

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 25, 2019 AT THE CENTERVILLE CITY COMMUNITY CENTER AND CITY HALL COUNCIL CHAMBERS, 250 NORTH MAIN STREET, CENTERVILLE, UTAH. THE AGENDA IS SHOWN BELOW.

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

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

The full packet of backups can be found at <http://centerville.novusagenda.com/agendapublic>.

7:00 PM A. WELCOME AND ROLL CALL

B. PLEDGE OF ALLEGIANCE

C. PRAYER OR THOUGHT

Kevin Daly, Commissioner

D. COMMISSION BUSINESS

1. Public Hearing - Conceptual Site Plan Amendment - RB's Gas Station
ADMINISTRATIVE DECISION - RBs One Stop is requesting an amended site plan in order to update it's sign, canopy, and dispensers.
2. South Main Street Corridor Plan Discussion
Continued Policy Creation Discussion
3. Discussion - Subdivision Ordinance Updates - Chapter 17 (Construction of Public Improvements)
Continue discussion of proposed revisions to City Subdivision Ordinance - CMC 15 (Subdivisions)
4. Community Development Director's Report & City Council Report
Next Regular Meeting is October 09, 2019:
 - Begin South Main Street Overlay Policy Drafting
City Council Report:
 - No Items to Report

E. MINUTES REVIEW and ACCEPTANCE

September 11, 2019

F. ADJOURNMENT

CENTERVILLE

Staff Backup Report

9/25/2019

Item No. 1

Short Title: Public Hearing - Conceptual Site Plan Amendment - RB's Gas Station

Initiated By:

Scheduled Time:

SUBJECT

ADMINISTRATIVE DECISION - RBs One Stop is requesting an amended site plan in order to update it's sign, canopy, and dispensers.

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- ▢ 9-25-2019 Staff Report - RBs One Stop
- ▢ RBs One Stop Attachements

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

**STAFF REPORT
AGENDA: ITEM 1**

APPLICANT: **RANDALL PROPERTIES LIMITED
415 N SUGAR STREET
LAYTON, UTAH 84041**

AGENT: **BRAD RANDALL
415 N SUGAR STREET
LAYTON, UTAH 84041**

PROPERTY: **RBs ONE STOP
219 WEST PARRISH LANE**

ACREAGE: **0.37 ACRES**

ZONING: **COMMERCIAL-VERY HIGH (C-VH)**

APPLICATION: **CONCEPTUAL SITE PLAN APPROVAL FOR
AMENDMENT TO THE DESIGN CRITERIA**

RECOMMENDATION: **CONSIDER ACCEPTING THE CONCEPTUAL SITE
PLAN WITH DIRECTIVES**

BACKGROUND

The applicant desires to amend the approved Site Plan (*July 2007*) for property located on 219 West Parrish Lane. The changes involve the “*architectural design*” for the property. Because such changes alter the July 2007 final site plan approval that involved several specifics during the Planning Commission’s original review, the amendment is being re-submitted to the Planning Commission for review and decision regarding the changes to the design.

PREVIOUS SITE PLAN APPROVAL

On July 25, 2007, the Planning Commission approved a Final Site Plan. The conditions of the 2007 site plan APPROVAL were:

- (1) *All professional services fees shall be paid.*
- (2) *City staff shall verify that the conditions of approval have been satisfied prior to issuance of a building permit.*

- (3) *The site shall be developed in accordance with the layout and configuration submitted for final site plan approval.*
- (4) *The building design shall comply with the submitted materials storyboard, which depicts cool neutral colors for the stone veneer, a tan tone stucco, and charcoal roof shingle. The elevation shown depicts the use of wood trim and gable elements. The cut-sheet for the fuel canopy depicts a "Pueblo Tan" replacing the brighter red color presented during the conceptual site plan review or the design shall use a two-tone canopy color scheme consisting of tan and brown tones.*
- (5) *The details of the canopy area shall be submitted and shall include a pedestrian connection, accent lighting, and bench area as required amenities. The pedestrian connection from Parrish Lane to the building shall be a concrete sidewalk and shall be accented with stamped edging in the likeness of the pathway at 210 West or the Wal-Mart Plaza development.*
- (6) *Pedestrian street lighting shall be installed along Parrish Lane, identical to style and spacing provided along the Wal-Mart Plaza Development.*
- (7) *The proposed location of the free-standing sign shall be moved further to the east and shall be located at least 100 feet from the Wal-Mart Planned Center entry sign.*
- (8) *The City Engineer shall review and approve the final grading and drainage plan.*
- (9) *All current and new utility easements on three sides shall be provided to the City and shall include the northeast corner dedication to Centerville City for the widening of radius of 210 West Street.*
- (10) *The current fuel pumps on the east side of the property shall be removed and disposed of properly in accordance with any local, state, or federal regulations.*
- (11) *A verification of meeting the seven percent (7%) requirement for parking lot landscaping shall be provided. The required two-foot high by 15-foot wide berm shall be provided along the Parrish Lane streetscape corridor.*
- (12) *The landscaping plan shall address the Wal-Mart easement on the south side of the property. Additionally, the applicant shall provide evidence verifying who will be responsible for maintaining this area. Additionally, evidence shall be provided indicating that the Wal-Mart Plaza development will not fall below the required 15% on-site landscaping.*
- (13) *Screening details for the outside mechanical equipment and the dumpster location shall be indicated on the final site plan.*

SUMMARY OF THE ARCHITECTURAL CHANGES

According to the applicant, the following elements are being modified with the proposed amendments (see report attachments for pictorial details):

- *Canopy logos enlarged*
- *Canopy refaced in new colors and lighting*

- *Dispenser visuals updated*
- *Parrish Lane Sign poles repainted a Titanium Gray*

STAFF COMMENT AND REVIEW OF THE AMENDMENT REQUEST

Staff has reviewed the Zoning Ordinance and believes that following policies and regulations are applicable to the applicant's proposal to make changes to the approved design:

CZC 12.63.040.c.1 – Parrish Lane Gateway Design Standards. All applications for site plan review of construction within the Parrish Lane Gateway Area shall include a "storyboard" with samples of the colors and materials to be used on-site. "Storyboard" materials should harmonize with existing, surrounding development

STAFF COMMENTS – The site was developed following the Parrish Lane Gateway Design Standards. The Design Standards do not list a strict set of color schemes, rather a harmony with nearby properties. In the past, nearby properties (Grease Monkey, Sonic, Dairy Queen, and Quick Quack) have all muted their bright, primary color schemes to blend into the warmer tones requested by the Planning Commission. RBs One Stop also complied with such a request. Staff believes that RBs One Stop has met this requirement with both buildings, and that the gas dispenser canopy should be considered a secondary use that does not need to comply with the muted color scheme. If the applicant was requesting the entire canopy be bright red, staff would reconsider its finding. However, the red in the canopy design is a small stripe and does not go beyond the scope of previously approved projects.

CZC 12.54.040 – Sign Design Guidelines - The placement and design of signs should be compatible with the development project and the surrounding area. Signs should be an integral design element of a building and should be compatible with the style of a building in terms of location, scale, color and lettering.

STAFF COMMENTS – It is important to note CZC 12.43.010 “It is not the purpose or intent of this Chapter to regulate the message or content displayed on any sign.” The applicant is proposing color changes to the canopy, and sign poles, which the City can regulate, but the City does not regulate the content/color scheme of the sign itself. Staff believes the sign color scheme matches a similar canopy found at Sonic across Parrish Lane.

CZC 12.54.060.i – Signs General Provisions - Wall (Flat) Sign. A wall sign shall be located flat against and attached to the wall of a building, painted thereon, or designed as an architectural feature thereof. Unless otherwise provided in this Chapter, the highest point of a wall sign shall not be higher than the lowest roofline of the building to which it is attached.

STAFF COMMENTS –Staff finds the proposed signs on the canopy to exceed the top height of the canopy and should be shrunk, or lowered to not go above the top of the canopy.

PLANNING STAFF RECOMMENDATION

The planning staff believes that the Commission could ACCEPT the conceptual plan to amend the July 2007 Final Site Plan Approval for 219 West Parrish Lane, subject to the following directives:

1. *The applicant shall prepare and submit a Final Site Plan Amendment Application, as described by the Zoning Ordinance.*
2. *The signs on the canopy shall be modified to comply with CZC 12.54.060.i.*

Suggested Findings (reasons for action):

- (a) *The Planning Commission finds that a conceptual site plan is not intended to permit actual development of property pursuant to such plan but is to be prepared and reviewed merely to represent how the property could be developed in accordance with applicable regulations.*
- (b) *The Planning Commission finds that, with to the stated directives, the applicant is equipped sufficiently to proceed with a submittal of a Final Site Plan Application*



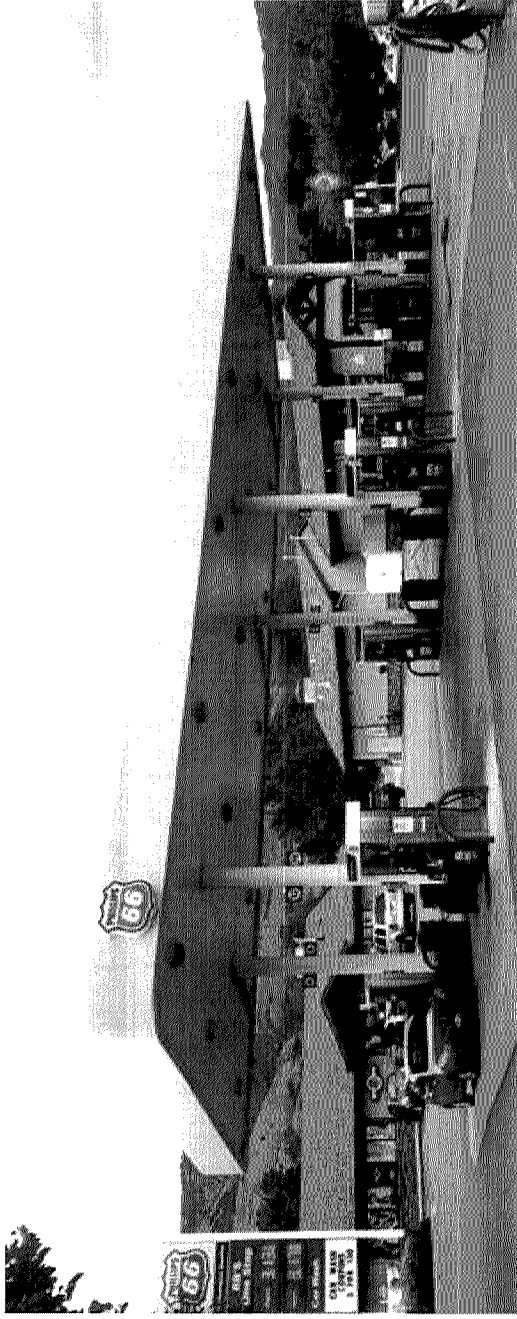
PROJECT LOCATION:

219 W PARRISH LN,
CENTERVILLE, UT 84014

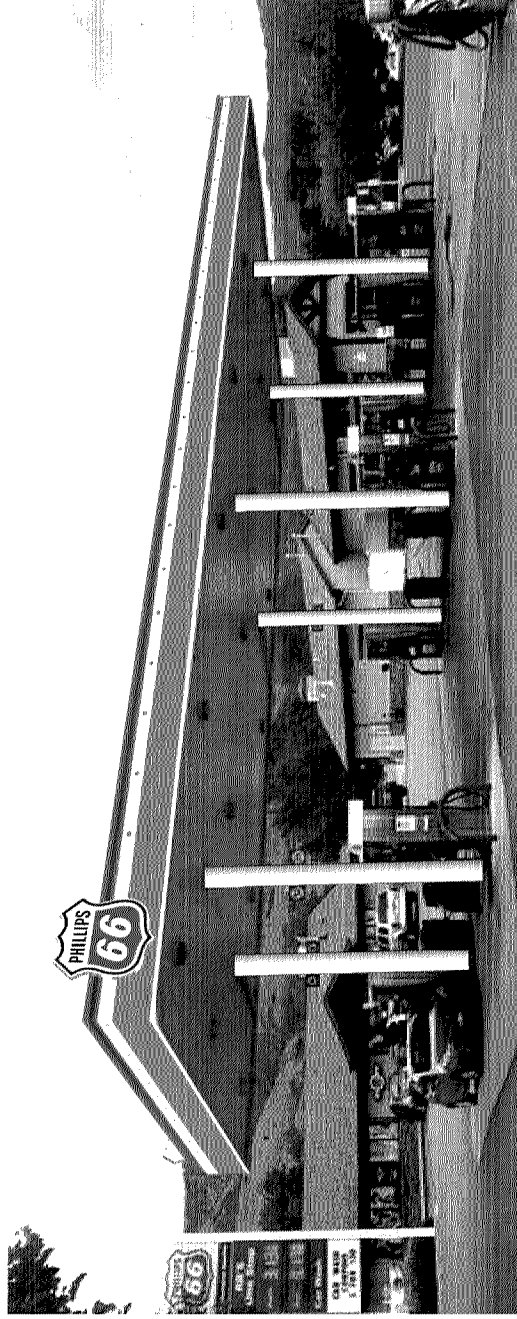
PROJECT OVERVIEW:

- A** Site Map
- B** Canopy Visuals
- C** Dispenser Visuals
- D** Main ID Visuals

approval signature
I have reviewed the visuals within this document and
I approve the designs and scope of work listed within.



SITE - EXISTING



SITE - PROPOSED

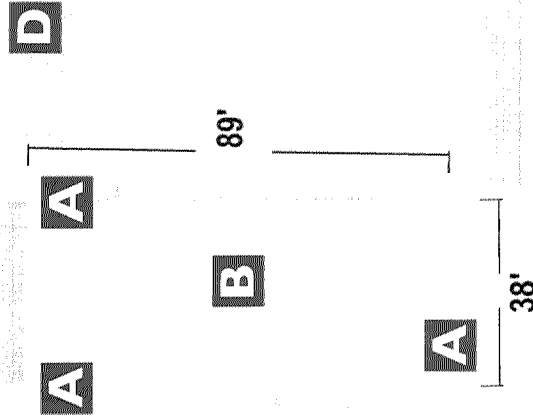
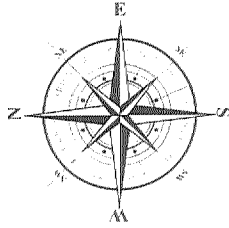
RECEIVED SEP - 5 2019

Project Name PHILLIPS 66	SHIP TO # 819700	Customer PHILLIPS 66	Created by L. Abramov
Revision # Original	Date 07_16_2019	Scale NA	Page # 1 OF 7

Permit Pack
BIG RED ROOSTER FLOW
2 Northfield Plaza, Ste 211
Northfield, IL 60093
P: (847) 441-1818 F: (847) 592-9544

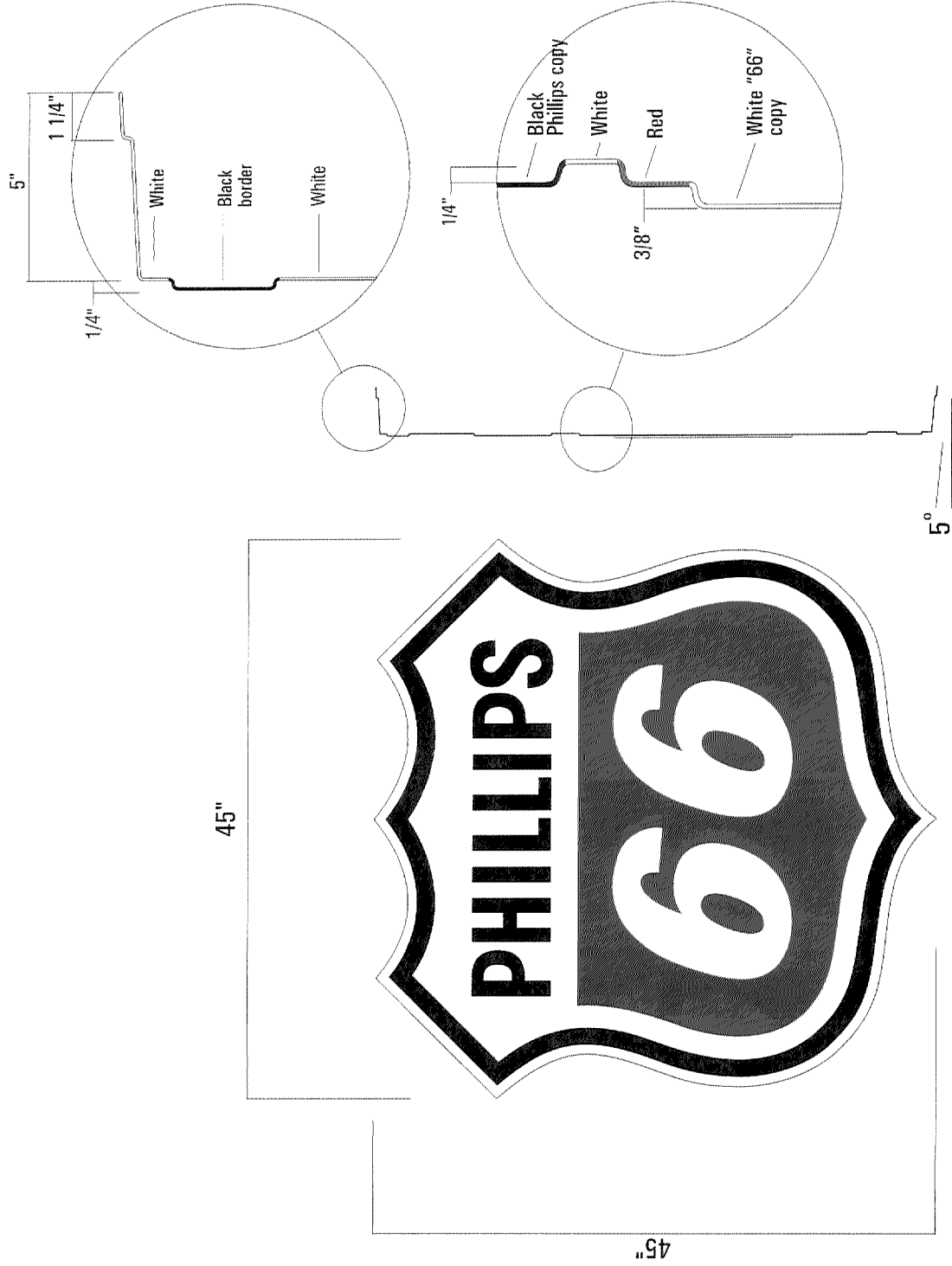
SITE PLAN

- A** Canopy Logos
- B** Canopy Image
- D** Main ID

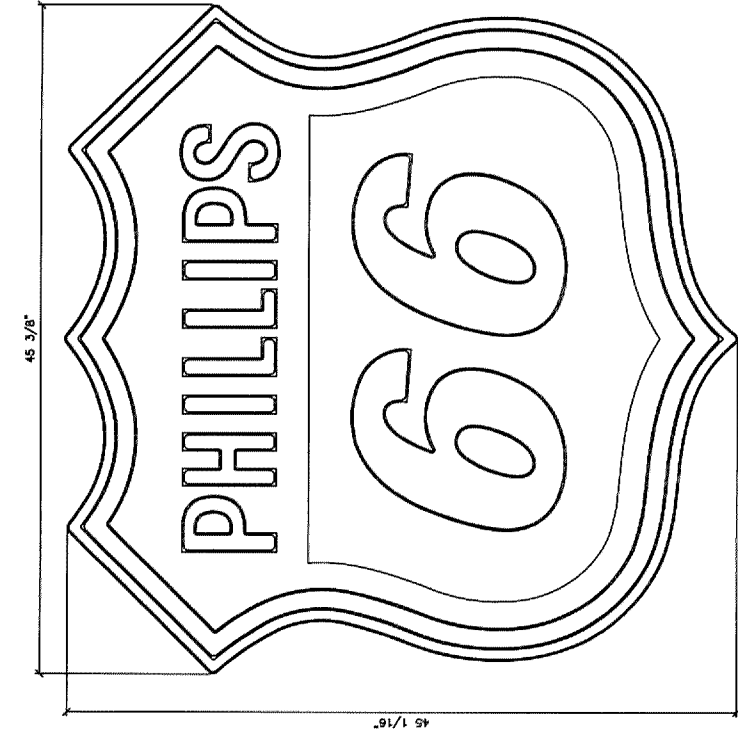


Project Name PHILLIPS 66	SHIP TO # 819700	Customer PHILLIPS 66	Created by L. Abramov
Revision # Original	Date 07 16 2019	Scale NA	Page # 2 OF 7

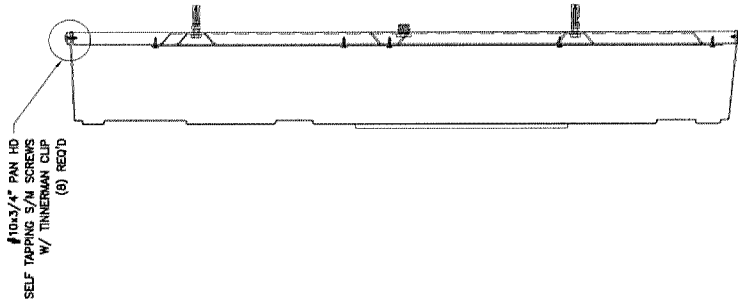
Permit Pack
BIG RED ROOSTER FLOW
 2 Northfield Plaza, Ste 211
 Northfield, IL 60093
 P: (847) 441-1818 F: (847) 592-9564



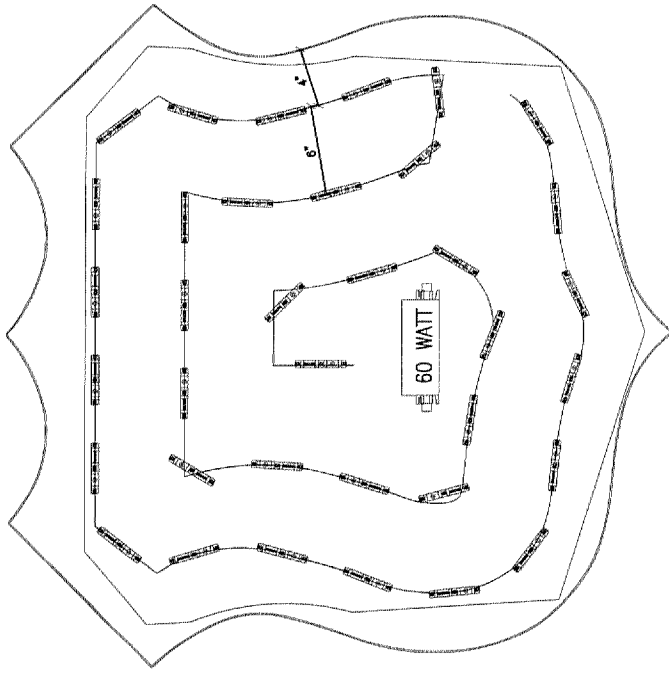
Project Name	SHIP TO #	Customer	Created by	Permit Pack BIG RED ROOSTER FLOW 2 Northfield Plaza, Ste 211 Northfield, IL 60093 P: (847) 441-1818 F: (847) 592-9564	
PHILLIPS 66	819700	PHILLIPS 66	L. Abramov		
Revision #	Date	Scale	Page #		
Original	07 16 2019	NA	3 OF 7	This document reflects trade secrets and confidential business information. It may not be copied, published or disseminated in any manner without the written approval of Big Red Rooster Flow. All rights reserved, including patent, trademark and copyrights.	



ELEVATION VIEW
SCALE: 1 1/2"=1'-0"



SIDE VIEW
SCALE: 1 1/2"=1'-0"



36 MODULES

- 1- VALUE LINE PLUS WHITE LONG LAID OUT (2) MODULES PER FOOT, 6" ON CENTER
- 2- EACH MODULE 60 POWER SUPPLY CAN RUN UP TO 130 WHITE LONG MODULES
- 3- LAYOUT BASED ON 6" CAN DEPTH
- 4- DIMENSIONS ARE IN INCHES UNLESS STATED OTHERWISE

SIGN SPECIFICATIONS:

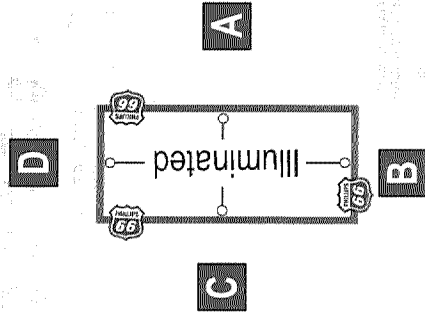
SIGN SIZE:
ACTUAL SIZE ... 45-1/16" H x 45-3/8" L
AREA ... SQ. 14.3 SQ.FT. ACTUAL 11.1 SQ.FT.
APPROXIMATE WEIGHT ... T.B.D. LBS
DESIGNED WINDLOAD ... 110 MPH (3 SEC. GUST EXPOSURE C)
COMPLIANT w/ NATIONAL BUILDING CODES & STANDARDS
(IBC, UBC, BOCA, AISC, ASCE7, ACI, & ALUM. DSGN. MANUAL)

ELECTRICAL:
LED's ... SLOAN VL PLUS WHITE LONG
AMPS ... 1.0 TOTAL AMPS
CIRCUITS ... (1) 20
VOLTS ... 120V

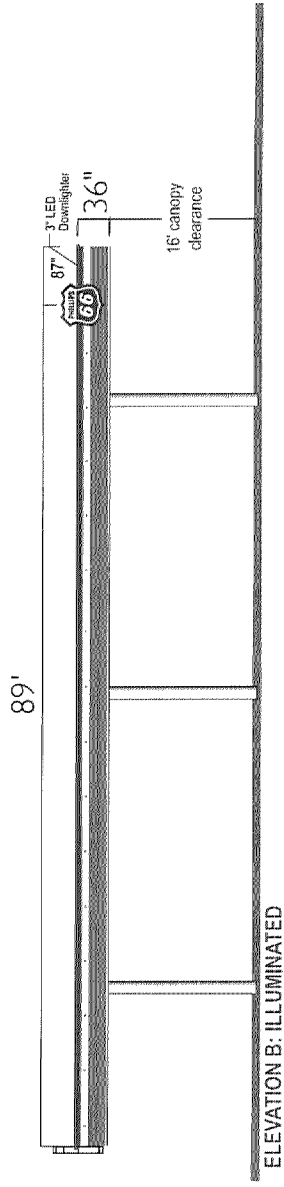
ESTIMATED PRODUCT B.O.M. PER SIGN:
36 VALUE LINE PLUS WHITE LONG MODULES - 18'
1 MOD. 60 POWER SUPPLIES 120VDC (1.0 AMPS 60WATTS ea.)
1 100FT ROLL OF JACKETED CABLE

ELECTRICAL DETAIL

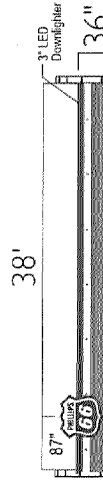
Project Name PHILLIPS 66	SHIP TO # 819700	Customer PHILLIPS 66	Created by L. Abramov
Revision # Original	Date 07_16_2019	Scale NA	Page # 4 OF 7
Permit Pack BIG RED ROOSTER FLOW 2 Northfield Plaza, Ste 211 Northfield, IL 60093 P: (847) 441-1818 F: (847) 592-9564			



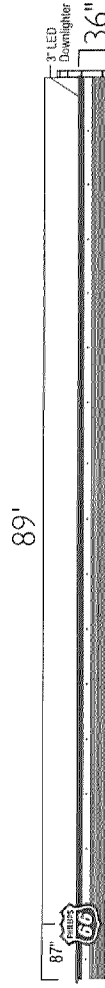
ELEVATION A: ILLUMINATED



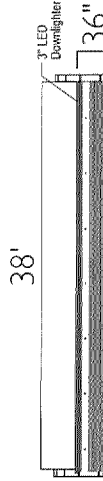
ELEVATION B: ILLUMINATED



ELEVATION C: ILLUMINATED



ELEVATION D: ILLUMINATED



***Note:**

LED canopy light bar (or downlighter) is not in the standard Signature image package and is not included in the imaging allowance provided by Phillips 66. Any items outside the standard package should have been discussed in contract conversation as to how they will be funded.

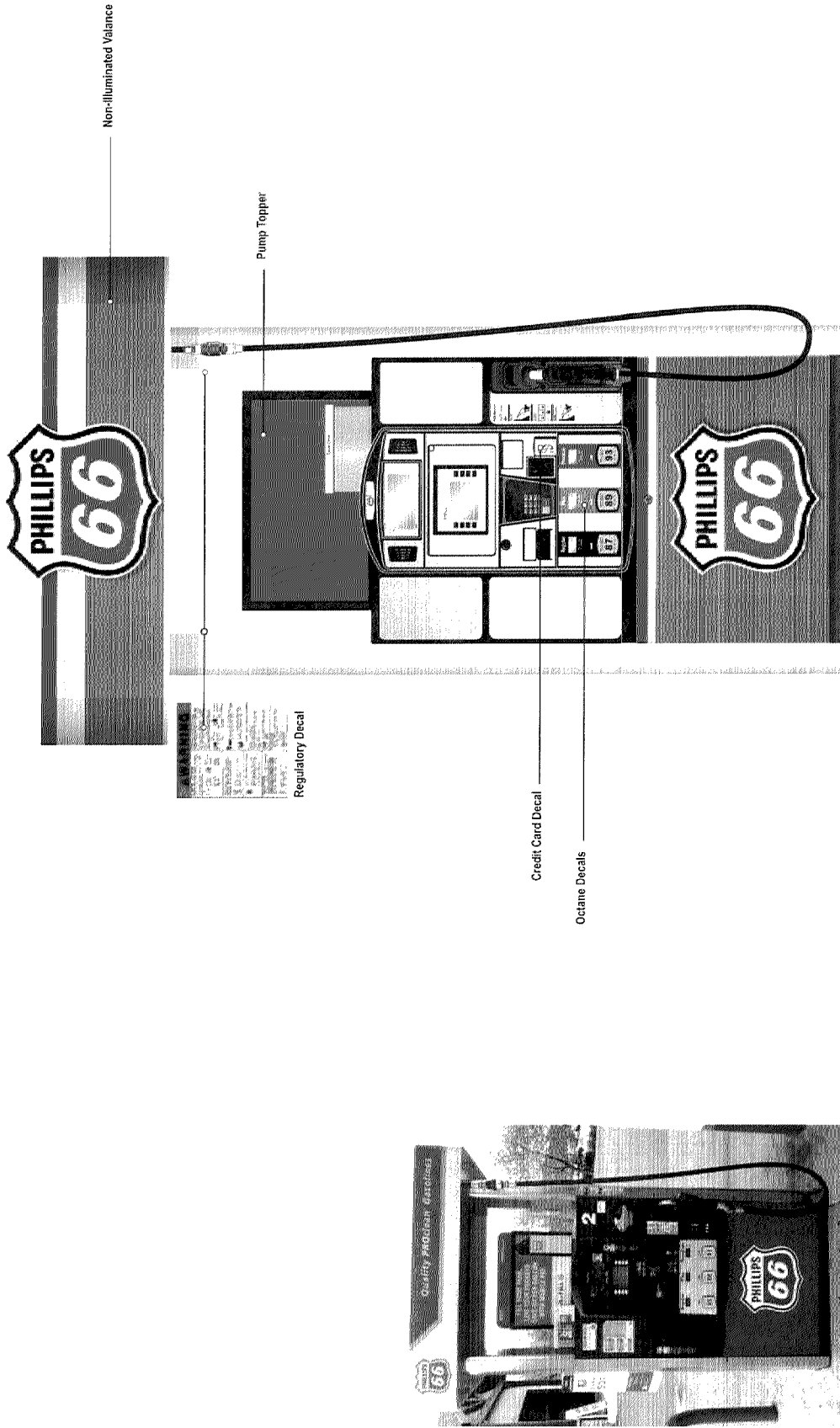


CANOPY PERSPECTIVE

Project Name PHILLIPS 66	SHIP TO # 819700	Customer PHILLIPS 66	Created by L. Abramov
Revision # Original	Date 07_16_2019	Scale NA	Page # 5 OF 7

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WARNING: The following example is for visual purposes only.



Existing

Dispenser Type: Gilbarco Encore 700S

Project Name PHILLIPS 66	SHIP TO # 819700	Customer PHILLIPS 66	Created by L. Abramov
Revision # Original	Date 07_16_2019	Scale NA	Page # 6 OF 7

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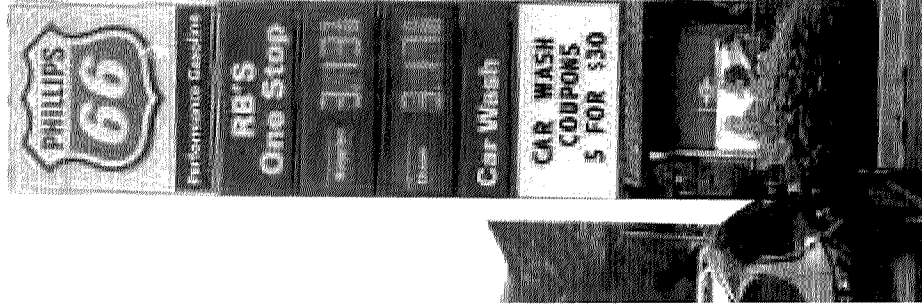


Marketer/Dealer: HOLLYFRONTIER REFINING & MARKETING

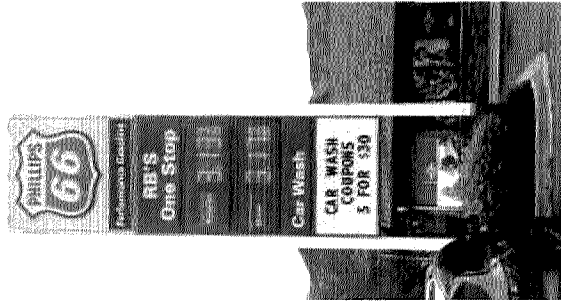
Site Name: RBS CENTERVILLE

NOTES:

- Paint Poles Titanium Gray



Proposed



Existing

Project Name PHILLIPS 66	SHIP TO # 819700	Customer PHILLIPS 66	Created by L. Abramov
Revision # Original	Date 07_16_2019	Scale NA	Page # 7 OF 7

Permit Pack

BIG RED ROOSTER FLOW

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CENTERVILLE

Staff Backup Report 9/25/2019

Item No. 2.

Short Title: South Main Street Corridor Plan Discussion

Initiated By:

Scheduled Time:

SUBJECT

Continued Policy Creation Discussion

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- ▣ 09-25-2019 Staff Memo to Planning Commission
- ▣ South Main Street Corridor Plan Draft Language - Entire Plan Element

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

STAFF MEMORANDUM

DATE: SEPTEMBER 25, 2019

TO: CENTERVILLE CITY PLANNING COMMISSION

FROM: PLANNING STAFF

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

At the Planning Commission's request, the South Main Street Corridor Plan is to be reviewed, at this meeting, in its entirety. The Planning Staff is providing the entire plan with edits made by the Commission. Such edits are highlighted in yellow. Also, the language edits the Commission desired to be removed have been eliminated.

After the Commission reviews the plan in its entirety, the next step will be for the Commission to begin a comprehensive review of the South Main Street Corridor "Overlay Ordinance," which will be the Zoning implementation tool for the drafted plan element. This is scheduled to begin at the Commission's Regular Meeting of October 9, 2019.

SOUTH MAIN STREET CORRIDOR

[GENERAL PLAN DRAFT LANGUAGE CONCEPTS]

CHAPTER 12-430-2. COMMERCIAL DEVELOPMENT POLICIES.

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

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

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

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

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

1. The Main Street commercial area ~~shall~~ ~~should~~ be allowed to remain as a ~~convenience and specialty shopping~~ local service needs or specialty retail area. To encourage any larger scale commercial development would be detrimental to surrounding residential areas and to the future function ability of Main Street as an arterial road.

2. The Main Street commercial area is ~~old~~ ~~aging~~ and somewhat deteriorating. Significant ~~enhancement of commercial viability is not likely to occur in the future, unless some type of restoration or revitalization is encouraged.~~ Nonetheless, some revitalization is warranted and should be encouraged in a limited manner to maintain the local service-oriented uses for the community. ~~Centerville City should seriously consider the preparation of a revitalization plan for this area.~~

3. Future commercial development in the Main Street area should conform to performance guidelines which require landscaping, appropriate parking, minimal traffic impact upon Main Street, and buffering from adjacent residential areas.

4. To preserve the residential integrity of surrounding areas, future commercial development on Main Street shall not be allowed south of 400 South or north of 400 North, and shall not extend more than one-half block east of Main Street.

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

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

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

1. The Main Street commercial area should be allowed to remain as a ~~convenience~~ local service needs and specialty ~~shopping-retail~~ area. To encourage any larger scale commercial development would be detrimental to the surrounding residential areas and to the future functionability of Main Street as an arterial road.

2. The Main Street commercial area is aging and somewhat deteriorating. Significant enhancement of commercial viability is not likely to occur in the future. Nonetheless, some revitalization is warranted and should be encouraged in a limited manner to maintain the local service-oriented uses for the community.

~~The Main Street commercial area is old and somewhat deteriorating. While a few new buildings have been erected here in recent years, significant commercial viability is not likely to occur without some type of restoration or revitalization effort. Centerville City should seriously consider the preparation of a revitalization plan for this area.~~

3. Future commercial development in this area should conform to performance guidelines which require landscaping, appropriate parking, minimal traffic impact upon Main Street, and buffering from adjacent residential areas.
4. To preserve the residential integrity of surrounding areas, future commercial development on Main Street shall not be allowed south of 400 South or north of 400 North, and shall not extend more than one-half block west of Main Street.

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

(rescind all of PART 12-480-7)

[*replace with*] **A. Background**

Over the past few years, the City Council has increasingly expressed concerns regarding the density and design standards regarding the 2008 South Main Street Corridor Plan. Early on, after its adoption, residents expressed discomfort regarding the “*residential densities*” that the “*mixed-use*” concepts allowed. In 2015, the allowable “*residential densities*” were altered in a reduced manner in response to public concerns. Around this same time, the expected “*public space*” plan was tempered in response to additional concerns from both elected officials and the public. The initial effort to adopt a “*public space plan*” had raised concerns regarding liability and maintenance issues related to streetscape furniture and furnishings. Some of these streetscape features conflicted with UDOT’s traffic regulations, while others were deemed too expensive or took up space along Main Street that competed with the City’s 4th of July Annual Parade. Ultimately, the anticipated “*public space plan*” was rejected in the initial form that it was presented.

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

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

- a. **GENERAL PLAN** - Re-write/modify the existing Generalized Sections of the General Plan’s Goals regarding Main Street to reflect a consistency with the Corridor Plan.
- b. **GENERAL PLAN** - Create an alternative/reformat for the adopted independent SMSC Plan (*Section 12-480*) that identifies what the new goals and objectives are to be.
- c. **ZONING ORDINANCE** - The SMSC Overlay Zone District would need to be annulled and replaced in a manner, such as:
 1. Eliminate the SMSC Overlay Zone District and write new design with performance regulations that are specific for Main Street. This would be analogous to what has been done in other Zoning Districts, such as the

Parrish Lane Gateway Design or the Shorelands Commerce Design regulations.

2. Consider reducing the corridor area to be regulated – example limit General Plan and Zoning Ordinance changes from Parrish Lane to Porter Lane – rather than from Parrish to Pages

B. Formation of an updated South Main Street Corridor Context

The overall context of the South Main Street Corridor Plan is to admit that although *South Main Street was previously viewed as the traditional commercial center of Centerville, in reality it never became a strong focal point of the Community*. Overtime, Pages Lane and Main Street declined in any strong commercial focus and were replaced with the placement of the interchange for Interstate 15 at Parrish Lane and the subsequent regional commercial center that developed along the Parrish Lane Corridor. Though one remaining strong point for the South Main Street area is that of local ownership and land uses that provide services predominately oriented to the local community. Accordingly, the “*the South Main Street Corridor Context*” is to maintain and promote opportunity for local owners to be successful for as long as possible and any future additional land uses are to be viewed in a manner to mitigate conflicts with and espouse the character of the surrounding residential environment, including, but not limited to the Deuel Creek Historic District (*see CZC, Chapter 12-49*).

C. South Main Street Corridor Plan Guiding Principles

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

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

D. South Main Street Corridor Plan Vision

The South Main Street Corridor is considered the “heart” of Centerville City. Most importantly it is desired that the streetscape and built environment reflect the localized civic, social, and commercial service area that make up the Centerville City Community. Additionally, walking

and biking within this area ought to at least be an equal priority mode of travel that occurs within the Corridor.

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

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

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

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

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

[OPTIONAL COMPONENT]

- **Residential Re-introduction Opportunities**

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

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

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

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

SMSC PLAN PROPOSED GOALS AND OBJECTIVES:

I. Overall Corridor Context

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

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

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

OBJECTIVES:

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

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

1.C. Historical Context - The Deuel Creek Historic District, which includes a portion of the South Main Street area, is primarily located just east of Main Street. The District not only includes many historic homes interior to the neighborhood, there are two National Register Sites located within the corridor area, which are the Randall Gas Station and the Whitaker Museum. All development adjacent to any historic site needs to be contextually sensitive to the built historical presence of these structures.

II. Land Use Planning Expectations

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

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

OBJECTIVES:

2.A Corridor-Wide:

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

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

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

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

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

2.B NORTH PARRISH LANE GATEWAY AREA:

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

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

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

2.B.4. Future Intensity or Density. Due to the very small lot sizes located in this area, building sizes ought to be limited to the scale of the C-M Zone (*i.e. 10,000 sq. ft.*) for both sides of Main Street. Additionally, given the parcels sizes, future commercial intensity ought

to be limited in use and scale. There needs to be sufficient incentives to encourage a feasible building and landscaping design redevelopment opportunity for this area. Nonetheless, it needs to be done in a scale and design manner that keeps the small-town community identity of Centerville. Commercial intensity ought to be explored carefully and with a justifiable focus on market minimums needed to achieve a redevelopment objective.

2.C CIVIC/CULTURAL AREA:

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

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

2.D TRADITIONAL MAIN STREET AREA:

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

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

III. Built Environment Design Expectations

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

OBJECTIVES:

3.A CORRIDOR-WIDE:

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

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

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

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

3.B NORTH PARRISH LANE GATEWAY AREA:

3.B.1. Development Site Orientation - Site layout and building design ought to directly address orientation towards the intersection corners and provide elements that

accommodate pedestrian users, public art, corridor gateway features, and/or other creative design elements to create a gateway appearance for entry and exit of the corridor area.

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

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

3.C CIVIC/CULTURAL AREA:

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

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

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

- i. The Ron Randall Service Station is now listed on the National Register of Historic Places. Consequently, the City Hall Master Plan needs to be amended to further encourage the preservation of the service station.

3.D TRADITIONAL MAIN STREET AREA:

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

3.D.2 Historic Context for Building Design - The design guidelines ought to address the use of building materials and other appropriate elements that complement the historic context on Main Street. In determination of establishing a historic context, the following concepts ought to be considered:

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

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

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

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

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

increased amount of expected landscaping and public gathering spaces within the layout of the development.

IV. Corridor's Street Space Expectations

Goal 4 – Enhance the Corridor's Built Environment by Improving the Visual And Functional Design of the Public Space and Establish a Design Relationship with Private Development.

In addition to the preservation and/or redevelopment of land uses along the corridor, the redevelopment and revitalization of the streetscape is needed to reflect the desired relationship between public space and private development. It is the intention of the SMSC Plan to contextually influence the physical and visual relationship of private versus public space along the corridor by creating a neighborhood style scheme. This relationship is defined using the following three (3) *descriptions*:

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

Objectives:

4.A TRAFFIC SECTOR:

4.A.1 Priority Roadway Design Stipulations:

- i. Posted Speed – Travel speeds ought to be between 30 to 40 miles per hour, reflecting or balancing that this is a local roadway through the traditional central core of South Main Street, but also its primary function is a Utah Department of Transportation operated thoroughfare.
- ii. Number of Through Lanes – One (1) in each direction with a center turn lane. Maintaining needed left turns for local streets is an important priority.

- iii. Lane Widths – Twelve-feet (12') per travel lane. In constrained situations, minimum 11 feet per travel lane is acceptable. Eleven-feet (11') for the center median lane.
- iv. Bike Lanes – Provide a bike lane each direction. Where possible, provide a six-foot (6') shoulder. Improved programming ought to be considered as future investment allows.

4.A.2 **Priority Signing Stipulations:**

- i. Traffic Management and Control – *To minimize visual pollution with other public signing uses, traffic control signs ought to be used only to the extent needed for safety. Support structures (i.e. poles and frames) for signs ought to be enhanced to create a traditional main street or historical visual aspect to the sign placement.*
- ii. Public/ Private Street Addressing– *Support structures (i.e. poles and frames) for signs ought to be enhanced to create a traditional main street or historical visual aspect to the sign placement.*
- iii. Wayfinding – *The City ought to prepare and adopt a wayfinding system for identifying areas and sites that are of interest to various users. Wayfinding signs and support structures (i.e. poles and frames) for signs ought to be enhanced to create a consistent and visually appealing aspect to the wayfinding system. Additionally, within the Corridor such support structures ought to be designed in a subtle manner to add to the traditional main street or historical visual appeal.*

4.A.3 **Priority Parking Stipulations:**

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

4.B **PEDESTRIAN SECTOR:**

4.B.1 **Priority Park Strip Stipulations:**

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

4.B.2 **Priority Sidewalk Stipulations:**

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

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

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

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

- i. Utility Poles and Lines – Recognizing the importance of this system on the East Side of South Main Street, encourage a mutual and beneficial partnership with the power and utility companies. Develop a scheme to utilize the lower pole space for streetscape enhancement (*e.g. community banners, decorative frames, painting, art wrapping, texturing, public art, etc.*). As poles are replaced, encourage use of rust patina type steel rather than galvanized (*e.g. core-ten steel*) for a more natural color appeal.
- ii. Community Banner/Flags – Continue and enhance the use of community banners/flags within the corridor area. In addition to the joint use of the utility pole system along the east side, the City ought to create a “sense” of balance along the west side and install a pole specific banner system.

The west side system may not be as frequent, but instead create a generalized visual unifying appearance to the corridor.

- iii. **Public Art** - The City ought to develop a public art plan as part of any re-development or economic plan for the corridor. Public art ought to be included in strategic areas, such as gateway development, civic space placement, and even part of enhancing utility service infrastructure.
- iv. **[Optional Feature] Hanging Pots and Other Plantings** – During the growing season, consider the interval use of hanging plantings, if allowed, using the utility poles and street lighting systems. An alternative options would be use of larger planting removable pots along the sidewalk system, or in dedicated spaces within the Street Frontage Landscape Area.

4.C DEVELOPMENT SECTOR:

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

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

4.C.2 Priority Lighting Stipulations:

- i. **Building Lighting, Exterior** – Lighting ought to be primarily used for architectural enhancement, which in turn provides a neighborhood style lighting scheme. Any lighting facing or adjacent to residential zones ought to be minimal and limited in scope for needed for security.
- ii. **Free-standing Lighting** – Except for traffic safety lighting, the use of free-standing pole lighting ought to be discouraged, specifically near and

adjacent to residential uses. If outdoor lighting is used, pedestrian bollard and landscape lighting is the preferred outdoor lighting for the corridor to enhance an historic neighborhood style scheme.

4.C.2 Priority Signing Stipulations:

- i. Free-standing Signs – The preferred method of free-standing signs are the low-profile or monument-based signs within the Corridor area.
(Note: Historically, free-standing pole signs have been sparse and, in a study, performed in the 1990's the City decided to prohibit free-standing pole signs along Main Street.)
- ii. Business Wall Signs – The preferred method of the sign design ought to be reformatted to create a differentiation from the typical box style commercial found on Parrish Lane. Business signing ought to be simplified and scaled down to reflect a local small-town style scheme. The style, colors, materials ought to compliment the architectural design of the buildings associated with the sign.

[OPTIONAL COMPONENT SECTION]

V. Residential Re-introduction Opportunities

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

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

OBJECTIVES:

5.A CORRIDOR-WIDE:

5.A.1 Strategic Nature of Allowance - If residential is re-introduced, such development needs to be strategic in nature and limited in a manner to compliment the preservation of the local or domestic property and business ownership and preservation of the supportive services commercial that directly attends to the local residents.

5.A.2 Small-scale Land Use Pattern - Due to the proximity of existing single-family neighborhoods along most of the corridor, residential re-introduction opportunities need to be primarily be developed in a small-scale and accessory manner.

5.A.3 Re-introduction Parameters - The preservation and/or re-introduction of any residential land use pattern would be appropriate is as follows:

- i. Maintaining or accommodating the traditional and historical nature of existing single-family homes along Main Street, if so desired by a property owner.
- ii. Supporting the preservation of commercial uses by allowing a limited amount of accessory residential uses, as a subsidized or supplementary economic return on commercial investment.
- iii. Further improvement of underutilized or vacant lands, when additional commercial development is not likely, in a significant manner, to occur in the market place.
- iv. Providing housing options that support a moderate-income accommodation strategy that has been adopted by the City.

5.A.4 Accessory Use Expectation - Residential uses are to be developed as part of or integrated with a primary commercial use building.

5.A.5 Accessory Use Density Limitation - Commercial lots less than one-half (1/2) acre are not to have more than one (1) dwelling. Commercial lots one-half (1/2) or larger are not exceed three (3) dwelling units per commercial lot, regardless of the commercial parcel's definitive size.

5.A.6 Accessory Use Intensity Limitation - Residential uses should be accessory to the primary commercial use. When dwellings are located within a structure. The residential uses should not occupy more than 40% of the gross floor area of the primary commercial building. If units are detached, the residential uses may not occupy more than 40% of the land (e.g. residential use building footprint, yards, and parking areas).

5.A.7 Residential Design Expectations - All residential development mixed with commercial lots are to comply or incorporate the applicable Built Environment Design Expectations listed in this plan.

[OPTIONAL FUTURE MULTI-FAMILY DEVELOPMENT COMPONENT]

5.B Multi-family Residential Infill or Redevelopment

If in the future any primary residential redevelopment allowance is to be introduced through the complete elimination or removal of a commercial use pattern or the significant re-development of an underutilized property, such change in the land use pattern must first obtain a Planned Development Overlay (PDO) Approval and must also comply with these subsequent following policy objectives:

5.B.1 Multi-family Development PDO and Density Expectations – Any future PDO approval shall comply with the objectives of this Section and may not receive any density bonus as part of the approval process. The density contemplations or allotments for

residential development within the South Main Street Corridor are not to exceed a residential medium intensity

5.B.2 Multi-family Residential Building Design – The architectural residential design shall comply with Section 3.D.2 - *Historic Context for Building Design of this Chapter*.

5.B.3 Building Orientation - Residential buildings, fronting South Main Street, are to orient front elevations and/or front yards towards South Main Street and provide pedestrian connections to South Main Street sidewalk system.

5.B.4 Public Street View Restrictions- Where multiple residential buildings occur, all interior side and rear elevations that face Main Street must visually be kept to a minimum, as viewed from South Main Street. Residential rear yard areas are to be prohibited from being prominently located or facing along the street, as viewed from South Main Street

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

5.B.6 Front Yard and Building Design – Front yard spaces for residential development shall use bold gestures in the layout and landscaping design. Elements such as porches, garden courts, balconies, brownstone style stoops, and other elements are desirable. Fencing may be used to create privacy; however, an open style design is required to maintain a visual appeal and connection to the corridor.

5.B.7 Residential Parking – Parking for multi-family or residential only re-development ought to locate parking areas to the middle or rear areas of the development sites to allow buildings to screen such areas from view of South Main Street.

**CENTERVILLE
PLANNING COMMISSION
Staff Backup Report
9/25/2019**

Item No. 3.

Short Title: Discussion - Subdivision Ordinance Updates - Chapter 17 (Construction of Public Improvements)

Initiated By: Lisa Romney, City Attorney

Scheduled Time:

SUBJECT

Continue discussion of proposed revisions to City Subdivision Ordinance - CMC 15 (Subdivisions)

RECOMMENDATION

BACKGROUND

As part of the process to update and revise the City Subdivision Ordinance, a copy of the latest Chapter 17 (Construction of Public Improvements) is attached for Planning Commission review. Chapter 17 addresses the installation of public improvements for subdivisions and the process and review for construction plans and drawings.

ATTACHMENTS:

Description

- ▢ Subdivision Ordinance - Chapter 17 (Construction of Public Improvements)

TITLE 15 SUBDIVISIONS

CHAPTER 15.17. CONSTRUCTION OF PUBLIC IMPROVEMENTS.

15.17.010. Construction Design Standards.

15.17.020. Construction Plans.

15.17.030. Standards for Construction Plans.

15.17.040. Preconstruction Meetings.

15.17.050. Monuments.

15.17.060. Inspection.

15.17.070. Requests for Inspection.

15.17.080. Correcting Defective Work.

15.17.090. As-Built Plans.

15.17.010. Construction Design Standards.

Design and construction of public improvements within a subdivision shall conform to City Standards and Specifications. The City Standards and Specifications are more particularly defined in CMC 15.02.040.

15.17.020. Construction Plans.

Complete and detailed construction plans and drawings of all subdivision improvements, including all street utilities, shall be prepared in conformance with City Standards and Specifications. Such plans and drawings shall be submitted to the City Engineer for review when the final plat is being reviewed. Final approval of a subdivision plat shall not be granted until plans have been reviewed and recommended for approval by the City Engineer.

15.17.030. Standards for Construction Plans.

(a) Purpose. The requirements set forth in this Section are established for the purpose of standardizing construction drawings to obtain uniformity in appearance, clarity, size, and reproduction.

(b) Plan Sets. Three complete sets of construction plans shall be submitted with one set to be retained by the City Engineer, one set to be furnished to the City, and one set returned to the subdivider for corrections and revisions. If additional corrections and revisions are necessary to plan sets, three additional revised sets shall be submitted for final review by the City Engineer.

(c) Sheet Size. All drawings and prints shall be clear and legible and conform to good engineering and drafting practice. Plans shall be drawn on 24" x 36" sheets (trim line) with a two inch border on the top, bottom, and right sides. The left side shall have a one inch border.

(d) Required Information. Construction plans shall include the following information:

(1) North arrow (plan);

(2) Elevations referenced to U.S.G.S. datum;

(3) Stationing and elevations for profiles;

(4) Title block located in lower right corner of sheet, including:

(A) Project title;

(B) Specific type and location of work; and

(C) Name of engineer or firm preparing drawings with license number and Utah Engineer's stamp for all construction plans;

- (5) Scale of one inch equals 20 feet or 40 feet horizontally and one inch equals two feet or four feet vertically;
- (6) Plan view and profiles for curb and gutter plans for each side of a street (street center line profile not required) including top of curb elevations with curve data shown for all curb returns;
- (7) Size and location of culinary water lateral mains, meters, valves, and hydrants;
- (8) Type of pipe;
- (9) Size and location of irrigation lateral mains, valves, fittings, etc.;
- (10) Size and location of sewer, storm drains, subdrains, and associated manhole cleanouts; and
- (11) As needed, separate sheets with details of structures to be constructed.

15.17.040. Preconstruction Meetings.

- (a) Meeting Required. Prior to commencement of any development activity, the subdivider and all contractors responsible to build subdivision improvements shall meet with the City Engineer and any other staff deemed necessary.
- (b) Purpose. The purpose of this meeting is to:
 - (1) Verify recordation of the subdivision plat and final approval of construction plans;
 - (2) Determine construction schedule;
 - (3) Determine names, addresses and phone numbers of contractors, inspectors and other persons involved in construction of the subdivision;
 - (4) Review plans and special conditions or requirements;
 - (5) Review any bond reduction request;
 - (6) Coordinate inspection and testing; and
 - (7) Discuss City Standards and Specifications.

15.17.050. Monuments.

- (a) Required. Subdivision monuments shall be installed by the subdivider's land surveyor at points designated by the City Engineer and shall be shown on the final subdivision plat. Monuments shall be placed prior to the release of any security provided to guarantee the subdivider's performance.
- (b) Monument Material and Location. Rebar, 5/8" in diameter and 24" in length, with a numbered surveyor's cap, shall be located in the ground, flush at finished grade at all lot corners. Off-set pins shall be placed in the top back of curb.
- (c) Surveyors Certification. The subdivider's land surveyor shall certify that monuments have been accurately installed.

15.17.060. Inspection.

- (a) Required. Construction work involving installation of public improvements in subdivisions shall be inspected by the City Engineer or the Engineer's designee. All inspections shall be conducted with reasonable diligence and based on objective inspection standards.

- (b) Daily Inspections. Daily inspections shall be required for:
 - (1) Laying of street surfacing;
 - (2) Placing of concrete for curb and gutter, sidewalks, and other structures; and
 - (3) Laying of drainage pipe, water pipe, valves, hydrants and testing.
- (c) Periodic Inspections. Periodic inspections shall be required for:
 - (1) Street grading and gravel base;
 - (2) Excavations for curb and gutter and sidewalks; and
 - (3) Excavations for structures.

15.17.070. Requests for Inspection.

Requests for inspections shall be made to the office of the City Engineer by the person responsible for the construction. Requests for inspection shall be made one working day prior to the commencement of the work.

15.17.080. Correcting Defective Work.

Inspections shall be made by the City Engineer or the Engineer's designee after each phase of construction work is completed. Any faulty work shall be corrected by the subdivider or subdivider's contractor within 30 days after written notice thereof is given to the subdivider and the subdivider's contractor.

15.17.090. As-Built Plans.

Upon completion of all public improvements in a subdivision a complete set of as-built construction plans shall be filed with the office of the City Engineer. Such plans shall be drawn on reproducible media and certified as to accuracy and completeness by the subdivider's licensed engineer.

CENTERVILLE

Staff Backup Report 9/25/2019

Item No. 4.

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

Initiated By:

Scheduled Time:

SUBJECT

Next Regular Meeting is October 09, 2019:

- Begin South Main Street Overlay Policy Drafting

City Council Report:

- No Items to Report

RECOMMENDATION

BACKGROUND

CENTERVILLE

Staff Backup Report 9/25/2019

Item No.

Short Title: September 11, 2019

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

▣ 09-11-2019 PC Draft Minutes

PLANNING COMMISSION MINUTES OF MEETING
Wednesday, September 11, 2019
7:00 p.m.

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

MEMBERS PRESENT

Kevin Daly, Vice Chair
Cheylynn Hayman, Chair
Thomas Hunt
Logan Johnson
Isaac Workman
Becki Wright

STAFF PRESENT

Cory Snyder, Community Development Director
Mackenzie Wood, Assistant Planner
Katie Rust, Recording Secretary

STAFF ABSENT

Lisa Romney, City Attorney

PLEDGE OF ALLEGIANCE

OPENING COMMENT/LEGISLATIVE PRAYER Commissioner Wright

SOUTH MAIN STREET CORRIDOR GENERAL PLAN DISCUSSION

Cory Snyder, Community Development Director, presented proposed Section V of the South Main Street Corridor (SMSC) portion of the General Plan regarding residential re-introduction opportunities. Mr. Snyder said he is under the impression from discussions with property owners that there is some potential in the SMSC for infill with a residential element. He asked the Planning Commission for their opinions regarding whether the residential element should apply to the entire SMSC or just a portion.

A majority of the Planning Commission expressed support for including Section V in the SMSC Plan. Commissioner Daly expressed support for a residential component that is limited to accessory use situations. Chair Hayman said she does not believe the City should promote the idea of single-family housing in the SMSC, but she agrees with the idea of allowing accessory dwelling units/multi-family housing that might help spur neighboring commercial properties to redevelop. Commissioner Wright said she is supportive of a residential component that would allow local small business owners to utilize their properties in a way that would promote a local, historic feel.

Commissioner Johnson said he would be comfortable with Section V applying to the entire Corridor if Section 5.A.7 regarding primary residential use were removed.

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

Chair Hayman referred to the Florentine Townhomes development (six units per acre) as an example of medium density that might work well in the SMSC. Mr. Snyder pointed out that the current Zoning Ordinance caps Residential-Medium (R-M) at six units per acre, while the General Plan lists an R-M density of 6-8 units per acre. Commissioner Wright suggested removing "6-8 units per acre" from Section 5.A.7. She commented that it is the responsibility of the City Council to address the R-M density disparity between the Zoning Ordinance and the General Plan. Commissioner Workman said his support for residential in the SMSC is limited to accessory use. Chair Hayman suggested putting Section 5.A.7 in brackets to indicate to the City Council that the Planning Commission is not in agreement on the issue. A majority of the Commission agreed with removing "6-8 units per acre" from Section 5.A.7.

Staff and the Commission discussed the distinction between existing and future residential, and discussed grouping all single-family related items together within Section V. A majority of the Commission indicated a preference to not differentiate between the east and west sides of the SMSC in Section V.

Commissioner Wright commented that to her the opening statement in Section V feels like a more accurate description than the general opening statement at the beginning of the document. Commissioners Wright and Daly suggested removing the first sentence in Section 5.A.1, "Significant growth and enhancement of commercial synergy is not likely to be substantial in the future", as well as other similar statements in the document.

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT & CITY COUNCIL REPORT

The Planning Commission is scheduled to meet next on September 25, 2019. Chair Hayman informed the Commissioners of upcoming training opportunities.

MINUTES REVIEW AND ACCEPTANCE

The minutes of the August 14, 2019 and August 28, 2019 Planning Commission meetings were reviewed and amendments requested. Commissioner Wright made a **motion** to accept the minutes of the August 14, 2019 meeting as amended. Commissioner Hunt seconded the motion, which passed by unanimous vote (6-0). Chair Hayman made a **motion** to accept the minutes of the August 28, 2019 meeting as amended. Commissioner Johnson seconded the motion, which passed by unanimous vote (6-0).

ADJOURNMENT

At 8:24 p.m., Chair Hayman made a **motion** to adjourn the meeting. Commissioner Johnson seconded the motion, which passed by unanimous vote (6-0).

Leah Romero, City Recorder

Date Approved

Katie Rust, Recording Secretary