

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 13, 2017 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 City Assistant to the City Manager, 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:

5:30- 7:00 Join Work Session with City Council and Main Street Overlay Discussion

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

B. PLEDGE OF ALLEGIANCE

C. PRAYER OR THOUGHT

Gina Hirst, Commissioner

D. MINUTES REVIEW and ACCEPTANCE

August 23rd, 2017

E. COMMISSION BUSINESS

- | | |
|------|---|
| 7:15 | 1. Public Meeting - Final Site Plan - Samuelson Garage - 318 E 1825 N
ADMINISTRATIVE DECISION
Consider the proposed Final Site Plan for the unplatted development at 318 E 1825 North |
| 7:30 | 2. Public Hearing - Final Site Plan and Conditional Use Permit -- Moto United Power-sports -- 940 & 960 N 950 West
ADMINISTRATIVE DECISION
Consider the proposed Final Site Plan and Conditional Use Permit for ATV Sales, Repair, and Warehouse at 940 N 950 West. |
| 7:50 | 3. Public Hearing - General Plan Amendment - Pages Lane Commercial District |

LEGISLATIVE DECISION

Consider the proposed amendments to the General Plan, Chapter 12-480-2 Neighborhood 1, Southeast Centerville, to consider future development scenarios that include potential for residential uses for the Pages Lane Commercial Area

- 8:20 4. Public Hearing - Zoning Text Amendment - for Residential Medium Zones

LEGISLATIVE DECISION

Consider the proposed zoning text amendments for Residential Medium Zones and their associated provisions.

- 8:45 5. Community Development Director's Report

Upcoming:

Legacy Commons

Moss Acres Conceptual Subdivision

F. ADJOURNMENT

**CENTERVILLE
WORK SESSION
Staff Backup Report
9/13/2017**

Item No.

Short Title: Join Work Session with City Council and Main Street Overlay Discussion

Initiated By: City Council

Scheduled Time: 5:30- 7:00

SUBJECT

RECOMMENDATION

BACKGROUND

CENTERVILLE

**Staff Backup Report
9/13/2017**

Item No.

Short Title: August 23rd, 2017

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- 0 August 23, 2017 PC preliminary draft minutes

PLANNING COMMISSION MINUTES OF MEETING

Wednesday, August 23, 2017

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
Cheylynn Hayman
David Hirschi, Chair
Gina Hirst
Logan Johnson
Becki Wright

MEMBER ABSENT

Kathy Helgesen

STAFF PRESENT

Cory Snyder, Community Development Director
Lisa Romney, City Attorney
Cassie Younger, Assistant Planner
Randy Randall, Public Works Director
Katie Rust, Recording Secretary

VISITORS

Interested citizens (see attached sign-in sheet)

PLEDGE OF ALLEGIANCE

OPENING COMMENT/LEGISLATIVE PRAYER

Commissioner Johnson

MINUTES REVIEW AND ACCEPTANCE

The minutes of the August 9, 2017 Planning Commission meeting were reviewed and amendments requested. Commissioner Johnson made a **motion** to accept the minutes as amended. Commissioner Daly seconded the motion, which passed by unanimous voted (6-0).

**PUBLIC MEETING – FINAL SITE PLAN – GOODFELLOW/TULLIUS GARAGE
– 215 WEST 1825 NORTH**

1 Kathy Goodfellow and Mary Tullius desire to construct a new accessory garage
2 located at their place of residence. They recently acquired an un-platted parcel of land
3 adjacent to their original subdivision lot and combined the land together into a single
4 parcel. However, the added parcel remains outside of the platted subdivision boundary.
5 Staff explained the request for Final Site Plan approval. Mary Tullius, applicant,
6 expressed appreciation to staff for their help working through the process.
7

8 At 7:18 p.m., Chair Hirschi opened a public hearing, and closed the public
9 hearing seeing that no one wished to comment. Commissioner Wright made a **motion**
10 to approve the Final Site Plan for the proposed residential development of an un-platted
11 parcel that has been combined with the home located at 215 West 1850 North, with
12 Conditions 1-4 and Reasons for the Action 1-3. Commissioner Daly seconded the
13 motion, which passed by unanimous vote (6-0).
14

15 Conditions:
16

- 17 1. The owner will be required to pay any development fees that may be
18 applicable for the development of this lot.
- 19 2. Approval is subject to the Conceptual Site Plan accepted by the Planning
20 Commission on July 26, 2017.
- 21 3. The accessory building shall comply with the development standards as
22 required and stated in CZC 12.32.300.
- 23 4. Applicant shall provide a signed public utility easement to the City for
24 recording prior to the building permit.
25

26 Reasons for Action:
27

- 28 1. *The applicant has clearly shown how the property may be developed [Section*
29 *12.21.110(e)].*
- 30 2. *Applicable utility services and easements are required for residential*
31 *development [Section 12.21.110(e)(2)(ii)(d) & Section 15-5-106(8)].*
- 32 3. *A final site plan application has been submitted to obtain approval to*
33 *construct an accessory dwelling on un-platted parcels [Section 12.21.110(3)].*
34

35 **PUBLIC MEETING – FINAL SITE PLAN AND CONDITIONAL USE PERMIT –**
36 **THE BRIDGE COMMUNITY CHURCH – 1284 WEST 75 NORTH**
37

38 The petitioner, The Bridge Community Church, desires to move their place of
39 worship to a location in the West Centerville area, currently Zoned Industrial-High. On
40 May 24, 2017, the Planning Commission first reviewed the Conditional Use Permit
41 (CUP) request, and tabled action with directives to the petitioner. Cory Snyder,
42 Community Development Director, reported that The Bridge Community has secured
43 parking permission rights from adjacent properties. It is anticipated peak use for The
44 Bridge Community will occur on Sundays, typically an off-time in the Industrial area. Mr.
45 Snyder stated the Public Works Director has indicated any on-street parking on 1250
46 West would interrupt travel lanes. The conditions of approval prepared by staff include
47 direction that 1250 West would not be used for parking. Staff is confident onsite

1 parking, neighbor parking, and the local road will provide sufficient parking. If overflow
2 parking available at neighboring lots were to significantly change, the situation would be
3 subject to further Planning Commission review. Mr. Snyder stated staff recommends
4 approval of both the Final Site Plan and the CUP.

5
6 Responding to a question from Commissioner Johnson, Mr. Snyder stated there
7 is a risk to the user that off-site parking may change significantly in the future. He
8 added there is always risk involved with conditional use. Loren Pankratz, representing
9 The Bridge Community, said he understands the parking concerns, and is confident in
10 The Bridge Community's ability to creatively mitigate any future parking concerns. Mr.
11 Pankratz said he feels their biggest issue will be making sure people are aware of
12 where to park. He confirmed that neighboring property owners have indicated they are
13 comfortable with The Bridge Community removing snow from parking lots on Saturday
14 night or early Sunday morning to facilitate parking.

15
16 At 7:33 p.m., Chair Hirschi opened a public hearing, and closed the public
17 hearing seeing that no one wished to comment. Commissioner Hayman made a
18 **motion** to approve the Final Site Plan – Amended for The Bridge Community Church
19 Use, subject to Conditions 1-3 and Reasons for Action (a) – (c). Commissioner Wright
20 seconded the motion.

21
22 Conditions:

- 23
24 1. The Final Site Plan approval is limited to a single land use of a Church or
25 place of worship, subject to the issuance of a CUP for such use. Any desire
26 to create a multiple use or multi-tenant use shall be subject to a different
27 approval in accordance with any applicable development standard or
28 regulation.
29 2. The Final Site Plan approval is limited to the reconfiguration of the Parking
30 Lot Layout, as provided and shown on the site plan submittal.
31 3. All other elements of the site are deemed consistent with the Zoning
32 Ordinance in accordance with the nonconformities provisions of 12.22
33 Nonconformities, and are subject to such provisions.

34
35 Reasons for Action:

- 36
37 a. *The Planning Commission finds that according to Section 12.22.080, any*
38 *Non-conforming Development that is consistent with the originally approved*
39 *plan shall be deemed compliant with the current zoning ordinance.*
40 b. *In this nonconforming case, the Planning Commission finds the site plan*
41 *amendment is limited to meeting or satisfying the parking and loading*
42 *requirements (see CZC 12.52.050) for the proposed change of use to a*
43 *"Church or Place of Worship."*
44 c. *The Planning Commission finds that the amendment to the parking is*
45 *rightfully subject to a City review to determine if the parking and loading areas*
46 *provided satisfies the parking and loading requirements, as part of an*
47 *amended site plan approval, see CZC 12.52.050.*

Commissioner Johnson said he feels parking ratios in the Ordinance are weak and should be examined and improved at some point. Commissioner Wright agreed, adding that overflow parking is an issue at church buildings city-wide. The motion passed by unanimous vote (6-0).

Referring to one of the suggested conditions for CUP approval, Mr. Pankratz asked if an expiration date could be specified for the prohibition of on-street parking on 1250 West when the street is finished. Mr. Snyder said he understands the suggestion, but is hesitant to lose the ability to evaluate and mitigate potential problems. The needs of all uses in the area would need to be evaluated. Responding to a question from Commissioner Daly, Mr. Snyder stated it is the responsibility of the applicant to make sure users are aware of parking restrictions. Ms. Romney agreed with Mr. Snyder that the City should retain the ability to look at this particular user and determine as part of the CUP if parking on 1250 West is appropriate if and when 1250 West is fully improved. Under the CUP, The Bridge Community must provide all parking required by the Zoning Code onsite.

Randy Randall, Public Works Director, informed the Commission that West Bountiful City has requested Centerville City participate in a joint venture to widen 1250 West and provide pedestrian/bicycle access from the City boundary to Parrish Lane. It is not yet determined if on-street parking will be desired. Chair Hirschi expressed a preference for taking a conservative approach.

Commissioner Hirst made a **motion** for the Planning Commission to approve the Conditional Use Permit for The Bridge Community Church Use, subject to Conditions 1-5 and Reasons for Action (a) – (g). Commissioner Hayman seconded the motion. Commissioner Johnson made a **motion to amend** the motion to change Condition 5 from approval “in the future by the City”, to approval “in the future by the Community Development Director and Public Works Director”. Commissioner Daly seconded the motion to amend, which failed (3-3), with Chair Hirschi and Commissioners Hayman and Hirst dissenting. The original motion to approve the CUP passed by unanimous vote (6-0).

Conditions:

1. The CUP is limited to a single land use of a Church or place of worship. Any desire to create a multiple use or multi-tenant use shall be subject to a different approval in accordance with any applicable development standard or regulation.
2. The CUP approval is subject to the reconfiguration of the existing parking lot as approved with the related Final Site Plan.
3. The CUP approval is subject to the accommodation of off-site overflow parking, as outlined in the applicant's request.
4. If the overflow parking allowances, as outlined in the petitioners' submittal, are rescinded by any owner, the CUP approval is subject to further reconsideration by the City.

5. On-street parking for the use is prohibited on 1250 West, unless otherwise approved in the future by the City.

Reasons for Action:

- a. The Planning Commission finds that a "Church or Place of Worship," is allowed in the Industrial-High (I-H) Zone with an approval of a conditional use permit (see 12.12.040).
- b. The Planning Commission finds that the City previously reviewed and subsequently approved a zoning text amendment to allow churches or places of worship in the I-H Zone, as also proposed previously by the applicant. Therefore, the request to allow the proposed church use has been deemed consistent with the City's General Plan.
- c. The Planning Commission finds that the reuse of the building for a church is a different use than office/warehouse, the needed assembly space is likely feasible for the existing building with mitigating conditions of approval for the use.
- d. Although there is sufficient onsite parking, as deemed required by Zoning Code, the Planning Commission finds that in the petitioner's submittal, it indicates that there may at times be a need to accommodate overflow parking.
- e. The Planning Commission finds that petitioner has secured agreements from surrounding development to utilize the parking areas on adjacent properties to meet the demand for overflow parking.
- f. The Planning Commission finds that it is the Public Works Director's position at this time that until the east side of 1250 West is completed, there is inadequate space to allow any on-street parking for that roadway.
- g. Therefore, given the findings above, the Planning Commission finds that the conditions imposed adequately mitigate impacts of the proposed use to meet the CUP approval criteria of Section 12.21.100 of the Zoning Code.

**PUBLIC HEARING – PDO AMENDMENT AND CONCEPTUAL SITE PLAN
AMENDMENT TO LEGACY CROSSING – 1222 LEGACY CROSSING BLD**

The applicants desire to amend the approved project's overall parking plan by seeking a "Parking Modification" to modify the number of parking stalls related to this mixed use development. Mr. Snyder explained the request to exclude Lots 2 and 3 from the project's parking plan, and change from a "flat rate" count to a "cross-use" count (i.e. sharing of office day use with theater evening use). This modification would allow for development of the other lots, particularly Lot 4, without the need to await the installation of the needed "flat rate" parking stalls that are to be constructed as part of Lots 2 and 3.

A traffic study done by Reeve & Associates showed the highest demand for parking to be at 9:00 p.m., and that the development, without Lots 2 and 3, would still have over 200 stalls available in a cross-hour use. Mr. Snyder pointed out that, although sufficient parking is provided, it is not necessarily provided in the places

1 people prefer to park. Mr. Snyder said he has confidence in the ability of Reeve &
2 Associates to provide a professional, reliable analysis. Staff recommends approval of
3 the proposed amendment. Glenn Girsberger, applicant, commented that everyone
4 would benefit from determining cross-parking by use versus peak demand.
5

6 At 8:04 p.m., Chair Hirschi opened a public hearing, and closed the public
7 hearing seeing that no one wished to comment. Responding to a question from
8 Commissioner Wright, Mr. Snyder explained that office uses in the development have
9 changed from the original configuration. Commissioner Hayman asked if staff is
10 concerned about on-street parking. Mr. Snyder responded that the apartment units
11 were marketed as having a second parking stall. The intended site for the second stalls
12 has become preferred parking for theater patrons, causing conflict. He stated on-street
13 parking on Legacy Boulevard is not problematic from a planning perspective since
14 congestion helps control traffic speeds. Problems arise with parking in winter when
15 snow removal is necessary. Mr. Snyder commented that the development was
16 originally designed with transit-oriented development in mind. He said that, in his
17 opinion, a Front-Runner stop may be a possibility at that location in 20 years or more
18 with further development.
19

20 Commissioner Daly made a **motion** to recommend the City Council approve the
21 petition to amend the Legacy Crossing at Parrish Lane Development's PDO Approval,
22 as follows:
23

- 24 1. Approval of the amended Exhibit "C", as submitted to the City.
- 25 2. Approval of the Parking Modification, as prepared by Reeves and Associate,
26 Inc.
- 27 3. The final parking counts for Lots 2 and 3 shall be subject to their applicable
28 site plan approvals.
- 29 4. The preparation and recording of the necessary Development Agreement
30 amendments, as deemed acceptable by the City Attorney.
- 31 5. All other related or associated conditions of the Legacy Crossing at Parrish
32 Lane Development PDO Approval remain in effect with this amendment.
33

34 Reasons for the Action (Findings):
35

- 36 a) The Planning Commission finds that amendments to a PDO approval are
37 subject to the original procedure used for obtaining a preliminary approval.
- 38 b) The Planning Commission finds that amendments are consistent and
39 compatible with the originally approved expectations of the PDO Plan for the
40 Legacy Crossing at Parrish Lane, as a mixed use development project.
41

42 Commissioner Hayman seconded the motion, which passed by unanimous vote
43 (6-0).
44

45 **PUBLIC MEETING - FINAL SITE PLAN – QUICK QUACK CARE WASH – 518**
46 **NORTH 400 WEST**
47

1 Cassie Younger, Assistant Planner, explained the proposed Final Site Plan for
2 Quick Quack Car Wash at 518 North 400 West. Quick Quack has accommodated the
3 planned UDOT expansion and widening of 400 West into their plans – a change from
4 the original Conceptual Site Plan. In addition, it was established at the Conceptual Site
5 Plan that due to the significant visual presence from Parrish Lane, Quick Quack would
6 be subject to the Parrish Lane Design Guidelines, which required further changes to
7 their original plan.
8

9 Ms. Younger explained that Parrish Lane Design Guidelines suggest 30 feet of
10 landscaping, although not all sites on Parrish Lane have the full 30 feet. She explained
11 that 400 West is considered a collector street with regular development standards that
12 require a 15-foot landscaping buffer from the back of curb, a six-foot sidewalk, and
13 another 8-10 feet of landscaping buffer. The plan submitted by Quick Quack at this time
14 includes a 12-foot landscaping strip. Staff recommends pushing the landscaping buffer
15 to 15 feet to provide sufficient space for pedestrian lighting and trees. Parrish Lane
16 Design Guidelines typically incorporate muted colors, and some type of rock or stone.
17 Ms. Younger showed photographs of Quick Quack's proposed colors and building
18 materials.
19

20 Joseph Earnest, on behalf of Quick Quack, explained that the consistent look
21 and feel of their different locations is an important part of their marketing strategy. Mr.
22 Earnest said Quick Quack makes an effort to be involved in the community and create a
23 loyal following. He said it was his understanding at the beginning of the process the
24 property would most likely not fall within Parrish Lane Design Guidelines. He stated
25 proximity of the building to the street is important to their marketing strategy. He said
26 they moved the building back to accommodate future UDOT expansion of 400 West,
27 and they believe moving the building back another three feet to accommodate more
28 landscaping than proposed would be damaging to the business. Mr. Earnest referred to
29 use of the words "shall" and "should" in the Parrish Lane Design Guidelines. He
30 showed photographs and pointed out use of color on surrounding businesses, and
31 emphasized that visual presence from Parrish Lane is crucial. He asked the Planning
32 Commission to not require muted colors and different building materials. Mr. Earnest
33 also asked the Planning Commission to allow the proposed 12 feet of landscaping. If
34 15 feet of landscaping is required, he said they may not be able to accommodate all of
35 the taking for expansion of 400 West. Mr. Snyder clarified that, while accommodating
36 the future taking at this time is an example of negotiation and teamwork, Quick Quack
37 will be financially compensated for the property taken when 400 West is expanded. Mr.
38 Earnest responded it is unknown how much and when Quick Quack would be
39 compensated for the taking.
40

41 Chair Hirschi said he understands the marketing desire for locations to look
42 similar, but said he feels improving the appearance of the building would help and
43 enhance rather than hurt Quick Quack. Mr. Earnest responded it would be difficult to
44 incorporate rock or stone with the desired yellow and green. Commissioner Wright
45 showed a photograph of the Quick Quack Highland location as evidence that Quick
46 Quack has accommodated design standards of areas in which they have built. She
47 said she feels the appearance of the Highland location would fit into the Parrish Lane

1 Gateway area. Mr. Earnest responded Quick Quack can accommodate design
2 standards, but considering the use of the word "should" in the Parrish Lane Design
3 Guidelines, he does not think requiring the standards would be appropriate use of
4 government. Ms. Younger said the City is trying to be flexible, but there are many
5 "shalls" in addition to the "shoulds" in the landscape and streetscape standards, and not
6 all of them can be ignored.

7
8 At 8:51 p.m., Chair Hirschi opened a public hearing, and closed the public
9 hearing seeing that no one wished to comment. Commissioner Wright pointed out the
10 need to provide sufficient space in the park strip for trees to grow and be healthy without
11 interfering with infrastructure. Ms. Younger commented that reducing the
12 recommended 15 feet of landscaping buffer to 14 feet would still provide an 8-foot park
13 strip with a 6-foot sidewalk.

14
15 Commissioner Hayman made a **motion** to approve an alteration of the
16 Landscaping requirements within the Parrish Lane Design Guidelines for the Quick
17 Quack Car Wash at 518 North 400 West with Conditions 1 and 2. Commissioner
18 Wright seconded the motion.

19
20 Conditions:

- 21
22 1. The public street landscaping area shall be at least 15', as stated in
23 12.51.070(f)(1)(A)(ii), measured from back of curb, which shall include a
24 sidewalk and at least an eight-foot park strip, to accommodate street trees,
25 pedestrian lighting, and buffering from the public right of way.
26 2. This alteration is subject to the approval of the Final Site Plan that is
27 associated with the Quick Quack development; future changes to the site are
28 subject to the Zoning Code provisions at the time of application for
29 amendment or redevelopment.

30
31 Commissioner Daly said he does not feel as strongly about the 15 feet, and is
32 inclined to figure out if it could be reduced. Commissioner Hayman agreed, stating she
33 feels much more strongly about the aesthetic aspect and would prefer to give a little on
34 the landscaping. Commissioner Wright pointed out that the 15-foot requirement is
35 already less than required under Parrish Lane Design Guidelines. Chair Hirschi said he
36 is not sure changing from 15 to 13 or 14 would make a lot of difference. The property
37 does not front on Parrish Lane, and as long as the space is sufficient for the longevity of
38 trees, Chair Hirschi said he is inclined to be less stringent.

39
40 Commissioner Wright made a **motion to amend** the motion, altering Condition 1
41 to read: "The public street landscaping area shall be at least 14'. . ." Commissioner
42 Daly seconded the motion to amend the motion, which passed by unanimous vote (6-0).
43 The amended motion passed by unanimous vote (6-0).

44
45 Commissioner Daly made a **motion** to approve the Final Site Plan of Quick
46 Quack Car Wash, with Directives 1-5 and Reasons for the Action 1-3. Commissioner
47 Wright seconded the motion.

Directives:

1. A Boundary Line Adjustment with Colonial Lumber shall be recorded before Building Permit is issued.
2. Amended Site Plans for Dairy Queen and Colonial Lumber shall be approved by the City before issuance of Building Permit.
3. The landscaping plan shall be altered to accommodate the minimum required trees along 400 West. Additionally, the landscaping plan be altered to meet the 5% internal parking lot landscaping requirement. Staff shall verify compliance as part of the building permit approval process.
4. Colors and materiality of architecture are to be harmonious with surrounding development, and the elevation plans shall be amended, as follows:
 - a. The use of primary colors shall be changed to muted tones or utilize earth-toned colors.
 - b. Plans shall incorporate rock or stone into the architectural design of the building and/or pillars.
 - c. Staff shall verify compliance as part of the building permit approval process, any disputes between parties shall be resubmitted to the Planning Commission for determination.
5. Except where amended above, the Final Site Plan approved shall comply with the plans reviewed by the Planning Commission on August 23, 2017.

Commissioner Daly said he feels Quick Quack will have a significant visual presence from Parrish Lane, and he feels the requirements can be accommodated. Chair Hirschi said he feels the muted colors and building material requirements will contribute to Centerville having the nicest Quick Quack Car Wash in Davis County. Commissioner Wright stated the Planning Commission does not want to place undue restrictions or requirements on property owners, but the community has standards in place, and it is the Commission's job to think through those standards. Commissioner Johnson stated he is not opposed to the bright yellow, and he does not think the Code has to be interpreted to mean muted colors. He said he is firm, however, on the rock requirement.

The Planning Commissioners discussed the color choices submitted by Quick Quack. Commissioner Wright made a **motion to amend** the motion, adding to Directive 4 direction to include that the building elevations shall be harmonious with the fashion and manner applied to the Highland location. Commissioner Daly seconded the motion to amend. Ms. Romney raised concerns with the breadth of the proposed amendment noting that the amendment as stated implies the entire building materials and design need to be like the Highland building. Ms. Romney suggested changing the condition to reference the use of exterior "colors and materials" of the Highland building to avoid the implication that the building must look exactly like the Highland building. Chair Hirschi expressed confidence that staff is more than capable of working with Quick Quack to come up with something that achieves the goals of the Parrish Lane Design Guidelines. Commissioners Hayman and Wright stated they feel "Cheerful" yellow is not acceptable. Mr. Earnest stated he would be comfortable working with staff to come up with something beautiful. Commissioner Hayman added she does not feel

the colors "Cheerful", "Daisy", or "Lemon Twist" are harmonious with the Parrish Lane Design Guidelines. The motion to amend failed by unanimous vote (0-6).

Commissioner Johnson made a **motion to amend** the motion to specify "Daffodil" yellow in Directive 4(a). The motion to amend died for lack of second. The original motion passed by majority vote (5-1), with Commissioner Johnson dissenting.

PUBLIC MEETING – FINAL SITE PLAN – DON YOUNGBLOOD – 650 NORTH 1250 WEST

Ms. Younger explained the request for Final Site Plan approval for an office/warehouse at 650 North 1250 West. At 9:35 p.m., Chair Hirschi opened a public hearing, and closed the public hearing seeing that no one wished to comment.

Ms. Romney suggested adding a condition that if the property does not already have public utility easements that the applicant shall submit public utility easements prior to the building permit. Commissioner Hayman made a **motion** to approve Final Site Plan for the Youngblood Office/Warehouse, to be located at 650 North 1250 West, with Directives 1-6 and staff's in staff's updated recommendation and staff's recommendation for directive #7 as of August 23, 2017 and Reason for the Action. Commissioner Johnson seconded the motion, which passed by unanimous vote (6-0).

Directives:

1. The final site plan approval shall comply with the submitted site plan to the Planning Commission, dated August 22, 2017, and as amended with this approval.
2. As required in CZC 12.52.100, the drive aisles and parking stall areas shall be paved with an all-weather surface as approved by the City Engineer.
3. A Cross access easement shall be reviewed and deemed acceptable by the City Attorney and recorded with the County, prior to issuance of a building permit.
4. Fire protection for the site shall be adequately reviewed by the South Davis Metro Fire Marshal, as part of the issuance of a Building Permit.
5. Office space shall be limited 2,600 square feet unless additional parking is provided, calculated as stated in CZC 12.52.
6. Final construction plans for improvements shall be deemed acceptable by the City Engineer prior to the issuance of Building Permit.
7. If property does not already have public utility easements as required by City Code, the applicant shall submit legal descriptions for the public utility easements to be accepted by the City Council and recorded with the Davis County Recorder's Office prior to building permit.

Reasons for the Action:

1. The final site plan submittal does not adequately show the planned development of the entire site and how it will be used and built according to our standards. [Section 12.21.110(f)(3)].

**PUBLIC MEETING – DISCUSSION – GENERAL PLAN LANGUAGE FOR
PAGES LANE COMMERCIAL DISTRICT**

Mr. Snyder presented three scenarios for possible amendment to the General Plan regarding the Pages Lane Commercial District area.

Scenario 1: Commercial (1.5 acres), Residential (3.5 acres), and City Park or private/public open space (3 acres)

Scenario 2: Residential (5 acres) with City Park (3 acres)

Scenario 3: Residential (7 acres) with private/public open space (1 acre)

Chair Hirschi suggested minor technical corrections to the scenarios. Commissioner Hirst commented that a three acre park at this location would increase City park space by only about 2%, at a cost of \$1.7 million for the land. She referred to City-owned property on the hillside and available space on the west side of the City, and suggested there are other places the City could use \$1.7 million. Commissioner Hirst suggested the Commission consider another scenario without a park element. Chair Hirschi responded that public/private participation for a park or public space makes a lot of sense. Commissioner Wright stated that, although she likes the idea of a park, she does not want to continue discussing a park at that location if the City cannot afford it, if it would devalue the land, or if residents are not willing to support a park financially.

Commissioner Daly suggested the possibility of a park was a popular response from the public because a park would be the opposite of density, and the community definitely does not want density. He commented that, in his opinion, allowing a development of single-family detached homes at around six units per acre would not feel like density. Commissioner Hayman responded that his suggestion would be difficult with existing ordinances. Mr. Snyder reported that the City Council has directed staff to draft and present granulated R-M Zone provisions. Commissioner Hayman stated Centerville is running out of space in the built-out areas, and she feels this is one of the last opportunities the City will have to look at a large continuous piece of property and consider the possibility of a park. She said she would like to see the maximum amount of park space, and repeated her desire to know if the public would be willing to financially support a park at that location. Commissioner Hirst commented that purchasing property on Pages Lane for a park would financially postpone other options. Commissioner Daly said he feels part of the appeal of the hillside property is that it is undeveloped. Any improvement on the hillside would cost more.

Chair Hirschi commented Scenario 3 contemplates that over time there may be changes in the commercial aspect of the area. Scenario 3 would allow commercial to remain, with the idea that residential will eventually grow into the space. With a buffer park on the west side, Chair Hirschi said he feels Scenario 3 would offer the most opportunity for both the City and the developer. Commissioner Daly expressed a preference for Scenario 2 because of the larger park space, but stated he would want to specify six units per acre and single-family detached under Objective #2. Commissioner Wright stated Scenario 2 is the most palatable to her because it assumes residential redevelopment for a majority of the eastern area, and provides

1 enough park space to be usable. Commissioner Hayman said she likes Scenario 2,
2 and likes the suggested six-units-per-acre limit, although she is not opposed to twin
3 homes or town homes. Responding to a question from Commissioner Wright, Mr.
4 Snyder explained that green space in single-family development is not regulated.
5 Commissioner Wright asked if the City could require the green space in a multi-family
6 development to be placed on the west side as a buffer, reducing the amount of the
7 desired green space the City would need to purchase on the west side of the property.
8

9 Chair Hirschi said he would be comfortable sending Scenarios 2 and 3 for
10 consideration of the public. He said he feels the City would need to allow the developer
11 more flexibility for the residential component if park space of any size is required. Chair
12 Hirschi said he believes there is a possibility of other parties participating financially in
13 the buffer space, but he does not feel the full three acres would be possible unless the
14 City comes up with a lot of money.
15

16 At 10:19 p.m., Chair Hirschi opened the meeting for public comment.
17

18 Loren Pankratz – Mr. Pankratz stated he knows the Parks and Recreation
19 Committee has a prioritized list of park projects, including a major redevelopment of
20 Island View Park. He asked if the Parks and Recreation Committee has been involved
21 in this discussion, and where the proposed park space would fall on their prioritized list.
22 Mr. Pankratz said he believes a significant portion of RAP Tax revenues are allocated
23 for the Community Park Expansion Project for the next several years.
24

25 Rock Winegar – As the property owner, Mr. Winegar said he would love to see
26 the City purchase three acres for a park. In the mean time, however, he said he has
27 had a purchase offer for the old Zions Bank property. Mr. Winegar said he believes
28 Scenario 3 would be possible, but he does not feel either of the other two scenarios
29 could happen unless the City is ready to write a check now. Brighton Homes is ready to
30 write a check now and meet existing green space requirements.
31

32 Taylor Spendlove – Mr. Spendlove with Brighton Homes said the public/private
33 partnership works for Brighton Homes. He emphasized that density has to be a factor
34 in the redevelopment of existing commercial buildings. He agreed with Commissioner
35 Hirst's comments, and said the only way four or six units per acre would work is if the
36 property is devalued.
37

38 Chair Hirschi closed the public comment period at 10:31 p.m. Chair Hirschi said
39 Scenario 3 appears most feasible, but he is not opposed to presenting more than one
40 scenario for the public hearing. Commissioner Hirst made a **motion** to include the
41 green and blue options (Scenarios 2 and 3) presented by staff for consideration at the
42 public hearing. Commissioner Wright seconded the motion. Commissioner Johnson
43 said he feels if the City wants a park, the City should purchase the full six or seven
44 acres for a park. He said it makes most sense to give a developer tools to develop the
45 whole site. Commissioner Wright agreed that a one-acre park does not make sense.
46 Mr. Snyder reminded the Commission the advantage of the one-acre buffer space is the
47 partnership situation. The motion passed by unanimous vote (6-0).

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT

The next Planning Commission meeting is scheduled for September 13, 2017.

ADJOURNMENT

At 10:41 p.m., Commissioner Hayman made a **motion** to adjourn the meeting.
Commissioner Hirst seconded the motion, which passed by unanimous vote (6-0).

David Hirschi, Chair

Date Approved

Katie Rust, Recording Secretary

**CENTERVILLE
PLANNING COMMISSION
Staff Backup Report
9/13/2017**

Item No. 1

Short Title: Public Meeting - Final Site Plan - Samuelson Garage - 318 E 1825 N

Initiated By: Kim Samuelson, Applicant

Scheduled Time: 7:15

SUBJECT

ADMINISTRATIVE DECISION

Consider the proposed Final Site Plan for the unplatted development at 318 E 1825 North

RECOMMENDATION

Refer to Staff Report

BACKGROUND

Refer to Staff Report

ATTACHMENTS:

Description

- ☐ Staff Report Samuelson Final Site Plan
- ☐ Site Plan Samuelson
- ☐ Grading and Drainage Smauelson
- ☐ Smauelson Arch

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

**STAFF REPORT
AGENDA: ITEM 1**

**PROPERTY OWNER/
APPLICANT:** **KIM SAMUELSON**
318 EAST 1825 NORTH
CENTERVILLE, UTAH 84014
rksamuelson@gmail.com

PROPERTY ADDRESS: **318 EAST 1825 NORTH**

PARCEL NUMBER **02-013-0138**

ACREAGE: **3.111 ACRES**

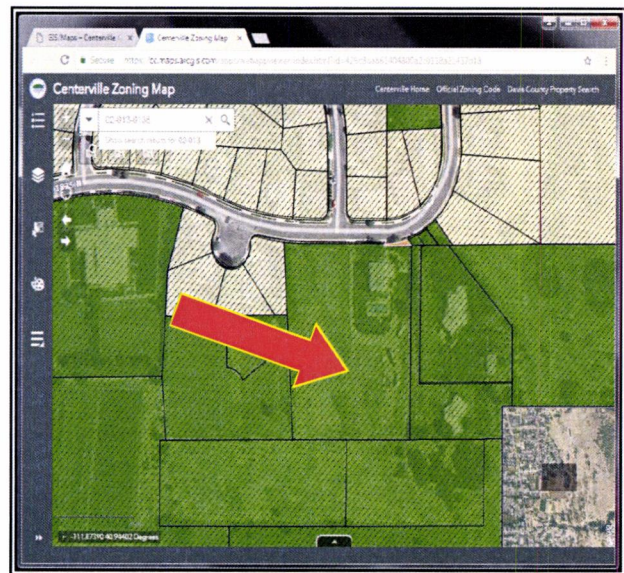
ZONING: **AGRICULTURAL-LOW (A-L)**

APPLICATION: **FINAL SITE PLAN FOR UNPLATED A-L RESIDENTIAL
DEVELOPMENT (ACCESSORY GARAGE) WITHIN THE
HILLSIDE OVERLAY ZONE**

RECOMMENDATION: **CONSIDER ACCEPTANCE OF THE FINAL SITE PLAN**

BACKGROUND

The applicant desires to construct a new accessory garage located at their place of residence. In the past, the applicant acquired an un-platted parcel of land adjacent to their original home lot and combined the land together into a single parcel (as allowed by state law). However, the added parcel remains outside of the platted subdivision boundary and it was not part of the original lot when the home was constructed. According to Section 12.21.110.c.2, "any residential development outside a platted subdivision" is required to obtain a Site Plan Review from the Planning Commission. The purpose of this review is to require the necessary lot easements, ensure proper



establishment of needed utility services, and payment of any applicable development impact fees. As a reminder, a Site Plan Review is a two-step process, Conceptual Site Acceptance and Final Site Plan Approval. The Conceptual Site Plan was approved by the Planning Commission on July 26th, 2017.

UTILITIES AND EASEMENTS

Public Utility Easements for the property were accepted by the City Council on September 5th, 2017. They still need to be recorded with the City Recorder.

As for utilities lines, the applicant has indicated that no utilities will be brought to the barn. Staff has received the notification from South Davis Fire Department that the facility is adequate.

Lastly, the applicant will also be required to pay any development fees that may be applicable for the development of this parcel. Since most of the City's impact fees are associated with the development of a dwelling, such as sewer, water, fire, and park impact fees, staff specifically believes that the storm water impact will need to be paid.

HOLDING STRIP AND SIDEWALK ISSUES

Street improvements such as sidewalk, curb and gutter, and parking strips, are required as "a condition precedent to final inspection and occupancy of any building and other improvement on the lot or parcel" [12.5..190(a)]

Currently, there is no sidewalk in front of the applicant's undeveloped piece of property. Sidewalks are typically put in when there is development on the lot, like a house or an accessory building. Holding strips or Protection strips are typical in some developments that are not yet completed or fully developed yet, which is what the applicant has purchased from the previous owner. Delayed installation of street improvements such as a sidewalk, are possible, according to CZC 12.55.200, but are subject to certain requirements, including 12.55.200.(4) "No street improvement exist on the same side of the street contiguous to the lot or parcel in either direction". In this case, there is sidewalk on both side of this lot to the east and west, and therefore it is recommended by the Public Works Director and City Staff that the installation of the sidewalk it not deferred at this time.

HILLSIDE OVEALY ZONE DEVELOPMENT REGUALTIONS

As mentioned earlier, the parcel is located in the Hillside Overlay Zone (CZC 12.53). The development standards and provisions set forth in the overlay zone are required in connection with all building and construction in the Hillside Overlay Zone. The following is a summary of the applicable requirements prepared by staff for the Commission's consideration:

- ✓ Drainage and Erosion - Construction on the development site shall be of a nature that will minimize the disturbance of vegetation cover. Erosion control measures on the development site shall be required to minimize the increased solids loading in runoff from such areas. The detailed design system to control storm water erosion during and after construction shall be contained in the Grading and Drainage Report described in CZC 12.42.030.

Staff Comment: The plan submittal addresses a drainage & control plan. This will need to be deemed acceptable to the City Engineer, as part of the Final Site Plan review and approval. Additionally, the plans submitted depict the repair a slope cut affecting an adjacent neighboring property. As part of the retaining system, this cut will be rectified with the neighboring parcel.

DIRECTIVES FROM CONCEPTUAL:

1. The required legal descriptions for one (7) foot side yard and one (7) foot rear yard easement(s) are to be reviewed and deemed acceptable by the City Engineer. **COMPLETED**
2. The site plan depicting a setback of 50 feet from an inferred fault from the USGS Map is to be deemed acceptable by the City Engineer. **SHED 80' FROM FAULT. COMPLETE.**
3. The final site plan is list/show all utilities being provided to the accessory building and obtain the necessary "will serve" letters from any of the applicable utility providers, and more specifically from the South Davis Metro Fire District. **FIRE COMPLETED, NO OTHER UTILITIES,**
4. The applicant must obtain permission from the adjacent property owner to rectify the slope cut on the adjacent parcel, as deemed acceptable by the City Attorney. **SIGNED ON PLAN, COMPLETE**
5. As part of the Final Site Plan submittal, a SWPPP shall be added to the grading and drainage plan and such plan is to be deemed acceptable by the City Engineer and the Drainage Utility Manager. **IN PROGRESS**
6. The use of building colors are to blend harmoniously with the natural settings of the hillside and be compatible with the colors of the existing home. **TO BE DETERMINED**
7. The applicant/owner of parcel must sign an acknowledgment of hazards and risk associated with land use in this area prior to the issuance of a building permit for any dwelling or accessory building. **AT BUILDING PERMIT**
8. The applicant/owner will be required to pay any development fees that may be applicable for the accessory building development of this lot. **AT BUILDING PERMIT**

PLANNING STAFF RECOMMENDATION

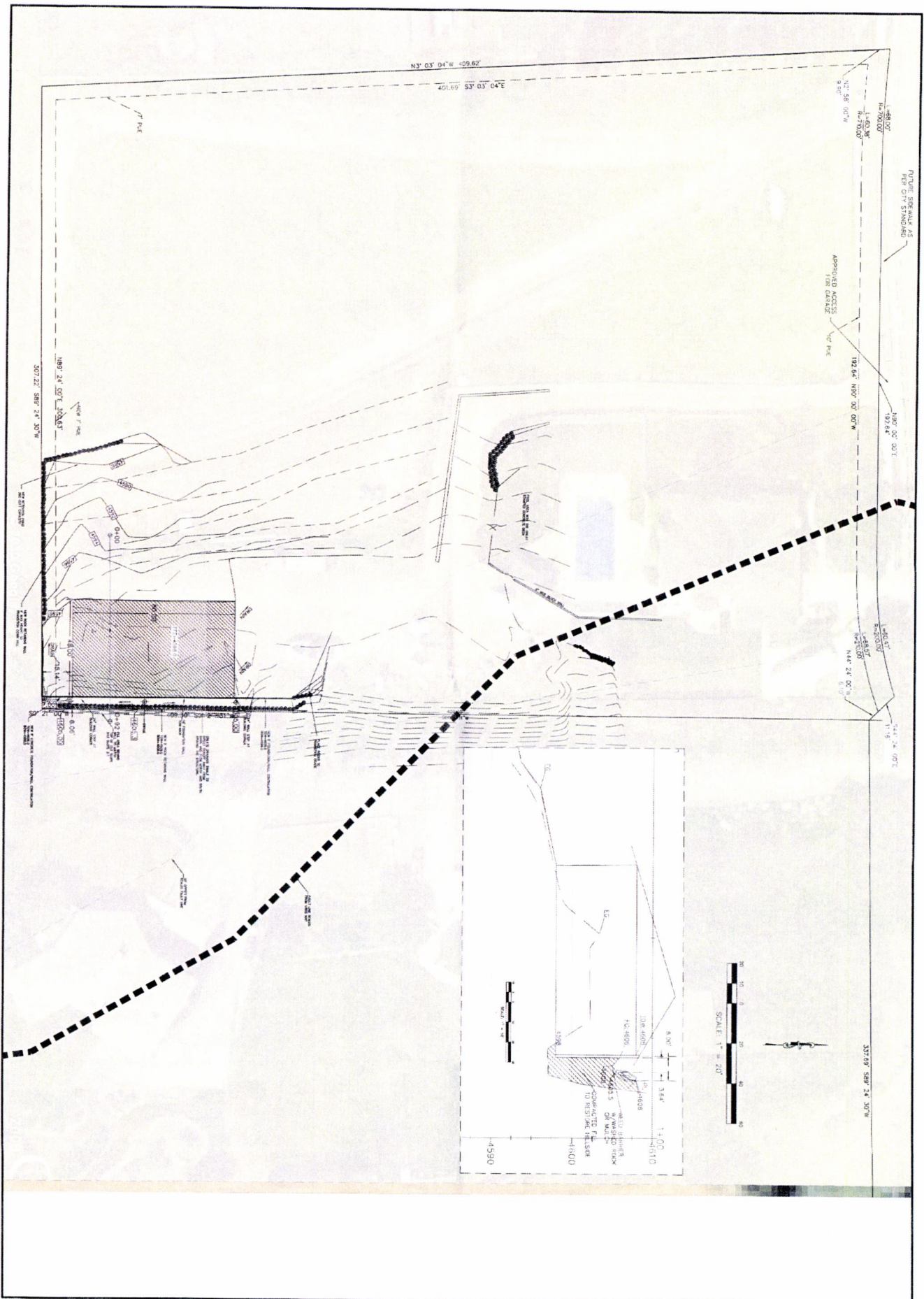
PROPOSED ACTION: I hereby make a motion for the Planning Commission to accept the Final site plan the proposed accessory building development for an un-platted parcel, that is has been combined with home located at **318 East 1825 North**, with the following directives:

1. Subject to the plans and architectural concepts as submitted to City Staff on August 23rd, and 2017.
2. All recommended street improvements shall be completed on the property as part of the Building Permit process, unless a Deferral Agreement is approved by the City Council.
3. Colors of the accessory building shall be sensitive the hillside and surroundings.
4. SWPP shall be added to the Grading and Drainage plan and reviewed during the Building Permit Process and is to be deemed acceptable by the City Engineer and Drainage Utility Manager.

5. The applicant/owner of parcel must sign an acknowledgment of hazards and risk associated with land use in this area prior to the issuance of a building permit for any dwelling or accessory building.
6. The applicant/owner will be required to pay any development fees that may be applicable for the accessory building development of this lot.
7. Public Utility Easements shall be recorded with the City Recorder and County.

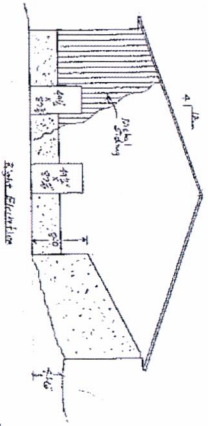
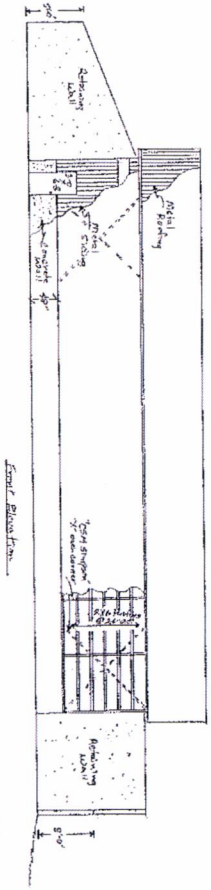
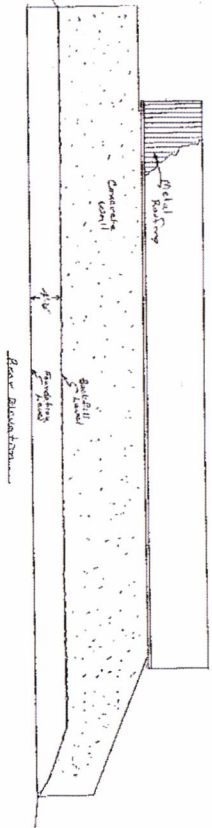
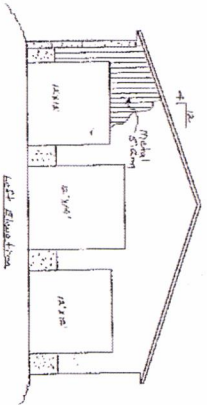
SUGGESTED REASONS FOR THE ACTION:

1. The applicant has shown how the property may be developed [CZC 12.21.110.d.2].
2. Applicable utility services and easements are required for residential development [Section 12.21.110.e.2.iii.d & Section 15-5-106(8)].
3. A final site plan application is required for completing the process to obtain approval to construct an accessory dwelling on un-platted parcels [Section 12.21.110.e].
4. The development standards and provisions set forth in the overlay zone are required in connection with all building and construction in the Hillside Overlay Zone [CZC 12.53].
5. All street improvements are required before the development and occupancy of a building on a parcel. [12.55.190(a).]



SITE GRADING PLAN KIM SAMUELSON BARN 314 E 1825 N CENTERVILLE CITY, DAVIS COUNTY, UTAH			131 North 200 West, Suite 111 Bountiful, Utah 84010 Phone: 971-298-2200
PREPARED BY: DATE:	CHECKED BY: DATE:	LAYOUT:	

RECEIVED 06/17/08



3840 Sq. Ft. Agri. Barn

Owner: Kim Samelson
318 E 1825 N
Centerville, UT
84014
Contractor: Cascade Const.
14378 N 3320 W
Garland, UT
84312

Tru-Bilt			
Construction & Drafting			
Project: Samelson 756			
Title: Elevations			
Date: 1-20-17			
Scale: 1/8" = 1'			
Sheet: 1 of 5			

RECEIVED 109 2017

**CENTERVILLE
PLANNING COMMISSION
Staff Backup Report
9/13/2017**

Item No. 2

Short Title: Public Hearing - Final Site Plan and Conditional Use Permit -- Moto United Power-sports -- 940 & 960 N 950 West

Initiated By: Cameron Eggertz, Applicant

Scheduled Time: 7:30

SUBJECT

ADMINISTRATIVE DECISION

Consider the proposed Final Site Plan and Conditional Use Permit for ATV Sales, Repair, and Warehouse at 940 N 950 West.

RECOMMENDATION

Refer to Staff Report

BACKGROUND

Refer to Staff Report

ATTACHMENTS:

Description

- ☐ Staff Report Moto UNited Final CUP
- ☐ Final Site Plan Moto
- ☐ Moto Landscaping
- ☐ Moto Revised Parking

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

**STAFF REPORT
AGENDA: ITEM 2**

PROJECT: MOTO UNITED POWER SPORTS
940 & 960 NORTH 950 WEST

PROPERTY OWNER: AARON SMITH
(SEE APPLICANT FOR CONTACT)

APPLICANT: CAMERON EGGERTZ
OPULENT HOLDINGS LLD
315 HILTON DR #2
ST GEORGE, UTAH 84770
CAMERON@MOTOUNITED.COM

ACREAGE: 3.19

ZONING: INDUSTRIAL - HIGH

APPLICATIONS: FINAL SITE PLAN AND CONDITIONAL USE PERMIT

PROPOSED USE: POWERSPORTS DEALERSHIP, WAREHOUSE

RECOMMENDATIONS: CONSIDER ACCEPTANCE OF THE FINAL SITE PLAN AND
CONDITIONAL USE PERMIT WITH DIRECTIVES

BACKGROUND

Moto United Powersports has proposed a Final Site Plan for the sale of automobiles and power sports vehicles with vehicle storage and display on site. Moto United is interested in this property because of the high visibility and easy access from I-15 on the east side. The current zone for the property is Industrial- High Intensity, so they need a Conditional Use Permit for the sale and repair of vehicles according to the Table of Uses. The property to the north has been recently approved as the Parrish Creek Subdivision and development, and there is currently no business to the south.

Moto United's Conceptual Site Plan was accepted by the Planning Commissions January 11th, 2017.



FINAL SITE PLAN

They layout of the site plan and architectural concept has changed somewhat significantly since the Conceptual Approval, so staff will review development standards and other Conceptual Site Plan factors in this report as well.

Development Standards Table 12.35.300

Development Standards for the Industrial-High Zone			
Development Standards	Required	Actual	Compliance
Building Standards			
Distance Between Buildings	6 feet	51'	yes
Maximum Height	35 feet	29'	yes
Lot and Parcel Standards			
Minimum Frontage	50 feet	~500'	yes
Minimum Width	50 feet	272	yes
Setbacks			
Front	20 feet	20 feet	yes
Street Side Yard	None	N/A	n/a
Interior Side	0	20'+	yes
Rear	0	80'	yes
Floor Area per Building, Maximum	50,000 square feet	44,330 SF (w/o mezz)	yes

Parking & Loading

Use	Minimum Standard	Needed on Site
Office, general	1 space per 200 SF	9
Vehicle and Equipment Repair	1 per 250 SF	32
Warehouse and wholesale	1 per 1,000 SF	20
Vehicle and Equipment Sales	1 per 250 SF	6
Vehicle Display Area	1 per 10 vehicles displayed	25
Total Needed		92
Total Provided		87
Compliance		-5: No

This site has many uses that been included in the parking calculation for this property. This parking calculation is also accounting for the north building, with the estimated amount of space needed for these uses, along with the calculated space for the Main building. According to these calculations, the Final Site Plan is currently 5 spaces short. This may require reducing the size of the north building or cutting into current landscaping, which can be adjusted during the Building Permit process.

Off-street loading – An off-street loading dock is proposed within the storage area of their facility. Since the gross floor area is over 20,000 square feet, they have provided room for two large loading areas on the north and south side of the main building. (12.52.080.e)

Landscaping

Required Landscaping Summary, Chapter 12-51			
Guidelines	Required	Required On Site	Compliance
Total Area Landscaping	10%	13,888 SF	31,230 - yes
Total Required Trees	1 Tree per 500 square feet of landscaping	27/ 20	30+ - Yes
Trees for Street Frontage	1 per 25 linear feet		12- Yes
Building Frontage/Foundation	50%	North building: 30' South building: 55'	yes
Total Interior Parking Lot Landscaping	5%	TBD	TBD
Total Interior Parking Lot Trees and Shrubs	For every six required stalls: 1 tree	16/32	Yes
	For every six required stalls: 2 shrubs		Yes

An updated landscaping plan was provided on September 9th, 2017. Their frontage landscaping along 950 West consists of Detention Ponds lined with trees. The required 5% internal parking lot landscaping needs to be verified.

Screening

Limited screening is necessary for this site due to the fact that the majority of their display and warehouse vehicles will be stored inside the building. Adequate dumpster screening needs to be verified at Building Permit and well as any ground based or roof top mechanical equipment, as viewed from the public street

Signage

Signed are required to be in accordance with CZC 12.54.

Special Regulations

According to 12.35.080, buildings in these zones are subject to a variety of building and architectural design guidelines regarding the materiality, texture, color, and overall aesthetics that fits the context and desire for the area. The zoning code states that:

“All street-exposed exterior building elevations shall be predominantly composed of the following materials: rock, stone, brick, split face concrete masonry, split face single scored masonry, or substantially similar and compatible materials....”

“The following materials may be used to accent the predominant material on street-exposed and non-street exposed exterior building elevations: stucco, glass, anodized aluminum or colored metal, ceramic tiles, or other substantially similar and compatible materials. Exterior wood and metal siding materials are prohibited.”

A revised architecture plan was submitted on August 31st, 2017, and shows the majority of the building faces being composed of stone tile product and CMU, with accents of stucco on the north, south and west elevation. [See attached elevations provided].

Moto United has stated that they prefer to have their proposed metal architecture elements at the front “dealership” entry points located on the east elevation. However, the Planning Commission will need to determine whether such metal elements qualify as “colored metal” or are the elements “metal siding,” which is prohibited. Staff believes that historically, the metal siding was a reference to the “corrugated metal” buildings that were prominently used historically, prior to the 2003 rewrite of the Zoning Code.

Moto United will present their preferred architectural plans with the metal at the Planning Commission Meeting.

CONDITIONAL USE – STAFF’S ANTICIPATED ISSUES OR CONCERNS

The site will need a Conditional Use Permit for the sale of vehicles and equipment as outlined in the Table of Uses, as required in 12.21.100(e)(5).

The proposed project is harmonious with the existing uses in the vicinity; will not be injurious to existing development; is suitable for the proposed use; (A-C)

This is a commercial business located in an industrial zone, and is therefore surrounded by more industrial uses, like constructions and warehouse facilities. In some ways, this is a benefit to the community. This site allows the business to have highway visibility and access, and leaves this heavier, auto-dominated use out of the commercial districts that abut residential zones. Parrish Creek Business Park and PDO has just been approved to the north and will be used as an office and warehouse space, similar to Moto United. No current development is happening to the south of this property. Staff believes this site is harmonious with surrounding development in design and use of the property.

Staff believes the revised architectural plans that are predominately stone tile, CMU, and stucco are more harmonious architecturally to the surrounding development than the more modern, metal siding and stucco rendering they originally submitted. Stone and CMU materials are more appropriate with the surrounding developments in the area, as follow the requirements as stated in the code.

Aesthetic and economic impact of the proposed facility to the surrounding area, while safeguarding adverse effects from the facility from person or property in the area; does not impact the health, safety or welfare of those in the surrounding area (D-E, I-J)

Staff believes this is an appropriate location for this use, due to its proximity to the highway and distance from residential locations. We believe that along with Parrish Creek and the other current development in the area, Moto United will bring some industrious synergy to this area of Centerville that currently has

many vacant lots. Staff can see no consequences in terms of health and safety for the surrounding community due to this business.

The present and future requirements for transportation, traffic, water, sewer, and other utilities, for the proposed site and surrounding area; The safeguards proposed or provided to insure adequate utilities, transportation access, drainage, parking, loading space, lighting, screening, landscaping, open space, fire protection, and pedestrian and vehicular circulation; The safeguards provided or proposed to prevent noxious or offensive omissions such as noise, glare, dust, pollutants and odor from the proposed facility or use;(G,H,J)

As this neighborhood continues to develop, the traffic in this area is certain to increase with time. With minor adjustments, this site will be able to adequately supply all the parking that is required, and provide adequate loading of vehicles on site, and therefore not interrupt traffic patterns in the area. Test driving of vehicles is bound to happen, but should be limited to short drives on-site, unless the vehicle is permitted to be on public roads.

If washing or detailing of vehicles is to be done on-site, it should be adequately addressing in their drainage and storm-water management plan.

Pedestrian access and circulation is limited, although it is not foreseen as a high use of transportation in this area. That being said, the Parrish Creek development to the north is scheduled to build large pedestrian pathways and bike paths throughout their development, and ideally it would be connected to the greater area as a whole. Moto United does not show any sidewalk on their site, because sidewalks are not required from the city as a part of the street improvements in industrial zones.

Lights are lined the eastern and southern half of this property, facing the highway and the southern lot line. This site does not proposed any lighting along the 950 West, the access street to this site. It may be reasonable to suggest that the entrance to their site on 950 West is also provided with street lights.

Noise from the vehicles could be a problem if the business owner and customers are not respectful of the noise ordinances in place. This business is required to comply with the noise ordinances stated in Municipal Code 7.09.010.

PLANNING STAFF RECOMMENDATIONS –

MOTION ONE:

PROPOSED ACTION: I hereby make a motion for the Planning Commission to ***APPROVE*** the **Final Site Plan** for the Moto United Powersports Dealership on 940 and 960 North 950 West, with the following directives:

1. Applicant shall combine the two lots (Lot 4 and Lot 5 of the Hogan Office Park Subdivision) into one parcel and submit a copy of the recorded document for review and acceptance by the City Attorney prior to issuance of a building permit.
2. Ensure that all water meters are located or relocated outside of drive accesses in accordance with City Ordinances.
3. All applicable Utility Provider Sheets shall be submitted as part of the final site plan application.
4. Applicant will need to provide a stand-alone storm drain easement for the Northeast corner of the lot; the developer will need to provide a legal description for easement with final site plan application. The storm drain easement must be submitted to the City Council for acceptance and recorded with the Davis County Recorder's Office prior to issuance of a building permit.

5. Public Utility Easements are to be vacated in the middle of the site.
6. Adequate fire safety measures and protections have been checked by South Davis Fire Department.
7. Landscaping Plan is as approved, with staff verification of the internal parking lot landscaping calculations at Building Permit, as amended and submitted on September 7th, 2017.
8. The north building shall follow the same architectural style and materiality of the main building (*Commission to weigh in the use of the metal materials at the entry points*), as approved by the Planning Commission that fits the architectural requirements as stated in CZC 12.35.080.
9. Construction plans and documents are amended and approved by the City Engineer at the time of Building Permit.
10. Parking calculations for repair, sales, warehouse, and display areas shall be adequately accounted for, staff verified, and amended if necessary at Building Permit.
11. All signs on site shall be compliant in accordance with
12. Final Site Plan approval is subject to the approval and Conditions listed for the Conditional Use Permit for this site.

REASONS FOR ACTION

- a) The final site plan submittal has adequately shown how the property may be developed [Section 12.21.110(e)].
- b) The development appears to be consistent with the goals and objectives found within the Centerville City General Plan. 12-480-3
- c) The Final Site Plan that has been submitted depicts how the site could be appropriately developed and with some alteration could be designed to comply with the applicable provisions of the Industrial – High Zone and other relevant regulations, including a Conditional Use Permit, as discussed in the Planning Staff Report.

MOTION TWO:

PROPOSED ACTION: I hereby make a motion for the Planning Commission to ***APPROVE*** the Conditional Use Permit for the Moto United Powersports Dealership on 940 and 960 North 950 West, with the following conditions:

1. Conditional Use Permit is subject to the Final Site Plan as approved by the Planning Commission.
2. Conditional Use Permit shall only apply to the property at 940 and 960 North 950 West.
3. The Conditional Use Permit is limited to the use of “Vehicle and Equipment Rental or Sale”.
4. Loading
5. All unloading of vehicles and equipment shall be done on-site and not in the public right of way.
6. The test driving of vehicles shall be limited to driving on-site and shall be prohibited in the public right of way unless such vehicles are authorized on public streets by state or local laws.
7. All outdoor storage and display vehicles shall be kept on site and not in the public right of way
8. All signs and promotional elements shall be in compliance with CZC 12.54.
9. Any washing and detailing operations for vehicles and related equipment shall be addressed in their drainage and constructions plans and meet the storm water management provisions of the City.
10. The use shall comply with the City’s Noise ordinance as stated in Municipal Code 7.09.010.



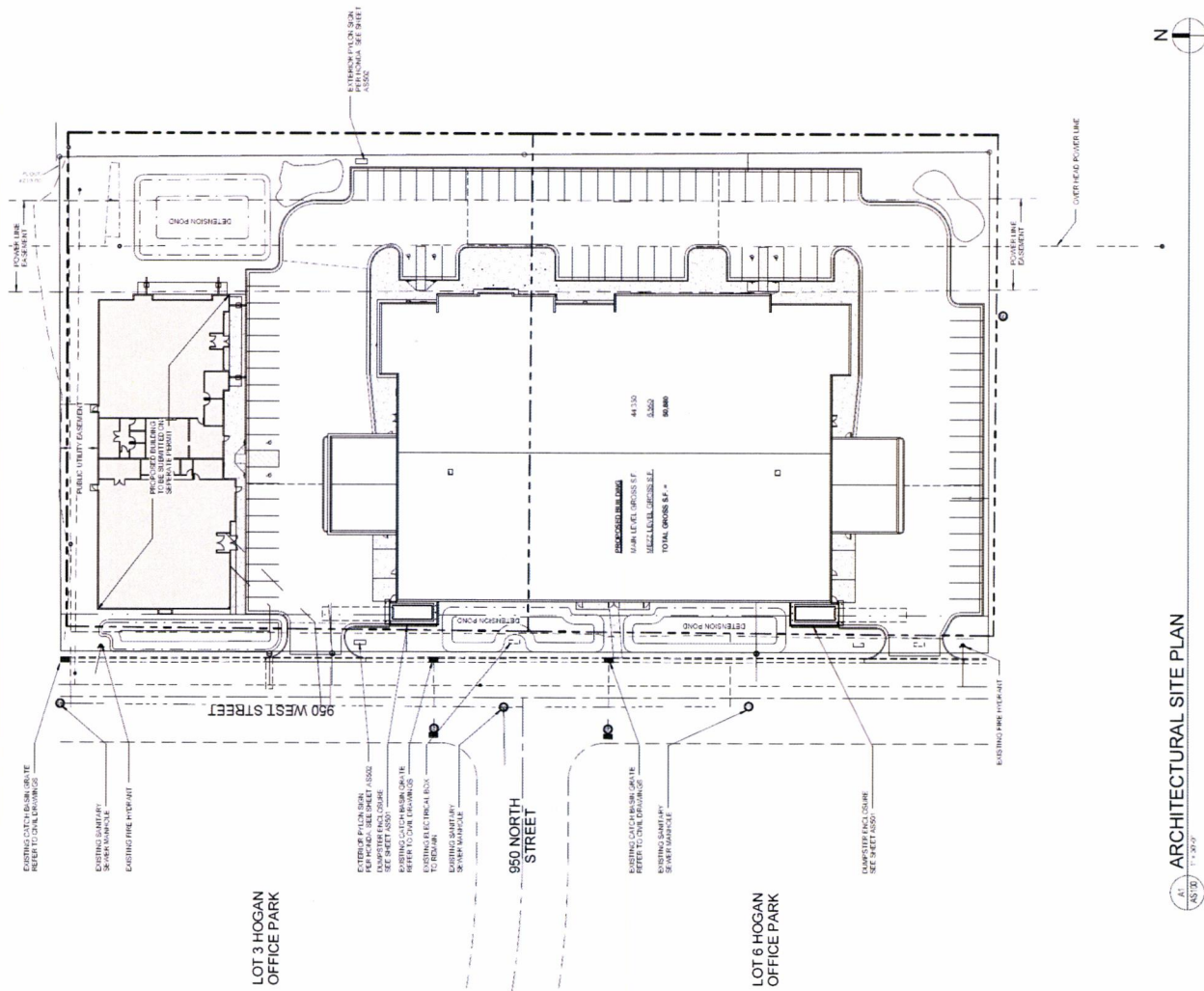
SHELL PERMIT SET 8-23-2017

**MOTO UNITED,
CENTERVILLE**
950 WEST 950 NORTH
CENTERVILLE, UTAH 84014

STAMP

[illegible]ARCHITECTURAL
SITE PLAN

AS100



PARKING | LEGEND

THE UNIVERSITY OF CHICAGO

REQUIRED PARKING:
1 PARKING STALL/1000 S.F. OF STORAGE

1 PARKING STALLS 50 S.F. OF OFFICE

UNIVERSITY OF CHICAGO

TOTAL STRENGTH DATA 640-000 F 1000 OF DDB EVAL 88 09 110

TOTAL STORAGE AREA 54716 SF / 1300 SF PER STALL - 42 STALLS	
TOTAL COVERED AREA - 2,407 SF - 700 SF OF 4000 SF STALL	74.000000

TOTAL OFFICE AREA: 9,487 S.F. / 250 S.F. PER STALL	25 STALLS
TOTAL STALLS: 141	141 STALLS

[illegible]

TOTAL STALLS PROVIDED: 87 STALLS

NOTE: 4 ACCESSIBLE STALLS ARE REQUIRED WHEN PARKING COUNT IS 76-100

5

CRSA

ARCHITECTURE • PLANNING • INTERIORS
649 E. SOUTH TEMPLE
SALT LAKE CITY, UT 84102
801.355.5916 • www.cfrs-us.com

SHELL PERMIT SET 8-23-2017

**MOTO UNITED,
CENTERVILLE**
950 WEST 950 NORTH
CENTERVILLE UTAH 84014

STAMP

[illegible]

EXTERIOR ELEVATIONS

AE201

CRSA

Architectural section drawing of a building facade. The drawing shows a cross-section of the building with various levels and materials. Key features include:

- STONE TILE PORCH**: Indicated at the bottom left.
- STONE TILE PROJECT**: Indicated at the top left.
- SLATCO**: Indicated in the middle section.
- MEZZANINE LEVEL**: Indicated near the bottom center.
- MAIN LEVEL**: Indicated at the bottom right.
- Scale**: A scale bar at the top right indicates a length of 0' to 8'.

NORTH ELEVATION

10

[illegible]

EAST ELEVATION

2

SOUTH ELEVATION

03

Section drawing of the building facade showing the mezzanine level and main level. The drawing includes a vertical scale on the right with levels 100'-0" and 104'-0". The facade features a series of windows and a door. The mezzanine level is labeled "MEZZANINE LEVEL" and the main level is labeled "MAIN LEVEL". The drawing is oriented vertically, with the top of the building at the bottom of the page.

WEST ELEVATION

28



NOTE: An exterior sign package, including building signage, pylons and directional signs, has been developed as part of the Honda Powerhouse National Graphics Program. As a part of the program, the size and placement of the these signs will be determined. Contact Honda Dealer Development for enrollment.

Patella on Sign Group Inc. incorporated
Aren. Honda Support Team
410 North Cedar Bluff Road, Suite 101
Knoxville, TN 37923
(865) 493-1100 or (865) 218-1976
www.patellasonsign.com



HONDA POWERHOUSE
61-621-1107-00



EG-3



EQ-1A

HONDA EXTERIOR SIGNAGE



SHELL PERMIT SET 2-23-2017

**MOTO UNITED,
CENTERVILLE**
950 WEST 950 NORTH
CENTERVILLE, UTAH 84014

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SITE DETAILS

AS502



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609 E. SOUTH TEMPLE
SALT LAKE CITY, UT 84102
801.352.6915 • www.cfo3-us.com

SHELL PERMIT SET 8-23-2017

**MOTO UNITED,
CENTERVILLE**

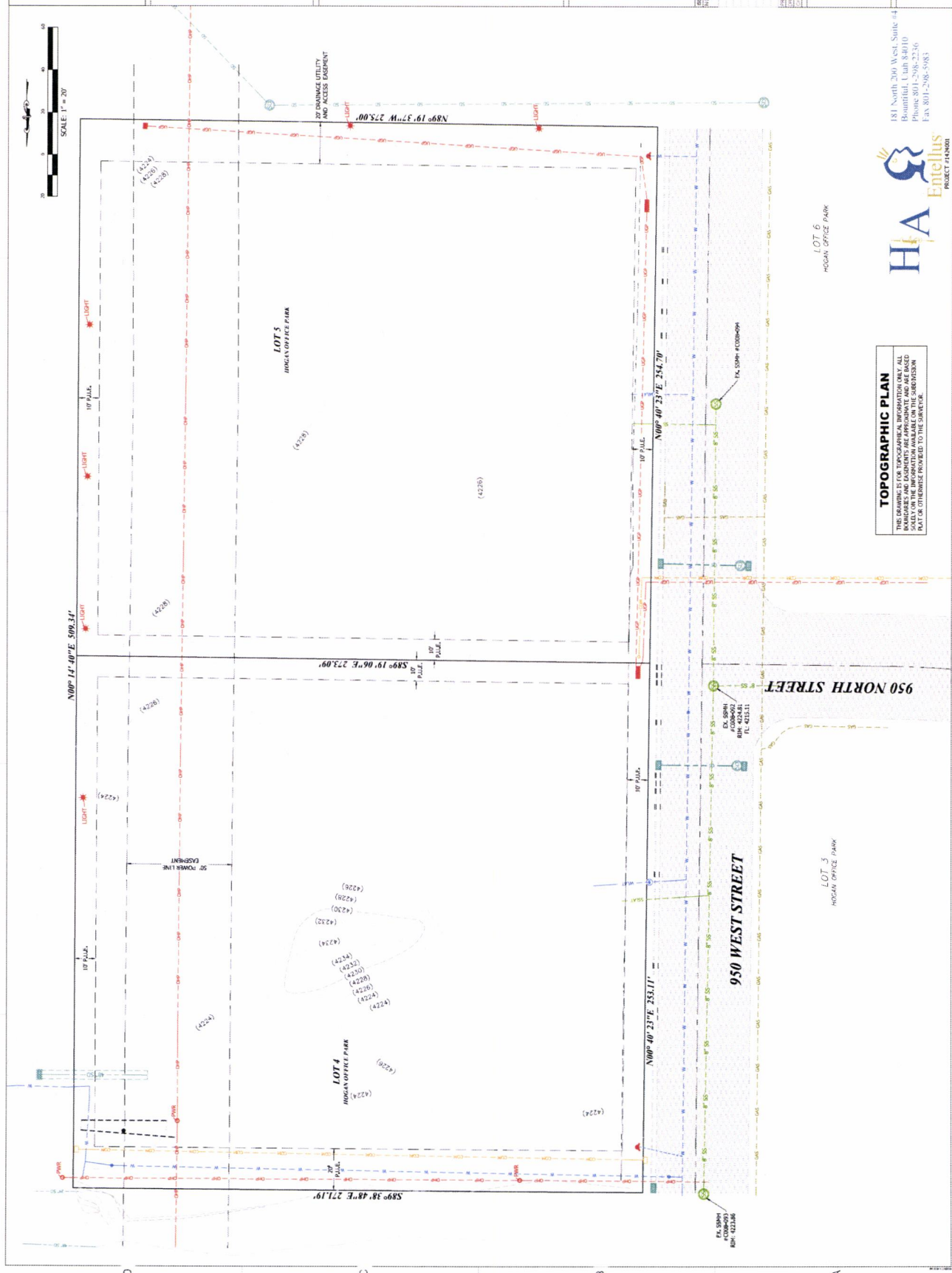


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DATE	2017-08-23
PROJECT NUMBER	42-4001
DRAWN BY	J-S
CHECKED BY	STA

TOPOGRAPHIC
SURVEY

C200





ARCHITECTURE - PLANNING - INTERIORS
400 SOUTH MAIN
SALT LAKE CITY, UT 84103
801-588-8810 • www.crrsa.com

MOTO UNITED,
CENTERVILLE
565 WEST 950 NORTH
CENTERVILLE, UT 84014



STAMP

DATE: 8/24/17
BY: [Signature]
PROJECT NO: 17-001

AREA TABULATION

NO.	DESCRIPTION	AREA (SQ. FT.)	PERCENT
1	ASPHALT DRIVE	1,420.00	14.20%
2	CONCRETE DRIVE	1,420.00	14.20%
3	CONCRETE SIDEWALK	1,420.00	14.20%
4	CONCRETE CURB	1,420.00	14.20%
5	CONCRETE GUTTER	1,420.00	14.20%
6	CONCRETE CATCH BASIN	1,420.00	14.20%
7	CONCRETE BACKSLOPE	1,420.00	14.20%
8	CONCRETE FRONT SLOPE	1,420.00	14.20%
9	CONCRETE SIDEWALK	1,420.00	14.20%
10	CONCRETE CURB	1,420.00	14.20%
11	CONCRETE GUTTER	1,420.00	14.20%
12	CONCRETE CATCH BASIN	1,420.00	14.20%
13	CONCRETE BACKSLOPE	1,420.00	14.20%
14	CONCRETE FRONT SLOPE	1,420.00	14.20%
15	CONCRETE SIDEWALK	1,420.00	14.20%
16	CONCRETE CURB	1,420.00	14.20%
17	CONCRETE GUTTER	1,420.00	14.20%
18	CONCRETE CATCH BASIN	1,420.00	14.20%
19	CONCRETE BACKSLOPE	1,420.00	14.20%
20	CONCRETE FRONT SLOPE	1,420.00	14.20%

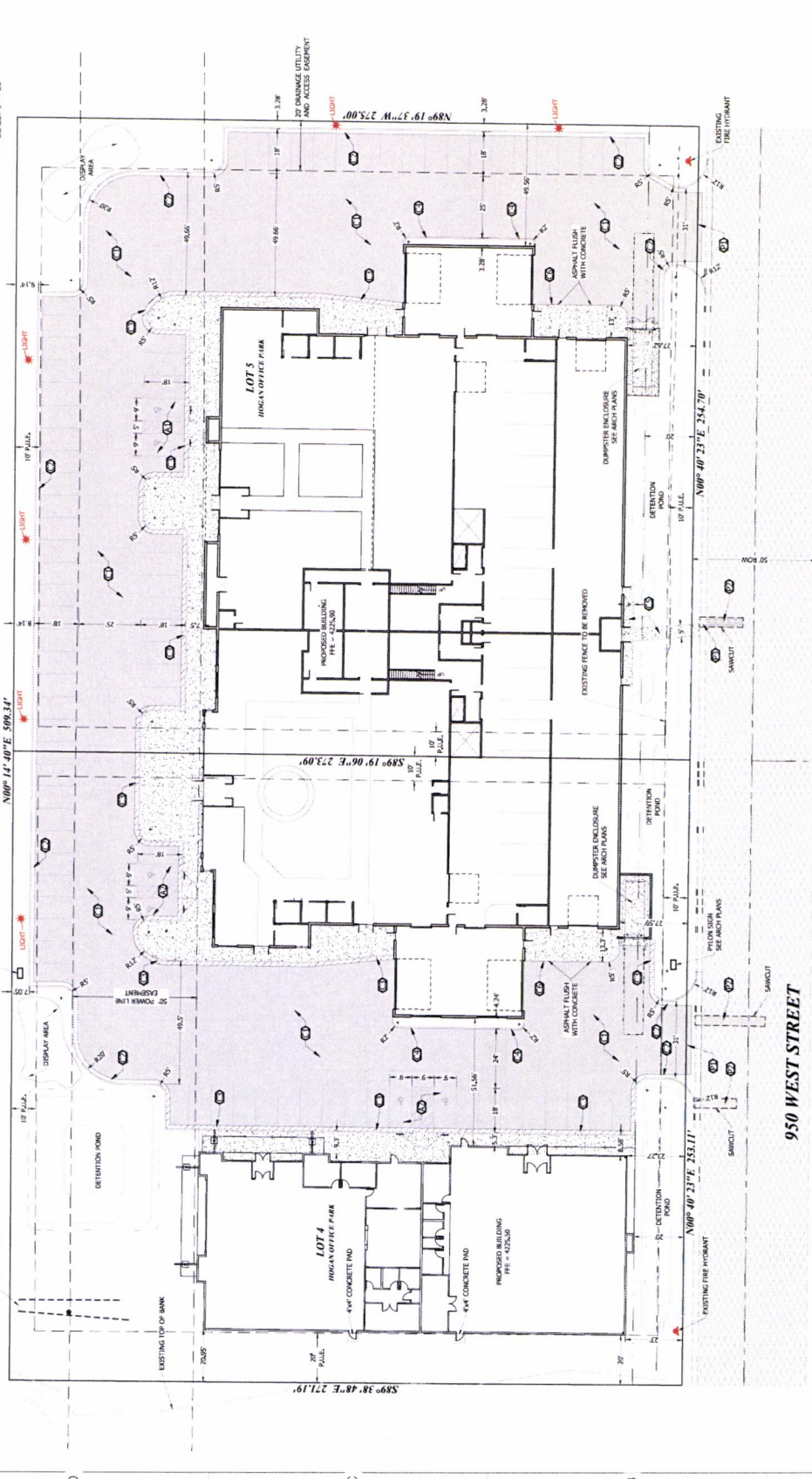
SITE PLAN

C400

181 North 200 West, Suite 44
Bountiful, Utah 84010
Phone 801-298-2246
Fax 801-298-5083



PROJECT #1800



ACCESSIBLE AREA CONSTRAINTS

ALL ACCESSIBLE AREAS ARE TO MAINTAIN THE FOLLOWING MAXIMUM SLOPES AND REQUIREMENTS:

- ACCESSIBLE PARKING: MAXIMUM SLOPE OF 1:48 (2%) THROUGHOUT.
- ACCESSIBLE DRIVEWAYS: MAXIMUM SLOPE OF 1:48 (2%) THROUGHOUT.
- ACCESSIBLE SIDEWALKS: MAXIMUM SLOPE OF 1:48 (2%) THROUGHOUT.
- ACCESSIBLE CURBS: MAXIMUM SLOPE OF 1:48 (2%) THROUGHOUT.
- ACCESSIBLE GUTTERS: MAXIMUM SLOPE OF 1:48 (2%) THROUGHOUT.
- ACCESSIBLE CATCH BASINS: MAXIMUM SLOPE OF 1:48 (2%) THROUGHOUT.
- ACCESSIBLE BACKSLOPES: MAXIMUM SLOPE OF 1:48 (2%) THROUGHOUT.
- ACCESSIBLE FRONTSLOPES: MAXIMUM SLOPE OF 1:48 (2%) THROUGHOUT.
- ACCESSIBLE SIDEWALKS: MAXIMUM SLOPE OF 1:48 (2%) THROUGHOUT.
- ACCESSIBLE CURBS: MAXIMUM SLOPE OF 1:48 (2%) THROUGHOUT.
- ACCESSIBLE GUTTERS: MAXIMUM SLOPE OF 1:48 (2%) THROUGHOUT.
- ACCESSIBLE CATCH BASINS: MAXIMUM SLOPE OF 1:48 (2%) THROUGHOUT.
- ACCESSIBLE BACKSLOPES: MAXIMUM SLOPE OF 1:48 (2%) THROUGHOUT.
- ACCESSIBLE FRONTSLOPES: MAXIMUM SLOPE OF 1:48 (2%) THROUGHOUT.

SYMBOL LEGEND

- 1. ASPHALT DRIVE
- 2. CONCRETE DRIVE
- 3. CONCRETE SIDEWALK
- 4. CONCRETE CURB
- 5. CONCRETE GUTTER
- 6. CONCRETE CATCH BASIN
- 7. CONCRETE BACKSLOPE
- 8. CONCRETE FRONT SLOPE
- 9. CONCRETE SIDEWALK
- 10. CONCRETE CURB
- 11. CONCRETE GUTTER
- 12. CONCRETE CATCH BASIN
- 13. CONCRETE BACKSLOPE
- 14. CONCRETE FRONT SLOPE
- 15. CONCRETE SIDEWALK
- 16. CONCRETE CURB
- 17. CONCRETE GUTTER
- 18. CONCRETE CATCH BASIN
- 19. CONCRETE BACKSLOPE
- 20. CONCRETE FRONT SLOPE

CRSA

ARCHITECTURE PLANNING INTERIORS
800 S. SOUTH TOWEL
SALT LAKE CITY, UT 84110
PHONE 801-298-2236
FAX 801-298-5983

SHEET POINT SET 6-22-2017

MOTO UNITED,
CENTERVILLE
950 WEST 800 NORTH
CENTERVILLE, UTAH 84014

STAMP

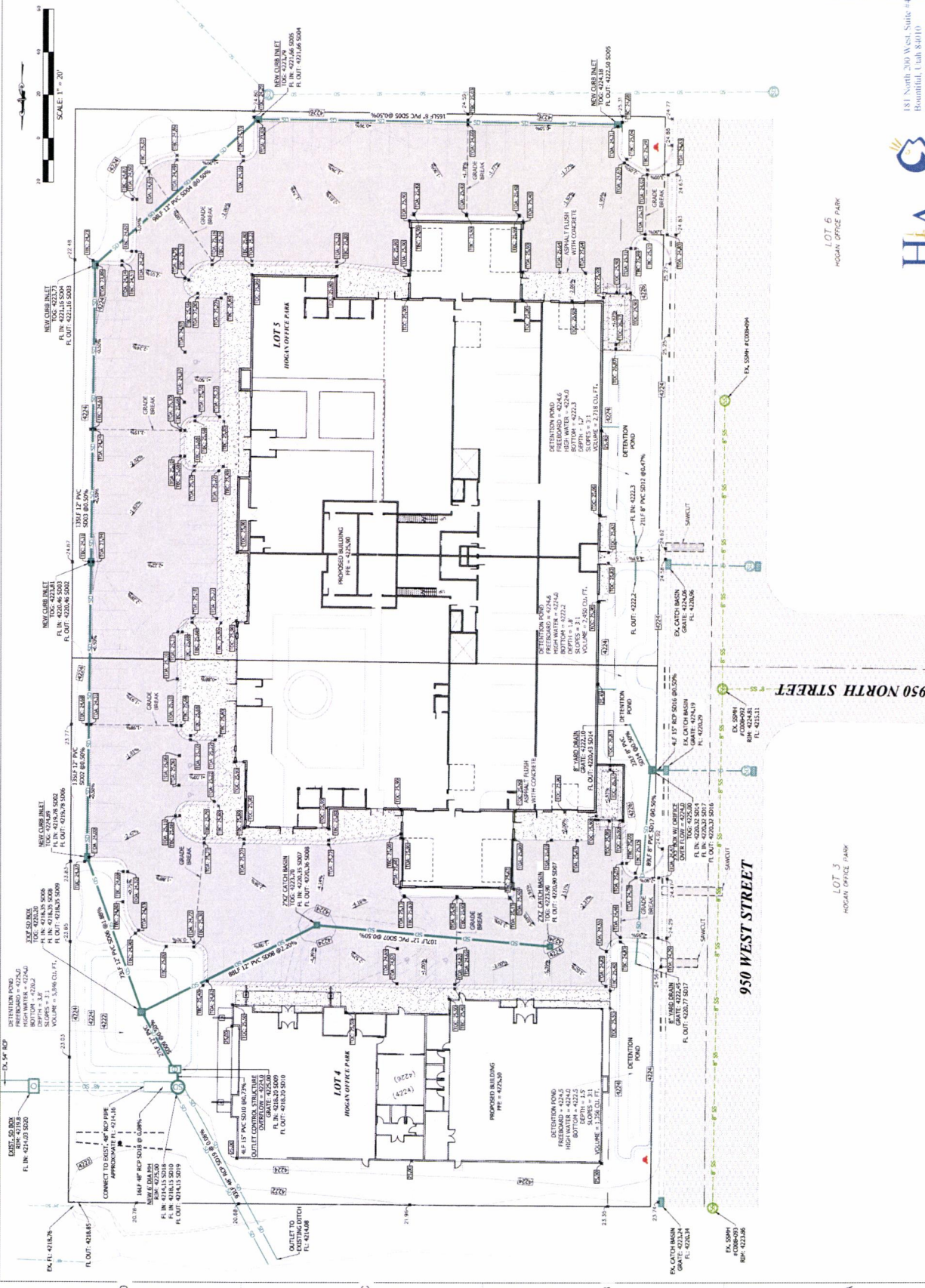


DATE: 06/23/17
BY: SCOTT T. SCOTT

SCALE: 1" = 20'
DATE: 06/23/17
BY: SCOTT T. SCOTT

GRADING PLAN

C500



HIA Entellus
PROJECT 245-0001

181 North 200 West, Suite 44
Bountiful, Utah 84010
Phone 801-298-2236
Fax 801-298-5983

5

4

3

2

1



**MOTO UNITED
CENTERVILLE**
950 WEST 950 NORTH
CENTERVILLE, UTAH 84014



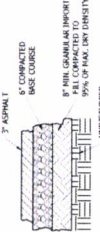
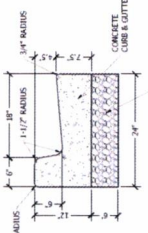
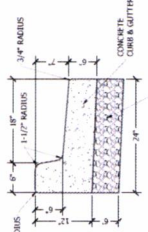
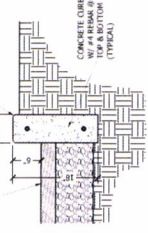
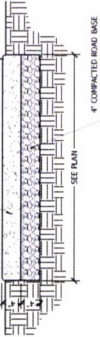
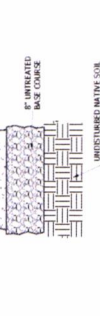
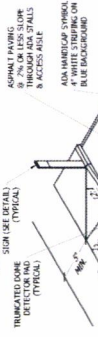
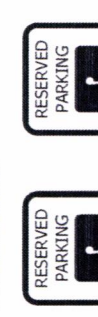
ISSUE TYPE	DATE
NOT FOR CONSTRUCTION	2017-08-25

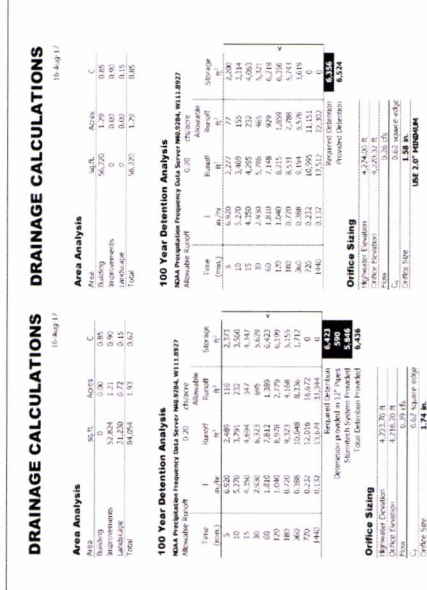
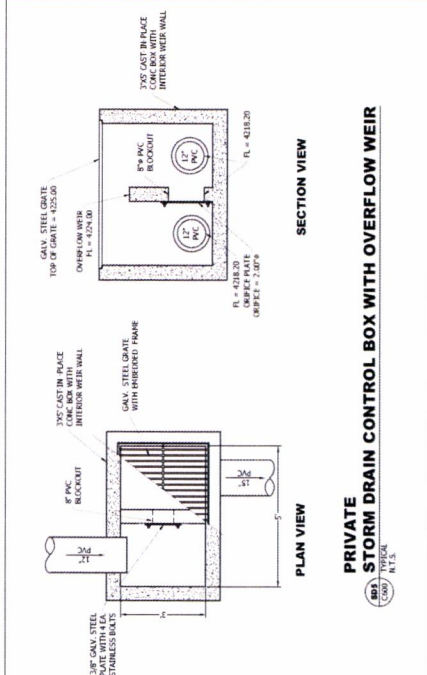
C600



181 North 200 West, Suite #4
Bountiful, Utah 84010
Phone 801-298-2236
Fax 801-298-5983

25

NOTES 1. ROAD BASE IS TO BE COMPACTED PER THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS. IF NO SUCH RECOMMENDATIONS PERMAN, COMPACT TO 95% AIRDRIED T-150 METHOD D. 2. ROAD MATERIAL FOR PAVING SECTION 32.05.10.  PRIVATE ASPHALT SECTION (C90) TYPICAL N.T.S.	NOTES 1. ROAD BASE IS TO BE COMPACTED PER THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS. IF NO SUCH RECOMMENDATIONS PERMAN, COMPACT TO 95% AIRDRIED T-150 METHOD D. 2. ROAD MATERIAL FOR PAVING SECTION 32.05.10. 3. CONTROL JOINTS AT 10' INTERVALS. 4. BUTTERBROS MATERIAL EXPANSION JOINTS ARE REQUIRED AT 50' INTERVALS.  PRIVATE 24" CATCH CURB & GUTTER (C90) TYPICAL N.T.S.	NOTES 1. ROAD BASE IS TO BE COMPACTED PER THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS. IF NO SUCH RECOMMENDATIONS PERMAN, COMPACT TO 95% AIRDRIED T-150 METHOD D. 2. ROAD MATERIAL FOR PAVING SECTION 32.05.10. 3. CONTROL JOINTS AT 10' INTERVALS. 4. BUTTERBROS MATERIAL EXPANSION JOINTS ARE REQUIRED AT 50' INTERVALS.  PRIVATE 24" RELEASE CURB & GUTTER (C90) TYPICAL N.T.S.	NOTES 1. CONCRETE IS TO BE 4000 PSI TEST. 2. BUTTERBROS MATERIAL EXPANSION JOINTS ARE REQUIRED AT 50' INTERVALS. 3. BUTTERBROS MATERIAL EXPANSION JOINTS ARE REQUIRED AT 50' INTERVALS. 4. BUTTERBROS MATERIAL EXPANSION JOINTS ARE REQUIRED AT 50' INTERVALS.  PRIVATE CONCRETE 6"X18" CURB WALL (C90) TYPICAL N.T.S.	NOTES 1. ROAD BASE IS TO BE COMPACTED PER THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS. IF NO SUCH RECOMMENDATIONS PERMAN, COMPACT TO 95% AIRDRIED T-150 METHOD D. 2. ROAD MATERIAL FOR PAVING SECTION 32.05.10. 3. CONTROL JOINTS AT 10' INTERVALS. 4. BUTTERBROS MATERIAL EXPANSION JOINTS ARE REQUIRED AT 50' INTERVALS.  PRIVATE CONCRETE SIDEWALK (C90) TYPICAL N.T.S.	NOTES 1. ROAD BASE IS TO BE COMPACTED PER THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS. IF NO SUCH RECOMMENDATIONS PERMAN, COMPACT TO 95% AIRDRIED T-150 METHOD D. 2. ROAD MATERIAL FOR PAVING SECTION 32.05.10. 3. CONTROL JOINTS AT 10' INTERVALS. 4. BUTTERBROS MATERIAL EXPANSION JOINTS ARE REQUIRED AT 50' INTERVALS.  PRIVATE THICKENED EDGE SIDEWALK (C90) TYPICAL N.T.S.	NOTES 1. ROAD BASE IS TO BE COMPACTED PER THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS. IF NO SUCH RECOMMENDATIONS PERMAN, COMPACT TO 95% AIRDRIED T-150 METHOD D. 2. ROAD MATERIAL FOR PAVING SECTION 32.05.10. 3. CONTROL JOINTS AT 10' INTERVALS. 4. BUTTERBROS MATERIAL EXPANSION JOINTS ARE REQUIRED AT 50' INTERVALS.  PRIVATE CONCRETE PAVING SLAB SECTION (C90) TYPICAL N.T.S.	NOTES 1. ROAD BASE IS TO BE COMPACTED PER THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS. IF NO SUCH RECOMMENDATIONS PERMAN, COMPACT TO 95% AIRDRIED T-150 METHOD D. 2. ROAD MATERIAL FOR PAVING SECTION 32.05.10. 3. CONTROL JOINTS AT 10' INTERVALS. 4. BUTTERBROS MATERIAL EXPANSION JOINTS ARE REQUIRED AT 50' INTERVALS.  PRIVATE CONCRETE PAVING SLAB SECTION (C90) TYPICAL N.T.S.	NOTES 1. SIGN IS TO BE REFLECTIVE MATERIAL ON AN ALUMINUM MOUNTING PLATE. 2. SIGN IS TO BE 18" HIGH. 3. SIGN IS TO BE 18" WIDE. 4. LETTERING IS TO BE BLUE ON GREEN.  PRIVATE CONCRETE PAVING SLAB SECTION (C90) TYPICAL N.T.S.	NOTES 1. SIGN IS TO BE REFLECTIVE MATERIAL ON AN ALUMINUM MOUNTING PLATE. 2. SIGN IS TO BE 18" HIGH. 3. SIGN IS TO BE 18" WIDE. 4. LETTERING IS TO BE BLUE ON GREEN.  PRIVATE CONCRETE PAVING SLAB SECTION (C90) TYPICAL N.T.S.	NOTES 1. SIGN IS TO BE REFLECTIVE MATERIAL ON AN ALUMINUM MOUNTING PLATE. 2. SIGN IS TO BE 18" HIGH. 3. SIGN IS TO BE 18" WIDE. 4. LETTERING IS TO BE BLUE ON GREEN.  PRIVATE CONCRETE PAVING SLAB SECTION (C90) TYPICAL N.T.S.	NOTES 1. SIGN IS TO BE REFLECTIVE MATERIAL ON AN ALUMINUM MOUNTING PLATE. 2. SIGN IS TO BE 18" HIGH. 3. SIGN IS TO BE 18" WIDE. 4. LETTERING IS TO BE BLUE ON GREEN.  PRIVATE CONCRETE PAVING SLAB SECTION (C90) TYPICAL N.T.S.	CRSA ARCHITECTURE - PLANNING - INTERIORS 541 EAST CITY OF SALT LAKE CITY 801.588.8815 • www.crsa-ut.com MOTO UNITED, CENTERVILLE 181 NORTH 200 WEST, SUITE 44 BOONVILLE, UTAH 84010 PHONE 801-298-2236 FAX 801-298-5985 C900 CIVIL DETAILS PROJECT FINDER
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MOTO UNITED,
 CENTERVILLE
 90 WEST 900 NORTH
 CENTERVILLE, UTAH 84304

STAMP

9/24/17
 No. 1095860
 CENTERVILLE, UTAH
 84304

CRSA

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SALT LAKE CITY, UT 84110
801-363-0075 www.crsa-ut.com

SHEET PERMIT SET 6420077

MOTO UNITED,
CENTERVILLE
980 WEST 800 NORTH
CENTERVILLE, UT 84014

STAMP



DATE	8/25/17
BY	SCOTT T. SCOTT
CHECKED BY	SCOTT T. SCOTT
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DATE	8/25/17
BY	SCOTT T. SCOTT
CHECKED BY	SCOTT T. SCOTT
DATE	8/25/17

EROSION
CONTROL PLAN

EC100



E-1 SEDIMENT TRAP
NATURAL
N.T.S.

PROFILE VIEW

INLET BOX
SILT FENCE (SEE DETAIL)
6" DEPRESSION
AROUND SILT
FENCE

PLAN VIEW

INLET BOX
SILT FENCE
6" DEPRESSION
AROUND SILT
FENCE

E-2 SEDIMENT TRAP
NATURAL
N.T.S.

PROFILE VIEW

INLET BOX
WATTLE
6" DEPRESSION
AROUND WATTLE

PLAN VIEW

INLET BOX
WATTLE
6" DEPRESSION
AROUND WATTLE

E-3 SILT FENCE
TYPICAL
N.T.S.

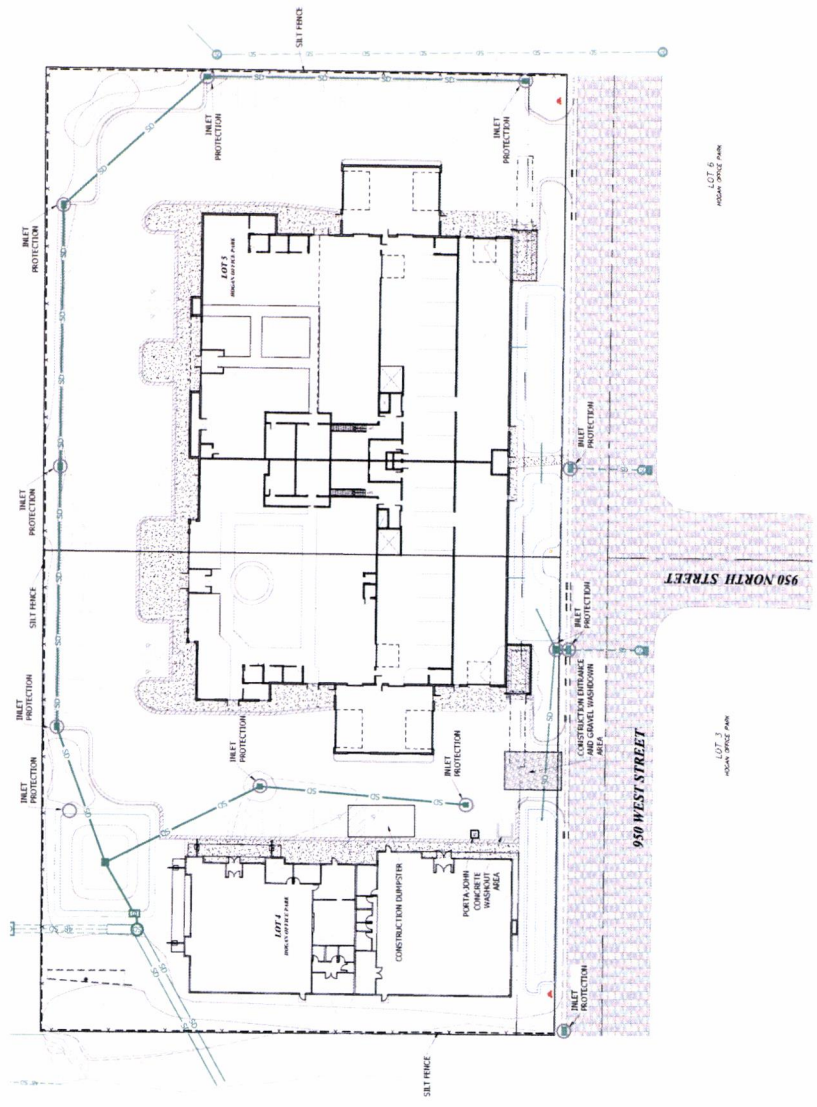
POST
NATURAL
GRASS
SILT FENCE
6" DEPRESSION
AROUND SILT
FENCE
EXTENDING INTO
CONCRETE SURFACE
OR STRUCTURAL WALL

E-4 WASHDOWN AREA
TYPICAL
N.T.S.

6" GRAVEL
CONCRETE SURFACE
OR STRUCTURAL WALL

E-5 CONSTRUCTION ENTRANCE
NATURAL
N.T.S.

WATTLE
CURB
3" TO 4" DEEP
COARSE AGGREGATE
6" MIN. THICKNESS



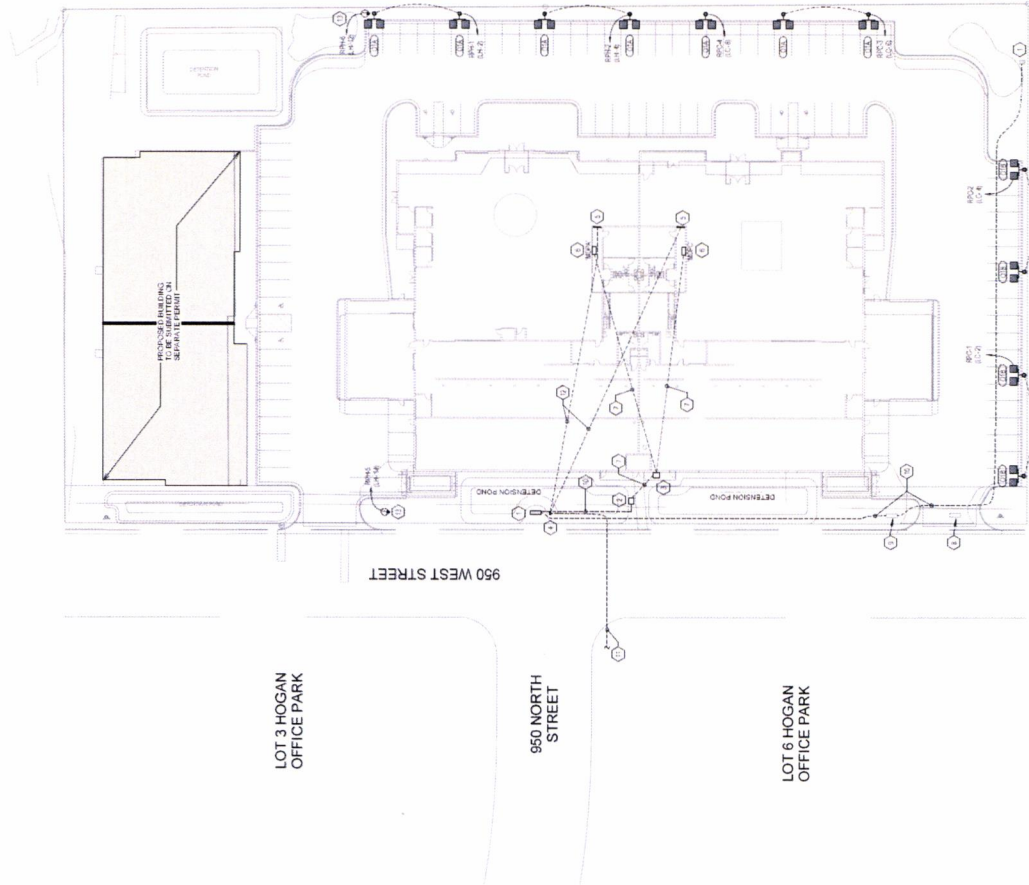
- CONSTRUCTION NOTES:**
- CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY LOCAL, STATE, AND FEDERAL PERMITS PRIOR TO COMMENCING CONSTRUCTION.
 - CONTRACTOR TO MAINTAIN A COPY OF THE SWPPP ON SITE.
 - CONTRACTOR TO INSPECT SITE TO ENSURE THE SWPPP IMPROVEMENTS ARE IN PLACE AND FUNCTIONAL.
 - CONTRACTOR TO MAINTAIN TEMPORARY EROSION AND SEDIMENT CONTROLS AND MONITORING MEASURES.
 - ALL SOLID WASTE SHALL BE STORED IN A SECURELY LIDDED METAL DUMPSTER. THE DUMPSTER SHALL MEET ALL STATE AND LOCAL WASTE MANAGEMENT REGULATIONS.
 - ALL HAZARDOUS WASTE SHALL BE DISPOSED OF IN THE MANNER AS SPECIFIED BY THE MANUFACTURER AND STATE AND LOCAL REGULATIONS.
 - A WASHOUT AREA SHALL BE CONSTRUCTED FOR THE TEMPORARY COLLECTION OF EXCESS CONCRETE AND NON-STEAM WATER DISCHARGES FROM VEHICLE WASHING. THE CONCRETE WILL BE TAKEN TO THE CITY LANDFILL WITHIN 1 WEEK OF PAVING IN THE WASHOUT AREA.
 - A STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED TO REDUCE VEHICLE TRACKING OF SEDIMENTS ONTO PUBLIC RIGHT OF WAYS. THE PAVED STREET ADJACENT TO THE SITE ENTRANCE WILL BE SWEEP DAILY TO REMOVE EXCESS DIRT.
 - PROTECTION SHALL BE MADE PARTIAL AND WITHIN 24 HOURS AFTER A RAINFALL EVENT OF 0.5 INCHES OR GREATER. ALL NON-STEAM WATER SHALL BE DIRECTED TOWARD THE WASHOUT AREA OR SEDIMENT TRAP. THE SWPPP WILL BE AS REVIS AS SITE CONDITIONS AND PROJECT WARRANTS.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING AND SWEEPING PUBLIC STREETS ON A DAILY BASIS, OR MORE IF NECESSARY.
 - CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE ADEQUATE DUST CONTROL THROUGHOUT THE COURSE OF THE PROJECT.



181 North 200 West, Suite #4
Bountiful, Utah 84010
Phone 801-298-2236
Fax 801-298-5983

SHEET KEYNOTES

- 1. LOCATIONS OF EXISTING ELECTRICAL SERVICE TRUNKS TO ONE LINE FOR MORE INFORMATION.
- 2. APPROXIMATE LOCATION OF SERVICE TRANSFORMER. REFER TO ONE LINE FOR MORE INFORMATION.
- 3. APPROXIMATE LOCATION OF UTILITY SERVICE DISCONNECT. REFER TO ONE LINE FOR MORE INFORMATION.
- 4. LOCATION OF TRANSFORMER.
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- 98. LOCATION OF TRANSFORMER.
- 99. LOCATION OF TRANSFORMER.
- 100. LOCATION OF TRANSFORMER.



CRSA
ARCHITECTURE - PLANNING - INTERIORS
494 S. 500 N. SUITE 100
SALT LAKE CITY, UT 84102
801.555.0915 • www.crsa.ut.com

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CONSULTING
100 South State Street
Salt Lake City, UT 84102
801.555.0915 • www.bnaconsulting.com

SHELL PERMIT SET 8-23-2017

**MOTO UNITED,
CENTERVILLE**
950 WEST 550 NORTH
CENTERVILLE, UT 84014

STAMP
[Professional Engineer Seal]

REVISION	DATE	BY	DESCRIPTION
1	08/23/2017	MM	ISSUED FOR PERMIT
2	08/23/2017	MM	ISSUED FOR PERMIT
3	08/23/2017	MM	ISSUED FOR PERMIT
4	08/23/2017	MM	ISSUED FOR PERMIT
5	08/23/2017	MM	ISSUED FOR PERMIT
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ELECTRICAL SITE
PLAN

E101

ARCHITECTURE • PLANNING • INTERIORS
540 E. SOUTH EMERY
SA, 1 JANE GUY, D. MAJOR
801.253.5975 • www.cgsd.us.net

BNA
CONSULTING
SALT LAKE CITY, UTAH

SHELL PERMIT SET 8-23-2017

**MOTO UNITED,
CENTERVILLE**
950 WEST 950 NORTH
CENTERVILLE UTAH 84014

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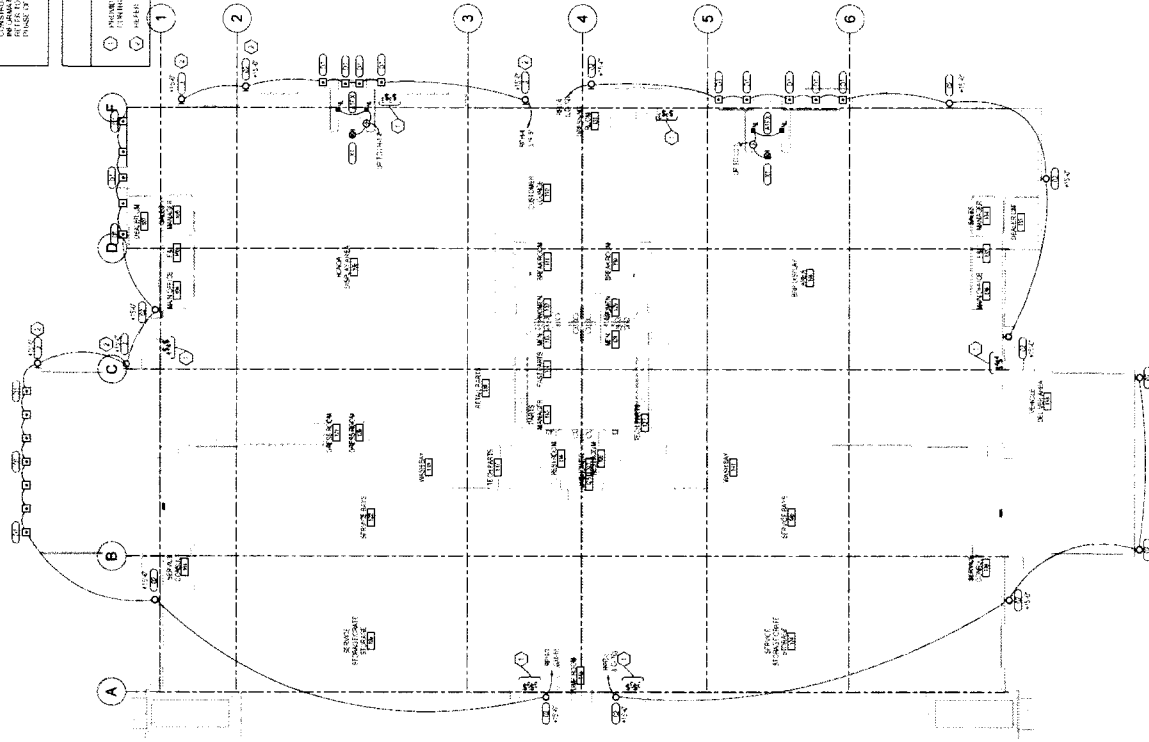
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MAIN LEVEL
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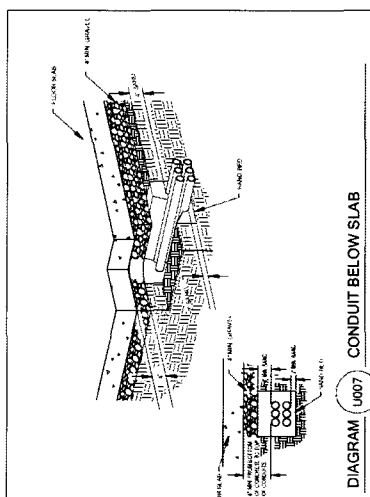
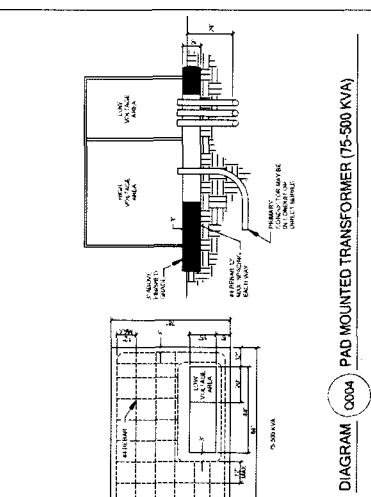
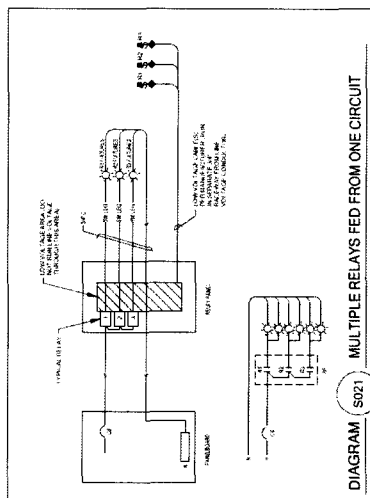
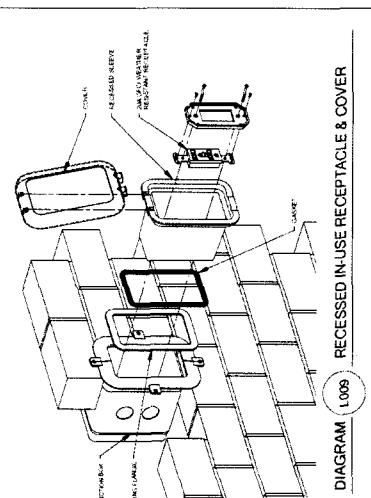
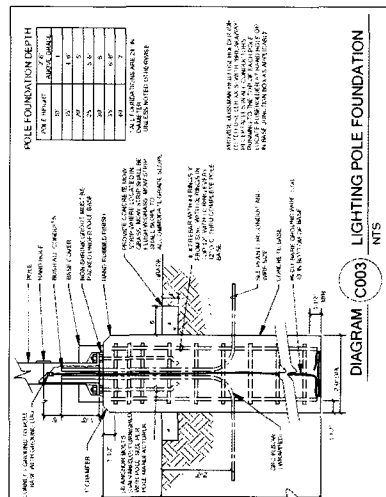
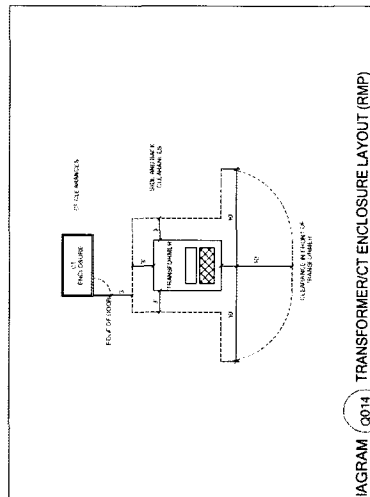
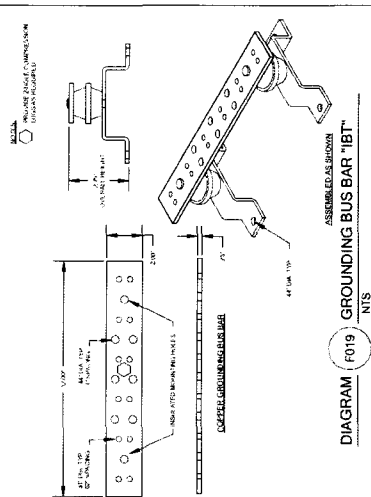
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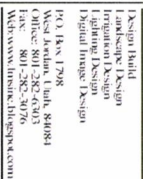
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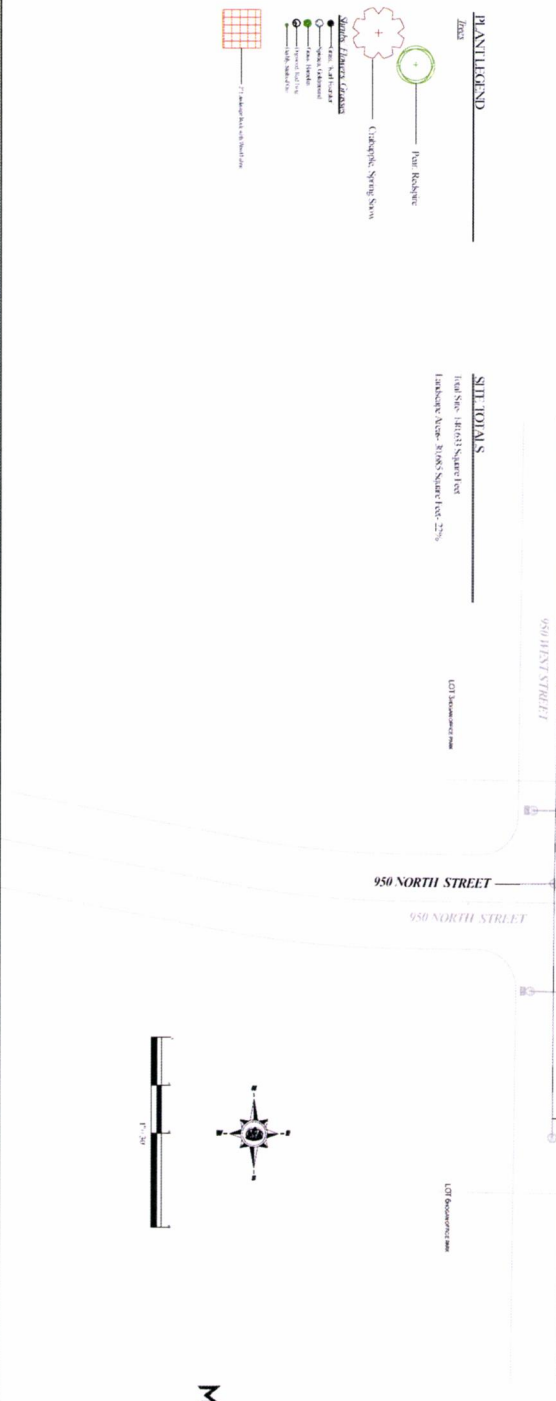
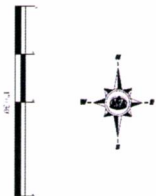
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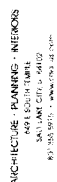
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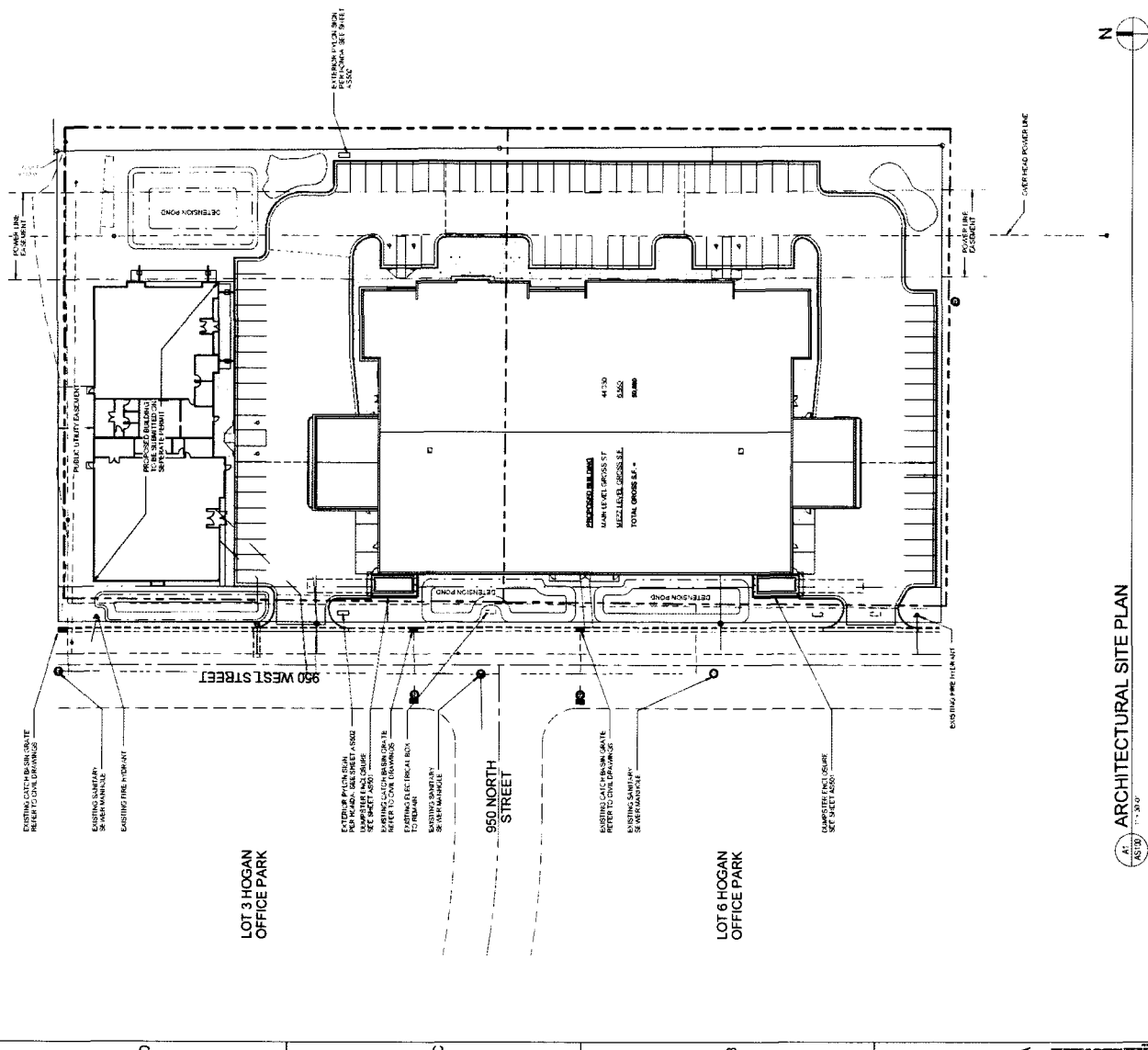
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**MOTO UNITED,
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950 WEST 950 NORTH
CENTERVILLE UTAH 84014

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AS100



PARKING LEGEND

UNIVERSITY OF CALIFORNIA

- PARKING STALL 1000 SF OF WAREHOUSE
PARKING STALL 250 SF OF OFFICE
PARKING STALL 250 SF OF SALES
PARKING STALL 250 SF OF REPAIR
PARKING STALL 50 ITEMS ON DRIVE AV

PROVIDED BY: **PARSONS**

- WAREHOUSE AREA: 17,746 SF / 100 SF PER STALL 170 STALLS
OFFICE AREA: 1,063 SF 200 SF PER STALL 5 STALLS
SALES AREA: 1,406 SF 250 SF PER STALL 6 STALLS
REPAIR AREA: 8,201 SF 250 SF PER STALL 33 STALLS
TOTAL AREA: 28,416 SF 250 SF PER STALL 114 STALLS

PAWINGDOWNSTREET, NEWCASTLE

07 811115

NOTE: 4 ACCESSIBLE STALLS ARE REQUIRED WHEN PARKING

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

**STAFF REPORT
AGENDA: ITEM 3**

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

**APPLICATION: GENERAL PLAN TEXT AMENDMENTS FOR SECTION 12-480-2,
 SOUTHEAST NEIGHBORHOOD, PAGES LANE COMMERCIAL
 AREA SECTION REWRITE**

**RECOMMENDATION: CONSIDER THE NEIGHBORHOOD PLAN AMENDMENTS
 AND MAKE A RECOMMENDATION TO THE CITY
 COUNCIL**

BACKGROUND

At the request of the Centerville City Council, the Planning Commission has evaluated potential ideas for redeveloping the Pages Lane. This effort began a few months ago with the Commission hosting a “public forum” inviting residents, business owners and property owners to share their ideas with the City. At several following Commission meetings, the Commission considered and discussed these ideas that ranged from keeping the commercial uses, to developing a park, and possibly allowing residential use redevelopment. The Commission then narrowed the potential redevelopment scenarios down to two (2) alternatives (*see attachments for this report*). The Commission then directed staff to prepare those alternatives for a public hearing on the September 13th Planning Commission Agenda. In addition to the required official noticing, the staff has also sent a notice to all business and property owners along Pages Lane (*as was done in the past for previous public discussions*).

GENERAL PLAN AMENDMENT REVIEW PROCESS

Procedures for a General Plan Text Amendment, Section 12.21.070

A decision to amend the General Plan is a matter within the legislative discretion of the City Council as described in CZC 12.21.060(a). After the public hearing described in Subsection (d)(5), the City Council may make any modifications to the proposed General Plan amendment that it considers appropriate. The City Council may adopt or reject the proposed General Plan amendment either as proposed by the Planning Commission or after making any revision that the City Council considers appropriate. The City Council may also table the matter for further information, consideration or action.

PLANNING STAFF RECOMMENDATION

Staff is of the opinion that the proposed redevelopment of the eastern half to residential use is compatible with surrounding uses of this neighborhood. Additionally, a transitional buffer is warranted between the existing commercial uses on the western half and the residential development of the eastern half. For various reasons, as was discussed in past meetings, staff believes it is very unlikely that such a buffer would or could become a public neighborhood park. However, creating a private/public partnership, as part a buffer area, in a residential redevelopment scenario could be a potential.

(PROPOSED ACTION) *"I hereby make a motion for the Planning Commission to RECOMMEND the General Plan Amendments of the Southeast Neighborhood Plan (Commission to formulate a final scenario – see Attachments "A" and "B" scenarios for this report) for the following reasons:*

(SUGGESTED REASONS FOR THE ACTION)

- a. *The Planning Commission finds that a decision to amend the General Plan is a matter within the legislative discretion of the City Council as described in CZC 12.21.060(a).*
- b. *The Planning Commission finds that there is a synergy distinction between the western and eastern halves of the Pages Lane area with viable commercial uses on the western half and long-term vacancies of within the eastern half.*
- c. *The Planning Commission finds there are still valuable opportunities along the collector and arterial streets to accommodate future housing needs of the City, such as the redevelopment of the eastern half of the Page Lane Commercial area.*
- d. *The Planning Commission finds that Centerville City has a strong desire to maintain a lower density single-family environment as described in the General Plan Element, "Residential Development" – Section 12-420.*
- e. *The Planning Commission finds that the residential areas of the Southeast Community are primarily single-family residential and should be afforded the general plan polices of maintaining, as much as reasonably possible, a compatible style of housing.*
- f. *The Planning Commission finds that a residential medium density is a more appropriate and compatible residential redevelopment scenario than is residential high.*
- g. *The Planning Commission finds that historical single-family development in the Community (e.g. R-1-8 Zoning) is also consistent with the lower end of Medium Density for residential development.*
- h. *Therefore, given the findings above, the amendments recommended by the Planning Commission are the appropriate future land use patterns for this neighborhood area.*

PREVIOUS PLANNING COMMISSION MEETINGS HELD ON THIS MATTER

- ✓ May 10, 2017 – Hosted a Public Forum for Pages Lane Commercial Area
- ✓ May 24, 2017 – Received a Summary Analysis of the Public Forum
- ✓ June 14, 2017 – Commission Work Session about Pages Lane Commercial Area
- ✓ July 12, 2017 – Review of Pages Lane Commercial Values and Park Impact Fees
- ✓ August 09, 2017 – Commission Hosted Discussion with Business and Property Owners
- ✓ August 23, 2017 – Reviewed and Narrowed Scenarios for Pages Lane Commercial Area

ALTERNATIVE SCENARIO "A"

12-480-2 Neighborhood 1, Southeast Centerville

2. Commercial Policies

The Southeast Centerville Neighborhood contains two (2) separate and distinct commercial areas: the The Pages Lane eCommercial eCenter, and the eOld Main Street eCommercial aArea. Each of these commercial areas has its own distinctive land use development patterns and its associated characteristics of the built environment and issues.

a. Pages Lane Commercial Area

Located on the south side of Pages Lane between Main Street and 400 East, this retail commercial center, in the past, is was a typical of suburban neighborhood shopping centers, with a large grocery store, variety of home improvement stores, and a number of small specialized businesses. This retail commercial center formerly serveds a large part of Centerville and the surrounding area, and was is a major contributor to the economic base of Centerville City.

Presently, the Pages Lane Commercial Area is experiencing a notable decline, specifically the eastern half of the block. Of particular note, the former "Dick's Market" closed and was relocated to Parrish Lane Commercial Area. Several specialized businesses have either closed or also relocated to other retail areas, with a few remaining such as a hardware store, credit union and other small businesses. The predominate remaining uses of the area primarily consist of the retail and community services of The Church of Jesus Christ of Latter-day Saints located on the western half of this block area, and also include a gas station/fast food user and a pizza shop. The future land use planning for this large block area is being parsed into two (2) segments to address primarily the declining elements for the near term, but acknowledge that there will be potential ongoing changes for the longer term as well.

1. Page Lane/Western Block Segment (from Main Street to approximately 200 East)

This western block currently remains commercially viable. This half of block area is located just off of Main Street and is currently zoned Commercial-High (C-H). For the foreseeable near future, it is expected that such commercial-style uses would likely remain viable due to its proximity to Main Street and the mixed-use commercial/ residential located just west into Bountiful City. Additionally, the South Main Street Corridor Plan labels this area as the "Pages Lane Mixed Use

Subdistrict,” which provides long-range opportunities for redevelopment with mixed commercial/ residential uses also.

Goal #1 - Maintain and support the near future (0-5 years) continuation of commercial uses currently located in this western area of the block.

Objective A – The zoning for this block area should be medium to high commercial intensities and uses should include offices, retail stores, restaurants, and institutional type uses.

Objective B – Commercial development should be oriented to local and South Davis residents, with building sizes ranging from 10,000 to 50,000 square feet.

Goal #2 - For the long future (5-15 years), any redevelopment should incorporate the allowance of mixed uses of both residential and commercial.

Objective A – Consider the re-introduction of the uses allowances and design standards of the Pages Lane Mixed-Use Subdistrict, as outlined in the South Main Street Corridor Plan and Overlay Zone OR other mixed-use type allowances.

Objective B – Any redevelopment that includes future residential uses should be considered a “Commercial Planned Development,” subject to the Planned Development Overlay Zone approval process.

2. Page Lane/Eastern Block Segment (approximately from 200 East to 400 East)

This eastern block is the primary target area that is in decline. This half of block area is located deep off of Main Street and any redevelopment will have a greater effect on the residential character of this neighborhood than the western half. Future land use allowances must balance the redevelopment needs of the block with protecting and buffering the residential neighborhood areas to the east and north.

Goal 1: Consider various options to promote the block area’s redevelopment that balances the need to reverse the decline, while respecting the remaining viable commercial uses.

Objective #1 – Consider allowing residential re-development, provided that the area to be redeveloped is of sufficient size and area to begin transitioning the existing commercial to becoming a new residential neighborhood (e.g. 2 to 3 acres in development size).

Objective #2 – Consider allowing up to a medium density (up to 8 units per acre) consisting of small lot single-family uses, twin home lots, or townhomes fronting local roadways, either public or private. Roadways are to be of sufficient width to allow for vehicular flow, parking, sidewalks, or other alternative walking paths. Development layout should allow for future project connectivity as the area redevelops. Dwellings are to be designed with elements and materials that are weather resilient and have design elements with a robust architectural character.

Objective #3 – Ensure that residential development establishes a buffer between the western commercial uses and residential housing through use of open space, landscaping, and if deemed appropriate screening type features.

Objective #4 – If residential is developed, the layout and positioning of accesses, roadways and dwellings are to be designed in a manner to allow an integration of additional future conversion of commercial to residential uses.

Goal 2: Prior to any rezoning or redevelopment scenario, the City ought to reconsider the Southeast Neighborhood's available park acreage and determine if additional park space should be secured.

Objective #1 – The City, with the assistance of the Parks & Recreation Committee, should re-evaluate and consider whether the Southeast Neighborhood has sufficient park space to serve local residents.

Objective #2 – As part of the reconsideration, any analysis needs to consider the difference between the amount of passive space located in the foothills and active or usable park space. Elements include accessibility, variety of activities, and other desirable open space needs of residents living in the area.

Objective #3 – The City should consider the means and resources to potentially acquire a sufficient amount of property to establish a neighborhood park, possibly two (2) to three (3) acres in size.

Objective # 4 – If such park is deemed feasible the location of the park needs to be placed and used as a buffer between the eastern block and western block segments.

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Objective #4 – If residential is developed, the layout and positioning of accesses, roadways and dwellings are to be designed in a manner to allow an integration of additional future conversion of commercial to residential uses.

Goal 2: As part of any rezoning or redevelopment scenario, the City ought to consider creating a public/private partnership to develop an open space or activity feature area for use by residents in the neighborhood.

Objective #1 – As part of the required open space for any multi-family development, the City should work with the developer to establish a common private/public park or active space feature, such as a splash pad, skate park, dog park, or public plaza feature to enhance the visual and aesthetic quality of Pages Lane.

Objective #2 – The City should consider the use of Park Impact Fees generated from a residential redevelopment scenario or other funding identified by the City.

Objective #3 – Ideally, the private/public feature ought to be 1 to 1.5 acres in size or larger if feasible.

Objective # 4 – If such private/public space feature, is deemed feasible, the location of the feature needs to be placed and used as a buffer between the eastern block and western block segments.

**CENTERVILLE
PLANNING COMMISSION
Staff Backup Report
9/13/2017**

Item No. 4.

Short Title: Public Hearing - Zoning Text Amendment - for Residential Medium Zones

Initiated By:

Scheduled Time: 8:20

SUBJECT

LEGISLATIVE DECISION

Consider the proposed zoning text amendments for Residential Medium Zones and their associated provisions.

RECOMMENDATION

Refer to Staff Report

BACKGROUND

Refer to Staff Report

ATTACHMENTS:

Description

- ☐ PC Staff Report Various R-M Zone Text Amendments
- ☐ R-M Zone Text Amendments Proposed

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

**STAFF REPORT
AGENDA: ITEM 4**

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

APPLICATION: ZONING ORDINANCE TEXT AMENDMENT

**APPLICANT REQUEST: AMEND THE ZONING CODE TO CREATE A DENSITY
GRADATION FOR THE R-M ZONES AND RELATED
PROVISIONS**

**RECOMMENDATION: CONSIDER MAKING A RECOMENDATION TO THE
CITY COUNCIL**

BACKGROUND

As a result of a recent rezone request presented before the City, the City Council directed staff and the Planning Commission to consider creating a “granulation” or “gradation” of the allowed densities for the Residential-Medium (R-M) Zones. As the Planning Commission is aware, the City Council and the Commission have previously desired to revisit these provisions, particularly after the approval of the Porter-Walton Townhome development. However due to other planning priorities, a substantial evaluation was delayed, until now. The Council expeditiously desires the Staff and Commission to prepare and recommend changes for how R-M densities are to be applied. The proposed changes drafted by Staff can be summarized as follows:

- Creates three (3) base density categories and eliminates any density ranges
- Defines each category, describes how each is to be used, and identifies the expected type of development for each category.
- Adjusts the permitted and conditional gross density allowances
- Creates a new use listing of “Allowed” and/or adjusts some uses in the R-M Zones
- Add new development provisions for the architectural design, adjustments to landscaping, and use of private rights-of ways.

TEXT AMENDMENT REVIEW AND ANALYSIS (12.21.080.e)

Zone Map Amendments - Pursuant to the City’s Zoning Ordinance, the “decision to amend the...zoning ordinance is a matter of within the legislative discretion of the City Council as

described in CZC 12.21.060.a.1.B. Additionally, CZC 12.21.80.e. lists one (1) criterion for considering a text amendment petition. The following is a summary of staff's review of the matter:

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

GP SECTION 12-420-2. RESIDENTIAL DEVELOPMENT POLICIES. The following policies are adopted specifically for the achievement of the citizens' desires for residential development in Centerville.

1. The density classifications for Centerville's residential areas shall be as follows:

<u>Dwelling Units/Acre</u>	<u>Class</u>
0-4	Low
5-8	Medium
9-12	High
2. Residential development in Centerville is primarily low density single-family. This character of development should continue as far as is feasible and practical. Medium or high density residential development that is allowed in appropriate locations within the City should provide usable open spaces, landscaping, and other associated amenities which will assure consistency with the residential quality desired in Centerville. The use of planned unit developments to achieve the foregoing objectives is desirable and preferred....
6. Residential development must take into account the existence and impact of high ground water tables within the City....

GP SECTION 12-420-3. HOUSING. The following policies are adopted in order to establish Centerville's commitment to the availability of housing for all of its residence.

Housing Policies:

1. The City shall not allow racial, ethnic, religious or economic discrimination in the provision and procurement of decent housing in this City.
2. The City shall assure an adequate supply of housing for future population through identification of optimum locations for housing development and provision of City services as required.

GP SECTION 12-490. MODERATE INCOME HOUSING ELEMENT

Objective 5.A. Rezone for densities necessary to assure the production of moderate income housing.

Objective 6-C. Make an effort to balance the number and size of zoning districts with the demand for various housing types.

Objective 6-A.2 In the future, develop a strategic redevelopment plan in partnership with the property owners and residents within and around the Gateway Mixed Use Districts (i.e. South Main Street Corridor Plan area), and consider other corridor options (e.g. 400 west and the frontage road) to encourage actual development of a mixed-use area with a residential component that includes opportunities for creating moderate income housing.

Objective 6-C.1 Evaluate the various Neighborhood Plans and determine if there are opportunities for allowing infill development, or areas that could be rezoned for additional density, or to encourage the use of the Planned Development Overlay Zone (reflects strategy 6.A).

Objective 6-C.2 Consider establishing standards with the R-M and R-H Districts that require a variety of housing types that are to be used within such zones. Additionally, limit unit densities within each building of the R-M zone to no more than 8 units, and within the R-H Zone to no more than 12 units.

Objective 6-C.4 Consider establishing additional architectural design standards for the RM and R-H Districts. Ensure that the appearance and layout of buildings within these zones are visually compatible with surrounding residential neighborhoods.

STAFF CONCLUSION – The proposed changes are consistent with the desire to allow residential medium development in appropriate locations, residential character quality, and ensure an adequate supply of housing types for future population growth.

PLANNING STAFF RECOMENDATION

Suggested Motion for an amendment to the Centerville City Zoning Ordinance regarding the proposed R-M Zone amendments – I hereby make a motion for the Planning Commission to recommend to the City Council to approve the various R-M Zone amendments, as presented (or as amended by the Commission) by staff.

Suggested Reasons for the Action (Findings):

- a. The Planning Commission finds that the “decision to amend the...zoning ordinance is a matter of within the legislative discretion of the City Council as described in CZC 12.21.060.a.1.B.
- b. The Planning Commission finds that amendments consistent with the goals, objectives and policies of the City’s General Plan, as presented in the staff report.
- c. The Planning Commission finds that the amendments are consistent with the desire to allow residential medium development in appropriate locations, residential character quality, and ensure an adequate supply of housing types for future population growth.

STAFF DRAFT – SEPTEMBER 13TH PLANNING COMMISSION MEETING

STAFF COMMENT – THE NEW R-M ZONES ARE SPELLED OUT IN 12.30.010 REGARDING ESTABLISHED ZONES.

12.30.010 Zones Established

In order to accomplish the purposes of the General Plan and this Title, the following zones, along with their accompanying Zoning Map designations, are hereby established as follows:

* * *

(b) Residential Zones

- (1) Low intensity (R-L)
- (2) Medium intensity (R-M-4)
- (3) Medium intensity (R-M-6)
- (4) Medium intensity (R-M-8)
- (5) High intensity (R-H)

STAFF COMMENT - R-M ZONE PURPOSE AMENDMENTS ESTABLISH THE “GRANULATION” EXPECTATIONS THAT ARE DESIRED BY THE CITY COUNCIL. THE AMENDMENTS REMOVE THE DENSITY RANGES THAT HAVE FRUSTRATED THE PLANNING COMMISSION AND THE COUNCIL AND SIMPLY ESTABLISH A MAXIMUM FOR A PARTICULAR DISTRICT. ALSO, THE AMENDMENTS CREATE A FOUNDATION FOR THE HOUSING TYPES EXPECTED FOR EACH DISTRICT TYPE AND DEFINE THE PARAMETERS FOR USING A PARTICULAR ZONE DISTRICT WHEN APPLYING IT TO AN AREA WITHIN THE CITY.

12.30.020 Zone Purposes

In addition to the general purposes of this Title as set forth in CZC 12.10.030, the various zones each serve more specific purposes as set forth below.

* * *

(b) Residential Zones. Residential zones allow a wide range of residential land uses at various densities. These zones are intended to protect the stability of neighborhoods and encourage, collectively, different kinds of compatible residential development.

- (2) The purpose of the R-M Zones is to permit well-designed apartments, townhomes, two-family dwellings, and condominiums at densities of four to eight units per acre that are appropriately buffered from and compatible with surrounding land uses. There are three distinct R-M Zones within the City based on permitted densities as more particularly described herein. The R-M-4 Zone permits medium densities up to four dwellings per acre, the R-M-6 Zone permits medium densities up to six dwellings per acre, and the R-M-8 permits medium densities up to eight dwellings per acre. Such densities are

applied in conformance with the City's General Plan and the compatibility of the density to surrounding zoning districts and adjacent existing development.

- (A) **R-M-4 Zone**. The R-M-4 Zone is a low-end medium density district allowing up to four units per acre. This zone is to be used or applied for infill development integrated with, substantially surrounded by or proximately adjacent to, residential low zones. This Zone is to be used as a transition between a higher density zone allowances close to single-family areas, and in areas adjacent to minor collector and major collector streets, as define by City regulations, where moderate traffic may be present within a low-density neighborhood area. The expected residential development style is for medium density single-family homes, twin home lots, and zero lot line development that is compatibly characteristic of a single-family neighborhood.
- (B) **R-M-6 Zone**. The R-M-6 Zone is an intermediate medium density district allowing up to six units per acre. This zone is to be used or applied along major collector or minor arterial streets, as define by City regulations, and areas where ground water may prohibit basement development. This zone is to be used to facilitate a reasonable opportunity for a variety of housing types in the City, where deemed appropriate. The expected residential development style is for twin home lots, and townhomes in a tri-plex or four-plex format, that mimics a neighborhood style street on public or private roadways.
- (C) **R-M-8 Zone**. The R-M-8 Zone is a high medium density district allowing up to eight units per acre. This zone is to be used or applied as a buffer between higher intensity zoning districts, along minor and major arterial streets, as define by City regulations, and areas where ground water may prohibit basement development. This zone is to be use to facilitate a reasonable opportunity for other varieties of housing types in the City, where deemed appropriate. The expected residential development style is for townhomes in a tri-plex, four-plex, and six-plex format, and for areas where stacked flat or apartment style buildings are constructed with associated vehicular parking lot facilities.

STAFF COMMENT - R-M ZONE TABLE OF DEVELOPMENT STANDARDS AMENDMENTS CREATE A BASE DENSITY FOR ALL R-M ZONES OF 4 DWELLINGS PER ACRE. THE CUP DENSITIES THEN ARE CAPPED AT 6 AND 8 UNITS THAT MAY BE USED IN AREAS DESCRIBED BY AND/OR MATCHING THE R-M PURPOSE STATEMENTS.

12.32.300 Table of Development Standards in Residential Zones	Zones
	R-M
Site Standards	
Gross Density Maximum, permitted	4 units per acre for all R-M Zones
Gross Density Maximum, conditional	R-M-6 is 6 units per acre R-M-8 is 8 units per acre

STAFF COMMENT - R-M ZONE TABLE OF USES AMENDMENTS CREATE A NEW USE CATEGORY KNOWN AS "ALLOWED." THIS NEW CATEGORY IS NEEDED TO SEGREGATE THE DIFFERING TYPES OF USES, AS ALLOWED BY THE "GRANULATION" OR "PURPOSE" STATEMENTS. FOR EXAMPLE: SINGLE-FAMILY IS NOW ALLOWED IN THE R-M ZONE, BUT ONLY WHEN R-M-4 IS APPLIED TO AN AREA. OTHER CHANGES INCLUDE 'TWIN HOMES' TO ALLOW A DUPLEX FORMAT TO BE USED IN A SUBDIVISION LOT SYSTEM AND ALLOW FOR OWNERSHIP OPPORTUNITIES.

12.36.020 Table of Uses for Residential Uses

Legend: "P" - permitted use, "C" - conditional use, "N" - not permitted, "A" allowed use through other provisions applicable to a specific Zone

Residential Uses	Zones
	R-M
Dwelling, single-family	A ²
Dwelling, multiple-family	A ²
Twin Home	A ²

2. See the varying permitted and conditional uses and densities in the R-M-4, R-M-6 and R-M-8 Zones as more particularly described in CZC 12.30.020 (Zone Purposes) and as set forth in CZC 12.32.300 (Table of Development Standards in Residential Zones).

STAFF COMMENT - R-M ZONE SPECIAL REGULATIONS AMENDMENTS ARE ENTIRELY NEW AND INTRODUCE BASE LINE DESIGN PERFORMANCE EXPECTATIONS FOR R-M ZONE DEVELOPMENT. THE AMENDMENTS ARE TO ADDRESS THE COMMON COMPLAINTS ABOUT MULTI-FAMILY DEVELOPMENT REGARDING ARCHITECTURE, LANDSCAPING, AND THE COMPLAINTS HEARD IN THE RECENT PAST ABOUT OF USE PRIVATE ROADWAYS.

12.32.055 Additional Development Standards for R-M and R-H Zones

Notwithstanding the Regulations of General Applicability in CZC 12.32.060 and the Table of Development Standards in CZC 12.32.300, all residential development within the R-M and R-H Zones shall comply with the following development standards.

(a) Architectural Design Standards. All primary buildings within the R-M and R-H Zones shall be designed by a licensed, professional architect and all drawings submitted for approval or permit shall bear the architect's stamp for the State of Utah.

(b) Exterior Design Standards. All sides of primary buildings within the R-M and R-H Zones shall receive design consideration with particular attention given to areas exposed to public view.

- (1) All primary buildings within a development project shall possess an overall building architectural theme, including, but not limited to, exterior building materials, textures, colors and signage.
- (2) The apparent mass of primary buildings or structures shall be minimized through design, articulation, and use of materials. An open design 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. Articulation approaches should not appear to be applied randomly or merely a surface treatment. In addition, the use of any multiple articulation approaches shall be coordinated to affect a complimentary building design.
- (3) Natural or natural-appearing materials, such as stone, cultured stone, and wood, shall be the design gestures used in the architectural design of all primary buildings. Wood siding, cement fiber board siding, and other similar appearing materials shall be the other main materials used in the design of all residential buildings. Substantial or prominent use of synthetic stucco, and unnatural appearing materials, such as metal, vinyl, and plastics are to be used sparingly. Use of such secondary and/or accent materials shall not exceed 20% of the building or structure's exterior.
- (4) The Planning Commission shall review and approve architectural design of buildings within the R-M and R-H Zones in accordance with the provisions set forth herein during conditional use permit and/or site plan review.

(c) Landscaping and Open Space. All R-M developments, except for single-family developments, shall satisfy the landscaping regulations of CZC 12.51 (Landscaping and Screening) and more specifically the CZC 12.51.g regarding multi-family development. Additionally, landscaping and open spaces shall be designed in a manner to meet the residential needs for active and passive spaces for residents and visitors, such as private spaces, entry features, small centralized gathering areas, and buffering adjacent land uses. Furthermore, such areas shall be designed with the amenities or features that complement the various expected residents, both day and evening hours, and beyond the default design of a tot lot, playground, or clubhouse.

(d) Use of Public and Private Roadways. All dwellings are to be accessed from a public roadway, unless otherwise approved as part of a planned development or condominium (See, CZC 12.55.150). Approved access from a private right-of-way and/or parking lot shall meet the following standards:

- (1) Access to and from a public street may be in the form of private right-of-way or a driveway, as defined or required by this Title.
- (2) Two-points of ingress/egress from a public right-of-way shall be established for any development greater than 20 dwellings, irrespective of the allowed gross density.
- (3) When a private right-of-way is utilized, the private right-of-way pavement (i.e. travel lanes) shall be at least 27-feet and the constructed cross-section with curb and gutter of the roadway shall be built to City Specifications.

- (4) Access using a private right-of-way shall be constructed with a sufficient width to provide on-street parking for visitors at a ratio of at least 0.5 stalls per dwelling. An exception may be provided to this ratio if visitor parking is provided by separate parking area or parking lot as part of a site plan approved by the City.
- (5) A sidewalk system shall be provided on both sides of any private right-of-way. An exception may be provided to this requirement if an alternate integrated development pathway system connecting to the public right-of-way and serving the dwellings is provided to satisfy the requirement for sidewalks, as part of a site plan approved by the City.
- (6) A private right-of-way shall be perpetually maintained by the developer or an owner's association. Such perpetual care and maintenance obligations shall be addressed with covenant, conditions, and restrictions, for the development approved by the City and recorded against the property.
- (7) A private right-of-way design shall also comply with all applicable Fire Code regulations.