# JOINT CENTERVILLE CITY COUNCIL & PLANNING COMMISSION AGENDA

**NOTICE IS HEREBY GIVEN THAT THE CENTERVILLE CITY COUNCIL AND PLANNING COMMISSION WILL HOLD A JOINT MEETING AT 7:00 P.M. ON WEDNESDAY, JUNE 17, 2015 AT THE CENTERVILLE CITY COMMUNITY CENTER AND CITY HALL COUNCIL CHAMBERS, 250 NORTH MAIN STREET, CENTERVILLE, UTAH. THE AGENDA IS SHOWN BELOW.**

**Tentative Time:**

7:00 **A. ROLL CALL**

**B. BUSINESS**

7:00 1. Comments from property owners and businesses re South Main Street Corridor Plan/Overlay Zone

2. Discussion re South Main Street Corridor Plan/Overlay Zone

**C. ADJOURNMENT**

Marsha L. Morrow, MMC
Centerville City Recorder

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

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

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2. Discussion re South Main Street Corridor Plan/Overlay Zone

**C. ADJOURNMENT**

**CENTERVILLE**

**Staff Backup Report**
**6/17/2015**

Item No. 1.

Short Title: Comments from property owners and businesses re South Main Street Corridor Plan/Overlay Zone

Initiated By:

Scheduled Time: 7:00 PM

**SUBJECT**

Comments from property owners and businesses re South Main Street Corridor Plan/Overlay Zone

**RECOMMENDATION**

**BACKGROUND**

**ATTACHMENTS:**

Description

- SMSC Ordinance
- SMSC General Plan

**Sections.**

**12-48-010. Purpose.**
**12-48-020. Scope.**
**12-48-030. Definitions.**
**12-48-040. Zone Location.**
**12-48-050. Other Approval Requirements.**
**12-48-060. Development Agreement.**
**12-48-070. Development Project Evaluation.**
**12-48-080. South Main Street Corridor Overlay District Zone, Permitted and Conditional Uses by Specific District**
**12-48-090. South Main Street Corridor Overlay District Zone Design Pattern Book**
**12-48-100. General Development Standards.**
**12-48-110. Regulations of General Applicability.**
**12-48-120. Development Implementation.**
**12-48-130. South Main Street Corridor Overlay Zone Sub-Districts.**
**12-48-140. Corridor Regulating Plan**
**12-48-150. Building Form and Site Envelope Standards**
**12-48-160. Off-Street Parking Space Standards**
**12-48-170. Landscaping and Screening Standards**

**12-48-010. Purpose.**

The purpose of the South Main Street Corridor (SMSC) Overlay District Zone is to:

(a) Preserve the historic character of Centerville's South Main Street and/or encourage development that is sensitive to the City's heritage;

(b) Provide a gathering space and cultural heart for the community by fostering a small town atmosphere;

(c) Provide a walkable streetscape that gives equal consideration to pedestrian, bicycles, and transit users, so that a safe and comfortable environment is created;

(d) Provide continuity and sensitivity between types of differing land uses; and

(e) Promote South Main Street as an active corridor that serves as a balance between local and regional uses.

**12-48-020. Scope.**

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

**12-48-030. Definitions.**

Certain words and phrases in this Chapter, including uses, are defined in Chapter 12-12 of this Title. The following will be relocated to Chapter 12-12, but are listed below for reference:

**ARCADE** - A roofed or built structure, extending over the sidewalk, that is open to the street except for the supporting columns, piers, or arches. A minimum clear height of 11 feet is required and a minimum clear width of 10 feet from inside of the column or supporting member to the building or Required Building Line (RBL). The arcade area shall be open to public access and have a minimum of 5 feet of public access easement/sidewalk within the arcade clear width.

**BUILDABLE AREA** - The area of the lot where buildings will sit. This area sets the limits for the building footprint, now and in the future. Additions must be within the buildable area.

**BUILDING ENVELOPE STANDARDS** - These standards establish the parameter for building construction within the South Main Street Overlay District Zone. This includes the building placement in all 3 dimensions and certain required building elements.

**MIXED USE, DEVELOPMENT** - Mixed use refers to the combining of retail/commercial and/or service uses with residential or office use in the same building or on the same site in one (1) of the following ways:

A. Vertical Mixed Use. A single structure with the above floors used for residential or office use and a portion of the ground floor for retail/commercial or service uses.

B. Horizontal Mixed Use – Attached. A single structure which provides retail/commercial or other service uses in the portion fronting the public or private street with attached residential or office uses behind.

C. Horizontal Mixed Use – Detached. Two (2) or more structures on one (1) site which provide retail/commercial or other service uses in the structure(s) fronting the public or private street, and residential or office uses in separate structure(s) behind or to the side.

**REGULATING PLAN** - The key map for the South Main Street Overlay District Zone and the associated Building Envelope Standards that provide specific information on location of lots and districts within the zone, their relation to one another and to the surrounding neighborhoods.

**REQUIRED BUILDING LINE (RBL)** - The building must be built-to the RBL and/or range as established for the appropriate lot characteristics in the code. This RBL or range is not a minimum setback, but the envelope in which the front of the building must be situated.

**RESTURANT, EATERY** – A small informal establishment that sells ready-to-eat food and beverages as part of a larger building and does not utilize a drive-through facility.

**SOLID TO VOID RATIO** – The mathematical ratio between openings or voids (windows, glazing, etc) and the structural elements along the wall line of a building resulting in a percentage of elements that allow light and views between the interior and exterior. Its purpose is to establish a required minimum amount of void area, usually windows, along the wall line of a building.

**STREET FRONTAGE** - This refers to the building line coincident with the street Right of Way (ROW) or the RBL.

**SUBSTANTIAL ALTERATION** – Any repair, construction, reconstruction, or other such improvement to a building, structure, lot, or parcel that results in any increase more than thirty percent (30%) of the floor area or fifty percent (50%) of the value of the building, structure, or premises; or for property located in a commercial zone, any change that requires the issuance of a new certificate of occupancy. For the purpose of this definition "substantial alteration" is considered to occur when the first alteration commences and includes any subsequent changes in a cumulative calculation for defining the term substantial.

Moreover, with many Main Street properties being developed in the historic past, such alterations may also petition for applicable "waivers or modifications" to required landscaping and parking standards as provided in by this Title, subject to applicable review criteria as found in Sections 12-51 and 12-52.

**12-48-040. Zone Location.**

The SMSC Overlay District Zone is intended to be utilized for properties with frontage along the South Main Street Corridor between Parrish Lane and Pages Lane, including properties associated with the parcel having frontage or developments that are visually prominent as seen from the intersections at Parrish Lane/South Main Street or Page Lane/South Main Street. The SMSC Overlay District Zone is further divided into five (5) sub-districts that are specified or depicted in Section 12-48-South Main Street Corridor Regulating Plan Illustration.

**12-48-050. Other Approval Requirements.**

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

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

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

(c) *Site Plan Approval Process.* Except as otherwise specifically provided herein, an application for construction and improvements within the SMSC Overlay District Zone requiring site plan approval

under Section 12-21-110 of this Title shall comply with the requirements therein.

**12-48-060. Development Agreement.**

A rezoning of property to the SMSC Overlay District Zone may be conditioned upon the applicant entering into a development agreement with the City designating and describing contractual requirements for the development of the property.

**12-48-070. Development Project Evaluation.**

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

(1) Enhancement of the overall physical framework of the Corridor including streetscape and connectivity components;

(2) Coordination of street trees, plantings, furniture, lamps, signs, benches, and trash cans that project a harmonious setting;

(3) Creating connectivity to surrounding residential areas both visually and physically through use of streetscape elements and physically through establishment of pedestrian pathways, bike accessibility, and access to future transit opportunities;

(4) Utilization of complimentary styles, types, and massing of structures to establish proper building orientation and architectural designs to help unify the corridor; and

(5) Proper transitioning or overlapping of the varying setbacks to establish a sense of continuity along the corridor.

(b) *Evaluation Criteria*. Each development proposal for development within the SMSC Overlay District Zone shall be evaluated based on its compatibility with:

(1) The Centerville City General Plan and the South Main Street Corridor Plan;

(2) The purpose and development standards of the SMSC Overlay Development Standards set forth in this Chapter; and

(6) Any other City-approved study applicable to the subject property and specifically the October 19, 2007, South Main Street Master Plan.

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

**12-48-080. South Main Street Corridor Zone, Permitted and Conditional Uses by Specified District.**

(a) *North Gateway Mixed Use District* – The following uses, as defined in this Title, shall be the permitted and conditional uses in the Gateway District of the SMSC Overlay District Zone:

(1) *Permitted Uses*:
- Permitted Uses, as shown in Section 12-36-Table of Uses for the respective underlying zone
- Dwelling, Town House, Two-Family, or Multiple (Density 1-4 units per building), as part of a mixed-use development

(2) *Conditional Uses*:
- Conditional Uses, as Shown in Section 12-36- Table of Uses for the respective underlying zone
- Dwelling, Townhouse, Two-Family, or Multiple (5-8 units per building), as part of a mixed-use development;
- Dwelling, Garden Apartments (9-12 units per building), as part of a mixed use development.

(b) *Civic/Cultural District* - The following uses, as defined in this Title, shall be the permitted and conditional uses in the City Civic/Cultural District of the SMSC Overlay District Zone:

(1) *Permitted Uses*:

- Permitted Uses, as shown in Section 12-36-Table of Uses for the respective underlying zone.

(2) *Conditional Uses*:
- Conditional Uses, as shown in Section 12-36-Table of Uses for the respective underlying zone

(c) *Traditional Main Street & City Center Main Street Districts* - The following uses, as defined in this Title, shall be the permitted and conditional uses in the South Main Street Commercial District of the SMSC Overlay District Zone:

(1) *Permitted Uses*:
- Permitted Uses, as shown in Section 12-36-Table of Uses for the respective underlying zone.
- Restaurant, Eatery
- Dwellings, Single Family
- East Side of Street - Dwelling, Town House, Two-Family, or Multiple (Density 1-3 units per building), as part of a mixed-use development
- West Side of Street - Dwelling, Town House, Two-Family, or Multiple (Density 1-4 units per building), as part of a mixed-use development

(2) *Conditional Uses*:
- Conditional Uses, as shown in Section 12-36-Table of Uses for the respective underlying zone
- East Side of Street - Dwelling, Town House, Two-Family, or Multiple (Density 4-6 units per building), as part of a mixed-use development
- West Side of Street - Dwelling, Town House, Two-Family, or Multiple (Density 5-8 units per building), as part of a mixed-use development
- Parking Garage, Public, as part of a mixed-use development
- Restaurant, General, as part of a mixed-use development

(d) *Residential Boulevard District* - The following uses, as defined in this Title, shall be the permitted and conditional uses in the Residential Boulevard District of the SMSC Overlay District Zone:

(1) *Permitted Uses*:
- Permitted Uses, as shown in Section 12-36-Table of Uses for the respective underlying zone.

(2) *Conditional Uses*:
- Conditional Uses, as shown in Section 12-36-Table of Uses for the respective underlying zone

(e) *Pages Lane Mixed Use District* - The following uses, as defined in this Title, shall be the permitted and conditional uses in the Pages Lane Mixed-Use District of the SMSC Overlay District Zone:

(1) *Permitted Uses*:
- Permitted Uses, as shown in Section 12-36-Table of Uses for the respective underlying zone.
- Dwelling, Town House, Two-Family, or Multiple (Density 1-4 units per building), as part of a mixed-use development

(2) *Conditional Uses*:
- Conditional Uses, as shown in Section 12-36-Table of Uses for the respective underlying zone
- Dwelling, Townhouse, Two-Family, or Multiple (5-8 units per building), as part of a mixed-use development;
- Dwelling, Garden Apartments (9-12 units per building), as part of a mixed use development.
- Parking Garage, Public, as part of a mixed-use development

**12-48-090. South Main Street Corridor District Zone Development Design Pattern Book.**

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

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

(c) *Development Design Pattern Book Submittal Requirements.* In addition to the conceptual site plan

or conceptual subdivision plan submittal requirements of this Title, the development design pattern book shall provide and address the following:

(1) Written descriptions and graphic illustrations explaining how the development standards in this Chapter are to be integrated into the layout and design of the development.

(2) Written descriptions and graphic illustrations explaining the proposed conceptual architectural design, building location, parking lot placement, landscaping elements, and other such related design schemes.

(3) Written descriptions and graphic illustrations that clearly describe how the development will compliment or relate to the streetscape pattern within the district it is located, such relationships include, but are not limited to, street features and amenities, pedestrian pathways, and other related streetscape design elements.

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

**12-48-100. General Development Standards.**

(a) Development within the SMSC Overlay District Zone shall be as follows:

1. Dimensional requirements for each lot type as set forth in Table 12-48-4, and other applicable requirements of this Title and the Centerville City Code.
2. Buildings shall be constructed substantially with rock, brick, and/or decorative concrete block for the first floor level as viewed from Main Street. Upper floors may be accented with other maintenance free materials compatible with the base floor design.
3. At least 25% of the primary building façade facing Main Street shall have upgraded architectural features, such as columns, pillars, archways, canopies, balconies, or other treatments.
4. At least 15% of a secondary façade facing another non-primary street frontage shall be of upgraded architectural features.
5. At least 5% of all other façade shall be of upgraded architectural features.
6. Each building on a lot with Main Street frontage shall have an entrance facing Main Street. Entrances shall be accessible to the public as a regular building entry from the public sidewalk.
7. In the Traditional Main Street and City Center Districts, entrances allowing public access from the sidewalk shall be provided at intervals of at least 50 feet to maximize street activity and pedestrian access opportunities and to minimize expanses of inactive building wall.
8. The percentage of building frontage required along the lot width may be reduced to accommodate site plan approved pedestrian plazas located between buildings. Building frontage percentage shall not be reduced to further accommodate parking beyond what is allowed according to Section 12-48-160. Access to such pedestrian plazas shall be provided from the sidewalk.
9. Pedestrian breezeways between buildings shall be a minimum of five (5) feet in width.
10. A portion of the building frontage may be setback beyond the required build-to range (RBR) up to an additional 20 feet if the space is utilized as a site plan approved courtyard or entryway that is open and accessible to the public sidewalk. This portion may be up to 40 percent of the actual building frontage and shall not be used for parking area.
11. The use of front yard areas for commercial type development shall be oriented towards the pedestrian and is to include related amenities such as entrance walks, plazas, benches, bike racks, raised flower boxes, or other such features.
12. Required Building Frontage shall be the percentage of the total width of the lot that is required to be used as a building wall. A porte cochere may be counted as a building wall even though it has no front or rear wall.
13. Each building shall have separate walls to support all loads independently of any walls located on an adjacent lot. Buildings with side-facing windows shall provide necessary light and air shafts within their own lot without relying on the side yard of an adjacent lot.

14. Front porches, balconies, or stoops may extend up to 10' into front yards provided that walls, screened areas, or railings that are within the front yard do not exceed 42 inches in height above the floor of the porch, balcony, or stoop.
15. Parking shall be located to the rear of the building or in a side yard as allowed by the lot width and building frontage percentage requirements of the applicable lot type.
16. Side areas that exceed 15 feet in width shall not be located to another side area that exceeds 15 feet in width unless the areas are used as a unified public gathering area or courtyard.
17. The street level floor elevation shall be no more than 12 inches above the fronting sidewalk elevation.
18. Roof lines may be flat or pitched. Roofing shall not be of vivid primary colors (red, blue, yellow).
19. Windows of tinted or reflective glass may not be located between 2 feet and 9 feet above sidewalk grade on street-facing facades.

**12-48-110. Regulations of General Applicability.**

The use and development of real property in the SMSC Overlay District Zone shall conform to regulations of general applicability as set forth in the following chapters of this Title.

(a) *Existing Conditions Inventory.* See Chapter 12-50 of this Title.

(b) *Landscaping and Screening.* See Chapter 12-51 of this Title.

(c) *Off-Street Parking and Loading.* See Chapter 12-52 of this Title.

(d) *Signs.* See Chapter 12-54 of this Title.

(f) *Supplementary Development Standards.* See Chapter 12-55 of this Title.

(g) *Temporary Uses.* See Chapter 12-56 of this Title.

**12-48-120. Development Implementation.**

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

(b) *Conceptual Site Plan and/or Preliminary Subdivision Plat.* Rezoning of any property to the SMSC Overlay District Zone shall be subject to and conditioned upon submission of a Conceptual Site Plan and/or Preliminary Subdivision Plat within one (1) year from the effective date of rezoning.

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

(d) *Substantial Construction.* Substantial construction for all properties within the SMSC Overlay District Zone shall be commenced within one (1) year from the date of final site plan approval or final plat recording.

**Section 12-48-130. South Main Street Corridor Overlay Zone Sub-Districts**

The Centerville SMSC Overlay District Zone is designed to implement the goals and objectives of the South Main Street Corridor Plan of the City's General Plan, adopted by the City in *[insert date of plan amendment adoption]*. The South Main Street Overlay District Zone is organized around the following sections:

- South Main Street Districts Regulating Plan
- Building Form and Site Layout Standards
- Streetscape (public space) Standards and related amenities.

**12-48-140. Corridor Regulating Plan**

The SMSC District Overlay District Zone Regulating Plan consists of the Sub-District Illustration Map 12-48-1, the Building Form and Site Layout Envelope Standards, and the Public Space Standards. The illustrative map of the SMSC Overlay District Zone designates the boundary extents of the six (6) sub-districts within the zone, where each district has associated building form and site envelope standard(s) and its related public space elements.

The regulating plan is the key to show the locations of the different building sites and how they relate to the South Main Street District in which they are

located and its relation to other lots and districts along the corridor.

The illustration map may be amended from time to time pursuant to and conjunction with any application for an amendment to the Zoning Map regarding the SMSC Overlay District Zone location. The Building Form and Site Envelope and Public Space Standards may be amended from time to time pursuant to an application for a Zoning Text Amendment.

**12-48.150. Building Form and Site Envelope Standards**

(a) The following regulations and standards establish the parameters that guide the form of building within the South Main Street Corridor, including the site envelope for building placement. They direct and control the building envelope and site in regard to configuration, orientation, function, and features that define and shape the public realm. The technique of the standards is to use private buildings to define and shape the public space in a manner that makes it attractive. The standards are designed to use a minimum level of control to meet this goal.

(b) The Regulating Plan identifies six (6) specific districts within the overall South Main Street Overlay Zoning District. Within those districts, seven (7) unique lot types have been identified and development regulations established for each unique type. Unique lot types within the South Main Street Overlay District Zone are as follows:

1. **Corner Gateway Lot**
2. **Civic/Cultural Lot**
3. **City Center Main Street Lot**
4. **Traditional Main Street Lot**
5. **Traditional House Lot**
6. **TND/Mixed-Use Lot**
7. **Brownstone/Live-Work Lot**

(c) Unique lot types may occur in more than one of the six (6) South Main Street districts, and the building envelope standards for each lot type shall apply to all such lots within the South Main Street Overlay District as identified in Table 12-48-1 of the Regulating Plan.

The various lot types and related development standards allowed for each of the sub-districts are defined in the Lot Type Illustrations, as found in this Chapter. The development specifications for the various lot types include provisions for Height, Siting, and other Elements. Additionally, "Character Examples" are provided to depict simply context of the style and not the actual design height, or exterior materials of buildings. The development specifications for each lot type are designed to address the following:

1. Height:
   (A) The height of the principal building is measured in stories, with the maximum height indicated in feet.

   (B) The maximum height is measured from the Main Street grade (i.e. top back of curb) to the top of the roof.

   (C) Street wall or landscaping heights are relative to the adjacent sidewalk, or the ground elevation when not fronting a sidewalk.

2. Siting:
   (A) Buildings shall only occupy the specified area of the lot, as indicated on the site plans and in relation to the required building range and setbacks.

   (B) The street frontage for corner lots shall apply to that portion of the building facing Main Street only.

3. Elements:
   (A) The primary or main wall portion of the building's street façade that is required to be built to the Required Building Range (RBR) shall be composed as a simple plane, with interruptions only by windows, stoops or front porches, balconies, and storefronts. Recessed entry doorways are also acceptable and count toward the required built-to percentage.

   (B) Off-street parking for vehicles shall not occupy any space in front of a building on the building lot. Parking areas located to the side of a structure where space allows shall be located at least 10 feet back from the back of the sidewalk.

**12-48-160. Off-Street Parking Space Standards**

(a) Within the SMSC Overlay District, the building form, scale, mass, and uses need to be interrelated with the streetscape and mass transit opportunities to encourage interaction with one another. Therefore, the expected parking lot

configuration and space calculations need to be revised and even reduced to provide the impetus such for interaction.

(b) Parking lots and their placement shall meet the following requirements:

1. Parking lots are permitted only in side and rear yards as follows:

   (A) All parking areas shall be setback a minimum of 10 feet from the front lot (property) line of the building lot.

   (B) When parking is located in a side yard and has frontage along a public right-of-way, no more than 25% of the total site frontage or 60 feet, whichever is less, shall be occupied by the parking lot (see Figure 1 of this Section).

   (C) For a corner lot, the building shall be located at the corner of the lot adjacent to the intersection. The cumulative total of both frontages occupied by parking shall be no more than 25% or 60 feet, whichever is less.

   (D) For a corner lot that has frontages on three streets, the building shall be located at the corner adjacent to the intersection. The cumulative total of the primary and secondary streets frontages occupied by parking shall be no more than 25% or 60 feet, whichever is less.

   (E) A side yard parking lot may not be located adjacent to another side yard parking lot on an adjoining lot. Rear lots may be located adjacent to another parking area and shall be designed to allow through traffic between parking areas.

2. Where an off-street parking lot is visible from the street in a side-yard, it shall be screened by either a 2-foot tall screen wall or 18-inch seat wall located between the parking lot and the sidewalk. Where a parking lot is adjacent to a single-family residential district, a 3-foot screen wall and landscaping, sufficient to screen up to the headlight level of vehicles, shall be located between the residential use and the parking lot.

3. Where a parking structure is provided or parking is located on the ground level and/or below the upper stories of the building, usable building floor space to a depth of a minimum of 20 feet shall be provided in front of the parking area, along the street frontage, for the entire length of the building.

4. Official government approved on-street parking located along a lot's frontage may be credited toward meeting the parking requirements for that use.

5. Driveway access to off-street parking lots shall be located to provide safe separation from street intersections. Driveways shall be aligned with driveways on the opposite side of the street or offset to avoid turning movement conflicts. Two-way driveways shall be a minimum width of 24 feet. If feasible, driveways shall not be located within 40 feet of a corner.

6. New driveway accesses shall not be established onto Main Street. Exceptions shall be recognized and allowed as follows:

   (A) For an existing legally created lot where the side and rear of the lot are not adjacent to a Street and there are no other opportunities to provide needed access to the property.

   (B) An existing legally created access is being moved to another location to meet the parking placements of this Chapter.

   (C) An existing legally created access or accesses are being combined together to establish an access that meets the parking placements of this Chapter.

7. Driveways and driveway lanes may be combined for adjacent developments and shall be subject to recordation of shared access easements for between the adjacent lots.

8. Parking may be allowed off-site according to joint use agreements or use of shared parking districts, subject to Section 12-52-110, Parking Modifications, as found in this Title.

(c) Table 12-48-2, Off-Street Parking Modifications shall be used to modify the minimum amount of parking spaces required by Section 12-52-1, Off-Street Parking Schedule found in this Title.

### 12-48-170. Landscaping and Buffer Standards

(a) Within the SMSC Overlay District, the standard Landscaping and Screening requirements of Section 12-51 are also being modified to accommodate the building form and site envelope standards for the various lot types within the sub-districts.

(b) Table 12-48-3, Landscaping Modifications shall be used, which modify the landscaping and buffer standards required by Section 12-51, Landscaping and Screening, as found in this Title.

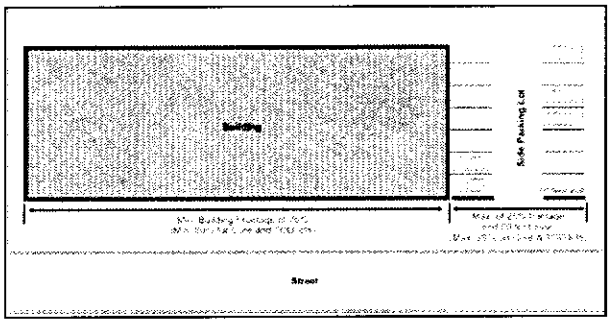
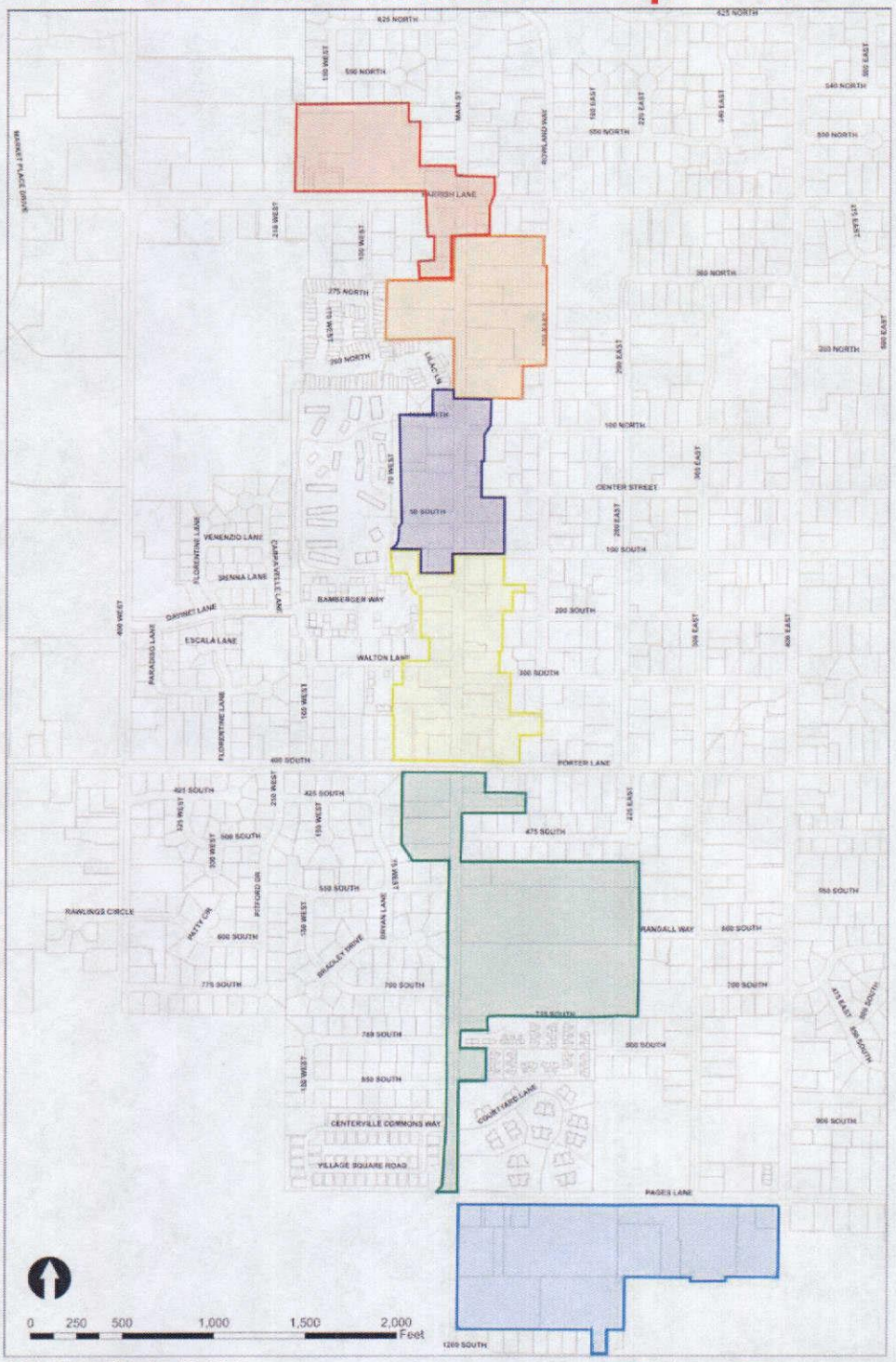



**Figure 1 – Example Parking Lot & Stall Arrangement**

# SMSC OVERLAY DISTRICT
## Sub-District Illustration Map 12-48-1




Main Street Overlay District
Regulating Plan

# Traditional Main Street Lot

**Building Envelope Specifications:**

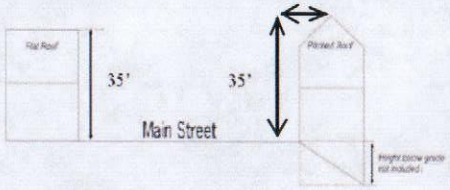
**Height** East Side , 1.5/ 2 stories 25' maximum
West Side 1.5/ 3 stories 35' maximum w/ CUP
**First Floor:** 10' clear height (minimum 50% of floor)
**Upper Floor:** 8' clear height
**Front of Lot:** Required Build-To Range (RBR) 5' to 10'
**Sides of Lot:** No setback required
**Rear of Lot:** 15' setback to building
**Lot Width:** 25' to 260'
**Building Frontage:** Minimum 75% of lot width
**Street Facade:** Minimum 75% in the RBR

**Building Use & Element Specifications:**

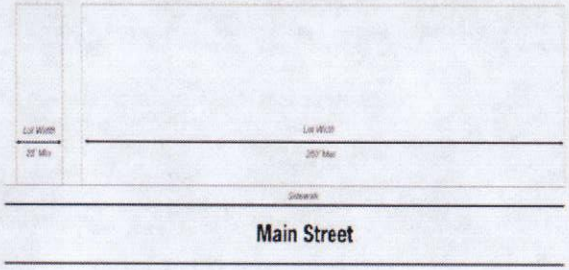
**Solid to Void Ratio:** 60% openings (voids) are required for the street level on all street facing facades. Upper levels shall have 30 to 60% openings on all street facing facades. Blank walls with no openings are not allowed in lengths that exceed 20 feet on any side.
**Uses:** Ground floor uses shall be non-residential, such as office or retail, on the street-side portion of the building. Residential uses may occupy the rear portion (up to 50%) of the ground floor. Upper floor uses may be residential, office, retail,

Character Examples

Building Height
( 35' from Grade of Main Street )




Lot Width
(25' Min to 260' Max)




Required Build-To Range
(5' to 10' From Back of Sidewalk)

Building Frontage %
(75 to 100% of Lot Width)

% of Building within RBR
(75 to 100%)

# TND/ Mixed Use Lot

**Building Envelope Specifications:**

**Height:** 2 to 3 stories, 35' maximum
**First Floor:** 12' clear height (minimum 50% of floor)
**Upper Floor(s):** 8' clear height
**Front of Lot:** Required Build-To Range (RBR) 5' to 10'
**Sides of Lot:** 0' to 10' max
**Rear of Lot:** 15' setback to building
**Lot Width:** 25' min; no max
**Building Frontage:** Minimum 80% of lot width
**Street Facade:** Minimum 75% in the RBR

**Building Use & Element Specifications:**

**Solid to Void Ratio:** 60% openings (voids) are required for the street level on all street facing facades. Upper levels shall have a minimum of 30% openings on all street facing facades. Blank walls with no openings are not allowed in lengths that exceed 20 feet on any side.
**Uses:** Ground floor uses shall be non-residential, such as office or retail, on the street-side portion of the building. Residential uses may occupy the rear portion (up to 50%) of the ground floor. Upper floor uses may be residential, office, retail.
**Arcade:** An arcade or galleria may project into the sidewalk easement if constructed as part of a contiguous street frontage of at least 200 feet in length.



Character Examples

Building Height
( 35' from grade of Main Street )




Lot Width
(25' Min to No Max)




Required Build-To Range
(5' to 10' From Back of Sidewalk)

Building Frontage %
(80 to 100% of Lot Width)

% of Building within RBR
(75 to 100%)

# City Center Main Street Lot

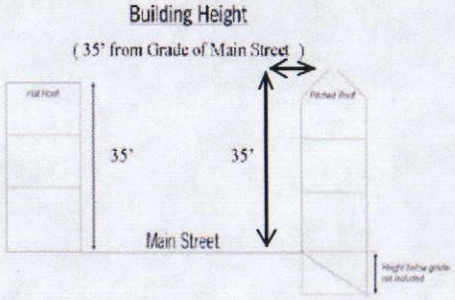
**Building Envelope Specifications:**

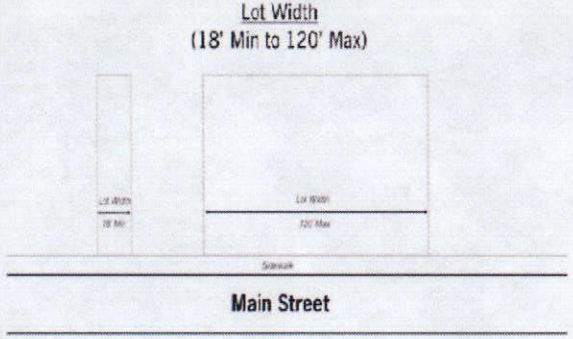
**Height:** East Side , 1.5/ 2 stories 25' maximum
West Side 1.5/ 3 stories 35' maximum w/ CUP
**First Floor:** 12' clear height (minimum 50% of floor)
**Upper Floor:** 8' clear height
**Front of Lot:** Required Build-To Range (RBR) 2' to 5'
**Sides of Lot:** 0' to 10' max
**Rear of Lot:** 15' setback to building
**Lot Width:** 18' to 120'
**Building Frontage:** Minimum 80% of lot width
**Street Facade:** Minimum 75% in the RBR

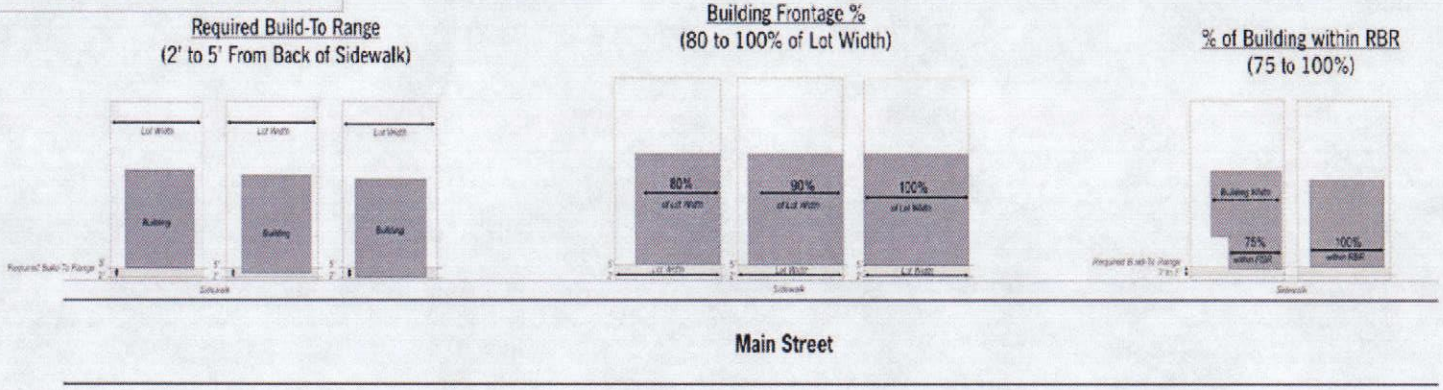
**Building Use & Element Specifications:**

**Solid to Void Ratio:** 60% openings (voids) are required for the street level on all street facing facades. Upper levels shall have 30 to 70% openings on all street facing facades. Blank walls with no openings are not allowed in lengths that exceed 20 feet on any side.
**Uses:** Ground floor uses shall be non-residential, such as office or retail, on the street-side portion of the building. Residential uses may occupy the rear portion (up to 50%) of the ground floor. Upper floor uses may be residential, office, retail,
**Arcade:** An arcade or galleria may project into the sidewalk easement if constructed as part of a contiguous street frontage of at least 200 feet in length.

Character Examples



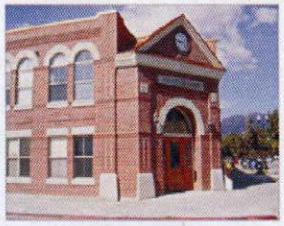



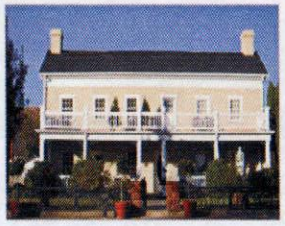



# Corner Gateway Lot

**Building Envelope Specifications:**

**Height:** 1.5 or 2 stories, 28' maximum
**First Floor:** 10' clear height (minimum 50% of floor)
**Upper Floor:** 8' clear height
**Front of Lot:** Required Build-To Range (RBR) 5' to 10'
**Sides of Lot:** No setback required
**Rear of Lot:** 15' setback to building
**Lot Width:** 25' to 190'
**Building Frontage:** Minimum 75% of lot width
**Street Facade:** Minimum 75% in the RBR



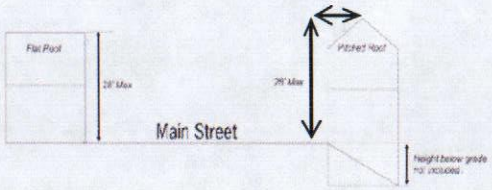


Character Examples

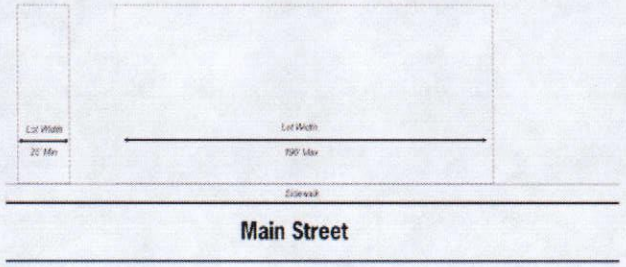
**Building Use & Element Specifications:**

**Solid to Void Ratio:** 60% openings (voids) are required for the street level on all street facing facades. Upper levels shall have a minimum of 30% openings on all street facing facades. Blank walls with no openings are not allowed in lengths that exceed 20 feet on any side.
**Uses:** Ground floor uses shall be non-residential, such as office or retail, on the street-side portion of the building. Residential uses may occupy the rear portion (up to 50%) of the ground floor. Upper floor uses may be residential, office, or retail.

Building Height
(28' from Grade of Main Street)



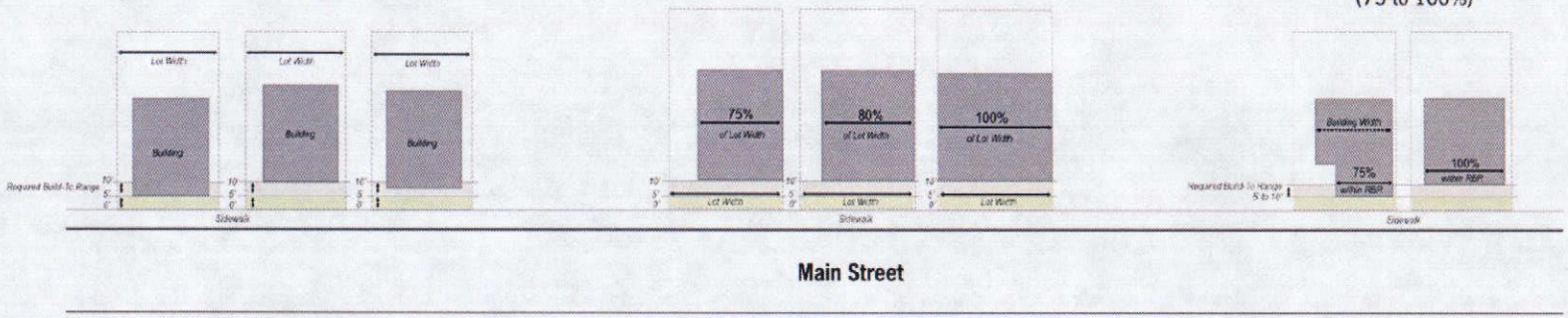

Lot Width
(25' Min to 190' Max)




Required Build-To Range
(5' to 10' From Back of Sidewalk)

Building Frontage %
(75 to 100% of Lot Width)

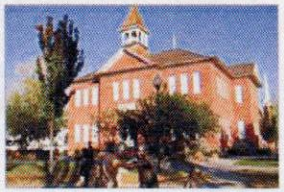
% of Building within RBR
(75 to 100%)



# Civic/Cultural Lot

**Building Envelope Specifications:**

**Height:** 2 or 3 stories, 40' maximum
**First Floor:** 12' clear height (minimum 50% of floor)
**Upper Floor:** 9' clear height
**Front of Lot:** Required Build-To Range (RBR) 15' to 25'
**Sides of Lot:** 5' min
**Rear of Lot:** 15' setback to building
**Lot Width:** 50' to no max
**Building Frontage:** Minimum 60% of lot width
**Street Facade:** Minimum 75% in the RBR

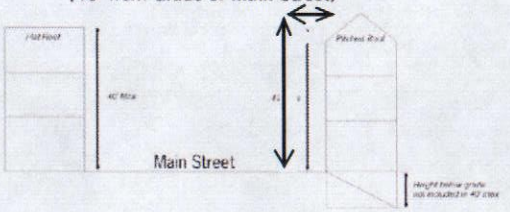


Character Examples

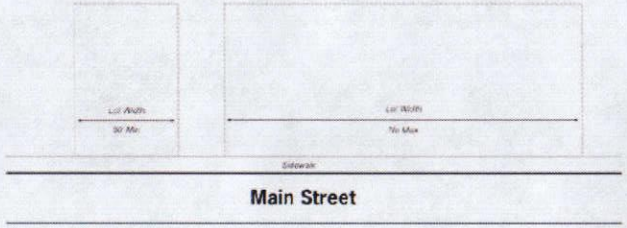
**Building Use & Element Specifications:**

**Solid to Void Ratio:** 60% openings (voids) are required for the street level on all street facing facades. Upper levels shall have a minimum of 30% openings on all street facing facades. Blank walls with no openings are not allowed in lengths that exceed 20 feet on any side.
**Uses:** Civic uses shall occupy a minimum of 50% of the ground floor space. Office or community service related uses may occupy the remainder of the ground floor and upper floors.

Building Height
(40' from Grade of Main Street)



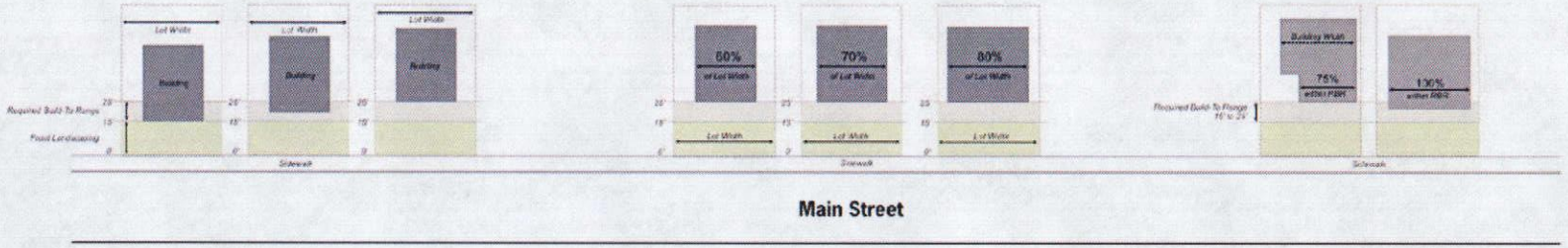

Lot Width
(50' Min to No Max)




Required Build-To Range
(15' to 25' From Back of Sidewalk)

Building Frontage %
(60 to 80% of Lot Width)

% of Building within RBR
(75 to 100%)



# Traditional House Lot

**Building Envelope Specifications:**

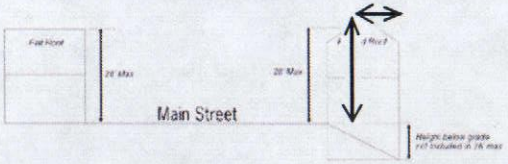
**Height:** 1 or 2 stories, 28' maximum
**First Floor:** 9' clear height (minimum 75% of floor)
**Upper Floor(s):** 8' clear height
**Front of Lot:** Required Build-To Range (RBR) 15' to 25'
**Sides of Lot:** 5' min
**Rear of Lot:** 15' setback to building
**Lot Width:** 25' to 120'
**Building Frontage:** 40 to 70% of lot width
**Street Facade:** Minimum 75% in the RBR

Character Examples

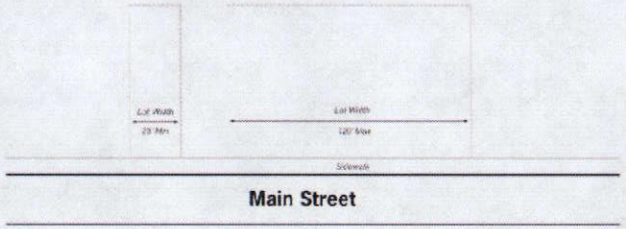
**Building Use & Element Specifications:**

**Solid to Void Ratio:** 30 to 60% openings (voids) are required on all street facing facades. Blank walls with no openings are not allowed in lengths that exceed 20 feet on any side.
**Uses:** The ground level may be used for a small office or business as associated with a home business.
**Access:** A rear drive or alley is allowed for access to garages and/or accessory dwelling units at the rear of the lot.
**Fencing:** Fencing, not to exceed 36 inches in height, is allowed on either street facing facade.

Building Height
(28' from Grade of Main Street)



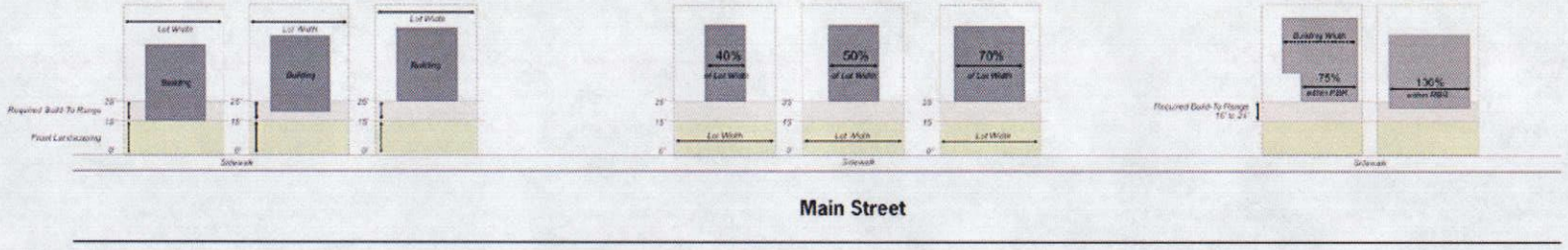

Lot Width
(25' Min to 120' Max)




Required Build-To Range
(15' to 25' From Back of Sidewalk)

Building Frontage %
(40 to 70% of Lot Width)

% of Building within RBR
(75 to 100%)



# Brownstone/Live-Work Lot

**Building Envelope Specifications:**

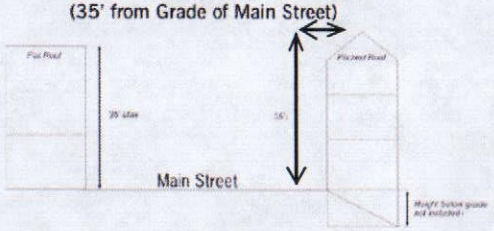
**Height:** 2 or 3 stories, 35' maximum
**First Floor:** 10' clear height (minimum 75% of floor)
**Upper Floor(s):** 8' clear height
**Front of Lot:** Required Build-To Range (RBR) 5' to 10'
**Sides of Lot:** 0' min
**Rear of Lot:** 15' setback to building
**Lot Width:** 32' to 50'
**Building Frontage:** Minimum 75% of lot width
**Street Facade:** Minimum 66% in the RBR

**Building Use & Element Specifications:**

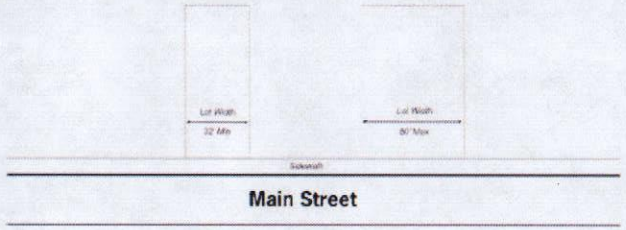
**Solid to Void Ratio:** 30 to 60% openings (voids) are required on all street facing facades. Blank walls with no openings are not allowed in lengths that exceed 20 feet on any side.
**Uses:** The ground level may be used for a small office or business as associated with a live-work unit.
**Units:** A minimum of two units shall be constructed adjacent to one another. This may take place on the same lot or on adjoining lots.
**Fencing:** Fencing, not to exceed 36 inches in height, is allowed on either street facing facade.

Character Examples

Building Height
(35' from Grade of Main Street)



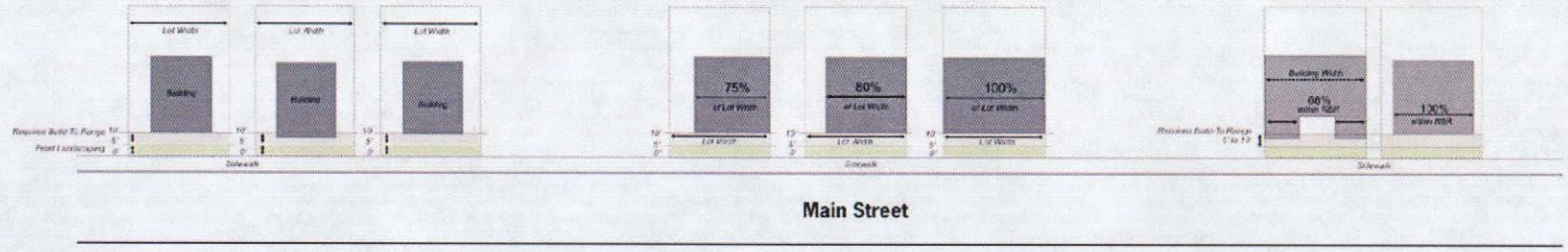

Lot Width
(32' Min to 50' Max)




Required Build-To Range
(5' to 10' From Back of Sidewalk)

Building Frontage %
(75 to 100% of Lot Width)

% of Building within RBR
(66 to 100%)



| *TABLE 12-48-1 Lot Types Allowed by Sub-District* | | | | | | |
|---|---|---|---|---|---|---|
| ***TABLE 12-48-1*** | ***South Main Street Corridor Districts*** | | | | | |
| ***Lot Type*** | **North Gateway/ Mixed-Use** | **Civic/Cultural** | **Traditional Main Street** | **City Center Main Street** | **Residential Boulevard** | **Pages Lane/ Mixed Use** |
| Traditional Main Street | X | X | X | --- | --- | X |
| City Center Main Street | X | --- | --- | X | --- | X |
| Corner Gateway | X[1] | --- | --- | --- | --- | X |
| Civic/Cultural | --- | X | X | --- | X | --- |
| Traditional House | X | X | X | --- | X | --- |
| TND/Mixed Use | X | --- | --- | --- | --- | X |
| Brownstone/Live Work | X | --- | X | --- | --- | X |
| ***Note 1: Corner Gateway Lot Type must be used for any corner lot development at the Parrish Lane and Main Street Intersection; The TOD lot is not allowed on lots fronting Main Street*** | | | | | | |

| **TABLE 12-48-2, Off-Street Parking Modifications** | | |
|---|---|---|
| **Land Use Type** | **SMSC Districts** | |
| | **City Center** | **All others** |
| Residential Uses | 60% of Requirement | 75% of Requirement |
| Public/Civic Uses | 50% of Requirement | 60% of Requirement |
| Commercial Uses | 40% of Requirement | 60% of Requirement |

| TABLE 12-48-3 – Landscaping Modifications | | |
|---|---|---|
| **Land Use Type** | **SMSC Districts** | |
| | **City Center** | **All others** |
| Non-Single Family Projects | 15% On-Site Requirement | 20% On-Site Requirement |
| Non-Residential Projects | 7% On-Site Requirement | 9% On-Site Requirement |
| Mixed Use Projects | 7% On-Site Requirement | 9% On-Site Requirement |
| Public Street Landscaping | 10 Feet to Parking Areas | 15 Feet to Parking Areas |
| Buffer Landscaping For Mixed Use Projects Only (all others per 12-51) | 8 Feet for "M" Zones<br>15 Feet for "H" | 8 feet for "M" Zones<br>15 Feet for "H" |

**TABLE 12-48-4 - Lot Size and Dimension Requirements**

| Lot Types | Height | | | | Setbacks | | | Siting | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | *Total* | *Stories (min/max)* | *First Floor (min)* | *Upper Floors (min)* | *Front* | *Side* | *Rear* | *Lot Width (min/max)* | *% of building at RBL* | *Building % of lot frontage* |
| 1. Corner Gateway Lot | 28 | 1.5/2 | 10 | 8 | 5 to 10 | 0 | 15 | 25/185 | 75 | 75 |
| 2. TND/Mixed-Use Lot | 35 | 2/3 | 12 | 8 | 5 to 10 | 0/10 max | 15 | 25/no max | 75 | 80 to 100 |
| 3.City Center Main Street Lot | | | | | | | | | | |
| a. East Side | 25' | 1.5/2 | 12 | 8 | 2 to 5 | 0/10 max | 15 | 18/120 | 75 | 80 to 100 |
| b. West Side | 35' | 1.5/3 [a] | 12 | 8 | 2 to 5 | 0/10 max | 15 | 18/120 | 75 | 80 to 100 |
| 4. Traditional Main Street Lot | | | | | | | | | | |
| a. East Side | 25' | 1.5/2 | 10 | 8 | 5 to 10 | 0 | 15 | 25/240 | 75 | 75 |
| b. West Side | 35' | 1.5/3 [a] | 10 | 8 | 5 to 10 | 0 | 15 | 25/240 | 75 | 75 |
| 5. Civic/Cultural Lot | 40 | 2/3 | 12 | 9 | 15 to 25 | 5 | 15 | 50/no max | 75 | 60 |
| 6. Traditional House Lot | 28 | 1/2 | 9 | 8 | 15 to 25 | 5 | 10 | 25/120 | 75 | 40 to 70 |
| 7. Vehicle Storage Lot | | | | | 15 | 5 | 5 | 56/150 | | |
| 8. Brownstone/Live-Work Lot | 35' | 2/3 [b] | 10 | 8 | 5 to 10 | 0 | 15 | 32/50 | 66 | 75 |

a. Note: For Traditional Main Street & City Center Main Street Lot Types a third story height shall be subject to Condition Use Permit approval and limited to West Side Only.
b. Note: If lot type is used in the Traditional Main Street District building heights shall comply with the east/west allowances of Table 12-48-4(4).

## A. Background [1]

A Main Street Master Plan Study was performed and completed in October of 2007. The study was initiated to review current land uses and development patterns along Main Street, from Parrish Lane south to Pages Lane. An "oversight committee" was formed to provide ongoing direction and input throughout the process, On October 23, 2007 the final Main Street Master Plan Study was presented to the City Council.

Based on the assessment and recommendations of the Main Street Master Plan Study, the City Council, on December 18, 2007, adopted a "temporary zoning restriction ordinance" in order to move forward with amendments to the City's General Plan and other relevant ordinances regarding development and uses along Main Street. The City then secured the services of Cooper Roberts and Simonsen Associates (CRSA) to assist City staff and officials with preparing recommended amendments to the City's General Plan and Zoning Ordinance to implement elements of the Master Plan Study.

The overall vision of the South Main Street Corridor Plan is to return Main Street to "center stage" as the civic, cultural, and community heart of Centerville City. The Main Street Corridor from Parrish Lane to Pages Lane is considered the "town center" of Centerville City. The vision of the Corridor Plan is more particularly discussed on Section 4.C.

## 1. Summary of Existing Assets and Potential Opportunities

Every community has assets that make them unique, such as distinctive buildings, local businesses, public or civic spaces, and historic resources. These assets ought to serve as the foundation for building goals and policies within a general plan document. Establishing such a foundation will assist with preserving and maintaining a community's sense of place. Listed below are several assets and opportunities that should serve as the foundation of the South Main Street Corridor District Plan;

a. City Hall and the Post Office serving as a central civic destination within the Main Street Corridor with Founders Park and the Whitaker Museum as supportive civic land uses.
b. The existence of several historically significant commercial buildings that could provide unique architectural resources to assist with defining the built environment of Main Street.
c. The existence of historic and charming residential buildings that remain as a reminder of the once residential nature of Main Street.
d. The presence of several small businesses, specialty shops, and dining establishments providing locally-owned and operated alternatives and variety to residents.
e. The recent placement and construction of new office buildings providing diversity in the architectural style along Main Street.

## 2. Summary of Existing Challenges and Potential Possibilities

Like the assets previously cited, each community has challenges or problem areas that ought to be addressed. Identifying these challenges and linking potential possibilities are the first steps in a successful effort to revitalize the South Main Street Corridor.

a. Lack of or little potential for providing on-street parking within the corridor.
b. High-speed vehicle environment creating safety and noise issues along Main Street.

[1] Amended by Ord. No. 2010-16, November 16, 2010

c. Lack of or insufficient park strips buffering various sidewalk and roadway activities.
d. Lack of or insufficient alternative transportation modes and associated amenities in the design of Main Street.
e. Lack of or insufficient pedestrian friendly walkways and street crossings.
f. Narrowness of the streetscape design with uncomfortable transitions to private property (e.g. narrow side walk widths, short tree crowns, and tall fencing adjacent to the public realm).
g. Lack of or inconsistent application of setbacks, landscape buffers, and hardscaping designs along lot frontages of Main Street.
h. Presence of grade changes creating challenging physical and visual design solutions.

## 3. Formation of a South Main Street Corridor Context

Growth and revitalization efforts or strategies ought to encourage infill and re-development in balance with the community's desire to highlight Centerville's Main Street. The South Main Street Corridor can and will thrive if included in the design framework of this area is a scheme that provides various alternatives to purely an automobile oriented street. Pedestrian-friendly amenities, alternative forms of transportation, proper architectural and building design, and other similar concepts need to be considered in designing the South Main Street South Corridor District. Redevelopment and enhancements need to focus on such concepts to create a stronger, more vibrant, Main Street environment.

## 4. Summary of Other Existing Applicable General Plan Policies

*Section 12-430-2.2* – Describes the area between Porter Lane and Parrish Lane as the traditional commercial area of Centerville City. The policy recognizes that the area never fully developed as a strong focal point and that revitalization efforts need to be encouraged.

*Section 12-450-1* – As part of the City's Master Plan, Main Street is defined as a "minor arterial" roadway.

*Section 12-450-2* – Identifies Main Street as a "major entrance" to Centerville City. Such an entrance is important to the overall appearance and atmosphere of the City.

*Section 12-480-2.2.a* – Identifies the existing commercial development at Pages Lane as an important neighborhood shopping center having it own distinctive development characteristics and issues.

*Section 12-480-2.2.b & 3.2.a* – Again emphasizes the traditional commercial area of Main Street defining it as the area between Porter and Parrish and not extending it more than ½ block east or west of Main Street.

*Section 12-480-2.3.a* – Establishes a City Hall and Founders Park Master Plan to function as a civic place and cultural center along Main Street.

## B. Summarized Neighborhood Planning Process and Comment

October 19, 2007 - Final Presentation of the Main Street Master Plan Study that included a 3-day charette and public meeting presentations to both the Planning Commission and City Council.

February 05, 2008 - An Ad-Hoc Committee Meeting consisting of 2 Elected Officials, 2 Appointed Officials (Commissioners), and several residents and business owners meet. The Committee reviewed the 1st draft of the General Plan

February 12, 2008 - The Ad-Hoc Committee continued their review the 1st draft of the General Plan

March 11, 2008 - The Ad-Hoc Committee reviewed the 1st draft of the Zoning Ordinance Regulations and the 2nd Draft of the General Plan

March 25, 2008 - The Ad-Hoc Committee Meeting reviewed the 2nd draft of the Zoning Regulations

April 16, 2008 - An Open House was held to review the proposed drafts of the General Plan and Zoning Ordinance. Meeting participants were provided and opportunity ask questions and to comment on the proposed changes to the General Plan and Zoning Ordinance.

## C. South Main Street Corridor Plan Vision

The South Main Street Corridor District 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 ("Vision"). Additional planning principles and concepts have also been included to help establish the policies of the overall Vision.

In the case of the South Main Street Corridor District Plan, the **Vision is expressed using four (4) different topics.**

**These topics are:**

- **Land Use**
- **Mobility**
- **Setting**
- **Built Environment**

In addition to the topics, the South Main Street Corridor District area is divided into six (6) different districts ("Districts"). Each district plays a different and sometimes distinct role in how land uses patterns are to develop in that particular area of the neighborhood. These districts are identified as follows:

- North Gateway Mixed Use District
- Civic & Cultural District
- Traditional Main Street District
- City Center Main Street District
- Residential Boulevard District
- Pages Lane Mixed-Use District

**The goals and objectives associated with the South Main Street Corridor 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 South Main Street Corridor Plan identifies four (4) Corridor-Wide Goals and twenty-three (23) Corridor-Wide Objectives. Additionally, goals and objectives are included for each unique district. All together, the South Main Street Corridor Plan includes nine (9) Goals and seventy-four (74) Objectives.**

These goals, objectives, and graphical maps for the South Main Street Corridor Plan are described on the remaining pages of this document.

## *SOUTH MAIN STREET COORIDOR-WIDE VISION*

*GOALS:*

1. **Promote the South Main Street Corridor as the cultural, civic, and community heart of Centerville by providing a careful balance of *land uses,* which serve residents, businesses, and visitors.**

Generally, the South Main Street Corridor includes the lands along Main Street between Parrish Lane and Pages Lane. Specifically, the South Main Street Corridor addresses parcels abutting Main Street, but may also include parcels located just off of Main Street along the several East-West side streets.

The goal is intended to enhance Main Street's role in the Centerville community. This will require preservation of the existing mix of land uses throughout the South Main Street Corridor, and further development of this mix in specific areas. At the same time, care must be given to minimize potential land use conflicts and protect the interests of existing residents and businesses.

*OBJECTIVES:*

1.A. Preserve the existing mix of land uses along the South Main Street Corridor, recognizing that each District has a different character and different land use needs.

1.B. Minimize, to the extent possible, potential conflicts between adjacent land uses.

1.C. Encourage additional single-family and multi-family residential land uses, by way of mixed-use development, throughout the South Main Street Corridor.

1.D. Encourage greater intensity in land uses in appropriate areas along the South Main Street Corridor. Examples include mixed-use developments, such as a retail use with a housing component above, and greater floor-area-ratios (FAR), such as a two-story building rather than a one-story building of the same footprint.

1.E. Incorporate Main Street into the neighborhood planning process for both the east and west side neighborhood plans to allow for consistency and coordination.

*GOALS:*

## 2. Preserve and enhance *mobility* throughout the South Main Street Corridor.

Generally, the South Main Street Corridor includes the lands along Main Street between Parrish Lane and Pages Lane. Specifically, the South Main Street Corridor addresses parcels abutting Main Street, but may also include parcels located just off of Main Street along the several East-West side streets.

The goal is primarily to improve safety and comfort of people traveling through and within the South Main Street Corridor. This includes accommodations for motorists, pedestrians, bicyclists, and people of all ages and ability levels.

## *SOUTH MAIN STREET COORIDOR-WIDE VISION*

*OBJECTIVES:*

2.A. Create the opportunity for on-street parking throughout the South Main Street Corridor, specifically in the North Gateway/Mixed Use, Civic/Cultural, and Traditional Main Street Districts.

2.B. Protect and increase the safety of motorists and pedestrians by advocating for a lower speed limit within the South Main Street Corridor. This recommendation is of high priority for implementation and should be pursued immediately upon adoption of the general plan update.

2.C. Work with the Utah Department of Transportation to provide additional crosswalks, and pedestrian safety features, across Main Street.

2.D. Advocate for wider sidewalks throughout the corridor when road cross-section improvements are being considered. Emphasis should be placed on identifying Safe Routes to School and within the Traditional Main Street Commercial District.

*GOALS:*

**2. Preserve and enhance *mobility* throughout the South Main Street Corridor… cont.**

*OBJECTIVES*

2.E. Consider and evaluate the effects of road cross-section improvements on traffic flow, aesthetics, and the safety of motorists and pedestrians. Improvements may include: striped bike lanes, planted medians, raised intersections, bulb-outs and chokes, pavement treatments, and sidewalk improvements *(see Roadway Design Matrix of Corridor Plan).*

2.F. Ensure that pavement treatments do not hinder access for those who have limited physical mobility or are wheelchair bound.

2.G. Allow for bike routes that are a part of the roadway, to provide opportunities for bike lanes along Main Street and on surrounding neighborhood streets that connect to Main Street. Bike lanes/routes create a designated space for bikers and reduce the conflict between pedestrians and bicyclists on the sidewalk.

*GOALS:*

**3. Enhance and promote the South Main Street Corridor as the *setting* for attractive, convenient, active, safe, and enjoyable destination and place of residence.**

Generally, the South Main Street Corridor includes the lands along Main Street between Parrish Lane and Pages Lane. Specifically, the South Main Street Corridor addresses parcels abutting Main Street, but may also include parcels located just off of Main Street along the several East-West side streets.

The goal is primarily to enhance the physical appearance and atmosphere of the South Main Street Corridor. The South Main Street Corridor should be a beautiful focal point for the community, and a reflection of the community's values and demand for quality.

## *SOUTH MAIN STREET COORIDOR-WIDE VISION*

*OBJECTIVES:*

3.A. Develop and implement a coordinated standard for streetscape improvements along the entire South Main Street Corridor. Improvements should include street lighting, landscaping, street furnishings, signage and other such amenities. These improvements could take place through a City initiated assessment areas and be coordinated with the Utah Department of Transportation (UDOT).

3.B. Develop and implement Corridor-wide standards for fencing to protect the pedestrian environment while still accommodating the needs of private residences. Fencing regulations should be consistent with front-yard fencing, allowing only for low, open fencing under 3' in height or low stone walls (2' height). New privacy fencing ought not to be allowed adjacent to the sidewalk and existing privacy fencing could possibly be phased out using a City incentive program

3.C. Prohibit the location of parking lots or areas of asphalt in the front setback area between a building and Main Street. Strategic public parking lots should be coordinated to provide shared parking opportunities along the Corridor. Individual parking lots should be located to the side or preferably the rear of the building.

*GOALS:*

3. **Enhance and promote the South Main Street Corridor as the *setting* for attractive, convenient, active, safe, and enjoyable destination and place of residence** (*continued*).

*OBJECTIVES:*

3.D. Highlight a central intersection along the Main Street Corridor to designate and establish as the core or heart of Main Street.

3.E. Connect Main Street visually to adjacent neighborhoods and regional commercials areas through streetscape design elements (landscaping, furnishings, lighting, etc.).

3.F. Connect Main Street physically to adjacent neighborhoods and regional commercial areas through the use of new trails, bike routes, and established pedestrian routes (sidewalks or pathways).

## *SOUTH MAIN STREET COORIDOR-WIDE VISION*

*GOALS:*

**4. Coordinate elements of the *built environment* to create a sense of arrival and define the enclosure of public space within the South Main Street Corridor.**

Generally, the South Main Street Corridor includes the lands along Main Street between Parrish Lane and Pages Lane. Specifically, the South Main Street Corridor addresses parcels abutting Main Street, but may also include parcels located just off of Main Street along the several East-West side streets.

The goal is primarily to use building orientation, architecture, scale and massing, and location to define the physical character of Main Street.

*OBJECTIVES:*

4.A. Consider preserving key historic buildings within the South Main Street Corridor whenever possible.

4.B. Require a range of consistent setbacks within each District, and generally throughout the entire South Main Street Corridor.

4.C. Require primary buildings to orient to Main Street and provide entrances to each building from Main Street. Corner buildings will orient to both streets and have an entrance on both street-facing sides or at the corner.

4.D. Encourage a variety of complementary architectural styles, types, and massing of structures to establish connectivity along Main Street.

4.E. Develop a set of commercial design guidelines for commercial and mixed-use structures within the South Main Street Corridor.

4.F. Require appropriate building heights within each District.

## *NORTH GATEWAY MIXED USE DISTRICT*

*GOALS:*

### 5. Create a distinctive anchor appearance that signifies arrival into Centerville.

Generally, the North Gateway/Mixed Use District includes the lands at and adjacent to or visually prominent from the intersection of Parrish Lane and Main Street within the South Main Street Corridor as more particularly shown on the District Map.

The goal is primarily to provide a distinctive entryway into Centerville from the I-15 interchange. The appearance and land use should signify arrival and guide people on to Main Street.

*OBJECTIVES:*

5.A. Establish a mixed-use zone for the North Gateway/Mixed Use District that will allow for residential, retail and office uses. Use mixtures may be in one building or a combination of buildings, such as in a planned development. A single use may also occupy a single building (i.e. a residential structure).

5.B. Establish a front setback range of 0' minimum to 15' maximum for the North Gateway District. This range should be used for both street-facing sides of a corner lot building.

5.C. Establish a side setback range of 0' minimum to 45' maximum to allow for a proximity of buildings to one another with shared parking behind.

5.D. Establish a maximum height of 28' to allow for buildings of up to two stories to be located on the corners to physically define the gateway.

5.E. Create a traffic feature such as a raised intersection that will effectively streamline traffic through the intersection and allow for a smooth connection on to Main Street.

5F. Use signage to establish the gateway and direct motorists to the South Main Street Corridor.

*GOALS:*

**5. Create a distinctive anchor appearance that signifies arrival into Centerville** *(continued)***.**

## *NORTH GATEWAY MIXED USE DISTRICT*

*OBJECTIVES:*

5.G. Establish landscaping requirements to create a distinctive gateway, which can also be in the form of hardscaping.

5.H. Require the use of building materials and architectural elements in the District that are compatible and complementary. Avoid making requirements that will lead to a "themed" look.

5.I. Create parking requirements that do not allow for lots in front of buildings. Parking lots should be located to the rear of buildings.

5.J. Allow on-street parking where possible.

5K. Require street-level entrances from the sidewalk.

*GOALS:*

## 6. Create a distinctive civic/cultural district that is characterized by a collection of civic buildings and public open space.

Generally, the Civic/Cultural District includes the lands from 100 North to the south end of the North Gateway/Mixed Use District at the Parrish Lane intersection within the South Main Street Corridor as more particularly shown on the District Map.

The goal is primarily to create a civic district that has an enhanced concentration of public buildings and gathering spaces. The Civic/Cultural District will set the tone for architectural, setting, and signage recommendations for all civic buildings throughout Centerville.

## *CIVIC/CULTURAL DISTRICT*

*OBJECTIVES:*

6.A. Incorporate useable green open space around each civic building.

6.B. Establish a setback range that will allow for green space in front of buildings – a 15' minimum and 25' maximum front setback – but not set buildings back too far from the street.

6.C. Establish sidewalk, pathway, and crosswalk requirements to create pedestrian connections within the Civic/Cultural District and to and from the rest of the Main Street corridor.

6.D. Require distinctive elements and architectural styles for civic buildings to set them apart from commercial buildings along Main Street.

6.E. Provide at-grade entryways to all civic buildings from Main Street.

6.F. Require all parking lots to be located to the rear of buildings in the Civic/Cultural District.

6.G. Utilize side setback areas for continuing open/green space rather than paved parking lots.

6. H. Align intersections between the east and west sides of Main Street. Create shorter blocks that are similar to the 330' block of the historic grid by introducing new streets rather than just driveways to parking lots.

6.I. Civic buildings should be more than one-story to allow for a smaller building footprint, which will allow for more public green space around the building.

*GOALS:*

**7. Create a commercial district with a central core intersection that is designed to serve as the heart of the City and support and encourage local businesses.**

Generally, the Traditional and City Center Main Street Districts consist of lands located between 150 North to Porter Lane within the South Main Street Corridor as more particularly shown on the District Map.

The goal is primarily to create a central commercial district along Main Street that will be a counter-balance to the automobile-centric commercial developments along the interstate.

## *TRADITIONAL AND CITY CENTER MAIN STEET DISTRICTS*

*OBJECTIVES:*

7.A. Establish a core intersection that has existing assets or potential future assets, such as the historic building at Center Street.

7.B. Concentrate development around the core intersection using small front and side setbacks.

7.C. Establish a front setback range of 0' minimum to 15' maximum for the District. Encourage a smaller range of 0' minimum to 10' maximum for the core intersection. Use the setbacks for active supporting uses such as sidewalk displays and/or dining.

7.D. Consider establishing a side setback range of 0' minimum to 15' maximum for the core intersection and 30' maximum for the rest of the District.

7.E. Consider establishing maximum building footprints to prevent encroachment by larger chain stores.

7.F. Consider providing at least one at-grade entry door from Main Street to each retail space that faces the street.

7.G. Allow on street parking along Main Street within the District.

7.H. Establish sidewalk requirements of a minimum of 8' to provide a wider width within the District for an enhanced pedestrian experience.

*GOALS:*

**7. Create a commercial district with a central core intersection that is designed to serve as the heart of the City and support and encourage local businesses** *(continued)*.

## *TRADITIONAL AND CITY CENTER MAIN STEET DISTRICTS*

*OBJECTIVES:*

7.I. Require street trees to be planted at an appropriate spacing so as not to obscure buildings with a wall of trees.

7.J. Require the use of building materials and elements that complement the historic context on Main Street.

7.K. Require parking lots to be placed in the rear of all buildings within the District. On-street parking will take the place of parking lots in front of buildings.

7.L. Consolidate curb cuts and driveways so that the block face can serve as an enhanced pedestrian area. Align driveways with intersections and driveways across the street.

## *RESIDENTIAL BOULEVARD DISTRICT*

*GOALS:*

**8. Strengthen the residential areas along Main Street to continue the historic ambiance of residential near the Traditional Main Street District.**

Generally, the Residential Boulevard District consists of lands located between Porter Lane and Pages Lane within the South Main Street Corridor as more particularly shown on the District Map.

The goal is primarily to enhance the residential component of Main Street that serves as a transition and connection from surrounding residential neighborhoods to the Traditional Main Street District.

*OBJECTIVES:*

8.A. Continue some elements of the South Main Street Corridor streetscape design into the Residential Boulevard District, including street trees and street lamps.

8.B. Continue sidewalks on both sides of Main Street into the Residential Boulevard District to provide safe walking routes to and from the core area and school. Sidewalk width in the residential section does not need to be as wide as the core commercial areas, but should have a minimum width of 6 feet.

8.C. Orient residential buildings to Main Street on parcels that front on to Main Street to continue the character of the Corridor.

8.D. Establish fencing regulations along Main Street that are consistent with front-yard fencing, allowing only for low, open fencing under 3' in height or low stone walls (2' height). New privacy fencing ought not to be allowed and existing privacy fencing might be phased out using a City incentive program.

8.E. Designate primary crosswalk areas to provide safe walking routes. Make improvements to existing crosswalks. Identify the best location for an additional crosswalk to access the school.

*GOALS:*

**8. Strengthen the residential areas along Main Street to continue the historic ambiance of residential near the Traditional Main Street District. (cont.)**

## *RESIDENTIAL BOULEVARD DISTRICT*

*OBJECTIVES:*

8.F. Increase the width of the sidewalk (6' minimum) and parking strip (5' minimum, 8' ideal) to provide a safer pedestrian environment.

8.G. Allow and encourage sidewalks from existing residential structures to the sidewalk on Main Street. New residential structures that orient to Main Street shall have a sidewalk connection to the street.

8.H. Minimize curb cuts along the residential district. Garages are to be located back from the street and the front façade of the house. Alley access for garages is recommended.

8.I. When opportunities arise, coordinate and align intersections from the east and west sides of Main Street for streets and pathways. Follow a block length of 330' that is compatible with the historic grid of Centerville.

8.J. Allow on-street parking to provide a buffer between traffic and the sidewalk.

*GOALS:*

## 9. Create opportunities for Traditional Neighborhood development patterns.

Generally, the Mixed-Use Districts consists of lands located either on the southeast corner of the Pages Lane and Main Street or on the northwest corner of Parrish Lane and Main Street intersections within the South Main Street Corridor as more particularly shown on the District Map.

The goal is primarily to create mixed-use nodes using a combination of commercial, office, and residential uses that will serve as transition area between existing commercial and residential neighborhoods and enhance pedestrian connections.

## *NORTH GATEWAY & PAGES LANE MIXED USE DISTRICTS*

*OBJECTIVES:*

9.A. Continue sidewalks from the Main Street corridor to the mixed-use node areas (southeast corner of the Main Street and Pages Lane intersection; north side of the Parrish Lane and Main Street intersection).

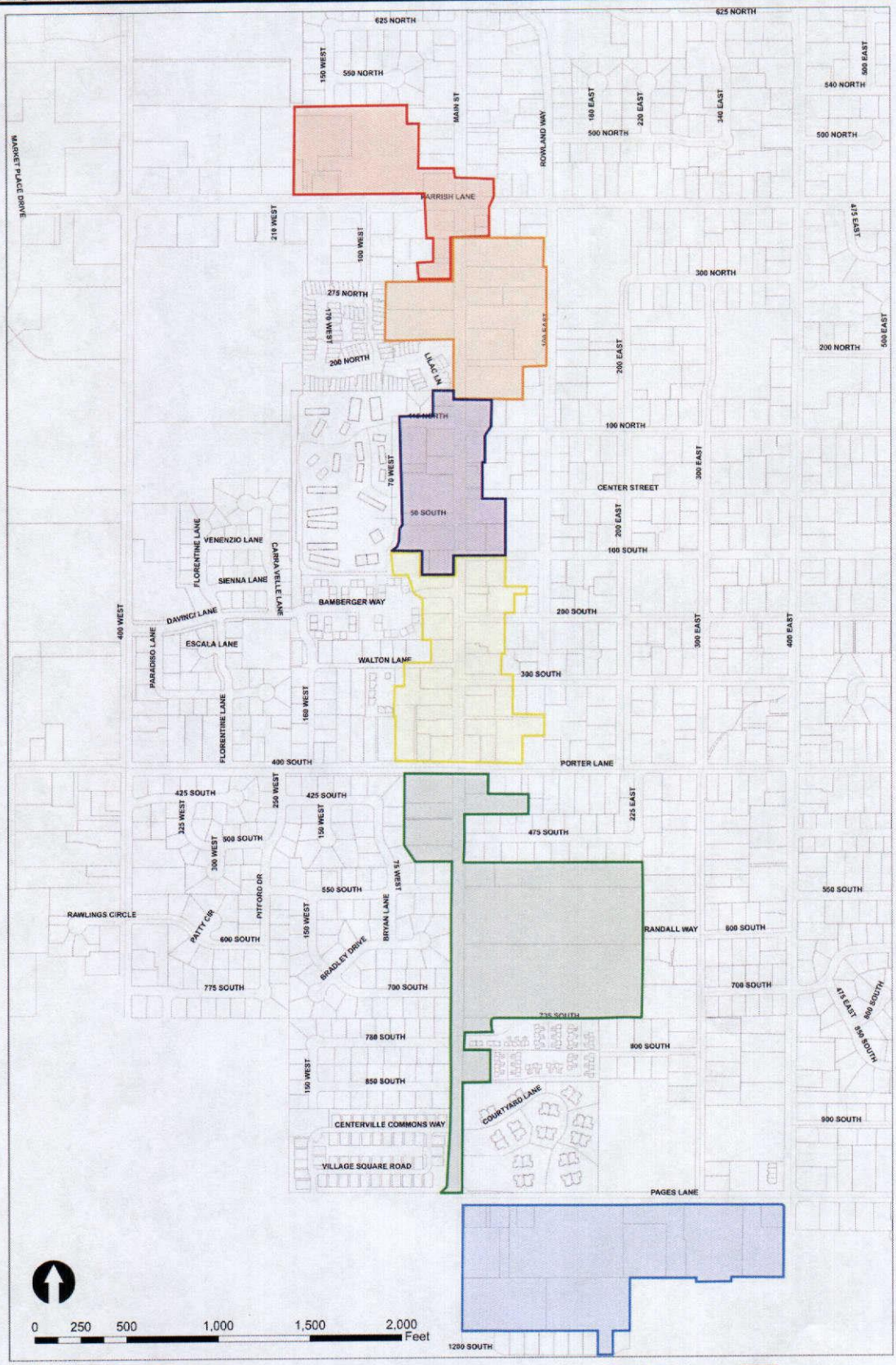
9.B. Establish a front setback range of 0' minimum to 15' maximum to have buildings address the street.

9.C. Establish a maximum height of 35' to allow for buildings of up to three stories to be located within the Mixed-use District.

9.D. Create and enhance pedestrian connections to the other areas along the Main Street Corridor through the use of sidewalks and streetscape enhancements.

9.E. Orient buildings to the street, with functional entry doors from the street.

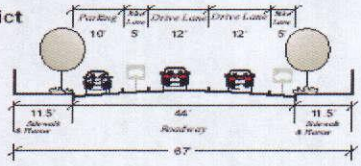
9.F. Utilize an urban streetscape pattern, with plazas, gallerias, and wide sidewalks to enhance the pedestrian experience within the mixed-use area.



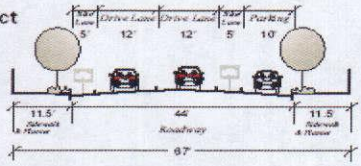

Main Street Overlay Districts

- North Gateway/ Mixed-Use District
- Civic/Cultural District
- Traditional Main Street District
- Residential Boulevard District
- Pages Lane/Mixed-Use District
- City Center Main Street District

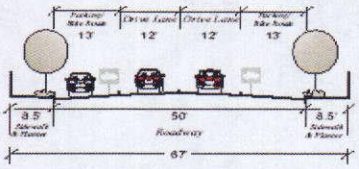
Gateway District



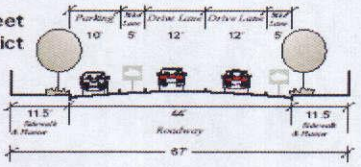

Civic District



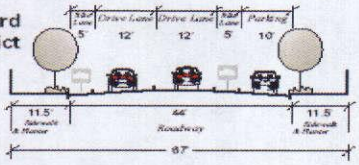

City Center Main Street District

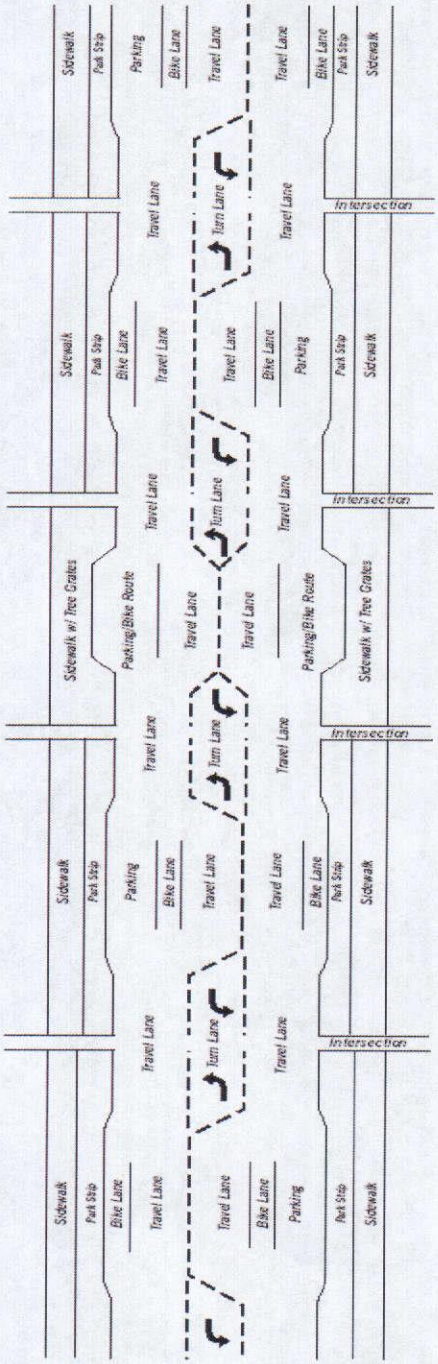



Traditional Main Street District




Residential Boulevard District




# Street X-Sections

## South Main Street Corridor

# SOUTH MAIN STREET CORRIDOR ROADWAY DESIGN (BY DISTRICTS)

**Centerville Main Street Right of Way (ROW) = 67 feet (approx. one foot from back of current sidewalk)**

**Option 1: ROW with turn lanes at intersections; bike lanes; Width of travel lanes can function as a shared transit lane; width of parking adjusted for transit**

| | Sidewalk Zone | | Roadway Zone | | | | | | | Sidewalk Zone | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| District | West Sidewalk | Park Strip | West Parking | Bike Lane | Travel Lane | Center Lane | Travel Lane | Bike Lane | East Parking | Park Strip | East Sidewalk | Total |
| Gateway | 7 | 4.5 | 10 | 5 | 12 | | 12 | 5 | | 4.5 | 7 | 67 |
| *alternate side of on-street parking by block* | | | | | | | | | | | | |
| Civic | 7 | 4.5 | | 5 | 12 | | 12 | 5 | 10 | 4.5 | 7 | 67 |
| *alternate side of on-street parking by block* | | | | | | | | | | | | |
| City Center | 8.5 | | 13 | | 12 | | 12 | | 13 | | 8.5 | 67 |
| Traditional Main Street | 7 | 4.5 | 10 | 5 | 12 | | 12 | 5 | | 4.5 | 7 | 67 |
| *alternate side of on-street parking by block* | | | | | | | | | | | | |
| Residential Boulevard | 6 | 5.5 | | 5 | 12 | | 12 | 5 | 10 | 5.5 | 6 | 67 |
| *alternate side of on-street parking by block* | | | | | | | | | | | | |
| TOD | 8.5 | | 13 | | 12 | | 12 | | 13 | | 8.5 | 67 |

**Option 1: Intersections Only: Turn lane; bike lane & parking removed; bulb outs part of park strip; Width of travel lanes can function as a shared transit lane**

| | Sidewalk Zone | | Roadway Zone | | | | | | | Sidewalk Zone | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| District | West Sidewalk | Park Strip & Bulb Out | West Parking | Bike Lane | Travel Lane | Center Turn Lane | Travel Lane | Bike Lane | East Parking | Park Strip & Bulb Out | East Sidewalk | Total |
| Gateway | 7 | 6 | | | 15 | 11 | 15 | | | 6 | 7 | 67 |
| Civic | 7 | 6 | | | 15 | 11 | 15 | | | 6 | 7 | 67 |
| City Center | 8.5 | 4.5 | | | 15 | 11 | 15 | | | 4.5 | 8.5 | 67 |
| Traditional Main Street | 7 | 6 | | | 15 | 11 | 15 | | | 6 | 7 | 67 |
| Residential Boulevard | 6 | 7 | | | 15 | 11 | 15 | | | 7 | 6 | 67 |
| TOD | 8.5 | 4.5 | | | 15 | 11 | 15 | | | 4.5 | 8.5 | 67 |

**Option 2: ROW with a Center Lane; Width of center lane can function as a shared transit lane**

| | Sidewalk Zone | | Roadway Zone | | | | | | | Sidewalk Zone | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| District | West Sidewalk | Park Strip | West Parking | Bike Lane | Travel Lane | Center Lane | Travel Lane | Bike Lane | East Parking | Park Strip | East Sidewalk | Total |
| Gateway | 7.5 | 5 | | | 15 | 12 | 15 | | | 5 | 7.5 | 67 |
| Civic | 7.5 | 5 | | | 15 | 12 | 15 | | | 5 | 7.5 | 67 |
| City Center | 8.5 | | 8 | | 11 | 12 | 11 | | 8 | | 8.5 | 67 |
| Traditional Main Street | 7 | 4.5 | 8 | | 12 | 12 | 12 | | | 4.5 | 7 | 67 |
| *alternate side of on-street parking by block* | | | | | | | | | | | | |
| Residential Boulevard | 6 | 6.5 | | | 15 | 12 | 15 | | | 6.5 | 6 | 67 |
| TOD | 8.5 | | 8 | | 11 | 12 | 11 | | 8 | | 8.5 | 67 |

**Option 2: Intersections Only: ROW with a Center Lane; Width of center lane can function as a shared transit lane**

| | Sidewalk Zone | | Roadway Zone | | | | | | | Sidewalk Zone | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| District | West Sidewalk | Park Strip & Bulb Out | West Parking | Bike Lane | Travel Lane | Center Lane | Travel Lane | Bike Lane | East Parking | Park Strip & Bulb Out | East Sidewalk | Total |
| Gateway | 7.5 | 5 | | | 15 | 12 | 15 | | | 5 | 7.5 | 67 |
| Civic | 7.5 | 5 | | | 15 | 12 | 15 | | | 5 | 7.5 | 67 |
| City Center | 8 | 4.5 | | | 15 | 12 | 15 | | | 4.5 | 8 | 67 |
| Traditional Main Street | 7 | 5.5 | | | 15 | 12 | 15 | | | 5.5 | 7 | 67 |
| *alternate side of on-street parking by block* | | | | | | | | | | | | |
| Residential Boulevard | 6 | 6.5 | | | 15 | 12 | 15 | | | 6.5 | 6 | 67 |
| TOD | 8.5 | 4 | | | 15 | 12 | 15 | | | 4 | 8.5 | 67 |

**CENTERVILLE**

**Staff Backup Report**
**6/17/2015**

Item No. 2.

Short Title: Discussion re South Main Street Corridor Plan/Overlay Zone

Initiated By:

Scheduled Time:

**SUBJECT**

**RECOMMENDATION**

**BACKGROUND**