

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 OCTOBER 9, 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

Logan Johnson, Commissioner

D. COMMISSION BUSINESS

1. Discussion - Subdivision Ordinance Updates - Chapter 18 (Improvement Completion Agreements)

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

2. Discussion - General Plan & Zoning Overlay- South Main Street Corridor
3. Community Development Director's Report & City Council Report

Next Regular Meeting is October 23, 2019:

- Parrish Creek PDO/Zoning Map Amendment
- CZC 12.36 Zoning Code Amendment

City Council Report:

- Nothing to report

E. MINUTES REVIEW and ACCEPTANCE

September 25, 2019

F. ADJOURNMENT

**CENTERVILLE
PLANNING COMMISSION
Staff Backup Report
10/9/2019**

Item No. 1.

Short Title: Discussion - Subdivision Ordinance Updates - Chapter 18 (Improvement Completion Agreements)

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 draft of Chapter 18 (Improvement Completion Agreements) is attached for Planning Commission review. Chapter 18 addresses the requirements and form for Improvement Completion Agreements and bonding for infrastructure and landscaping improvements associated with subdivision development.

ATTACHMENTS:

Description

- ▢ Subdivision Ordinance - Chapter 18 (Improvement Completion Agreement)

TITLE 15 SUBDIVISIONS

CHAPTER 15.18. IMPROVEMENT COMPLETION AGREEMENTS

15.18.010. Improvement Completion Agreement

15.18.020. Terms and Conditions

15.18.030. Improvement Bond

15.18.040. Improvement Warranty

15.18.050. Licensed Contractor

15.18.060. Payment Bond

15.18.010. Improvement Completion Agreement

The subdivider shall be required to enter into an Improvement Completion Agreement with the City along with the posting of required bond for any project involving the installation of public improvements, landscaping, or other improvements requiring bonding (collectively referred to herein as "public improvements").

15.18.020. Terms and Conditions

The Improvement Completion Agreement shall be in a form approved by the City Council and may contain additional provisions approved by the City Attorney. The Improvement Completion Agreement shall include, but is not limited to, the following provisions:

- (1) The agreement shall incorporate provisions of this Chapter.
- (2) The term of the agreement and bond shall be of sufficient length to cover the construction period and required warranty period.
- (3) Public improvements shall be completed in accordance with City Standards and Specifications and approved plans for the subdivision within 18 months from the date the agreement is fully executed by the City and the subdivider.
- (5) The amount of the bond provided to guarantee completion of public improvements shall be equal to 120% of the City Engineer's estimated cost of the improvements or the subdivider's reasonable proven cost of completion, as determined by the City Engineer.
- (6) The final plat or record of survey, as the case may be, and all data used to compute the cost of public improvements shall be incorporated by reference.
- (7) The City shall have immediate access to bond proceeds in the event of default and shall have exclusive control over such proceeds.
- (8) The amount of the bond may be reduced at intervals determined by the City upon the request of the subdivider as improvements are completed.
 - (A) The amount of the reduction shall be determined by the City.
 - (B) Such requests may be made only once every 30 days.
 - (C) No reduction shall be authorized until the City has inspected the improvements and determined they comply with City Standards and Specifications and approved plans.
 - (D) All reductions shall be by written authorization of the City Manager with recommendation from the City Engineer.
 - (E) The amount of the bond shall not be reduced below 10 percent of the cost of the improvements until:

- (i) Final acceptance of the improvements by the City Council; and
- (ii) The warranty period set forth in Subsection 15.18.040 has expired.

(9) If the amount of the bond is inadequate to pay the cost of the completing public improvements according to City Standards and Specifications and approved plans, for whatever reason, including previous reductions, the subdivider shall be responsible for the deficiency and no further building permits shall be issued in the subdivision until the improvements are completed or, with City Council approval, a new Improvement Completion Agreement has been executed and delivered to the City, or other satisfactory arrangements have been made to insure completion of the remaining improvements, as determined by the City.

(10) If the subdivider defaults, the City's cost of administration, cost of obtaining the bond proceeds, and cost of completing required improvements, including, but not limited to, administrative, engineering, legal, labor, and materials costs, shall be deducted from any bond proceeds. A minimum amount equal to 15% of the actual cost of improvements shall be retained by the City as payment for its administrative costs expended in drawing on the bond. The subdivider shall reimburse the City for any deficiencies in bond proceeds to pay such costs incurred by the City.

(11) The subdivider shall hold the City harmless from any and all liability which may arise as a result of the improvements constructed until the City certifies the improvements are complete and accepts the improvements, subject to the subdivider's warranty obligation set forth in Section 15.18.040.

15.18.030. Improvement Bond

The subdivider shall provide one of the following types of bond to guarantee completion of public improvements:

- (a) A cash bond agreement accompanied by a check payable to the City; or
- (b) An escrow agreement and account with a federally insured bank or credit union. If the bank or credit union is located outside of the State of Utah and/or requires presentment of a sight draft outside of the State of Utah, additional language shall be provided in the escrow agreement allowing for presentment by fax or other electronic means acceptable to the City.

15.18.040. Improvement Warranty

(a) **Scope.** The subdivider shall warrant unconditionally that materials and workmanship of public improvements installed by the subdivider comply with City Standards and Specifications and will not fail in any material respect within the required warranty period.

(b) **Commencement Date.** The warranty period shall commence upon the date that all public improvements required by the City to be installed within the subdivision have been completed to the satisfaction of the City, a final inspection of the improvements has been made, and the City has accepted the improvements ("Final Acceptance").

(c) **Warranty Period.**

(1) Except as provided in Subsection (2), the warranty period for public improvements shall commence on the date of Final Acceptance and shall continue for a period of one year.

(2) As provided in *Utah Code* § 10-9a-604.5, the City may require a two year warranty period for improvements if the City determines for good cause that a lesser period would be inadequate to protect the public health, safety, and welfare; and the City has substantial evidence of:

- (A) Prior poor performance of the subdivider;

(B) Unstable soil conditions within the subdivision; or

(C) Extreme fluctuations in climatic conditions that would render impracticable the discovery of defective performance within a one-year period.

(d) Defects. If any defects are found by the City during the warranty period in materials, workmanship, or failure of the improvements to comply with City Standards and Specifications, the subdivider shall promptly resolve such defects and request the City Engineer to reinspect the improvements. If the subdivider fails to remedy defects during the warranty period, the City may use bond proceeds to repair the defects as provided in the Improvement Completion Agreement. Thereafter the repairs may, at the discretion of the City Engineer, be subject to an additional warranty period of up to one year.

(e) Bond Deficiency.

(1) If the cost of repairing defective public improvements exceeds the remaining bond amount, the subdivider, within 10 days of notice thereof, shall:

(A) Pay the deficiency amount to the City; and

(B) Restore the amount of the bond to 10% of the cost of the defective improvements.

(2) The City shall not issue any building permits for the subdivision until the above referenced costs have been paid to the City and the warranty amount of 10% of the total cost of improvements has been restored.

(f) Inspection. At the end of the warranty period the subdivider shall request the City Engineer to make a final warranty inspection of all public improvements. If the City Engineer verifies that the public improvements are acceptable, the City Engineer shall notify the City Manager who shall refer the matter to the City Council. The City Council shall then review the matter and upon approval of the same shall authorize the release of the balance of the bond posted by the subdivider under the Improvement Completion Agreement.

(g) Maintenance During Warranty Period. During the warranty period, the subdivider shall be responsible for all aspects of landscape maintenance including, but not limited to mowing, trimming, watering, fertilizing, and weed control, including water and electricity costs. The subdivider shall also be responsible for hydrant repair, sidewalk repair, storm drain maintenance, road repair, street signs, meter pit damage, utility settling, curb and gutter repair, and street sweeping during the warranty period. The City will snowplow roads during the warranty period.

15.18.050. Licensed Contractor

All public improvements required under this Chapter shall be installed by a contractor or subcontractors licensed by the State of Utah.

15.18.060. Payment Bond

Prior to the issuance of any City permits to install public improvements in a subdivision, the subdivider shall file with the City Engineer a copy of the bond required by Utah Code § 14-2-1 which requires prompt payment for material furnished and labor performed under the subdivider's contract with a contractor.

CENTERVILLE

Staff Backup Report 10/9/2019

Item No. 2.

Short Title: Discussion - General Plan & Zoning Overlay- South Main Street Corridor

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- ▣ 10-09-2019 Staff Memo
- ▣ SMSC Plan Element PC Version 1.0
- ▣ SMSC Overlay Ordinance - Working Draft

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

STAFF MEMORANDUM

DATE: OCTOBER 09, 2019

TO: CENTERVILLE CITY PLANNING COMMISSION

FROM: PLANNING STAFF

**SUBJECT: ZONING OVERLAY - SOUTH MAIN STREET CORRIDOR – BEGIN THE
POLICY DISCUSSION**

At the Planning Commission's request, the South Main Street Preliminary Corridor Plan Element is being provided. This drafted version is being labeled as PC Version 1.0. All the edits from previous meetings have been cleaned up and any eliminated language has been removed. The edits discussed at the Commission's meeting at the end of September have been highlighted in yellow.

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. It is anticipated by staff that the Commission will begin reviewing Sections 12.69.010 through 12.69.60.

However, Section 12.69.050 involves the anticipated "uses of the corridor," which has not been written and will be tackled separately at a later date. Section 12.69.060, Architecture will be the likely bulk of the Commission's review and discussion at this next meeting.

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 linear, fragmented and limited in scope, though a few new buildings have been constructed here in recent years. Some revitalization is warranted and should be encouraged in a limited manner to maintain the local service-oriented uses for the community, as further described in Chapter 12-480-7, South Main Street Corridor Plan.

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 should be allowed to remain as a local service needs or specialty retail area. To encourage any larger scale commercial development would be detrimental to surrounding residential areas and to the future function ability of Main Street as an arterial road.
2. The Main Street commercial area is linear, fragmented and limited in scope. Consequently, revitalization is warranted and should be encouraged in a limited manner to maintain the local service-oriented uses for the community, as further described in Chapter 12-480-7, South Main Street Corridor Plan.
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 local service needs and specialty retail area. To encourage any larger scale commercial development would be detrimental to the surrounding residential areas and to the future functionability of Main Street as an arterial road.
2. The Main Street commercial area is linear, fragmented and limited in scope. Consequently, revitalization is warranted and should be encouraged in a limited manner to maintain the local service-oriented uses for the community, as further described in Chapter 12-480-7, South Main Street Corridor Plan.
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 potentially 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 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** - *Collaborate 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 traditional “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 should 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 linear, fragmented, and limited in scope , though a few new buildings have been constructed here in recent years.*
- ✓ *Revitalization is warranted and should to be encouraged, but in a limited manner to maintain the local service-oriented uses (aka: "service commercial") for the community.*
- ✓ *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 architype commercial development would be detrimental to the surrounding residential areas and to the vehicular functionability of Main Street as an arterial state road.

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

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

II. Land Use Planning Expectations

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

To date, the South Main Street Corridor is predominantly 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 shall not extend more than one-half block east or west of Main Street.

2.A.2 Revitalization Intent - Revitalization is warranted and should 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 it's 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 should to function as a transition into the South Main Street Corridor. Changes to the architectural and landscaping design should 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 should 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 parcel sizes, future commercial intensity should 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 should 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 should 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 should 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 should 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 should 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 should 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 should to be scaled in a manner that reflects the character of the overall area in which it is located. Generally, building heights should 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 should to be held accountable to implement, to the extent possible, the standards adopted by the City. All new development should 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 should 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 should 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 should 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 should to be constructed to frame the streetscape when entering/exiting this gateway area. The City should 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 should 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 Hall's west porch (*i.e. steep steps*) and surrounding front yard and streetscape should 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 should 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 should 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, should to be incorporated in the layout of these sites. Specific amendment needed is :

- 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 should 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 should 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*) should to be limited to 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 – The preferred roadway design stipulations are as follows:

- i. Posted Speed – Travel speeds should 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 should be considered as future investment allows.

4.A.2 Priority Signing Stipulations - The preferred signing stipulations are as follows:

- i. Traffic Management and Control – *To minimize visual pollution with other public signing uses, traffic control signs should be used only to the extent needed for safety. Support structures (i.e. poles and frames) for signs should 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 should to be enhanced to create a traditional main street or historical visual aspect to the sign placement.*
- iii. Wayfinding – *The City should 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 should to be enhanced to create a consistent and visually appealing aspect to the wayfinding system. Additionally, within the Corridor such support structures should to be designed in a subtle manner to add to the traditional main street or historical visual appeal.*

4.A.3 Priority Parking Stipulations - The preferred parking stipulations are as follows:

- 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 - The preferred park strip stipulations are as follows:

- i. Park Strip Width – Park Strips should 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 should 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 - The preferred sidewalk stipulations are as follows:

- i. Sidewalk Width – Sidewalks should 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, should 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 - The preferred streetscape lighting stipulations are as follows:

- i. Traffic Safety Lighting – Intersection and mid-block lighting should to comply with state or local regulations. Lighting design and fixtures should 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 should to be utilized within the Civic/Cultural Area. Lighting style should 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 should 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 - The preferred streetscape feature stipulations are as follows:

- 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 should 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 should to develop a public art plan as part of any re-development or economic plan for the corridor. Public art should 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. 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 - The preferred landscape depth stipulations are as follows:

- i. Street Landscape Depth – Except for approved driveways and pedestrian walkways, landscaping should 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 should 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 should to be prohibited.

4.C.2 Priority Lighting Stipulations - The preferred lighting stipulations are as follows:

- i. Building Lighting, Exterior – Lighting should to be primarily used for architectural enhancement, which in turn provides a neighborhood style lighting scheme. Any lighting facing or adjacent to residential zones should 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 should 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 - The preferred signing stipulations are as follows:

- 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 should to be reformatted to create a differentiation from the typical box style commercial found on Parrish Lane. Business signing should to be simplified and scaled down to reflect a local small-town style scheme. The style, colors, materials should 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 should 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, limited use housing could play a role in the economic success of preserving and maintaining this type of commercial investment. Furthermore, it could also provide for missing or needed housing stock to support a variety of income levels. Consequently, the re-introduction of residential uses in a secondary or supplementary manner may be advantageous within the corridor. If future attempts are made, the following policies should 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) acre 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.

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12.69.010 Purpose

12.69.020 Scope

12.69.030 Definitions

12.69.040 South Main Street Corridor Plan Compliance

12.69.050 Allowable Overlay Uses

12.69.060 Architecture

12.69.070 Landscaping

12.69.080 Off-Street Parking

12.69.090 Public Street Space

12.69.100 Residential Use Alternatives

12.69.110 Table of Site Development Standards

12.69.101 Purpose

The purposes of the South Main Street Corridor Design Guidelines are to:

- (a) Promote South Main Street as small-community oriented corridor that serves as a balance between local service commercial uses and the adjacent residential neighborhoods.
- (b) Preserve the historic character (*i.e. Centerville Deuel Creek Historic District*) of Centerville's South Main Street and/or encourage development that is sensitive to the City's heritage;
- (c) Provide a visually appealing corridor streetscape that recognizes the vehicular through movement of the corridor, while at the same time enhancing alternative transportation modes (*e.g. pedestrian, bicycles*), so that a safe and comfortable environment is created for various users, and
- (d) Create a visually appealing streetscape and a localized identity, which fosters a neighborhood style atmosphere that is desired by the community.

12.63.020 Scope

Any lot or parcel located within the South Main Street Corridor Design Guideline Area, as defined below, shall be subject to the standards and regulations of this Chapter. Such standards and regulations are intended to be in addition to existing standards and regulations of the underlying zone of the property and other applicable regulations of this Title or other City Ordinances and specifications. If there is a conflict between these regulations and other regulations adopted elsewhere, the regulations of this Chapter shall govern.

- (a) Design Standards and Guidelines. This Chapter establishes design parameters that are reflected using two kinds of design criteria: design standards and design guidelines. Design parameters that indicate a “*design expectation*” to achieve a desired outcome or result will be indicated by a “shall” or “should.” Additionally, the use of the verb phrase “to be” is utilized to point to the intent of the design expectations.

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- (1) Design Standards are required in addition to other standards set forth in this Chapter and are indicated by the verb "*shall*." Such design standard shall be considered a mandatory expectation.
 - (2) Design Guidelines might also indicate additional actions that may be taken to enhance development design and achieve greater compatibility with adjacent land uses. Guidelines thus use the verb "*should*" (*rather than "shall"*) signifying that the guidelines are desirable objectives to be achieved but are not mandatory requirements, if deemed unnecessary or irrelevant by the Approving Authority.
- (b) South Main Street City Center Corridor Area Boundaries. The boundary consists of any commercial use property that has frontage on South Main Street, is part of a larger common development project that has or will have frontage on South Main Street, or is commercially zoned and located within ½ block on either side of South Main Street, between the South Side of Parrish Lane and the north side of Porter Lane, within the City of Centerville.

12.69.030 Definitions

Certain words and phrases in this Chapter are defined in CZC 12.12 - Definitions.

12.69.040 South Main Street Corridor (SMSC) Plan

All development within the South Main Street Corridor shall also be deemed consistent with the related SMSC Corridor Plan, as determined by the Approving Authority.

12.69.050 Allowable Overlay Uses [TO BE WRITTEN]

12.69.060 Architecture

- (a) Commercial Building Design and Articulation - All main and accessory buildings shall be designed to reflect a local historic style and scale and shall be inviting to the community and contextually sensitive to the historic and residential character of Centerville.
- (1) In determination of establishing a historic context, at least one (1) or more of the following standards shall be fulfilled:
 - 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, as recommended by a certified architect and deemed acceptable by the City.
 - 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 and deemed acceptable by the City.

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- 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 and deemed acceptable by the City.
- (2) Building heights shall be limited two-stories and a maximum of thirty feet (30') on the east side and shall be limited to three-stories and a maximum of thirty-five feet (35') feet on the west side of South Main Street.
- Exception: Civic Buildings, owned by a government entity, shall be limited to a maximum height of forty-feet (40') on the east side, provided the expected public and landscaping spaces are also developed.*
- (3) Building heights shall be measured from the top back of curb of Main Street to the highest point of the building's roof.
- (4) Primary building sizes shall not exceed 10,000 gross square feet. Accessory use buildings shall not exceed 30% of the floor area of building used for primary uses.
- Exception: Civic Buildings, owned by a government entity, shall be limited to a maximum 20,000 gross square feet, provided the expected public and landscaping spaces are also developed.*
- (5) Building footprint alterations to existing buildings should be generally expanded, where possible, away from adjacent single-family residential zoning districts and towards South Main Street.
- (6) Buildings shall be constructed with rock, brick, and/or decorative concrete block with at least 60% of the first-floor level façade, as viewed from South Main Street. Upper floors may be accented with other maintenance free materials compatible with the base first floor design, such as cement fiber board, stucco, or other similar materials deemed acceptable by the City.
- (7) At least 25% of the primary building façade facing South Main Street shall have upgraded architectural features, such as columns, pillars, archways, canopies, balconies, or other visual treatments.
- (8) At least 15% of a secondary façade facing another public street frontage shall be of upgraded architectural features.
- (9) Larger buildings (*over 5,000 sq. ft. or more than 50 feet of building frontage along South Main Street*) shall be "stepped", both vertically and horizontally, in a sufficient manner to break up the building mass and provide aesthetic visual relief to the façade, as viewed from South Main Street, as follows:
- i. *Horizontally* - No less than four feet (4') every fifty-feet (50'), and
 - ii. *Vertically* - No less than two-feet (2') every 12-feet (12') or each story.
- (10) Building color palette shall be warm, neutral, or earth tone colors. Stains, flat paints, and matte finishes should be utilized. The use of primary colors, reflective or shiny paints and finishes shall be limited to accenting features or design elements of buildings and shall not exceed five percent (5%) of the building's facade or should be avoided all together.

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- (11) Building entrances shall be identifiable and directly accessible from public sidewalks via on-site pedestrian walkways. (*Drive aisles and other vehicular accesses shall not be considered pedestrian walkways*).
- (12) For corner intersection lots or parcels, lot layout and building placement should also address its orientation to the public space at the intersection corner. Such design elements may be building egress/ingress points, pedestrian connections to the sidewalk system, front yard landscaping, plazas, and other design features approved as part of a development plan.

12.69.070 Landscaping and Features

(a) Overall Development Design – The landscaping plan of each site is to be unified both internally and externally, and relate to the larger context for the Corridor's Planned Vision. All landscape plans should consider the site's unique design contribution for creating the character of South Main Street.

- (1) A landscaping plan shall be submitted for the project which conforms to the requirements of this Chapter and demonstrates compliance with the applicable provisions CZC 12.51, except as modified by this Chapter.
- (2) Landscaping plans using drought-tolerant plantings and mulching generally should be the emphasis of the design plan.
- (3) For Commercial Uses, at least 15% of the gross site area being developed shall be landscaped.
- (4) For Civic Uses, owned by a government entity, at least 25% of the gross site area being developed shall be landscaped.
- (5) Turf and heavy water use plantings should be balanced with water conservation practices and even minimized in the design plan.
- (6) Within the area adjacent and parallel to the right-of-way frontage of South Main Street, an area of at least 10 feet in depth shall be landscaped, except for approved driveways and pedestrian walkways shown on an approved development plan.
- (7) Within the area adjacent and parallel to the right-of-way frontage of a secondary public street, at least six-feet (6') in depth shall be landscaped, except for approved driveways and pedestrian walkways shown on an approved development plan.
- (8) Buffer Landscaping between Non-Residential Development and residential uses of abutting adjacent residential zones shall be provided in accordance with this Chapter and CZC 12.51 – Landscaping and Screening of the underlying zone.

(b) Street Frontage Landscape Design

- (1) The landscape plan shall consist of a varied design that incorporates the use of trees, shrubs, flowers, turf, in conjunction with decorative gravel and mulches.
- (2) All required street frontage trees shall be located at least four-feet (4') from any public right-of way line.

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- (3) Locating trees within a park strip shall be prohibited on the east side of South Main Street.
- (4) Trees placed near any pedestrian walkway shall have a general canopy clearance of at least seven (7) feet, when mature.
- (5) The landscaping design plan should incorporate plantings and materials that have greater tolerance for snow, foot-traffic, and other hazards within three (3) feet of any sidewalk, driveway, or other like travel way.
- (6) The use of detention basins, monument signs, and other like features should be incorporated into the design to unify the visual appeal of the landscaping.
- (7) Landscape and pedestrian lighting should be used to highlight the site's design and pathways during the evening and twilight hours to visually enhance the streetscape area.

12.69.080 Off-street Parking Layout

(a) *Parking Lot Design* - Parking is to be provided in accordance with CZC12.52 of this Title, unless otherwise modified by and subject to CZC 12.52.110 regarding Parking Modifications, and shall be subject to the following:

- (1) Driveway access to off-street parking lots shall be located to provide safe separation distance from public street intersections. Driveways shall be aligned with driveways on the opposite side of the street or adequately offset to avoid turning movement conflicts, as deemed acceptable by the City.
- (2) Driveways shall be a minimum width of 25 feet. Where feasible, driveways should not be located within fifty-feet (50') of a corner.
- (3) When feasible, existing legally created driveways and driveway lanes should be combined for adjacent developments and shall be subject to recordation of shared access easements between the adjacent lots.
- (4) Required internal parking lot landscaping, as defined in this Title, is to be waived in order to provide the expected landscaped area along South Main Street defined in this Chapter.
- (5) When any on-site parking area (*drive lanes and stalls*) abuts the street frontage landscaping, a screening feature shall be used to buffer vehicle parking. Such features should consist of decorative walls or planting hedges with a minimum height of three (3) feet, or use an undulating berm, as part of the street frontage design having an average height of three (3) feet.
- (6) When the final grade of the parking area is three (3) feet or lower in height from South Main Street, the screening feature for the on-site parking is no longer required.
- (7) Satisfying required parking counts is to be encouraged using adjacent off-site opportunities, subject to joint use agreements or use of shared parking areas, in accordance to CZC 12.52.110 regarding Parking Modifications

12.69.090 Corridor Street Space Design

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(a) *Sidewalk and Park Strip Design and Improvements* - As properties on both sides of South Main Street develop or redevelop, all required or missing public improvements are to be installed along the property's Main Street frontage and any required or missing improvements along a local street intersecting Main Street. When deemed applicable, the following regulations are to be implemented:

- (1) Public sidewalks shall have at least four-feet of unobstructed width along South Main Street (*plus the decorative frame in sub-section 2*) and at least five-feet of depth along local connecting roadways, until reaching a residential zoning district.
- (2) Public sidewalk surfacing along South Main Street, shall be finished with decorative broom-finishes and a minimum 12 inch decorative brushed or stained/dyed strip shall frame shall be provided along the both side of the public sidewalk. Pedestrian easements may be required to meet the design expectation.
- (3) A variation of broom finishes and border colors for each property should be encouraged and also allow an opportunity to reflect the site's unique design contribution to the character of South Main Street.
- (4) Parks strips shall have at least four-feet (4') of depth (*may include the decorative frame strip*) along both sides of South Main Street and shall be improved consistent with an approved landscaping and design guideline expectations.
- (5) Park strips shall be developed using drought tolerant plantings and mulches that are also tolerant of winter snow, ice, and road salts.
- (6) Park strip hard-surfacing and gravel only installations shall be prohibited.
Exception: Civic Buildings, owned by a government entity, may integrate the park strip as part of the pedestrian and public space design expectations.
- (7) Permanently fixed vertical features or objects within the park strip area shall prohibited, except as allowed for traffic management, street signs, and wayfinding signs, and other public use elements allowed by a governmental entity.

(b) *Business Signs, Traffic Management Signs, Street Signs, Wayfinding Signs, and Gateway Elements* – Business signing should be subtle and discrete, in order to maintain the desired character of neighborhood style corridor. Signs authorized by a government agency are to be installed as provided by applicable law. However, such signs are to be minimized in use to the extent needed to communicate needed information. When deemed applicable, the following regulations are to be implemented:

- (1) Business and other private signs shall be designed and placed in accordance with CZC 12.52 of this Title, and this Chapter.
- (2) For monument signs, external illumination shall be used for all sign lighting and should be limited to the extent needed for functional use. The use of internal sign or cabinet illumination shall be prohibited.
- (3) The use of pole style signs and electronic messaging signs copy shall be prohibited.
- (4) All traffic management signs shall be posted or installed using poles or other decorative posting elements that visually enhance the corridor's appearance. Such

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design elements should consist of fluted aluminum poles with decorative bases, sign top finials, and sign frames and backers.

- (5) All street name signs shall be posted or installed using unique or decorative poles or other design elements that visually enhance the corridor's appearance. Such design elements should consist of fluted aluminum, treated wood, or decorative steel poles using decorative bases, sign top finials, or L-brackets, or sign frames and backers.
- (6) All wayfinding signs shall be posted or installed using unique or decorative poles or other design posting elements that visually enhance the corridor's appearance. Such design elements should consist of fluted aluminum, decorative steel, or treated wood, using decorative bases, sign top finials, or L-brackets, or sign frames and backers.
- (7) Corridor area entry features should be established at approximately 100 north and at Porter Lane, with specific locations determined by the City. At least one entry feature should be provided at each end of the corridor – the west side on the north end and for the east side on the south end.
- (8) Such entry features shall be designed with a modest vertical element and placed adjacent to the sidewalk or property line, as part of "Street Frontages Design" area. Additionally, secondary horizontal elements shall be incorporated, such as low landscape walls or planters or bench walls, or other horizontal element.
- (9) Entry features shall incorporate the use of rock, wood, weathered steel, with exterior and/or interior feature lighting, along with other design elements to highlight the entry feature's design.
- (10) If an entry feature is placed, the City shall obtain any applicable easement or agreement for the placement, use and maintenance of such feature.

(c) Utility Poles/Lines, Banner Poles, and Street Lighting - All utility poles are to be maintained in good working condition. The City should work with the users of the utility pole system to reduce the number of poles, whenever feasible. When deemed applicable, the following regulations are to be implemented:

- (1) Due to the prominent presence of utility poles on Main Street, particularly along the eastern side of the street, the City should consider funding or stimulating an enhancement program. Such enhancement considerations could include the following:
 - i. Painting scheme for the poles, at least seven-feet (7') in height from sidewalk elevation. Painting scheme could evaluate using a dark tone paint for an obscuring effect, a decorative scheme using historic or local imagery, or even whimsical art.
 - ii. The use of framing or collar design element to shroud the poles up to a six-foot (6') height.
 - iii. The use of banner frames to highlight the City's history, celebrate holidays, or other community events.

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- iv. Installing simple decorative poles or lighting fixtures on the west side of Main Street, spaced at appropriate intervals, to mirror the use of banners and/or lighting along the street corridor.
 - (2) When utility poles are replaced, the pole shall be constructed with core-ten steel or other like material to reflect a rustic or aged historical appearance of the corridor.
 - (3) All utility lines shall be placed at heights specified by applicable regulations and shall not be placed in a manner to interfere with any traffic management element or other similar sign communication feature.
- (d) *Travel Lane Dimensions, Pedestrian Crossings, and Alternative Transit Modes* - Main Street through Centerville is designated as an arterial street managed by the Utah Department of Transportation, which serves as a north-south inter-city local travel corridor from Bountiful to Farmington. Nonetheless, this specified section Main Street is contextually to be an iconic neighborhood style setting that features Centerville in its design theme. When deemed applicable, the following regulations are to be implemented:
- (1) South Main Street shall consist of a travel lane in each direction with a center median lane.
 - (2) The travel and median lane dimensions for Main Street should be minimized to the extent needed to accommodate and provide for bike lanes on Main Street in both directions, as described in the South Main Street Corridor Plan.
 - (3) Pedestrian Crossings should be provided at the following locations along Main Street:
 - i. City Hall to Bus Stop at Post Office – mid block (e.g. hawk system crossing)
 - ii. North Side of Bamberger Way Intersection
 - iii. North Side of Porter Lane Intersection
 - (4) Where bus stops are provided, the stops should include the use of shelters, benches, and trash receptacles, designed contextually compatible with the Corridor’s “*historic heart*” expectations, at each stop within the corridor area.

12.69.100 Residential Use Alternatives

- (a) *Residential Building Design and Layout* – Residential uses are to be secondary and supportive for maintaining the viability of the South Main Street Corridor area. If and when residential uses are allowed, the following design regulations are required:
- (1) *Architectural Design Expectations* – In addition to the standards of this Section, All residential development shall comply with the provisions of *CZC 12.69.060.a, Architecture*, as described in this Chapter.

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- (2) **Attached Accessory Apartments or Mixed Use Residential Orientation and Layout** - When attached accessory apartments or mixed use residential is utilized, the building layout and architectural design shall be oriented in a manner to create a commercial front elevation and visual relationship to Main Street.
- (3) **Main Street Entry for Residential** – Entry points for residential uses along Main Street should be minimized. Entry points shall not occupy more than 15% of the building’s façade area facing South Main Street.
- (4) **Corner Lot, Residential Oriented to Local Street** - In the case of a corner lot, residential uses, located along a local street, is appropriate and should create front elevation and visual relationship when approaching closer to adjacent residential zones. Structure placement, landscaping, driveways, and other elements should visually be placed in a manner to harmonized the building and site layout design in harmony with an adjacent residential uses.
- (5) **Residential 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) acre or larger are not exceed three (3) dwelling units per commercial lot, regardless of the commercial parcel’s definitive size.
- (6) **Residential Intensity Limitation** - 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*).

12.69.110 Table of Site Development Standards

(a) Bulk and Dimensional Requirements

Lot and Parcel Dimensions	
Width, Minimum	80 feet
Width, Maximum	160 feet
Site and Building Restrictions	
Landscaping, Buffer – Adjacent to Residential Zones	15 feet (<i>See Chapter 12-51 Landscaping Design Requirements</i>)
Gross Floor Area, Maximum	Commercial Bldg. - 10,000 sq. ft. Civic Bldg. - 20,000 sq. ft. Accessory Bldg. – no greater than 30% of Primary building (<i>See Sub-section 12.69.060 Architecture</i>)
Minimum, Pervious Coverage	Commercial Use Sites, 15% of Site Civic Use Sites, 25% of Site (<i>See Sub-section 12.69.070 Landscaping and Features</i>)
Outdoor Storage	Prohibited
Building Setbacks, Primary	
Front Yard	15 feet, minimum (<i>All Public Streets</i>)
Side Yard	10 feet, minimum

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Rear Yard	15 feet, minimum
Building Setbacks, Accessory	
Front Yard	Not Allowed
Side Yard	5 feet, minimum
Rear Yard	15 feet, minimum
Building Heights	
Primary	East Side, 30 feet West Side, 35 feet <i>(See sub-section 12.69.060 Architecture, and CZC 12.55.120.a)</i>
Accessory	20 feet, maximum both sides of South Main Street <i>(See sub-section 12.69.060.a.3)</i>

CENTERVILLE

Staff Backup Report 10/9/2019

Item No. 3.

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

Initiated By:

Scheduled Time:

SUBJECT

Next Regular Meeting is October 23, 2019:

- Parrish Creek PDO/Zoning Map Amendment
- CZC 12.36 Zoning Code Amendment

City Council Report:

- Nothing to report

RECOMMENDATION

BACKGROUND

CENTERVILLE

Staff Backup Report 10/9/2019

Item No.

Short Title: September 25, 2019

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- September 25, 2019 Planning Commission Minutes

PLANNING COMMISSION MINUTES OF MEETING
Wednesday, September 25, 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 (arrived at 7:25 p.m.)
Becki Wright (arrived at 7:10 p.m.)

STAFF PRESENT

Cory Snyder, Community Development Director
Lisa Romney, City Attorney
Katie Rust, Recording Secretary

STAFF ABSENT

Mackenzie Wood, Assistant Planner

PLEDGE OF ALLEGIANCE

OPENING COMMENT/LEGISLATIVE PRAYER Commissioner Daly

PUBLIC HEARING – CONCEPTUAL SITE PLAN AMENDMENT – RB’s GAS STATION

Cory Snyder, Community Development Director, explained the request for an amended site plan for RB’s One Stop to update the following:

- Canopy logos enlarged
- Canopy refaced in new colors and lighting
- Dispenser visuals updated
- Parrish Lane sign poles repainted a Titanium Gray

The conditions of the 2007 final site plan approval specified: “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.” Mr. Snyder showed a conceptual image and stated that Staff considers the red stripe on the proposed canopy design to be an accent feature rather than a primary design feature. He pointed out that the proposed enlarged Philips 66 logo would extend above the canopy roof, which is not allowed by City Sign Ordinance.

Brad Randall, applicant, said Phillips 66 is requiring RB’s to meet upgraded image standards. He provided photographs of surrounding businesses with primary exterior accent colors, and showed a sample of the fascia that would be used. Mr. Randall confirmed that the proposed Phillips 66 logo can be reduced in size to fit within the size of the canopy. Responding to a question from Commissioner Wright, Mr. Randall said he does not think Phillips 66 has a more muted alternate color scheme available.

Chair Hayman opened a public hearing at 7:24 p.m., and closed the public hearing seeing that no one wished to comment. The Planning Commission discussed neighboring businesses that were subject to the Parrish Lane Design Guidelines. The Parrish Lane Design Guidelines states "storyboard materials should harmonize with existing, surrounding development." Commissioner Johnson said he thinks the proposed red stripe on the canopy would stick out less than signage at Quick Quack and Dairy Queen. Chair Hayman said she thinks the gas station canopy is a prominent feature. Commissioner Daly said he thinks of the canopy as a primary feature of a gas station.

Chair Hayman said the proposed red strip concerns her less than the proposed gray color. None of the Planning Commissioners expressed concern with the proposal to remove the color red from the freestanding sign. Commissioner Wright said she would like the upgraded new look if the red were more muted. Commissioner Hunt commented that a lot of surrounding businesses have red accents.

Commissioner Daly made a **motion** to accept the conceptual plan to amend the July 2007 Final Site Plan Approval for 219 West Parrish Lane, subject to the following directives and findings. Commissioner Johnson seconded the motion.

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.

Findings:

- 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.

Commissioner Workman said that in his opinion the proposed canopy design does not harmonize with the convenience store structure. The motion failed (1-5), with Commissioner Johnson in favor and Commissioners Workman, Daly, Hayman, Wright, and Hunt dissenting.

Commissioner Wright made a **motion** to accept the conceptual plan to amend the July 2007 Final Site Plan Approval for 219 West Parrish Lane, subject to the following directives and findings. Commissioner Johnson seconded the motion.

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., and the color scheme for the canopy shall be adjusted to reflect a more muted color tone.

Findings:

- 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.
- c. The Planning Commission finds that the placement and design of signs should be compatible with the development project, and colors and materials should harmonize with existing, surrounding development.

Commissioner Wright clarified that by “muted color tone” she means muted primary colors. Chair Hayman said she is more concerned that the gray would not harmonize with surrounding development. Chair Hayman made a **motion to amend** the motion replacing Directive 2 with: “The signs on the canopy shall be modified to comply with CZC 12.54.060.i., and the canopy design shall use a two-tone canopy color scheme consisting of tan and brown tones with a muted red accent allowance.” Commissioner Wright seconded the motion to amend, which passed by unanimous vote (6-0).

Commissioner Wright made a **motion to amend** the motion replacing Directive 2 with: “The signs on the canopy shall be modified to comply with CZC 12.54.060.i., the canopy design and the support structure for the pole sign shall use a two-tone color scheme consisting of tan and brown tones and the canopy can have a muted red accent stripe.” Commissioner Johnson seconded the motion to amend, which passed by unanimous vote (6-0). The amended motion passed by unanimous vote (6-0).

SOUTH MAIN STREET CORRIDOR PLAN DISCUSSION

Mr. Snyder presented the entire South Main Street Corridor (SMSC) Plan as amended and revised by the Planning Commission in previous meetings. The Planning Commission reviewed the document page by page and requested changes. Commissioners Daly and Wright referred to the sentence “Significant enhancement of commercial viability is not likely to occur in the future”, which occurs three times in the document, and said they would prefer the document to reflect a more positive view. Commissioner Wright suggested completely removing the sentence and beginning the following sentence with “Revitalization is warranted...”. The Planning Commission discussed their vision for Main Street. Mr. Snyder agreed to revise the language. He cautioned that if the revised document comes across to the public as trying to open the door to enhanced commercial, there will be a severe amount of resistance. He said it has become clear that the neighborhood would not mind a few enhancements, but would not want significant revitalization. Ms. Romney suggested adding a reference to General Plan Section 12-480-7 for clarity.

Changes requested include:

- On page 4 under Long Range Pledge, Commissioner Wright questioned use of the word “compromise”, and suggested “collaborate” as an alternative. Commissioners Johnson and Daly agreed with the suggestion.
- Chair Hayman suggested using the term “traditional heart of Centerville” rather than “heart of Centerville”.

Commissioner Wright asked if it would be appropriate to include visual examples of historic design, and suggested the Whitaker Museum as a positive example. Mr. Snyder

1 responded that illustrations could be included. Chair Hayman said she would hesitate to use just
2 the one location as an example, and suggested not using visual examples in the document. She
3 suggested possibly using images in a work session with the City Council.
4

5 After reviewing Section 5 regarding residential reintroduction, the Planning Commission
6 discussed whether to include Sections 5.A and 5.B in the document forwarded to the City Council.
7 Chair Hayman referred to the fact that several Council members asked the Planning Commission
8 to consider adding a residential element, and said she believes including residential opportunities
9 in a small-scale and accessory manner would not change the character of the commercial
10 corridor. She expressed support for including Section 5.A in the document forwarded to the City
11 Council. Commissioner Johnson expressed the opinion that Section 5.B, which addresses the
12 possibility of multi-family residential, should also be included in the document forwarded to the
13 City Council, with the knowledge that the Council can remove the section if they want.
14 Commissioners Hunt, Daly, and Workman expressed support for including Section 5.A in the
15 document forwarded to the Council. The Planning Commission and Staff discussed the number
16 of dwelling units that would be possible.
17

18 Chair Hayman said she is not in favor of including the possibility of multi-family residential
19 on Main Street (Section 5.B) because she considers the SMSC to be primarily a commercial
20 corridor. However, she said she would not be opposed to including Section 5.B in the document
21 forwarded to the City Council to give them the option. Mr. Snyder commented that the Cook and
22 O'Brien properties at the south end of the SMSC are the largest parcels. He suggested
23 customizing the language to leave the multi-family option open for those properties at the south
24 end. Commissioner Workman said he does not support Section 5.B, and expressed the opinion
25 that it should not be included in the document forwarded to the Council. Commissioner Johnson
26 said he is comfortable including Section 5.B, but he does not think the Planning Commission
27 should include anything they cannot support as a group. Commissioner Hunt said he thinks multi-
28 family development would revitalize Main Street, but questioned whether it is the type of
29 revitalization that is wanted. Commissioner Wright stated she is not opposed to multi-family
30 development in general; however, she is holding to the desire to support locally-owned
31 commercial. She said she is not in favor of including Section 5.B. The Planning Commission
32 decided that Section 5.B will not be included in the document forwarded to the City Council.
33

34 **DISCUSSION – SUBDIVISION ORDINANCE UPDATES – CHAPTER 17**
35 **(CONSTRUCTION OF PUBLIC IMPROVEMENTS)**
36

37 As part of the process to update and revise the City Subdivision Ordinance, Ms. Romney
38 presented Chapter 17, which addresses the installation of public improvements for subdivisions
39 and the process and review for construction plans and drawings.
40

41 **COMMUNITY DEVELOPMENT DIRECTOR'S REPORT & CITY COUNCIL REPORT**
42

43 The Planning Commission is scheduled to meet next on October 9, 2019.
44

45 **MINUTES REVIEW AND ACCEPTANCE**
46

47 The minutes of the September 11, 2019 Planning Commission meeting were reviewed
48 and one amendment made. Commissioner Wright made a **motion** to accept the amended
49 minutes. Commissioner Hunt seconded the motion, which passed by unanimous vote (6-0).

ADJOURNMENT

Chair Hayman made a **motion** to adjourn the meeting at 9:36 p.m. Commissioner Hunt seconded the motion, which passed by unanimous vote (6-0).

Leah Romero, City Recorder

Date Approved

Katie Rust, Recording Secretary