

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 SEPTEMBER 11, 2019 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.

The full packet of backups can be found at <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

1. South Main Street Corridor General Plan Discussion
Continued Draft Policy Creation and Discussion by Planning Commission
2. Community Development Director's Report & City Council Report
September 25, 2019 for Next PC Meeting:
 - RB's Gas Station Canopy Upgrade - Site Plan Amendment
 - Begin South Main Street Overlay Ordinance - Policy Drafting
 - Subdivision Ordinance Review - Continued

City Council Report:

- No Items to Report

E. MINUTES REVIEW and ACCEPTANCE

August 14, 2019

August 28, 2019

F. ADJOURNMENT

CENTERVILLE

Staff Backup Report

9/11/2019

Item No. 1.

Short Title: South Main Street Corridor General Plan Discussion

Initiated By:

Scheduled Time:

SUBJECT

Continued Draft Policy Creation and Discussion by Planning Commission

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- ▣ 09-11-2019 South Main Street Corridor Plan - Staff Memo
- ▣ South Main Street Corridor Plan Draft Language

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

STAFF MEMORANDUM

DATE: SEPTEMBER 11, 2019

TO: CENTERVILLE CITY PLANNING COMMISSION

FROM: PLANNING STAFF

**SUBJECT: GENERAL PLAN - SOUTH MAIN STREET CORRIDOR – CONTINUED
DISCUSSION**

Previously, the Planning Commission set a rough schedule for reviewing different sections for formulating the revamp of the South Main Street Corridor (*SMSC*) Plan. Staff began this process with the first review by the Planning Commission in early July regarding the North Parrish Gateway and the Civic Cultural areas. The Commission’s second review, in early August, included the Traditional District and the Built Environment Design Expectations. The Commission’s third review in late August was centered on the Corridor’s Street Space Expectations. For this upcoming meeting, Staff is roughly expecting the Commission to review and provide feedback and direction for the following:

- **Section V, Residential Re-introduction Opportunities – An Optional Alternative, as suggested by the Commission.**

Staff has again provided a copy of the entire comprehensive re-write. Edits made or suggested changes by the Commission have been noted in “yellow highlighted text.” Upon completion of reviewing Section V, the Commission will have completed the review of the proposed draft plan prepared by the Planning Staff. The Commission should look back over the plan document to determine its completeness and make recommendations for further changes or additions.

The next step will be for the Commission to begin a comprehensive review of the SMSC “Overlay Ordinance,” which will be the Zoning implementation tool for the drafted SMSC Plan Element. This is scheduled to begin at the Commission’s Regular Meeting of September 25th.

SOUTH MAIN STREET CORRIDOR

[GENERAL PLAN DRAFT LANGUAGE CONCEPTS]

CHAPTER 12-430-2. COMMERCIAL DEVELOPMENT POLICIES.

[existing language edits] Policy 2, Main Street commercial area:

The area on Main Street between 400 South (Porter Lane) and 400 North (Parrish Lane) has been regarded somewhat as the traditional commercial center of Centerville, though in reality it never became a strong merchant focal point. The Main Street commercial area is aging now and somewhat deteriorating, though a few new buildings have been constructed here in recent years. Some revitalization is warranted and should be encouraged in a limited manner to maintain the local service-oriented uses for the community.

CHAPTER 12-480-2. NEIGHBORHOOD 1, SOUTHEAST CENTERVILLE.

[existing language edits] Policy 2.b, Main Street Commercial Area:

The area on Main Street between 400 North (Parrish Lane) and 400 South (Porter Lane) is generally regarded as the traditional commercial area of Centerville, though in reality it never became a strong merchant focal point. The present structure of commercial development with its numerous individual properties, small frontages, short setbacks, and older buildings tends to work against the possibility of any large scale, unified commercial development.

1. The Main Street commercial area should be allowed to remain as a local service needs or specialty retail area. To encourage any larger scale commercial development would be detrimental to surrounding residential areas and to the future function ability of Main Street as an arterial road.
2. The Main Street commercial area is aging and somewhat deteriorating. Significant enhancement of commercial viability is not likely to occur in the future. Nonetheless, some revitalization is warranted and should be encouraged in a limited manner to maintain the local service-oriented uses for the community.
3. Future commercial development in the Main Street area should conform to performance guidelines which require landscaping, appropriate parking, minimal traffic impact upon Main Street, and buffering from adjacent residential areas.
4. To preserve the residential integrity of surrounding areas, future commercial development on Main Street shall not be allowed south of 400 South or north of 400 North, and shall not extend more than one-half block east of Main Street.

CHAPTER 12-480-3. NEIGHBORHOOD 2, SOUTHWEST CENTERVILLE.

[existing language edits] Policy 2.a, Main Street Commercial:

The area on Main Street between 400 South (Porter Lane) and 400 North (Parrish Lane) is generally regarded as the traditional commercial area of Centerville, though in reality it never became a strong merchant focal point. The present structure of commercial development in this area, with its numerous individual properties, small frontages, short setbacks, and older buildings tend to make larger scale unified commercial development unlikely.

1. The Main Street commercial area should be allowed to remain as a local service needs and specialty retail area. To encourage any larger scale commercial development would be detrimental to the surrounding residential areas and to the future functionability of Main Street as an arterial road.
2. The Main Street commercial area is aging and somewhat deteriorating. Significant enhancement of commercial viability is not likely to occur in the future. Nonetheless, some revitalization is warranted and should be encouraged in a limited manner to maintain the local service-oriented uses for the community.
3. Future commercial development in this area should conform to performance guidelines which require landscaping, appropriate parking, minimal traffic impact upon Main Street, and buffering from adjacent residential areas.
4. To preserve the residential integrity of surrounding areas, future commercial development on Main Street shall not be allowed south of 400 South or north of 400 North, and shall not extend more than one-half block west of Main Street.

CHAPTER 12-480-7 – SOUTH MAIN STREET CORRIDOR PLAN

(rescind all of PART 12-480-7)

[replace with] **A. Background**

Over the past few years, the City Council has increasingly expressed concerns regarding the density and design standards regarding the 2008 South Main Street Corridor Plan. Early on, after its adoption, residents expressed discomfort regarding the “*residential densities*” that the “*mixed-use*” concepts allowed. In 2015, the allowable “*residential densities*” were altered in a reduced manner in response to public concerns. Around this same time, the expected “*public space*” plan was tempered in response to additional concerns from both elected officials and the public. The initial effort to adopt a “*public space plan*” had raised concerns regarding liability and maintenance issues related to streetscape furniture and furnishings. Some of these streetscape features conflicted with UDOT’s traffic regulations, while others were deemed too expensive or took up space along

Main Street that competed with the City's 4th of July Annual Parade. Ultimately, the anticipated "*public space plan*" was rejected in the initial form that it was presented.

In early to mid-2018, the City Council and Planning Commission met and undertook an effort to re-review the allowable uses of Main Street and the resulting outcome raised added concerns about the relationship of the allowable land uses and the regulations adopted in the South Main Street Overlay. Also, near this same time, the City reviewed several regulatory amendments that were needed to accommodate the construction of the proposed new Centerville Fire Station, which further confirmed the development conflicts with the SMSC Overlay regulations. All of these matters culminated in a March 2019 work session meeting between the City's Planning Commission and City Council. The fundamental findings reached in this meeting regarding South Main Street can be reviewed in "*Section D*" of this Chapter.

Subsequently, the general consensus of this meeting was that currently adopted South Main Street Plan and associated Zoning Ordinances would not adequately support or be advantageous in balancing the current and future needs of the commercial property owners and adjacent residential uses for the South Main Street area. Therefore, it was time to reevaluate the original 2008 Vision and formulate a replacement vision to better balance these challenging and sometimes competing land use patterns. The recommendation of how to proceed from the Planning Commission and then acceptance by the City Council entailed the following:

- a. **GENERAL PLAN** - Re-write/modify the existing Generalized Sections of the General Plan's Goals regarding Main Street to reflect a consistency with the Corridor Plan.
- b. **GENERAL PLAN** - Create an alternative/reformat for the adopted independent SMSC Plan (*Section 12-480*) that identifies what the new goals and objectives are to be.
- c. **ZONING ORDINANCE** - The SMSC Overlay Zone District would need to be annulled and replaced in a manner, such as:
 1. Eliminate the SMSC Overlay Zone District and write new design with performance regulations that are specific for Main Street. This would be analogous to what has been done in other Zoning Districts, such as the Parrish Lane Gateway Design or the Shorelands Commerce Design regulations.
 2. Consider reducing the corridor area to be regulated – example limit General Plan and Zoning Ordinance changes from Parrish Lane to Porter Lane – rather than from Parrish to Pages

B. Formation of an updated South Main Street Corridor Context

The overall context of the South Main Street Corridor Plan is to admit that although *South Main Street was previously viewed as the traditional commercial center of Centerville, in reality it never became a strong focal point of the Community*. Overtime, Pages Lane and Main Street declined in any strong commercial focus and were replaced with the placement of the interchange

for Interstate 15 at Parrish Lane and the subsequent regional commercial center that developed along the Parrish Lane Corridor. Though one remaining strong point for the South Main Street area is that of local ownership and land uses that provide services predominately oriented to the local community. Accordingly, the “*the South Main Street Corridor Context*” is to maintain and even promote opportunity for local owners to be successful for as long as possible and any future additional land uses are to be viewed in a manner to mitigate conflicts with and espouse the character of the surrounding residential environment, including, but not limited to the Deuel Creek Historic District (*see CZC, Chapter 12-49*).

C. South Main Street Corridor Plan Guiding Principles

In 2018, the City’s Planning Commission conducted several “*public outreach*” meetings to discuss South Main Street Corridor, particularly with regards to the allowable commercial uses. The Planning Commission later met in 2019 and reviewed the comments that were received. The following topics and guiding principles were developed to assist with developing the vision for the Corridor Plan:

- ✓ **Housing** - *Residential use may play a limited or accessory role on Main Street.*
- ✓ **Commercial** - *Small business and local ownership is desirable.*
- ✓ **Identity** - *Respect the local historic feel of our community while blending business and residential needs.*
- ✓ **Long Range Pledge** - *Compromise to achieve consistency for a committed, realistic outcome.*
- ✓ **Design** - *Encourage improvements to achieve a local historic feel through options and incentives.*
- ✓ **Transportation** - *Balance local business and residential access needs with the through traffic of the corridor and Consider the safety of pedestrians and other users in the corridor.*

D. South Main Street Corridor Plan Vision

The South Main Street Corridor is considered the “heart” of Centerville City. Most importantly it is desired that the streetscape and built environment reflect the localized civic, social, and commercial service area that make up the Centerville City Community. Additionally, walking and biking within this area ought to at least be an equal priority mode of travel that occurs within the Corridor.

The South Main Street Corridor Plan’s (*SMSC*) Vision establishes a comprehensive guide to future physical land use patterns and desired attributes that have been expressed by the public and City’s appointed and elected officials (aka “*Vision*”). Additional planning notions and concepts have also been included to help establish the policies of the overall SMSC Plan Vision.

In the case of the SMSC Plan, the “**fundamental notions**” used for formulation of the **South Main Street Corridor Plan** are:

- ✓ *The area on Main Street between 400 South (Porter Lane) and 400 North (Parrish Lane) has been regarded somewhat as the traditional commercial center of Centerville, though in reality it never became a strong merchant focal point.*
- ✓ *The Main Street commercial area is aging now and somewhat deteriorating, though a few new buildings have been constructed here in recent years.*
- ✓ *Some revitalization is warranted and ought to be encouraged, but in a limited manner to maintain the local service-oriented uses (aka: “service commercial”) for the community.*
- ✓ *Significant growth and enhancement of commercial synergy is not likely to occur in the future. Consequently, some strategic residential development and use may be appropriate in parts of the corridor area.*
- ✓ *The Main Street Corridor should be addressed in whole, however there are differentiating characteristics between the east and west sides of the roadway that need to be considered in defining an appropriate land use and development pattern.*
- ✓ *All future commercial development along Main Street should conform to performance [e.g. design] guidelines which require landscaping, appropriate parking, minimal traffic impact upon Main Street, and buffering from adjacent residential areas*

Furthermore, for the South Main Street Corridor, the **Plan’s Vision is expressed using five (5) different elements or goals.**

- **Corridor Wide Viewpoints**
- **Land Use Expectations**
- **Built Environment Design Expectations**
- **Corridor’s Street Space Expectations**

[OPTIONAL COMPONENT]

- **Residential Re-introduction Opportunities**

In addition to the elements, the South Main Street Corridor area is divided into **three (3)** different sub-areas. Each sub-area plays a slightly different and at sometimes distinct role in how land use patterns are to develop in that particular area of the neighborhood. These sub-areas are identified as follows:

- **North Parrish Lane Gateway Area** – South from Parrish Lane; 1) East Side to Smith Park, 2) West Side to the Post Office located at 261 North Main.
- **Civic/Cultural Area** – South from; 1) East Side from Smith Park south to 100 North, 2) West Side from Post Office to 100 North Street.
- **Traditional Main Street Area** – Both sides of street, from 100 North to north side of Porter Lane.

These principles, goals and objectives associated with the SMSC Plan are to be considered as statements of policy and are to be used in the decision-making process for land use ordinance amendments, applicable land use application reviews, and/or related capital improvement programs. Additionally, each goal may be accompanied by descriptive text that is intended to assist with understanding the purpose, intent, and interpretation of the goal.

The SMSC Plan identifies five (5) corridor planning essentials, with goals and objectives being included for implementation. These planning essentials, goals, objectives, and graphical maps for the South Main Street Corridor Plan are described on the remaining pages of this document.

SMSC PLAN PROPOSED GOALS AND OBJECTIVES:

I. Overall Corridor Context

Goal 1 - Maintaining the Local and Historic Character of Main Street

Main Street has been generally regarded as the traditional commercial area of Centerville, though in reality it never became a strong merchant focal point. The present structure of commercial development in this area, with its numerous individual properties, small frontages, short setbacks, and older buildings tend to make larger scale unified commercial development undesirable with the residential neighborhood located adjacent to the corridor.

Historically, the City's General Plan has addressed South Main Street as a boundary between the Southeast and Southwest Neighborhoods in its geographical extent (*i.e. ½ block limitations for commercial zoning*). The SMSC Plan now desires to better unify the land use and design pattern for the corridor, but to recognize the differing elements of the east versus west sides. These differences are, but not limited to, topographical differences, parcel sizes, acceptable or desirable uses, and adjacent residential use types.

OBJECTIVES:

1.A. *Land Use Pattern Expectations* - The Main Street commercial area is to remain as a local service needs and specialty retail area. To encourage any large-scale architype commercial development would be detrimental to the surrounding residential areas and to the vehicular functionability of Main Street as an arterial state road.

1.B. *South Main Street Character* - The Main Street Corridor should be addressed in whole, however there are differentiating characteristics between the east and west sides of the roadway that need to be considered in defining an appropriate land use and development pattern.

1.C. *Historical Context* - The Deuel Creek Historic District, which includes a portion of the South Main Street area, is primarily located just east of Main Street. The District not only includes many historic homes interior to the neighborhood, there are two National Register Sites located within the corridor area, which are the Randall Gas Station and the Whitaker Museum.

All development adjacent to any historic site needs to be contextually sensitive to the built historical presence of these structures.

II. Land Use Planning Expectations

Goal 2 - Preserving and Encouraging Local Owner Investment of South Main Street Properties and Encouraging Partial Future Re-Development

To date, the South Main Street Corridor is predominately comprised of localized property ownership and investment. Approximately, 62% of the properties are owned by Centerville residents and business owners and increases to 89% when adding the Davis County area residents. About 83% of the County Assessed Value comes from commercial uses with 64% of the land devoted to commercial type uses. The estimated 2015 Davis County Market Value of commercial land was over \$27 million (*see August 04, 2015 SMSC Data and Analysis presentation to City Council and Planning Commission*). This local owner investment and commitment is a desirable attribute and is what creates a unique community identity for Centerville City, which needs to be encouraged to continue.

OBJECTIVES:

2.A Corridor-Wide:

2.A.1 Commercial Area Limitations - Commercial development on Main Street must not be allowed south of 400 South or north of 400 North, and must not extend more than one-half block east of Main Street.

2.A.2 Revitalization Intent - Some revitalization is warranted and ought to be encouraged, but needs to be done in a limited manner to maintain the local service-oriented type of uses (*aka: "service commercial"*) for the community

2.A.3 Adjacent Residential Context - Although it is the desire of the Corridor Plan to bring unity to the street, there are some differentiating elements between the east and west sides of the street. These differences can be generalized as "topography" and "adjacent neighboring residential types," or single-family verses multi-family development.

- i. Adjacent neighborhood type, Single-family. The east side of Main Street is predominately bounded by single-family neighborhoods. The Deuel Creek Historic District is the City's traditional residential area. The land use pattern and its uses along the east side need to be compatible and harmonious with the preservation of this Historic District (*see Goal 3 – Built Environment Design Expectations*).
- ii. Adjacent neighborhood type, Multi-family. The west side of Main Street is predominately bounded by multi-family neighborhoods. The land use pattern and its uses can tolerate some increase of intensity and or bulk/area (*e.g.*

building heights) regulations and remain compatible with adjacent residential uses.

2.A.4 *Desirability to Preserve the Corridor's Local Interests* – South Main Street's unique identity is that of local resident ownership. These residents likely have a commitment to keep the corridor as a local community asset. Consequently, balancing the economic success of this small business community and interests of adjacent residential uses will be important in ensuring the preservation of the Corridor's small community identity.

2.B NORTH PARRISH LANE GATEWAY AREA:

2.B.1. *Preferred Land Use Pattern* - The preferred land uses for this area are commercial uses that are typical Commercial Medium (C-M) Zone allowances for the east corner and the typical Commercial High (C-H) Zone allowances for the west corner and then Commercial Medium (C-M) south along Main Street.

2.B.2. *Southeast Intersection Corner*. This commercial site lacks the proper landscape area fronting both Main Street and Parrish Lane. Additionally, vehicular parking and circulation is inadequate. Additional commercial use expansion should be discouraged. However, building and landscaping design re-development should be encouraged.

2.B.3. *Southwest Intersection Corner*. This commercial site is constrained and has an older and aged style commercial building. Due to the parcel sizes, additional commercial intensities are not desirable. Although the site has frontage within the Parrish Lane Gateway Corridor Area, it also functions as the entry onto Main Street (*from Parrish Lane*). Therefore, site and associated building ought to function as a transition into the South Main Street Corridor. Changes to the architectural and landscaping design ought to be oriented to Main Street rather than to Parrish Lane.

2.B.4. *Future Intensity or Density*. Due to the very small lot sizes located in this area, building sizes ought to be limited to the scale of the C-M Zone (*i.e. 10,000 sq. ft.*) for both sides of Main Street. Additionally, given the parcels sizes, future commercial intensity ought to be limited in use and scale. There needs to be sufficient incentives to encourage a feasible building and landscaping design redevelopment opportunity for this area. Nonetheless, it needs to be done in a scale and design manner that keeps the small-town community identity of Centerville. Commercial intensity ought to be explored carefully and with a justifiable focus on market minimums needed to achieve a redevelopment objective.

[NOTE: PC Removed Original Specific Residential Options for This Area]

2.C CIVIC/CULTURAL AREA:

2.C.1. Preferred Land Use Pattern - The preferred land uses for this area are Public and/or Civic Use types that are typical of the Public Facility Low and Medium Districts, or uses that are public/civic in nature, as deemed appropriate by the City. Other acceptable uses ought to be limited to those typical Commercial Medium (C-M) Zone allowances.

2.C.2. Future Intensity or Density - Primary or main buildings for Civic or Cultural Uses ought to be allowed an intensity increase of up to 20,000 sq. ft. in size (*e.g. City Hall*), provided such development meets the public/green space design and layout expectations for creating a civic/cultural identity for this area. However, for commercial uses building sizes should generally reflect the scale of the C-M Zone (*i.e. 10,000 sq. ft.*).

2.D TRADITIONAL MAIN STREET AREA:

2.D.1. Preferred Land Use Pattern - The preference of the City is to maintain a smaller scale land use pattern that supports the viability of “*small business*” sector ownership and/or entrepreneurial endeavors that help preserve the existing high percentage of local resident land ownership of the area. The expected uses are to be limited to the Commercial Medium (C-M) allowances and/or uses that are deemed compatible with directly providing local services to the community.

2.D.2. Future Commercial Use Intensity and Compatibility – Due to the small lot sizes located in this area, building sizes are to be limited to the scale of the C-M Zone (*i.e. 10,000 sq. ft.*). Intensity decisions ought to be measured by restraining uses that impose problems with business hours of operation, local on-street overflow parking, noise, smells, excessive lighting, outdoor storage, etc. Compatibility ought to be measured by limiting building heights, buffering adjoining residential zones, the provision of park strip and front yard landscaping, and historical context building design and use of materials.

III. Built Environment Design Expectations

Goal 3 – The Built Environment needs to visually resonate with the City’s localized Community Identity. The South Main Street Corridor is considered the “*historic heart*” of Centerville City. Most importantly it is desired that the streetscape and built environment reflect the civic, social, and neighborhood commercial locale that it has been to date. Furthermore, the intersection of Center and Main Streets is designated as the central focal area of the Corridor. In and around this “*focal area*,” the public space is to be strongly emphasized in design in harmony with the desired built environment. Additionally, individual modes of travel, such as walking and biking, are to be significant design and improvement priorities along with vehicular travel that occur within this area of the Corridor.

OBJECTIVES:

3.A CORRIDOR-WIDE:

3.A.1. Design Guidelines - The City should develop building and site design standards that over time improve the overall built environment of the Corridor. All future development along Main Street ought to conform to these adopted Corridor Performance [i.e. design requirements] Guidelines, which in a contextual manner, should define and unify the corridor with regards to use of building materials, landscaping, street appeal, and site features.

3.A.3 Architectural Building Design Improvements. The City should develop building design standards that require the use of building materials and architectural elements in the Corridor that are compatible and/or complementary to the Deuel Creek Historic District. These design expectations need to be maximally emphasized within the Traditional Main Street Area, which along the east side, is located within the Historic District.

3.A.4. Contextually Appropriate Building Heights - Building heights ought to be scaled in a manner that reflects the character of the overall area in which it is located. Generally, building heights ought to be lower along the east side of the corridor and may be higher on the west side of the corridor.

3.A.2 Performance Implementation - All existing development ought to be held accountable to implement, to the extent possible, the standards adopted by the City. All new development ought to be required to implement the standards adopted by the City.

3.B NORTH PARRISH LANE GATEWAY AREA:

3.B.1. Development Site Orientation - Site layout and building design ought to directly address orientation towards the intersection corners and provide elements that accommodate pedestrian users, public art, corridor gateway features, and/or other creative design elements to create a gateway appearance for entry and exit of the corridor area.

3.B.3 Building Height and Orientation - Buildings ought not exceed an overall height of 35 feet in height for the east side and not exceed 40 feet in height for the west side of the corridor. Building entrances ought to face the Main Street frontage and provide a pedestrian connection with the public sidewalk system.

3.B.4 Gateway Identity Features - Entry Signs/Monuments ought to be constructed to frame the streetscape when entering/exiting this gateway area. The City ought to participate with property owners in creating and funding selected desirable entry features to create the intended gateway identity.

3.C CIVIC/CULTURAL AREA:

3.C.1 Civic Style Design - Provide distinctive elements and architectural styles for civic buildings to set them visually and physically apart from other commercial development and associated buildings along Main Street. Civic Design ought to include the following:

- i. Civic buildings need to be more than one-story to allow for developing a smaller building footprint occupying the site.
- ii. Provide a significant use of public or green space around the buildings and parking areas.
- iii. City's Hall's west porch (*i.e. steep steps*) and surrounding front yard and streetscape ought to be re-designed for improved public access and create a civic style tiered grand staircase/public plaza.
- iv. Design amenities and changes needed to focus on providing pedestrian pathways, plaza spaces with seating and other design furnishings for outdoor/semi-outdoor use by the public.
- v. The sidewalk system along the street ought to have a civic style pedestrian oriented promenade theme with wider sidewalks and protection bollards that can double as lighting.
- vi. Due to the presence of overhead power lines, streetscape trees ought to be discouraged and placed in the interior on-site landscaping.

3.C.2 City Hall Master Plan Amendments – Site development of the City Hall and Smith Park area needs to be further designed in a manner akin to a town/community square. Green space and community-based facilities, such as walkways, gardens, garden plazas, fountain or outdoor water features and other public use amenities, ought to be incorporated in the layout of these sites. Specific amendment needed are:

- i. The Ron Randall Service Station is now listed on the National Register of Historic Places. Consequently, the City Hall Master Plan needs to be amended to further encourage the preservation of the service station.
- ii. [PC Eliminated Left Turn Design Language]

3.D TRADITIONAL MAIN STREET AREA:

3.D.1 Historic Preservation - Encourage and support the preservation of historic buildings that do or would qualify for National Historic Nomination within the South Main Street Corridor.

3.D.2 Historic Context for Building Design - The design guidelines ought to address the use of building materials and other appropriate elements that complement the historic

context on Main Street. In determination of establishing a historic context, the following concepts ought to be considered:

- i. Use of the same architectural elements and materials for structures as listed on the City's Landmarks Register and located within the Deuel Creek Historic District.
- ii. Use of architectural elements and materials that match or are similar to the time relevant periods on either the City's Landmarks Register, similar Utah structures on the National Parks Register, or the City's Significant Sites List, as recommended by a certified architect.
- iii. Use of architectural elements and materials that are contextually compatible with the time periods of the nominated built historic fabric found within the Deuel Creek Historic District, as recommended by a certified architect.

3.D.3 *Incentive Programming* - Consider establishing options and incentives to encourage existing and new development to implement designs and materials with a historical context.

3.D.4 *Small Scale Lot/Parcel Conservation* - Consider establishing limited parcel sizes, maximum building footprints, and other bulk and area regulations to prevent the combining of parcels and large building footprints to mitigate commercial encroachment by larger chain stores and regional style development.

3.D.5 *Central Focal Place* – Design and highlight select corridor intersections (*e.g. Center and Main Streets or Porter and Main*). Concentrate on developing spaces and features, both private and public, that highlight the corridor as the designated “*Center of the Town*” the “*Place Between*” City (*origin theme of Centerville*).

3.D.6 *Building Story Heights* – Building stories and heights adjacent to single-family neighborhoods (*i.e. east side*) ought to be limited two-stories and adjacent to multi-family neighborhoods (*i.e. west side*) may be increased to three-stories. An exception to these parameters would be the Civic Sector, where such buildings are developed with an increased amount of expected landscaping and public gathering spaces within the layout of the development.

IV. Corridor's Street Space Expectations

Goal 4 – Enhance the Corridor's Built Environment by Improving the Visual And Functional Design of the Public Space and Establish a Design Relationship with Private Development. In addition to the preservation and/or redevelopment of land uses along the corridor, the redevelopment and revitalization of the streetscape is needed to reflect

the desired relationship between public space and private development. It is the intention of the SMSC Plan to contextually influence the physical and visual relationship of private versus public space along the corridor by creating a neighborhood style scheme. This relationship is defined using the following three (3) *descriptions*:

- A. TRAFFIC SECTOR** - This area serves cars, trucks, buses, bicycles, and other forms of transit as mixed traffic in a limited number of travel lanes. Traffic flow through the Corridor is to be at low to moderate speeds for safety and to protect the pedestrian as well, which will enhance the visual appeal and functions of the Corridor.
- B. PEDESTRIAN SECTOR** - This area is essential in creating a form and frame for the Corridor. Sidewalks and Park Strip elements are critical design details to implement for enhancement of the public space along the Corridor.
- C. DEVELOPMENT SECTOR** – The front yard area and building fronts are important in creating the character or visual appeal of the Corridor. Land use development is to include robust building designs, with landscaping features that front and frame the public space, particularly in partnership with the Pedestrian Sector.

Objectives:

4.A TRAFFIC SECTOR:

4.A.1 Priority Roadway Design Stipulations:

- i. Posted Speed – Travel speeds ought to be between 30 to 40 miles per hour, reflecting or balancing that this is a local roadway through the traditional central core of South Main Street, but also its primary function is a Utah Department of Transportation operated thoroughfare.
- ii. Number of Through Lanes – One (1) in each direction with a center turn lane. Maintaining needed left turns for local streets is an important priority.
- iii. Lane Widths – Twelve-feet (12') per travel lane. In constrained situations, minimum 11 feet per travel lane is acceptable. Eleven-feet (11') for the center median lane.
- iv. Bike Lanes – Provide a bike lane each direction. Where possible, provide a six-foot (6') shoulder. Improved programming ought to be considered as future investment allows.

4.A.2 Priority Signing Stipulations:

- i. Traffic Management and Control – *To minimize visual pollution with other public signing uses, traffic control signs ought to be used only to the extent needed for safety. Support structures (i.e. poles and frames) for signs ought*

to be enhanced to create a traditional main street or historical visual aspect to the sign placement.

- ii. Public/ Private Street Addressing– *Support structures (i.e. poles and frames) for signs ought to be enhanced to create a traditional main street or historical visual aspect to the sign placement.*
- iii. Wayfinding – *The City ought to prepare and adopt a wayfinding system for identifying areas and sites that are of interest to various users. Wayfinding signs and support structures (i.e. poles and frames) for signs ought to be enhanced to create a consistent and visually appealing aspect to the wayfinding system. Additionally, within the Corridor such support structures ought to be designed in a subtle manner to add to the traditional main street or historical visual appeal.*

4.A.3 Priority Parking Stipulations:

- i. On-street Parking – *Due to the limited amount of street right-of-way, on-street parking is not anticipated for the commercial use land use pattern. The Plan’s preference is to maintain the bike lanes, as a higher priority.*

4.B PEDESTRIAN SECTOR:

4.B.1 Priority Park Strip Stipulations:

- i. Park Strip Width – *Park Strips ought to be a minimum of four (4) feet in depth from curb for BOTH sides of South Main Street. The west side of the street does not currently meet this expectation.*
- ii. Park Strip Materials – *Park Strip areas ought to consist predominately in plantings, such as turf, shrubs, drought tolerant plants and mulches, and where appropriate and of sufficient size street trees. Hard-surfacing should be prohibited, except where it’s integrated with a plaza or other pedestrian oriented feature (e.g. Civic District Design style).*

4.B.2 Priority Sidewalk Stipulations:

- i. Sidewalk Width – *Sidewalks ought to be a minimum of four-feet (4’) in width for BOTH sides of South Main Street (see decorative frame in 4.B.2.ii to achieve an overall 6’ width). Generally, the current sidewalk system only has four-feet (4’) on the east side and five-feet (5’) on the west side (however, west side is missing the desired park strip).*
- ii. Sidewalk System Decorative Framing – *As sidewalks are replaced or when sites are re-developed, a decorative hard surface framing strip (e.g. stamped or surface brush) of at least 12 inches, both sides, ought to be provided adjacent and parallel to the sidewalk system (overall 6’ width*

scheme). A pedestrian/sidewalk easement (*along the corridor fronting properties*) may be required to complete the design expectation.

4.B.3 **Priority Streetscape Lighting Stipulations:**

- i. Traffic Safety Lighting – Intersection and mid-block lighting ought to comply with state or local regulations. Lighting design and fixtures ought to be upgraded in a manner that distinguishes the corridor area from other road corridors within the City.
- ii. Pedestrian, Streetscape Feature, and Information Sign Lighting – Primarily pedestrian style lighting ought to be utilized within the Civic/Cultural Area. Lighting style ought to be of the bollard type, with a historic style design, (*rather than pole mounted*) and integrated as part of a security bollard system to protect public spaces and buildings from vehicular and security threats. Secondly, lighting ought to be used as part of the wayfinding and street addressing elements to provide evening and night hour readability of the signing features.

4.B.4 **Priority Streetscape Feature Stipulations:**

- i. Utility Poles and Lines – Recognizing the importance of this system on the East Side of South Main Street, encourage a mutual and beneficial partnership with the power and utility companies. Develop a scheme to utilize the lower pole space for streetscape enhancement (*e.g. community banners, decorative frames, painting, art wrapping, texturing, public art, etc.*). As poles are replaced, encourage use of rust patina type steel rather than galvanized (*e.g. core-ten steel*) for a more natural color appeal.
- ii. Community Banner/Flags – Continue and enhance the use of community banners/flags within the corridor area. In addition to the joint use of the utility pole system along the east side, the City ought to create a “sense” of balance along the west side and install a pole specific banner system. The west side system may not be as frequent, but instead create a generalized visual unifying appearance to the corridor.
- iii. Public Art - The City ought to develop a public art plan as part of any re-development or economic plan for the corridor. Public art ought to be included in strategic areas, such as gateway development, civic space placement, and even part of enhancing utility service infrastructure.
- iv. [Optional Feature] Hanging Pots and Other Plantings – During the growing season, consider the interval use of hanging plantings, if allowed, using the utility poles and street lighting systems. An alternative options would be use of larger planting removable pots along the sidewalk

system, or in dedicated spaces within the Street Frontage Landscape Area.

4.C DEVELOPMENT SECTOR:

4.C.1 Priority Landscape Depth – Fronting Public Streets Stipulations:

- i. Street Landscape Depth – Except for approved driveways and pedestrian walkways, landscaping ought to be provided along public streets (*e.g. a minimum depth of 10-12 feet*) paralleling along the public right-of-way frontage on South Main Street. This objective may require adjustments to the parking requirements to achieve this priority.
- ii. Parking Lot Screening – When a parking stall or lot fronts the public street landscaping area, an approximate three-foot (3') high screening feature, that is visually compatible with the landscaping or building design, is to be installed at the edge of the lot, to visually buffer the parking area from view along the public street.
- iii. Street Tree Planting Depth and Canopy – Trees planted within the Public Street Landscape area ought to be a sufficient depth away from a sidewalk or other like public improvement to reduce root damage to the sidewalk system. Also, large tree species that would interfere with overhead utility lines ought to be prohibited.

4.C.2 Priority Lighting Stipulations:

- i. Building Lighting, Exterior – Lighting ought to be primarily used for architectural enhancement, which in turn provides a neighborhood style lighting scheme. Any lighting facing or adjacent to residential zones ought to be minimal and limited in scope for needed for security.
- ii. Free-standing Lighting – Except for traffic safety lighting, the use of free-standing pole lighting ought to be discouraged, specifically near and adjacent to residential uses. If outdoor lighting is used, pedestrian bollard and landscape lighting is the preferred outdoor lighting for the corridor to enhance an historic neighborhood style scheme.

4.C.2 Priority Signing Stipulations:

- i. Free-standing Signs – The preferred method of free-standing signs are the low-profile or monument-based signs within the Corridor area.
(Note: Historically, free-standing pole signs have been sparse and, in a study, performed in the 1990's the City decided to prohibit free-standing pole signs along Main Street.)

- ii. Business Wall Signs – The preferred method of the sign design ought to be reformatted to create a differentiation from the typical box style commercial found on Parrish Lane. Business signing ought to be simplified and scaled down to reflect a local small-town style scheme. The style, colors, materials ought to compliment the architectural design of the buildings associated with the sign.

[OPTIONAL COMPONENT]

V. Residential Re-introduction Opportunities

Goal 5 – Consider Future Residential as a Supplementary Allowable Use.

Although South Main Street never became a strong merchant focal point, this small section of the Main Street corridor did and does provide needed local community services. Additionally, there ought to be an effort to preserve opportunities for small business establishments and entrepreneurial endeavors within the community. As a supportive or supplementary role to these small-scale commercial enterprises, missing or needed housing stock could play a role in the economic success of preserving and maintaining a domestic commercial land use investment. Consequently, the re-introduction of residential uses in a secondary or supplementary manner may be advantageous. If future attempts are made, the following policies ought to be the guiding essentials:

OBJECTIVES:

5.A CORRIDOR-WIDE:

5.A.1 Option for Future Allowance - Significant growth and enhancement of commercial synergy is not likely to be substantial in the future. Consequently, some strategic residential use re-introduction or re-development in the future may be appropriate in certain parts of the corridor area.

5.A.2 Strategic Nature of Allowance - If residential is re-introduced, such development needs to be strategic in nature and limited in a manner to compliment the preservation of the local or domestic property and business ownership and preservation of the supportive commercial that directly serves the local residents.

5.A.3 Small-scale Land Use Pattern - Due to the proximity of existing single-family neighborhoods along most of the corridor, residential re-introduction opportunities need to be primarily be developed in a small-scale manner.

5.A.4 Re-introduction Parameters - The re-introduction of any residential land use pattern would be appropriate is as follows:

- i. Maintaining or accommodating the traditional and historical pattern of single-family homes along Main Street, if so desired by a property owner.

- ii. Supporting the preservation of commercial uses by allowing a limited amount of accessory residential uses, as a subsidized economic return on commercial investment.
- iii. Further developing underutilized or vacant lands, when additional commercial development is not likely to occur in the market place.
- iv. Providing housing options that support a moderate-income accommodation strategy that has been adopted by the City.

5.A.5 Accessory Use Expectation - Residential uses are to be developed as part of or integrated with a primary commercial use building, except for a single-family detached use.

5.A.6 Accessory Use Intensity Limitation - Residential use should be accessory to the primary commercial use and ought not exceed three (3) dwelling units per commercial use lot and when located within a structure should not occupy more than 40% of the gross floor area of the primary commercial building.

5.A.7 Primary Use Redevelopment Density - If any residential redevelopment allowance is to be introduced through the complete elimination or removal of a commercial use pattern, the density contemplations or allotments for residential re-redevelopment are not to exceed the residential medium intensity range of 6-8 units per acre.

5.B Residential Built Environment Design Expectations

5.B.1 Residential Design Expectations - All residential development mixed with commercial ought to comply or incorporate the applicable Built Environment Design Expectations listed in this plan. Nonetheless, single family detached and/or residential only re-development must also include the elements described in this section.

5.B.2 Building Orientation - Residential buildings, fronting South Main Street, are to orient front elevations and/or front yards towards South Main Street and provide pedestrian connections to South Main Street sidewalk system.

5.B.3 Public Street View Restrictions- Where multiple residential buildings occur, all interior side and rear elevations that face Main Street must visually be kept to a minimum, as viewed from South Main Street. Residential rear yard areas are to be prohibited from visually being seen from South Main Street

5.B.4 Pedestrian Enhancement - To maintain the walkability of South Main Street, residential fencing and walls may not be located within five (5) feet of the right-of-way or a public pedestrian pathway along the South Main Street Corridor.

5.B.5 Front Yard and Building Design – Front yard spaces for residential development shall use bold gestures in the layout and landscaping design. Elements such as porches,

garden courts, balconies, brownstone style stoops, and other elements are desirable. Fencing may be used to create privacy; however, an open style design is required to maintain a visual appeal and connection to the corridor.

5.B.6 Residential Parking – Parking for single-family uses ought to be detached and located to the rear yard areas to prevent the backing of vehicles on to South Main Street or excess hard-surfacing (*e.g. semi-circular driveways*) in the front yard areas. Parking for multi-family or residential only re-development ought to locate parking areas to the middle or rear areas of the development sites to allow buildings to screen such areas from view of South Main Street.

CENTERVILLE

Staff Backup Report

9/11/2019

Item No. 2.

Short Title: Community Development Director's Report & City Council Report

Initiated By:

Scheduled Time:

SUBJECT

September 25, 2019 for Next PC Meeting:

- RB's Gas Station Canopy Upgrade - Site Plan Amendment
- Begin South Main Street Overlay Ordinance - Policy Drafting
- Subdivision Ordinance Review - Continued

City Council Report:

- No Items to Report

RECOMMENDATION

BACKGROUND

CENTERVILLE

Staff Backup Report 9/11/2019

Item No.

Short Title: August 14, 2019

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

□ August 14, 2019 PC Minutes

PLANNING COMMISSION MINUTES OF MEETING
Wednesday, August 14, 2019
7:00 p.m.

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

MEMBERS PRESENT

Kevin Daly, Vice Chair
Cheylynn Hayman, Chair
Thomas Hunt
Logan Johnson
Becki Wright (arrived at 7:09 p.m.)

MEMBERS ABSENT

Isaac Workman

STAFF PRESENT

Cory Snyder, Community Development Director
Lisa Romney, City Attorney
Mackenzie Wood, Assistant Planner
Leah Romero, City Recorder

VISITORS

Interested citizens

PLEDGE OF ALLEGIANCE

OPENING COMMENT/LEGISLATIVE PRAYER Commissioner Hunt

PUBLIC MEETING – ISLAND VIEW PARK FINAL SITE PLAN APPROVAL

Chair Hayman stated the applicant requested to table Final Site Plan approval to a later date.

PUBLIC HEARING – ZONING CODE AND MUNICIPAL CODE AMENDMENTS – LETTERS OF CREDIT

Lisa Romney, City Attorney, explained that Staff recommends the elimination of letters of credit as an option for security bonds for subdivision developments, land use projects, landscaping, franchise agreements, and any other type of bonding required by the City. This recommendation is based on the determination that letters of credit require more administrative time to track and they often have expiration dates that do not cover the warranty period. In accordance with State law, the City is required to provide at least two forms of acceptable bonds. The City complies with this law by providing the cash bond and escrow deposit forms of bonding. The Commission discussed letters of credit and other forms of bonding.

Ms. Romney explained that at any given time the City holds about 20 subdivision bonds. At this time, 3 of those 20 bonds are letters of credit. Commissioner Johnson said the firm he works for deals almost exclusively with letters of credit, and said he would prefer to leave the option in place. Commissioner Daly commented that from a banking perspective, letters of credit are much riskier. Commissioner Daly suggested continuing to accept letters of credit that meet certain minimum requirements. Ms. Romney noted that banks offer letters of credit with one

year terms that do not cover the warranty periods and take considerable administrative time to track.

Chair Hayman opened a public hearing at 7:15 p.m., and closed the public hearing seeing that no one wished to comment. Chair Hayman and Commissioner Wright said they do not have strong feelings one way or the other. Cory Snyder, Community Development Director, commented that developers are allowed by State law to put in certain improvements prior to bonding.

Chair Hayman made a **motion** to recommend approval of Ordinance No. 2019-16 regarding the use of letters of credit for bond security. Commissioner Johnson seconded the motion. Commissioner Johnson repeated that he would prefer to keep the option open for developers. The motion passed by majority vote (4-1), with Commissioner Johnson dissenting.

PUBLIC HEARING – ZONING CODE AMENDMENTS – EXPIRATION OF SUBDIVISION APPROVALS

Ms. Romney stated that Staff recommends amendments to various provisions of the Subdivision Ordinance regarding expiration of subdivision approvals. The main intent of the amendments is to address the expiration issue regarding small subdivision waivers and plat amendments. It has been assumed that such approvals expire within the same time frame as set forth for final plat approvals. In reviewing the current code provisions, however, it was found that this expiration date is not clearly specified. Staff recommends the proposed amendments to clearly specify expiration of approvals for small subdivision waivers and plat amendments. Other changes to the expiration provisions for concept plan, preliminary plat, and final plat are also recommended to provide more consistent and affirmative language regarding expiration of approvals.

Chair Hayman opened a public hearing at 7:32 p.m., and closed the public hearing seeing that no one wished to comment. Ms. Romney pointed out three corrections to the document. Chair Hayman made a **motion** to recommend approval of Ordinance No. 2019-17 for amendments to CMC 15 (Subdivisions) regarding expiration dates for subdivision approvals. Councilmember Wright seconded the motion, which passed by unanimous vote (5-0).

DISCUSSION – SUBDIVISION ORDINANCE UPDATES – CHAPTER 11 (PLAT AMENDMENTS)

As part of the process to update and revise the City Subdivision Ordinance, Ms. Romney presented proposed updates to Chapter 11 (Plat Amendments) and answered questions from the Commission. Chair Hayman expressed support for administrative decisions staying at the Planning Commission level rather than the City Council level.

DISCUSSION – GENERAL PLAN – SOUTH MAIN STREET CORRIDOR

Previously, the Planning Commission set a rough schedule for reviewing different sections for formulating the revamp of the South Main Street Corridor (SMSC) Plan. Staff has substantially completed a conceptual draft rewrite. Chair Hayman agreed with Staff's recommendation to focus on Objective 2.D and Section 3 that night. She suggested changing the description of the SMSC as the "heart" of the community to the "historic heart" of the community. Commissioner Wright agreed with the suggestion. Chair Hayman said she likes the suggestion to place some type of landmark at the north end of the SMSC.

Chair Hayman said she thinks the suggestion to give equal priority to walking and biking in the design plan is a forward thinking planning perspective for Centerville. She suggested "significant" priority as an alternative. Commissioner Wright expressed the opinion that equal priority is consistent with what is provided elsewhere. Commissioner Hunt asked how use of right-of-way is determined on UDOT roads. Mr. Snyder responded that it is a partnership. UDOT controls the travel lanes and designates the City as agent from the curb to the property line. Mr. Snyder stated that UDOT is supposed to take written city plans and goals into account. Commissioner Wright commented that UDOT has worked with the Planning Commission in discussions in the past. Commissioner Wright suggested removing the term "at least" from the equal priority to walking and biking statement. Vice Chair Daly suggested replacing the word "other" with "individual" modes of travel. Commissioner Johnson and Vice Chair Daly agreed with changing the word "equal" to "significant" priority or consideration. Commissioner Wright commented that a significant part of planning is looking to the future, and expressed support for the term "equal priority".

The Commission and Staff discussed Section 3.C.2.ii – a suggestion to eliminate or relocate the northern access to City Hall from Main Street due to vehicular left-turn conflicts. Chair Hayman said she could agree with elimination of the northern access from Main Street if property between City Hall and Smith Park were obtained by the City and the Park and City Hall properties became integrated. Otherwise, she said she would hesitate to move primary access to City Hall to 100 East. Commissioner Johnson pointed out that the Ron Randall service station is now on the National Register of Historic Places. Mr. Snyder responded that the service station could be taken down if the property owner desired; however, he said he does not see that happening any time soon. Chair Hayman commented that a renovated historic service station would definitely add character to the SMSC. A majority of the Planning Commission supported removing 3.C.2.ii.

Chair Hayman asked about architectural elements and materials for structures as listed on the City's Landmarks Register (3.D.2.i). Mr. Snyder responded that the architectural elements would probably include elements used through the 1930s. The Commission and Staff discussed Section 3.D.5 and the idea of establishing a central intersection. Commissioner Wright suggested the Main Street/Porter Lane intersection.

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT & CITY COUNCIL REPORT

- The Planning Commission is scheduled to meet next on August 28, 2019.
- Mr. Snyder updated the Commission on actions taken at the most recent Council meeting.

MINUTES REVIEW AND ACCEPTANCE

The minutes of the July 10, 2019 Planning Commission meeting were reviewed. Commissioner Johnson made a **motion** to accept the minutes. Vice Chair Daly seconded the motion, which passed by unanimous vote (5-0).

ADJOURNMENT

At 8:45 p.m., Chair Hayman made a **motion** to adjourn the meeting. Vice Chair Daly seconded the motion, which passed by unanimous vote (5-0).

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Leah Romero, City Recorder

Date Approved

Katie Rust, Recording Secretary

CENTERVILLE

Staff Backup Report 9/11/2019

Item No.

Short Title: August 28, 2019

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

▣ August 28, 2019 PC Minutes

PLANNING COMMISSION MINUTES OF MEETING
Wednesday, August 28, 2019
7:00 p.m.

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

MEMBERS PRESENT

Kevin Daly, Vice Chair
Cheylynn Hayman, Chair
Logan Johnson
Becki Wright

MEMBERS ABSENT

Isaac Workman
Thomas Hunt

STAFF PRESENT

Lisa Romney, City Attorney
Mackenzie Wood, Assistant Planner
Bruce Cox, Parks and Recreation Director
Katie Rust, Recording Secretary

STAFF ABSENT

Cory Snyder, Community Development Director

VISITORS

Interested citizens

PLEDGE OF ALLEGIANCE

OPENING COMMENT/LEGISLATIVE PRAYER Chair Hayman

PUBLIC MEETING – ISLAND VIEW PARK FINAL SITE PLAN APPROVAL

Bruce Cox, Parks and Recreation Director, updated the Planning Commission on changes to the design of Phase 1 of the Island View Park Renovation project necessary because of the location of a major gas line on the property.

Chair Hayman opened a public hearing at 7:19 p.m., and closed the public hearing seeing that no one wished to comment. Staff explained that the two directives from the Conceptual Site Plan listed as incomplete will be completed. Commissioner Johnson made a **motion** to approve the Final Site Plan for Island View Park Phases 1 and 2, subject to the following conditions and finding. Commissioner Wright seconded the motion, which passed by unanimous vote (4-0).

Conditions:

1. Applicant shall provide time frames for Phases 1 and 2.
2. Applicant shall provide building heights for new accessory buildings. Buildings must not exceed an average building height of 20-feet, as measured to midpoint of the roof.
3. Applicant shall provide lighting fixture designs which include the use of external/internal shield to direct the light downward and/or away from residential homes.

Finding:

- a. The Planning Commission finds that with the conditions of this approval, the proposed development remains compliant with the applicable development provisions of the General Plan and Zoning Ordinance of the City.

DISCUSSION – SUBDIVISION ORDINANCE UPDATES – CHAPTER 11 (CONDOMINIUMS)

As part of the process to update and revise the City Subdivision Ordinance, City Attorney Lisa Romney presented Chapter 11, which addresses the application and procedural requirements for condominium plats. She also presented a proposed Table of Contents for the Subdivision Ordinance with suggested revisions to the chapter organization. Chair Hayman thanked Ms. Romney for the presentation.

DISCUSSION – GENERAL PLAN – SOUTH MAIN STREET CORRIDOR

The Planning Commission continued their review of the South Main Street Corridor (SMSC) Plan, focusing on Section IV – Street Space Expectations. Mackenzie Wood, Assistant Planner, presented Section IV as prepared by Staff, and answered questions from the Commission.

Goal 4 – Enhance the Corridor’s Built Environment by Visually Improving Relationship between Private Development and the Public Space – Commissioner Wright questioned use of the word “relationship” in the goal statement. Commissioner Johnson suggested the words “intersection” or “transition”. Vice Chair Daly said he does not mind the word “relationship” because a relationship between public and private is necessary to make it happen. Commissioner Wright suggested the word “relation” instead of “relationship”. A majority of the Commission agreed with removing the words “any type of mass transit” under the definition of Traffic Sector and replacing with “other forms of transit”.

Section 4.A.1.iv, Bike Lanes – The Commission suggested adding “where possible” instead of “at minimum” so that it reads, “Where possible, provide a six-foot shoulder.”

Section 4.A.1.i, Posted Speed – Vice Chair Daly commented that Main Street is the only road (other than I-15) that goes from the south border to the north border uninterrupted, and questioned whether the City would want to slow traffic on the City’s main arterial road. Commissioner Wright said it is her experience that traffic generally moves slower than 40 miles per hour on Main Street already. Commissioner Wright suggested slightly slower speeds would support soft commercial. Vice Chair Daly said he can support 30 to 40 miles per hour as stated. Vice Chair Daly suggested some traffic might choose alternate roads if the speed limit were reduced, which would defeat the goal of supporting soft commercial.

Section 4.A.2, Priority Signing Stipulations – Commissioner Wright said she feels strongly that hanging flower pots along the SMSC would make a huge visual impact without a lot of cost or maintenance. Chair Hayman said she likes the idea of hanging pots, but believes colorful banners and signs would be a more realistic goal. Commissioner Johnson agreed with the hanging pot idea, and suggested hanging pots would fit better under Section 4.B.4, Priority Streetscape Feature Stipulations. Vice Chair Daly said the suggestion reminds him of discussions of streetscape improvements several years ago and asked if hanging pots would be “too much”. Commissioner Wright said the recent support from the community for the flags on Main Street signals to her that the community wants to improve beauty along the SMSC. She said she would want to hear from the absent Commissioners how they feel about the suggestion.

Section 4.B.1.ii, Park Strip Materials – Commissioner Wright stated she believes the City should encourage citizens to make water-conscious decisions. The Commission discussed adding xeriscaping as a stated option.

Section 4.B.2.i, Sidewalk Width – Commissioner Wright said she likes the idea of a decorative hard surface framing strip added to the sidewalks. She asked how a decorative framing strip would be added to sidewalk that is already at the curb. Ms. Wood responded that the decorative strip could not be added to the street side of sidewalk in that situation. The expectation would be for park strip to be added as redevelopment occurs.

Section 4.B.2.ii, Sidewalk System Decorative Framing – Chair Hayman said she would rather put money into something other than colored concrete. A majority of Commissioners agreed with replacing the words “dark stain” with “stamped” to read, “e.g. stamped or surface brush”.

Section 4.B.3.ii, Pedestrian, Streetscape Feature, and Information Sign Lighting – Chair Hayman said she is not fond of bollard lighting and would prefer something with a more historic feel. Commissioner Wright responded that bollard-type lighting with a historic feel is available. A majority of the Commission supported adding the words “historic feel”.

Section 4.B.4.iii, Public Art – The Commissioners expressed support for developing a public art plan.

Section 4.C.1.ii, Parking Lot Screening – Chair Hayman said she likes the idea of a buffer for parking, but said she would not want a plain concrete wall. The Commission discussed specifying a required height range. Ms. Romney commented that this is the General Plan, not zoning regulation. Chair Hayman said she would like to specify fencing or shrubs.

Section 4.C.2.ii, Free-standing Lighting – The Commission suggested adding the word “historic” to read, “...to enhance a historic neighborhood style scheme.”

The Planning Commission expressed a desire to meet in a joint work session with the City Council to discuss the SMSC Plan prior to the public hearing process.

THIROS LANDSCAPING PLAN

Ms. Wood reported that the applicant has met all conditions of Conceptual Site Plan acceptance. Staff recommends approval of the Final Site Plan Amendment. Vice Chair Daly made a **motion** to approve the Final Site Plan Amendment for 181 South Main Street, subject to the following directives and finding. Commissioner Johnson seconded the motion, which passed by unanimous vote (4-0).

Directives:

1. The Final Site Plan Amendment shall be approved, as follows:

- a. Required landscaping areas shall include live plant material with an internal landscaping coverage of at least 75%.
- b. The landscape plantings shall be installed, as depicted on the submitted landscape scheme, dated August 01, 2019, which includes the installation of the required nine (9) trees by Zoning Ordinance.
- c. Any new tree placed and/or plantings in the City or UDOT Park Strips shall obtain the applicable permit for approval.

Finding:

- a. The Planning Commission finds that, with the stated conditions, the site plan for amending the landscape plan complies with the applicable zoning ordinance or other applicable regulations of the City and/or State, as previously reviewed by the Commission.

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT & CITY COUNCIL REPORT

- The Planning Commission is scheduled to meet next on September 11, 2019.
- Ms. Wood updated the Commission on actions taken by the City Council at their last meeting.

ADJOURNMENT

At 8:56 p.m., Chair Hayman made a **motion** to adjourn the meeting. Commissioner Wright seconded the motion, which passed by unanimous vote (4-0).

Leah Romero, City Recorder

Date Approved

Katie Rust, Recording Secretary