hayman clarified with Mr. Snyder that even with the flex parking spaces at Bridge Community Church, the applicant is 10 spaces short. Without the shared parking the applicant would be 22 spaces short.

Commissioner Wright clarified with Mr. Snyder that most cities require only four (4) stalls per 1000 s.f. of office space. Mr. Snyder confirmed that Centerville amended its ordinances for offices to require five (5) stalls per 1000 s.f..

Dan Holbrook, representative from the construction company the applicant has hired, passed out revised conceptual site plans. The revised drawing showed that there are now 31 parking spaces on site, not including the 12 flex spaces from the reciprocal parking agreement with Bridge Church. Mr. Holbrook showed the Commissioners where parking spaces would be added to the site. He also presented a parking study he had done on the site, in which he counted how many spaces were being used each day in May of 2018 at various points during the day. On the days with the most parking being used, 32 spaces had been used. On the average day only 14 parking spaces were used. Mr. Holbrook also listed the number of parking spaces per 1000 s.f. that other cities require, which are less than Centerville's requirements.

Chair Hayman asked the applicant how many square feet the proposed conceptual site plan would cover. The applicant pointed the Commissioners to his revised sheet C400 that was passed out at the meeting.

Lisa Romney, City Attorney, recommended that the Planning Commissioners allow staff time to review the revised site plan that had been passed out. She also commented that the applicant will need to comply with CZC 12.51.110 which deals with shared use parking, and authorizes the Planning Commission to require a shared parking study to be completed to justify a conclusion on how many parking spaces are needed. Ms. Romney said that the shared parking agreements that were signed previously with Bridge Church are not adequate, and that the agreement needs to be a recordable agreement or easement, meeting the requirements of CZC 12.51.110.

Bob Snyder, owner of the property, addressed the Planning Commission. He explained that the builder came up with the idea to ask Bridge Church for the use of 12 spaces in a reciprocal parking agreement, rather than asking for the use of all of them. Mr. Snyder said the church would be more than happy to allow them to use more spaces. Mr. Snyder explained that he would like to ultimately employ a total of 23 people, so he would only need a total of 23 spaces. Mr. Snyder said that the requirements of 42 or 43 parking spaces are not justifiable. Mr. Snyder said that he intends to keep the building for the rest of his life, so he is not

1 concerned about what future buyers may want in the way of parking. Mr. Snyder also
2 expressed concern that the church might not be motivated to work through an official recordable
3 parking agreement, as they have already been approved with the informal parking agreement.
4

5 Commissioner Johnson commented that he feels Mr Snyder does have leverage with
6 the church to get them to work with him on creating formal recordable parking agreements, in
7 that he reserved the right to revoke the shared parking spaces on his informal agreement.
8

9 Mr. Snyder suggested to the Commissioners that they could consider approving the Site
10 Plan with fewer parking spaces than would typically be required and then future buyers would
11 need to honor that constraint, and no formal shared/flex space parking arrangement would need
12 to be made.
13

14 Commissioner Johnson asked if Mr. Snyder revoked the agreement with the church,
15 would this change the churches CUP approval. Mr. Snyder said this would compromise the
16 church's CUP. He suggested again that the applicant apply for a parking modification so they
17 would not need as many spaces and would not need to make or revoke a formal agreement
18 with the Bridge Church.
19

20 Chair Hayman asked if Mr. Snyder would have an objection to tabling the matter to allow
21 staff to review the revised site plans. Mr. Holbrook said that he would like to make a shared
22 parking agreement with Bridge Church, as well as a parking modification.
23

24 Commissioner Helgesen made the applicant aware that if there was a parking
25 modification granted, future office space development would be limited. The owner
26 acknowledged he was aware of this and said that he was ok with it.
27

28 Commissioner Hirst clarified that Mr. Snyder only needs the expanded parking from
29 Bridge Church on 4 or 5 days a year when filming is taking place and expressed concern that if
30 the applicant is already using 32 parking spots on filming days and they add 8 employees, they
31 may need close to the 42 parking spaces that are being required.
32

33 Chair Hayman opened a public hearing at 7:54 p.m, and closed the public hearing
34 seeing that no one wished to comment.
35

36 Chair Hayman made a **motion** to table the Conceptual Site Plan approval.
37 Commissioner Hirst seconded the motion, which passed unanimously (5-0).
38

39 **DISCUSSION – SITE PLAN REVIEW PROCESS**

40

41 Lisa Romney discussed the requirements for conceptual and final site plan applications
42 and possible ways to streamline administrative decisions in the future. Having re-read the site
43 plan review process, and based on the Planning Commission discussion from April 25, 2018
44 and further consideration of current procedures, Ms. Romney recommended the Planning
45 Commission leave the conceptual and final site plan ordinance as currently drafted. She also
46 suggested that the City could require applicants to make their conceptual site plan submittal
47 more complete before it can come before the Planning Commission for their review, which
48 would potentially speed up review time during Planning Commission meetings.
49

50 Mr. Snyder added that when he arrived in 2004, some applicants were being allowed to
51 combine conceptual and final site plan reviews together in one step. Over time, staff found that
52 it was difficult to make that exception for certain projects and not all of them, and it seemed
53 disingenuous to the public to hold public hearings during final site plan review. From staff's point

1 of view, approaching the Planning Commission for approval of conceptual site plans makes
2 applicants do a better job putting their application together, as they consider how they will “make
3 their case” to the Planning Commission. He did add that conceptual and final site plan review
4 could potentially be combined for residential development, as the 2-step process for that can be
5 arduous.

6
7 Commissioner Wright asked what the process looks like for applicants for Residential
8 Development. Ms. Romney said she has not reviewed what is in the packet. Mr. Snyder said
9 there is an application, a checklist and a brief that is given to homeowners, but the process can
10 still be very foreign and confusing to residential applicants.

11
12 Chair Hayman expressed appreciation to staff for reviewing conceptual and final site
13 plan approvals. She expressed that she does not want to change processes where it does not
14 make sense to do so.

15
16 Commissioner Wright asked if conceptual and final site plan approval could be combined
17 for residential development. Ms. Romney expressed that she still feels there should be a 2-step
18 process for residential developments.

19
20 Commissioner Johnson says that he is in agreement with leaving Conceptual Site Plan
21 approval with the Planning Commission. He does not think however that so much should be
22 required at the Conceptual phase. From a landowner’s perspective there are items required
23 during the conceptual phase that require huge expenditures, which may end up needing to be
24 re-done and more expenses incurred depending upon the findings of the Planning Commission.
25 Mr. Johnson suggested allowing applicants to write a narrative to address some of the items on
26 the list, rather than having to provide formal conceptual plans. Mr. Snyder agreed with Mr.
27 Johnson that there is no “preliminary” designation in the professional engineering world and
28 suggested that perhaps a “preliminary” or “conceptual” plan needs to be better defined in the
29 application materials.

30
31 Commissioner Wright asked if there is room for re-wording application requirements to
32 help people understand what is required at the conceptual stage.

33
34 Commissioner Johnson asked if there is room for applicants to come before the
35 Planning Commission and talk over things with them before incurring expenses during the
36 conceptual phase. Ms. Romney did not feel that was advisable from a legal standpoint because
37 comments could be made during those meetings that are not based on a full understanding of
38 the facts of the application. She did mention that the Development Review Committee has open
39 meetings for developers every Monday morning to ask questions and raise concerns.

40
41 Commissioner Hirst asked whether the process of conceptual and final site plan
42 approval could be simplified and developers not granted vested rights after conceptual site plan
43 approval. Ms. Romney explained that if a formal application is made, it comes before the
44 Planning Commission and is approved, developers should be granted vested rights. Ms.
45 Romney would not like to go to a scenario where vested rights are not given at conceptual
46 approval. Mr. Snyder added that he feels Utah state will move to requiring vested rights if an
47 application comes before the City complete. Commissioner Wright commented that she likes the
48 idea of having the conceptual approvals made simpler and no vested rights granted following an
49 approval by the Planning Commission, as she feels granting vested rights ties the
50 Commissioners hands, and results in a lot of added expense at the Conceptual level for
51 developers and owners.

52

Chair Hayman asked the Commissioners if they felt it was valuable for staff to explore with the Development Review Committee alternatives to approving residential development applications. The Commissioners did not feel that was necessary at this time.

DISCUSSION – CITY COUNCIL GOALS AND WORK SESSION FOLLOW UP

Mr. Snyder summarized the Work Session with the City Council on May 22, 2018. Main Street uses were discussed, as well as the West Centerville Neighborhood Plan. It was also discussed that the Trails Committee has joined with Bountiful, West Bountiful and Farmington to come up with an Active Transportation Plan.

During the Work Session, Chair Hayman disclosed to the City Council that the Planning Commission has been reviewing administrative processes and the City Council seemed to give the Planning Commission a green light on that review. Chair Hayman's feeling is that moving forward with Table of Uses revisions to Main Street Uses is the next priority for the Planning Commission. Chair Hayman directed staff to propose a timeline for an open house and first public hearing on the matter and staff's suggested approach to noticing. Chair Hayman asked Mr. Snyder to consider sending out specific notices to business owners.

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT

The next Planning Commission meeting is scheduled for June 13, 2018.

Mr. Snyder reviewed things that will be coming before the Planning Commission at the next meeting.

Ms. Romney asked what input the Planning Commission would like on the revisions to the Subdivision Ordinance. She suggested bringing a few chapters at a time for the Planning Commission to review or just bringing specific issues to the Planning Commission. Commissioner Hayman said Staff could use their discretion regarding what items or issues to bring to the Planning Commission throughout the rewrite process.

MINUTES REVIEW AND ACCEPTANCE

The minutes of the May 9, 2018 Planning Commission were reviewed and accepted as amended. Commissioner Hirst made a **motion** to accept the minutes. Commissioner Helgesen seconded the motion, which passed by unanimous vote (5-0).

ADJOURNMENT

At 8:57 p.m. Chair Hayman made a **motion** to adjourn the meeting. Commissioner Hirst seconded the motion, which passed by unanimous vote (5-0).

Cheylynn Hayman, Chair

Date Approved

Avalon Comly, Recording Secretary