

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 PM ON WEDNESDAY, SEPTEMBER 7, 2016 AT THE CENTERVILLE CITY COMMUNITY CENTER AND CITY HALL COUNCIL ROOM, 250 NORTH MAIN STREET, CENTERVILLE, UTAH. THE AGENDA IS SHOWN BELOW.

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

Time:

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

B. BUSINESS

1. Receive comments from owners of property and/or businesses regarding the SMSC Public Space Plan
- 7:15 2. City Council and Planning Commission discuss SMSC Public Space Plan

C. ADJOURNMENT

CENTERVILLE

**Staff Backup Report
9/7/2016**

Item No. 1

Short Title: Receive comments from owners of property and/or businesses regarding the SMSC Public Space Plan

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
9/7/2016**

Item No. 2.

Short Title: City Council and Planning Commission discuss SMSC Public Space Plan

Initiated By: City Council

Scheduled Time: 7:15

SUBJECT

RECOMMENDATION

BACKGROUND

The first 9 attachments are from the prior August 1, 2016 City Council meeting. Three additional attachments have been added:

- 1) Written comments from August 1, 2016 Council meeting re SMSC Public Space Plan
- 2) Email comments - July - August re SMSC Public Space Plan sent to Mayor/City Council
- 3) Additional email comments re SMSC Public Space Plan

ATTACHMENTS:

Description

- ▢ Notice sent to property/business owners
- ▢ 8-2-2016 CC meeting minutes
- ▢ 7-13-2016 CC Transmittal Report for SMSC Public Space Plan
- ▢ CZC 12.48.180-Current
- ▢ CZC 12.48.190-Current
- ▢ SMSC Alternative Design-CS
- ▢ SMSC Alternative Design-GM
- ▢ 2-24-16-Public Space Plan Amendments-Redline
- ▢ South Main Street With 18' Buffer
- ▢ Written comments from August 1, 2016 CC meeting re SMSC Public Space Plan
- ▢ Main Street Email Comments July-August
- ▢ Additional email comments re SMSC Public Space Plan



CENTERVILLE CITY

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Incorporated in 1915

Mayor

Paul A. Cutler

City Council

Tamelyn Fillmore

William Ince

Stephanie Ivie

George McEwan

Robyn Mechem

City Manager

Steve H. Thacker

Invitation to Comment on South Main Street Corridor Public Space Plan Wednesday, September 7, 2016 7:00 p.m. at City Hall

As the owner of property and/or a business on Main Street between Porter Lane and about 150 North, you are invited to a joint meeting of the City Council and Planning Commission on Wednesday, September 7 at 7:00 p.m. at City Hall, to comment on the Public Space Plan proposed for this segment of Main Street.

In 2015 the City Council amended the South Main Street Corridor (SMSC) Plan in response to concerns about land uses and densities. They also adopted a more specific Public Space Plan to provide standards for improvement of the space between the street curb and buildings as redevelopment occurs within the "City Center" and "Traditional" Districts, an area between Porter Lane and about 150 North. The current Public Space Plan is summarized and illustrated on the reverse side.

In 2016, the new City Council expressed concerns about the Public Space Plan adopted by the prior City Council. They asked the Planning Commission to consider modifications to the Public Space Plan. A majority of the Planning Commission, however, has recommended the adopted Plan be preserved with the addition of bike lanes. Their recommendation is now under consideration again by the City Council. As a part of their decision-making process, the City Council would like to hear directly from owners of property and/or businesses that would be affected by the Public Space Plan. Therefore, you are invited to attend a joint meeting of the City Council and Planning Commission on Wednesday, September 7 at 7:00 p.m. at City Hall. You will be able to ask questions and express your opinion about the desirability/feasibility of the currently adopted standards and alternative standards.

We hope you will be able to meet with us.

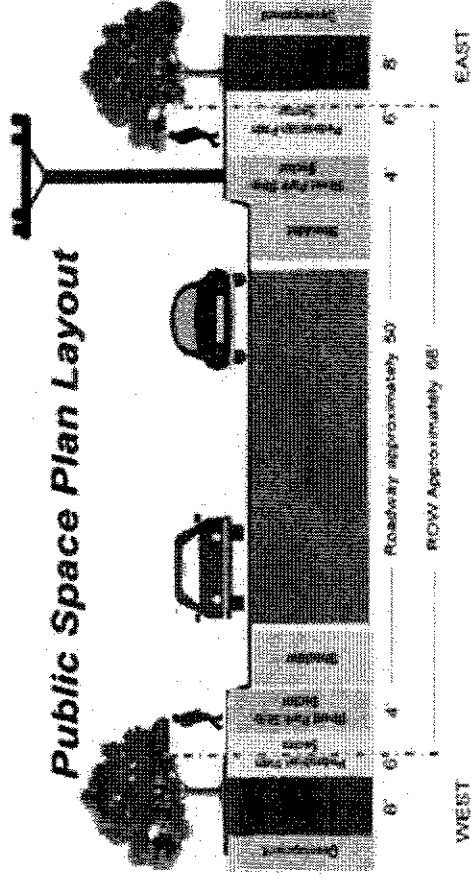


Current (2015) Main St. Public Space Plan

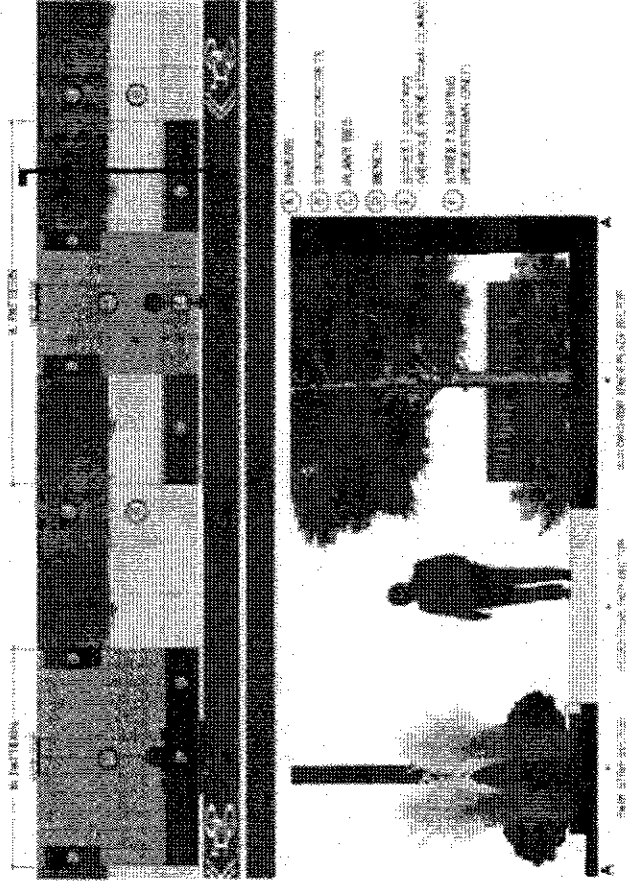
1. Wider sidewalks (6' instead of 4' or 5')
2. Park strip on both sides of Main Street
3. Periodic hardscape materials like pavers or colored concrete in the park strip and the 10' behind the sidewalk
4. Decorative elements like planter boxes, benches
5. Decorative pedestrian lighting
6. Enhanced landscaping for 10' behind the sidewalk: (such as trees, shrubs, pavers/patios, hiding of utility boxes, etc.)

12.48.190 Public Space Plan Illustrations

(a) Public Space Plan Cross-Section Illustration.



(a) Public Space Design and Layout Scheme.



1 Jason Smith – Mr. Smith stated he lives on 100 South, and is concerned about the lack
2 of sidewalks on his street.

3
4 **PUBLIC HEARING – ZONING CODE AMENDMENTS – SOUTH MAIN STREET**
5 **CORRIDOR (SMSC) OVERLAY – CHAPTER 12-48**
6

7 Mayor Cutler thanked the citizens in attendance and stated that public comments are
8 welcomed in writing as well as spoken during the public hearing. Cory Snyder, Community
9 Development Director, described the purpose and function of a Public Space Plan. The Council
10 adopted a Public Space Plan with the SMSC Overlay Zone in November of 2015. In January of
11 2016, the Council directed staff to prepare specific edits to the SMSC Overlay Zone related to
12 the Public Space Plan, and have the Planning Commission weigh in on the matter. Mr. Snyder
13 described the Planning Commission's process in reexamining this issue. One difference
14 between the Planning Commission's previous recommendation and the recommendation
15 approved by majority vote of the Commission on July 13, 2016, is the addition of striping on
16 Main Street for bike lanes south of Parrish Lane.

17
18 Chair Hirschi read aloud portions of the General Plan pertaining to the SMSC (adopted
19 in 2007), stating that Main Street is a major entrance to Centerville City, and such an entrance is
20 important to the overall appearance and atmosphere of the city. He went on to quote the
21 following statement from the General Plan considered by the Planning Commission during their
22 examination: "Growth and revitalization strategies ought to encourage infill and redevelopment
23 in balance with the community's desire to highlight Centerville Main Street. The South Main
24 Street Corridor can and will thrive if included in the design framework for this area is a scheme
25 that provides various alternatives to purely an automobile oriented street. Pedestrian friendly
26 amenities, alternative forms of transportation, proper architectural building designs, and other
27 similar concepts need to be considered in designing the South Main Street Corridor District.
28 Redevelopment and enhancements need to focus on such concepts to create a stronger, more
29 vibrant Main Street environment." Chair Hirschi also read ten goals for the SMSC set forth in
30 the General Plan.

31
32 Chair Hirschi stated the Planning Commission learned from a UDOT representative that
33 UDOT would not be opposed to the proposed plan as long as certain guidelines are met. He
34 reported that a Wasatch Front Regional Council (WFRC) representative gave encouragement
35 for improvement along Main Street. With regards to legal liability, the Planning Commission
36 refers the City Council to the City Attorney's privileged memorandum, dated March 18, 2016.
37 Councilman McEwan thanked the Planning Commissioners for their efforts and asked how
38 many of the owners of property on Main Street were solicited for their input. Chair Hirschi
39 responded that public hearings were held, but the Planning Commission did not receive much
40 input from property owners. Chair Hirschi pointed out, however, that the focus of the plan is on
41 developing improvements in the public right-of-way – only the trees in the plan would be on
42 private property, and would be planted and maintained by the City. Chair Hirschi emphasized
43 that the Planning Commission is open to working with the Council to put together the best plan
44 possible. Councilman Ince commented that, although all elements but the trees are in the
45 public space in the proposed plan, the size of the public space is significantly increased. Chair
46 Hirschi responded that in some areas there may need to be some expansion, and added that
47 details are yet to be worked out. Councilwoman Mecham asked if property owners are
48 expected to pay for the improvements in the proposed plan. Chair Hirschi responded that the
49 Planning Commission did not stipulate funding, but said he assumes the City would be
50 financially responsible for elements within the public area.

51
52 Mayor Cutler explained why the City has different design standards for different areas,
53 and suggested it would be most helpful to the Council if citizens provide feedback on specific

1 elements of the proposed Public Space Plan. He emphasized that standards and requirements
2 included in the proposed Public Space Plan would only apply to new development or
3 redevelopment within the SMSC. Responding to a question from Councilwoman Mecham,
4 Mayor Cutler stated it is his understanding that the ordinance passed in 2015 places financial
5 responsibility for installation of the improvements on individual developers. Councilwoman
6 Mecham said she feels there has been misinformation spread that the Council is not pro-bike or
7 pro-bike lanes. She stated she is pro-bike and pro-bike lanes. She clarified that the Council's
8 discussion at the previous meeting centered around a concern for safety with bike lanes on
9 Parrish Lane. She repeated the desire she stated at the previous meeting to meet with cyclists
10 to more fully understand all aspects of the issue. Councilwoman Fillmore said she left the
11 previous meeting with the impression that staff was directed to hold UDOT off on finishing the
12 striping on Main Street. Councilwoman Mecham disagreed, stating that no such direction was
13 given.
14

15 Lisa Romney, City Attorney, reviewed City Code regarding civil discourse. Mayor Cutler
16 opened the public hearing at 8:03 p.m., asking the public to limit comments to two minutes.
17

18 Gary O'Brien – Mr. O'Brien said he owns O'Brien Glass Products and adjoining
19 properties on Main Street between 300 South and 400 South. He stated he has never been
20 contacted or talked to about the proposed plan.
21

22 Jeff Lewis – Mr. Lewis said he is a new resident of Centerville and thinks it is a great
23 city. He thanked the Council for supporting bike lanes, and respectfully disagreed with the tone
24 of the comments about aggressive cyclists. He said he is within the law when cycling, and is
25 concerned about his safety when cycling. Mr. Lewis said he did not get his impressions from
26 the news – he watched the previous meeting before attending this evening.
27

28 Spencer Summerhays – Mr. Summerhays expressed appreciation for Chair Hirschi's
29 presentation of the General Plan language, setting the context for what is in place and what we
30 hope Main Street will become. He said he understands property owners have concerns, and
31 agreed with the Mayor that it might take 15-20 years for changes to come about. Mr.
32 Summerhays said he feels the City needs to have a vision for the future, and suggested that the
33 built environments we love to visit have aesthetic features and are not sterile hard-scapes. He
34 said he supports the proposed plan as it stands now. Mr. Summerhays said he has hope for the
35 future, and would be disappointed if, after all the work and research that has been done, the
36 ideas are not implemented. He mentioned there are tighter bike lanes across the country, and
37 said he feels it can work if people are respectful of each other.
38

39 Jason Pitt – Mr. Pitt thanked the Council for holding the public hearing. He said he
40 works on Main Street and observes the corridor being used by joggers in the morning, cyclists,
41 and kids walking home from school in the afternoon. The corridor is not used for retail
42 shopping, and citizens are not walking up and down the street sitting on park benches. He said
43 he is in favor of beautifying Main Street, but he wants everyone to recognize the difference
44 between dream and reality. Mr. Pitt stated he has issues with the proposed plan since it would
45 affect him now as a business owner, and later as a developer. The reality is that business
46 owners would have to pay for and maintain the elements in the plan. He asked who is
47 responsible or liable if something happens in front of a business on one of the improvements.
48

49 Dale McIntyre – Mr. McIntyre disagreed with the idea that Main Street is a major
50 entrance to the city. He stated the major entrance to the city is Parrish Lane, so the purpose
51 supposedly being met by the Public Space Plan is a false purpose. He asked when Main Street
52 was named a major entrance, and suggested it never will be a major entrance unless high

1 density is approved. Mr. McIntyre stated that a good part of Centerville has told the Council
2 they do not want high density.
3

4 Matthew Larsen – Mr. Larsen said he feels any long-term planning ought to be based on
5 what Main Street can become, not what it is today. He said the purpose of the proposed plan is
6 to improve what it is today. He expressed support for the Planning Commission's
7 recommendation, and support for a publicly funded approach.
8

9 Mario Schroeder – Mr. Schroeder said he owns a business on Main Street. He said the
10 crosswalks in the proposed plan are welcome to him. He expressed the opinion that the speed
11 limit on Main Street is not conducive to a walking area, and suggested that something as simple
12 as flags or a flashing light would be incredibly effective at the crosswalks. Mr. Schroeder said
13 his building is right on the sidewalk with no offset, and expressed concern that if he ever wants
14 to make a change or improvement, he will be forced to pay. He mentioned that with a past
15 improvement on the property the City promised reimbursement that never occurred.
16

17 Kyle Green – Mr. Green suggested the City use an email chain or reverse phone call to
18 spread information regarding public hearings. He said it seems the property owners and most
19 citizens were not notified of the issue. He pointed out the General Plan was put in place in
20 2007, and the City has changed a lot since then. Main Street is not a destination area. He
21 urged the Council to consider the use of the SMSC. Mr. Green said he is concerned about the
22 rate at which funds are spent, and referred to utility rate increases that have occurred in the last
23 two years.
24

25 Lawrence Wright – Mr. Wright thanked the Planning Commission for the incredible
26 amount of planning done in the last ten years. He said the Commission has done everything
27 the Council has asked. Mr. Wright stated that, as a former Council member, his concern last
28 year was that the vision of the plan was not clearly defined, and said he felt there was a big
29 push to get it passed before the new Council members took office. He encouraged the Council
30 to look not only at the vision, but how it will be funded. He mentioned the City has big
31 infrastructure needs, yet is still paying on UTOPIA, which will get more and more expensive. He
32 suggested the Council needs to keep in perspective what the City is capable of dealing with.
33

34 Brian Knox – Mr. Knox said he is concerned that at some point property owners will have
35 to bear financial burden in excess of what they anticipated. He said a majority of citizens want
36 the city beautified, but it is not right for the beautification to be funded by the property owners.
37 He questioned whether the Council has the fundamental right to impose additional costs on
38 property owners. He suggested the costs anticipated by the property owners should be used as
39 a baseline, with any additional costs born by the citizens of Centerville in general.
40

41 Nancy Smith – Ms. Smith said she would like to see Main Street beautified and have
42 conformity, but said she feels 18 feet in from the curb is excessive and is a taking of property
43 that is not fair or reasonable. She said she feels the concept of only needing to comply in the
44 event of redevelopment breeds deterioration. She said she is in favor of bike lanes, she feels
45 bike lanes are a mute point. She does not agree with planter boxes or colored concrete on the
46 curb – not because of maintenance, but because it would add dead space. Ms. Smith said
47 when she thinks of open space she thinks of elements that soften space. She said she is in
48 favor of benches at bus stops at the expense of UTA, but is not in favor of requiring property
49 owners to pay for benches unless it is required for the entire bus route along Main Street. She
50 expressed the opinion that Main Street does not need to be walkable unless improvements
51 extend from Parrish Lane to Pages Lane. She asked if the Council is considering the same
52 thing for Parrish Lane. She said she does not want Main Street to be walkable if the expense is
53 density.

1
2 Tiffany Reese – Ms. Reese said she likes bike lanes. She grew up in Centerville and
3 walked to the Junior High, and she feels the sidewalks are wide enough as they are. She said
4 she does not think benches would be a wise expense since most people would not sit on
5 benches to watch cars go by. Ms. Reese stated Centerville is a desirable community, and
6 people want to live here. To beautify is good, but she feels the proposed plan is a little
7 excessive. She said she feels the focus should be on Parrish Lane.

8
9 Bruce Smith – Mr. Smith related a lesson he learned several years ago while
10 volunteering at the Whitaker Museum – don't put decoration over functionality. He said the City
11 need not decorate to the extent that functionality is lost. He said the way Main Street is now has
12 withstood the test of time. He said he believes it is functional, it works, and although it could be
13 beautified, he feels it needs to be neat and comely and simple. He suggested the proposed
14 elements would only be nice for about a decade until trends and styles change.

15
16 Ronnie Boutte – Mr. Boutte stated he lives in Layton. He said he feels the proposed
17 plan is myopic, and said the same planners and City Council caused the mess on Parrish Lane
18 in the first place. He said he is concerned about Councilmen Ince and McEwan's tone in the
19 last meeting and this evening, equating himself and his service with the Nazis. Mr. Boutte
20 stated that obviously this Council has distain for the true safety of the people who transport
21 themselves through the city. He said he believes planters on the side of the road would block
22 the view from the road. He emphasized there are ramifications to what is said in meetings.

23
24 Ms. Romney reminded those in attendance that public comments should be addressed
25 to the City Council, not the audience.

26
27 Bill Erickson – Mr. Erickson stated he coaches the biking teams for the local junior high
28 and high schools. The whole purpose and intent is to provide an opportunity for the youth to get
29 outside and experience a healthy lifestyle. Mr. Erickson said he feels part of that healthy
30 lifestyle is riding bikes in the community and getting around the community in an alternative
31 way. He said he believes it is the Council's job to set the tone, and said he is concerned by
32 some of the Council's comments. He suggested the discussion should not be about whether or
33 not to have bike lanes, but about how to have more bike lanes.

34
35 Tim Hawkes, UT House of Representatives – Representative Hawkes thanked the
36 Council and the Planning Commission for the time they have put into this issue. He said he
37 believes everyone in attendance is concerned about the city and its future. He said he senses
38 commonality from the comments that have been made – that a lack of plan or the wrong plan
39 could undermine those things that are valued by the community. He said there seems to be
40 agreement in wanting good public spaces. Representative Hawkes mentioned that a lot of other
41 cities have tackled this problem and done it well. The most important features seem to be
42 consistent looking sidewalks, trees, and light posts. He commented that the cost of water is
43 going to go up dramatically in the near future, and suggested the Council take that into
44 consideration when planning park strips. Representative Hawkes said he feels it is vitally
45 important to have the businesses on board, and expressed confidence that an effective public
46 space proposal would be supported because it would improve property value.

47
48 Larry Peterson – Mr. Peterson said he is an avid cyclist who moved to Centerville 10
49 years ago. He said that ten years ago he was basically the only cyclist on the road, but now
50 there are a lot of cyclists using the corridor. He commented that the white stripe is critical for
51 separating traffic, and added that he generally does not have any trouble when a white stripe is
52 present. He encouraged the Council not to wait 15-20 years to put down a white stripe.
53

1 Bret Hayman – Mr. Hayman commented that all of the Planning Commission hearings
2 were publicly noticed, and said he does not believe there was any attempt to hide information.
3 He said that citizens need to make an effort to be aware. He said he believes everyone who
4 walks or drives Main Street would agree it is not a pretty place, comparable to inner-city Detroit,
5 and if it is not changed property values will be depressed. Mr. Hayman expressed the opinion
6 that putting in park strips would not be enough. The proposed plan does not have to be
7 adopted as it is, but he said he feels some agreements need to be reached.

8
9 Rick Bingham – Mr. Bingham commented that one thing begets another. He said he
10 would like to see Main Street look better, but feels it would take a lot of money to change the
11 hodgepodge that has grown up over the years. He said his neighborhood has many wonky and
12 hazardous sidewalks that have not been maintained. If planters and benches are added along
13 Main Street they will have to be maintained. Mr. Bingham mentioned that Salt Lake City spent
14 \$5 million putting bike lanes on 300 South, and he has only ever seen two or three bikers use
15 them. He encouraged the Council to spend the funds on fixing what the City already has.

16
17 Gary Pettit – Mr. Pettit stated that words have power. He said he has been a cyclist
18 most of his life, and he is concerned by recent comments made by Councilman Ince. He said
19 the attitude expressed cannot be easily taken out of context. Mr. Pettit said he uses the D&RG
20 and Legacy Parkway Trails because he does not want to get hit. He asked the Council to keep
21 in mind that a car can be weaponized. Flippant remarks can encourage behavior.

22
23 Kim Samuelson – Mr. Samuelson stated he owns a business on Main Street. He said
24 he knows Councilman Ince to be an honorable man, and added that everyone makes off
25 comments sometimes. He thanked the Council and the Planning Commission for their hard
26 work, and agreed that the SMSC is used to get from one place to another. He said that Main
27 Street could be improved, but all streets could be improved. Mr. Samuelson said he does not
28 feel adequate notice was given, and that the plan was put through quickly by the previous
29 Council, knowing that this Council would not pass it. He said he is not in favor of the proposed
30 plan.

31
32 Dionne Holt – Ms. Holt said she wants Centerville to be beautiful. She said she feels the
33 City has done a horrible job with crosswalks. She said her child was hit while walking her bike
34 across a crosswalk, and she feels crosswalks on both Main Street and 400 West should be
35 improved with signs or lights right away.

36
37 Zach Pinnau – Mr. Pinnau stated that words can be powerful. He said he has a hard
38 time letting go of certain comments when he has almost been driven off the road multiple times
39 while cycling. He said he feels the Council members are in a position of power and should
40 watch what they say. Mr. Pinnau said the roads are scary as a cyclist, and said he is in favor of
41 painted bike lanes. He agreed there are some cyclists that are stupid, but added there are also
42 drivers who do not follow the laws.

43 Garth Heer – Mr. Heer said he likes Main Street and thinks it is beautiful with its variety.
44 He said he does not think the City should spend a lot of money to change it into something it is
45 not. He said he feels the proposed plan is too uniform and sterile. Mr. Heer said he thinks the
46 painted bike lanes sound good in theory, but if drivers and cyclists do not understand how to
47 share the street, money should be spent on education. He suggested that if money is going to
48 be spent on bike lanes, the city needs east/west lanes to connect to the trails on the west side.
49 Mr. Heer added that he thinks the school zones are too short and need to be extended.

50
51 Phil Ellsworth – Mr. Ellsworth thanked the Council and Mayor for their service to the
52 community. He said he does not think the plan needs to be an all-or-nothing deal. He
53 suggested it is a matter of balancing functionality and aesthetics. Many have agreed with the

1 safety concerns with regards to crosswalks and bike lanes. He commented that purpose and
2 need should be considered with the aesthetic side of things. Mr. Ellsworth said he feels 15 feet
3 into private property seems excessive, and he is concerned about the funding. He expressed
4 the opinion that the plan should not be adopted if a solid plan for funding is not in place. He
5 said he is not in favor of getting outside funding or raising taxes for the improvements.
6

7 Mark Gabriel – Mr. Gabriel said he feels there is a double standard going on with the
8 Council. He said he believes it is important to remember charity in all that we do. He thanked
9 the Council for their service. Mr. Gabriel suggested the Council stick to fundamentals – safety
10 and crosswalks. He said there are a lot of repairs and maintenance to take care of before
11 thinking about benches.
12

13 Jennifer Beckstrand – Ms. Beckstrand stated that KSL and Councilwoman Fillmore were
14 not responsible for Councilman Ince's comments. She commented that Centerville has the best
15 looking Walmart in the State because the Planning Commission had a vision and a plan in
16 place. She recommended increasing the level of requirement for the plan from 30% to 50% so
17 that a significant investment is already being made by the property owners. She expressed the
18 opinion that the section of Main Street in question is an eye sore, and will deteriorate further
19 without a plan.
20

21 Tena Allen – Ms. Allen suggested the City send out or deliver notices to those who are
22 directly involved. She said she thinks the proposed plan is a beautiful plan, but she has a
23 problem with the portion that goes onto private property. She said she would love to see a plan
24 that stays in the public right-of-way.
25

26 Steve Allen – Mr. Allen said he thinks the Council should seriously consider dumping the
27 existing zoning code and starting fresh for the SMSC. He said there should be a plan to
28 beautify Main Street consistent from Parrish Lane to Pages Lane, but it should be kept within
29 the right-of-way. He expressed the opinion that continuity would be difficult with property
30 owners developing at different times.
31

32 Loretta Pierce – Ms. Pierce said she lives across from Centerville Junior High. She was
33 contacted to give the Planning Commission input during the process. She said the most
34 important thing is that discussions continue. She said she feels there is room to compromise on
35 a lot of elements. It is apparent the City needs to do something to improve safety, particularly
36 the crosswalks. Her children walk to school, and she said she would like the same care and
37 concern given to her needs as are given to all the other residential areas in the city.
38

39 Lee Skabelund – Mr. Skabelund stated that as a former recreation planner for the Forest
40 Service he has an appreciation for things that look nice. He said his choice to live in Centerville
41 had nothing to do with the appearance of Main Street; his main concern was to avoid the main
42 concentration of population density. He said he feels traditional community values are
43 important, and said he feels the future quality of Main Street will be dependent more on the
44 quality of residents and business owners on Main Street. Mr. Skabelund suggested solid
45 crosswalks and more street lights. He said he thinks the City is becoming a little heavy handed
46 in resorting to ordinances and laws, and said he feels there should be room for diversity and
47 variation.
48

49 Connie Davies – Ms. Davies said she would like to have more sidewalks for better
50 walkability in the city. She said she has sent several emails to the Council with specific
51 suggestions. She moved here because she likes walkability, and she would hope for
52 compromise as discussions continue.
53

1 Brita Johnson – Mr. Johnson said she runs, cycles, and walks with her family on Main
2 Street. She said she believes kids should walk and should feel safe walking. She said she
3 would like to see wider sidewalks. She feels park strips on the west side would be
4 unnecessary. Ms. Johnson said she feels lighting is important, and benches at bus stops would
5 be nice. She said the high speed limit should be reconsidered, and the school zones are too
6 short. She commented that many parents drive their kids short distances to school because
7 they are afraid to let them walk.
8

9 Megan Wells – Ms. Wells said she does not walk that portion of Centerville because it is
10 not safe. The proposed plan would make it safer. She commented that trees are nice, and said
11 she feels the corridor needs to be more accessible to wheelchairs. As a physical therapist, she
12 commented that benches can be helpful for those setting distance goals.
13

14 Mindy Maglson – Ms. Maglson said she supports making Main Street more beautiful, but
15 the city does not need everything in the proposed plan. She said she does not think Main Street
16 needs benches or planters, but she does agree with wider sidewalks. She said the money
17 could be spent fixing up things in need of attention. She commented that Councilman Ince has
18 apologized for his comments and should be forgiven.
19

20 Mark Burhold – Mr. Burhold said he is accustomed to seeing a master plan that is based
21 on more substantive data than he is seeing. He formally requested the Council put the SMSC
22 plan on hold to obtain data regarding traffic count, traffic flow, and a general study of all main
23 thoroughfares in Centerville to avoid pushing traffic to residential streets. He said he has lived
24 in communities where planters and other elements were added, with the result that traffic was
25 shunted to more residential streets.
26

27 Mark Oligschlaeger – Mr. Oligschlaeger is a member of the Centerville Trails Committee.
28 He commented that this has been done well in other cities, and there are things that can be
29 done to beautify the street and bring everyone together in terms of vision and purpose. He said
30 he feels lamp posts can make a difference in the look and feel of the street. He commented that
31 this has been in the works for some time, and it is time for action. Mr. Oligschlaeger said it is
32 not fair to doubt Councilwoman Fillmore's integrity, and he would like to see more courtesy
33 within the city. He said he listened to the previous meetings, and is more concerned about the
34 comments that led up to Councilman Ince's comment used by the media. He expressed
35 concern with respect to misunderstandings of how cyclists use the community. He said he is
36 looking forward to the upcoming Trails Committee and City Council work session.
37

38 Rob Oakes – Mr. Oakes presented a petition signed by 287 residents of Centerville. He
39 said he has lived in Centerville his whole life, and the city has changed enormously. Fields and
40 meadows are now stores and shops. He said the City needs a comprehensive plan to guide
41 development of the city. Bountiful Main Street is a result of a plan put together 20 years ago.
42 He said he thinks the addition of bike lanes and other elements would transform the area. He
43 said he feels the proposed plan represents a comprehensive vision for the future, and he fully
44 supports the elements in the proposed plan. The petition is attached.
45

46 Kami Layton – Ms. Layton thanked the City Council. She said she works on Main Street
47 in Bountiful and feels some of the elements are a hazard. She said the planter boxes are out
48 too far and the trees are too close together and not maintained. Benches are only needed at
49 bus stops. She said she likes Centerville Main Street the way it is. She said complaints should
50 not be made about properties on Main Street unless complaints are also made about residential
51 yards all over the city that are not kept up. She said she likes some aspects of the proposed
52 plan, and expressed confidence that the Council will be careful with city funds.
53

1 Brian Willey – Mr. Willey commented that Centerville will never be Bountiful or
2 Downtown Disney. He asked what the total cost of the proposed plan would be and how much
3 taxes would be raised. He said if he is going to go to a gathering place, he will go to Farmington
4 Station or Salt Lake. He said he is in favor of improving Main Street safety, but fluff and bells
5 and whistles are unnecessary.

6
7 Robin Gabriel – Ms. Gabriel said she is okay with having a plan, and the foremost
8 reason needs to be safety. She said the best idea she heard is for flashing lights in crosswalks,
9 but they should not be at the expense of individual rights.

10
11 Brooke Holman – Ms. Holman read the petition presented by Mr. Oakes in support of
12 improving Main Street to make it friendly to all users. The petition is attached.

13
14 John Urry – Mr. Urry thanked the Planning Commission for their work, and thanked all
15 five members of the City Council. Mr. Urry said he favors the present plan as a starting point,
16 and said he thinks much of Main Street is very ugly and needs to be improved. He said he feels
17 it is worth putting money into making Main Street more beautiful than it is.

18
19 Sarah Hatch – Ms. Hatch said she bikes on Main Street and has a hard time when she
20 tries to cross Main Street. She said she would love a really awesome crosswalk, ideally east of
21 the library. Ms. Hatch said it would be fun to see more people outside, and agreed that flashing
22 lights for crosswalks are a good idea.

23
24 Bud Hollingshead – Mr. Hollingshead said the SMSC has gotten uglier and uglier over
25 the years. He encouraged this Council to take advantage of the chance to leave a legacy that
26 will be appreciated for many years. He stated they do not need to do everything in the plan, but
27 encouraged them to work on it and improve it, not throw it out. He complimented the efforts to
28 work together.

29
30 Jennifer Turnblom – Ms. Turnblom said she lives on Main Street and is trying to make
31 her property look better, but it takes time and a lot of money. She agreed a plan is needed, but
32 said she wonders how much of a plan is needed. She said she thinks putting bike lanes in
33 would solve some of the safety issues on the sidewalks, but will not be safe unless the speed
34 limit is reduced. She stated the plan does not need to extend to private property, and
35 expressed confidence that property owners will do what they can to improve their properties.

36 Mayor Cutler closed the public hearing at 9:54 p.m. Councilwoman Mecham said the
37 owner of Don's Meats asked her to state he is against the proposed plan. The Mayor
38 encouraged citizens to go to the City website and sign up for regular notices and alerts.
39 Responding to a question asked during the public hearing, Ms. Romney stated the City has a
40 duty to maintain public improvements in the public right-of-way. Private amenities on private
41 property are the responsibility of property owners. She advised keeping public elements within
42 the public right-of-way.

43
44 The Council took a break at 9:59 p.m., returning at 10:21 p.m.

45
46 Mayor Cutler suggested the Council continue to accept written public comment until the
47 next meeting. The Council agreed. In addition to continuing to accept written comments,
48 Councilwoman Fillmore asked the Council to either lay out a process for moving forward, or
49 schedule another work session with the Planning Commission. Mayor Cutler suggested the
50 Council could also invite business owners for a discussion of what would be appropriate. The
51 Mayor said he heard a lot of comments in favor of having a plan.

52

1 Councilwoman Ivie said she measured 18 feet back on properties in the corridor and
2 found that 29 established trees would have to be removed according to the proposed plan. She
3 also commented that Main Street is not flat, which would mean several retaining walls would be
4 necessary. Councilwoman Ivie also said she feels the east and west sides of the street are so
5 different that symmetry is unrealistic. Councilwoman Mecham related the concern of a property
6 owner who has no plans to redevelop, but is concerned that if a neighboring property makes
7 improvements his property will look worse. Councilman Ince said he feels there should be
8 resolution concerning sidewalks and trees before a plan is put in place. The Council is meeting
9 in a work session regarding sidewalks and trees prior to the August 16th Council meeting.

10
11 Councilwoman Fillmore explained the process followed for putting the General Plan for
12 the SMSC in place in 2008, including representation and input from property owners, residents,
13 the Planning Commission, and City Council members. All property owners were invited to
14 participate. The City held an open house with specific invitations sent to any property owners
15 with property touching that portion of Main Street. She said she feels it is important to have that
16 plan in place for protection. The process and gathering of data matters. Councilwoman
17 Fillmore said she wants it to be perfectly clear that she did not contact the media.

18
19 Councilman Ince made a **motion** to continue to receive public comment, written and
20 electronic, until the next Council meeting, and to work with City staff to schedule a work session.
21 Councilman McEwan seconded the motion, which passed by unanimous vote (5-0).

22 **DISCUSSION WITH POLICE CHIEF**

23
24
25 Police Chief Child explained his revised request for a new civilian position in the Police
26 Department. He stated the Department is getting busier and busier, with the patrol division on
27 increasingly more calls, and stress levels continue to rise. He recognized from the City's
28 perspective that money is tight, and hiring an officer is expensive. With the goal of increasing
29 the effectiveness of his officers, he explained his plan for another civilian office staff member
30 that would have the following three main responsibilities: evidence technician; some emergency
31 management; and general support (training); with additional responsibilities as time allows.
32 Mayor Cutler expressed appreciation for the Chief's efforts. Councilman McEwan asked what
33 kind of training would be needed for an evidence custodian. Chief Child responded he would
34 like someone with good education or background in either emergency management or evidence
35 handling, so that training is only necessary in one of those two areas of responsibility. A fair
36 amount of training would be required for evidence custodian. A majority of the Council
37 appeared to be supportive of moving forward with the civilian position proposed by Chief Child.

38
39 Councilman McEwan made a **motion** to authorize the Chief to proceed with hiring a new
40 civilian position for the Police Department. Councilwoman Ivie seconded the motion, which
41 passed by unanimous vote (5-0).

42 **SPEED DETECTION SIGNS**

43
44
45 Chief Child updated the Council regarding speed detection signs that have been placed
46 on 400 West. He said he feels the signs make the biggest impact on traffic in the first week in
47 any location. The Chief reported his support staff feel the speed detection signs are a good
48 investment, and said he likes the ability to collect data. He recommended moving forward with
49 the purchase of another speed detection sign. A majority of the Council indicated support for
50 moving forward with the purchase. Councilman Ince stated he feels there needs to be a
51 discussion about crosswalk safety city-wide. Chief Child responded that Mayor Cutler brought
52 up crosswalk safety with him a month or so ago, and the Police Department took an
53 assessment of all crosswalks. The Department has ordered more signs to be up to minimum

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

PLANNING COMMISSION TRANSMITTAL REPORT

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

APPLICATION: **ZONING CODE TEXT AMENDMENTS**

APPLICANT REQUEST: **AMEND THE SOUTH MAIN STREET CORRIDOR
OVERLAY ZONE/PUBLIC SPACE PLAN, AS
FOLLOWS:**

- *REMOVING BENCHES, PLANTERS, AND DROUGHT
TOLERANT GRASSES*
- *CHANGE IN POSITION OF THE LIGHTING (i.e.
decorative pedestrian street lamps)*

PC RECOMMENDATION: **THE COMMISSION PREPARED A MOTION AND
FINDINGS TO AMEND REGARDING ADDING A
BIKE LANE AND ALSO RETAIN THE SPECIFIC
ELEMENTS AS CURRENTLY ADOPTED IN THE
SMSC PUBLIC SPACE PLAN**

BACKGROUND

Earlier this year, the City Council directed staff to prepare specific edits to the South Main Street Corridor Overlay Zone related to the Corridor's Public Space Plan and have the Planning Commission weigh in on the matter. The following has been copied from the City Council Minutes of January 19, 2016:

**"PROPOSED AMENDMENTS TO THE SOUTH MAIN STREET CORRIDOR (SMSC) OVERLAY ZONE
REGARDING PUBLIC SPACE PLAN AND MAXIMUM GROSS DENSITY**

Public Space Plan – Councilman McEwan expressed concerned with elements included in the SMSC Public Space Plan that could present a liability to the City. Councilwoman Mecham added she is not sure where liability would lie if a car were to hit a break-away light pole, or a skateboarder were to run into a flower pot. She also stated that maintenance of elements included in the Plan could potentially be very high. Ms. Romney responded that liability typically lies with the owner of a property or improvement. The City is responsible and liable for public improvements in the public right-of-way; private property owners are liable for private improvements on private property. Regarding maintenance of lights, Mr. Snyder stated the City replaces and maintains the decorative lights on Parrish Lane. He mentioned that the sporadic installation of decorative lights that tends to occur with redevelopment can be difficult to connect to a City power source. Mr. Snyder agreed that maintenance and liability of the planter boxes is a valid question. Councilwoman Mecham suggested the Police Department discuss with the Council whether or not the tall grasses in planter boxes would be a potential visibility hazard.

Councilwoman Fillmore commented that skateboarding is an issue with any City-installed horizontal surface. Manufacturers offer benches with an added nub every few feet to discourage skateboarders. Councilman McEwan responded that skateboarders like to show they can jump over the nubs, and added he believes it would be borrowing trouble to mandate a horizontal surface on a busy road with a 40 mph speed limit. He said he feels it is only a question of when an incident would occur. Councilwoman Fillmore commented that through her continuing education, she has seen a lot of research to support that these types of elements increase the safety of a road. Councilman McEwan made a motion directing staff to prepare amendments to the SMSC Public Space Plan removing benches, planters, and drought tolerant grasses, to be redirected back to the Planning Commission. Responding to a question about lights, Mr. Snyder commented that most of the newer light poles on Parrish Lane and 400 West are behind the clear zone. Councilwoman Fillmore commented that during the public comment process for the SMSC Overlay Zone last year citizens stated they did not want Main Street to be just like Parrish Lane. As a former Planning Commissioner, Councilman Ince said he does not remember some of the liability issues being raised during Planning Commission discussions of the Public Space Plan. Councilwoman Fillmore said she will be grateful for the Planning Commission's input. Councilman McEwan added to the motion a change in position of the lighting. Councilman Ince seconded the motion. Due to noticing requirements, the earliest the Planning Commission is able to consider the changes is February 24th. Ms. Romney recommended the Council present the changes as amendments to Section 12-48-180 of the Public Space Plan. Councilwoman Fillmore made a motion to amend the motion to add direction to staff to research experiences of other cities with elements framing their main streets to show the concern is valid. The motion to amend failed for lack of a second. The original motion passed by majority vote (4-1), with Councilwoman Fillmore dissenting.

Maximum Gross Density - Councilman McEwan stated he was not happy with the maximum gross density passed by the previous Council. Councilwoman Ivie said she has had conversations with citizens who have questioned the advisability of using conditional use in any building projects in the future, considering the changes made by the State Legislature limiting the City's ability to deny conditional use. Mr. Snyder commented that conditional use gives flexibility. As an example, he stated that if the Council is comfortable with a maximum of four units, the permitted would be two, and the conditional would be four. The conditional should be the maximum number the Council is comfortable with. Conditional use is allowed unless a negative impact cannot be mitigated. Councilwoman Fillmore cited the Walmart development as a good example of conditional use. The public was able to be involved and express concerns, resulting in an extraordinarily thorough process. Councilwoman Mecham agreed, and said she wants to see Main Street redeveloped and wants to encourage commercial with some incentive to make it viable. She asked if the mixed-use label could be removed, and commercial could be allowed with two or three accessory buildings. Mr. Snyder responded that mixed-use was introduced as a component to encourage redevelopment, but has been watered down to a point that the encouragement is reduced. The mixed-use label could be removed and a new use category created to allow commercial with a few accessory apartments.

Councilman McEwan said he appreciated a comment made by Councilman Averett predicting that any redevelopment would be office space rather than mixed-use. Mr. Snyder responded that office space is a competing use in many places in Centerville, and the saturation for office space is currently pretty high. Farmington Station Park is a heavy influence on retail commercial, and Woods Cross is gaining ground on their retail commercial center. Mr. Snyder said the long-term viability of retail in Centerville is probably not very strong. He acknowledged that demand for office space could increase in the future. He expressed the opinion that the tug of redevelopment is difficult with the current density numbers. If the numbers are reduced further, the expectation could be for small commercial use with a small number of dwelling units as support. He questioned whether tearing down and rebuilding at the street would ever happen without redevelopment incentive.

Councilman McEwan said that, considering the information presented, he does not wish to make a motion for action at this point. He said he can see enough competing forces that he does not know what will happen on Main Street. Councilwoman Fillmore mentioned that data collected by staff regarding demographics and ownership of the corridor was helpful to the previous Council. She agreed that the market has yet to speak regarding where Main Street will land, but said she likes giving property owners, many of whom are local, the option to have value in their land and be incentivized a little to redevelop and diversify their investment. Councilman McEwan expressed his concern that mixed-use is a density driver, and Centerville is not a destination

city, it is a bedroom community. He said he would like to see the conditional use reduced to four units. Councilwoman Fillmore agreed that holding off on making changes is a good idea, and pointed out that the City went from having no caps in the corridor to establishing thoroughly thought-out caps that are at or below the range of the residential neighborhoods behind. Councilwoman Mecham responded that density on Main Street was intensified from commercial. Councilman Ince said he would prefer commercial up front with a couple ADUs above, rather than a row of commercial with dwelling units behind. Mr. Snyder repeated that if redevelopment is not the goal, a new use could be added providing the opportunity to have accessory apartments supplementing commercial. Councilwoman Fillmore commented that density would be increased without the benefit of an improved, beautified core area."

PLANNING COMMISSION'S RECOMMENDATION AND FINDINGS – (as drafted by the Commission)

"I hereby make a motion for the Planning Commission to recommend to the City Council that they retain the subject elements of SMSC Public Space Plan as currently adopted in Section 12-48-180 of the Centerville Zoning Code, including benches, planters, drought tolerant grasses and lighting elements. Furthermore, the Planning Commission recommends that the SMSC Public Space Plan be amended to include the following:

1. *Provide illustration and language for Main Street Traffic Striping changes, as discussed with UDOT on May 11, 2016, which consists of re-striping of Main Street, from Parrish Lane to Pages Lane to provide for the following:*
 - a. *Reduction of travel lane widths to 11 feet*
 - b. *Reduction of center turn lane width to 11 feet*
 - c. *Addition of a shoulder stripe to allow for a formal bike lane for both north and south directions*

Suggested Reasons for Action (Findings):

- a. *The Planning Commission reviewed the changes using the Zone Text Amendment provisions of Section 12-21-080 and finds that preserving the subject elements accomplishes the following:*
 - i. *Preserves and enhances mobility throughout the Main Street Corridor, and "accommodations" for all types of users – see **SMSC Plan, Goal 2**.*
 - ii. *Enhances and promotes the SMSC as the setting for attractive, convenient, active, safe, and enjoyable destination and place of residence – see **SMSC Plan, Goal 3**.*
 - iii. *Develops and implements a coordinated standard for streetscape improvements along the entire SMSC. Improvements should include street lighting, landscaping, street furnishings, and signage and other amenities - see **SMSC Plan, Objective 3.A**.*
 - iv. *Other relevant or related goals and objectives that were considered:*
 - ✓ **Objective 2.D & 7.H** – width of sidewalks
 - ✓ **Objective 7.I** – use of street trees
 - ✓ **Objective 5.G** – use of landscaping and hardscaping
 - ✓ **Objective 2.B** – motorist/pedestrian conflicts and safety, lower speed limits
 - ✓ **Objective 8.A** – continuity of streetscape into the residential district

- b. *The Planning Commission believes that the planter boxes, benches, and light poles are fundamental to the SMSC Public Space Plan and to the walkability of the Main Street corridor because they provide human scale, imageability, and complexity, which are critical components for considering the inclusion of various users of Main Street.*
- c. *The Planning Commission has reviewed the numerous public comments that interested Centerville citizens submitted in response to the SMSC Public Space Plan and finds that those comments overwhelmingly support the Plan and improving the Main Street corridor to make it more walkable. The record of public comments received by the Planning Commission will be submitted to the City Council by Staff.*
- d. *The Planning Commission believes that promoting walkability on Main Street and the proposed Main Street Traffic Striping changes will support our State's active transportation goal to consider the needs of all users—including bike users, pedestrians, and those who use other forms of alternative transportation—in addition to vehicular use.*
- e. *The Planning Commission finds that UDOT is amenable to the SMSC Public Space Plan and the proposed elements with the currently adopted Public Space Plan. During the Planning Commission's meeting with UDOT Representative Darin Fistrup, Mr. Fistrup stated multiple times that "we [UDOT] will work with you" on the goals for Centerville City's plan. Additionally, both Mr. Fistrup and WFRC's Representative, Scott Hess, strongly suggested that all public space elements remain in the public right-of-way, with the possible exception of trees.*
- f. *The Planning Commission believes that it is important to prepare and adopt local master plans and maps to improve the coordination between local and regional Complete Streets Policies.*
- g. *The Planning Commission finds that the Main Street Traffic Striping changes:*
 - a. *Will support the designation of Centerville Main Street as a "Priority Bike Route" on the Centerville City's Trails Master Plan as well as the Davis County Plan, the UDOT Plan, and the WFRC Plan;*
 - b. *Are consistent with the Centerville Trails Committee's Centerville Parks and Trails & Proposed Bike Lanes Map; and*
 - c. *Begins the process of providing active transportation along the Main Street Corridor at no cost to the City.*
- h. *The Planning Commission has carefully considered the City Council's stated concerns regarding potential visibility hazards and believes that plantings and planter box varieties can be flexible elements that maintain safety and visibility in accordance with Centerville Municipal Code 11-01-150(c) and Centerville Zoning Code 12-55-230, which requires that intersections maintain a 50-foot sight triangle. UDOT Representative Mr. Fistrup indicated to the Planning Commission that while UDOT prefers planter boxes that are no taller than 18 inches, UDOT is flexible on planting choices and public elements such as plantings can have some height variation as long as the plantings do not hinder a driver's view of the pedestrian corridor or obscure applicable sight triangles.*
- i. *The Planning Commission has carefully considered the City Council's stated concerns regarding maintenance of SMSC Public Space Plan elements and does not find that maintenance of such elements is likely to cause an undue burden or cost to the City. The Planning Commission directed staff to contact other cities with similar public improvements and none of those cities reported extensive maintenance costs for*

similar elements. The Planning Commission believes that plantings, pavers, and other Plan elements can alleviate maintenance costs by mitigating storm water runoff and recharging groundwater. The Planning Commission also believes that using native or water-wise plantings will reduce maintenance needs while providing beauty and setting a water responsibility example for city residents.

- j. The Planning Commission has carefully considered the City Council's stated concerns regarding potential liability issues caused by certain Plan elements.
 - a. With regard to legal liability, the Planning Commission refers the City Council to the City Attorney's privileged memorandum, dated March 18, 2016.
 - b. With regard to potential safety concerns that elements may pose for drivers or pedestrians, the Planning Commission finds that the SMSC Public Space Plan elements are actually likely to increase safety to drivers and pedestrians, not pose any significant risk of harm to drivers or pedestrians. UDOT Representative Mr. Fistrup indicated to the Planning Commission that furniture in the park strip is not a large concern as long as it is breakaway. Mr. Fistrup also indicated that in the unlikely event a pedestrian was in the pathway of an element and a vehicle, if an element was present, the majority of the energy from the collision would be disbursed through the element breaking free rather than through direct contact with the pedestrian.
 - c. The Planning Commission believes the benefits to be gained from the SMSC Public Space Plan elements and improvements along Main Street, including street furnishings, planters, lighting, etc., outweigh any potential liability risk and maintenance obligations associated with such elements and improvements."

SUMMARY OF PLANNING COMMISSION'S ACTIONS, MOTION, AND VOTE

Over the past several months, the Planning Commission received the proposed draft edits, held public hearings, reviewed relevant issues during a work session, and discussed the matter extensively. After vetting their questions and opinions with much debate, on July 13, 2016, their conclusion resulted in a recommendation to amend the SMSC Plan to add a bike lane expectation, and to retain the elements identified by the City Council, as contained in their motion listed above.

Planning Commission Vote (5-2):

Commissioner	Yes	No	Not Present
Hirschi (Chair)	X		
Hirst	X		
Johnson		X	
Kjar	X		
Daley		X	
Hayman	X		
Wright	X		

LIST OF PREVIOUS PLANNING COMMISSION MEETINGS

- FEBRUARY 24, 2016 Planning Commission Meeting

- MARCH 09, 2016 Planning Commission Meeting (Parks & Trails Presentations)
- MARCH 23, 2016 Planning Commission Meeting
- APRIL 13, 2016 Planning Commission Meeting
- MAY 11, 2016 Planning Commission Work Session (UDOT & WFRC)
- MAY 11, 2016 Planning Commission Meeting
- MAY 25, 2016 Planning Commission Meeting
- JUNE 08, 2016 Planning Commission Meeting
- JUNE 22, 2016 Planning Commission Meeting
- JULY 13, 2016 Planning Commission Meeting

12.48.180 Public Space Plan

The SMSC Overlay Zone is predominately focused and centered on the built and visual environment framing Main Street, between Parrish Lane and Pages Lane. Main Street is owned and maintained by the Utah Department of Transportation (UDOT). However, it is the intention of the SMSC Overlay Zone to contextually influence the physical and visual relationship of private versus public space along the corridor with the Public Space Plan.

(a) Public Space Design Sectors. The public space areas of the SMSC Overlay Zone are divided into three sectors to be referred to as the Street Park Strip Sector, the Pedestrian Path Sector, and the Building Required Build-to-Range (RBR). These sectors are more particularly described below.

(1) Street Park Strip Sector. The Street Park Strip Sector is important in creating a consistent form and function for the Main Street Corridor. This sector is a supplement to the Pedestrian Path Zone. This sector provides expanded pedestrian pathway along with utility and other streetscape elements to create a protective environment for the pedestrian from vehicular flow. Together, these two sectors are to unite themselves cohesively with the public spaces of the Building RBR Space/Plaza Sector.

(2) Pedestrian Path Sector. The Pedestrian Path sector is primarily focused on creating a contiguous path for pedestrians to travel along the South Main Street Corridor. The pathway divides the Street Park Strip Sector from the Building RBR Space/Plaza Sector. This sector also serves as the transition from private space to public space to unite the corridor in both function and form or visual appeal.

(3) Building Required Build-to Range (RBR) Sector. The Building Required Build-to Range (RBR) Space/Plaza sector is vitally important in creating the desired character or visual appeal of the Main Street Corridor. The Land Use Development Pattern is to include a strong pedestrian-oriented building design, with useable green and/or plaza space around the buildings that create physical interaction or visual places in combination with supportive pedestrian activities.

(b) Purpose and Intent of Public Space Plan. The South Main Street Corridor is designated as the historical, cultural, and civic heart of Centerville City. This is a great asset for the City and provides the necessary foundation for the future revitalization of the corridor. 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. The Public Space Plan and associated illustrations set forth in CZC 12.48.190 shall be utilized when reviewing and approving any development project, except for areas that are located within the Civic and Residential Boulevard Subdistricts of the SMSC Overlay Zone. The Public Space Plan depicts an A/B Design and Layout Pattern that is to be implemented along street frontage of Main Street. The expected public space design and layout for development approvals shall include and are described as follows.

(c) Priority Street Park Strip Sector Design Elements.

(1) Sector Location – The Street Park Strip Sector is to be measured beginning from

back of curb to a width or depth of at least four feet. Primarily, the Street Park Strip Sector shall be used for widening the sidewalk system along Main Street to provide greater surface area with a focus towards pedestrian use. All improvements within this sector shall be appropriately maintained by the adjacent contiguous land owner fronting along the Main Street, unless otherwise established by the City.

- (2) Street Park Strip Sector Design and Layout Pattern – The design and layout pattern shall consist of an alternating A/B layout (see example illustrations in CZC 12.48.190). Generally, this A/B Design and Layout Pattern is to be implemented in 50 foot segments. The spacing of the A/B Design and Layout Pattern may be implemented on a block by block basis dependent upon which property is developed and its relation to established entry points of buildings. Nonetheless, if there is no building entry point being installed at a particular location, the desired A/B Pattern shall be installed anyway.

(A) Street Park Strip Uses and Materials – Approved Uses and Materials shall consist of patterned concrete and/or pavers, planting beds and plantings, pedestrian street lighting fixtures, combined traffic and pedestrian lighting fixtures, bike racks, and benches (see example illustrations in CZC 12.48.190). All elements within this sector shall satisfy applicable clear zone and/or lateral clearance standards of state or local specifications or regulations. The Street Park Strip sector may also utilize and install necessary traffic signals and related signage, as deemed necessary by authorized agencies of the City and State.

(B) Decorative Hard Surfacing – When hard surfacing is used in the Street Park Strip Sector, it shall be installed in a manner that meets the desired A/B Pattern of the Public Space Plan (see example illustrations in CZC 12.48.190). All hard surfacing shall meet applicable City Standards and Specifications for material and colorization. Generally within the Street Park Strip Sector, all decorative hard surfacing shall be located, using the "A" Pattern element that is associated with the building entry points within the RBR Sector. Typical standardized hard surfacing, meeting City Standards and Specifications, may also be installed outside of the A/B Pattern areas or such areas may be planted in lawn or other approved landscaping material, as approved on any final development plan.

(C) Pedestrian Street Lighting – Lighting fixtures shall be located and regularly spaced no less than 50 feet and no greater than 80 feet apart along the streetscape, or as authorized by any final development approval. Lighting fixture shall be designed to meet City Standards and Specifications and shall be installed in a manner to allow it to break loose in case of a vehicular accident in accordance with City and/or State Specifications. Lighting fixture illumination shall be of sufficient coverage to light the pedestrian pathway, and where deemed necessary for street traffic lighting. All lighting fixtures used for traffic lighting shall use a double mount light fixture with one placed higher for traffic and other placed lower for pedestrian lighting. Lighting fixtures shall be alternately located and/or offset from the street tree spacing, located in the Building RBR Sector, to prevent unnecessary conflicts between these two design elements. Additionally, lighting fixtures shall be designed in

a manner to incorporate joint use of community banners, and other community identity needs.

- (D) Planting Beds – Planting Bed locations within the Street Park Strip Sector shall be installed in a manner that meets the desired A/B Design Pattern of the Public Space Plan. Planting bed improvements are to have a compatible or coherent enhanced design appearance along the Main Street frontage and shall consist of the following:

- (i) At Grade Planters – For an at grade planting bed, a four inch high by six inch wide curb shall be installed along the sidewalk side of the planter area. Plants shall consist of salt tolerant grasses, shrubs, or other perennial plants. Plantings shall consist of a mixture of at least two-types of plantings, with 40% of one type used for in the central portion of bed to present a strong visual element to the planting bed. At Grade Planters are to be primarily used in the "B" Pattern element of the Public Space Plan.
- (ii) Metal Box Planter – A Metal Box Planter is one of the two style choices required to implement the "A" Pattern instance of the Public Space Plan. For the choice of a metal box planting bed, an 18 inch high by 24 inch wide plant box shall be located along the sidewalk side of the planting bed and shall be installed over a compacted and stabilized crush rock paving material that fills the entire planting bed area. The box shall be anchored using an approved "break away" mounting system. Plants, within the planting box, shall consist of salt tolerant grasses, shrubs, or other perennial plants. Tall ornamental grasses shall be included and used to create a strong vertical element to the planting box.
- (iii) Bench/Planter Combination – A Bench/Planter Combination is one of the two style choices required to implement the "A" Pattern instance of the Public Space Plan. For the choice of a bench and planter system, a sitting bench flanked by raised plant boxes shall be located along the sidewalk system (see example illustrations in this CZC 12.48.190). The bench/plant boxes shall be installed over a compacted and stabilized crush rock paving material that fills the entire planting bed underneath. The bench shall be anchored using an approved "break away" mounting system. For the raised boxes, tall ornamental grasses shall be used to create a strong vertical element to the planting box. Other plant materials such as grasses and shrubs, not exceeding 24 inches in height, shall be used in the roadside portion of the planting bed.

- (3) Major Utility Infrastructure. The delivery of utility needed and desired services for the City are a major functional element along Main Street. Above ground utility structures are to be minimized or reduced where possible. Structures shall co-locate with other utilities to reduce need for additional structures and minimize utility pole clutter.

- (4) Utility Structure Landscaping. Where utility structures are physically located and where feasible, the structure is to be incorporated into the landscaping planting beds of the Street Park Strip sector to provide buffers around the structure and to add visual quality and appeal to the streetscape.

(d) Priority Pedestrian Path Sector Design Elements.

- (1) Pedestrian Path Sector Design and Layout Pattern - The design and layout pattern shall consist of an alternating A/B layout (see example illustrations in CZC 12.48.190). Generally, this A/B Design and Layout Pattern is to be implemented in 50 foot segments. The spacing of the A/B Design and Layout Pattern may be implemented on a block by block basis dependent upon which property is developed and its relation to established entry points of buildings. Nonetheless, if there is no building entry point being installed at a particular location, the desired A/B Pattern shall be installed anyway.
- (2) Sector Location - The Pedestrian Path Sector is to be measured beginning at least four feet from back of curb and then a width or depth of at least six feet. In some instances along Main Street, it may require a sidewalk easement behind the existing right of way, as part of the required 10 foot public utility easement for land fronting Main Street.
- (3) Pedestrian Path Uses and Materials - First and foremost, the Pedestrian Path Sector shall be used as the contiguous pathway of the sidewalk system along Main Street and adjoin the Street Park Strip Sector for facilitating pedestrian movement. The sidewalk system shall be installed in a manner that meets the desired A/B Pattern of the Public Space Plan (see example illustrations in CZC 12.48.190). All hard surfacing shall meet applicable City Standards and Specifications for material and colorization. Generally within the Pedestrian Path sector, all decorative hard surfacing shall be located, using the A/B Pattern elements that are associated with the building entry points within the RBR Sector. Typical standardized hard surfacing, meeting City Standards and Specifications, is to be installed outside of the A/B Pattern areas.

(e) Priority Building RBR Space/Plaza Sector Design Elements.

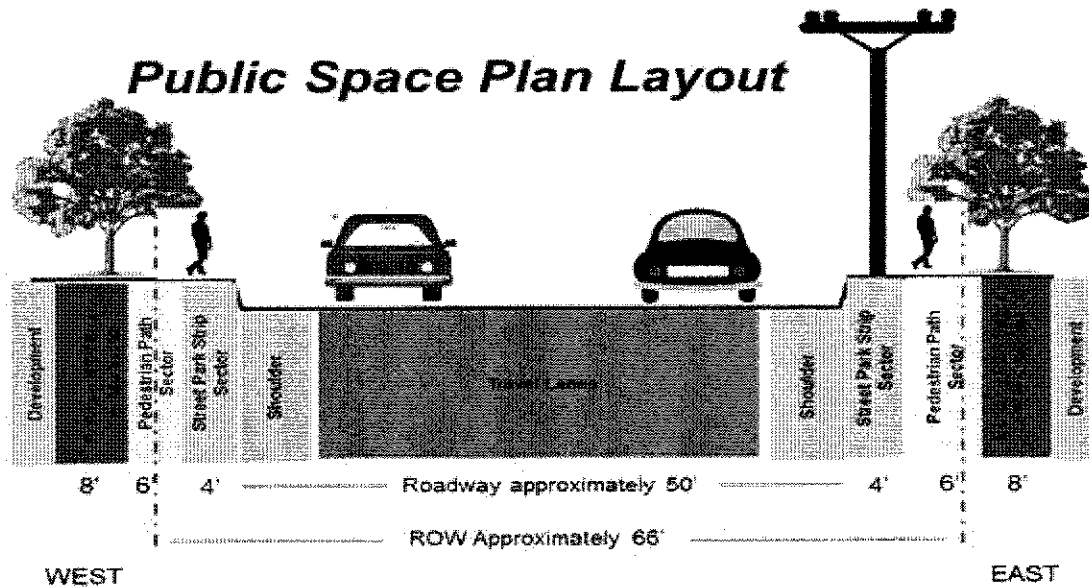
- (1) Building RBR Space/Plaza Sector Design and Layout Pattern - The design and layout pattern shall consist of an alternating A/B layout (see example illustrations in CZC 12.48.190). Generally, this A/B Design and Layout Pattern is to be implemented in 50 foot segments. The spacing of the A/B Design and Layout Pattern may be implemented on a block by block basis dependent upon which property is developed and its relation to established entry points of buildings.
- (2) Sector Location - The Building RBR Space/Plaza Sector is to be measured beginning from back of sidewalk and then a width or depth of at least 10 feet as part of the Required Build to Range (RBR) of the land being developed.
- (3) Building RBR Space/Plaza Sector Uses and Materials - The use of and/or materials within the Building RBR Space/Plaza Sector is to consist of building entry pathways, grasses or lawn, shrubs or flower plantings, and street trees. In addition at least two pedestrian supportive amenities shall be installed in this sector. Such

amenities shall include courts/plazas, benches, bike racks, and any other related amenities to support pedestrian activities, as authorized by any final development approval. The use of decorative hard surfacing shall be installed at the entry points of all buildings using the A/B Pattern elements that are associated with the Street Park Strip and Pedestrian Path sectors. All hard surfacing shall meet applicable City Standards and Specifications for material and colorization.

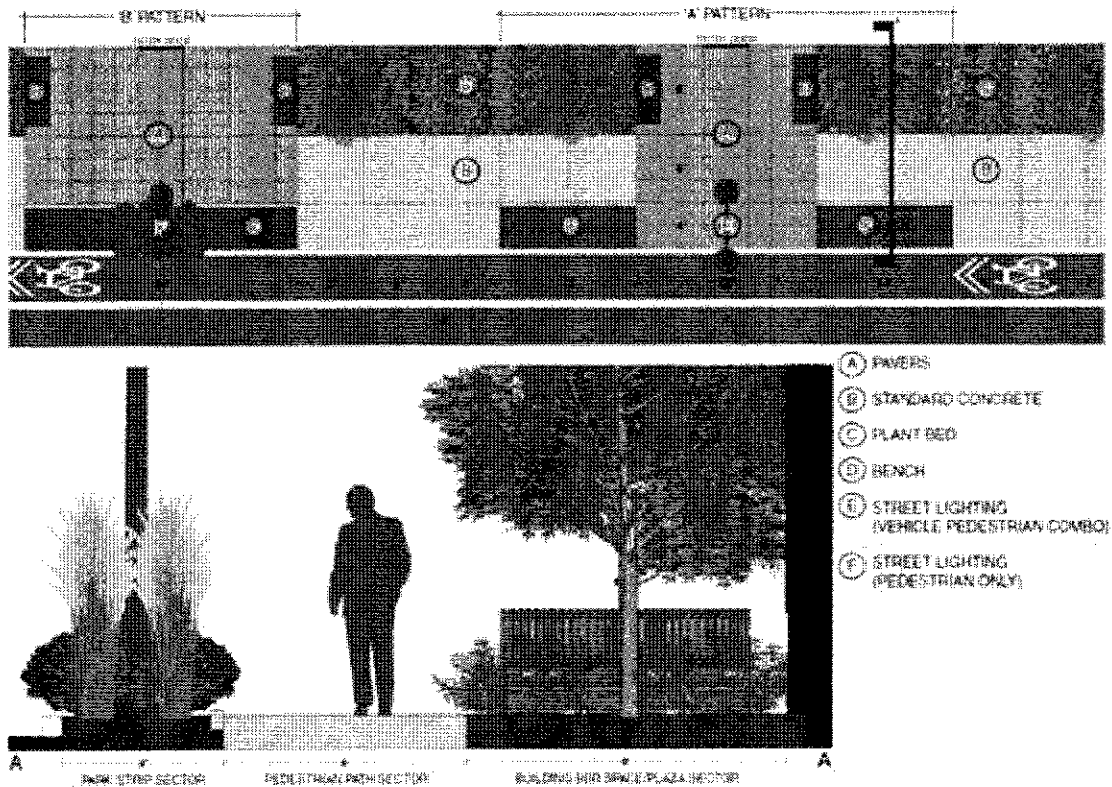
- (4) Placement of Street Trees. Street trees shall be placed at the mid-point of the planting bed area, between the sidewalk and building, in a manner to frame the entry door points. Also tree placement shall be off-set from the spacing of pedestrian street lighting fixtures of the Street Park Strip sector (see example illustrations in CZC 12.48.190). Street trees shall consist of small ornamental or columnar species, so as not to interfere with any overhead utility line and/or pedestrian circulation along the Pedestrian Path Sector. Additionally, the trees shall be regularly spaced along the street frontage in this sector, except where additional plaza or other public space is provided as authorized by any final development approval.

12.48.190 Public Space Plan Illustrations

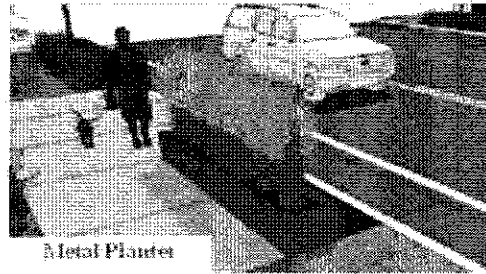
(a) Public Space Plan Cross-Section Illustration.



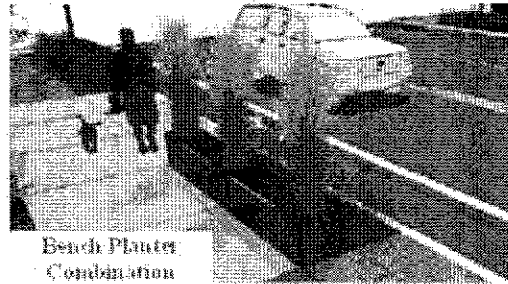
(a) Public Space Design and Layout Scheme.



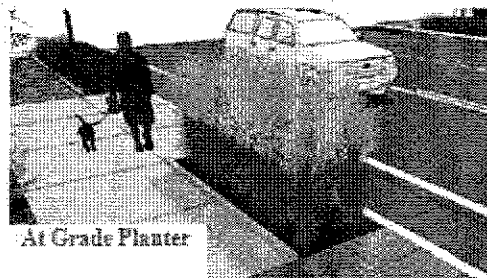
(a) Public Space Plan Planter Design Options.



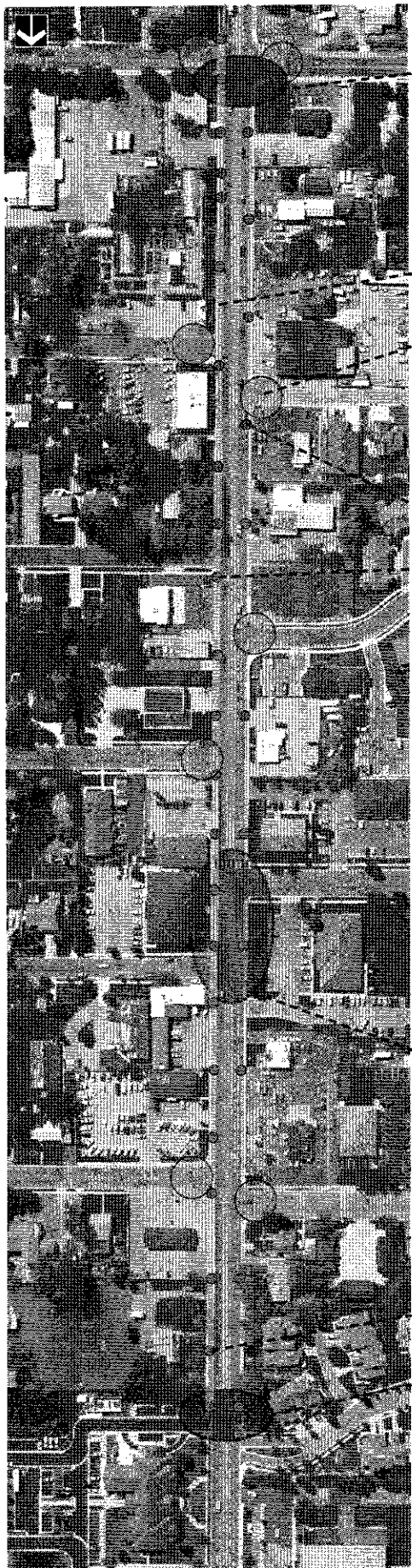
Metal Planter



Bench Planter
Combination



At Grade Planter



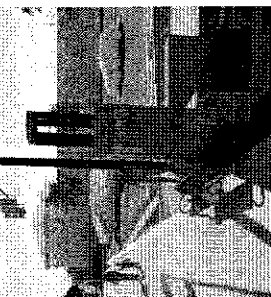
MAIN STREET CENTERVILLE UT

MAIN STREET RE-VISIONING

CONCEPT PLAN

NORTH BOUNDARY

IDENTIFIED WITH MODEST VERTICAL ELEMENTS, LOW LANDSCAPE WALLS, NEW PLANTING AND BENCHES.



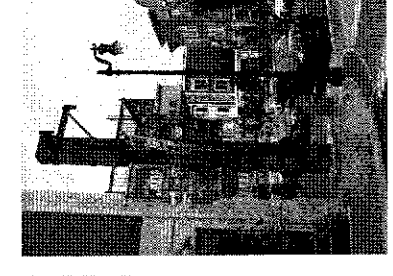
DRESS UP EXISTING LIGHT POLES WITH LOCAL ART WORK, ORNAMENTAL STEEL COLLARS, OR HARDWOOD PLANKING. ADD BANNER RODS TO EACH.

PLAZA FEEL WITH PAVING, BENCHES AND PLANTING TO CREATE A PLACE TO STOP AND GATHER. LARGER VERTICAL ELEMENTS IDENTIFY THIS CENTRAL AREA. BANNERS SPANNING OVER THE STREET ON CABLES PROVIDE ADDITIONAL EMPHASIS.



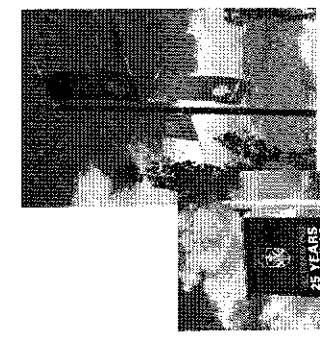
CENTRAL FEATURE

REPLACE EXISTING LIGHT FIXTURES WITH UPDATED LIGHTING. FILL GAPS IN LIGHTS BY ADDING ADDITIONAL FIXTURES. ADD A SIMPLE POLE WITH A BANNER ROD TO FILL GAPS BETWEEN POWER POLES. ADD NEW LIGHT POLES OR SIMPLE BANNER POLE TO OPPOSITE SIDE OF STREET.



INTERSECTIONS

RECEIVE BULB-OUTS TO CALM TRAFFIC AND ENHANCE BIKE LANE SAFETY.

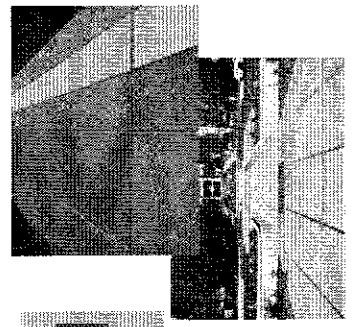
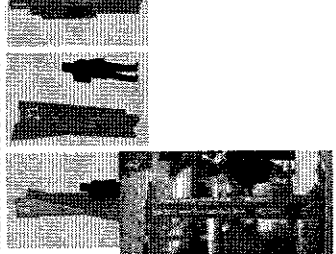


SOUTH BOUNDARY

REPEATS THE NORTH BOUNDARY THEME WITH MODEST VERTICAL ELEMENTS LOW LANDSCAPE WALLS NEW PLANTING AND BENCHES.



UNIQUE STREET SIGN POSTS CAN BE USED TO CREATE A COMMON ELEMENT THROUGHOUT.

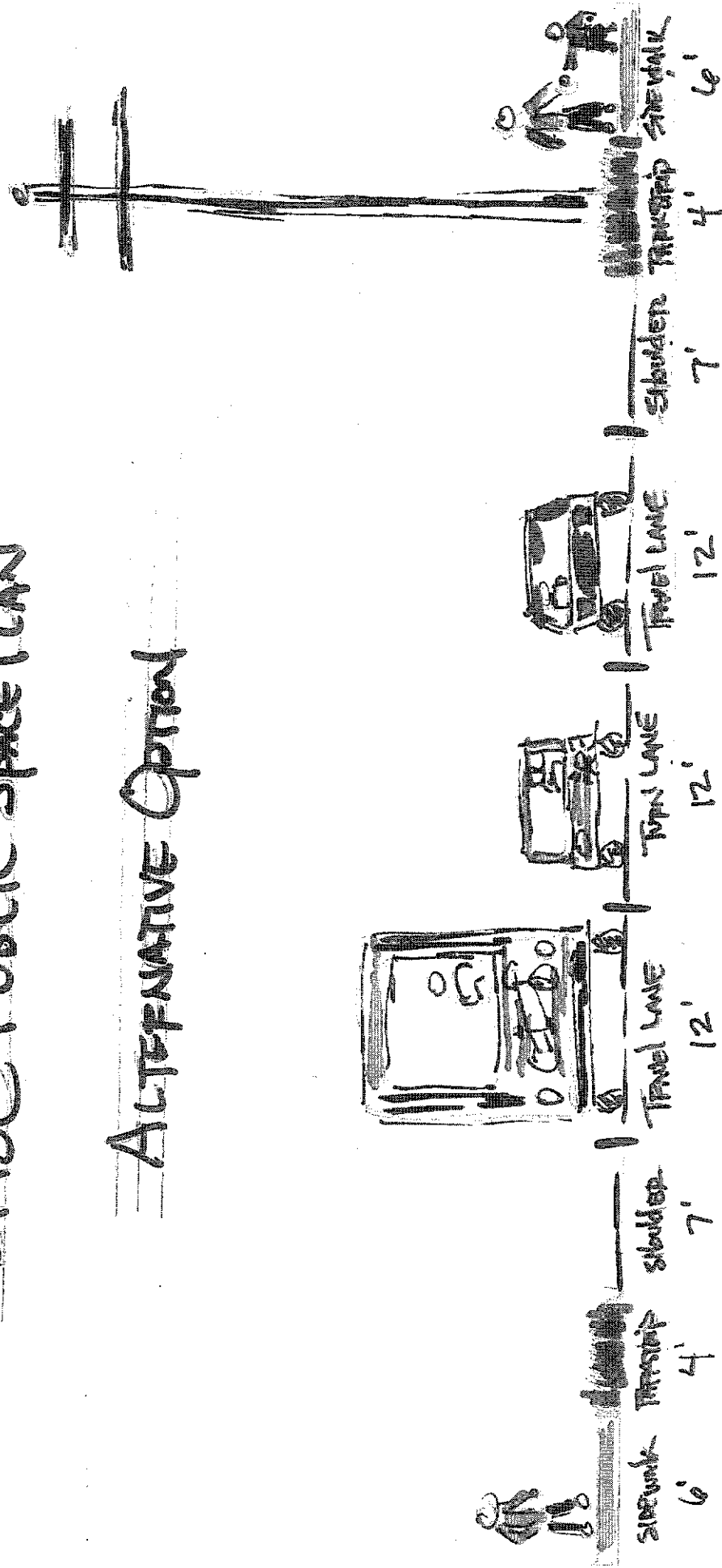


LEGEND

- EXISTING UTILITY POLE WITH COBRA HEAD FIXTURE
- EXISTING UTILITY POLE
- PROPOSED LIGHT POLE OR BANNER POLE
- ENTRY GATEWAY
- CENTRAL PLAZA NODE
- BULB-OUTS AT INTERSECTING STREETS
- REDEVELOPED EAST SIDEWALK
- PROPOSED BIKE LANE
- ENHANCED PEDESTRIAN INTERSECTION

SMSC PUBLIC SPACE PLAN

ALTERNATIVE OPTION



I. SMSC PUBLIC SPACE PLAN

12-48-180 Public Space Plan

The SMSC Overlay Zone is predominately focused and centered on the built and visual environment framing Main Street, between Parrish Lane and Page Lane. Main Street is owned and maintained by the Utah Department of Transportation (UDOT). However, it is the intention of the SMSC Overlay Zone to contextually influence the physical and visual relationship of private versus public space along the corridor with the Public Space Plan.

a) Public Space Design Sectors

STREET PARK STRIP SECTOR

The Street Park Strip Sector is important in creating a consistent form and function for the Main Street Corridor. This sector is a supplement to the Pedestrian Path Zone. This sector provides expanded pedestrian pathway along with low level landscaping, including utility service structures and other streetscape elements to create a protective environment- buffer zone for the pedestrian from vehicular flow. Together, these two sectors are to unite themselves cohesively with the public spaces of the Building RBR Space/Plaza Sector.

PEDESTRIAN PATH SECTOR

The Pedestrian Path sector is primarily focused on creating a contiguous path for pedestrians to travel along the South Main Street Corridor. The pathway divides the Street Park Strip Sector from the Building RBR Space/ Plaza Sector. However, this sector also serves as the transition from private space to public space to unite the corridor in both function and form or visual appeal.

BUILDING RBR SPACE/PLAZA SECTOR

The Building Required Build-to Range (RBR) Space/Plaza sector is vitally important in creating the desired character or visual appeal of the Main Street Corridor. The Land Use Development Pattern is to include a strong pedestrian-oriented building design, with useable green and/or plaza space around the buildings that create physical interaction or visual places in combination with supportive pedestrian activities.

- b) **Public Space Plan for the South Main Street Corridor**– The South Main Street Corridor is designated as the historical, cultural, and civic heart of Centerville City. This is a great asset for the City and provides the necessary foundation for the future revitalization of the corridor. 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. The Public Space Plan and associated illustrations shall be utilized when reviewing and approving any development project, except for areas that are located within the Civic and Residential Districts of the SMSC Overlay Zone. The Public Space Plan depicts an A/B Design and Layout Pattern that is to be implemented along street frontage of Main Street. The expected public space design and layout for development approvals shall include and are described as follows:

1. Priority Street Park Strip Sector Design Elements:

- A. Sector Location – The Street Park Strip Sector is to be measured beginning from back of curb to a width or depth of at least four feet (4'). Primarily, the Street Park Strip sector shall be used for widening the sidewalk system along Main Street to provide greater surface area with a focus towards pedestrian use. All improvements within this sector shall be appropriately maintained by the adjacent contiguous land owner fronting along the Main Street, unless otherwise established by the City.
- B. Street Park Strip Sector Design and Layout Pattern – The design and layout pattern shall consist of an alternating A/B layout (see example illustrations in this Chapter). Generally, this A/B Design

and Layout Pattern is to be implemented in 50 foot segments. The spacing of the A/B Design and Layout Pattern may be implemented on a block by block basis dependent upon which property is developed and its relation to established entry points of buildings. Nonetheless, if there is no building entry point being installed at a particular location, the desired A/B Pattern shall be installed anyway.

1. Street Park Strip Uses and Materials – Approved Uses and Materials shall consist of patterned concrete and/or pavers, planting beds and plantings, ~~pedestrian street lighting fixtures, combined traffic and pedestrian lighting fixtures, bike racks, and benches~~ (see example illustrations in this Chapter). All elements within this sector shall satisfy applicable clear zone and/or lateral clearance standards of state or local specifications or regulations. The Street Park Strip sector may also utilize and install necessary traffic signals and related signage, as deemed necessary by authorized agencies of the City and State.
2. Decorative Hard Surfacing – When hard surfacing is used in the Street Park Strip Sector, it shall be installed in a manner that meets the desired A/B Pattern of the Public Space Plan (see example illustrations in this Chapter). All hard surfacing shall meet applicable City specifications for material and colorization. Generally within the Street Park Strip sector, all decorative hard surfacing shall be located, using the “A” Pattern element that is associated with the building entry points within the RBR Zone. Typical standardized hard surfacing, meeting City Specifications, may also be installed outside of the A/B Pattern areas or such areas may be planted in lawn or other approved landscaping material, as approved on any final development plan.
3. Pedestrian Street Lighting – ~~Lighting fixtures shall be located and regularly spaced no less than 50 feet and no greater than 80 feet apart along the streetscape, or as authorized by any final development approval. Lighting fixture shall be design shall meet City Specifications and installed in a manner to allow it to break loose in case of a vehicular accident in accordance with City and/or State Specifications. Lighting fixture illumination shall be of sufficient coverage to light the pedestrian pathway, and where deemed necessary for street traffic lighting. All lighting fixtures used for traffic lighting shall use a double mount light fixture with one placed higher for traffic and other placed lower for pedestrian lighting. Lighting fixtures shall be alternately located and/or offset from the street tree spacing, located in the Building RBR sector, to prevent unnecessary conflicts between these two design elements. Additionally, lighting fixtures shall be designed in a manner to incorporate joint use of community banners, and other community identity needs.~~
- 4.3. Planting Beds – Planting Bed locations within the Street Park Strip Sector shall be installed in a manner that meets the desired A/B Design Pattern of the Public Space Plan. Planting bed improvements are to have a compatible or coherent enhanced design appearance along the Main Street frontage and shall consist of the following:
 - i. At Grade Planters – For an at grade planting bed, a four-inch high by six-inch (4”x6”) wide curb shall be installed along the sidewalk side of the planter area. Plants shall consist of ~~salt-tolerant low level~~ grasses, ~~flowers, shrubs,~~ or other appropriate low level perennial plants. Plantings shall consist of a mixture of at least two-types of plantings, with 40% of one type used for in the central portion of bed to present a strong visual element to the planting bed. ~~At-Grade Planters are to be primarily used in the “B” Pattern element of the Public Space Plan.~~

- ~~ii. Metal Box Planter – A Metal Box Planter is one of the two style choices required to implement the “A” Pattern instance of the Public Space Plan. For the choice of a metal box planting bed, an 18” high by 24” wide plant box shall be located along the sidewalk side of the planting bed and shall be installed over a compacted and stabilized crush rock paving material that fills the entire planting bed area. The box shall be anchored using an approved “break away” mounting system. Plants, within the planting box, shall consist of salt tolerant grasses, shrubs, or other perennial plants. Tall ornamental grasses shall be included and used to create a strong vertical element to the planting box.~~
- ~~iii. Bench/Planter Combination – A Bench/Planter Combination is one of the two style choices required to implement the “A” Pattern instance of the Public Space Plan. For the choice of a bench and planter system, a sitting bench flanked by raised plant boxes shall be located along the sidewalk system (see example illustrations in this Chapter). The bench/plant boxes shall be installed over a compacted and stabilized crush rock paving material that fills the entire planting bed underneath. The bench shall be anchored using an approved “break away” mounting system. For the raised boxes, tall ornamental grasses shall be used to create a strong vertical element to the planting box. Other plant materials such as grasses and shrubs, not exceeding 24 inches in height, shall be used in the roadside portion of the planting bed.~~

- C. Major Utility Infrastructure. The delivery of utility needed and desired services for the City are a major functional element along Main Street. Above ground utility structures are to be minimized or reduced where possible. Structures shall co-locate with other utilities to reduce need for additional structures and minimize utility pole clutter.
- D. Utility Structure Landscaping. Where utility structures are physically located and where feasible, the structure is to be incorporated into the landscaping planting beds of the Street Park Strip sector to provide buffers around the structure and to add visual quality and appeal to the streetscape.

2. **Priority Pedestrian Path Sector Design Elements:**

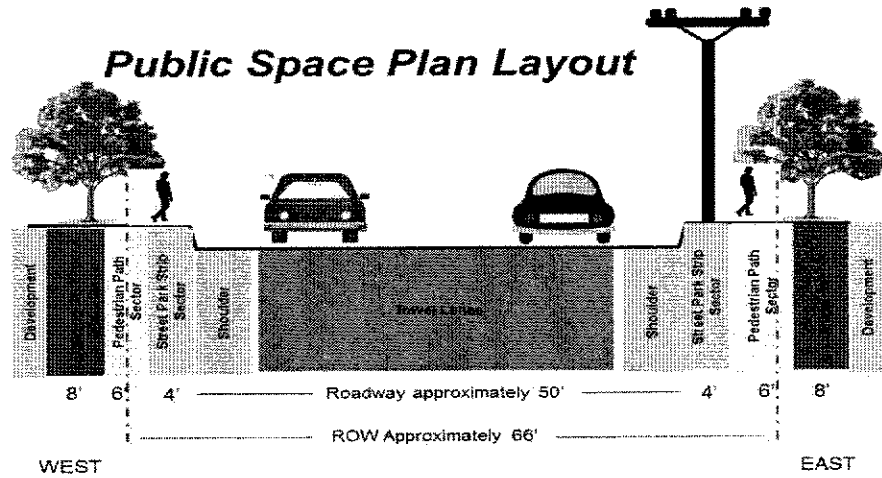
- A. Pedestrian Path Sector Design and Layout Pattern – The design and layout pattern shall consist of an alternating A/B layout (see example illustrations in this Chapter). Generally, this A/B Design and Layout Pattern is to be implemented in 50 foot segments. The spacing of the A/B Design and Layout Pattern may be implemented on a block by block basis dependent upon which property is developed and its relation to established entry points of buildings. Nonetheless, if there is no building entry point being installed at a particular location, the desired A/B Pattern shall be installed anyway.
- B. Sector Location – The Pedestrian Path Sector is to be measured beginning at least four feet (4') from back of curb and then a width or depth of at least six feet (6'). In some instances along Main Street, it may require a sidewalk easement behind the existing right of way, as part of the required 10 foot public utility easement for land fronting Main Street.
- C. Pedestrian Path Uses and Materials – First and foremost, the Pedestrian Path Sector shall be used as the contiguous pathway of the sidewalk system along Main Street and adjoin the Street Park Strip Sector for facilitating pedestrian movement. The sidewalk system shall be installed in a manner that meets the desired A/B Pattern of the Public Space Plan (see example illustrations in this Chapter). All hard surfacing shall meet applicable City Specifications for material and colorization. Generally within the Pedestrian Path sector, all decorative hard surfacing shall be located, using the A/B Pattern elements that are associated with the building entry points within

the RBR Zone. Typical standardized hard surfacing, meeting City Specifications, is to be installed outside of the A/B Pattern areas.

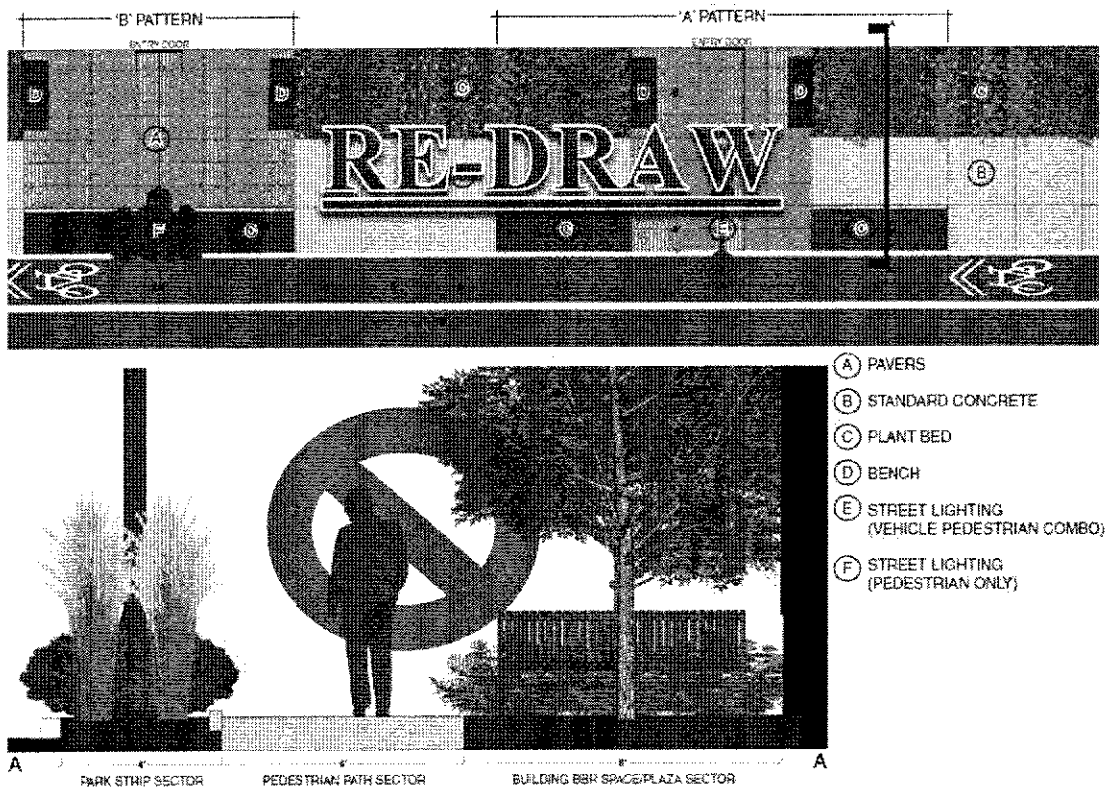
3. Priority Building RBR Space/Plaza Sector Design Elements

- A. Building RBR Space/Plaza Sector Design and Layout Pattern – The design and layout pattern shall consist of an alternating A/B layout (see example illustrations in this Chapter). Generally, this A/B Design and Layout Pattern is to be implemented in 50 foot segments. The spacing of the A/B Design and Layout Pattern may be implemented on a block by block basis dependent upon which property is developed and its relation to established entry points of buildings.
- B. Sector Location – The Building RBR Space/Plaza Sector is to be measured beginning from back of sidewalk and then a width or depth of at least ten feet (10') as part of the Required Build to Range (RBR) of the land being developed.
- C. Building RBR Space/Plaza Sector Uses and Materials – The use of and/or materials within the Building RBR Space/Plaza Sector is to consist of building entry pathways, grasses or lawn, shrubs or flower plantings, and street trees. In addition at least two (2) pedestrian supportive amenities shall be installed in this sector. Such amenities shall include courts/plazas, benches, bike racks, and any other related amenities to support pedestrian activities, as authorized by any final development approval. The use of decorative hard surfacing shall be installed that the entry points of all buildings using the A/B Pattern elements that are associated with the Street Park Strip and Pedestrian Path sectors. All hard surfacing shall meet applicable City Specifications for material and colorization.
- D. Pedestrian Street Lighting – Lighting fixtures shall be located and regularly spaced no less than 50 feet and no greater than 80 feet apart along the streetscape, or as authorized by any final development approval. Lighting fixture design shall meet City Specifications and installed in a manner to allow it to break loose in case of a vehicular accident in accordance with City and/or State Specifications. Lighting fixture illumination shall be of sufficient coverage to light the pedestrian pathway, and where deemed necessary for street traffic lighting. All lighting fixtures used for traffic lighting shall use a double mount light fixture with one placed higher for traffic and other placed lower for pedestrian lighting. Lighting fixtures shall be alternately located and/or offset from the street tree spacing, located in the Building RBR sector, to prevent unnecessary conflicts between these two design elements. Additionally, lighting fixtures shall be designed in a manner to incorporate joint use of community banners, and other community identity needs.
- D.E. Placement of Street Trees. Street trees shall be placed at the mid-point of the planting bed area, between the sidewalk and building, in a manner to frame the entry door points. Also tree placement shall be off-set from the spacing of pedestrian street lighting fixtures of the Street Park Strip sector (see example illustrations in this Chapter) Street trees shall consist of small ornamental or columnar species, so as not to interfere with any overhead utility line and/or pedestrian circulation along the Pedestrian Path Sector. Additionally, the trees shall be regularly spaced along the street frontage in this sector, except where additional plaza or other public space is provided as authorized by any final development approval.

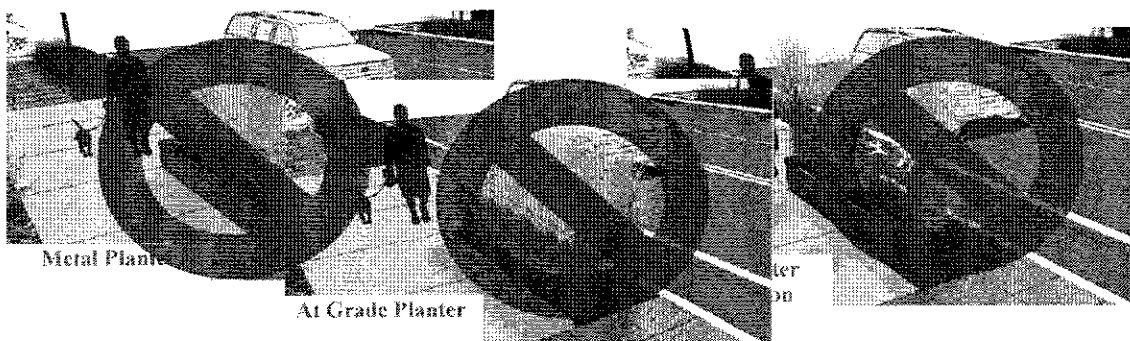
c) Main Street Public Space Generalized Cross-Section Illustration.



d) Illustrations for City Center and Traditional District Design and Layout Scheme.



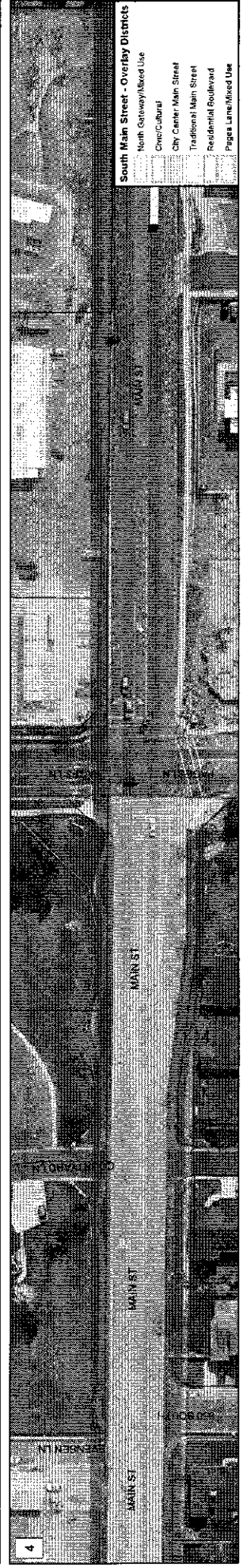
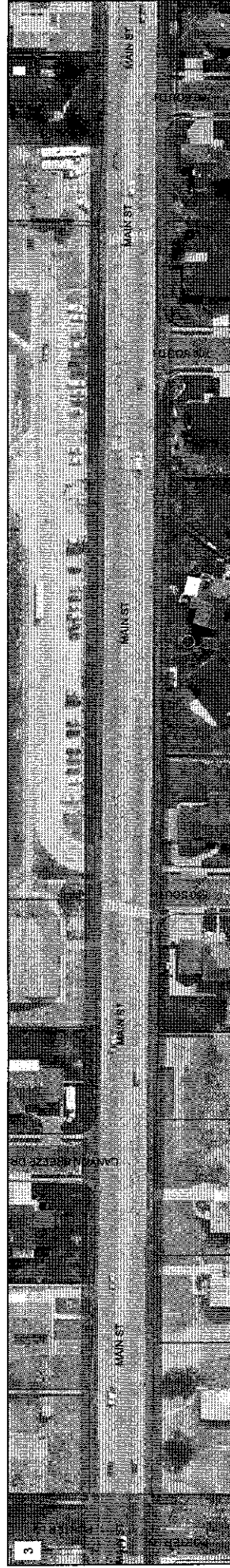
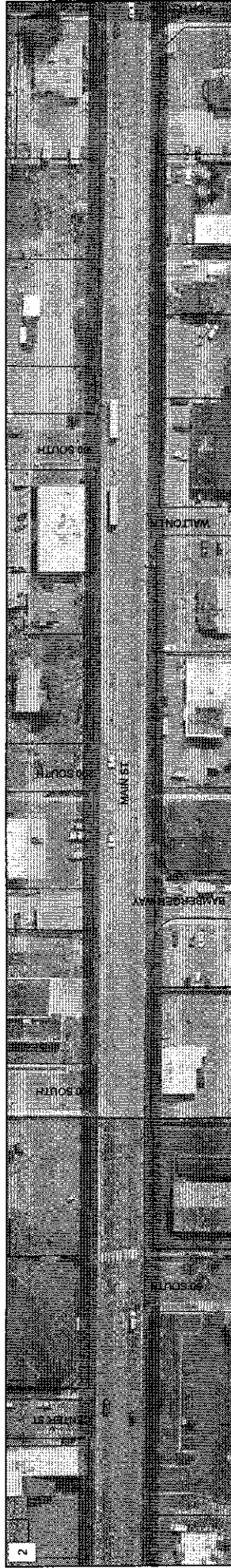
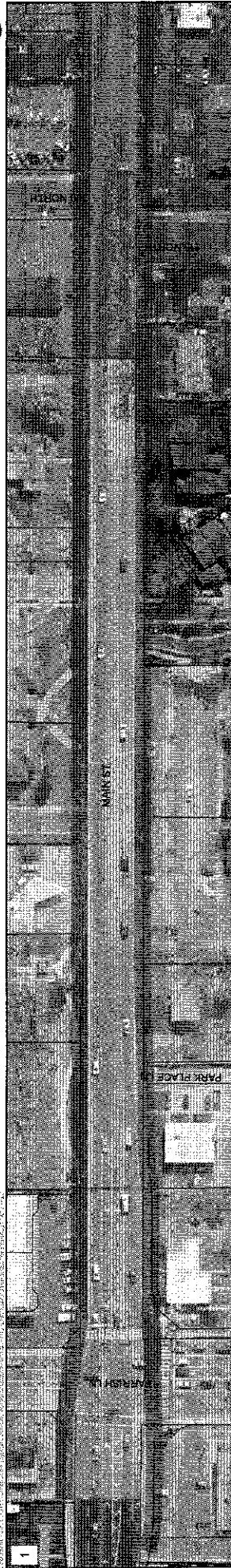
e) Illustrations for City Center and Traditional Street Park Strip Sector Planter Design Options.





South Main Street Overlay Districts and 18' Buffer from Back of Curb

7/19/16



South Main Street - Overlay Districts

North Gateway/Mixed Use
City Center Main Street
Traditional Main Street
Residential Roadway
Pages Lane/Mixed Use

CENTERVILLE CITY

SOUTH MAIN STREET CORRIDOR PUBLIC SPACE COMMENT FORM

NAME: Elisa Ray DATE: 8/1/10

CITY OF RESIDENCE: Centerville

ARE YOU REPRESENTING A GROUP OR ENTITY? YES ☐ NO ☒

NAME OF GROUP/ENTITY (IF APPLICABLE): _____

I WOULD LIKE TO SUBMIT THE FOLLOWING COMMENTS:

I am very in favor for the Main Street beautification plan as is. In my research on pedestrian safety I have learned that making tall beautiful elements between sidewalk and road. These elements calm traffic and protect pedestrians. I understand private property owners will be affected - it is best for the entire city INCLUDING the children attending Centerville Jr. High

CENTERVILLE CITY

SOUTH MAIN STREET CORRIDOR PUBLIC SPACE COMMENT FORM

NAME: Carolyn Blackburn DATE: Aug 2016

CITY OF RESIDENCE: Centerville

ARE YOU REPRESENTING A GROUP OR ENTITY? YES ☐ NO ☒

NAME OF GROUP/ENTITY (IF APPLICABLE): _____

I WOULD LIKE TO SUBMIT THE FOLLOWING COMMENTS:

Realistically Main Street is a major road for commuting. It is a heavy traffic road. That will not change. Because of heavy traffic a significant increase of pedestrian traffic beside the regular school students will not happen, no matter how beautiful the street can be. There are few retail stores to draw people. The population near this area is predominately elderly. I live in the area but up on the hill. I won't walk on main street for pleasure because I'll have to go up the hill. Money should not be wasted. Be wise.

CENTERVILLE CITY

SOUTH MAIN STREET CORRIDOR PUBLIC SPACE COMMENT FORM

NAME: Catherine Dean DATE: 7/2/16

CITY OF RESIDENCE: Centerville

ARE YOU REPRESENTING A GROUP OR ENTITY? YES ☐ NO ☒

NAME OF GROUP/ENTITY (IF APPLICABLE): _____

I WOULD LIKE TO SUBMIT THE FOLLOWING COMMENTS:

- yes - bike lanes
- no - wider sidewalks, they're wide enough
- no - planter boxes, sidewalk furniture
- no - "don't put decoration over functionality", Grass is best
- no - Don't decrease the area / width for cars to drive safe
- no - financing - how come no one is saying how this would be paid for
- no - nothing placed down the middle of street - blocks ability to go across the street, turn etc.
- no - business and citizens who own property there should not be made to pay for this →

possibilities:

or flashing lights.

- put in speedometers, to create awareness of speed
- maintain crosswalks, painted, flags
- use trees, light poles, consistent sidewalks (to sections where there are none)
- create an email list for concerned citizens to get notices of what's going on.

★ Thank you for your service and time.
I appreciate you.

CENTERVILLE CITY

SOUTH MAIN STREET CORRIDOR PUBLIC SPACE COMMENT FORM

NAME: Garth Heer

DATE: 8/2/16

CITY OF RESIDENCE: Centerville

ARE YOU REPRESENTING A GROUP OR ENTITY? ☒ YES ☐ NO Self

NAME OF GROUP/ENTITY (IF APPLICABLE): _____

I WOULD LIKE TO SUBMIT THE FOLLOWING COMMENTS:

- Put benches at each bus stop.
- Don't take property away from property owners
- Don't charge property owners or the whole city either for ginger bread. (fancy light posts, wider sidewalks, planters) parchment
- Don't put bike stripes on main street - encourage bike to travel on 4th E, 4th W, and Legacy. Paint stripes increase hazards to bikers - graveling
- Don't reduce speed limit but extend school zones between flashing lights to reach at least 1st intersection past either end of school property.
- Incentivize property owners to install circle drives in own yard or to collaborate with neighbors to install connecting path between driveways

- I recommend that the city take a step back, use some time and solicit a representative group (owners, bikers, school, parents, crossing guards, other residents etc. with planning/zoning) to set out objectives, cost/payment issues, etc. to find common ground ~~to~~ which could develop to proposals which would be presented for ^{general} acceptance in a future City Election in a couple years.

Garth L. Heer

CENTERVILLE CITY
SOUTH MAIN STREET CORRIDOR PUBLIC SPACE COMMENT FORM

NAME: Marian Jensen DATE: 2 Aug 2016

CITY OF RESIDENCE: Centerville

ARE YOU REPRESENTING A GROUP OR ENTITY? YES ☐ NO ☒

NAME OF GROUP/ENTITY (IF APPLICABLE): _____

I WOULD LIKE TO SUBMIT THE FOLLOWING COMMENTS:

low water kentucky blue grass needs 50% less
water

CENTERVILLE CITY
SOUTH MAIN STREET CORRIDOR PUBLIC SPACE COMMENT FORM

NAME: Gene Oakes DATE: 8/2/2016

CITY OF RESIDENCE: Centerville (28 years)

ARE YOU REPRESENTING A GROUP OR ENTITY? YES ☐ NO ☒

NAME OF GROUP/ENTITY (IF APPLICABLE): _____

I WOULD LIKE TO SUBMIT THE FOLLOWING COMMENTS:

I would like Centerville to be a cycle friendly city. I exercise regularly, walk, run & cycle.
My concern is that Councilman Ince's comments represent the feelings of thousands of people,
that none of us are welcome on the roads. Roads are for SUV's not humans. Please find
a balance between healthy living and vehicles. St George has developed an amazing system of
trails. Centerville can do better.

CENTERVILLE CITY
SOUTH MAIN STREET CORRIDOR PUBLIC SPACE COMMENT FORM

NAME: William Walker Age 12 boy scout

DATE: August 2, 2016

CITY OF RESIDENCE: Centerville

ARE YOU REPRESENTING A GROUP OR ENTITY? YES ☐ NO ☒

NAME OF GROUP/ENTITY (IF APPLICABLE): _____

I WOULD LIKE TO SUBMIT THE FOLLOWING COMMENTS:

We must remember that sometimes its the bikers fault for
lack of safety and not safety measures, as some bikers
claim

CENTERVILLE CITY
SOUTH MAIN STREET CORRIDOR PUBLIC SPACE COMMENT FORM

NAME: Lee Skobelud

DATE: 8-1-16

CITY OF RESIDENCE: Centerville

ARE YOU REPRESENTING A GROUP OR ENTITY? YES ☐ NO ☒

NAME OF GROUP/ENTITY (IF APPLICABLE): ---

I WOULD LIKE TO SUBMIT THE FOLLOWING COMMENTS:

My comments will be provided in
writing after verbal presentation

CENTERVILLE CITY
SOUTH MAIN STREET CORRIDOR PUBLIC SPACE COMMENT FORM

NAME: TRAVIS DAVIS

DATE: 8/2/16

CITY OF RESIDENCE: CENTERVILLE

ARE YOU REPRESENTING A GROUP OR ENTITY? YES ☐ NO ☒

NAME OF GROUP/ENTITY (IF APPLICABLE): _____

I WOULD LIKE TO SUBMIT THE FOLLOWING COMMENTS:

1. I AM EXTREMELY DISAPPOINTED THAT A MEMBER OF THE C.C.C. WOULD SEND OUT A REQUEST & PETITION USING A COMMENT BY A FELLOW COUNCIL MEMBER COMPLETELY TAKEN OUT OF CONTEXT AND INTENT IN AN EFFORT TO PERSUADE OTHERS TO SUPPORT HER POSITION, NOT THE VOICE OF THE PEOPLE.
2. 30% INTENSIFICATION TO TRIGGER COMPLIANCE TO THE NEW STANDARD SEEMS QUITE LOW. MOST CITIES HAVE A 50% TRIGGER. IT'S HARD ON NEW BUSINESSES TO MEET NEW REQUIREMENTS AS THEY OCCUPY EXISTING BUILD.
3. THERE IS NO GREATER IMPROVEMENT THAT CAN BE MADE THAN BURYING POWER LINES. KEEP THE CURRENT STANDARD UNTIL A LONG-TERM PLAN

CAN BE MADE TO ADDRESS THE POWER LINES — UNDERSTANDING THAT IT IS VERY EXPENSIVE. I HAVE DONE EXTENSIVE PHOTOSHOP PICTURES TO SHOW WHAT AN IMPROVEMENT BURYING THE LINES IS — I'LL BE HAPPY TO SHARE THEM.

4. MORE EFFORT SHOULD BE MADE TO ENFORCE ZONING ORDINANCES TO CLEAN UP MAIN STREET NOW. THERE ARE RV'S PARKED ALONG MAIN ~~ST~~ STREET FOR YEARS. NOXIOUS WEEDS ARE ALSO PROLIFERATED ON PROPERTIES ALONG MAIN STREET. IF ALL MAIN STREET FRONTING PROPERTY OWNERS AT LEAST MAINTAINED THE PARK STRIP THE CORRIDOR WOULD LOOK MUCH BETTER.

CENTERVILLE CITY
SOUTH MAIN STREET CORRIDOR PUBLIC SPACE COMMENT FORM

NAME: Hiram Alba DATE: 03/02/16

CITY OF RESIDENCE: Centerville

ARE YOU REPRESENTING A GROUP OR ENTITY? YES ☐ NO ☒

NAME OF GROUP/ENTITY (IF APPLICABLE): _____

I WOULD LIKE TO SUBMIT THE FOLLOWING COMMENTS:

Please keep riding a bicycle in Centerville safe.
Keep as many bicycle lanes as possible in the city

**Main Street Public Space Comments:
Submitted electronically to the City Council
July-August 2016**

Laura Daines filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: City Council
First and Last Name: Laura Daines
Address: 1885 North 50 East
Phone: 8012923440
Email: daineslaura@hotmail.com
Comments: I submitted a survey about supporting "Beautify Our City" and responded with my support. However, I have since learned that business owners would be required to pay for this, which I think is a blatant misuse and a government imposition. I am withdrawing my support for this project.
Submitted On: 2016-08-29 18:13:39

On 8/20/16, 12:26 PM, "Mark Salcedo" <marksalcedo@me.com> wrote:

I am writing in to voice my support for the Main Street Public Space plan that creates safe streets for all. Shame on the councilman that stated that bikes should be "run them off the road" and does not support safe streets for all. He is out of touch with the way communities everywhere are improving streets for the safety and health for everyone.

Mark Salcedo

Alice Roberts filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: Elected
First and Last Name: Alice Roberts
Address: 535 North 100 East
Phone: 801-296-2426
Email: alice.roberts@me.com
Comments: I am in class Tuesday nights and haven't been able to attend council meetings, but I have been following the issue of the south main street plan closely.

I understand one issue that was raised at the last meeting was the concern of placing undue burden on our business owners in that area. I think this is a very valid concern, and I have some thoughts that I hope can be helpful.

I understand the current plan only applies if a business if it redevelops a certain percentage of the property? (Or maybe that was a suggestion someone made?)

Another thought I had would be to require business owners to meet the current plan in the areas that are impacted by the development- so if their renovation requires them to redo an area that falls into the building set backs, then they would need to meet those requirements. If their redevelopment required that they redo the curb and sidewalk, then they would need to meet the requirements there as well.

Another option I thought of would be to provide some sort of redevelopment grant through the city to help business owners with the required updates.

Lastly, I thought of including some options in the plan which still fill the intent of the plan (which in my mind is to encourage more careful driving and create a beautiful heart to our city) with the taller elements next to the street that are more affordable.

A business who is renovating their office anyway is likely already planning to update sidewalk and mow strip area anyway, because those areas are often damaged during construction (I know, because we did this when we built our house three years ago :)). If they are already putting money into redoing it, I think there are options that would not be a budget killer or options that would help them financially.

Finally, I may have sent this before, but this is a website that talks about "Traffic Calming" and steps that can be taken to encourage safer driving and safer pedestrian spaces. I think the section on "wider sidewalks, narrower lanes" is probably the most applicable. <http://www.pps.org/reference/livememtraffic/>

Thank you for all that you do, I know you each deeply care for our community, and I believe this is a worthwhile investment to improve the community feeling of Centerville. That's one thing that I have loved about returning here after several years living elsewhere. Centerville invests in our community. We don't have to- it costs money- but we choose to because investing in our community means we build a place that feels like home and that pulls us together.

I'm asking again that you please maintain the current plan. Lets talk about concerns with it and find ways to give people options, but tossing it out so we can continue to have haphazard building and encouraging main street to be a highway makes me so sad.

It has always been kind of a through street, but we've never had traffic like we do now. When I was a kid growing up on main street, I'd cross right in front of my house to go to Alphabeta (for those of you who've lived here long enough to remember that store). My grandma, Leone Fisher, would regularly cross in front of her house, and it was safe for her to do so.

I would NEVER let my children do that. It's just not safe anymore. There is too much traffic, and while we may not be able to get rid of the traffic, we can

encourage more cautious driving.

Thank you.
Alice Roberts

Submitted 2016-08-16 21:49:37

On:

From: Spencer Summerhays <spencersummerhays@gmail.com>

Date: Monday, August 15, 2016 at 2:43 PM

To: Centerville Mayor <mayor@centervilleut.com>

Subject: Main Street Public Space Plan

Resent-From: <paulc@centervilleut.com>

Mayor Cutler,

Attached is a brief narrative of what I feel should be considered as you discuss changes, if any, to the Main Street Public Space Plan. My overall hope is that a plan will be adopted that will make Main Street something of which we can be proud.

Spencer Summerhays

Centerville City Public Space Plan Comments to Centerville City Council
August 15, 2016

General Commentary

- Main Street is the place where we “live”. It is where our children/grandchildren walk to school. It is where we can exercise outdoors. It is where we celebrate the 4th of July. It is where many of our homegrown businesses and retailers reside. It is where our City Building is located. It is where our Post Office is located. It is the primary point by which we access Parrish Lane or connect thereto.
- Given the above points, Main Street should be given special priority in a long-term plan to be beautified, improve aesthetics and meet the goals of the General Plan attributed to it; A place of which we can be proud; A place that is safe; A place that encourages health and well-being; A place that creates a sense of community connection; A place that provides access for all citizens; pedestrians, cyclists and vehicles.

Benefits to well planned and constructed Public Spaces

- Increased property values
- Health benefits – walking and cycling are promoted
- Well-maintained and attractive public spaces reduces crime and fear of crime
- Fosters a sense of community – more social interaction
- Reduction in traffic as more people choose to walk/cycle
- Aesthetic improvements contribute to overall mental and emotional well-being.

Specific suggestions for City Council

- Ensure cohesiveness and symmetry. Be sure that the Public Space Plan improvements apply both to the east and west side of Main Street
- Manageable, walkable sidewalks
- Park strip, trees, ornamental grasses/perennial flowers/bushes as recommended by professionals, decorative lighting
- Reduce park benches to only apply to developments that include retail or office components.
- Improved existing crosswalks and new crosswalk (including renovated/new curb cuts). Flashing crosswalk signs.
- Ensure striped bike lanes.

How the Public Space Plan can be funded and constructed

- Given that public space improvements increase the value of properties of both those located immediately fronting Main Street as well as throughout the City generally, I suggest the following two-pronged approach:
 1. A specific City-wide impact fee be assessed to new developments for the construction and on-going maintenance of the Main Street Public Space improvements. The calculation methodology of the assessment to be determined by input from staff, Planning Commission and City Council.
 2. An additional fee to Main Street property owners only if their properties are developed and at the time of development.
 - I suggest that the City be responsible for the installation of the improvements in order to maintain consistency and reliability in the final product.
-
-

From: Lynette Shupe <lynnierex@gmail.com>

Date: Wednesday, August 3, 2016 at 7:54 PM

To: City Council <citycouncil@centervilleut.com>

Subject: Main Street Public Space

Resent-From: City Council <citycouncil@centervilleut.com>

Dear Centerville City Council Members,

I am a cyclist who rides through Centerville at least two or three times a week during the summer. I also bike to Reading Elementary where I teach 4th grade at least two or three times a week during the fall and spring. I was so pleased to hear of the Planning Commission's plan to add bike lanes to State Road 106.

Centerville is a great place to ride. The motorists in Centerville are very polite and courteous. I was so surprised to hear the callous comments of a councilman saying that cyclists should be run off the road. Whose mother, father, son, or daughter is he talking about running off the road? What does he think happens to those people after they are run off the road? Shame on him! I hope he is voted off of the city council in the next election!

As beautiful and nice a place as Centerville is to ride, bike lanes, would improve the safety of cyclists as they are biking through Centerville as well as insuring a smooth driving experience without delays for motorists. Please do not remove the bike lanes from the Main Street Public Space plan. It will be worth the investment in a beautiful, safe, and effective main street.

Sincerely,
Lynette Shupe

From: Dave Hill <run2664@hotmail.com>
Date: Monday, August 1, 2016 at 5:13 PM
To: City Council <citycouncil@centervilleut.com>
Resent-From: City Council <citycouncil@centervilleut.com>

Dear Council members,

My name is Dave Hill. I have been a Centerville resident for 44 years and have loved every minute of it. Prior to that, except for seven years in the South Pacific, I lived in Bountiful. I am well aware of the history and dynamics of this part of Davis County. I have been waiting for sometime for action to be taken on the development of our downtown area from Parrish Lane south. I am aware of extensive work done by our planning commission in making recommendations and suggestions on how that development might take place. I am puzzled as to why, so far, nothing has happened. I am also aware of those in the south end of our city who would like to keep things status quo with little or no development at all. I totally understand their concerns as the single biggest reason I built my home in Centerville was because I love the rural environment and wide open spaces. But that was 44 years ago and it is now 2016. Time moves on and so should progress. In the 1950's my dad was a city councilman in Bountiful. His business resided on main street Bountiful between 1st and 2nd north. He was also the Bountiful fire chief for 32 years and had a pretty good idea of what it took to run and manage a city effectively. At that time he begged and pleaded with the powers to be to start considering and planning for the development of downtown Bountiful. Most of it fell of deaf ears as many "old timers" wanted to keep the city in a horse and buggy mentality. He predicted that the day would come when citizens and community leaders would regret the lack of action to do something. When the development of Five Points began he was deeply saddened because he was confident that, long term, the wrong kind of planning was taking place and the project would eventually not work for the citizens or the city. HOW RIGHT HE WAS!! I have worked in and traveled to every state in this great country and I have marveled at the forward thinking in terms of planning demonstrated by many large and small cities. One quick example; Utah has only recently recognized the importance of bike lanes to be part of the development process. For years we have been way behind the curve of progress in this area. As a runner for over 30 years I know first hand the dangers of running the streets and sidewalks in South Davis County. I want a downtown where people will be motivated to stroll through the area with vibrant and appealing landscape and sit on a bench to consume an ice cream cone. I

want a place where doing business is easy and convenient but has visual appeal and is safe. People need a place to live and if that planning includes well built and designed housing then I am all for it. Yes, I would love to go back to the days of dirt roads and skinny-dipping in the dyke below the V but those days are GONE and I want a city that takes great pride in ALL areas of the city. In my opinion the downtown area needs a MAJOR facelift and I am more than confident that our planning people can figure this out. It's time to quit the talking and debating and put on the "big boy" pants and get something done. I will definitely be at the council meeting tomorrow night and will make my voice and opinion heard. Thanks to all of you for your service but "personal agendas" need to be put aside and start listening to the voice of the people.

Respectfully submitted,
Dave Hill (801-558-5076)

Jennifer Whitworth filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: City Council
First and Last Name: Jennifer Whitworth
Address: 62 West 700 South
Phone: 8012929552
Email: whitwo@msn.com
Comments: I wanted to give input on the main street plan. I feel that the entrance or gateway to the city has shifted from South Main to Parrish lane with the freeway exit. The improvement of south Main Street would be nice, but I don't feel that we need the large area on each side of the street. It also shouldn't be done in bits and pieces. If we as a city want to improve the main road, we should all help pay for it and get it done. I see negative effects under the current plan for Main street. The businesses will put off improvements to avoid having to spend the money on the curb appeal, and we will end up with an old run down Main Street. Some buildings will have to be removed and many will loose their parking areas. The gas station and the car wash would loose parts of their businesses. How does this affect buildings such as Centerville Jr., the Post Office, Centerville City offices? And since the residential lots are exempt, how will the wider sidewalks and park strips tie into those areas? I feel that we could use some improvements such as new sidewalks where they are falling apart and some trees, but I don't think we need a lot of benches and planter boxes.

The other concern I have is with the apparent discord among the city council members. Even though everyone doesn't agree about issues, we are all part of the same community and since you have all been elected to work for our community, you should try to get along and stand up for each other not tear each other down, or find ways to discredit another council member.

Submitted On: 2016-08-04 00:54:49

On 8/3/16, 10:08 AM, "Kim Samuelson" <rksamuelson@gmail.com> wrote:

In the interest of time at last night's meeting, I am writing my thoughts on the purpose for Main Street. First of all I see two opposing problems.

1. Our Centerville main street is not the focus of town. That changed with the big box stores south of Parrish. I agree with Mr. Green that the focus and entry point is Parrish Lane. That is where people go to shop because there is ample parking and the prices are competitive. Small single focus stores have tried on Main Street and have failed. Galaxy Custard even offered bench seating outside and they still failed. Papa Murphy's has been successful because it is fast and cheap. Even now there is a vacancy and the turn over has been great. Our Main Street cannot be compared to Bountiful because of the street space, parking, and lack of interest in small focus stores.

2. On the other hand, Main Street has become a place for professional services. We have a number of dental buildings, a U of U care center, a main street automotive service, office spaces, post office and city hall. We also have 3 significant schools that are not going to go away.

Centerville Elementary has 499 students. Preschool buses bring in children from as far south as North Salt Lake.

Centerville Jr. High has 1,002 students. Of those students 8 buses are used to bring in students and also take home.

Viewpoint High School has a growing population of 1,754 students. 9 buses bring students in starting at 6:50 in the morning. Those same 9 buses take those students home. Many, many students drive their own cars, and anyone who has to travel Main Street to get to work or school faces a growing problem of traffic. With 17 buses using our busy street morning and afternoon 9 months of the year what would a reduced speed limit create? Chaos!

In conclusion, our Main Street is only 42-44 feet wide. It is a street of keeping appointments and getting to school on time. It is not a street for leisure. The bike riders are another dimension to the problem. They also want to share this small street with school buses and local traffic.

What we need to focus on is what we are dealing with on Main Street that we cannot change. We need to provide a better cross walk system of walking school kids. We need to provide adequate room for the bikers with rules governing their space. We need to maintain an adequate speed limit to get people and buses where they need to go on time. We cannot change what we have, but we can make it safer. Leave the shopping and mingling to the already established part of town and leave Main Street for what it has become. We can make it safer and more pleasing by making a few SIMPLE changes that doesn't involve just property owners, but the whole community as well. It can't be a garden spot with all the bells and whistles, but it can become better

and safer for what it is now!

Thanks,

Regina Samuelson rksamuelson@gmail.com

From: CONNIE DAVIES <kevinconniedavies@msn.com>

Date: Tuesday, August 2, 2016 at 11:47 PM

To: City Council <citycouncil@centervilleut.com>

Subject: A comment from the meeting

Resent-From: City Council <citycouncil@centervilleut.com>

Dear council members,

I was so concerned about the allotted time (and a bit nervous) that I failed to share one of my biggest thoughts on the main street plan.

I wish that when plans were being made for Parrish lane decades ago someone would have considered bike and foot traffic. To change Parrish lane now would be incredibly expensive to our community so we the posterity are stuck with it. When they made the plans decades ago I'm sure they looked out the window and saw a much calmer Parrish lane then what we see now. They failed to realize that the future could look significantly different than what they saw at the moment.

Now we are in 2016 and Parrish lane is a miserable place to travel on bike and foot. And we are starting to feel the effects of so much focus on car transportation. The air is incredibly polluted in the winter, and our city traffic can get very congested. These are some of the main reasons I make an effort to walk and chose to live on area where it is possible to walk. I can't see into the future but I know for certain that traffic is not going to get better and the air is not getting cleaner when people continue to choose to drive their cars even very short distances from their homes. I also know that very few people will make the choice to walk when no one will to make the extra effort to walk when you feel exposed to traffic. I feel it would be sad for our city to repeat Parrish lane instead of learning from it. Please don't throw out the whole plan because you are unhappy with benches, or lighting. It would be difficult as a city to start from scratch. Please work with the city planners to come up with good compromises that keep the basic elements of walkability that I mentioned in previous emails.

Connie Davies

From: MATTHEW AND MELISSA LARSEN <YEATESLARSEN@msn.com>

Date: Tuesday, August 2, 2016 at 4:29 PM

To: City Council <citycouncil@centervilleut.com>

Subject: Zoning Code Amendment

Resent-From: City Council <citycouncil@centervilleut.com>

August 2, 2016

Centerville City Council
250 N. Main Street
Centerville, UT 84014

Members of the City Council,

We are writing to express our continued support for the Main Street Public Space Plan as it now stands. The plan is based on solid research, professional input, informed choices, and a vision for the future that we feel is a worthwhile investment for our city. As residents of the south side of Centerville, we use the corridor often for walking, biking, running, and driving. Our children, as well as other children in our neighborhood, walk along Main Street to get to and from school. We would like to see the south end of Main Street in Centerville improved upon from Parrish to Pages Lane. Some of the stretches through the area are not well cared for and pose safety hazards for all. We would like to see bicycle lanes through that corridor as well for the safety of our family and friends. We support the use of alternate modes of transportation and think we should be encouraging residents to walk and bike, rather than always relying on cars for transportation.

We ask that you please leave the plan in place so that we can have a more beautiful and safe Main Street. A beautiful and family friendly Main Street would increase property values, build cohesion in our community, and better demonstrate the qualities of the wonderful city we live in.

Sincerely,
Matthew and Melissa Larsen
348 Tobe Dr.
Centerville, UT 84014

From: Melissa West <mommywest4@msn.com>
Date: Tuesday, August 2, 2016 at 3:55 PM
To: City Council <citycouncil@centervilleut.com>
Subject: Main Street Corridor comments
Resent-From: City Council <citycouncil@centervilleut.com>

To the City Council,

I have had the opportunity to go over the proposals--I wish I had more time to study them in depth, or my answer would be much more intelligent--but I am not opposed to beautification/pedestrian-walkway-enhancement efforts as long as they will not add significant costs to our city budget, and as long as the overall Main Street improvement plan does not (a) increase congestion or travel difficulty along Main Street, which is a main corridor for residents/commuters, (b) increase the likelihood of accidents along the

corridor, and (c) significantly increase population density.

Main Street is the way we drive our kids to and from school, or how our children walk to and from school. It is how we travel to the businesses we frequent, the appointments we have, and the things we need to do. It is how people commute to and from work. Increasing congestion not only increases travel time for families and individuals, but it also negatively impacts the surrounding neighborhoods. Time, safety, and quality of life of families and individuals should be the utmost concern for any improvements that are made. Below are some concerns that I have, as well as suggestions.

Because of the businesses and schools that do exist near and along Main Street, and because it is a highway that connects to other cities with businesses, semis and delivery trucks travel the corridor, I am gravely concerned that reducing the width of travel and turning lanes, as well as adding a bike lane on either side of the road, will be a significant safety issue. Not being a traffic engineer or city planner, I don't know how large a delivery or semi truck is, but because I travel Main very frequently, I see what impact these vehicles have on the existing traffic and road and those who travel the road. Combined with numerous streets and business outlets, and the way some motorists don't pay attention, I fear trying to combine all these elements could be more of a disaster than a boon. Personally, I would never, ever ride a bike or run on Main Street. I'd save it for 400 E and pray I didn't crash or turn my ankle or break something because of the poor quality of the road. (PLEASE fix 400 E before doing something with Main! I am hoping my Suburban survives another year of driving my son to and from Bountiful Elementary daily on that road...). Also, with Centerville Junior High on Main Street, and all the carpool traffic before and after school, biking or running along there is not an option either at those times of day. The bike lanes on 400 W are a good example to me of how Main Street could be a joke for bikes and other alternative travelers. Again, I am not an engineer, and the road is probably not the same width as Main, but the bike lanes seem little more than decorations in the areas from CenterPoint to the end of the Home Depot property. There is barely enough room for a Suburban in the travel lanes, especially with so many trying to turn into Wal-Mart and taking up part of two lanes at times. Semis turn there and travel along the road. It's really not a good place for bikes or bike commuters at all. North of Parrish is perfectly fine for bikes and running. Even with a 40 mph zone, the road is wide enough and turning/exiting/entering traffic infrequent enough that it is a much more comfortable experience. Isn't there a better solution to promote bike commuting and healthy lifestyles that doesn't involve routing bikes through two congested, dangerous areas? Can we find a way to route bikes around these awful areas, such as somehow adding to the Bamberger Trail or making an "entrance" to the trail to route bikes around the busier areas using existing streets/right-of-ways? Just a thought.

I support doing improvements if our NEEDS are kept a priority, such as roads and other important infrastructure. I support intelligent lighting that is night-sky friendly; that keeps the light where it is needed--to keep pedestrians and surrounding areas safe--and out of the sky where we want to enjoy the beautiful nightscape. I support plants that can survive on stormwater runoff. I support improvements that do not increase our taxes or increase hardship to businesses or residents. I support elements that do NOT increase safety

issues. I oppose anything that blocks sightlines for drivers or other travelers or provides hiding places for those of ill intent. I support low-density business and residential offerings along the road that complement the historic nature of the area of Centerville and that do not impact the residents in the historic district in a negative way (such as increasing traffic in neighborhoods, buildings that tower over existing homes, increasing noise, too many residents in one place, etc.). I support preserving the old ZCMI building. I support existing residences along the road and hope that there is a way to zone without phasing them out when properties change hands. I love businesses like Mike's Auto that really feel like Centerville and that enhance that road in an attractive, quaint way. I appreciate Matt's Place because it is such a beautiful enhancement of our community and such a neat use of space (business, non-profit, veggie gardens).

It is sad that many beautiful older homes are gone because Centerville wanted to turn the primarily residential Main Street into a business district many years ago. We can't turn back the hands of time, but we can move forward in a way that is distinctly Centerville. We are not Bountiful. We are not Farmington (thank heavens). We are not Sandy (double thank heavens). We are a quiet, quaint, wonderful community who happens to have a great business district away from most of the single-family residences, and it really should stay that way. We are so fortunate to have a thriving business district down Parrish and west of the freeway, and we really should celebrate that we don't need to zone our historic district for higher-density businesses and residences in order to maximize business tax opportunities, like Bountiful. We can zone appropriately to provide safety for our residents and a character that enhances our residential neighborhoods, make improvements slowly over time, and be happy with the results because we didn't feel we had to do what everyone else is doing. Tax revenue should never, ever take priority over the quality of life or safety of residents, and I fear that's what most communities along the Wasatch Front have forgotten. We can be different. :) And we are. We really are not defined by our businesses--our movie theatre, a possible hotel, Target, Wal-Mart, Home Depot, or anything else. We have an identity--our identity is our uniquely compassionate, talented, service-oriented, wonderful people who love our city, love America, and love each other, and have wonderful traditions--formal and informal--to celebrate those things. That's our greatest asset and our true community trait.

Thank you for your service in our behalf,
Melissa West

On 8/2/16, 3:01 PM, "Nicole Redd" <nredd2002@gmail.com> wrote:

Dear Centerville City Council,

I want to write in favor of the Centerville Public Spaces Plan.

I have reviewed the plan and believe that it would indeed increase the safety, aesthetics and image of our beloved Centerville City!

My family has lived here for over 15 years and have LOVED the direction previous city councils have taken our city!

The addition of numerous small and large businesses, the Center Point Legacy Theater, the Megaplex Movie Theater, restaurants etc... All while maintaining the small town feel that makes Centerville so charming.

I believe this public spaces project will continue to add to the vibrancy of our wonderful city and will allow more citizens to enjoy its Main Street!

Thank you for your time.

Sincerely,

Nicole Redd

From: Rand Burgoyne <randburgoyne@gmail.com>

Date: Tuesday, August 2, 2016 at 2:42 PM

To: <beautiful.centerville@gmail.com>, City Council <citycouncil@centervilleut.com>

Subject: Support Planning Commission.

Resent-From: City Council <citycouncil@centervilleut.com>

City Council,

Please add my name to the support of the Planning Commission's recommendations for Main Street. I feel that it is the best plan to balance use of Main Street.

Randy Burgoyne
801-448-7263

From: CONNIE DAVIES <kevinconniedavies@msn.com>

Date: Tuesday, August 2, 2016 at 2:06 PM

To: City Council <citycouncil@centervilleut.com>

Subject: A walker's insight

Resent-From: City Council <citycouncil@centervilleut.com>

Dear Council Members,

I understand there is a lot of publicity for the main street plans and now the discussion of bike lanes on Main Street. I have written 3 emails in the past and I am writing again to show my sincerity on the issue. I moved to this community because of it's great walk ability and I hope that the council will continue to look at the issues and keep us walkers in mind when they are discussing plans. I want to add that there is a community of people who do chose to walk to the library, schools, and post office and it is growing. I

was out with my family the other night playing Pokémon Go and there were so many people out walking and collecting. It almost felt like a party on the streets. I am wondering if the popularity of this game is showing how people will make efforts to be outside and out of cars if there is motivation and a good environment. Many of the landmarks are on Main Street so there were many people walking along Main Street.

My first email I shared my experience from walking the streets here is Centerville. I shared my experience trying to walk along Parrish Lane to the various businesses and what elements would greatly increase the safety and comfortableness of any walk. These include an adequate side walk size, some shade if possible, and some buffer between the walkers and the car traffic, preferably not all lawn grass, and being able to enter a business without having to cross large parking lots. I am excited that these elements are part of the city planners plan, and it is my hope that if plans need to be modified that some of these elements will not be dropped entirely.

The emails I have written are sincere and took a great deal of time for this mother of 4 small children to write. In response to the emails I have written I received an email from Council woman Tami Fillmore, City Planner Becky Wright and a phone call from Council woman Robyn Mecham. I appreciated the chance to share my thoughts and insights with these three city workers. I am hoping that all the council members received my emails as they make decisions and plans for our city.

Thanks for your time,
Connie Davies

From: Megan Wells <megan.wells@gmail.com>
Date: Tuesday, August 2, 2016 at 10:32 PM
To: City Council <citycouncil@centervilleut.com>
Subject: Public hearing tonight
Resent-From: City Council <citycouncil@centervilleut.com>

Is there a method of going through emails sent to the city council so our voices are heard? I rarely receive response, but I understand the time consuming nature of going through these emails.

Some cumulative thoughts on tonight's meeting to clarify some points of view.

I've written a longer email, but hopefully this summative view will be easier to glean points from.

Park strips don't need to be grass

Crosswalks are a huge issue - speed limit, blinking lights etc. need to be addressed

Importance of a plan, to have vision, keep things up and take care of our city. This can include decorative grasses, planter boxes, benches and trees

Wider sidewalks and lighting enhance safety and accessibility.

Consider what our city promotes. Do you want to promote a more active lifestyle and

more of a community feel? I do and our general plan supports that.
Thank you,

Megan Wells

From: Rebekah Pierce <bekpierce@gmail.com>
Date: Tuesday, August 2, 2016 at 5:16 PM
To: City Council <citycouncil@centervilleut.com>
Subject: SMSC Public Space Plan
Resent-From: City Council <citycouncil@centervilleut.com>

Main Street Public Space Plan

Thank you for the opportunity to participate in this process.

There is so much at stake when we discuss Centerville's Main Street. I would like to speak to the merits of the proposals made by the previous City Council and painstakingly researched by the Planning Commission. Before I do that however, there are a few points that I would like to introduce relative to the operation of the City Council.

I believe that the biggest obstacle to our growth and development is our fear of change. Centerville has a long and proud history and many of our residents have enjoyed long and happy associations in our city. However, as time goes on, changes must be made. People move on, community needs change and up until recently, our city did not have a viable alternative to help guide these changes. The South Main Street Corridor Ordinance seeks to address these needs.

I applaud the work that has been done to recognize the different and varied areas of our city. In all of these discussions, it is clear that Main Street is not destined to be the commercial center of our city. However, to dismiss its need for smart development because of that fact is incredibly short-sighted.

As I have studied the transcripts and minutes from various city meetings over the last couple of years, it is clear to me that two of the biggest concerns facing our city when it comes to smart development are cost and the rights and input of property owners. I would like to set the cost issue aside for just a moment and discuss the issue of property owners. Throughout the discussions about how best to address the appearance and function of Main Street, there is a strong thread running through regarding the need to involve property owners. In a joint meeting held with the Planning Commission and the City Council on March 23, 2016, Councilman George McEwan stated that "property owners should have a lot of input." I was grateful to see that expressed. What I am not so sure about is why or how, when several of the property owners did get involved, making recommendations and requests to the Planning Commission, the City Council can dismiss what the public has said in favor of an option that is so much less desirable. Which property owners would you like to hear from? Are you looking to hear from business owners? Homeowners? How about from any of our residents whose

children attend Centerville Junior High? What credentials do I need to possess so that I can get you to consider what I have to say?

In April, there were several letters submitted to the Planning Commission in favor of the plan for Main Street set forth by the previous City Council. Enough feedback was given that the Planning Commission felt confident to present their proposal to you at your meeting on July 19, 2016. The opinions of residents, along with information provided by UDOT and WFRM was presented in the meeting with the hope of setting up a framework to guide development along the southern corridor of Main Street. It doesn't seem to me like having some guidelines in place to define the future of our city should be a bad thing.

Further, I am completely supportive of the opportunity we have to explore alternatives to traditional grass park strips and sidewalks. I believe that by providing a variety of elements along our Main Street, our community will benefit and will be beautified. In fact, in 2014, my husband and I decided that the grass that was attempting to grow in our park strip was unsightly and needed to be addressed. We spent a great deal of time and effort researching the plants that we wanted to place in the space. We went to the Public Works department to ensure that we had all the proper authorizations and permits required. We designed a water-wise irrigation system to make sure that the plants were watered and we spent our weekends and a lot of our money to make sure that the job was done right. When we were finished, we wanted to be able to look at that part of our yard and take satisfaction knowing that we have been good stewards of the land entrusted to us. We have had many friends, neighbors and even complete strangers stop us in our yard and compliment us on what we have done. I joke with my neighbors that being on the corner, being right on Main Street, that I feel the need to represent the neighborhood in a positive light. In fact, I would go so far as to say that every single project that we have undertaken since we moved here a decade ago has been defined by how it would be received by our neighborhood; our community. In all of these situations, we have considered the value of our actions as more important than the cost. I would like the same consideration to be granted by the City Council. As elected officials and representatives of the city, I would love to see the comments that come out of these planning meetings be positive in their nature. Comments that demonstrate a willingness to work together and to move toward common goals.

Now back to the discussion of cost. As I understand it, this plan seeks to guide future development (whether new or increased by 30% or more) by instituting a set of standards. The current plan doesn't even go so far as to say what these standards are; just that we should put a plan in place to address the needs as they come along. The Planning Commission has worked to gather data and provide visuals as to what this space could/would look like. Every depiction I have seen is a marked improvement over what I drive by every day; space that in any other city would be declared blight. We have too many of those areas in South Centerville. In reviewing the history of this area, I am disappointed in the fact that Centerville City does nothing to try and attract business; we barely try to maintain business. The Dick's Market shopping complex on Pages Lane has sat virtually empty for years, and I'm not certain why. But I do believe that something significant could be done.

It appears to me, that members of our City Council are extremely complacent in their attitudes toward what investments are made in our city. If we can't convince the City Council to invest in Centerville, what makes us think that new businesses or residents will want to invest in Centerville?

If you'll indulge me for a minute, I'd like to address the tone and comments made by some of the City Council during their last meeting. Councilman Ince's comments have been distributed far and wide and have attracted the appropriate amount of outrage from the cycling community. Whether he meant it or not, it was a foolish comment and I'm relieved to see that he acknowledges that. But, I would like to take a minute and address some of the other concerns that have been sent my way. The majority of these were laid out in an email from Bill Ince and despite the fact that I regret the length of this portion of my letter, I feel like there are several points to be addressed. Much of this "evidence" is anecdotal in nature, but since that seems to be what the City Council is basing their decisions on, I feel it a fair comparison.

In his **short merged south main document** that he sent to me, Bill asked several questions that I would like to take this opportunity to address. This document is attached to this email for reference.

When you are talking the numbers we have of individuals serving on the PC & CC, in reference to how close the voting was, the numbers are not important; they do not represent the significance of the issue. In our political system, majority rules and that is what is the defining factor in a vote like this.... Ask George W. Bush about numbers vs. majority.

I agree that we need development on Main Street, but we need smart development. We want to ensure that the right kind of businesses and projects are being built on our Main Street.... and if I was looking for a location for a project, the look and appearance of our Main Street would make me look elsewhere. In fact, as far as residential location is concerned, we opted to buy a home on Main Street in Centerville, compromising on several of our "must haves" based on the appearance of the homes around us. We had lived in an area where development and enforcement were complacent; and we were not happy. If we were going to make an investment and become part of a community, we wanted to make sure that our neighbors and our fellow citizens took pride in our city as well.

I'm not exactly sure when these points were set forth as objections, but if we want to talk about hampering development, I would suggest that your scope of what is acceptable development is very narrow because we had Brighton Homes that was nearly willing to do ANYTHING that the City Council and Centerville citizens wanted in order to make their development work, and that wasn't good enough. Looking at the situation, you would assume that your standard for good development was unrealistically high.... But then you would look at the area in question, read the comments from the meetings on this issue and the message I take from all of the information available is that you don't really

care about development.... you care about cost. And while cost is important, and I appreciate the fact that you are trying to be a wise steward of our resources, cost and value are two different things. This motion, to beautify Main Street, is about creating an environment that attracts businesses and residents who enhance and invest in our community, which as I understand it was one of your main arguments against high density.... attracting the right kinds of people.

You mention that it will only impact new development or those with the 30% change. This, to me, seems like a reasonable compromise. It does not require you to be the "mean guy" with the current tenants on Main Street, but it puts in place the tools to help control and guide the way things are developed going forward.

I am offended by your comment about historic buildings, plain and simple. You will find no greater advocate of history and preservation in our community than me; truly. I would like to know which buildings you speak of.... what is considered historic? If we, as citizens, are interested in our history, we will take the time and make the effort to make sure that the areas in which these buildings are located accurately represent the regard we have for our history. This argument bugs me because the current situation does NOTHING to honor our history; we have a run down city center. Those individuals who own historic homes and businesses should be required to adhere to certain standards if and when they seek to improve their property. Being a responsible caretaker of history is part and parcel with owning these treasures.

Continuing, Bill says:

"I take issue with your comment about anti-density being seen by the CC as anti quality. We are concerned about quality, but we are also concerned about the rights of the property owners. Sometimes those balls are hard to juggle."

Okay, so let's change anti-quality and replace it with any of the following: anti-cost, anti-change, anti-improvement. In all of these discussions about development along Main Street, I have yet to see anything that suggests that this City Council is proactively interested in promoting any change along Main Street. In fact, in the ten years I have lived in Centerville, it would seem to me that the City Council and many of our citizens are against any development in Centerville (with the periodic exception of some residential.) If we were truly interested in quality, our City Council would be leading the charge to attract NEW and varied business into our community. The development that housed Dick's Market and Pages Lane Theater has sat vacant and declining for the last five years. Why are you not doing something about this? What about the Steak N Shake property? That was a nightmare. Why are we content to let so many of the businesses along Main Street exist by making the minimum effort to meet standards of inhabitation. In other cities in Utah, the block of the city that I am using as a reference for this discussion would be considered "blight." There would be redevelopment efforts and funds made available to incentivize the development of these areas to beautify and enhance our community. The only thing that this city council has to say about development in these areas is "no."

"We are concerned about safety, but according to our crossing guards, there is no more problem on MS than in any of the other crossing areas in the city. One of the worst spots is the intersection of Parrish and 400 East. In fact, the concern about safety is one reason to avoid the tall grasses in the parking strip, as far as I am concerned."

Again, your argument about safety rings hollow to me. First of all, we're not here to talk about Parrish and 400 East, we're talking about Main Street. As I understand it, there is no part of this motion that affects anything on 400 East. So back to Main Street.... the biggest impact on safety along Main is the fact that the people who drive along it every day see it as a road.... and that's it. Yes, vehicular traffic is part of the defined use for this part of our city.... but there are also residents who live on Main Street.... I am one of those residents. My house is on the corner right next to the crosswalk that heads to Centerville Junior High. The amount of pedestrian traffic I have near my home definitely dictates that speeds and safety be a consideration.

I would take issue with you gathering your anecdotal information about safety from our crossing guards: 80% of the time, if you want to throw out a figure, several of our crossing guards are on their cell phones. I have repeatedly emailed the Police Department about that.... and nothing has been done. If you end up being successful in your efforts to help make our city "safe" would you please be willing to investigate cell phone usage in school zones?

The fact of the matter is, for good or for bad, the actual street part of Main Street is governed by UDOT... so the traffic light or flashing signals near a cross walk that I would like to see installed cannot be determined by this council.... but the development that frames our road is within our control.

I am willing to put up with the traffic; that was part of the deal when we bought our home. I LOVE the fact that I live in a location where bikers and runners and families pass my front yard frequently. My daughter loved the fact that she could get from her bed to her locker in 5 minutes! We have tried to maintain and improve our property to make it aesthetically pleasing for our neighbors, and many of our neighbors have done the same. What our area looks like and how it is used is important to us.

I am discouraged that you would say that an effort hasn't been made to see what the residents want. I, along with several others I know, have submitted letters to the city council in the past making our intentions very clear. The planning commission, as it is not elected, is tasked with the investigation and definition of plans set forth by the council. You should be talking to constituents and getting their recommendations, and then your responsibility as an elected official is to present that information to the planning commission, let them do the research and plan, and then you vote based on what you think your constituents want. There is enough discussion from the last meeting on the record to show that there is not currently a majority in favor of one plan. George

suggested that you ask for public comment: not to enhance the plan, but to choose between the "Cadillac" and the "Yugo." Someone suggested a Buick.... but that will take further discussion and further work by the Planning Commission.... and the impression I get, in reading the minutes from the meetings, is that regardless of what people want, members of the City Council want an up or down vote and don't want to continue to work on this issue.

I want a compromise. I want smart planning. I would like the opportunity to help you understand that I want an active, walkable and bikeable community. My neighbors, heck, even my husband, does all these things.... and I would like to know that my elected representatives care enough about the safety of my children, my husband and my neighbors that they are willing to take the time and make the investment to protect them. Further, I would like to know that my elected officials are able to look at our city as diverse.... That we have many needs and that we need to actively plan to keep Centerville the beautiful community that it is. The gradual redevelopment and beautification of Centerville is something that we should ALL be able to support; we just need to figure out how.

Bill's email ends with several points that I just find laughable.... I guess that I don't technically need to include them, but I'm going to just because it demonstrates my point that this City Council lends itself to small thoughts.

"Although it may sound foolish, the plantings will be a significant detriment to citizen participation in the 4th of July parade, by eliminating prime viewing spots."

This argument is bunk. If we're going to have a real discussion about the parade route, let's talk about enforcing the chair ordinance. Please. If folks are worried about a place to sit, come join us on my front lawn. We have misters going to keep you cool and we'll even feed you breakfast.

"Furthermore, school kids being how they are, the grasses will be a target of games and vandalism, both unthinking and intentional."

First and foremost, how are school kids? If my kids vandalized anything, there would be serious consequences. I have lived on Main Street for 10 years and have from Day 1, placed things in my yard (plantings, décor, benches, signs etc.) and have NEVER had a problem with vandalism by kids. Not once. The only vandalism I have ever been a victim of was when I placed a Barack Obama sign in my front yard and someone sprayed Mitt Romney on it with spray paint.... and I'm guessing that wasn't a school kid.

"While the goal of a 'walkable main street' may sound laudable, we should be realistic, especially in view of the costs. Will there ever be multiple destinations, that people would walk to, spend some time, and then walk to another destination along Main Street? It is doubtful. Our community is addicted to cars. People are in a hurry, and the chance of walking to school to get the kids is a dream only."

Finally, this is insulting. Your kids are bussed to schools in the south part of town. Mine walk. Mine walk and bike to their friends' houses. Regardless of the fact that our City Council is uninterested in pursuing viable businesses along the Main Street corridor, there are many of us who use this area to walk on and spend time in.

Our community is addicted to a great number of things that aren't helpful. I refuse to support someone who would use these addictions as justifications for poor public policy.

I came to Centerville 10 years ago because I perceived it to be a city that balances the best of the past with a smart vision for the future. I came because I believed it to be both a good place to raise my family that also enjoyed some economic advantages. It is my hope that, as a resident of Centerville and Main Street property owner that these perceptions and aspirations remain true today. I hold out hope that our city leadership has a vision of the future that includes investment in infrastructure that encourage a healthy, safe and family friendly community; one that doesn't surrender our potential out of a misplaced desire to minimize cost. I believe the threat to our quality of life and the value of our infrastructure is real, and was on full display during the arguments about density, but that the outcome of those arguments has been misinterpreted to lead some to believe that "the people" desire only the bare minimum. How can we surrender Main Street, the backbone of our community, to become nothing more than an automobile traffic artery when it can be so much more? I believe we all expect more than the minimum for this place we love so much. This is why ongoing discussion and cooperation and listening to many voices is necessary and is the only way to lead us towards an investment in Main Street that is in line with the value, expectations and community standards felt by so many residents. Please demonstrate your vision and leadership by continuing to work together on a plan to reach our potential, one that does more than the minimum and that doesn't sell our future so cheaply with the side hope that our community doesn't deteriorate with our infrastructure.

Thank you for your time and consideration.

Laurie Harris Wirz filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: City Council

First and Last Name: Laurie Harris Wirz

Address: 162 E 2100 N, Centerville, UT 84014

Phone: 801-295-0136

Email: lswirz@msn.com

Comments: Hello, Centerville City Council,

You're meeting tonight to vote on the improvement plan for Main St. between Parrish and Porter Lane. I would urge you to consider broader public agreement from affected residents and businesses about what should be included in the "beautification" of that area. I do not think the financial burden should be placed entirely on those who share that area. I also feel the plan could be scaled back to represent a more modest expense to all concerned, especially in its maintenance. Thank you for your consideration of my remarks.

Sincerely,

Laurie Harris Wirz, Centerville Resident of 11 years.

Submitted On: 2016-08-03 00:00:28

Brent Price filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: City Council

First and Last Name: Brent Price

Address: 351 W 950 N

Phone: 801-706-2882

Email: price1156@gmail.com

Comments: Dear Centerville City Council Member.

I am a long-time (essentially life-time) city resident. I encourage you to be open minded regarding the outdoor activities in our city, particularly bicycles.

I applaud you and prior Centerville leaders for recognizing and funding outdoor recreation in our city, such as the parks, trails and bike lanes. I use all of these frequently. They enrich our Centerville experience, and I believe they make our City an enjoyable place to live. I request you to recognize two things:

First, funding and maintaining the outdoor resources. My family and I ride our bikes for recreation on the roads and in the trails of Centerville. We are not alone. The trails and roads are frequented by many others. It is a great resource, and I encourage you to recognize this and continue funding these resources. I have ridden my bike on virtually every road in Centerville. Designated bike lanes and "share the road" signs on appropriate roads create safety and positive awareness for

the multiple use of the roads. Please continue to make this a priority.

Second, public awareness. While riding my bike home from visiting my parents living on the Centerville east bench, a car exited the Centerville Cemetery and cut me off, pushing me to the curb. This driver probably didn't see me, but while riding a bike you are always on alert. The car stopped at the stop sign on 400 East and waited for me. I assumed it was a friendly Centerville citizen to say, "Sorry." Rather they unloaded anger at me for riding my bike on the road and yelled they would run me over the next time - quite unnerving. So I use this example to encourage you as Centerville leaders to set the tone of sharing outdoor resources, including roads, within our friendly city by the lake, and encourage citizens to do the same.

Respectfully submitted,
Your neighbor.

Brent Price

Submitted 2016-08-02 23:06:44
On:

Logan Johnson filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: City Council
First and Last Name: Logan Johnson

Address: 327 W 650 North #C

Phone: 801-649-9798

Email: logangj@gmail.com

Comments: Council Members,

The general topic of bike infrastructure in the city deserves attention and discussion independent from the debate about the public space portion of the main street overlay. I support painted bike lanes and would encourage the council to do the same. While bicycle traffic does play a role in the public space plan, I am worried that the recent interest in bike lanes will distract from substantive debate on the key elements of the plan.

The public space portion of the main street overlay was carefully and thoughtfully put together. The commission worked hard to consider the concerns of the council and respond directly to them. Unfortunately, I did not support its adoption last year and I still do not think that it represents the best way forward for Centerville. The small, but significant burden that it adds to property owners, the recent reduction in residential density allowed, and the practical implementation challenges that Cory has brought up are among the strongest drivers for my dissent.

Good luck tonight!

- Logan

Submitted 2016-08-02 21:17:04

On:

Laura L Toney filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: City Council

First and Laura L Toney

Last Name:

Address: 357 East 1375 North

Phone: 801-298-4739

Email: tonevfun@gmail.com

Comments: Good afternoon! Unfortunately, I am unable to attend tonight's city council meeting. I do want to express my thoughts on a couple of issues that are on tonight's agenda; although I am NOT an expert on all aspects of our Main Street Public Space Plan.

First, I like the current striping for the bike lanes. I like the width for safety reasons and I like the clearly defined boundaries. Biking lanes enhance our community by enhancing the health and well being of our citizens. We have family who live in the mid-west and when they visit, they always comment about the number of people they see outside walking, running and biking. They are impressed that our community is friendly to such outdoor activities. This is a positive for our city!

I am concerned that the current plan which stipulates 6 foot wide sidewalks is overboard. I do not believe that Main Street will ever develop into a walkable commercial district with shops, restaurants and boutiques, which requires such a walking area. We have visited several such attractive walkable, charming shopping areas in mid-west and eastern communities and they are each destination areas that require one to drive to it, park the car and enjoy a few hours walking the several blocks to shop, dine and enjoy the atmosphere. If this is what the Main Street Proposal is trying to accomplish, I don't see it happening unless a developer buys huge swaths of land (and I believe current zoning makes that unattractive to any developer) and they plan for a large parking lot somewhere to accommodate the visitors. Also, installing such a wide sidewalk on a development by development plan will be haphazard and not look clean, uniform or appealing.

I believe Main Street most likely will continue to be developed by commercial businesses such as office buildings, medical buildings, assisted livings, and other commercial interests that do not attract a walk about clientele.

There are enhancements that can and should be made to anyone developing the property. The landscaping done in front of the Bamberger building is lovely and enhances Main Street. However the sidewalk on the west side remains close to Main Street, but that building couldn't accommodate a wider sidewalk.

I do support vertical enhancements such as raised flower beds, etc. Parking strips waste water and can look untidy. Perhaps there is an incentive that can be given to developers for water wise landscaping.

I appreciate the work each of you do. I encourage you to continue to look for

priorities on which you can agree; and be willing to compromise to meet the interests of a wide swath of citizens.

Thank you for reading my thoughts.

Best regards,

Laura

Submitted 2016-08-02 20:49:47

On:

Ann Fadel filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: City Council

First and Ann Fadel

Last Name:

Address: 224 South Main Centerville, UT

Phone: 801-295-4939

Email: annfadel@gmail.com

Comments: If the city told you that as a homeowner you were required to beautify your walkways with colored concrete, benches and flower boxes and keep them ordinance worthy, you'd protest.

Were you asked to petition for a beautified main street with benches and flower boxes, of course you'd say yes. Who doesn't want meaningful improvements anywhere? But if you had to bear the cost, upkeep and bear the liability of said improvements, would you be so willing?

I understand the concept of Main Street open space, but I take issue with the feasibility and fairness to the main street stakeholders.

(1) Its mutually exclusive to think you can add benches and flower beds to a sidewalk and create "open space." On the contrary, such would decrease walkability. And snow removal, which is insanely difficult already because plows push mounds of heavy road snow onto the sidewalk, would take on a new dimension of impossible.

(2) Main Street is not where the action is and implementing this plan will not change that. People walk on quieter streets east of Main. Whether we like it or now, businesses on Main are destinations. Folks do specified transactions, leave the establishment and go elsewhere.

(3) If the beautification process is to benefit those who traverse Main Street, spread the cost to the citizenry. I already struggle to keep the grass looking good and keep Uncle Sam at bay. You wouldn't stand for this if it were your home front being zonified. Please don't waste money -- especially mine. It's already spent surviving!

p.s. Proverbs 19:11. Be slow to be offended. We've all put a foot in our mouth, so now it's a bike tire tread. What's the big deal?

Submitted 2016-08-02 20:20:53

On:

George Chapman filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: City Council
First and Last Name: George Chapman

Address: 1186S 1100E

Phone: 8028677071

Email: gechapman2@gmail.com

Comments: Sorry to burst your bubble but Centerville and the rest of Davis County will have MILLIONS IN BICYCLE INFRASTRUCTURE spent in the next few years. UTA has decided that mass transit includes bicycling! So much of new Prop One funding will go to bicycle lanes, bike trails and bike share programs.

I hope that you are able to convince UTA to stop defocusing on mass transit and stop using valuable taxpayer funds on bikes.

Submitted On: 2016-08-02 20:15:34

Kevin Hussey filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: Elected
First and Last Name: Kevin Hussey

Address: 100 Main St.

Phone: 555-555-1212

Email: krhussey@hotmail.com

Comments: I would like to know why council member Ince advocates running cyclists off the road and how much danger a pompous attitude like that poses to the community of Centerville? I also imagine that at least one of his 6 children or 13 children are bike riders and if he is aware that he has implicitly advocated running them off the road as well?

Thank you,

Kevin Hussey

Submitted On: 2016-08-02 19:53:00

From: Gary Pettit <garyrpettit@gmail.com>
Date: Tuesday, August 2, 2016 at 11:50 AM
To: City Council <citycouncil@centervilleut.com>
Subject: Council Member Ince's Remarks on Bicycles
Resent-From: City Council <citycouncil@centervilleut.com>

Dear Centerville City Council,

I have lived in Centerville since 1997. I am a cyclist and a responsible citizen who respects and abides by the law, and I'm well aware that traffic laws apply to people on bicycles, pedestrians, skateboarders, *and automobiles*. I am very concerned that recent remarks made by Council Member Ince, while he later apologized only after hearing audio of his own voice, represents an unhealthy, uncivil, disrespectful, and even criminal systemic ethos that exists with at least one of your City Council Members. Personally, I have been hit three times by cars in my life, all were life-threatening events because I wasn't "seen" by motorists. Trust me, after my experiences, I welcome the new trails like Legacy and Rio Grande. However, I still need to ride a surface street for ten minutes until I arrive to the trailhead. There have been many times that I have been nearly hit just trying to get to an automobile-free trail.

I strongly urge that your council votes to **censure** Council Member Ince who, even said in jest, make vile remarks about using a vehicle (assault with a deadly weapon, Utah Code §§ 76-1-601, 76-5-103.) to injure or kill our fellow citizens, be they innocent children riding a bicycle or an adult riding for fitness or for environmental reasons. Words are powerful and flippant remarks made by Centerville's city leaders should have consequences. The whole state is watching you, Centerville City Council.

Very concerned,
Gary R. Pettit

On 8/2/16, 9:32 AM, "Derrek Tyler" <derrektyler20@gmail.com> wrote:

Dear Centerville City Council

My name is Derrek Tyler. I'm a husband, father to three kids, citizen of Centerville and a cyclist. Given the public discourse around changing a plan that would make Centerville streets more bike friendly, I want to add my thoughts to the discussion. Inserted is a link to a Ted Talk that I feel the city council and all non bikers, concerned about this topic should see.

<http://www.youtube.com/watch?v=pX8zZdLw7cs&sns=em>

If city policy prevents you from opening links in email, you can google "bicycle culture by design: Mikael Colville-Andersen"

This video provides a deeper understanding of the transportation problems we face.

In my experience, when a cyclist makes what is perceived as a poor or unsafe decision by a car driver, it's usually based on factors those in cars do not see or understand. Frankly, I was once one of those drivers, quick to ridicule what I perceived as selfish and unsafe behavior of cyclists. When I started riding bikes, I quickly realized, there are reasons

bikers ride the way they ride.

Yesterday, a little girl waved and said hi as I rode by. I said hi and waved back. She quickly replied, "you should only be riding on the bike trail". If you have watched the Ted Talk in the link above, you'll know why her statement bothered me. My issue isn't with the little girl but that society is teaching her bikes and cars should not be driving/riding on the same roads.

As cost of living increases, transportation will continue to be an area where individuals and family's make economic decisions, which likely means more bicycles on the road. This should be considered a good thing. The health benefits of cycling are tremendous. Not only are they tremendous but they are also a step in the right direction in combating other societal epidemics namely; obesity, heart disease, diabetes and other non communicable diseases. Designing towns and cities with functional infrastructures that enable and promote a more healthy live style for citizens should be a no-brainer.

Derrek Tyler

From: shirleen gull <shirlgull@gmail.com>
Date: Tuesday, August 2, 2016 at 5:57 AM
To: City Council <citycouncil@centervilleut.com>
Subject: Changing Main Street
Resent-From: City Council <citycouncil@centervilleut.com>

I am against the change to Main Street in Centerville. I do not think it would make more people get out and walk the street. I feel this is your way of getting track in here going down main. My vote is no
Shirleen Gull

On 8/2/16, 1:19 PM, "jennifer7pitt@gmail.com" <jennifer7pitt@gmail.com> wrote:

As I can not attend tonight's meeting regarding the zoning amendment I will voice my concern here.

We need the bike lanes on Main Street! I live on the north end of Main Street and I see the consistent and constant use of these lanes by cyclists, runners and people using bikes as a means of transportation. I was so glad that the white lines were painted on Main Street this summer!

I feel that our city will benefit greatly from a more pedestrian/biking friendly area. Please do not change the zoning so that it takes away the bike lane.

Sincerely
Jennifer Pitt
1842 N Main St, Centerville

Paul C. Burke filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: City Council
First and Last Name: Paul C. Burke
Address: 709 N. East Capitol Boulevard
Phone: 801-323-3303
Email: pburke@rqn.com
Comments: Dear Councilman Ince,

I am writing to offer confirmation that it was appropriate for you to apologize for your recent comment about running cyclists off the road. Last week the Republican nominee for president has attacked the patriotism and honor of a Gold Star family, so the timing of your comments was unfortunate for this Gold Star family. Five years ago, while cycling as part of his physical training in the Army, my brother, Major Matthew Burke, MD, was literally driven off the road and killed by a reckless driver.

I appreciate that you offered a public apology for what I hope was simply a misguided joke. At the same time, I hope you and your colleagues might take the opportunity to read the links below to learn why safely on the road for cyclists is such an important issue to our family and for our community.

Sincerely,

Paul C. Burke

<http://chronicle.augusta.com/news/metro/2010-10-31/cyclists-worry-about-pace-crash-investigation>

<http://www.bikelaw.com/2011/10/18/statement-from-the-burke-family/>

<http://archive.satrib.com/story.php?ref=/satrib/home/51007361-76/burke-matt-riders-johnson.html.csp>

Submitted On: 2016-08-02 17:53:08

Joey Eccleston filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: City Council
First and Last Name: Joey Eccleston

Last Name:

Address: Layton

Phone: 801-547-1862

Email: joeyeccleston@gmail.com

Comments: Here is my comments to your colleague Councilman Ince:

Councilman Ince:

I have just read about your flippant comments regarding cyclists. I am saddened on many accounts. First, I was riding with a group of cyclist training several years ago in Centerville when I was hit by a car (luckily, at slow speed) by an old man who thought cyclists were not even ALLOWED on the roads (must have thought they were to be on the sidewalks.) I went to the hospital with a dislocated shoulder, crushed elbow and broken wrist. It cost me both injury and pain, not to mention thousands of dollars to both the health insurance company and my homeowners insurance (for the totaled bike).

Second, you state, "I need to learn to keep my tongue under better control apparently." The problem is not with your tongue, it is with your brain and your capacity for compassion. Your innate disregard for others' safety is the problem. You must have been inconvenienced 10 seconds one day by a cyclist.

Third, the problem is, in your role as a civic leader people feel they see a leader holding a certain position on an issue, and they feel they are safe following suit. It is NOT OK TO RUN CYCLISTS OFF THE ROAD, not even jokingly, and it is not ok for you to be thoughtless in your governing.

Submitted On: 2016-08-02 16:58:16

On:

Robin Neville filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: City Council

First and Last Name: Robin Neville

Address:

415 S. Main St.

Phone: 801-296-1073

Email: robinsnev@hotmail.com

Comments: As a property owner that lives at the corner of Main and 400 S. I am greatly concerned with how our Main St. looks and lives. I would like to see the O'Brien property developed as single family homes.

I am disappointed with the perceived agenda of some of the City Council members as they quickly passed the open space plan, last November, before the new city council members were changed. I find this sneaky and not in the best interest of Centerville's citizens.

I have heard that there is a petition for a beautiful, walkable Main St. that Tami Fillmore is asking people to sign. I would like to read this petition, and sign it if I am in favor of this.

I haven't seen it but have only heard about it. I would like to address some of what I have heard.

Main Street is already very walkable. I walk nearly everyday. The idea that we need something to bring people to walk down Main St. is silly.

The people I see go by my house are mainly exercising, using the bus or going to and from the junior high school. I don't feel that having dyed cement, benches and planters would make any difference to their experience. I feel that it would be little used and quickly vandalized.

Who is going to pay for the installation and maintenance of these improvements and are they really an improvement? Have you looked at Walmart's dirty, gum laden, faded colored cement? How would the sidewalks along Main St. be any different?

Please think about the points I have made.

Sincerely

Robin Neville

801-296-1073

Submitted On: 2016-08-02 16:43:10

Brandon Ivie filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: Elected

First and Last Name: Brandon Ivie

Address: 595 South 700 East

Phone: 801-397-0272

Email: brandon.biv.ivie@gmail.com

Comments: I am against the current Public Space plan being considered by the Council.

I'd maybe be okay with the plan if it applied only to new businesses/ developers (although it would be a deterrent to such entities) so that as new owners come and old owners leave we would eventually achieve a uniform look (over the course of years).

I am, however, absolutely against forcing this change on current businesses (and especially home owners) in the area. You can't just change the rules on existing residents like that. It's WRONG, plain and simple.

I'm also disgusted at the deceitful method that at least one Council member has used to attract support for this plan (namely, circulating a petition that makes it sound as if bike lanes are the issue on Main Street, knowing full well that those are not the issue with the proposed Public Space Plan).

Please do the right thing and vote no on the proposed Public Space Plan. Thank you.

Submitted 2016-08-02 16:07:48

On:

From: Sherri Stringham <moilalou@yahoo.com>
Reply-To: Sherri Stringham <moilalou@yahoo.com>
Date: Tuesday, August 2, 2016 at 9:07 AM
To: City Council <citycouncil@centervilleut.com>
Subject: Main Street plan
Resent-From: City Council <citycouncil@centervilleut.com>

Centerville City Council,

I am not eloquent and can't really explain my position well, but I just want to put my voice down as being AGAINST the city sidewalk and bike lane plans that Tami Fillmore put on Facebook yesterday. I hate driving on roads with bike lanes--they make me feel like I'm going to get in trouble for crossing the lane to turn a corner, so I end up not pulling over towards the corner until the last possible moment, which is a less safe turn than if I had felt like I could ease into the turn more. I don't like the proposed changes to the sidewalks--it seems like Mrs. Fillmore is trying to turn us into something more trendy, but trends change quickly and then you have to expensively update again or else you just look old-fashioned again. What we have now feels like a good hometown--a place to just live life and not constantly compare ourselves to other places and wonder if we are stylish enough.

Sherri Stringham

Karen Mendenhall filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: Elected
First and Last Name: Karen Mendenhall
Address: 1838 N 600 W, Centerville, UT 84014
Phone: 8013904351
Email: kjmendenhall@yahoo.com
Comments: Councilman Ince,

I am writing in response to your comment regarding cyclists at the City Council meeting on July 19. I watched the video footage and I am alarmed by the comment you made that cyclists should be 'run off the road'. My husband and I chose

Centerville as a community to raise our children in because of its proximity to work and the small-town feel it claimed have. My husband regularly (2-3 times per week when there is no snow) commutes on his bike from Centerville to the Salt Lake Airport in lieu of taking his vehicle. He does this, not only for exercise, but to reduce vehicle traffic on the roads and in a small way to improve the environment. He utilizes the bike lanes on Frontage Road and we are grateful that there is now a pedestrian bridge he can utilize to access Legacy Parkway. Over the years, however, I have worried for him as he has run the gauntlet that is the Parrish Lane overpass. We lost a friend two years ago to a cycling accident because of distracted driving and are strong proponents of bike lanes to separate vehicles. As a young family, we utilize the bike lanes the City provides and have felt that it provides a fairly good measure of safety. Additionally, I have worked with cub scouts and my own children to teach them the rules of the road and educate them on the responsibility they have as cyclists to be obedient to traffic laws. I am in no way excusing cyclists that disobey traffic laws. If you were to get on your own bike and use the lanes, you may notice that they are used by a significant number of people, particularly in the early morning and evening hours.

Perhaps the City Council should redirect their frustrations towards cyclists and figure out solutions for traffic congestion in the City instead. Conducting traffic studies for commercial businesses BEFORE they are built to prevent traffic problems from rising rather than using a 'wait and see how bad it gets' approach (think Chick fil A) might be a good start. Policies that encourage a variety of transportation modes will help reduce automobile traffic, especially if people perceive Centerville as a safe City to bike in. However, the City Council must be proactive and make investments for the future rather than living in the past. The cost of driving a vehicle is escalating and many have no option but to use alternative transportation, including bikes. Installing basic bike racks is not a heavy burden for businesses and would hardly discourage businesses from locating here in Centerville. Please think about the people that will be Centerville residents 20 or 30 years from now. I encourage you to make a concerted effort to work with the Trails Committee and come up with bike lane solutions that will benefit all residents. It appears they are far more in touch with the needs and wants of Centerville residents than you are at the moment.

Sincerely,
Karen Mendenhall

**Submitted
On:**

2016-08-02 15:07:26

Dave Peterson filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: Elected
First and Last Name: Dave Peterson
Address: 1866 W 2280 S

Email: mornixuur@msn.com

Comments: I live in Woods Cross, which means you may not care what I think. However, I do my shopping, by bicycle by choice, at the Centerville Target and PetSmart. (And Home Depot on occasion.)

Clearly, though, your council thinks I'm far too much of a problem on my bike to care about the tax revenue you get from me. It's not just the off-the-cuff "run 'em down" remark from Mr. Ince, but more the fact that your council seems to feel it's in their best interests to make the city less pedestrian and bike friendly as a whole by removing bike and pedestrian enhancements from your master plan.

It's already nearly worth my life to get from the Legacy trail to the retail areas. Clearly I'll do better going forward by going to Smiths or Harmons, and Petco.

Thank you.

Dave Peterson

Submitted 2016-08-02 14:48:38

On:

Leslie Zabriskie filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: City Council

First and Last Leslie Zabriskie

Name:

Address: 1290 N 225 W

Phone: 801.296.2677

Email: lzabriskie11@gmail.com

Comments: Please do not dilute or cancel the Centerville Planning Commission's suggestions to improve Main Street. I was very happy when I first heard Centerville was going to consider improvements to SR 106, especially the area from Parrish Lane to Porter Lane. I've lived in Centerville since 1983. I love this city, but I've always envied the charm of downtown Bountiful, and felt that stretch of Centerville's Main Street needed a face-lift. I'm pleased with the suggestions the Planning Commission has made to:

- Widen the bike lanes
- Create pedestrian-friendly elements
- Add planters, trees, and other elements to add beauty and improve air quality.

Now I'm dismayed to learn that you're thinking about cancelling these improvements! Why would you want to stick with an unsightly status-quo?

As a cyclist, I am relieved to see the wider cycling lands north of Parrish. I have often worried about how close cars come to my bike when I ride. I cross Main on my daily walk, and never fail to see cyclists. Like me, I'm sure they appreciate the safety provided by these wider lanes. We need the widened lanes to extend farther south.

As I stated earlier, Centerville's Main Street business district desperately needs a face-lift. The proposals made by our Planning Commission are minimal, but doable, and every little bit will help.

Please, please implement the Main Street Public Space Plan currently laid out by our Planning Commission. Main Street can and should meet needs of all users: cyclists, pedestrians, and autos.

Submitted On: 2016-08-02 05:33:30

Brian R. Christensen filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: Elected
First and Last Name: Brian R. Christensen
Address: 2103 W 800 N, West Point, UT
Phone: 801-425-3684
Email: bchristensen1970@gmail.com
Comments: Sirs and Ma'ams:
I've become aware of comments at your city council meeting a few weeks ago that reflect disdain for bicyclists in your community. These include some flippant remarks by Mr. Ince, for which he has since apologized, but also discussion from the Mayor and other council members which were apparently sincere. I am not a resident of Centerville, but I'm a Davis county resident who frequently bikes through your city. When traveling through, either by bike or car, I often stop and spend money in Centerville. If cyclists are not welcome there, please let me know. I'll avoid Centerville and spread the word among my friends, so we don't add to your traffic troubles. I'm sure businesses in neighboring communities would be happy to have us.

Submitted On: 2016-08-02 05:32:43

On 8/1/16, 11:20 PM, "Kaysee Erickson" <kcscottmd@yahoo.com> wrote:

We would love to see the Centerville City Council still be open to discussion on the issue of increasing the beauty and enhancing the family friendly appeal of Main Street. Many other cities around us have an appealing and attractive section on their city's Main Street. Many people enjoy bike riding, walking, and running along this area and it would be a safer and more appealing option to enjoy this section if it was more attractive and user friendly. It is great to promote a healthy lifestyle.

Respectfully,
Scott and Kaysee Erickson

From: Rebeca Jacobsen <rebeca@coryjacobsen.com>
Date: Monday, August 1, 2016 at 11:17 PM
To: City Council <citycouncil@centervilleut.com>
Subject: Main Street Public Space
Resent-From: City Council <citycouncil@centervilleut.com>

Members of the City Council,

I am writing with regards to tomorrows hearing concerning the Main Street Public Space. I cannot be there in person so I hope my voice is still heard through this email. I am a citizen of Centerville and not only LIVE on Main Street but both my husband and I are avid cyclists and runners.

I am shocked that council members would seek to destroy a plan that was going to beautify our Main Street AND make it safer for the populace to use. As a resident of Main Street and a mother I have dealt with trying to maneuver a double jogger between trash cans, bushes that jut out too far, and utility poles on a narrow sidewalk, in some instances having to take my jogger off the curb onto the street and then back on to the sidewalk because of the obstacles. The current proposed plan to enlarge to a 6 ft. walkway would provide enough space to stay safely ON the sidewalk for pedestrians, strollers, and children riding their bikes/skateboards/scooters along Main Street. The proposed bike lanes would help guide both cyclists AND drivers to share the road. As both a driver and a cyclist I have seen poor judgment calls made by both sides- each have their rights to the road but not everyone has taken the time to educate themselves of those rights. It seems to me that the city should provide more information to the public on rules of the road for cyclists so those new to the sport will know the correct protocols for riding on the streets but citizens who do not care for the sport should also be aware of those rules because they themselves DO NOT own the road.

Maybe the city could provide free classes or pamphlets and maybe SOME city council members should be required to attend those classes/read the pamphlets since some of those members seem to think its ok to "run 'em off the road". I thought our city council members are suppose to be watching and thinking on the safety/needs of the people, not looking for ways to endanger them.

For the council member who thinks that the lanes would hardly be used, Please feel free to come to my house and sit ALL day on my porch and count how many people bike/walk/jog along Main Street in ONE day! Centerville is an active community and if the council would do their homework they would know this, why don't you check out metro.strava.com which is a website that shows data for the usage of roads by bikes and pedestrians.

If the council wants to raise any concerns about Main Street there should have been more planning done before adding the double left turning lanes from Parrish onto Main! That is where I see vehicles race all the time and where I have seen neighbors that live on the east side of main street nearly get rear ended just entering their driveways because of the

lanes converging and drivers trying to beat each other instead of being attentive of their surroundings. This has also been a issue during the school year as I myself have been witness to many reckless drivers who have not stopped for the crossing guard and if it hadn't been for the diligence of our crossing guards and parents themselves the vehicles would have run over a child/children. I being one of those parents as we live near enough to the elementary school that I would walk my children to school the majority of the school year. For the council member who feels it is ok to run cyclists off the road: does this also include children?!

Leave the public space plan as it is and place your focus on something else that will benefit the ENTIRE community, not your own selfish gains.

Sincerely,

Rebeca Jacobsen

From: Clark Christian <cechristian49@gmail.com>

Date: Monday, August 1, 2016 at 10:39 PM

To: City Council <citycouncil@centervilleut.com>

Subject: Main Street Public Space Plan

Resent-From: City Council <citycouncil@centervilleut.com>

Centerville City Council Members:

My wife Gwen and I have been residents of Centerville for over 40 years and feel strongly that the original main street public space plan should be adopted as originally proposed. Unfortunately we have a commitment Tuesday evening that will not allow us to attend the August 2 meeting but want our voices to be heard and our vote to be part of the record. It is important that Centerville continue to be progressive in investing in beautifying, improving and updating our city. As our state and hopefully our city continue to encourage everyone to live a healthy and active lifestyle, we will continue to see more walkers and bikers and the city needs to continue to make improvements to accommodate and encourage those types of activities and to beautify our city. I personally and am an avid cyclist and several times a week utilize the Legacy and Jordan river parkway trails as well as many of the available bike lanes (which there are not nearly enough of), as do many of my friends and family members who are residents of Centerville. I'm aware of the "Run 'em off the road" comment attributed to Councilman Bill Ince and will give him the benefit of the doubt and assume he was joking; but for a biker, it is no joking matter. If he was serious then he should resign from the City Council because that kind of comment is not only ignorant, dangerous and self-centered, but also does not represent the best interest of the residents of Centerville.

Again, please accept my apology for not being able to be in attendance at the meeting on August 2 because I would be there if it were possible. If there I would voice my strong support for the original main street public space plan, without amendment.

In closing I would like to thank each of you for your service to our great community!

Clark Christian
711 North 700 East
Centerville, Utah 84014
T 801.455.4440
E cechristian49@gmail.com

From: Jordan Anderson <jordan_d_anderson@yahoo.com>
Date: Monday, August 1, 2016 at 10:27 PM
To: City Council <citycouncil@centervilleut.com>
Subject: "Active transportation" in Centerville

I feel compelled to write in support of efforts to encourage foot and bike traffic in the city. Specifically I am disturbed by Bill Ince's comments on the news tonight that seem to indicate that not creating bike lanes would somehow make bicycles less of a nuisance to drivers.

He said "I have a problem with bicyclists that don't observe the laws and ride out in traffic, interfering with traffic frequently." It seems to me that bicyclists are much more likely to interfere with traffic on the roads now (without bike lane markings), because it is not obvious without lane marking where the bicycles should be. It is not safe for the cyclist to hug the curb, and bike lanes provide a guideline for both cyclist and driver to know where to be in the road.

Whether or not the bike lanes are there, bicyclists are going to be riding up and down the shoulders of our roads. Bike lanes will only help both drivers and cyclists be safer, more courteous, and less aggressive.

I frequently bike up and down main street into Farmington's 200 E (it's actually the same road). It has always depressed me that I can tell when I get to Centerville because the bike lanes disappear. I spend a lot more time looking over my back and hoping I don't get hit in Centerville. I cannot understand why Councilman Ince would want to promote that feeling in our city.

Thanks for your consideration,
Jordan Anderson

Ryan and Leslie Nakaya filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact:	Elected
First and Last Name:	Ryan and Leslie Nakaya
Address:	2160 Claremont Drive
Phone:	8013970851
Email:	leslienakaya@gmail.com
Comments:	Though we're Bountiful residents, we were very troubled to read of Councilmen

Ince's comment at a recent City Council meeting regarding cyclists, with a joking solution to "run em' off the road." As avid cyclists who regularly cycle through Centerville's main street, we would obviously like to see bike lanes and accommodations that encourage and facilitate safe passage for cyclists through Centerville.

Many times, we've nearly been run off the road...all while "following the laws." Riding single file, stopping as required, and using appropriate hand signals. Cyclists simply aren't seen, and this is complicated by the astronomical increase in distracted drivers (PHONES, kids, PHONES, eating, PHONES)!!! It isn't uncommon, on a single ride, for us to encounter 20-50 cyclists on an average ride on Centerville's main street. These folks are out there, putting themselves at risk with every ride.

Councilman Ince's comments were dangerous and certainly NOT funny. Shame on him!

Submitted On: 2016-08-02 03:52:16

karl peterson filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: Elected
First and Last Name: karl peterson
Address: PO box 95565 South Jordan Utah 84095
Phone: 8012013772
Email: whitelionconst@q.com
Comments: I would like to thank Mr. Ince for standing up for the millions of tax paying motor vehicle drivers throughout the State of Utah. We not only use the roads and highways on a daily basis but are responsible for maintaining and building new roads from the State taxes collected every year when we register our vehicles. If the bicycle enthusiast wants the same rights as a motor vehicle driver has on our roads then why shouldn't the bicyclist have to register their bikes and pay taxes as well?

Submitted On: 2016-08-02 02:59:26

Lynn & Linda Mitchell filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: Elected
First and Last Name: Lynn & Linda Mitchell
Address: 390 S 200 E Centerville
Phone: 801-292-3838

Email: llmitch@q.com

Comments: We see no reason to spend a lot of money to beautify 6642the main street, at property owners expense and City funds to maintain it. No one would want to sit that close to cars, buses and trucks and smell their fumes. And probably no one would use them anyway. Children would play on them and fall into the street. I don't think the property owners on main street should be required to pay for such a project.
Just a big waste of money! Surely the city can come up with better ways to spend our money.

Hang some flower baskets with water tubes, from the light poles like other cities do.

That would beautify at a lot less money.

Submitted 2016-08-01 21:09:04

On:

From: Ricky Bangerter <rickybangerter@gmail.com>

Date: Monday, August 1, 2016 at 9:15 AM

To: City Council <citycouncil@centervilleut.com>

Subject: Main Street Public Space

Resent-From: City Council <citycouncil@centervilleut.com>

My Name is Ricky Bangerter, I currently live in Kaysville, but I ride my bike through Centerville nearly every day. Though my roofing company is in Kaysville, our equipment and supplies are all based out of Centerville. My Father, Rick Bangerter, served on the City Council for quite some time, so I know how important it is to have council members that represent the people and not their own agendas or opinions.

I'll admit, I'm quite heated that any City Council member would be so ignorant as to actually say in a public setting that nobody uses biking lanes. In my opinion criminal action should be taken to any public servant who is quoted in office as saying "run them off the road," I sure hope this is not true. I personally know several people who have been hit by cars, one particularly in Centerville that nearly cost a dear friend his life. When we speak of the safety of Cyclist vs motorist, we are talking about real peoples lives. Cycling is a growing sport and hobby and I fully support anything that will make it safer out there.

I'm very concerned about what I'm hearing is happening in Centerville, Please listen to the voice of those who share the road with motorists. Cyclists pay taxes too, and we all own cars too. A little more respect for cyclists would go a long ways towards public safety.

Sincerely a Very concerned Cyclist.

Ricky Bangerter

~



Rick Bangerter Roofing

269 S. Beaumont Dr.

Kaysville UT 84037

W (801) 544-0147

C (801) 898-0074

rickybangerter@gmail.com

From: Emily Jensen <emmusic12@gmail.com>

Date: Monday, August 1, 2016 at 9:27 PM

To: City Council <citycouncil@centervilleut.com>

Cc: Tami Fillmore <tamifillmore@gmail.com>

Subject: Biking in Centerville

Resent-From: City Council <citycouncil@centervilleut.com>

Dear Council,

I was most dismayed about the comments made about bicyclists in Centerville. My family and I live in South Farmington and three of my children and I bike to school almost every day on Main Street to Reading Elementary when it is session. Every. Day. We also often find ourselves biking on 4th West because of the handy bike lane there into Centerville as well as sometimes commute from Legacy Parkway over the freeway onto Parrish Lane. We even bike one end of Centerville to the other about every other month. Even though we live in Farmington, we consider Centerville a sister city and are pleased with the sidewalks offered on the north side on the frontage road along those new developments and have been working with Farmington to finish out that sidewalk and provide a bike lane along the frontage road through Centerville as well.

Please do not disregard the bikers in your community who are working to keep the air clean, the traffic low and their bodies healthy. Watching that video with the flippant comment about running bicyclists off the road honestly felt like an attack on me and my children. I want to feel safe in this community, have felt safe in this community, and now am questioning that and questioning those who are in the position to make the community safer and better because one should never, ever joke about hurting a group of people, which in this case, are those of us bicyclists riding the roads of Centerville.

We will be out of town for the city council meeting discussing this, so please take my words under advisement.

Thank you,

Emily Jensen

emmusic12@gmail.com

From: Megan Wells <megan.wells@gmail.com>

Date: Monday, August 1, 2016 at 9:11 PM

To: City Council <citycouncil@centervilleut.com>

Subject: Main Street Project, Research and Voice of the Citizens match to keep the plan in place.

Resent-From: City Council <citycouncil@centervilleut.com>

Dear City Council -

Thank you for putting so much thought and effort into the many decisions that effect Centerville. Particular, your attention to the Main Street project that is coming up. I wanted to express my support to keep the plans in place as they are. One thing I really enjoy about Centerville is the community feel you get from its walkability and accessibility. This part of Main Street however is not either of those. When I am out with my kids I feel I have to go out of my way to find alternate routes to safely navigate the streets. Either sending children ahead of me or behind me to navigate the narrow sidewalks. Having both a barrier from parkstrips and landscaping and larger sidewalks would make this safer and easier to enjoy.

My children and I also enjoy biking together, but again have to avoid Main Street. I would of course use discretion with a bike lane and the age of my children, but a bike lane would make it possible to use Main Street versus forgoing our route because it is too long with avoiding the street or extending our ride longer than wanted.

I also enjoy the beauty of Centerville. This particular section of Main Street has become run down, but could lift our entire city with improving the visual appeal. It is my understanding that initially this would not increase taxes, but even if it did, I would still support because I feel it is that important. Just like my home, there are things I need to spend money on to keep up. I want to keep my home beautiful and cared for because in the short and long run it pays off. You take care of things you care about and we care about Centerville. I grew up in Bountiful and My husband and I both agree how much we love Centerville and can't believe what a jewel was next door growing up. We feel so blessed to find the home we have and plan to stay for many years. We make it a point to be informed of the issues and vote in every election.

Thank you for your consideration and hope that as you promised in the elections that you will really listen to the voices of the citizens and not feel persuaded by just your own beliefs or agenda. I do believe the research and the voices of the citizens match in this matter to keep the plan in place and keep Centerville a beautiful safe place to live.

Thank you,
Megan Wells.

From: Peggy Mackay <pegkmac9@gmail.com>

Date: Monday, August 1, 2016 at 8:26 PM

To: City Council <citycouncil@centervilleut.com>

Subject: Zoning amendment

Resent-From: City Council <citycouncil@centervilleut.com>

I am a Centerville resident (543 South 300 East). I fully support the public space modifications as approved by the 2015 council. We need to get with the times and make

our Main Street safe and appealing to all: active transportation and vehicles it's on the verge of blight. Please don't send us back to the dinosaur times! Thank you Peggy Mackay

On 8/1/16, 7:24 PM, "Margot Hovley" <mhovley@gmail.com> wrote:

Dear City Council members,

I've heard that you are considering voting against the current plan for gradual beautification of a business district, and support for active transportation in that corridor.

I regret that I can't attend the meeting in person, so I'm writing to you now. I'd like to voice my opinion that I am strongly in favor of the current plan remaining in place. I would also appreciate you paying attention to my and other voices about this despite our letters being a "targeted campaign." This is still our honest opinion and the way we genuinely feel about the subject, campaign or not. I hope that you won't brush this off but truly consider what your constituents want. If you aren't sure what the people's opinion is, then take the time to find out before voting against the plan.

I live in the south end of Centerville and would be directly impacted by your decision. I hope you will not give up on our city, but go forward with this reasonable plan for gradual improvement.

Margot Hovley

From: Mark Oligschlaeger <oligmark@gmail.com>

Date: Sunday, July 31, 2016 at 9:36 PM

To: City Council <citycouncil@centervilleut.com>, Centerville Mayor <mayor@centervilleut.com>

Cc: 'Mark Dimond' <medimond@yahoo.com>, 'Brandon Federico' <brandonfederico@icloud.com>, 'Denise Cox' <coxdenise@msn.com>, 'Mike Remington' <mikael.j.remington@l-3com.com>, 'Finishgr8' <finishgr8@msn.com>

Subject: Main Street Public Space Plan

Resent-From: <paulc@centervilleut.com>

Dear City Council Members:

I'm writing to express my support of the Main Street Public Space Plan. I'm particularly concerned about the City taking a step backward with bicycle and walking lanes. Based on my own observations:

1. In the past, the city council has been supportive of bike lanes and becoming a more

bike friendly city. We have a bike lane master plan adopted by the city. This is the first time to my knowledge that any council member has come out and suggested that bike lanes are a waste of money.

2. Our bike lanes get used a lot. Walk or drive along 400 West between 5:30-9:30 a.m. and you will see scores of people. Striping this section north of Parrish has transformed our neighborhood and contributed to our sense of community. Residents out walking, neighbors waving and talking with neighbors, kids riding to the ball park. My family uses the lanes every day. For minimal cost, our city leaders have created something valuable in our community.

3. The recent striping of Main Street north of Parrish is a positive step toward bike safety. Main Street will always be a main corridor for bike traffic traveling north/south through Centerville. As our name implies, we are the "city in between" for cyclists on their way to other destinations, including not only Bountiful and Farmington but also Legacy Parkway, the Rail Trail, Antelope Island, and Salt Lake. Our roads transport bike commuters and recreational riders from all around. Our closest connections to Legacy Trail and the Rail Trail (heavily used amenities) are Glover Lane and Pages Lane. Main Street and the Frontage Road are necessary routes to connect to these trails and neighboring cities. As a narrow city, we are largely limited to these two north/south travel options. Safety should be a priority, and minimizing conflict with motorists should be a goal on which we can all agree.

4. Main Street must be carefully planned to consider cyclists. Recent comments, including some by council members, suggest that cyclists don't belong. But since we can't restrict cyclist traffic or wish it away, we should consider planning solutions that MINIMIZE the conflict. We are a city of courteous and friendly people. This should argue for more bike lanes in appropriate places (to minimize frustrations and road rage) rather than amplifying any bias against cyclists. And we should work in cooperation with neighboring cities to ensure continuity of access. We can start by striping the section south of Parrish with bike lanes.

5. Our Trails Committee supported a grant application which was approved to widen the Frontage Road to include full width bike lanes. My understanding is that the grant money is available in 2017 and minor city matching funds are required. I can only hope this will continue to be supported by the Council. This project is absolutely imperative to creating safe cycling within our community.

I'm concerned that some would undo years of work by our Planning Commission, Trails Committee and city representatives. This is certainly important enough to be deserving of more study and discussion, with an understanding and appreciation for the planning completed to date.

One last note on sharing the road... we are fortunate to live in an active community with nearby access to many trails and cycling routes. We need more courtesy and respect on the road. Cyclists need to ride with respect. That means respect for all traffic laws and not

impeding traffic when possible. Cars need to drive with respect. That means not passing within 3' of a moving bicycle, and only passing cyclists when it's safe to pass, and appreciating that the laws allow cyclists to share the road. We have too many close calls, and unfortunately too many accidents. City leaders can help set the tone by encouraging bike friendly policies and de-escalating emotions and conflicts between cars and bikes. They can facilitate education, communication and understanding. For many years we have appreciated this leadership from our City Council.

I hope that Mr. Ince regrets his recent comments admitting a bias against cyclists. I hope that we can work together to better understand one another and find ways to ease conflicts within our great city. I hope that our conversation will be one of civility and courtesy, not hostility. I hope that we can change the course of our conversation, see the value in our Main Street Public Space Plan, work together to make it even better, and take steps forward as a community in both our discourse and our planning.

Sincerely,
Mark Oligschlaeger

Laura Samuelson filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: Elected

First and Last Name: Laura Samuelson

Address: 114 Bradley Dr.

Phone: 801-295-4966

Email: LSamuelson4966@q.com

Comments: Please reverse the previous city council's decision about widening the easements and sidewalks on Main Street.

I think that this plan will result in a hardship for current business owners if they want to remodel and upgrade their buildings. I've walked on Main Street a lot and I'm not looking for a place to sit and read or watch the cars go by. I'm walking for exercise and I've never had a close call with a car and I feel perfectly safe on the current sidewalks.

I don't think that our city should be taking more easement property from the landowners, some of which have problems already trying to provide the parking that they need for their businesses.

If this is a prelude to lowering the speed limit on Main I'm very much against that. Main Street is a good way to get from A to B and we will get more traffic through our neighborhoods if we lower the speed limit.

I am also against requiring the owners to push their building over if they want to remodel but don't have the front setback property available that the current directive requires.

Main Street is not the small business hub of our city. When we allowed the big box

stores in we guaranteed that small supporting businesses would cluster around them. We need to require that businesses on Main keep their property neat but not push an agenda upon these small properties that will detrimentally affect them.

I feel like our planning and zoning people serve at the pleasure of the mayor because he selected them. Our city council, being elected by our citizens, would be more accountable to our citizen wishes because we elect them. The previous city council that passed this rule while they were headed out the door, Might not have been as concerned about what the property owners on Main Street or our citizens would have thought of this.

Thanks for the opportunity to address this topic.

Submitted 2016-08-01 20:08:34

On:

From: Ashley Allsop <ashleyallsop@gmail.com>
Date: Sunday, July 31, 2016 at 7:57 PM
To: City Council <citycouncil@centervilleut.com>
Subject: Main Street Public Space
Resent-From: City Council <citycouncil@centervilleut.com>

Dear Centerville City Council Members,

My name is Ashley Allsop. I have lived in Centerville for just over 5 years now. I am married to a wonderful man and we have three young and amazing children. I have the privilege of staying home with my kids, which affords me the opportunity to spend the majority of my time right in our little city of Centerville. We play here. We shop here. My kids go to school here.

I am writing because a few days ago it was brought to my attention that members of the Centerville City Council want to deviate from the original plan adopted years ago to update/beautify Centerville's Main Street. As I understand, wider sidewalks, planters and bike lanes were included in the original plan. However, certain aspects of that plan are no longer a priority to a few members of the Council and unfortunately, biking lanes (along with other elements of the plan) seem to have found themselves on the chopping block.

A few years ago a good friend introduced me to cycling. Road biking to be exact. I got a bike, a helmet and all the other accouterments. There is quite a group of us stay-at-home moms that bike a few times a week. One of our favorite routes is Main Street, north into Farmington and back again. The hills on Main Street into Farmington are fun and makes the ride a challenging form of exercise.

And speaking of exercise, I know I don't have to waste your time and mine by quoting medical studies, health & fitness experts and professional cyclists about the benefits of cycling. Biking is exercise and exercise is good. Enough on the subject. However, if you will indulge me, I will take a minute to include these grim statistics: According to a 2013 study by the National Highway Traffic Safety Administration, 743 people were killed while riding a bicycle, while 48,000 more were injured.

I'm aware of the inherent dangers of road biking and because of that, I am a responsible cyclist. I have lights on the front and back of my bike. I wear a helmet. I obey all traffic laws. I stay alert and always watch for cars. So imagine my dismay when I browsed the minutes of the recent city council meeting regarding bike lanes. When the Mayor mentioned the request for a city newsletter explaining responsible biking and motorist responsibility, William Ince replied with this: "Run them off the road."

Mr. Ince: I am that biker that you want to run off the road. I am a wife, a mother, a daughter, a sister, a friend and citizen of Centerville.

I have added my name to a growing list of other concerned citizens that are petitioning the City to do what they said they would do years ago. However, adding my name was not enough for me. I chose to write this letter to solidify my position that I, along with my husband, support the current Main Street Public Space plan.

I implore you, as City Council members, to uphold the plan that was put in place years ago to continue to make Centerville City a great place to live. Adding beautifying elements, wider sidewalks and bike lanes will do just that. Let's keep our neighbors safe. Our kids safe. Let's do what we can to make Centerville the best city around.

I'll be there Tuesday night at the City Council meeting. And who knows? Maybe I'll ride my bike!

Sincerely,

Ashley Allsop

Cameron Hatch filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact:	Elected
First and Last Name:	Cameron Hatch
Address:	48 Canyon Breeze Drive

Phone: 8012960163
Email: cameron.hatch@me.com
Comments: Dear Mr. William (Bill) Ince,

I have had some of my neighbors reach out to me regarding some discussions about Centerville main street and the planning commission's proposals to improve the section from Parrish to Pages. I have been informed about some of your comments about bikers, including you stating, "run them off the road". I hope that was a miss-quote and that you actually didn't say this. There are many people who use bicycles as their primary mode of transportation, some by choice and others because they have no other means. I personally have commuted to work by bike along Centerville main street for 2+ years through winter, spring, summer, and fall (if you have ever driven on Centerville Main Street at 8am or 5pm you would have seen me in a white shirt and tie with my personal belongings in bags attached to my bike). I ride to Ace Hardware, the Library, Church, my children's schools, grocery stores, etc. since I live so close to them. I have a hard time justifying myself diving to these locations when they are so close to where I live. I happen to be one of those people to bicycle by choice, as a means to lessen my carbon footprint, to keep my body healthy and strong, and also because it's fun. Although I have the luxury to use a bicycle as my main choice for transportation, there are many Centerville residents who don't have a choice. For personal reasons they are limited to a bicycle as their only means of transportation. I say "only" because the bus system in Centerville only takes you along main street and to get to your destination beyond main street you have to walk or ride a bike. I know of one Centerville resident who is legally blind and not able to get a driver's license, but he is able to bike and does so to work every day. I know of a Bountiful resident who is unable to drive because he has seizures. He works in Centerville and rides a bike to and from work along our main street. I know of many other residents who had their driver's license revoked for making bad choices, yet they still need to get to work, buy groceries, etc. I know of residents who are lower income who cannot afford a car and use a bike and the bus as their only mode of transportation. To "run them off the road" seems very unkind and callous. It reveals your ignorance to the many reasons people ride bikes. Yes, there are many cyclists who ride purely for recreation and use our main street as their tour path. You can pick them out because they are dressed in spandex and look like they are racing the Tour de France. While those recreation cyclists can be annoying, running them off the road is not going to stop the fact that people use our roads for commuting and for recreation. You said, "...I get very, very frustrated by cyclists who figure that, whether they are going slower than traffic or not, um, the traffic needs to wait until there is enough clearance from the other side of the lane so that they can swing out around them. I'm sorry, I guess I'm really old fashioned but I think the roads are a critical part of transportation". I totally agree that the roads are a "critical part of transportation", but you must be reminded that cars are not the only means of transportation.

Now to the point about bike lanes. First of all, bike lanes create a distinct place for the bike and a distinct place for the car. This should help prevent the biker from slowing down motor traffic that wants to move much faster. Some think that cyclists need to ride on the sidewalk. Actually riding a bike on the sidewalk is more dangerous than riding

on the road. If you want more explanation about this, I invite you to bike with me along Centerville main street via the side walk.

I feel that you should consider the fact that cyclists are not going away. City's through the nation are creating spaces where cyclist and motorist can move together safely. So you have the choice to do something responsible to help ensure their safety and ensure that the flow of traffic is not impeded by approving the bike lane proposal which will let cyclist and motorists know where they can safely travel, or you can just allow our road to continue to stay the way it is and you will continue to be a frustrated motorist who has to wait to ride around all those cyclists.

Since you mentioned old fashioned, I want to tell you about a man named Amasa Lyman Clark who was born June of 1865. He was a banker in Farmington who commuted to work everyday by bike till he was 100 years old. He had to stop commuting to work because the traffic got to crazy. That was in 1965, imagine what he would think about me riding my bike with the current traffic conditions. He probably would have appreciated a bike lane. I hope I have the mental and physical ability to bike to work till I'm 100 years old!!

I hope you will reconsider your opinion about cyclist and the bike lane proposal. I use them all the time in Salt Lake City and the motorists and the cyclists seem to know where they belong to optimize safety and flow of traffic. Cyclist are not going away and now is the time to do something responsible to keep our main street safe and functional for all.

Sincerely,

Cameron Hatch
Centerville Resident

Submitted 2016-07-30 22:55:17
On:

Kim Samuelson filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: Elected
First and Last Name: Kim Samuelson
Address: 80 South Main Street
Phone: 801 292-6995
Email: rksamuelson@gmail.com
Comments:

The previous council evidently passed an ordinance affecting main street from Parrish to Porter lanes, which affects those who own property there. To those who were on that council: How dare you enact ordinances that will not only cost thousands of dollars to the owners, but make changes we don't want. I for one owner oppose this ordinance and especially the way it was adopted by those who are "educated" in this sort of thing.

Submitted 2016-07-30 20:45:03

On:

On 7/30/16, 7:21 AM, "Scott Higgins" <syhiggins@gmail.com> wrote:

Dear Centerville City Council Members -

Count me and my family as supporters of the Main Street Public Place plan that includes providing designated space for joggers and cycles. We regularly ride our bicycles and/or jog on Centerville streets regularly and strongly desire Centerville to be a place that makes such activity safe and appealing. Our family has invested thousands of dollars in purchasing quality bicycles the purpose of exercise and enjoying this beautiful area. We count on Centerville streets to be able to ride and jog safely with the ever growing traffic situation. Every year I support and participate in the 4th of July fun run along with hundreds of other Centerville residents and their families. Hundreds of other people attend the fun run to cheer on their family members and friends. This should be just one more indicator to the council of the importance and support of this plan by a vast number of Centerville residents.

I'm counting on you as a city council to support initiatives that make Centerville a more beautiful and safer community that encourages such activities as cycling, walking, jogging, and exercise.

Respectfully,

Scott Higgins

839 Camille Circle
Centerville, UT
8012922421
syhiggins@gmail.com

From: marysuevector <marysuevector@yahoo.com>

Date: Saturday, July 30, 2016 at 7:04 AM

To: City Council <citycouncil@centervilleut.com>

Subject: Main Street Public Space

Resent-From: City Council <citycouncil@centervilleut.com>

What a marvelous plan!! I thank all in your offices who worked to develop this plan, and evidently now must fight to defend it from detractors. Keep the faith and fight on! Again, thank you all for work toward keeping Centerville a fair city.

Mary Sue Rector
1445 Willow Valley Dr.
Centerville 84014

307 840-0311

marysuerector@yahoo.com

On 7/29/16, 1:34 PM, "Rob Oakes" <rob.oakes@oak-tree.us> wrote:

Dear Centerville City Council,

I am writing this email to provide my opinion on the public space options before the City Council on August 2, 2016.

First, I am strongly in favor of the Main Street Public Space plan currently in ordinance. I believe that these set of ordinances provide a compelling vision of how I would like our city to develop. As Centerville grows, we need to make smart and informed decisions about how we manage congestion; ensure that pedestrians, joggers, and cyclists can safely use our surface streets; attract high quality businesses; and create neighborhoods that become places where parents wish to raise their children.

Second, I would like to see the City Council actively explore how ideas present in the existing plan might be adapted to other parts of the city. For example, the plan calls for bike lanes on Main Street. (And I am super excited to see that UDOT has already started re-stripping parts of northern Centerville.) How can we get bike lanes on other major Centerville streets such as 400 West south of Parrish, on the Frontage Road, or on 400 East?

Bike lanes can help to provide a safe space. As a Centerville resident who works in Centerville, I use the bike lanes on a daily basis; as do hundreds of fellow citizens who jog, walk with small children in strollers, and enjoy time outside. They are a low cost amenity (just a stripe of paint) that can both simultaneously increase quality of life and greatly improve the safety of joggers, cyclists, and motorists.

The importance of these lanes cannot be understated. As evidenced by the tragic death of the woman in Bountiful just last week, our roads can be very dangerous places. I personally have had a number of close calls while biking where motorists have either not seen me, or I have literally been run off the road because motorists refuse to yield or are excessively aggressive. I am an experienced cyclist with decades of experience dodging cars. I worry for our children and youth who also ride their bikes, skateboard, or jog and lack that experience.

Centerville is a wonderful place. I choose to make my home here, and I look forward to working with the council to create a city where I can happily and safely raise my family.

Most Sincerely,

Robert Oakes

rob.oakes@oak-tree.us

(801) 734-9617

From: <kevin.l.mortensen@gmail.com> on behalf of K Mortensen
<kmortensen@mwred.com>

Date: Monday, August 1, 2016 at 2:30 PM

To: City Council <citycouncil@centervilleut.com>

Subject: Biking Lanes in Centerville

Resent-From: City Council <citycouncil@centervilleut.com>

To whom it may concern at Centerville City,

I love to bike in Centerville. It has been a good and positive experience for me, my wife and my family. It is a positive reason to live in Centerville. It makes quality of life better, etc. So I wanted to lend my support to encourage the City Council to be positive and helpful to encourage more bike lane connections to in community. Lets continue to connect with our neighboring cities.

Here are some great reasons to continue to increase the amount of bike lanes in Centerville

1. Each bike on the road means one less car.
2. Bike lanes encourage bicyclists to obey general traffic rules when roadways are marked.
3. Bike lanes encourage bicyclists to ride in the correct direction - with the flow of traffic.
4. Bike lanes encourage bicyclists to ride in the correct direction - with the flow of traffic.
5. Bike lanes provide an added buffer for pedestrians between sidewalks and thru traffic. This is important when young children are walking, biking, or playing on curbside sidewalks.
6. Bike lanes enforce the concept that bicyclists are roadway users and should behave like other vehicle operators.
7. Bike lane Bike lanes support and encourage bicycling as a means of transportation.
8. Bike lanes help define road space for bikes and for cars, promoting a more orderly

flow of traffic.

9. Bike lanes make crossing pedestrians more visible to drivers.
10. Bike lanes provide emergency vehicles room to maneuver around stopped traffic, decreasing response time.

Thank you for your service to our community.

--

Kevin Mortensen, Owner
Commercial Brokers Real Estate Services
Mountain West Real Estate Development
PO Box 728, Salt Lake City, UT 84047
kmortensen@mwred.com
801-580-4455

On 8/1/16, 2:16 PM, "Chris Cutler" <cacutler2@gmail.com> wrote:

Dear City Council,

We would like to voice our support for the current plan for the beautification and development of the Main Street on the South part of town. We do not think you should rescind the current plan. If changes are needed, please consider amending rather than throwing the entire plan out.

As always, thank you for your service to the citizens of Centerville.

Sincerely,

Chris & Mila Cutler
115 W 2150 N
Centerville, UT

Tel: 801-505-1608 (Chris) and 810-503-6515 (Mila)

From: Jed Winegar <jed.winegar@gmail.com>
Date: Monday, August 1, 2016 at 1:32 PM
To: City Council <citycouncil@centervilleut.com>
Subject: Centerville - Bike and jogging lanes

To whom this may concern

My wife and I use Centerville's roads ~4 times each week to bike and run. We are grateful for efforts made by our city thus far to create bike and jogging lanes. Without question, we are safer when painted lanes are present. They create a clear division between those inside cars and those using the roads to exercise and commute. We also applaud the good drivers of Centerville who are kind and patient with the hundreds of joggers and bikers who use our roads at a different speed than they.

We request our city council push for any and all measure's to improve/maintain these lanes and create more of such.

We also express our extreme disdain for the member(s) of the council who believes that running bikers off the road is a way to take care of cyclists. This comment is not funny. It is careless, cruel, and sets a terrible precedent. I question under what circumstance a council person thinks this to be comical or warranted. I also look forward to learning this councilperson's name. Our entire city deserves to know about this kind of behavior and thinking.

Thank you

Jed Winegar
Centerville, UTAH

On 8/1/16, 7:49 AM, "Laura Daines" <daineslaura@hotmail.com> wrote:

I am strongly in favor of bike trails and of beautifying our city as previously proposed. We want to encourage people to be healthy by exercising and providing a safe way for that to be accomplished.

Sent from my iPhone

From: Kristine Ward <kristinebward@gmail.com>

Date: Monday, August 1, 2016 at 7:31 AM

To: City Council <citycouncil@centervilleut.com>

Subject: Main Street plan

Resent-From: City Council <citycouncil@centervilleut.com>

I support the current "Main Street Public Space" plan that allows for bike lanes. There are many people (such as my husband) who already use biking as a means of exercise or transportation, and many others (me!) who will be encouraged to ride as they see a safer way to do so. I also desire a more beautiful Main St. as outlined in the proposed plan. Please support this current plan for a safer and more beautiful Main St.
Thanks for all you do!

Kristine Ward

From: Chris Fry <fryfam64@gmail.com>

Date: Sunday, July 31, 2016 at 9:52 PM

Cc: City Council <citycouncil@centervilleut.com>, Chris Fry <fryfam64@gmail.com>

Subject: Re: Main Street Public Space & council member comment(s)

Resent-From: City Council <citycouncil@centervilleut.com>

Dear Centerville City Council Members,

My name is Chris Fry, and I am an AVID CYCLIST, as well as a stand up community citizen. I have lived in Centerville for just over 9 years now with my beautiful wife and 3 children. My wife is a CYCLIST too. I am privileged to be a field based employee (home office) for a global pharmaceutical company and service the local medical community. Which means my family and I spend a significant amount of time in the Centerville community- recreating, supporting local businesses, going to school, and building friendships. We care about our community!

I am writing because today it was brought to my attention that members of the Centerville City Council want to deviate from the original plan adopted years ago to enhance Centerville's Main Street. As I understand, wider sidewalks, planters and bike lanes were included in the original plan. However, certain aspects of that plan are no longer a priority to a few members of the Council and unfortunately, biking lanes (along with other elements of the plan) seem to have found themselves on the chopping block. This IS NOT ACCEPTABLE to me.

There has been numerous times when a motorist was more than negligent while I (and cycling club members) were riding through Centerville. According to a 2013 study by the National Highway Traffic Safety Administration, 743 people were killed while riding a bicycle, while 48,000 more were injured.

I'm aware of the inherent dangers of road biking and because of that, I am a responsible cyclist. I have lights on the front and back of my bike. I wear a helmet. I obey all traffic laws. I stay alert and always watch for cars. However, I am DEEPLY CONCERNED to learn of damaging & significantly inconsiderate comments made by a city council member- Mr. Ince- toward Cyclists, our community members, regarding sharing the road and motorist responsibility. William Ince replied with this: "Run them off the road." THERE IS NO PLACE IN OUR COMMUNITY FOR THIS LEVEL OF IGNORANCE. Especially by local leaders. My hope is that this sentiment does not represent the council members, but one incompetent member who probably shouldn't be advised regarding public safety concerns.

Mr. Ince: My Wife and I are those bikers that you want to "run off the road". We are Centerville community members!

I have added our names to a growing list of other concerned citizens that are petitioning the City to do what they said they would do years ago. However, adding my name was not enough for me. I chose to write this letter to solidify my position that I, along with my wife, support the current Main Street Public Space plan.

I ask you, as City Council members, to uphold the plan that was put in place years ago to continue to make Centerville City a great place to live. Adding beautifying elements, wider sidewalks and SAFE bike lanes will do just that. Let's keep our neighbors safe. Our kids safe. Let's do what we can to make Centerville the best city in Davis County.

Concerned city members,
Chris & Nicole Fry

From: Camille Gregersen <camillegregersen@hotmail.com>
Date: Sunday, July 31, 2016 at 8:27 PM
To: City Council <citycouncil@centervilleut.com>
Subject: plan to improve Centerville
Resent-From: City Council <citycouncil@centervilleut.com>

Please keep the current plan in place for beautifying Centerville. My family walks, jogs, and bikes here in town and I am very much in favor of continuing forward with the planning commission's goal of improving the south end of Main Street and making it safer and more beautiful.

Thank you,
Camille Gregersen

Date: Sunday, July 31, 2016 at 6:00 PM
To: City Council <citycouncil@centervilleut.com>
Subject: Fwd: Centerville Streets
----- Forwarded message -----
From: Jim Veale <jim@cottonwoodtitle.com>
Date: Sun, Jul 31, 2016 at 1:05 PM
Subject: Centerville Streets
To: "beautiful.centerville@gmail.com" <beautiful.centerville@gmail.com>
Cc: Kristy Veale <Kristy.Veale@imail.org>,

Dear Centerville:

Please give very serious consideration to the proposal regarding keeping Centerville Streets friendly to people and bikes. I personally ride the Centerville Streets a minimum of 5 days a week and have loved the vision of Centerville being "Bike Friendly". Please note I have many Cycling friends who do not live in Centerville who come and join me frequently for training rides. They often comment that they wish their communities were as progressive. Please do not take a step back-wards, please look to future and the opportunity we have to be trail blazers and set an ensign for others to model their cities.

Centerville used to be known as "The Friendly Town" by those who established it. Let us not forget our roots and let's look to the future and what we can and should do to set a standard and legacy for our children and grandchildren.

Warmest Regards

Jim

From: Kristy Veale <Kristy.Veale@imail.org>

Date: Sunday, July 31, 2016 at 12:50 PM

To: City Council <citycouncil@centervilleut.com>

Subject: Centerville City

Resent-From: City Council <citycouncil@centervilleut.com>

Hi, I am writing you to let you know I want to keep our roads open to bikes, joggers and people. I love the way we have had the lines added to some of our roads to remind us of those individuals that might be using a path which keeps them healthy and strong.

Sincerely,

Kristy Veale RN MSN

Telestroke Program Manager Neurosciences Clinical Program 5171 S. Cottonwood Dr.
Murray, UT 84157-7000 Office: 801.507.8106 | Cell: 801.793.7304
kristy.veale@imail.org

On 7/31/16, 1:53 PM, "Wendy Higgins" <webehi@gmail.com> wrote:

Dear City Council -

As a former member of the Centerville Trails committee I strongly support safe running, walking and biking trails for our community. I see many people enjoying the outdoors in Centerville and hope the planning commission and city council will make it a priority to continue to be advocates for the walking paths and bike lanes here. Help keep us safe!!!

Wendy Higgins

From: Kerri Erickson <kerri@xmission.com>
Date: July 29, 2016 at 10:33:19 PM MDT
To: beautifulcenterville@gmail.com, citycouncil@centerville.com
Subject: Support of Main Street Public Space plan as currently outlined

I Kerri Erickson was born and raised in Centerville. I am the mother of five children all raised in Centerville, certified practicing Family Nurse Practitioner currently residing on Canyon Breeze Drive in Centerville.

I am the daughter of the late Ronald Robert Trump also born and raised in Centerville (general contractor and developer and public committee's servant for most of his adult life in Centerville), grand-daughter of the late Robert Austin Trump who was also born and raised in Centerville, public servant and general contractor in Centerville...

I whole heartedly give my support of the current proposed plan recommended by the Planning and Zoning Commission, as agreed upon by the former Centerville City Council, for the development of a safer, more beautiful Main Street corridor; including wider sidewalks, bike lanes, trees and so forth!

Please add my name and my husband's name and our phone numbers to the list of Centerville citizens supporting the Main Street plan as currently outlined.

Kerri Trump Erickson
801-898-8898
Jon T. Erickson
801-558-4555

From: Deborah Davidson <ddavidson1223@gmail.com>
Date: Saturday, July 30, 2016 at 9:08 PM
To: City Council <citycouncil@centervilleut.com>
Subject: Zoning Amendment/August 2 meeting
Resent-From: City Council <citycouncil@centervilleut.com>

Dear Council Members,

Thank you for your service to our City.

I would like you to know that I am in full support of the South Main Street Corridor plan as agreed upon by the Mayor, the Council and the Planning Commission in 2015. I find it to be a thoughtful plan. I would like Main Street to become a safer and more attractive environment for pedestrians, cyclists and motorists. A community's walkability is an important consideration for potential residents as well as those of us who are long term residents.

I am embarrassed by the appearance of Main Street at this time. It is becoming blighted. Our neighbors to the south in Bountiful have done an excellent job reinventing the heart

of that city. We can't afford to allow further deterioration. Let's embrace the plan that has already been approved!

Thank you for considering my input.

Deborah Davidson
543 South 300 East 801 673-3832-

From: John and JaNae <jjurry@gmail.com>
Date: Saturday, July 30, 2016 at 5:55 PM
To: City Council <citycouncil@centervilleut.com>
Subject: Main Street Beautification
Resent-From: City Council <citycouncil@centervilleut.com>

Dear City Council,

Thank you for your willingness to serve our city. And thank you for accepting citizen input on matters of importance.

We would like to express our strong support for the current "Main Street Public Space" plan.

We feel we are about as fiscally conservative as you will find, but we feel there is value in reasonable steps to beautify our city. We want to see something meaningful done to improve this section of roadway. We also think it is important to improve safety for those bikers who are already using Main Street, and for those, such as ourselves, who would like to do so more.

Downtown Salt Lake City is a very different situation from Centerville, but looking at how the LDS church, the local government, and others have spent vast amounts of money and effort to beautify their downtown can be instructive. The city cost to keep up low-maintenance additions would be very minimal.

Also, we understand that some on the city council apparently think there is something underhanded going on with regards to our citizen efforts to spread the word about this issue. We are very concerned about that attitude. Citizen involvement is part of the expected political process and has been used very effectively in the past, including by those of you who have concerns with this plan.

We know that you and we all want what is best for Centerville. We think there is only benefit to our city by supporting the Main Street Public Space plan.

Thank you for your consideration,
John and JaNae Urry
216 Canyon Breeze Dr.
Centerville, UT 84014

From: glen stacey <gstacey@gmail.com>
Date: Saturday, July 30, 2016 at 4:48 PM
To: City Council <citycouncil@centervilleut.com>
Subject: Centerville Improvements
Resent-From: City Council <citycouncil@centervilleut.com>

Dear City Council:

As we have a commitment this Tuesday, which is a standing commitment we cannot turn away from, we will be unable to attend the council meeting, but would like this e-mail to be counted as our vote to the pending improvements of Centerville. We have lived here for 46 years and have enjoyed being part of this wonderful city. These last few years we have seen a downturn in taking care of properties which greatly saddens us. We work hard to keep our yard and property updated and clean, so as not to be a sore spot in our neighborhood. We would love to see all of Centerville return to its caring for property and we certainly are in support of the improvements that have been planned by the Centerville Planning Commission.

When homes do not sell, and become rental properties, there seems to be little interest in keeping up yards. This is wrong as it lessens the home values in the neighborhood. We have seen many changes come in our years here and we are grateful for all the improvements that have been made. We want these improvements to continue and want safe areas for our children and grandchildren to go.

Our vote is a firm yes for these improvements and hope your vote will be the same, as you represent us.

Thank you,

Glen and Virginia Stacey
594 N 400 E
Centerville

From: JB <johnbarfuss@gmail.com>
Date: Saturday, July 30, 2016 at 4:21 PM
To: City Council <citycouncil@centervilleut.com>
Subject: Bicycle Lanes on Main Street in Centerville.
Resent-From: City Council <citycouncil@centervilleut.com>

Dear City Council,

Is it true that a standing city councilperson actually said: "Run them off the road" in regards to bicyclists riding on Main street?

I support the current plan for safer streets in Centerville, and as a cyclist that frequents that road, I urge you to support the current Main Street Public Space plan.

Thank you.

Johnny Barfuss
801-548-1479

On 7/30/16, 12:45 PM, "Gary Woodward" <gkwoodward@gmail.com> wrote:

We are writing to express our support for the Main Street beautification plan developed by the planning commission. We support the need to upgrade the standards for Main Street in Centerville. Main Street should not just be a high speed thoroughfare and this project will help to make Centerville more attractive and useable by residents, including cyclists, joggers and pedestrians.

Thank you,
Gary and Kristy Woodward

From: Elisa Ray <elisaray@gmail.com>
Date: Friday, July 29, 2016 at 6:57 PM
To: City Council <citycouncil@centervilleut.com>
Subject: Main Street Public Space
Resent-From: City Council <citycouncil@centervilleut.com>

Dear City Council,

I am very much in favor of the Main Street City Space Plan.

Please, please listen to these 2 Radio West episodes before you make any decisions. It will only take about an hour each. You need to know what your personal biases and what the studies show before you make a decision that affects everyone.

<http://radiowest.kuer.org/post/blue-zones-recipe-longevity>

<http://radiowest.kuer.org/post/better-cities-fewer-cars-more-bikes>

Thoughtful city planning is essential to helping people live healthy happy lives. Bad city planning pushes people toward unhealthy behaviors. Don't shoot down something great because it isn't perfect or we will be left with a highway straight through our town. I understand that Centerville Main may be unsuitable for a "shopping district" but it could very well be a "professional district" and a lovely place to walk and bike if we make efforts now.

My kids will be biking and walking to Centerville Jr. High for the next 12 years because it is healthier for them and everyone else. It is better for their physical, mental, and emotional well-being. They and all other children in this community deserve a safe place to live healthy lives.

Please listen. Please leave your biases at the door and listen. Please do some research on city planning.

Thanks you for your time and service,

Elisa Ray
637 N 500 E.
Centerville, Utah

From: Lisa Astling <lisaastling@gmail.com>
Date: Friday, July 29, 2016 at 1:10 PM
To: City Council <citycouncil@centervilleut.com>
Subject: South Centerville Main Street Improvements
Resent-From: City Council <citycouncil@centervilleut.com>

Dear City Council Members,

Before I express my views regarding the Public Space Plan for South Main Street, I would like to thank you for the time you spend on the City Council. After attending city meetings, I have walked away grateful for your concern and effort in taking care of our city, and addressing issues both big and small. Because of your time and work on the city council, the trust I have placed in you enables me to perform my life's work without those concerns. Thank you for representing me.

I have lived in Centerville for 10 years now and am so pleased with the environment here. I very much enjoy the small town feel with many of the benefits of living in a big city. I live seven houses West of Main Street and use Main Street every day to bike, walk and drive. I also use the Legacy trail to bike, but in order to get to the trail, I must use Main Street. I am one of many, many bikers, runners and walkers on Main Street. It is rare to not pass another person on Main Street who is also exercising. In addition to my activities, I have three sons who cross Main Street every day during the school year and am always concerned for their safety in crossing.

While biking on Main Street, I have been nearly side-swiped a number of times. So, a few months ago, I attended the City Planning Commission meeting to express my support for the proposed changes for Main Street and also to request bike lanes, or at least white lines on Main Street. I was pleased to see that two months later, white lines had been painted on Main Street, North of Parrish Lane and have felt much safer when I ride my bike on North Main Street. I was so grateful that the City Planning Commission listened to my concerns and acted and felt that to them, even just one person mattered.

I understand and support the importance of maintaining Main Street as a transit corridor and the current speed limit. If we are to uphold the current corridor and speed limit, in order to protect the interests and lives of both drivers and pedestrians, ANYTHING that can make a clearer demarcation along the road will be beneficial for both parties. Items that vary in height and color are more likely to direct both drivers and pedestrians on their safest course, particularly as I witness an increasing number of drivers looking at their phones while driving. Features such as green grass strips, planters, benches and such, will make more of an impression in central or peripheral vision than flat and colorless cement. An additional experience that brought this to my attention was teaching my 15-year-old son to drive. I assumed that the yellow center line would be enough to direct him, but with no white lines to the right, or any other obvious distinction on the roads to direct a young learner, he tended to drift to the right and swerve around parked cars (much to the horror of my fast-beating heart, that was remedied quickly). I reiterate, ANYTHING that can help drivers and pedestrians differentiate between their paths will make for a safer passage and will be worth the cost.

Furthermore, it is my feeling that if Centerville would like to perpetuate the notion of living in an area with a small town feel, with the benefits of a big city, beautification and variety will advance this picturesque notion more effectively than bare sidewalk and cement.

I have experienced the benefits and safety that just a white line can produce. Please consider that the value of my safety and even my life, outweigh, or at least equal, the cost of the Public Space Plan for South Main Street.

Thank you for your listening ear and your hard work and time.
Lisa Astling

From: <jared.southwick@gmail.com>
Reply-To: <jared.southwick@gmail.com>
Date: Wednesday, July 27, 2016 at 8:20 AM
To: Centerville Mayor <mayor@centervilleut.com>, City Council
<citycouncil@centervilleut.com>
Subject: Comment from Centerville Online Contact Form
Resent-From: City Council <citycouncil@centervilleut.com>

Jared Southwick filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: Elected
First and Last Name: Jared Southwick
Address: 1084 Hughes St.
Phone: 8014137139
Email: jared.southwick@gmail.com

Comments: In regards to the South Main Street Public Space plan, the 11/17/15 plan. I'm in favor of returning it to the way it was, or a possibly a less restrictive alternative. The cost burden of implementation and maintaining, on top of changing property rights is concerning. Changing the speed limit seems a little convoluted too. Right now it's uniform through Bountiful, Centerville, and Farmington. Let's not complicate it and create a speed trap. This plan seems like offering a cure when there is no ailment.

Thanks for your service.

Jared Southwick

Submitted On: 2016-07-27 14:20:12

On:

Cory Weeks filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: Elected

First and Last Name: Cory Weeks

Address: 190 E 500 N

Phone: 8016348324

Email: cory.weeks@gmail.com

Comments: I read the transcript from the most recent city council meeting. I want to weigh in on cyclist rights and bike lanes. While many cyclists do break laws and impede traffic, State law considers a bicycle to be subject to motorist laws; meaning, they should use the road (in SLC, it is illegal for them to use the sidewalk). They should also adhere to stop signs and traffic signals, wait in traffic lines, rather than pass on the shoulder. This is something that is not happening like it should. It endangers motorists, cyclists and pedestrians. It seems only people like Mr. Ince are interested in harming other human beings for an inconvenience; most cyclist accidents are just that, accidents. Those accidents are caused though by three factors: motorists not paying attention, cyclists breaking laws, a lack of safe riding zones for cyclists.

That said, it behooves the city to create safe bike lanes. Cyclist lanes free traffic on the road for motor vehicles and creates a safe zone for rider and motorist traffic. Couple that with proper adherence to laws and the road becomes safer and less prone to accidents.

Now, maintenance on bike lanes is also an important consideration. I am a cyclist and adhere to the laws, even using bike lanes (contrasting Mr. Ince's ignorant and foolish comments). If the lane is not maintained from potholes and debris, the lane will be unusable and will become more dangerous than having no bike lane at all.

Please consider maintaining the current transportation plan. It keeps our roads safe.

Best,

Cory Weeks

Submitted 2016-07-27 18:21:28

On:

Alice Roberts filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: Elected

First and Alice Roberts

Last Name:

Address: 535 North 100 East

Phone: 801-296-2425

Email: alice.roberts@me.com

Comments: I will not be able to attend the city council meeting on Tuesday, but I wanted to speak up and encourage you to keep the current south Main Street plan in place.

My children walk home from Centerville Jr. High, and I see this as an opportunity to encourage slower traffic. UDOT is not going to lower the speed along Main Street if they see it as a highway. If we create a Main Street that is NOT a highway, maybe they will see a reason to lower the speed. Even if they do not, I have read many articles explaining how elements between the sidewalk and the road, and narrower lanes actually encourage slower, more careful driving.

I also run and cycle throughout our city, and appreciate steps the city takes to make our community more pedestrian and cyclist friendly.

Submitted 2016-07-27 17:19:39

On:

Kevin Davies filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: Elected

First and Kevin Davies

Last Name:

Address: 560 North 100 East

Phone: 801-529-8451

Email: kecoproductions@gmail.com

Comments: After reading the transcripts of the last meeting between the City Council and the City Planning Commission, I am writing to express my extreme anger at the irresponsible and ignorant comments of some of the council members. As our elected officials you are responsible for being aware of what is going on in our city and to look out for the safety and well being of its citizens. Here are a couple of the things that are truly ignorant and irresponsible:

William "Bill" Ince:

"I am extremely frustrated with the striping on the road. And I been extremely frustrated, and Tami made this comment earlier in the evening, that bikes have full rights to the entire right of way on the road, and I'm extremely frustrated with them absolutely exercising it, and slowing traffic and causing problems.... I'm very negative on this whole thing. As a society we are spending a ton of money creating bike lanes, and I tell ya, nobody uses them."

Stephanie Ivy:

"Main Street... is just a high speed throughway for cars and it will/should just stay that way"

How can anyone who lives near main street say such blatantly false things? Every time you go on main street you will see runners and bikers. Especially in the morning and evening. Just because you don't run or bike, you should be looking at what is best for all the citizens of Centerville. Main street has been a throughway for bikes for decades. Long before I lived in Centerville, I and many friends from Davis county would ride through Centerville via Main Street.

In addition the following statement, is criminally irresponsible, Bill Ince is literally talking about murdering people and will do all I can to make sure he is never elected again:

Mayor:

"I've heard this comment from other residents, request for an article for city newsletter talking about responsible biking, what is the motorist responsibility, how should you handle bikers out in traffic..."

Bill Ince:

"Run them off the road"

How is this an acceptable response for anyone to say nothing of a city council member charged with the governance of the city?

Thank you for your time,

Kevin Davies

**Submitted
On:**

2016-07-27 15:25:58

Carrie Sorensen filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: Elected
**First and
Last Name:** Carrie Sorensen
Address: 798 N Bonita Way, Centerville, UT 84014
Phone: 8013474432

Email: sorensendigital@gmail.com

Comments: I support an improved Public Space Plan along Main Street. The access to trails in Centerville and ability to recreate really sets Centerville apart. I would love to have the ability to safely bike along main street pulling my children with me in a trailer. I can't do this now but would love too in the future. I also know almost ALL of the teenagers in my neighborhood walk to CJH, and walk along main street. AN improved public space plan would not only create more safety for them but also improve their lives. I know you have a lot of decisions on your desk but the improved public space plan would really impact our community in a positive way. Please support it!

Submitted 2016-07-20 20:40:40

On:

Steve Thacker

From: sorensendigital@gmail.com
Sent: Wednesday, July 20, 2016 2:41 PM
To: Mayor; City Council
Subject: Comment from Centerville Online Contact Form

Carrie Sorensen filled out the Centerville Contact form. The following is the submitted information and comment(s):

Contact: Elected

First and Last Name: Carrie Sorensen

Address: 798 n bonita way centerville, ut 84014

Phone: 8013474432

Email: sorensendigital@gmail.com

Comments: I support an improved Public Space Plan along Main Street. The access to trails in centerville and ability to recreate really sets centerville apart. I would love to have the ability to safely bike along main street pulling my children with me in a trailer. I can't do this now but would love too in the future. I also know almost ALL of the teenagers in my neighborhood walk to CJH, and walk along main street. AN improved public space plan would not only create more safety for them but also improve their lives. I know you have alot of decisions on your desk but the improved public space plan would really impact our community in a positive way. Please support it!

Submitted 2016-07-20 20:40:40

On:

IP Address: 206.174.163.82

Steve Thacker

From: Thomas Howell <howell.thomas@gmail.com>
Sent: Thursday, July 28, 2016 10:47 PM
To: Paul C
Cc: Mayor
Subject: Re: COPY - South Main Street Public Space Plan

Good evening Paul,

Here is my revised opinion on the current plan that I forwarded to the council members this evening. Please let me know if I am still off base or mistaken. If so, I'll just crawl under a rock and be done.

Tom

Re: REVISED OPINION, South Main Street (SMS) Public Space Plan

To the Centerville City Council:

My name is Thomas Howell and I emailed you yesterday to express my disapproval of the SMS Public Space Plan. As a reminder, my wife is a CPA and I am a small business owner who was based on Main Street in Bountiful during the recent revitalization. We have lived in Centerville since 2007 and just welcomed our fifth child in March.

Unfortunately, much of the information I was provided and from which I formulated my opinion was incorrect. It was based on one person's view of the facts and included elements that were quite misleading. I am embarrassed for having formulated such a strong opinion without going directly to the source material. The fact is that I have spent far too much time studying the details of this plan in the last 48 hours (to the detriment of my family), and find that I am not only okay with the Plan, but **STRONGLY** in favor of it.

At the risk of having lost all credibility with you, I wish to refute the major issues I raised in yesterday's letter. The SMS Public Space Plan is:

- NOT about government overreach and influence over private property
- NOT about converting Main Street into a walking/biking "plaza" type corridor

-NOT about the city incurring unnecessary costs

-NOT about encouraging high density housing

-NOT about slowing the speed limit on Main Street

Just about every argument and issue I raised in yesterday's letter was invalid or off base. Ironically, the Plan I argued against is actually following one of my key recommendations (Option 2 in my letter).

As a small business owner, I feel keenly aware of the proper role of local government and am very sensitive to government overreach and overspending. The SMS Public Space Plan strikes a great balance between government planning and respect for private property rights.

Perhaps we can all agree on one fact: the commercial zone on Main Street feels old and too industrial for the neighborhoods that surround it. Centerville has a great industrial district on the west side of the freeway, but Main Street in our city should be held to a higher standard because it is surrounded by schools and neighborhoods and families. The proper entity to set those standards is our city government, and the proper entities for complying with those standards are the individual property owners.

It would be a problem if our city mandated certain code upgrades and compliance within a certain time frame, but the Plan places no such burden on the property owners. Existing properties are grandfathered in their current state, and unless the property owner undertakes a major remodel (greater than 30% change to the property), the new codes have no effect on them. I also need to point out that once a property owner or developer undertakes a renovation of greater than 30%, the costs of complying with the SMS Public Space Plan will be a very small percentage relative to the other remodeling costs. In fact, one could argue that most any remodel would include some effort to revitalize the appearance of the business from the street. The SMS Plan is simply standardizing the look and feel of improvements undertaken by the different property owners.

Frankly, I can only think of two legitimate arguments against the Plan at this point:

1-Doesn't the Plan place unfair costs and burdens on the private property owners within the affected area?

Answer: Absolutely not! Property owners can choose to operate in a way so as to never become subject to the Plan requirements. Those owners that decide to undertake a major renovation are just being asked to comply with the standards set by the city. Property owners and small businesses have a responsibility to contribute value to the communities in which they operate, and complying with a reasonable set of standards is only a small part of that value.

2-Doesn't this plan take too long to implement? Won't it result in a patchwork of updated sidewalks interspersed with old?

Answer: Yes and yes! It could literally take decades before most of the properties become subject to the Plan requirements, but there is no better way to treat the private property owners with deference and

respect. The city can reasonably ask for the same level of respect in return. I have seen cities wrongfully impose on private property owners through the use of eminent domain and codes crafted with thug-like deadlines. The current Plan holds private property owners on a pedestal and accepts the extended timeline as a cost of giving deference to these owners.

Incidentally, property owners that choose to delay or avoid improvements will begin to benefit from the properties that are brought up to standard. The look and feel of Main Street will improve with every property that is brought up to code, and the remaining property owners will see an increase in their property value as a direct result.

I would also like to point out that my support for the plan is not tied to any one specific standard that has been set. I consider those to be details and open for further discussion and revision as the Plan is implemented.

Finally, I find it a little disturbing that our great city, which has been established for many years, has not already resolved these sorts of issues. It isn't good enough to reject every proposal that is brought forward and be contented with having made an effort. In fact, I believe those who say "No" without putting in the effort to formulate a better alternative are taking a lazy escape. These sorts of issues need to be addressed promptly instead of getting kicked down the road and hoping for some magic answer to suddenly appear.

Also, my brief interactions this week with various city representatives has revealed a level of mistrust and suspicion by some individuals that is wholly inappropriate for our city government. Some might call it "politics as usual" but I believe we can do better through better communication and outreach.

...so says the crazy guy who changes his mind from one day to the next.

Thank you very much for your service. I don't envy your positions one bit, and I fully respect the thought and effort you put in to address the issues facing the city.

Sincerely,

Thomas R. Howell

On Wed, Jul 27, 2016 at 7:18 PM, Paul Cutler <paulcutler@gmail.com> wrote:
Hi Tom,

I really appreciate you opinion on this matter — especially given your experience in Bountiful. I am grateful that you took the time to consider the situation and write a detailed response. I'm curious how you found out about the hearing and what

inspired you to write? (we try various methods to get the word out, so I'm always interested in who/what inspires citizens to respond)

Since you are a good friend, and will have kids in Jr. High occasionally walking on that stretch of Main St, I wanted to comment on a couple of your items below to make sure we both have a correct understanding of the situation.

Furthermore, it would be improper to assume a "build it and they will come" mentality. That has never been the role of government and it shouldn't be in this situation. I do believe that South Main Street is feeling old and a little too industrial, but I can only think of two options that would be proper for the city to consider:

Option 1: Solicit private investment from redevelopers. Outline a clear vision for what the citizens of the city want to accomplish and then support the developer and be their cheerleader. This is difficult as the developer must secure control over many different patches of private property, but the result is relatively quick and cohesive. Without commitments from private investment, the city should not invest in improvements that are "over-building" for the neighborhood.

Option 2: Revise codes and enforce them for residential and commercial properties along Main Street. This is a very long process as current builds would need to be grandfathered until some modification was requested for the property. This approach keeps the burden of improvements and maintenance with the private property owner.

Option #2 is exactly the beautification approach that the City has chosen to take so far in the existing plan that the Council is considering scrapping. The plan only applies to the commercial zone (roughly 100N to Porter Lane). It's generally agreed that the process will take 25-50 years to bear fruit. All existing property owners are grandfathered in until a modification is requested. All the burden of improvements and maintenance are with the private property owner (many debate the viability of this, given how poorly the current property owners take care of their property).

I would argue that it is the role of municipal government to set design standards for developers to comply with. In this case the City has set standards for things such as sidewalks, landscaping, lighting, and other beautification requirements like planters and benches. It's fair to disagree with the standards, but I think everyone agrees that it's the proper role of a city to handle planning, zoning, and enforcement of building standards. Whether Government should be involved in redevelopment incentives (like the Bountiful MainStreet RDA or Centerville Parrish Lane RDA) is certainly a good topic for debate. In this case no financial incentives are involved.

My primary reason for opposing this plan is because I believe it would be an irresponsible use of taxpayer dollars. The probability of achieving the desired result is much too low and the ongoing costs are too high. It also appears designed to benefit the immediate neighborhoods under the auspices of commercial development and safety, neither of which has been proven as a need or likely outcome.

I am not aware of any use of Taxpayer dollars in the current plan. No use of taxpayer dollars is required to my knowledge (other than the normal process of City staff reviewing future proposals to ensure they meet the city guidelines). If the city were to take over maintenance of improvements, there would certainly be a cost, but so far the City is not taking over any maintenance.

I strongly recommend that the South Main Street Public Space Plan as adopted on 11/17/15 be overturned and revert to the historical plan. I also suggest that, where public monies are concerned, such proposals receive more rigorous study that includes good-faith arguments both for and against.

So the "historical plan" is no required beautification improvements — it's exactly what we have today. If we do nothing we will continue to have what you described as "South Main Street is feeling old and a little too industrial".

Is that really what you recommend? Are there any elements of the South Main Street Public Space Plan that you would keep? Here is the breakdown of elements that I view as part of the Public Space Plan, which applies only to the commercially zoned areas between ~150North (Carwash/Maverick) and Porter Lane (O'Brien Glass).

1. **Wider Sidewalks:** The plan requires 6' sidewalks as opposed to the current 4' sidewalk on the East side of Main St and the current 5" sidewalk up against the curb on the West side of Main St.
2. **Park Strip:** The plan requires 4' park steps on both sides of Main St. (Currently there is no park strip on the West side of Main St)
3. **Hardscape materials:** The plan requires the landscaping to be broken up periodically (every 50' or so) with a pattern of hardscape materials like pavers or colored concrete in the park strip and in the 10' behind the sidewalk.
4. **Decorative elements:** The plan requires developers to periodically include elements like planter boxes or benches in the landscape design.
5. **Pedestrian Lighting:** The plan requires decorative pedestrian lighting to be installed (somewhat similar to the black decorative lighting on Parrish Lane and 400W.)
6. **Enhanced Landscaping for 10' behind the sidewalk:** The plan includes enhanced decorative landscaping requirements behind the sidewalk (such as trees, shrubs, pavers/patios, hiding of utility boxes, etc)

Thanks for your feedback,
/Paul

Paul Cutler
Centerville City Mayor
801-390-3444
mayor@centervilleut.com



From: Thomas Howell <howell.thomas@gmail.com>
Date: Wednesday, July 27, 2016 at 1:38 PM
To: Centerville Mayor <mayor@centervilleut.com>
Subject: COPY - South Main Street Public Space Plan
Resent-From: <paulc@centervilleut.com>

Good afternoon Paul,

Sorry to copy you on such a long letter. You don't need to worry about reading it if it has no bearing on your responsibilities.

Tom

July 27, 2016

Re: South Main Street (SMS) Public Space Plan

To Paul Cutler:

I am writing to express my disappointment and strong disapproval of the SMS Public Space Plan. I own a small business and operated for years on Old Main Street in Bountiful, including during its most recent revitalization. I am also familiar with the development challenges faced by Bountiful City with the Renaissance Center. While promoting a walkable main street sounds good at first glance, a more in depth study of the issue shows the proposal to be poorly conceived almost in its entirety.

Master planning studies have consistently shown that walkable developments in commercial areas must have (1) high density retail establishments, (2) proper retail profiles/business types, and (3) convenient alternate driving corridors in order to be successful. This is Centerville's status on each point:

1-The current density of retail businesses along Main Street (2-3 per block) does not come close to meeting this threshold. The businesses are just too far apart to induce a walking environment in our hot summers and icy winters.

2-The businesses that have been established on Main Street are a very poor profile match. Do people really want to walk to automotive garages, garden nurseries, and gas stations? Or dental offices and insurance agencies? As with Main Street in Bountiful, a private developer is needed to rebuild and manage the mix of businesses permitted to operate in a walking district.

3-The only alternatives to driving Main Street are 400 East and 400 West. Neither is very convenient and both are completely residential. Trying to assert that Main Street could continue to handle its current traffic volumes AND function as a walkable district is disingenuous. Pedestrians will not respond favorably without a reduction in traffic volume. More importantly, Main Street in Centerville is one of the few streets running north/south that acts as overflow when I-15 and Legacy hit gridlock. This will only happen with more regularity as our neighboring cities to the north continue to develop and grow in population.

A deficiency in any one of these criteria severely compromises the likelihood of success, and South Main Street fails on all three. The inevitable result is a nominal, if any, increase in pedestrian traffic. It is more likely that it becomes one more section of public domain that the city struggles to maintain and repair, especially in lean fiscal times. An under-utilized public project has a much greater negative impact on citizens' attitudes as the improvements age and take on a ghost-town feeling: full of good intentions but not needed and not wanted.

Furthermore, it would be improper to assume a "build it and they will come" mentality. That has never been the role of government and it shouldn't be in this situation. I do believe that South Main Street is feeling old and a little too industrial, but I can only think of two options that would be proper for the city to consider:

Option 1: Solicit private investment from redevelopers. Outline a clear vision for what the citizens of the city want to accomplish and then support the developer and be their cheerleader. This is difficult as the developer must secure control over many different patches of private property, but the result is relatively quick and cohesive. Without commitments from private investment, the city should not invest in improvements that are "over-building" for the neighborhood.

Option 2: Revise codes and enforce them for residential and commercial properties along Main Street. This is a very long process as current builds would need to be grandfathered until some modification was requested for the property. This approach keeps the burden of improvements and maintenance with the private property owner.

My primary reason for opposing this plan is because I believe it would be an irresponsible use of taxpayer dollars. The probability of achieving the desired result is much too low and the ongoing costs are too high. It also appears designed to benefit the immediate neighborhoods under the auspices of commercial development and safety, neither of which has been proven as a need or likely outcome.

I strongly recommend that the South Main Street Public Space Plan as adopted on 11/17/15 be overturned and revert to the historical plan. I also suggest that, where public monies are concerned, such proposals receive more rigorous study that includes good-faith arguments both for and against.

This is only a summary of my opinion on the matter. I've included more detailed feedback below. Needless to say, this proposal has all the hallmarks of feel-good policy without the substance and practicality that accompanies thorough research and due diligence.

Thank you very much for your time and attention. I will do my best to attend the City Council Meeting on August 2, but five little children at home makes it difficult. Please let me know if you have any questions.

Sincerely,

Thomas R. Howell

208 E 1875 N

Centerville, UT 84014

Additional details:

-To the extent this proposal is part of a mixed use plan that encourages higher densities, I strongly oppose it. Very few residents of the city are in favor of higher density development east of I-15.

-Without a demonstrated need for safety improvements, I oppose any effort which may eventually lead to speed reductions on Main Street. Between the school zones and traffic congestion, I believe actual speeds are already lower than 40 mph at many times during the day.

-As proposed, the design elements contribute to obscured vision for both pedestrians and drivers. It is poorly conceived and likely to increase driver speeds where they would otherwise be inclined to slow down. A perceived barrier between drivers and pedestrians results in a dangerous and false sense of security.

-Trees in front of businesses, as proposed, is an extremely hot button topic. Residents and pedestrians love trees. Businesses hate the reduction in visibility. A quick look at the acrimonious debate between Bountiful City and Main Street Merchants would be instructive.

-The Public Space Plan, as proposed, serves to segment a portion of Main Street from the rest of the city. I believe it reflects better on the city to have a consistent treatment of Main Street from north to south.

-Forcing the city to adopt maintenance and repair costs on easements that have historically been taken care of by private property owners is backwards thinking. As mentioned earlier, commercial and residential developers should address curb appeal/aesthetics as part of their planning, but ongoing maintenance should remain private or by home owners association. The current industrial look on Main Street is a failure either of city codes or enforcement.

-Main Street has always been a transit corridor for students and professionals. In fact, it is the most appealing option when trying to avoid I-15. Efforts to convert Main Street into something other than an efficient transit corridor negatively affect many more people than they benefit. I do not mean to be insensitive, but those residents that live close to Main Street know exactly what they are getting when they move in. Trying to change Main Street in ways to benefit the section closest to their neighborhood is patently unfair to all other users.



Mainstreet Improvements per the Concept Plan

9/6/2016

Cost Estimate per 80' (Improvement for one cycle of the A&B pattern approx 80')			
Item	Quantity	Unit	Cost
Demolition	808	SF	\$0.75
Colored Concrete	306	SF	\$12.00
Standard Concrete	328	SF	\$7.00
Plant Beds (including irrigation, soil, shrubs)	174	SF	\$10.00
Planter option	2	EA	\$2,000.00
Light Poles	2	EA	\$4,330.00
Sub Total			\$20,974.00
Contingency 20%	1	LS	\$4,194.80
Mobilization/Contractor Profit 5%	1	LS	\$1,258.44

Total On-Site Improvements (Per Linear Foot of 6' of improvement)	\$330.34
Total On-Site Improvements (Including both sides of the street, 4000 total feet)	\$1,321,362.00

Mainstreet Improvements (Minimal Improvements)

9/6/2016

Cost Estimate (Improvement of approx 80' of sidewalk and park strip)			
Item	Quantity	Unit	Cost
Demolition	808	SF	\$0.75
Colored Concrete	0	SF	\$12.00
Standard Concrete	490	SF	\$7.00
Sod parking strip	318	SF	\$2.80
Planter option	0	EA	\$2,000.00
Light Poles	0	EA	\$4,330.00
Sub Total			\$4,926.40
Contingency 20%	1	LS	\$985.28
Mobilization/Contractor Profit 5%	1	LS	\$295.58

Total On-Site Improvements (Per Linear Foot of 6' of improvement)	\$77.59
Total On-Site Improvements (Including both sides of the street, 4000 total feet)	\$310,363.20

Note:

Cost estimate does not include the following costs:
 Curb demo and replacement
 Intersection enhancements
 Retaining walls
 Existing improvement demolition or replacement other than sidewalk and parkstrip
 Major utility trunk lines for electricity, water, or stormwater