

CENTERVILLE CITY COUNCIL AGENDA

NOTICE IS HEREBY GIVEN THAT THE CENTERVILLE CITY COUNCIL WILL HOLD ITS REGULAR PUBLIC MEETING AT 7:00 PM ON AUGUST 2, 2016 AT THE CENTERVILLE CITY COMMUNITY CENTER AND CITY HALL COUNCIL CHAMBERS, 250 NORTH MAIN STREET, CENTERVILLE, UTAH. THE AGENDA IS SHOWN BELOW.

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

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

A notebook containing supporting materials for the business agenda items is available for public inspection and review at City Hall and will be available for review at the meeting. Upon request, a citizen may obtain (without charge) the City Manager's memo summarizing the agenda business, or may read this memo on the City's website: <http://centerville.novusagenda.com/agendapublic>.

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

Time:

- 5:30 Work Session with South Davis Sewer District Representatives re: a) Food Waste to Energy Proposal; and b) Other topics re District operations
- 7:00 **A. ROLL CALL**
 (See City Manager's Memo for summary of meeting business)
- B. PLEDGE OF ALLEGIANCE**
- C. PRAYER OR THOUGHT**
 Councilman McEwan
- 7:05 **D. OPEN SESSION (This item allows for the public to comment on any subject of municipal concern, including agenda items that are not scheduled for a public hearing. Citizens are encouraged to limit their comments to two (2) minutes per person. Citizens may request a time to speak during Open Session by calling the City Recorder's office at 295-3477, or may make such request at the beginning of Open Session.) Please state your name and city of residence.**

E. BUSINESS

- | | | |
|------|----|---|
| 7:10 | 1. | Minutes Review and Acceptance
July 19, 2016 work session and regular Council meeting |
| 7:15 | 2. | Public Hearing - Zoning Code Amendments - South Main Street Corridor (SMSC) Overlay - Chapter 12-48
Consider and discuss Zoning Code amendments to Chapter 12.48 regarding the Public Space Plan for the SMSC Overlay Zone |
| 8:15 | 3. | Bid award to Mountainland in the amount of \$44,939 for radio-read equipment for Water Department |
| 8:25 | 4. | Discussion with Police Chief re civilian position in Police Department |
| 8:35 | 5. | Mayor's Report
a. Fire Service Area
b. Tour of Utah on August 5 |
| 8:45 | 6. | City Manager's Report
a. Confirm calendar of meetings
b. Operational Metrics |
| 9:00 | 7. | Miscellaneous Business
a. Approve the purchase of a Vermeer tree chipper from Vermeer Rocky Mountain in the amount of \$36,329.40 |
| 9:05 | 8. | Closed meeting for reasons allowed by state law, including, but not limited to, the provisions of Section 52-4-205 of the Utah Open and Public Meetings Act, and for attorney-client matters that are privileged pursuant to Utah Code Ann. § 78B-1-137, as amended |
| 9:35 | 9. | Possible action following closed meeting, including appointments to boards and committees and consideration of pay raise for City Manager |

F. ADJOURNMENT

Items of Interest (i.e., newspaper articles, items not on agenda); Posted in-meeting information

Marsha L. Morrow, MMC
Centerville City Recorder

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
8/2/2016**

Item No.

Short Title: Work Session with South Davis Sewer District Representatives re: a) Food Waste to Energy Proposal; and
b) Other topics re District operations

Initiated By: Dee Hansen, South Davis Sewer District Board Member

Scheduled Time: 5:30

SUBJECT

RECOMMENDATION

Hear presentation from Dee Hansen (South Davis Sewer District Board Member representing Centerville) and Dal Wayment (SDSD General Manager) about "food waste to energy" project. Ask questions about this project and any other issues or topics relating to the Sewer District.

BACKGROUND

Dee Hansen requested an opportunity to update the City Council about this project, and preferred that be in a work session. In addition to the attendance of the General Manager, Dal Wayment, Dee may also bring the engineer working on this project.

CENTERVILLE

Staff Backup Report

8/2/2016

Item No.

Short Title: (See City Manager's Memo for summary of meeting business)

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- ▣ City Manager Summary of August 2, 2016 City Council meetings



CENTERVILLE CITY

250 North Main • Centerville, Utah 84014-1824 • (801) 295-3477 • Fax: (801) 292-8034

Incorporated in 1915

Mayor

Paul A. Cutler

City Council

Tamilyn Fillmore

William Ince

Stephanie Ivie

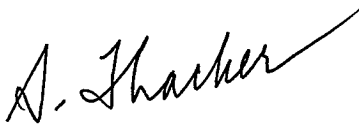
George McEwan

Robyn Mecham

City Manager

Steve H. Thacker

interoffice MEMORANDUM

to: Mayor Cutler
City Council
cc: Department Heads
Planning Commission
from: Steve H. Thacker, City Manager 
subject: City Manager's Summary of August 2, 2016 Council Meetings
date: July 29, 2016

The public may access the meeting agenda, staff reports and supporting documents online by going to: <http://centerville.novusagenda.com/agendapublic>. Alternatively, the meeting agenda, etc. can be accessed via a link on the homepage of the City's website: www.centervilleut.net.

5:30 Work Session – The City Council will meet with South Davis Sewer District Reps—Dee Hansen, Board Member and Dal Wayment, General Manager—at 5:30 p.m. to be updated regarding the “food waste to energy” project. This will also be an opportunity for Council Members to ask them about any other Sewer District issues or matters. Dinner will be available beginning at 5:15 p.m.

7:00 Regular City Council Meeting

E.1. Minutes Review -- The minutes to be approved are available online via the links cited above.

E.2. Public Hearing—Zoning Code Amendments re South Main Street Corridor Public Space Plan
The City Council (CC) met with the Planning Commission (PC) in a work session on July 19 to discuss the PC's recommendations about the public space plan for the South Main Street Corridor. The prior CC adopted this plan in November 2015. However, the new CC in 2016 asked the PC to consider several changes to that plan. After several months of study, the PC recently returned a recommendation to the CC to preserve most of the plan as adopted by the prior CC. In their July 19 meeting, several current CC members expressed disagreement with the PC's recommendations, but agreed to proceed with a public hearing on August 2nd about the PC's recommendations. Information about the PC's recommendations, as well as alternatives discussed by the City Council, can be found online.

E.3. Bid Award: Radio-Read Equipment for Water Department – This bid award involves the purchase of equipment needed to convert the water meters serving commercial customers to radio-read technology. This conversion would enable these meters to be read as a vehicle drives down the road, rather than by an employee walking to each meter. Commercial water meters are read monthly year-round—whereas residential meters are read monthly only during the warmer months. This conversion of the commercial meters will give the Water Division an opportunity to evaluate the cost



vs. benefits of converting all meters in the future to radio-read. Randy Randall, Public Works Director, will attend the Council meeting to explain further and answer questions. The FY 2017 Budget includes funding for this project.

- E.4. Request for New Position in Police Department** – As directed by the City Council when they approved the FY 2017 Budget, Chief Child will attend to answer questions about his request for a new civilian position in the Police Department, as well as his budget request for purchase of another speed detection sign.
- E.5. Mayor's Report** – Mayor Cutler will report on Fire Service Area matters and the Tour of Utah stage that will pass through Centerville on August 5th.
- E.6. City Manager's Report** – The Council should review their calendars and determine if the proposed schedule of upcoming meetings and other events is acceptable. See the staff report for this list. Jacob Smith, Assistant to the City Manager, will highlight some of the data from the latest Operational Metrics quarterly report, and share some examples of how this information is being used by management.
- E.7. Miscellaneous Business** – Since there were not enough items to create a Summary Action Calendar on this agenda, the purchase of a tree chipper has been placed under this heading. Attached to the staff report is a memo from Bruce Cox which makes good arguments/justification for this purchase, which is included in the Adopted FY 2017 Budget.
- E.8. Closed Meeting, if necessary** – The City Council will adjourn into a closed meeting to conduct the annual performance review of the City Manager.
- E.9. Appointments to City Boards/Committees** – In addition to considering any appointments to City boards/committees recommended by the Mayor, the Council may consider a pay raise for the City Manager after conducting his performance review in closed meeting.

Potential Agenda Items for August 16, 2016 City Council or RDA meetings (subject to change):

- Work Session re Comprehensive Sidewalk Analysis
- Approve Facilities Use Agreements for use of City sports fields
- Terminate warranty period for Pastures Phase 1 development
- Financial Report for period ending June 30, 2016
- City Council Liaison Report – Councilwoman Ivie
- Public Hearing - Transfer of Real Property to South Davis Metro Fire Service Area - Fire Station No. 83
- Continuation of discussion (and possibly public hearing) for South Main Street Corridor public space plan
- July 4th Celebration report

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
8/2/2016**

Item No.

Short Title: Councilman McEwan

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
8/2/2016**

Item No. 1.

Short Title: Minutes Review and Acceptance

Initiated By: City Recorder

Scheduled Time: 7:10

SUBJECT

July 19, 2016 work session and regular Council meeting

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- ☐ July 19, 2016 work session
- ☐ July 19, 2016 City Council meeting

PRELIMINARY DRAFT

Minutes of the Centerville City Council and Planning Commission joint **work session** held Tuesday, July 19, 2016 at 5:30 p.m. in the Centerville City Council Chambers, 250 North Main Street, Centerville, Utah.

MEMBERS PRESENT

Mayor	Paul A. Cutler
Council Members	Tamilyn Fillmore William Ince Stephanie Ivie George McEwan Robyn Mecham

PLANNING COMMISSIONERS PRESENT

Chair	David P. Hirschi
Commissioners	Kevin Daly Cheylynn Hayman Gina Hirst Logan Johnson Becki Wright

COMMISSIONER ABSENT Scott Kjar

STAFF PRESENT

Steve Thacker, City Manager
Lisa Romney, City Attorney
Jacob Smith, Assistant to the City Manager
Cory Snyder, Community Development Director
Katie Rust, Recording Secretary

STAFF ABSENT

Blaine Lutz, Finance Director/Assistant City Manager

SOUTH MAIN STREET CORRIDOR PUBLIC SPACE PLAN

Chair Hirschi summarized direction given by the Council to the Planning Commission regarding proposed amendments to the South Main Street Corridor (SMSC) Public Space Plan, particularly concerning liability. He described the Commission's process of in-depth examination of the SMSC, which included discussions with a UDOT representative, the Police Chief, the City Attorney, and Wasatch Front Regional Council (WFRC) representatives. Chair Hirschi stated that the Planning Commission's primary focus has been on creating a more walkable Main Street. He reported they were told by the UDOT representative that lane widths could be modified, bike lanes could be added, and cityscape furniture could be added to rights-of-way as long as certain criteria are met. The Planning Commission has made an effort to refine the proposed Public Space Plan and provide a recommendation that would create a more active transportation corridor without undue liability and maintenance for the City. Chair Hirschi reported that during public hearings citizens seemed mostly in favor of doing something to spruce up the corridor. The recommendations from the Planning Commission were passed by majority vote of the Commission (5-2) on July 13th.

Commissioner Wright explained that the lengthy analysis and research results included with the Commission's recommendation strongly support placing furniture elements in the rights-of-way, with safety concerns mitigated by using proper materials. She expressed the

1 opinion that the proposed Public Space Plan would encourage walkability along Main Street.
2 Commissioner Hayman reported that the WFRC representative referred to what has been done
3 on Main Street in Logan, stating that something similar could be done in Centerville. Chair
4 Hirschi pointed out that one major change from the Commission's earlier recommendation to the
5 Council is for decorative light poles to remain in the park strips, but for trees to move back onto
6 private property. Street furniture and planter boxes that meet UDOT break-away requirements
7 are included in the recommendation, as well as the addition of a stripe along each side of the
8 street to create space between the curb and travel lanes between Parrish Lane and Pages
9 Lane, for bicyclists. The recommendation is for a symmetric street plan.

10
11 Commissioner Wright stated the UDOT representative recommended the City wait until
12 UDOT rebuilds Main Street in 2018 to put significant funds into establishing bike lanes. The
13 Council and Planning Commission discussed bike lanes and the relationship between drivers
14 and bikers sharing roadways. Councilman McEwan said he would like to see data used by
15 UDOT to determine lane widths. Mr. Snyder stated it is his impression that the Planning
16 Commission would like bike lanes to be part of the SMSC Public Space Plan, whatever the lane
17 width ends up being. Mr. Thacker recommended involving the Trails Committee in the
18 discussions. Commissioner Hayman stated the WFRC representative was pushing 11-foot
19 automobile lanes to allow for 5.5-foot bike lanes.

20
21 Commissioner Johnson stated he did not vote in favor of the proposed amendments
22 because he feels current zoning is not conducive to walkability, and he would not want to add to
23 development costs for elements he feels are not a good match for existing zoning style.
24 Commissioner Daley agreed with Commissioner Johnson's comments, and added that Main
25 Street is the primary way to get north and south through the City. He stated Main Street is an
26 auto corridor that will never be Main Street in Bountiful. Commissioner Daley commented that
27 the majority of pedestrians on Main Street are junior high students going to and from school. He
28 does not anticipate major pedestrian traffic on Main Street, so he feels some of the proposed
29 elements are unrealistic and unfeasible. Commissioner Daly suggested the City should take
30 more of a middle ground. Councilman McEwan pointed out the size of the barricades between
31 pedestrian traffic and automobile traffic on the Parrish Lane overpass, with a speed limit of 35
32 mph. Main Street has a speed limit of 40 mph. The Council and Planning Commission
33 discussed the likelihood that the speed limit on Main Street would change in the future.

34
35 Councilwoman Fillmore stated many citizens living in the SMSC area have told her they
36 would like to be able to safely walk or ride bikes to the library, or other locations. She said she
37 feels the City should respect the residential neighborhoods behind the corridor and control
38 speeds with built elements along the road. Councilwoman Fillmore said she has felt a pressing
39 need for a Public Space Plan to be in place with an entire block of the corridor ready for
40 development. Chair Hirschi commented that, while the Planning Commission has heard
41 negative feedback from citizens regarding zoning changes on Main Street, they have not
42 received a lot of negative feedback regarding the proposed Public Space Plan.

43
44 Councilwoman Mecham said she feels the City should examine the need for walkability
45 on Main Street. She said she does not believe joggers on Main Street will stop and sit on a
46 bench, and she would not want the junior high students to get in trouble for damaging street
47 furniture. Councilwoman Mecham said she visited with more than half of the property owners in
48 the SMSC in the last two days, and most were upset that they did not know what was being
49 proposed. She said not one property owner could see any benefit to them with the proposed
50 elements. Councilwoman Mecham agreed the City needs a Public Space Plan, but said she is
51 not sure benches and planters are a good idea. She expressed concern that much of the

1 corridor will never change and redevelop, so continuity would never happen. Councilwoman
2 Mecham said she likes the idea of six-foot sidewalks. She said she would rather not have hard-
3 space all the way to the street, and she does not like the proposed tall grasses. Commissioner
4 Hayman said she does not care if the Council changes the specifics of the elements, but
5 pointed out that vertical elements are proven to improve safety. Councilman McEwan stated he
6 does not see a lot of incentive for a property owner to make the proposed improvements.
7 Mayor Cutler said he wants Main Street to be something Centerville can be proud of.
8 Councilwoman Ivie said she would be in favor of some kind of middle ground that does not put a
9 financial burden on property owners.

10
11 **SENSITIVE AND CONSTRAINED LANDS**
12

13 Mr. Snyder briefly described the Planning Commission's discussion regarding sensitive
14 and constrained lands as they apply to density calculations. He stated that most remaining
15 constrained land within the City would be covered by the Hillside Ordinance.

16
17 **ADJOURNMENT**
18

19 Mayor Cutler adjourned the work session at 6:55 p.m.
20
21
22
23

24
25 _____
26 Marsha L. Morrow, City Recorder
27
28
29
30

Date Approved

31 _____
Katie Rust, Recording Secretary

PRELIMINARY DRAFT

Minutes of the Centerville **City Council** meeting held Tuesday, July 19, 2016 at 7:00 p.m. at Centerville City Hall, 250 North Main Street, Centerville, Utah.

MEMBERS PRESENT

Mayor Paul A. Cutler

Council Members Tamilyn Fillmore
William Ince
Stephanie Ivie
George McEwan
Robyn Mecham

STAFF PRESENT

Steve Thacker, City Manager
Jacob Smith, Assistant to the City Manager
Lisa Romney, City Attorney
Cory Snyder, Community Development Director
Paul Child, Centerville Police Chief
Katie Rust, Recording Secretary

STAFF ABSENT

Blaine Lutz, Finance Director/Assistant City Manager

VISITORS

Chad Wilson, Division of Wildlife Resources
Jeff Bassett, South Davis Metro Fire Chief
Interested citizens (see attached sign-in sheet)

PLEDGE OF ALLEGIANCE Kyle Summer, BSA Troop 261

PRAYER OR THOUGHT Councilwoman Mecham

OPEN SESSION

Rhonda Perkes – Representing Congressman Chris Stewart's office, Ms. Perkes thanked the Centerville City Council for their work, and stated that the Congressional office staff would be happy to help with any Federal issues that come up. She reported that Congressman Stewart's office is sponsoring a school supplies drive for school age refugees. Information on the school supplies drive is available on the Congressman's website. Congressional office staff are scheduled to open a mobile casework office at the South Branch Library in Bountiful on August 9th. Ms. Perkes also stated that Youth City Councils will be invited to meet with the Congressman on August 23rd for a roundtable discussion.

MINUTES REVIEW AND ACCEPTANCE

The minutes of the June 21, 2016 work session and regular Council meeting were reviewed. Councilwoman Fillmore pointed out a spelling error in the Council meeting minutes, and made a **motion** to accept both sets of minutes. Councilman McEwan seconded the motion, which passed by unanimous vote (5-0).

SUMMARY ACTION CALENDAR

- a. Approve Interlocal Cooperation Agreement between Davis County and Davis County Cities for UPDES General Permit – Resolution No. 2016-21
- b. Approve Public Improvements Deferral Agreement between the City and Gregory and Audrey Buttars for deferral of installation of certain public improvements related to property located at approximately 160 North 600 East

- 1 c. Correct and Amend City Fee Schedule regarding Culinary Water Rates – Resolution
2 No. 2016-22
3 d. Approve purchase of an F550 Ford truck from Ken Garff Ford in the amount of
4 \$34,502.10 and a 9'2" snowplow from United Sales and Service in the amount of
5 \$6,508.60 for the Parks Department
6

7 Councilwoman Fillmore made a **motion** to approve all items on the Summary Action
8 Calendar, including Resolution No. 2016-21 and Resolution No. 2016-22. Councilman Ince
9 seconded the motion. Referring to item (b) on the Summary Action Calendar, Councilwoman
10 Ivie commented that 90-day notice seems a short amount of time to expect property owners to
11 come up with the money for sidewalk installation. Lisa Romney, City Attorney, responded that
12 90-day notice is standard. The City is typically able to work with property owners and give as
13 much notice as possible. Mr. Thacker added that the Council can change the notice time period
14 if desired. The motion passed by unanimous vote (5-0).
15

16 **PUBLIC HEARING – AMENDMENTS TO URBAN DEER CONTROL PLAN**
17

18 Last fall the Council adopted an Urban Deer Control Plan with a trap and euthanize
19 option that can be implemented between August 1 and December 31. In March of 2016 the
20 Council was able to add a trap and relocate option, but was advised by the Division of Wildlife
21 Resources (DWR) that trapping would not be practical at times of the year when food is readily
22 available. Steve Thacker, City Manager, presented an archery option for Council consideration,
23 with the advantage that deer would not need to be lured into a trap. The archery could be done
24 with property owner consent and Police Chief approval. Mr. Thacker reported that the DWR is
25 increasing the relocation charge from \$100 to \$200 per deer. In March the Council approved a
26 50/50 cost share arrangement, with property owners responsible for \$50 of the \$100 fee.
27

28 Chief Child described the thorough efforts that would be involved in ensuring the archery
29 is done ethically and safely. The Police Chief would be responsible for evaluating and
30 appointing hunters on a case-by-case basis. Councilman McEwan recommended restrictions
31 require tree stand shots at a downward angle, and include no engagement over 40 yards.
32 Councilwoman Fillmore commented that the urban deer are so tame to human interaction she
33 imagines archers will easily be able to get close.
34

35 At 7:24 p.m. Mayor Cutler opened a public hearing.
36

37 Aaron Albiston – Mr. Albiston stated he is a pro-staff member at Wild Arrow Archery and
38 a Centerville citizen. He was the only volunteer authorized to use lethal force for urban deer
39 control last December. In the eight days allowed for the program in December 2015, he was
40 able to kill and harvest three deer (two on Christmas Eve and one on New Year's Eve). He
41 donated his personal time and equipment for the service. Mr. Albiston said he enjoys and
42 appreciates deer, but understands that control is necessary. Responding to Councilman
43 McEwan's suggestion that archers take the shots from tree stands, Mr. Albiston recommended
44 in August and September, when food is plentiful, archers be allowed to take open, ethical shots
45 when opportunities present themselves, with scenarios defined by the Police Chief. Councilman
46 McEwan clarified that his suggestion would be to limit the possibility of a skipped shot, and Mr.
47 Albiston agreed.
48

49 Doug Hancey – Mr. Hancey stated he lives in Centerville near the Rigby property. He
50 has spent hundred of dollars trying to protect his plants from deer, but the deer are still eating
51 everything. He encouraged the City to take advantage of some of the ethical options available

1 to mitigate the urban deer problem. He encouraged Council members to look at the problem
2 from a public protection point of view, as well as the impact on citizens trying to supplement
3 their food supply through gardening.

4
5 Marian Jensen – Ms. Jensen commented that deer seem to be everywhere, and she
6 would appreciate anything the City can do to bring the urban deer population under control.

7
8 Bill Rigby – Mr. Rigby said the urban deer are a huge problem, and he is excited about
9 the archery option. The deer are not scared of people. He stated he would appreciate any and
10 all help to at least thin the herd.

11
12 The Mayor closed the public hearing at 7:38 p.m. Chad Wilson with the DWR stated it is
13 his understanding that the archery option has made a huge difference in Highland City. Mr.
14 Albiston stated he participated in the archery program in Highland, and explained the positive
15 outcome resulting from the predator/prey situation. Mr. Wilson commented that the earlier the
16 City begins the program, the more confidence they can have that resident deer are targeted.

17
18 Mayor Cutler briefly reopened the public hearing, and Mr. Hancey encouraged the
19 Council to consider the archery option over the trapping option. He commented that setting the
20 traps is time consuming and expensive, and archers would be able to eliminate the problem
21 quickly.

22
23 Councilwoman Fillmore said she would prefer to give property owners multiple options
24 by leaving the trapping option in place, and she would not be opposed to sticking with the 50/50
25 cost-share despite the increased cost. Mayor Cutler agreed that multiple options give property
26 owners flexibility. Councilman McEwan stated he thinks archery will be the quickest and most
27 successful option. He is in favor with the condition that shots are ethical and safe. Mr. Wilson
28 advised that DWR regulations only allow residents to be charged up to \$50 of the relocation fee,
29 and relocation is not worth the time and expense if only a few deer are relocated. Mayor Cutler
30 suggested relocation could remain an option to be managed within constraints set by the DWR.

31
32 Councilman McEwan made a **motion** to approve proposed amendments to the City's
33 Urban Deer Control Plan to add archery as an approved method for lethal deer removal, and
34 changing the language for the relocation option to indicate the City will pay \$150 of the \$200 per
35 deer relocation fee, with applying property owners responsible for \$50. Councilwoman Ivie
36 seconded the motion, which passed by majority vote (4-1), with Councilwoman Mechem
37 dissenting. Councilwoman Mechem said she knows something needs to be done, but she is
38 looking into other options.

39
40 **PUBLIC HEARING – GENERAL PLAN AMENDMENTS – BICYCLE & NON-**
41 **MOTORIZED VEHICLE PATHWAYS AND TRAILS MASTER PLAN MAP**

42
43 The Planning Commission has reviewed and recommended approval of the proposed
44 amendments to the General Plan regarding bicycle and non-motorized paths and the Centerville
45 Trails Master Plan Map. Existing language in the General Plan discourages certain classes of
46 bike lanes within the city. The proposed amendments would update the Plan to be consistent
47 with current goals of the Trails Committee.

48
49 At 7:56 p.m. Mayor Cutler opened a public hearing, and closed the public hearing seeing
50 that no one wished to comment.

51 .

1 Referring to the Trails Master Plan Map, Councilman McEwan said he feels it would be
2 asking for trouble to label Parrish Lane a bike trail going over the freeway overpass,
3 encouraging bike traffic in the wrong place. Mr. Thacker commented that the pedestrian bridge
4 is 10-feet wide to accommodate bike traffic as well as pedestrians. Ms. Romney pointed out that
5 the dashed line on the Map at Parrish Lane over the overpass is labeled a "proposed bike lane",
6 meaning the Trails Committee would like for Parrish Lane to have a designated bike trail at
7 some point in the future. Councilman McEwan responded that when UDOT is ready for an
8 overpass rebuild they can look at the possibilities, but he would not want to include even a
9 dashed line on Parrish Lane at this point. As liaison to the Trails Committee, Councilwoman
10 Mecham commented that the Trails Committee was asked to designate where they would
11 someday like to have dedicated bike trails. Mr. Thacker said the Parks and Recreation Director
12 has given him the impression that a dedicated east/west bike lane on Parrish Lane is a high
13 priority for the Trails Committee.
14

15 Councilwoman Fillmore made a **motion** to approve Ordinance No. 2016-21 as
16 presented. The motion died for lack of second. Councilwoman Ivie expressed a desire for the
17 Council to meet with the Trails Committee to discuss their vision. She said she would also like
18 to personally walk the pedestrian bridge and see how it feels. Councilwoman Mecham said she
19 agrees with updating the map, but would like the Council to meet with the Trails Committee to
20 discuss what they want. Mayor Cutler encouraged the Council to support the work done by the
21 Trails Committee and pass the proposed Ordinance. Councilwoman Ivie said that as a former
22 liaison to the Trails Committee she feels the lines were drawn wherever without a lot of thorough
23 consideration. Councilman Ince stated he is extremely frustrated with bicyclists exercising
24 equal right-of-way on roads. He expressed the opinion that society is putting a lot of money into
25 creating bike lanes, and no one uses them. Mr. Snyder pointed out that Maverik is building a
26 bicycle facility partially funded by the City as a trail connection on the corner of Parrish Lane and
27 1250 West. He said he thinks most people recognize that the pedestrian bridge is shared-use,
28 and advised the Council to remember State vehicle motor laws and the regional efforts and
29 funding being put into improving alternative transportation safety. Councilwoman Ivie stated she
30 is not a biker, so it would be beneficial to meet with the Trails Committee to discuss how to
31 present information to the biking community. Mayor Cutler said he would like to include
32 information in the City newsletter regarding safely sharing roadways.
33

34 Councilman McEwan stated he cannot support the proposed language because it
35 includes encumbering new businesses with the expense of bike stands and other elements. He
36 expressed the opinion that a hobby should not become the responsibility of business owners to
37 support. Mr. Snyder responded that those elements are required in the Parrish Lane Guidelines
38 and the Main Street Plan. He said he gets the sense that an irritation is overriding the balance
39 of decisions that have already been made. Mr. Snyder reminded the Council that State laws are
40 in place that govern bikers' rights. Ms. Romney pointed out that the proposed language only
41 suggests the City should look at adopting zoning ordinances that are more specific to bike
42 elements. Councilwoman Mecham stated she trusts the Trails Committee, and would like the
43 Council to meet with the Trails Committee for discussion and understanding. Mr. Thacker
44 commented that the Council already has work sessions scheduled for the next three months.
45 The Council supported the possibility of meeting with the Trails Committee during the
46 Committee's regular meeting in August. Councilwoman Mecham made a **motion** to table
47 approval until the Council has a chance to meet with the Trails Committee. Councilwoman Ivie
48 seconded the motion. Chief Child confirmed that bicyclists are allowed on the roadways, but
49 are required to obey every traffic law that a car has to abide by. He agreed that mixing bicycle
50 and automobile traffic on the overpass would not be a good idea, and added that there will be
51 far less pedestrian traffic on the pedestrian bridge than automobiles on the overpass. The Chief

1 also pointed out that pedestrian and bicycle traffic is already mixed on the Legacy Parkway
2 Trail. The motion to table passed by unanimous vote (5-0).
3

4 **PUBLIC HEARING – ZONING CODE AMENDMENTS – CONSTRAINED LANDS**
5

6 In their goal-setting process earlier this year, the City Council agreed to consider the
7 possibility of revising provisions of the Zoning Code regarding how sensitive lands are
8 accounted for in determining the density of a residential development. On June 22, 2016, the
9 Planning Commission reviewed the proposed amendments to Section 12.12.040 of the
10 Centerville Zoning Code regarding Definitions, including constrained land, developable land,
11 and gross density, for purposes of calculating residential development density. The Planning
12 Commission does not have a recommendation on the proposed amendments because the
13 motion to approve the proposed changes did not receive a majority vote of the Commission to
14 pass. Mr. Snyder explained that the proposed amendments would have very little practical
15 application, and would not have prevented the development on the Hafoka property. He
16 explained that most remaining constrained land in the City is within the Hillside Overlay, already
17 protected by the Hillside Plan.
18

19 The Mayor opened a public hearing at 8:36 p.m. and closed the public hearing seeing
20 that no one wished to comment. Councilman Ince said one of his goals as a Council member is
21 to try to reduce the amount of regulation. Based on the information presented, Councilman Ince
22 proposed the Council not accept the proposed ordinance. Councilman McEwan made a
23 **motion** to deny Ordinance No. 2016-22. Councilman Ince seconded the motion, which passed
24 by unanimous vote (5-0).
25

26 The Council took a break at 8:40 p.m. returning at 8:53 p.m.
27

28 **WAIVER OF PROTEST AGREEMENT BETWEEN THE CITY AND RICHARD AND**
29 **CAROL CARLSON FOR PROPERTY LOCATED AT APPROXIMATELY 200 NORTH 500**
30 **EAST**
31

32 The Council discussed the request for a Waiver of Protest Agreement for the deferral of
33 installation of sidewalk related to new construction on the property located at 200 North 500
34 East owned by Richard and Carol Carlson. Mr. Thacker explained staff's recommendation to
35 require sidewalk for the property considering sidewalk has been required for several similar
36 properties in the area in recent years. Staff acknowledges the absence of sidewalk on either
37 side of the property, but believes that realistically sidewalk will be put in gradually over time. He
38 stated that, if the Council is inclined to grant the Waiver, staff recommends requiring a Deferral
39 Agreement in addition to the Waiver of Protest Agreement so that the only option is not just the
40 creation of a special improvement district. Staff also recommends the site be built in a way that
41 preserves space for sidewalk in the future. Mr. Thacker showed on a map the subject area
42 where sidewalk has been installed since construction of the debris basin and removal of the
43 area from the flood plain.
44

45 Carol Carlson, applicant, asked for clarification regarding the proposed Deferral
46 Agreement. Mr. Thacker explained that a Deferral Agreement allows the Council to require
47 sidewalk to be installed if at some point the City decides it makes sense for the property. The
48 City currently holds similar deferral agreements with more than 40 property owners. Ms.
49 Carlson stated that considering the lack of sidewalk on surrounding properties, sidewalk would
50 look silly. She said they are happy to put it in when the rest of the neighborhood installs
51 sidewalk. Councilman McEwan expressed support for the Deferral Agreement, and stated he

1 would like to increase the notification period from 90 days to at least 180 days because of the
2 financial impact on property owners. Mr. Thacker pointed out that situations could arise when
3 the City would need to act sooner and would be unable to give 180 days notice. Councilman
4 McEwan suggested setting the notification period at 180 days, with the option for the City to act
5 sooner with repayment by property owners deferred until the end of the 180 day period.
6

7 Councilwoman Ivie made a **motion** to approve a Waiver of Protest Agreement for the
8 deferral of installation of certain public improvements related to new construction on the
9 property located at approximately 200 North 500 East, subject to conditions listed in the staff
10 report which includes requiring a Deferral Agreement – changing the 90-day notification period
11 to a 180-day notification period as discussed. Councilwoman Fillmore seconded the motion,
12 which passed by unanimous vote (5-0).
13

14 **SOUTH MAIN STREET CORRIDOR PUBLIC SPACE PLAN**

15
16 Referring to the discussion held during the joint work session with the Planning
17 Commission prior to the regular meeting, Councilman McEwan made a **motion** directing staff to
18 give notice that a public hearing regarding Councilwoman Mecham's suggestion of four-foot
19 park strip and six-foot sidewalk along the South Main Street Corridor (SMSC) with no other
20 elements will take place at the next Council meeting. Councilwoman Ivie seconded the motion.
21 City Attorney, Lisa Romney, cautioned the Council about making a motion or discussing in
22 substance a matter that is not listed on the agenda. Councilwoman Fillmore expressed a desire
23 to be respectful of the process and the time spent by the Planning Commission. Councilwoman
24 Fillmore also noted visuals are needed and feedback should be obtained from the Planning
25 Commission. Councilman McEwan explained the intent to offer two options on opposite ends of
26 the spectrum for discussion and public comment. Councilwoman Fillmore suggested including
27 SMSC property owners in the discussion. Ms. Romney suggested the Council direct staff to
28 schedule this matter and provide notice of a public hearing for the August 2nd meeting. After the
29 public hearing on August 2nd, the Council can thereafter discuss this matter and provide
30 direction to staff to prepare desired revisions and an ordinance for approval at the following
31 meeting. Councilman McEwan **restated his motion** directing staff to prepare graphics that will
32 encompass an alternate plan for the SMSC Public Space Plan including a four-foot wide park
33 strip and a six-foot wide sidewalk for review. Councilwoman Ivie seconded the motion, which
34 passed by unanimous vote (5-0).
35

36 **ACCESSORY BUILDING SETBACKS AND FLAG LOT ORDINANCE AMENDMENTS**

37
38 Councilwoman Ivie made a **motion** to table this agenda item to a meeting in September.
39 Councilwoman Fillmore seconded the motion, which passed by majority vote (4-1), with
40 Councilman Ince dissenting.
41

42 **AWARD BID FOR FRONTAGE ROAD CULVERTS PROJECT**

43
44 Councilman McEwan made a **motion** to award bids to Kapp Construction in the amount
45 of \$361,704.40 for labor and to Oldcastle Precast in the amount of \$16,828 (plus \$1,194.79 tax)
46 for materials for the Frontage Road Culverts Project. Councilman Ince seconded the motion,
47 which passed by unanimous vote (5-0).
48

MAYOR'S REPORT

- Mayor Cutler said he anticipates a ribbon cutting ceremony for the pedestrian bridge in late August or early September when temperatures have cooled.
- The Mayor reported he is making progress on obtaining remote controls for school crossing signs for crossing guards.
- Mayor Cutler requested feedback from Council members regarding the recent 4th of July parade and celebration.
- UTOPIA financial reports are available on NovusAgenda.

CITY COUNCIL LIAISON REPORT

Councilwoman Fillmore reported that both the South Davis Recreation District Board and the Parks and Recreation Committee have had significant discussion regarding the lack of green sport fields available for soccer and other sports. The Recreation District Board is beginning discussions with the School District regarding possible use of school fields. The Parks and Recreation Committee is continuing the planning process for the Island View Park update. Mayor Cutler suggested the Parks and Recreation Committee consider putting together screensaver-type screen shots advertising upcoming community events to be shown prior to Movies in the Park. The Council discussed the possibility of allocating a portion of RAP Tax funds to Movies in the Park and the Whitaker Museum.

CITY MANAGER'S REPORT

- The Council reviewed their work session schedule for the next couple of months.
- City Manager Thacker recognized Jacob Smith, Assistant to the City Manager, for completion of the Emerging Leaders Development Program. Mr. Smith briefly reported on his experiences.

ADJOURNMENT

At 10:28 p.m. Councilwoman Ivie made a **motion** to adjourn the meeting, seconded by Councilman McEwan and passed by unanimous vote (5-0).

Marsha L. Morrow, City Recorder

Date Approved

Katie Rust, Recording Secretary

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
8/2/2016**

Item No. 2.

Short Title: Public Hearing - Zoning Code Amendments - South Main Street Corridor (SMSC) Overlay - Chapter 12-48

Initiated By: City Council

Scheduled Time: 7:15

SUBJECT

Consider and discuss Zoning Code amendments to Chapter 12.48 regarding the Public Space Plan for the SMSC Overlay Zone

RECOMMENDATION

The Council should hold a public hearing on proposed amendments to the Public Space Plan of the SMSC Overlay Zone and thereafter discuss any proposed changes and direct Staff to prepare final ordinance revisions.

BACKGROUND

Earlier this year, the City Council directed Staff to prepare specific edits to the Public Space Plan provisions of the South Main Street Corridor (SMSC) Overlay Zone. Specifically, the City Council directed Staff to prepare amendments to the SMSC Public Space Plan to remove benches, planters, and drought tolerant grasses from the plan and to change the position of the pedestrian lighting within the plan. Over the past six months, the Planning Commission has researched, reviewed, and obtained public input regarding the proposed Zoning Code amendments to the SMSC Public Space Plan. After much research, deliberation and debate, the Planning Commission has completed its work and has prepared its recommendation on the proposed SMSC Public Space Plan amendments. The Planning Commission's recommendation and findings as approved by the Planning Commission on July 13, 2016, are set forth in the attached Transmittal Report. The Planning Commission and the City Council held a joint work session on July 19, 2016, providing the Planning Commission the opportunity to present and discuss its recommendations and findings regarding proposed amendments to the SMSC Public Space Plan. Backup materials for this item are attached, including the Transmittal Report with the Planning Commission's recommendation, current ordinance provisions, staff reports and minutes from past Planning Commission meetings regarding this matter, written public comment, and a confidential memorandum from the City Attorney regarding municipal liability for public improvements. Also attached is an illustration reflecting the Community Development Director's alternative design elements, and an illustration reflecting City Council requested alternative design elements. For a copy of the proposed ordinance amendments prepared by Staff in response to the City Council's original directive (to remove benches, planters and drought tolerant grasses from the SMSC Public Space Plan and to move the lighting elements from the Park Strip Sector to the Building RBR Space/Plaza Sector), see the attachment labeled "2-24-16-Public Space Plan Amendments-Redline".

ATTACHMENTS:

Description

- 7-13-2016 CC Transmittal Report for SMSC Public Space Plan

- ▣ CZC 12.48.180-Current
- ▣ CZC 12.48.190-Current
- ▣ SMSC - Public Comment by Email - for PC Public Hearing
- ▣ SMSC Alternative Design-CS
- ▣ SMSC Alternative Design-GM
- ▣ PC 02-24-2016 minutes - pgs 2-5
- ▣ PC 03-09-2016 PC minutes - pgs 1-3
- ▣ PC 03-23-2016 minutes pgs 12-13
- ▣ PC 04-13-2016 minutes - pgs 3-7
- ▣ PC 05-11-2016 work session minutes
- ▣ PC 05-11-2016 minutes - pgs 8-10
- ▣ PC 05-25-2016 meeting - pgs 3-5
- ▣ PC 06-08-2016 meeting - pgs 4-5
- ▣ PC 06-22-2016 meeting - pg 5
- ▣ PC 07-13-2016 draft minutes - pgs 2-6
- ▣ 2-24-16-PC Staff Report
- ▣ 2-24-16-Public Space Plan Amendments-Redline
- ▣ 3-23-16-PC Staff Report
- ▣ 3-23-16-Maintenance Protocol
- ▣ 5-25-16-PC Staff Report
- ▣ 6-8-16-PC Staff Report
- ▣ South Main Street With 18' Buffer

**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.

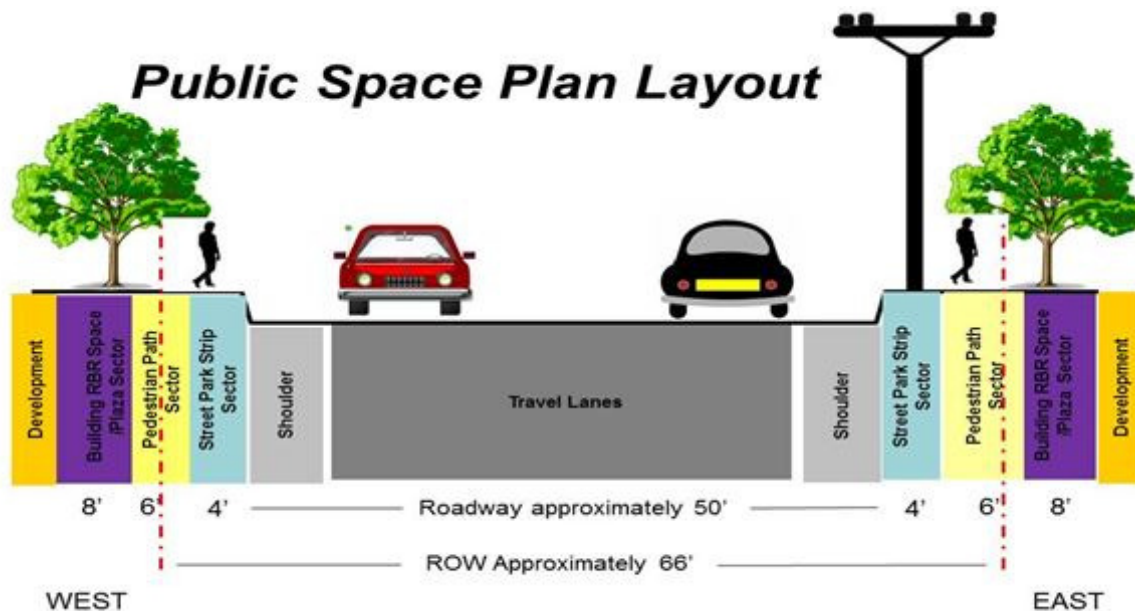
- (1) Building RBR Space/Plaza Sector Design and Layout Pattern – The design and layout pattern shall consist of an alternating A/B layout (see example illustrations in CZC 12.48.190). Generally, this A/B Design and Layout Pattern is to be implemented in 50 foot segments. The spacing of the A/B Design 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

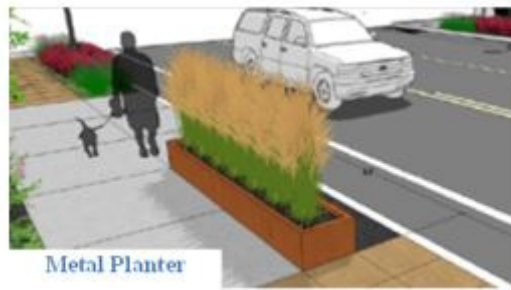
(a) Public Space Plan Cross-Section Illustration.



(a) Public Space Design and Layout Scheme.



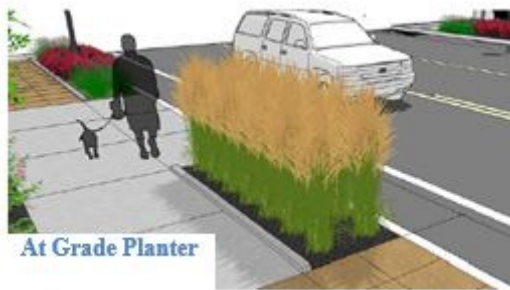
(a) Public Space Plan Planter Design Options.



Metal Planter



Bench/Planter
Combination



At Grade Planter

Cory Snyder

From: Spencer Summerhays <ssummerhays@boyercompany.com>
Sent: Wednesday, April 13, 2016 2:06 PM
To: Cheylynn Hayman
Subject: Public Space Plan

Cheylynn,

I was hoping to attend tonight's Planning Commission Meeting regarding the agenda item of the Public Space Plan. Unfortunately I will be out of town and cannot comment in the public hearing. Regardless, I wanted my voice to be heard in some fashion.

In general I am opposed to the staff recommended redline changes to the Public Space Plan as it is now constituted. Given that many of the surrounding residents and their children walk Main Street often (for various reasons including general City beautification, a sense of place, safety related to no school bus services, etc.), I would hope that the spirit and content of the existing plan be preserved. If nothing else, I would like the Public Hearing portion of this agenda item to be kept open so that I, and others, have an opportunity for our voices to be heard.

Thank you and best regards,

Spencer

--

SPENCER SUMMERHAYS

Partner - Project Executive

THE BOYER COMPANY

101 South 200 East, Suite 200

Salt Lake City, UT 84111

www.boyercompany.com

ssummerhays@boyercompany.com

T 801.521.4781

D 801.366.7161

C 801.230.3335

Cory Snyder

From: Megan Wells <megan.wells@gmail.com>
Sent: Wednesday, April 13, 2016 2:41 PM
To: mayor@centervilleut.net; Gina Hirst; Cheylynn Hayman; Logan Johnson; kevidaly78@gmail.com; centerville.becki@gmail.com; Wm Scott Kjar; citycouncil@centervilleut.net
Subject: Public Hearing Tonight, South Main Street Corridor

City Council, Mayor and Planning Commission,

Thank you for your service in keeping our city such a wonderful place to live. We moved here 7 years ago and love the walkability and accessibility of south Centerville. I unfortunately do not walk main street often because it isn't a nice place to walk with young children. I do believe promoting families and long term residents is something Centerville appreciates and considers when making plans. The principles that are in place to beautify and unify main street are exactly what this area needs and I urge you to reconsider before amending/reversing the current plans. I do believe you want to hear the voices of Centerville residents and hope you will take my email into consideration.

Thank you,
Megan Wells

Cory Snyder

From: Rebekah Pierce <bekpierce@gmail.com>
Sent: Wednesday, April 13, 2016 3:07 PM
To: David Hirschi; Gina Hirst; Cheylynn Hayman; Wm Scott Kjar; kevindaly78@gmail.com; centerville.becki@gmail.com
Cc: T Fillmore
Subject: Main Street Plan

Members of the Planning Commission-

My husband and I moved to Centerville in 2006 and were immediately smitten by it's small town feel and the strength of the community. We take for granted the fact that at any given time there are people walking, running, riding bikes or skateboards down our streets. I have even seen a horse or two. I love that I can be in my yard and that I can interact with neighbors and other city residents. Centerville is a friendly city with a lot of great people. In many ways, it has stayed true to it's small town roots.

However, as I have watched various plans debated and discussed for Main Street, it is evident that there seems to be a bias in our city government toward maintaining the status quo of some bygone era. As is often the case, cities grow and expand faster than city ordinances can keep up. Centerville's Main Street area is a great example of this. We have residents, small businesses and some open space. In recent years, there has been a push for smarter development, which is generally a good thing. In this latest round, it is my understanding that the City Council's biggest concern is regarding liability along the streets. Can we officially add "covering our butts" as a small town value that should govern the way we interact in our town?

There is a faction in our city government who would like things to stay the way they are; which ignores the fact that the one constant in life is change. The best thing that we can do as residents is try to manage our growth. Our previous City Council took time and made the effort to try and create a unified vision for Main Street. They have not required that tremendous city funds or resources be committed to changing this; simply that future planning needs to be mindful of an ideal and work towards that. This is the right path for our city.

Please keep the Main Street plan in place. I live on Main Street. Traffic and safety are of utmost importance to me and my family. I watch daily as school children come and go, runners, bikers and any number of other residents pass my house. I support our community and feel that those of us who live on Main Street should be able to enjoy some of the idyllic neighborhoods that so many of our City Council members enjoy. A few trees, negotiable sidewalks, benches, planters..... think about it. I would encourage members of the Planning Commission and the City Council to maintain the path that was set by the previous City Council. I would also like to see the decisions that affect me as a resident of the south side of Main Street made by people who may actually spend some time in my neck of the woods. It seems to me like there are several city officials who are all too happy to try and manage my life and neighborhood, but would riot if I tried to change their neighborhood.

Thank you,
Rebekah Pierce

Cory Snyder

From: Joanne and Brady McGarry <joanneandbrady@yahoo.com>
Sent: Wednesday, April 13, 2016 3:25 PM
To: David Hirschi; Gina Hirst; Cheylynn Hayman; Logan Johnson; wsk@skyproperties.com; kevindaly78@gmail.com; centerville.becki@gmail.com
Cc: Tami Fillmore
Subject: SMSC Public Space Plan

Hi to all,

I'm emailing to express my support of the SMSC Public Space Plan as it currently is. I believe that the plan incorporates principles that are good for our city. Please do not reverse the plan.

Thank you.

Sincerely,

Joanne McGarry

Cory Snyder

From: Paul Cutler <paulcutler@gmail.com>
Sent: Wednesday, April 13, 2016 4:38 PM
To: Cory Snyder; Steve Thacker
Subject: Fwd: South Main Street Public Space Plan

Paul Cutler
801-390-3444

Begin forwarded message:

Resent-From: <paulc@centervilleut.com>
From: Elisa Ray <elisaray@gmail.com>
Date: April 13, 2016 at 4:09:40 PM MDT
To: <mayor@centervilleut.com>, <citycouncil@centervilleut.com>
Subject: South Main Street Public Space Plan

Centerville City Council,

I am very much in favor of the plan Tami Fillmore is supporting to create a beautiful and pedestrian friendly Main Street. Being proactive in city planning is essential to meeting the demands of our growing community. I support the land use plan.

I feel spending resources on flowers and benches along main street is so important to the overall feeling of the city. Small towns such as Price (where I am from) Delta and Huntington Utah all have huge planters full of flowers lining their Main Streets. I have been so impressed with the love and care these small communities put into their communities with their very limited resources. I love walking down Bountiful Main street, while I understand we may never have the village shopping area they have we can at least have an attractive and pleasant Main Street to bike or drive down.

My main concern however is in making sure we create a pedestrian and biking friendly community. Healthy people are happy people. Our access to safe and environmentally clean ways to commute are essential. If we create safe ways for people to walk, and bike we will be a more emotionally stable, joy filled people. Please take the time to listen to this podcast recently produced by Doug Fabrizio: <http://radiowest.kuer.org/post/better-cities-fewer-cars-more-bikes>. Also this article: <http://ajph.aphapublications.org/doi/abs/10.2105/AJPH.93.9.1382>

Thanks for your time,

Elisa Ray
(801) 294-0158

Cory Snyder

From: Alice Roberts <alice.roberts@me.com>
Sent: Wednesday, April 13, 2016 3:49 PM
To: Alice Roberts
Subject: Main Street

I understand you will be discussing a recommendation to the city council tonight about the main street plan. Please recommend to keep the main street plan. Planning for our future means our city is carefully thought out. Failing to plan means we have a hodgepodge plan. I want a city that is beautiful and pedestrian friendly. Lets keep plans in place that aim us in that direction.

Alice Roberts

Cory Snyder

From: Matthew Pierce <MPierce@emcor.net>
Sent: Wednesday, April 13, 2016 6:05 PM
To: ginahirst@hotmail.com; Cheylynn Hayman; Logan Johnson; Wm Scott Kjar; kevindaley78@gmail.com; centerville.becki@gmail.com; David Hirschi
Subject: Concerned about Main Street Plan

Members of the Planning Commission,

I must express grave concern for the recent actions by some members of Centerville's City Council designed to depart from a Main Street Public Space Plan for Centerville's South corridor. I love Centerville and have lived on the south corridor of Main Street for 10 years. I support the existing plan to develop public space along the south corridor and I believe it holds great potential for our city.

Questioning the liability presented by such a plan, without evidence, seems a mixed motive at best. Surely the question of liability has been researched and determined by so many cities and developers that have chosen to move forward with similar plans. One must only walk along showcased public spaces in Bountiful and Farmington to see the difference good planning can have on established areas. Surely the developers in Sugarhouse, South Jordan/ Daybreak, and the recent Church led investment to redevelop the heart of Salt Lake City determined that increased liability was of no significant concern when they created their beautiful public spaces. I think the real but unspoken concern is one of cost.

The enviable public spaces in these examples of smartly developed or redeveloped cities, and countless others across the country, illustrate the value of good planning and investment that improves and showcases the quality of an area. The new City Council Members looking to backtrack on these existing plans have more than demonstrated in their campaign rhetoric a single minded focus on cost reduction, potentially at the expense of value. Such a focus can cheaply sell the potential of our city and will not decrease the long term cost to the citizens, only the long term quality and value of the public space along Main Street.

Without any evidence that such a plan increases liability I urge you to recommend continuing the previously established course of smart development.

Henry Ford said "If you need a machine and don't buy it, ultimately you'll find that you've paid for it and don't have it." The Main Street plan for the south corridor is an important part of the infrastructure machine that will continue to make Centerville a beautiful and desirable place to live and raise a family. The city needs it to combat the potential chaos posed by the absence of a unified plan. Let's not surrender the potential of Main Street and lose sight of the value of smart long term investment because some are blinded by the specter of cost.

Regards,

Matthew Pierce
Concerned Centerville Citizen
[801-403-3897](tel:801-403-3897)

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Cory Snyder

From: Gina Hirst <ginahhirst@hotmail.com>
Sent: Wednesday, April 13, 2016 8:07 PM
To: Cory Snyder
Subject: Fwd: SMSC Public Space Plan

Sent from my iPad

Begin forwarded message:

From: Joanne and Brady McGarry <joanneandbrady@yahoo.com>
Date: April 13, 2016 at 3:24:58 PM MDT
To: "dave@hsblegal.com" <dave@hsblegal.com>, "ginahhirst@hotmail.com" <ginahhirst@hotmail.com>, "chayman@parrbrown.com" <chayman@parrbrown.com>, "logangj@gmail.com" <logangj@gmail.com>, "wsk@skyproperties.com" <wsk@skyproperties.com>, "kevindaly78@gmail.com" <kevindaly78@gmail.com>, "centerville.becki@gmail.com" <centerville.becki@gmail.com>
Cc: Tami Fillmore <tamilyngf@yahoo.com>
Subject: SMSC Public Space Plan
Reply-To: Joanne and Brady McGarry <joanneandbrady@yahoo.com>

Hi to all,

I'm emailing to express my support of the SMSC Public Space Plan as it currently is. I believe that the plan incorporates principles that are good for our city. Please do not reverse the plan.

Thank you.

Sincerely,

Joanne McGarry

Cory Snyder

From: Dave Hirschi <dave@hsblegal.com>
Sent: Thursday, April 14, 2016 9:16 AM
To: Cory Snyder
Subject: FW: South Main Street Corridor

FYI

David P. Hirschi
HIRSCHI STEELE & BAER, PLLC
136 E. South Temple Suite 1650, Salt Lake City, Utah 84111 Ph. 801-990-0500 Email: dave@hsblegal.com
A PRACTICE DIVISION OF

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-----Original Message-----

From: RuthAnn Fisher [<mailto:radfisher@fisherutah.com>]
Sent: Thursday, April 14, 2016 9:12 AM
To: mayor@centervilleut.com; citycouncil@centervilleut.com
Cc: Dave Hirschi <dave@hsblegal.com>; ginahhirst@hotmail.com; chayman@parrbrown.com; logangj@gmail.com; wsk@utahskyproperties.com; kevindaly78@gmail.com; centerville.becki@gmail.com
Subject: South Main Street Corridor

The former city council put a plan in place so that as south main street is redeveloped, it is done so in a thoughtful way. The plan included lighting and planters and benches. The plan as it was put in place by our previous city council directed the development of an incremental plan that would beautify, make more walkable, and improve pedestrian and driver safety in the South Main Street corridor.

I am strongly in favor of the SMSC Public Space Plan as it was previously developed.

RuthAnn Fisher

498 North Main St

Cory Snyder

From: Dave Hirschi <dave@hsblegal.com>
Sent: Friday, April 15, 2016 7:26 AM
To: Cory Snyder
Subject: FW: Mainstreet Plans

FYI

David P. Hirschi
HIRSCHI STEELE & BAER, PLLC
136 E. South Temple Suite 1650, Salt Lake City, Utah 84111
Ph. 801-990-0500 Email: dave@hsblegal.com

A PRACTICE DIVISION OF

HIRSCHI STEELE & BAER PLLC
ATTORNEYS AT LAW

 **Davis Miles**
McGuire Gardner

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From: CONNIE DAVIES [<mailto:kevinconniedavies@msn.com>]
Sent: Thursday, April 14, 2016 11:23 PM
To: Dave Hirschi <dave@hsblegal.com>; Gina Hirst <ginahhirst@hotmail.com>; Cheylynn Hayman <chayman@parrbrown.com>; Logan Johnson <logangi@gmail.com>; Wm Scott Kjar <wsk@utahskyproperties.com>; Kevin Daly <kevindaly78@gmail.com>; Becki Wright <centerville.becki@gmail.com>
Subject: Mainstreet Plans

Thank you for all your service to make Centerville a great place to live. I love living here and I am so grateful to have a wonderful community to raise my family.

One of the things I enjoy most about Centerville is how easy it is to travel by foot or bike to various businesses and parks. It is actually one of the main reasons I chose to settle my family here in Centerville. I learned about the south mainstreet corridor beautification plans (sorry if that is not the correct project name) this last year and was very excited to see it implemented. I am now deeply saddened to have recently learned that the city council has chosen to no longer follow this plan.

Can you please tell me what needs to be done for this issue to be revisited and the reversal to be removed? I realize I am one community member but I confident that this is beautification project is something the majority of Centerville residents would desire and I am willing to gather evidence to support this belief.

Connie Davies
560 N. 100 E.

kevinconniedavies@msn.com
801-529-8459

Cory Snyder

From: CONNIE DAVIES <kevinconniedavies@msn.com>
Sent: Tuesday, May 03, 2016 3:39 PM
To: David Hirschi; Gina Hirst; Cheylynn Hayman; Logan Johnson; Wm Scott Kjar; Kevin Daly; Becki Wright
Subject: Mainstreet plans

Dear City Planners,

A few weeks ago I learned that the walking friendly plans for Porter's Lane to 200 North were possibly going to be scrapped. I was very concerned about the plans being eliminated and began to doing research to better understand the situation. I am still very concerned about the plans being scrapped and here is my perspective of the situation:

I have heard concern about city liability. Most cities (unless they literally opt out of the option) are protected by sovereign immunity when it comes to liability and potential lawsuits. This means a person cannot sue a city or a city office unless they can prove is it a matter of discrimination, negligence (this is why the sidewalks must be sawed down, to not maintain the sidewalk would be negligence), or arbitration (two parties in a business deal and both are willing to discuss an issue outside of court- this would be if a business had an agreement with a city and the city failed to follow through, or either party tried to change the contract. Even then the city would have to agree to the arbitration or could hold to their sovereign rights.) The city should be protected from any type of liability for planned fixed structures. This is definitely somehow that should be looked into.

I have experience with sovereign immunity. My father's wife tried to sue a city in Texas because she wasn't paying attention and tripped on a handicap ramp in a public park. She had major arm surgery and sued the city in Texas. The city was immune to all of the lawsuit and my stepmother had to pay her own medical bills AND the legal bills. If you would like more information I can contact her and see if she is willing to share her experience with you.

There are several studies that support drivers respond more readily to these cues than they do to even pedestrians walking the sidewalks. Drivers were more alert, paid closer attention, and responded quicker when an area was built to show that foot traffic is promoted. Permanent cues include benches, trees, planter boxes that were near driver eye level (whether that be plants inside the planter or the planter itself), chicanes, and roundabouts. I looked into this after our last phone conversation and found many studies when I googled especially when I googled "pedestrian safety" and "traffic calming designs and tactics." The searches will display several studies that show pedestrian safety is at it's highest when drivers see pedestrian cues besides just pedestrians.

There is concern about trees in the parking strips. There are many trees in our community that seem to be doing a great job providing fresh air, shade, and beauty with minimum city damage. I googled "trees that are good for parking strips" and there are many trees that are ideal just for the purpose of parking strips, including their root systems. Salt lake county has an excellent page as to why you would actually want trees in your parking strips. You can view that page here: <http://slco.org/millionTrees/html/rightTree/RightTreeRightPlace1.html> Sandy city also has a great page

about trees in parking strips as well as the Utah State extension website. I personally like them in parking strips as opposed to the buildings because they add buffer between the road and the pedestrians, especially junior high kids.

I was thinking about the coloring of the sidewalk which seems to be another concern. I am not looking for intricate color schemes but wouldn't a color plan in place prevent mismatched sidewalk color patterns like what you pointed out in front of Centerville Elementary? If they had had a color formula (nothing fancy but just a protocol color) then they could use the records to do a better job of matching the existing sidewalk thus making is not so scrappy looking? Can you help me understand this better?

Here are the other points we talked about that I think deserve some consideration:

I just want to reinforce that it is much better for a fast car to hit a planter and the planter hit my son than for that car to directly hit my son as he is walking to and from school. A planter or a bench will greatly slow down a driver by its sheer mass when in comparison to grass. If my son is rough housing or riding his bike, it is much better for him to run into a large planter, tree, or bench than to go into the the road. I also feel that someone driving a car will be completely relieved to have only hit a planter as opposed to a store front or a pedestrian.

I hate how Parrish lane is designed. When I walk to Dick's I feel exposed, unprotected, and self conscious. The sidewalk is huge but totally exposed. In the summer my kids love to walk to Sonic and Dairy Queen and I worry about their safety. There is nothing to buffer my kids on the sidewalk from the cars. I have had numerous incidents where cars have not slowed down as they approach a parking lot even though I am right there walking close to the parking lot entrance. There is nothing blocking their view of me as I walk, and yet often they seem surprised to suddenly see me walking there. It for this reason I don't see a larger sidewalk being a total solution to the problem. I think when drivers view an area as a car dominant area, they quit looking for pedestrians. I wish I was around when they made the plans for Parrish Lane foot traffic. The city councils of the past could have done a large service to us in the present to have considered the foot traffic connection of the neighborhoods to the businesses. This is one reason I am really wanting to think about the future plans of the streets of Centerville.

The discussion of UDOT is a frustrating one for me. I have always felt that 40 miles an hour is really fast for a road that has driveways that empty onto it and a junior high school on it. When I mentioned this to city officials, I was told that UDOT has control of the road and so we have to keep it 40 miles per hour. I put the issue aside until I realized this upcoming year my oldest son will be attending Centerville Junior high and mainstreet is THE ONLY road between my house and the school that has a continuous strip of sidewalk. The ONLY continuous strip! I don't know where someone thought it was a good idea to have homes without sidewalks (to save on shoveling?!!) but now he has to choose between walking on a busy 40 miles per hour road or walking in the streets when he and his friends walk home from school. Now when I address making mainstreet safer and someone says, "We don't want to make plans because UDOT MIGHT not approve" I get very frustrated. I wonder this predicament has happened because there really wasn't a plan in place before that UDOT was able to make that a busy road. I just can't think of a city planner that would look at that predicament for junior high kids and think that it is okay. I don't like discussing things with UDOT with no plan in place. UDOT with free reign is not a good idea for the community.

I'm with you in the idea that the world is moving more towards online shopping and I don't think Mom and Pop shops are sustainable. From what I have learned of the plan it is more standard businesses that are going to be going into these areas, as well as some mixed used housing. I also think Centerville City has many reasons to go to the streets besides mom and pop shops. There are so many programs in place here at

Centerville to encourage people to get out : 4th of July, Ethnic festivals, movie nights, beginnings of a farmers market, Whittaker community gardens, etc... Trying to make as much of the sidewalk as walker friendly, in my mind, fits in with the efforts and vision of the city that is in place.

I know the strip in question is small but with the opening of that vacant land, I really think it deserves some serious thought and planning. I really am thinking about the future generations just as I wish future generations would have thought with Parrish Lane.

I think it would be useful for you and other city council members to understand a little more about where I am coming from. My family moved from Layton to Centerville in 2009. We loved our neighbors in Layton but I hated how difficult it was get around and how disconnected the community felt. We first considered moving just one city over to to Kaysville just so we could have a better walking community. The jump of house prices from Layton to East Kaysville is significant. I could have a new large home in Layton with a lot of land or a much smaller much older home in Kaysville BUT I could walk to the library, the movie, schools, and grocery store. For that reason we were going to pay significant money to move to a smaller home in Kaysville When we saw a lovely home open in Centerville with a walkability score of 64 I could not believe my luck. The house was more expensive than the Kaysville homes and on a smaller piece of property BUT I loved loved loved what I had heard about the community in Centerville and I loved how close we could be to SLC.

Thanks for listening. I understand you are a very busy committee and I appreciate your time!

Connie Davies
560 N 100 E. Centerville

Cory Snyder

From: Heidi Peterson <heidi.peterson@juno.com>
Sent: Wednesday, May 04, 2016 4:34 PM
To: Cheylynn Hayman
Subject: Main Street

My kids will be attending CJH and i will be driving that section of mainstreet. I would like it if the pedestrians had a better walking area. Thank you for your consideration.

Heidi Peterson ☞

The Conservative Investor

Leaked Wall Street Software Turns \$1,500 Savings Into \$2.7 Million Fortune

<http://thirdpartyoffers.juno.com/TGL3141/572a78d7d13fe78d62040st02duc>

Cory Snyder

From: Dave Hirschi <dave@hsblegal.com>
Sent: Friday, May 06, 2016 3:26 PM
To: Cory Snyder
Subject: Fwd: Mainstreet plans

For the record

Sent from my iPad

Begin forwarded message:

From: CONNIE DAVIES <kevinconniedavies@msn.com>
Date: May 6, 2016 at 2:41:22 PM MDT
To: David Hirschi <dave@hsblegal.com>, Gina Hirst <ginahhirst@hotmail.com>, Cheylynn Hayman <chayman@parrbrown.com>, Logan Johnson <logangi@gmail.com>, Wm Scott Kjar <wsk@utahskyproperties.com>, Kevin Daly <kevindaly78@gmail.com>, Becki Wright <centerville.becki@gmail.com>
Subject: RE: Mainstreet plans

Dear City Planners,

Forgive me for sending another letter after such a long first letter but I came across this article and felt it helped express why it is important to plan for pedestrians and not just cars.

http://www.fastcoexist.com/3059330/why-traffic-studies-make-our-cities-worse-for-everyone?utm_content=bufferc325d&utm_medium=social&utm_source=facebook.com&utm_campaign=buffer

Many Thanks,

Connie Davies

From: kevinconniedavies@msn.com
To: dave@hsblegal.com; ginahhirst@hotmail.com; chayman@parrbrown.com; logangi@gmail.com; wsk@utahskyproperties.com; kevindaly78@gmail.com; centerville.becki@gmail.com
Subject: Mainstreet plans
Date: Tue, 3 May 2016 15:39:12 -0600

Dear City Planners,

A few weeks ago I learned that the walking friendly plans for Porter's Lane to 200 North were possibly going to be scraped. I was very concerned about the plans being eliminated and began to doing research to better understand the situation. I am still very concerned about the plans being scraped and here is my perspective of the situation:

I have heard concern about city liability. Most cities (unless they literally opt out of the option) are protected by sovereign immunity when it comes to liability and potential lawsuits. This means a person cannot sue a city or a city office unless they can prove it is a matter of discrimination, negligence (this is why the sidewalks must be sawed down, to not maintain the sidewalk would be negligence), or arbitration (two parties in a business deal and both are willing to discuss an issue outside of court- this would be if a business had an agreement with a city and the city failed to follow through, or either party tried to change the contract. Even then the city would have to agree to the arbitration or could hold to their sovereign rights.) The city should be protected from any type of liability for planned fixed structures. This is definitely somehow that should be looked into.

I have experience with sovereign immunity. My father's wife tried to sue a city in Texas because she wasn't paying attention and tripped on a handicap ramp in a public park. She had major arm surgery and sued the city in Texas. The city was immune to all of the lawsuit and my stepmother had to pay her own medical bills AND the legal bills. If you would like more information I can contact her and see if she is willing to share her experience with you.

There are several studies that support drivers respond more readily to these cues than they do to even pedestrians walking the sidewalks. Drivers were more alert, paid closer attention, and responded quicker when an area was built to show that foot traffic is promoted. Permanent cues include benches, trees, planter boxes that were near driver eye level (whether that be plants inside the planter or the planter itself), chicanes, and roundabouts. I looked into this after our last phone conversation and found many studies when I googled especially when I googled "pedestrian safety" and "traffic calming designs and tactics." The searches will display several studies that show pedestrian safety is at it's highest when drivers see pedestrian cues besides just pedestrians.

There is concern about trees in the parking strips. There are many trees in our community that seem to be doing a great job providing fresh air, shade, and beauty with minimum city damage. I googled "trees that are good for parking strips" and there are many trees that are ideal just for the purpose of parking strips, including their root systems. Salt lake county has an excellent page as to why you would actually want trees in your parking strips. You can view that page here: <http://slco.org/millionTrees/html/rightTree/RightTreeRightPlace1.html> Sandy city also has a great page about trees in parking strips as well as the Utah State extension website. I personally like them in parking strips as opposed to the buildings because they add buffer between the road and the pedestrians, especially junior high kids.

I was thinking about the coloring of the sidewalk which seems to be another concern. I am not looking for intricate color schemes but wouldn't a color plan in place prevent mismatched

sidewalk color patterns like what you pointed out in front of Centerville Elementary? If they had had a color formula (nothing fancy but just a protocol color) then they could use the records to do a better job of matching the existing sidewalk thus making it not so scrappy looking? Can you help me understand this better?

Here are the other points we talked about that I think deserve some consideration:

I just want to reinforce that it is much better for a fast car to hit a planter and the planter hit my son than for that car to directly hit my son as he is walking to and from school. A planter or a bench will greatly slow down a driver by its sheer mass when in comparison to grass. If my son is rough housing or riding his bike, it is much better for him to run into a large planter, tree, or bench than to go into the road. I also feel that someone driving a car will be completely relieved to have only hit a planter as opposed to a store front or a pedestrian.

I hate how Parrish lane is designed. When I walk to Dick's I feel exposed, unprotected, and self conscious. The sidewalk is huge but totally exposed. In the summer my kids love to walk to Sonic and Dairy Queen and I worry about their safety. There is nothing to buffer my kids on the sidewalk from the cars. I have had numerous incidents where cars have not slowed down as they approach a parking lot even though I am right there walking close to the parking lot entrance. There is nothing blocking their view of me as I walk, and yet often they seem surprised to suddenly see me walking there. It for this reason I don't see a larger sidewalk being a total solution to the problem. I think when drivers view an area as a car dominant area, they quit looking for pedestrians. I wish I was around when they made the plans for Parrish Lane foot traffic. The city councils of the past could have done a large service to us in the present to have considered the foot traffic connection of the neighborhoods to the businesses. This is one reason I am really wanting to think about the future plans of the streets of Centerville.

The discussion of UDOT is a frustrating one for me. I have always felt that 40 miles an hour is really fast for a road that has driveways that empty onto it and a junior high school on it. When I mentioned this to city officials, I was told that UDOT has control of the road and so we have to keep it 40 miles per hour. I put the issue aside until I realized this upcoming year my oldest son will be attending Centerville Junior high and mainstreet is THE ONLY road between my house and the school that has a continuous strip of sidewalk. The ONLY continuous strip! I don't know where someone thought it was a good idea to have homes without sidewalks (to save on shoveling?!!) but now he has to choose between walking on a busy 40 miles per hour road or walking in the streets when he and his friends walk home from school. Now when I address making mainstreet safer and someone says, "We don't want to make plans because UDOT MIGHT not approve" I get very frustrated. I wonder this predicament has happened because there really wasn't a plan in place before that UDOT was

able to make that a busy road. I just can't think of a city planner that would look at that predicament for junior high kids and think that it is okay. I don't like discussing things with UDOT with no plan in place. UDOT with free reign is not a good idea for the community.

I'm with you in the idea that the world is moving more towards online shopping and I don't think Mom and Pop shops are sustainable. From what I have learned of the plan it is more standard businesses that are going to be going into these areas, as well as some mixed used housing. I also think Centerville City has many reasons to go to the streets besides mom and pop shops. There are so many programs in place here at Centerville to encourage people to get out : 4th of July, Ethnic festivals, movie nights, beginnings of a farmers market, Whittaker community gardens, etc... Trying to make as much of the sidewalk as walker friendly, in my mind, fits in with the efforts and vision of the city that is in place.

I know the strip in question is small but with the opening of that vacant land, I really think it deserves some serious thought and planning. I really am thinking about the future generations just as I wish future generations would have thought with Parrish Lane.

I think it would be useful for you and other city council members to understand a little more about where I am coming from. My family moved from Layton to Centerville in 2009. We loved our neighbors in Layton but I hated how difficult it was get around and how disconnected the community felt. We first considered moving just one city over to Kaysville just so we could have a better walking community. The jump of house prices from Layton to East Kaysville is significant. I could have a new large home in Layton with a lot of land or a much smaller much older home in Kaysville BUT I could walk to the library, the movie, schools, and grocery store. For that reason we were going to pay significant money to move to a smaller home in Kaysville When we saw a lovely home open in Centerville with a walkability score of 64 I could not believe my luck. The house was more expensive than the Kaysville homes and on a smaller piece of property BUT I loved loved loved what I had heard about the community in Centerville and I loved how close we could be to SLC.

Thanks for listening. I understand you are a very busy committee and I appreciate your time!

Connie Davies

560 N 100 E. Centerville

Cory Snyder

From: Dave Hirschi <dave@hsblegal.com>
Sent: Monday, May 09, 2016 7:39 AM
To: Cory Snyder
Subject: FW: We Support the Plan

For the record.

David P. Hirschi
HIRSCHI STEELE & BAER, PLLC
136 E. South Temple Suite 1650, Salt Lake City, Utah 84111
Ph. 801-990-0500 Email: dave@hsblegal.com

A PRACTICE DIVISION OF

HIRSCHI STEELE & BAER PC  **Davis Miles**
ATTORNEYS AT LAW McGuire Gardner

CONFIDENTIALITY NOTICE: This electronic message transmission may contain confidential and/or privileged information for the named recipient(s) only. If you received this email by mistake, please delete the email and notify me immediately. Thank you.

This email should not be relied upon as a formal opinion on any tax related matters.

From: Jolene Keate [<mailto:jkeate@gmail.com>]
Sent: Saturday, May 07, 2016 8:31 PM
To: Dave Hirschi <dave@hsblegal.com>
Subject: We Support the Plan

We understand the City Planners are asking to hear from the Centerville City citizens concerning the plan that is in place to move forward with beautifying our city. We trust and support the plan that is in place. We have had the opportunity to visit my father's homeland of Switzerland. We were in awe of how beautiful the cities were. They were also extremely clean. We felt the citizens of both Switzerland and Germany care about the appearance of their communities. We have wondered why we lack this commitment to care for our own city. We know all of our City Planners have a vision to create an environment that can be praised and welcomed as a people who care. We also desire to have more improvements made to our parks and walking/running trails to encourage others to care for their own health and enjoy the outdoors.

Include both of us as supporters of your vision and plan to improve our wonderful city of Centerville

Jolene and Jeff Keate

Cory Snyder

From: Steve Thacker
Sent: Monday, May 09, 2016 5:12 PM
To: Cory Snyder
Subject: FW: Comment from Centerville Online Contact Form

From: colleentfisher@gmail.com [<mailto:colleentfisher@gmail.com>]
Sent: Friday, May 06, 2016 4:32 PM
To: Mayor; City Council
Subject: Comment from Centerville Online Contact Form

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

Contact: Elected

First and
Last Name: Colleen Fisher

Address: 569 North 400 Easr

Phone: 801-284-4806

Email: colleentfisher@gmail.com

My family would like to support the proposed plan for making Main Street more pedestrian friendly as well as homier! I love Bountiful's Main Street area and wondered why Centerville doesn't have the equivalent. Sure, we have shopping (revenues) but parking lots can't

Comments: compare with a pleasant looking walking space. To connect Founders' Park to Whitaker Museum and then continue it further would be marvelous. Please do not abandon the plan! I look forward to the additions!

Colleen, Howard, Jake, Ben, Maxx, Megan, Julia, and Grandma Susan

Submitted
On: 2016-05-06 22:32:28

IP Address: 172.56.39.228

Cory Snyder

From: Steve Thacker
Sent: Monday, May 09, 2016 5:15 PM
To: Cory Snyder
Subject: FW: Main Street

From: Jim Hanni [<mailto:jshanni42@gmail.com>]
Sent: Wednesday, April 13, 2016 6:48 PM
To: Mayor; City Council
Subject: Main Street

I am unable to attend the meeting tonight as I have in the past, but I would like to support moving forward with the Main Street project that apparently has already been approved once. I would be disappointed if nothing happens or this is put off for more years. I know you will look at this carefully. Let's be progressive rather than "same old, same old".

Respectively yours

Jim and Sue Hanni
43 W Centerville Commons Way.

Cory Snyder

From: Steve Thacker
Sent: Monday, May 09, 2016 5:14 PM
To: Cory Snyder
Subject: FW: South Main Street Corridor

-----Original Message-----

From: RuthAnn Fisher [<mailto:radfisher@fisherutah.com>]
Sent: Thursday, April 14, 2016 9:12 AM
To: Mayor; City Council
Cc: David Hirschi; Gina Hirst; Cheylynn Hayman; Logan Johnson; Wm Scott Kjar; kevindaly78@gmail.com; centerville.becki@gmail.com
Subject: South Main Street Corridor

The former city council put a plan in place so that as south main street is redeveloped, it is done so in a thoughtful way. The plan included lighting and planters and benches. The plan as it was put in place by our previous city council directed the development of an incremental plan that would beautify, make more walkable, and improve pedestrian and driver safety in the South Main Street corridor.

I am strongly in favor of the SMSC Public Space Plan as it was previously developed.

RuthAnn Fisher

498 North Main St

Cory Snyder

From: Steve Thacker
Sent: Monday, May 09, 2016 5:13 PM
To: Cory Snyder
Subject: FW: Main Street/Public Space Plan

-----Original Message-----

From: Alice Roberts [<mailto:alice.roberts@me.com>]
Sent: Friday, April 15, 2016 1:00 PM
To: City Council; Mayor
Subject: Main Street/Public Space Plan

I was concerned to see that the city council is considering getting rid of the plan to make main street more pedestrian friendly. I support leaving the plan as is. I want to see benches and planters and lighting beautifying our city. I regularly run through the area in question, and I am in favor of supporting zoning regulations that encourage people to be out in our community. Creating a friendly, walkable community means a safer community, and a community we take pride in and feel connected to.

Alice Roberts

Cory Snyder

From: Steve Thacker
Sent: Monday, May 09, 2016 5:12 PM
To: Cory Snyder
Subject: FW: Comment from Centerville Online Contact Form

From: lisaheaton@gmail.com [<mailto:lisaheaton@gmail.com>]
Sent: Friday, May 06, 2016 1:20 PM
To: Steve Thacker
Subject: Comment from Centerville Online Contact Form

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

Contact: CityManager

First and Last
Name: Lisa Heaton

Address: Recently moved from 433 W. Chase Lane, temporarily at 562 W. 925 N., Centerville

Phone: 801-529-6206

Email: lisaheaton@gmail.com

Dear Mr. Thacker,

I would like to voice my support for the existing development plan for the South Main Corridor, particularly the elements that add to a walkable and beautiful streetscape, such as sidewalk planters, landscaping, etc. Thank you for working for the good of Centerville!

Comments:

Sincerely,

Lisa Heaton

Centerville resident 1984-2004, 2012-present

Submitted
On: 2016-05-06 19:19:55

Cory Snyder

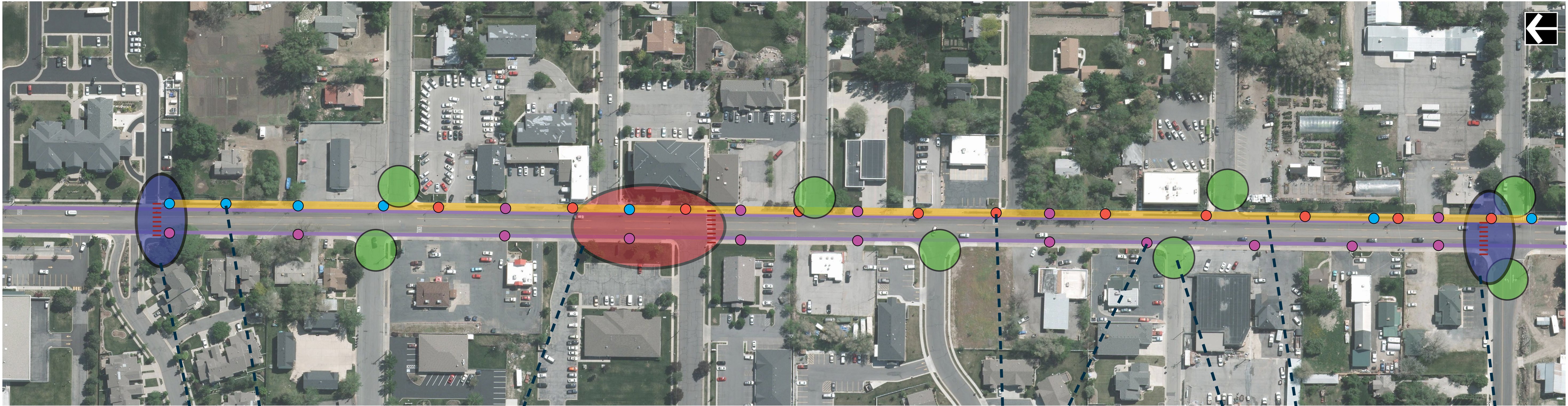
From: Jennifer Djambov <jendjam@yahoo.com>
Sent: Wednesday, May 11, 2016 3:09 PM
To: David Hirschi; Gina Hirst; Cheylynn Hayman; Logan Johnson; Wm Scott Kjar; Kevin Daly; Becki Wright
Subject: pedestrian friendly plan

Dear Centerville City Planers,

I understand that plans to have a pedestrian friendly city are under review this evening. Please know that I am in favor of plans that would provide for pedestrian friendly developments. My elementary and Jr. High students walk along portions of Main street to and from school. Drivers are not always careful and aware of the students as they are walking. Anything we could do to make the children safer would be of high priority to me.

Thank you,

Jennifer Djambov



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.



CENTRAL FEATURE

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.



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.

EAST SIDEWALK IS PAVED TO CURB EDGE AND FEATURES TEXTURED OR EXPOSED AGGREGATE CONCRETE TO ENHANCE SENSE OF PLACE AND CREATE INTEREST. SPECIAL COLOR AND OR JOINT PATTERNS IDENTIFY DRIVEWAYS OR OTHER AREAS OF INTEREST.



UNIQUE STREET SIGN POSTS

CAN BE USED TO CREATE A COMMON ELEMENT THROUGHOUT.

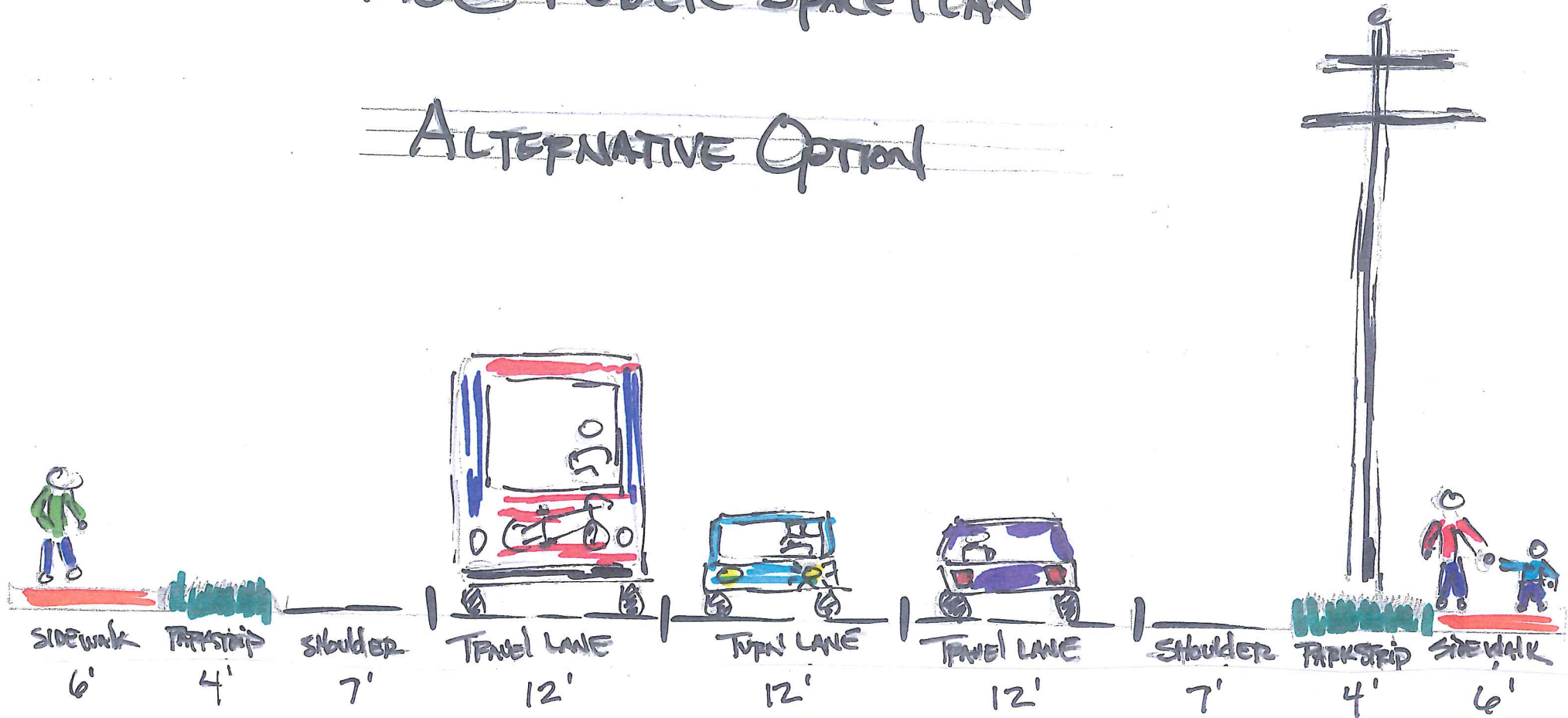


LEGEND

- 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



1 The minutes of the Planning Commission meeting held February 10, 2016 were reviewed
2 and amended. Commissioner Johnson made a **motion** to approve the minutes as amended. The
3 motion was seconded by Commissioner Daly and passed by unanimous vote (5-0).
4

5 **PUBLIC HEARING – CODE TEXT AMENDMENTS FOR THE SOUTH MAIN**
6 **STREET CORRIDOR (SMSC) OVERLAY ORDINANCE (CHAPTER 12-48) - Consider**
7 **the code text amendments for the South Main Street Corridor (SMSC) Overlay Ordinance, which**
8 **include City Council directives and changes to the South Main Street Corridor (SMSC) Public**
9 **Space Plan, and Maximum Unit Allowances and Density Caps for the South Main Street**
10 **Corridor (if deemed necessary).**
11

12 Cory Snyder, Community Development Director, reported the City Council recently
13 discussed the South Main Street Corridor Plan (SMSC) with regard to the public space plan and
14 density as recommended by the Planning Commission. City Council members raised issue,
15 specifically liability, with the public space plan elements and made a motion to remove all
16 benches, planters, and drought tolerant grasses. In addition, it was moved that the light pole
17 position be changed. This motion redirected these items back to the Planning Commission for
18 further consideration. Mr. Snyder said he included the City Council minutes regarding this
19 matter for the Commission's review and understanding. He explained the City Council did not
20 specifically move for a change in the density at this time and did not specifically ask the
21 Commission to review density. However, staff did publicly notice amendments to the SMSC
22 plan as a whole, so any items the Planning Commission discusses is acceptable and appropriate.
23 Mr. Snyder said the City Council plans to discuss density in more detail at a future date. Mr.
24 Snyder said the Commission is not expected to make any decisions tonight. The Commission
25 may choose to look at additional information, re-discuss items as needed, or stay with their
26 original recommendation.
27

28 Lisa Romney, City Attorney, said she was asked by some of the City Council members to
29 specifically point out their concerns with liability related to the public space plan, which is why
30 the removal of these public space elements has been suggested. She referred to the City Council
31 minutes from January 21, 2016. She also explained the noticing decision for these amendments.
32 She said the City Council did not remand the density decision back to the Commission for
33 review at this time, but staff did notice the entire SMSC plan for tonight's discussion. She said
34 this is a matter of general policy and practice so the acting body can discuss any issues as
35 needed. Often times as one item is discussed another issue may arise or conflicts within the
36 ordinance are discovered, and this noticing practice allows for those discussions to take place.
37

38 Chair Hirschi said the Planning Commission spent a great deal of time wrestling with
39 these issues and ultimately arrived at a decision supported by a majority of the Commissioners
40 that was recommended to the City Council. He said there may be some items that warrant
41 additional discussion because there were some unknowns, e.g., UDOT requirements, possibility

1 of additional property acquisition, possible speed limit adjustments, etc. Chair Hirschi said it
2 seems as though the City Council may have had some additional information from that which the
3 Planning Commission reviewed. He asked if any new information has been presented since the
4 Planning Commission's review. He asked if any empirical evidence regarding liability was
5 presented. He said the Planning Commission should be provided with the same level of
6 information prior to any additional recommendations. Chair Hirschi said reducing the speed limit
7 on Main Street may help limit liability. This is information that should be reviewed. If a lower
8 speed were allowed, perhaps more public space options could be possible. He said there may be
9 some modifications that would allow more flexibility with the public space elements.

10
11 Mr. Snyder said a landscape architect was hired to graphically create the public space
12 elements. This rendering with graphic details was not available when the Planning Commission
13 reviewed this matter, but was present for City Council consideration. Some City Council
14 members saw a liability with these elements that they were not comfortable with. He said there
15 was no empirical data presented regarding liability. Mr. Snyder said the City Council did have a
16 bit more clarification regarding UDOT standards and expectations. UDOT prefers break-away
17 elements and looks at liability from the standpoint of the roadway; any element with which a
18 vehicle could collide with is considered a liability for UDOT.

19
20 Commissioner Wright said she is struggling to see the liability with some of these
21 elements. She said there are many light poles already located within the city that are not break-
22 away. She would like to see all information and reports prior to any further decisions so that an
23 informed recommendation can be made. Perhaps the Commission needs to provide more
24 evidence as to why these elements are appropriate and not a liability. She said she would like to
25 look at data with regard to reducing the speed limit, public safety, and traffic incidences; perhaps
26 the Police Chief is willing to provide some information. She would like to review the history of
27 the SMSC plan and understand how it has evolved. Commissioner Wright also suggested the
28 Planning Commission not discuss density at this time as the City Council has not sent a specific
29 directive to do so.

30
31 Commissioner Hayman questioned the realistic risks of these public space elements. She
32 would like to see information from other cities with similar public spaces to understand what
33 level of liability is represented. She said removing these elements will significantly change the
34 vision for Main Street. She also mentioned the height of the planter boxes and vegetation could
35 easily be adjusted to increase visibility.

36
37 Commissioner Hirst said generally public space elements are traffic calming and are safer
38 for pedestrians as they create more space and a barrier from traffic. She too would like more
39 information regarding true liability.

40

1 Ms. Romney said she is willing to provide a legal memorandum and explanation of
2 liability. She said property ownership is not the only factor in liability.

3
4 Chair Hirschi opened the public hearing.

5
6 Robyn Mecham said the original zoning for Main Street mirrored that of the city's
7 gateway, Parrish Lane. She said Main Street is not Centerville's gateway but rather the middle of
8 town. The original idea for Main Street was walkability with small shops. She said this idea is no
9 longer feasible but rather Main Street is more likely a soft commercial area. She said potential
10 parking at the rear of these commercial buildings also hinders walkability. She said given the
11 lack of walkability on Main Street no pedestrian will be looking to sit down on a bench. She said
12 the area being discussed is not even the entirety of Main Street but rather only a few blocks. She
13 questioned how many amenities really need to be included in this limited area. She said these
14 few blocks are the thoroughfare for the Junior High School. She is concerned a student who
15 skateboards or bikes this area, and falls in this public space, causing injury, is a liability for the
16 City. She agreed that information from the Police Chief regarding public amenities would be
17 helpful. She also suggested the Commission consider the maintenance costs for these amenities.
18 She suggested the Commission speak with the Public Works Director regarding installation
19 costs, maintenance costs and employee time required for such elements. She said planter boxes
20 with tall grasses are a potential visual hazard. She said a small child walking this area could be
21 obscured from a drivers view and that child could easily walk into traffic unseen. She said she is
22 on the Transportation Committee and it is not likely that UDOT will lower the speed limit on
23 Main Street, especially for only a few blocks. The remainder of the residents on the northern half
24 of Main Street would not be pleased with a reduced speed limit. She also mentioned density
25 should be limited stating that Main Street should not be turned into an apartment row.

26
27 Seeing no one else wishing to comment, Chair Hirschi closed the public hearing. (Note:
28 per the motion the public hearing will be continued to a future meeting)

29
30 Commission members discussed several items of information, data, and clarification they
31 would like to review before making any further decisions. These items included the following:

- 32
- 33 • Legal analysis of liability including risk vs. benefit.
 - 34 • Information from other cities with similar public space elements and their experience
 - 35 with such elements including installation and maintenance costs.
 - 36 • Presentation and/or a report from the Landscape Architect who completed a graphic
 - 37 rendering of Main Street with the public space corridor and elements as provided to
 - 38 the City Council.
 - 39 • Timeline and/or report of the history of the Planning Commission's discussions and
 - 40 recommendations to the City Council regarding the SMSC Plan.
 - 41 • Planter box options including box height and alternate vegetation options.

- Review and/or report regarding public safety issues and traffic calming techniques, including a perspective from the Police Chief.
- Criteria and/or the process required with UDOT for requesting a speed limit modification.
- Information and/or a report from the Trails Committee regarding urban pathways for this area.
- Information and/or a report from the Police Chief regarding types of accidents and tickets along Main Street.
- Information and/or a report from UDOT regarding speed data and violations for Main Street.

Chair Hirschi made a **motion** to table this matter including the public hearing until the Planning Commission meeting scheduled for March 23, 2016. In addition, Chair Hirschi moved to direct staff to provide the information as listed in the bullet points above. Staff will work with Chair Hirschi to determine which items may be ready for discussion on March 23, 2016. The motion was seconded by Commissioner Hayman and passed by unanimous vote (6-0).

DISCUSSION – Continuation of discussion regarding 2016/2017 Planning Commission Goals and Priorities

Chair Hirschi explained the Planning Commission has been invited to a work session with the City Council to discuss goals and priorities on March 23, 2016. The Planning Commission's goals and priorities should be submitted to the City Manager by March 15, 2016. Chair Hirschi reviewed the list of goals discussed at the last Planning Commission meeting (February 10, 2016) and asked the Commissioners to respond with their top priority as well as any other goals that have not yet been added to the list.

Commissioner Wright she would like to add park development to the list. She recently served on the Parks and Recreation Committee and she discussed the recent approval of the RAP tax which allocates money for parks. She suggested meeting with the Parks and Recreation Committee and/or the Trails Committee to get their opinion and review their goals for future parks, park upgrades, and trails. She said her top priority would be to delegate the approval of simple applications to staff in order to free up more time for the Planning Commission to proactively plan.

Chair Hirschi agreed a review of administrative decisions is the top priority. He said if this is done first, then prioritizing the other items may not be as necessary because the Commission will have more time to plan and work on each item.

Cory Snyder, Community Development Director, discussed the Routine and Uncontested policy of the City. He explained this policy currently has no applications listed within the policy.

1
2 **PLANNING COMMISSION MINUTES OF MEETING**

3 **Wednesday, March 9, 2016**

4 **7:00 p.m.**

5
6 A quorum being present at Centerville City Hall, 250 North Main Street, Centerville,
7 Utah. The meeting of the Centerville City Planning Commission was called to order at 7:00 p.m.

8
9 **MEMBERS PRESENT**

10 Becki Wright

11 Cheylynn Hayman

12 David Hirschi, Chair

13 Gina Hirst

14 Logan Johnson

15 Scott Kjar

16
17 **MEMBERS ABSENT**

18 Kevin Daly

19
20 **STAFF PRESENT**

21 Corvin Snyder, Community Development Director

22 Lisa Romney, City Attorney

23 Bruce Cox, Parks and Recreation Director

24 Kathy Streadbeck, Recording Secretary

25
26 **VISITORS**

27 Interested Citizens

28 Centerville City Trails Committee

29 Centerville City Parks and Recreation Committee

30
31 **PLEDGE OF ALLEGIANCE**

32
33 **OPENING COMMENT/LEGISLATIVE PRAYER**

Gina Hirst

34
35 **MINUTES REVIEW AND APPROVAL**

36
37 The minutes of the Planning Commission meeting held February 24, 2016 were reviewed
38 and amended. Commissioner Hirst made a **motion** to approve the minutes as amended. The
39 motion was seconded by Commissioner Hayman and passed by unanimous vote (6-0).

40
41 **PRESENTATION - Presentation by both the Parks & Recreation Committee and**
42 **the Trails Committee regarding priorities & goals for 2016/2017**

1 Kyle Barney, Parks and Recreation Committee Chair, provided an overview of the Parks
2 and Recreation Committee's goals for the coming years. He said the RAP tax was recently re-
3 passed and the Committee is optimistic as funds will be coming available. He said their top
4 priorities are to complete the Community Park improvements and upgrade Island View Park. He
5 said the Committee is also interested in the possibility of acquiring a unique portion of land from
6 Davis County for a new park (approximately 700 East between 100 & 200 South). This property
7 was previously used as a sedimentation basin for Deuel Creek. The property currently includes
8 some park benches and trails. The Parks and Recreation Committee believes this area has great
9 potential and is interested in upgrading the site, if acquired. Mr. Barney also discussed the Parks
10 and Recreation Committee's summer event, Movies in the Park. This event runs throughout the
11 summer months and draws an average of 400 people per movie.
12

13 Commissioner Hayman suggested a non-traditional park option be explored, such as a
14 skate park. Mr. Barney said the Parks and Recreation Committee have discussed and will
15 continue to discuss many park options, including a skate park. Cory Snyder, Community
16 Development Director, reported the County will be attending the next City Council meeting to
17 discuss this sedimentation basin area. He explained there are some challenges with this property
18 and possible purchase process.
19

20 Bruce Cox, Park and Recreation Director, reported the park pavilions opened for
21 reservations a few weeks ago. He explained most park pavilions are booked every Friday and
22 Saturday from April 15th-October 15th. In addition, many of the parks are also used throughout
23 the week.
24

25 Mark Dimond, Trails Committee Chair, reported on the Trails Committee goals. He said
26 the Committee has a long-term goal of implementing trails whenever possible. He said they try
27 to incorporate bike lanes whenever roadways are being restriped. The Committee has supported a
28 grant application to widen the Frontage Road for the purpose of bike lanes. He said they have
29 goals for a master planned trail system on the west side. He said the Committee has goals to
30 incorporate new trails along the hillside as well as maintain and restore current hillside trails. He
31 said the Committee has worked with boy scouts on various trail upgrades and improvements. He
32 also explained that the Committee hosts various activities to bring awareness and recognition to
33 Centerville's trails, including community hikes, runs, mountain biking and signage. In addition,
34 the Trails Committee hosts a booth every year during the 4th of July festivities.
35

36 Mr. Cox said the Planning Commission can be helpful in establishing and maintaining
37 trails by promoting trails as new development applications come about. The Planning
38 Commission can easily access the Trail Master Plan and support these efforts by encouraging
39 developers to include trails within their developments.
40

1 Chair Hirschi informed the Trails Committee of the City's efforts to redevelop Main
2 Street by creating the South Main Street Corridor plan. He asked the Committee if bike lanes on
3 Main Street are a desired option. Mr. Cox said bike lanes on Main Street may be possible, but it
4 depends on whether parking on Main Street is allowed. He said there is a "shared" bike
5 lane/parking option but it can be difficult to allow both.

6
7 Mr. Snyder said Main Street is wide enough to accommodate bike lanes, but the street
8 design will make a big difference on whether they are practical. If bike lanes are desired, then the
9 street design will likely not include on-street parking. Mr. Snyder informed both Committees of
10 the City Council and Planning Commission goal-setting process. He explained that both
11 Committees will likely be asked to participate in this process. He also updated the Committees
12 and the Commission on the Parrish Lane pedestrian overpass and the pathway/trailhead around
13 the proposed Maverik site on the southwest corner of Parrish Lane and 1250 West.

14
15 Commissioner Wright asked the Trails Committee what goals they have for urban trails
16 throughout the city and along the Main Street corridor. She explained the Commission is
17 committed to proactive planning. She said Main Street has sidewalks, but she wondered if the
18 Trails Committee has done anything else to encourage urban pathways. Mr. Snyder said urban
19 pathways such as wider sidewalks with loops within the city and connections to trailheads or
20 other hot spots in the city could be beneficial to the community.

21
22 Mr. Dimond said that Main Street would be a great choice for bike lanes. He said the
23 Trails Committee has not discussed urban pathways at length along the Main Street corridor but
24 he agreed this is an important topic to consider. He said he would add this to a future Trails
25 Committee agenda.

26
27 The Trails Committee questioned what plans there are for the hillside and if there are any
28 future opportunities for trailheads. Mr. Snyder explained there is a Hillside Management Plan
29 and that the Planning Commission has a proactive planning goal to review this plan in the near
30 future.

31
32 **DISCUSSION – Continuation of discussion regarding 2016/2017 Planning**
33 **Commission Goals and Priorities**

34
35 Cory Snyder, Community Development Director, reviewed the list of goals the Planning
36 Commission has discussed in the past few meetings. He also updated the Commission on City
37 Council and staff discussions regarding active vs. passive density and how density is calculated
38 per current ordinances. He explained this sensitive land issue will be coming to the Planning
39 Commission for further review in the near future. He said this was not previously listed as a goal
40 but suggested it be added to the list.

1 Chair Hirschi made a **motion** to table the Zone Map Amendment to extend the Deuel
2 Creek Historic District until the next Planning Commission meeting. The motion was seconded
3 by Commissioner Daly and passed by roll-call vote (6-1). Commissioner Johnson opposed.

4 **PUBLIC HEARING | CODE TEXT AMENDMENTS FOR THE SOUTH MAIN**
5 **STREET CORRIDOR (SMSC) OVERLAY ORDINANCE (CHAPTER 12-48) [Postponed**
6 **from February 24, 2016 meeting] - Consider the Code Text Amendments for the South**
7 **Main Street Corridor (SMSC) Overlay Ordinance, which includes the City Council**
8 **directives and changes to the South Main Street Corridor (SMSC) Public Space Plan.**
9 **Centerville City, Applicant.**

10 Chair Hirschi made a **motion** to postpone this item until the next Planning Commission
11 meeting. The motion was seconded by Commission Hirst and passed by unanimous roll-call vote
12 (7-0).
13

14 Cory Snyder, Community Development Director, said he has been a part of the South
15 Main Street Corridor (SMSC) planning process since the beginning. He said the Planning
16 Commission worked hard on the public space plan and he believes the space plan is appropriate
17 but he does not believe the space plan will ever come to fruition because the redevelopment plan
18 and associated density have been watered down significantly. He said the SMSC plan was
19 prepared in such a way to encourage redevelop through density incentives. This is no longer the
20 case. The SMSC plan has been amended to a point where it must work within its existing
21 confines which hinders redevelopment because it limits economic return. He believes a few
22 properties will redevelop and the public space plan will be implemented on those limited
23 properties creating a sporadic, spotty public space. He said the public space plan will never cover
24 the entire Main Street corridor as imagined. Eventually, the corridor may redevelop but by that
25 time the initial redeveloped properties and associated public space will likely be deteriorated. He
26 said, as a professional planner, he believes the public space plan is no longer feasible. He knows
27 there are many City Council members and Planning Commission members that do not agree, but
28 he wanted to make his position known.
29

30 **PRESENTATION - OPEN SPACE/SENSITIVE LANDS**
31

32 Commissioner Wright made a **motion** to postpone this item until the next Planning
33 Commission meeting. The motion was seconded by Commissioner Kjar and passed by
34 unanimous vote (7-0).
35

36 **REVIEW - NOTICING MATRIX FOR ZONING APPLICATIONS**
37

38 Lisa Romney, City Attorney, shared the Centerville City Noticing Matrix for Zoning
39 Applications for both the City Council and the Planning Commission. She said the Commission

1 may find this helpful as they review and discuss possible changes to the application procedures
2 and processes.

3
4 **COMMUNITY DEVELOPMENT DIRECTOR'S REPORT**

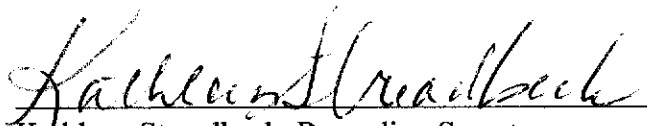
- 5
6 1. The next regularly scheduled Planning Commission meeting will be Wednesday,
7 April 13, 2016 at 7:00 p.m.
8 2. Upcoming Agenda Items:
9 • Deuel Creek Historic District
10 • South Main Street Corridor, public space plan
11

12
13 The meeting was adjourned at 10:05 p.m.

14
15 
16 _____
17 David Hirschi, Chair

4-13-2016

Date Approved

18
19 
20 _____
21 Kathleen Streadbeck, Recording Secretary



the Staff Report dated March 23, 2016 as amended this evening and to recommend approval to the City Council.

Reasons for the Action (findings):

1. The proposed amendments meet the requirements found in Section 12-21-080(4)(e).
2. The proposed Zoning Text Amendments meet the goals and objectives of the General Plan concerning a historic district [Section 12-480-8(3)].
3. Proposed amendments to Chapter 12-49, Centerville Deuel Creek Historic District, will be consistent with other objectives found in this Section.
4. The proposed amendments will not have a negative impact on the surrounding community.
5. Through research, site visits, three public work sessions and several meetings, the Landmarks Commission believes they have covered important aspects of location, guidelines and incentives.
6. The Landmarks Commission believes the proposed district and subsequent created documents will be beneficial to the neighborhood.
7. The proposed amendments meet the requested clarification by the City Council, which was stated at the January 2016 Council Meeting.

The motion was seconded by Commissioner Daly and passed by unanimous roll-call vote (6-0).

Commissioner Daly made a **motion** for the Planning Commission to accept the Zone Map Amendment to extend the Centerville Deuel Creek Historic District to the east side of 400 East, as shown in the Staff Report dated March 23, 2016, and to recommend approval to the City Council.

Reasons for the Action (findings):

1. The proposed amendment meets the requirements found in Section 12-21-080(4)(e).
2. The proposed Zone Map Amendment meets the goals and objectives of the General Plan concerning a historic district [Section 12-480-8(3)].
3. Expanding the Centerville Deuel Creek Historic District to include the east side of 400 East will not have a negative impact on the surrounding community.
4. The Landmarks Commission believes the proposed amendment to the overlay zone and will be beneficial to the neighborhood by encouraging further preservation within Centerville.

The motion was seconded by Commissioner Hirst and passed by unanimous roll-call vote (6-0).

PUBLIC HEARING | CODE TEXT AMENDMENTS FOR THE SOUTH MAINSTREET CORRIDOR (SMSC) OVERLAY ORDINANCE (CHAPTER 12-48)
[Postponed from March 23, 2016 meeting] - Consider the Code Text Amendments for the South Main Street Corridor (SMSC) Overlay Ordinance, which includes the City Council

directives and changes to the South Main Street Corridor (SMSC) Public Space Plan.
Centerville City, Applicant.

Cory Snyder, Community Development Director, reported the Planning Commission tabled action on this item and requested additional information, data, and clarification at their February 24, 2016 meeting. This information was provided to the Commission at their March 23, 2016 meeting, but again the item was tabled due to time constraints. Mr. Snyder reviewed the additional information provided. He reminded the Commission the specific directive from the City Council was to consider pushing the placement of the light poles and planter boxes back onto private property behind the sidewalk, and to consider alternate planting materials (i.e., lower growing height). Mr. Snyder distributed several emails that he has received from the public regarding this issue. These emails were submitted into the official record. Mr. Snyder also reference the "Staff Alternate Vision" included with the staff reports. He explained this is his idea formulated from previous discussions and simply includes options to consider. If there is a desire to shift away from the current public space plan then perhaps this alternative vision may serve as a tool.

Commissioner Wright said she did not see any information regarding bicycle usage on Main Street. She asked if UDOT keeps any type of cycling information. Mr. Snyder said UDOT does not track cycling data. He said they have contacted cycling clubs in the past, but they too keep no such data. He said it may be possible that UTA and or the Wasatch Regional Council has some type of cycling information. Mr. Snyder will contact both UTA and the Wasatch Regional Council.

Chair Hirschi opened the public hearing.

Lisa Astling said she understands that the planter boxes and trees may be considered a liability. She does not believe these would be any more of a liability than the movie in the park events. However, she does believe moving the planter boxes, trees, and light poles to the private space would be a liability for those using the sidewalk, especially bikers. She hopes a bike path is still planned for Main Street. She said it is important to keep a demarcation for bike lanes. She also suggested a decrease in the speed limit on Main Street. She said a decreased speed limit will decrease liability. She said if these improvements are intended to create a greater public presence on Main Street then a reduced speed limit may be a good option.

Jeff Cook said he owns property on Main Street and has not received any notice or other information on these proposed amendments. This is very frustrating. He said he was part of the original committee who created the SMSC standards. He said the original committee spent many hours and created what they believed was a sound document. Since that time it has been under constant change. He said it is hard to know what is or is not allowed anymore thus making it difficult for property owners to seriously consider redevelopment. He said it feels like the

1 original committees' work has been discounted completely. He expressed concern with pushing
2 the elements back into the private space. He said any elements or plantings pushed into the
3 private space will not be cohesively maintained. He said when trees or other plantings die,
4 property owners may choose not to replace them. He said putting this installation and subsequent
5 maintenance onto individual property owners will diminish the uniformity of the Main Street
6 corridor. However, if the City will maintain these elements then he believes it could work. He
7 said if the public space elements must be pushed onto private property he suggests it be benches
8 and planter boxes as these are easier to maintain. He also suggested the public hearing remain
9 open so any additional comments can continue to take place as this process moves forward.

10
11 Chair Hirschi formally accepted all public comment emails into the public record. He
12 requested that Commission members submit all public comment emails they have received
13 personally to the City Recorder to be included in the public record as well.

14
15 Chair Hirschi turned the discussion to the Commission for their comments. He said the
16 Commission has an opportunity to review the public space and plan accordingly. As planners, he
17 encouraged the Commission to look at what is feasible and not necessarily what is practical.

18
19 Commissioner Daly said some residents feel that Main Street is not the true main road in
20 Centerville. The true main road in Centerville is Parrish Lane. He said Main Street is a
21 hodgepodge of homes, businesses, parks, and a school. He said Centerville City's Main Street
22 will never be like Bountiful City's Main Street. He said Centerville's Main Street is simply a road
23 that gets people from point A to point B. He said Main Street is not going to be a main business
24 center with walkable shops. He said to create such an area requires density and it has been made
25 clear that residents do not desire density on Main Street which eliminates the incentive for
26 redevelopment. Since Main Street is transitional, he is not in favor of reducing the speed limit.
27 He said it also seems ironic to reduce the speed limit when the City exercised their right to widen
28 the intersection at Parrish Lane and Main Street in order to increase traffic flow. He is in favor of
29 striping for bike lanes on Main Street. He also said he likes many of the ideas presented in the
30 Staff Alternate Vision document and thinks it may a good middle option between the SMSC
31 public space plan and the existing state of Main Street.

32
33 Commissioner Hayman said she was surprised that the City Council was concerned with
34 the placement of the planter boxes and light poles. She believes these are critical elements of the
35 public space plan and she did not see any solid data to suggest that the current placement of the
36 planter boxes and light poles are a significant liability. She strongly suggest these elements
37 remain in their current position. She believes the park strip is the best place to create a visual
38 boundary between the street and the sidewalk. She is not overly concerned with the elimination
39 of tall grasses and is willing to explore other plant material options.

1 Commissioner Wright said Main Street signifies the heart of our city. She agreed Parrish
2 Lane is the main business hub of Centerville and agrees that Main Street is different from Parrish
3 Lane. She believes Main Street is walkable. She said there are always pedestrians on the
4 sidewalks of Main Street and this will always be the case as long as there is a school on Main
5 Street. In addition, she believes Founders Park, City Hall, and the Whitaker Museum also
6 contribute to the walkability of Main Street. She is an advocate for Main Street and believes the
7 Commission should create the vision that has been foreseen and keep the planter boxes and poles
8 as planned. She does not believe these elements are a liability concern but rather that these
9 elements create a safety barrier from traffic for those pedestrians on the sidewalk. She believes
10 the pedestrian lighting is also important for safety. She too is amenable to alternate planting
11 materials and mentioned that she likes flowering trees. She agrees these elements are critical for
12 framing the street and believes this framing of the street is what will adjust traffic flow. She said
13 the benches could be pushed back from the curb, but strongly agrees the planter boxes and light
14 poles should remain. She said the Commission needs to be clear as to why these items are
15 important and site specific evidence to show these elements are acceptable. She also mentioned
16 that she has heard that trees reduce crime within a city and she is looking for this study and
17 information to share with the Commission and City Council.

18
19 Mr. Snyder reminded the Commission that Main Street is a UDOT owned road. He said
20 UDOT has specific standards for Main Street and the public clear zone. He agreed the
21 Commission should plan as they see fit, but cautioned the Commission that some of the
22 placement may not be allowed. He said UDOT does not negotiate these standards regardless of
23 past practices or existing conditions. He also cautioned the Commission to keep property owners
24 in mind with regard to the cost of improvements. He said the cost for many of these elements
25 could be burdensome to private property owners and could affect redevelopment.

26
27 The Commission discussed the option for break-away elements and wondered if they
28 may be acceptable to UDOT. They also wondered how bike lanes might affect UDOT's clear
29 zone. The Commission agreed having a representative from UDOT come and present UDOT's
30 standards to the Commission before any decisions are made would be useful. The Commission
31 also agreed a presentation from the Wasatch Regional Council on complete street designs would
32 also be helpful. The Commission would also like to meet with the City Council in a work session
33 following these presentations before any decisions are made.

34
35 Chair Hirschi said continuity is an issue. He agreed that if these elements are pushed back
36 into the private space then gaps and maintenance could become a greater issue. He believes if
37 this public space is improved it will in turn encourage redevelopment as it brings more people to
38 the area. He said every citizen in Centerville will benefit from these improvements. In that
39 regard, he mentioned a special improvement district could be an option to fund these public
40 space improvements.

Commissioner Hirst said walkers, runners and bikers are not going away. She said Main Street should be planned in a way to promote and encourage usability.

Chair Hirschi made a **motion** to continue this item, including the public hearing to a future Planning Commission meeting to be held following a work session with UDOT and WFRM. The motion was seconded by Commissioner Wright and passed by unanimous roll-call vote (6-0).

OPEN SPACE/SENSITIVE LANDS PRESENTATION BY COMMUNITY DEVELOPMENT DIRECTOR [Postponed from March 23, 2016 meeting]

Cory Snyder, Community Development Director, used this time to educate the Commission on density calculations, parks and open space, and park impact fees. He explained how density was traditionally calculated (prior to 2003) and how it is currently calculated (gross density) and the pros and cons of both methods. He reviewed the difference between passive open space and active open space and the difference between impervious and pervious open space for each development zone. He also discussed tot lots and pocket parks explaining they typically become obsolete within a few years because they are isolated from the rest of the community. He suggested that it may be better to require impact fees for open space rather than giving a break for pocket parks or tot lots. Mr. Snyder explained he presented this same material to the City Council, at their request, who expressed a desire to establish some open space regulations for sensitive lands, specifically the hillside area. The City Council has asked for the Commission's opinion on this matter. The Commission agreed it would be beneficial to look at open space options and subsequent density calculations for the hillside. Staff will draft an ordinance for review at a future meeting.

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT

1. The next regularly scheduled Planning Commission meeting will be Wednesday, April 27, 2016 at 7:00 p.m.
2. Upcoming Agenda Items:
 - Rohletter, Small Subdivision Waiver & Rezone
 - The Cove Creek Estates, Small Subdivision Waiver

The meeting was adjourned at 9:40 p.m.


David Hirschi, Chair


Kathleen Streadbeck, Recording Secretary



4-27-16
Date Approved

1 Minutes of the Planning Commission work session meeting held Wednesday, May 11,
2 2016 at 5:30 p.m. at Centerville City Hall, 250 North Main Street, Centerville, Utah.

3
4 **MEMBERS PRESENT**

5 Kevin Daly
6 Becki Wright
7 David Hirschi, Chair
8 Gina Hirst
9 Logan Johnson
10 Cheylynn Hayman
11 Scott Kjar
12

13 **STAFF PRESENT**

14 Corvin Snyder, Community Development Director
15 Brandon Toponce, Assistant Planner
16 Kathy Streadbeck, Recording Secretary
17

18 **VISITORS**

19 Jennifer Turnblom
20 Darin Fistrup, UDOT
21 Scott Hess, Wasatch Front Regional Council

22 **WORK SESSION – SOUTH MAIN STREET CORRIDOR PLAN (SMSC) WITH**
23 **REPRESENTATIVES FROM UDOT AND WFRC**

24 Chair Hirschi welcomed Darin Fistrup from UDOT and Scott Hess from Wasatch Front
25 Regional Council (WFRC). He explained the Commission requested this work session in order to
26 discuss the do's and don'ts and the pros and cons of Centerville's South Main Street Corridor
27 (SMSC) Public Space Plan.
28

29 Cory Snyder, Community Development Director, provided background on the SMSC
30 plan and how it has evolved. He explained Centerville has worked closely with the WFRC
31 Complete Street Policy during this process. He said Main Street is owned and maintained by
32 UDOT and some of the elements desired for the SMSC may conflict with UDOT's standards for
33 Main Street. He said recently the City Council requested a few changes to the Public Space Plan,
34 i.e., the removal of all benches and planter boxes and the relocation of light poles. These items
35 are now being considered by the Planning Commission. He explained all information regarding
36 these issues have been provided to both UDOT and the WFRC for their consideration and
37 comment.
38

39 Scott Hess, WFRC Active Transportation Planner, discussed and reviewed the Complete
40 Streets policy. He discussed the major corridors of Centerville and commended the Commission
41 for actively planning for the future. He said the WFRC does not require any standards but rather

1 provides tools and resources to support planning efforts. He said, when planning, Centerville
2 should carefully consider the needs of all of Main Street's users. He said active transportation
3 should consider the needs of all users, including ADA, bike, and pedestrian users. He said it is
4 important to provide master plans and maps for all corridors and maintain those resources. Mr.
5 Hess said that Main Street is currently designated as a priority bike route on the Davis County
6 plan, the WFRRC plan, UDOT's plan, and on Centerville City's Trails Master Plan. He cautioned
7 the Commission to keep all public space elements out of the private sector and keep them in the
8 public right-of-way. He said placing public space elements in the private sector can cause
9 inconsistencies, ongoing cost, installation, maintenance, and property rights issues. He
10 encouraged the Commission to review other cities' public corridors that are similar to
11 Centerville's Main Street. Mr. Hess explained the Federal Highway Administration (FHWA)
12 recently studied the idea of narrowing travel lanes in order to reduce traffic speeds and increase
13 usable public space and has recently changed the controlling criteria governing travel lanes. This
14 may be a possibility for Centerville's Main Street. He said if the travel lanes were narrowed to
15 eleven (11) feet then a five and a half foot (5.5') bike lane could easily be striped. He explained a
16 bike lane would help create a safety buffer or separation between traffic and the pedestrian
17 corridor. He said trees can also be used as buffers. He said narrowed travel lanes would create a
18 bit more congestion and greater cuing at signal lights, but in turn would lower speeds. Mr. Hess
19 reviewed map statistics regarding bus route stops on Main Street. He said Centerville's Main
20 Street has one of the highest boarding rates in the area. This means that pedestrians are walking
21 Main Street on a regular basis. He discussed accessibility and connectivity as elements of
22 walkability. He said with regard to walkability (comprised of 5 elements) Centerville's Main
23 Street ranks low for the region because it does not have imageability, human scale elements,
24 complexity, transparency, and enclosure. However, he believes Main Street has great potential
25 for walkability because of its many parks, paths, and points of interest. He said increasing
26 sidewalk width, pushing buildings forward to frame the streets, and installing public elements all
27 contribute to walkability and reduced traffic speeds. Mr. Hess said he would forward links to all
28 these studies, maps, and information for the Commission's review. He explained there is
29 currently no comprehensive data with regard to bike usage. The WFRRC is currently working on a
30 plan for collecting this type of data. He did mention that Centerville is allowed to borrow a tube
31 counter from the WFRRC for several weeks and track their own bike counts if they so choose.

32
33 Darin Fistrup, UDOT, said speed limits are set by an 85th Percentile Law. The means that
34 traffic speed data is collected for a particular road and then the average speed of 85% of those
35 vehicles is calculated. The speed limit for that road is then set within 5 mph of that 85%
36 calculation. He said there is a common misconception that if a speed limit is lowered then all
37 vehicles will obey. However, it has been found that about 15% of traffic will obey and that the
38 same 85% will continue to travel the road at the higher speed. Mr. Fistrup said changing speed
39 limit signs may not necessarily slow vehicles, but public elements do. He said as cities
40 incorporate some of these public space elements into their corridors traffic tends to slow

1 automatically. Once the 85% has slowed then a speed limit sign can be changed. He said
2 elements must be built first and then speed limit sign changes will follow.

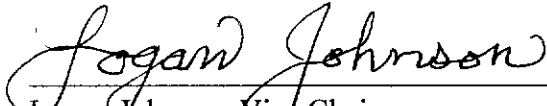
3
4 Mr. Fistrup said Main Street is a busy road and is called a 3-lane facility. Centerville's
5 Main Street is 42-44 feet wide. He said it may be possible to narrow the travel lanes as suggested
6 in order to stripe for a bike lane which would help create a safe separation of traffic and
7 pedestrians. He said vehicular travel lanes can range from 9-12 feet. The travel lanes on Main
8 Street could be narrowed to 11 feet and a 5.5-foot bike lane stripped. He said it is important to
9 consider what is best for the users, wider travel lanes or wider bike lanes. He said an 11-foot
10 travel lane would provide for a slightly wider bike lane. He said bike lanes are not only used by
11 "spandex wearers" but by families as well and a wider bike lane may be best. He said UDOT will
12 be performing routine maintenance and restriping on Main Street in the near future. He said it
13 may be possible to narrow the lanes and stripe for bike lanes at that time at no cost to Centerville.
14 He said UDOT is willing to work with Centerville. He did caution the Commission to consider
15 all types of vehicles that travel Main Street to ensure that an 11-foot travel is sufficient for all
16 sized vehicles. He also cautioned that a striped bike lane can look like an acceptable on-street
17 parking lane. Mr. Fistrup explained UDOT's clear zone is 20-feet and that any elements located
18 within this clear zone or in the park strip simply need to be break-away. This means these
19 elements should break free of their location if hit by a vehicle. He said furniture in the park strip
20 is not a big deal as long as it is crash-worthy. He said there is a greater risk of injury to a driver
21 who hits a fixed element then there is to a pedestrian who may be in the path of a break-away
22 element. He explained the likelihood of a pedestrian in the pathway of an element that has
23 broken free is minimal and that the majority of the energy from the collision is lost as the
24 element breaks free. He said it is an "over-worry" that breakaway objects cause a liability to the
25 pedestrian. He said UDOT is concerned with the safety of both the pedestrian and the driver. He
26 said UDOT is willing to work with Centerville and is amenable to public space elements as long
27 as they are break-away. He said both Ogden City and Logan City have benches and bike racks in
28 their park strips. He said UDOT prefers planter boxes no taller than 18-inches and UDOT is
29 flexible on planting choices as long as the site triangle is maintained. Mr. Fistrup shared Mr.
30 Hess' concerns with putting public space elements in the private sector. He encouraged
31 Centerville, as new development comes, to require the distance needed for wider sidewalks so
32 public space elements can be included in the public space, not the private space. He strongly
33 suggested all public space elements remain within the public right-of-way. He said public
34 elements can have some height variation as long as it does not hinder a driver's view of the
35 pedestrian corridor and as long as sight triangles are maintained. He said planter boxes, benches,
36 and light poles are acceptable if driver visibility of the corridor is maintained. Mr. Fistrup said
37 UDOT requests trees remain under 3-inches in caliper if placed in the clear zone. If a tree
38 exceeds this caliper UDOT will require removal. He said this is the only item that may be
39 acceptable to place in the private sector where it can grow and mature as needed providing the

1 envisioned canopy. He said Centerville is moving in the right direction with the South Main
2 Street Corridor Plan. He said walkability is a good plan and will make Main Street feel safe.

3
4 Mr. Hess agreed that placing trees behind the sidewalk within the private sector may be
5 acceptable. This would allow trees to grow and mature, providing complexity and interest to the
6 corridor, which in turn increases walkability. In this case, he suggested the City create a policy
7 stating the City will purchase, install, maintain, and replace trees as needed. He said this may
8 help with some of the concerns between public and private property.

9
10 Mr. Fistrup and Mr. Hess were asked about their experience with special improvement
11 districts. Mr. Hess said special improvement districts work best when they are timed along with
12 an extreme needed expense such as major utility placement, infrastructure needs, or roadway
13 construction. He said a special improvement district may not be the best idea for the SMSC plan,
14 but mentioned that Centerville does have access to Prop 1 money, which could be used for some
15 of these improvements. Mr. Fistrup said there are no major reconstruction plans for Centerville's
16 Main Street in the foreseeable future.

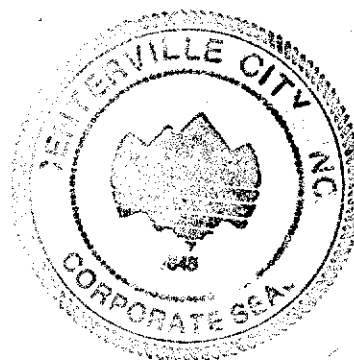
17
18 The work session was adjourned at 6:50 p.m.

19
20 
21 _____
22 Logan Johnson, Vice Chair

6-8-2016

Date Approved

23
24 
25 _____
26 Kathleen Streadbeck, Recording Secretary



- k. Submit signed Improvements Agreement and bond when submit final paper plat or mylar.
- l. Pay development and impact fees when submit final paper plat or mylar.

Reasons for the Action (findings):

1. The applicant has submitted a completed application for a small subdivision waiver/lot split [Section 15-2-107].
2. A small subdivision matches the desired goal for Neighborhood 1, Southeast Centerville and within the Centerville Elementary Area [Section 12-480-2(1)(B)].
3. The property is currently zoned Residential-Medium (R-M) and has met all the applicable preliminary development standards found in Chapter 12-32 of the Zoning Ordinance.
4. The general requirements for all subdivisions appear to have been addressed and fulfilled [Chapter 15-5].
5. The flag lot has met all applicable standards found in Section 15-5-102(9)-(10) of the Subdivision Ordinance.
6. A Conditional Use Permit shall be required for a single-family home on Lot 2, along with any other multi-family, except for a two-family dwelling, which is an approved use [Chapter 12-36 and Chapter 12-12].

The motion was seconded by Commissioner Wright and passed by unanimous roll-call vote (6-0). Commissioner Daly abstained.

At 8:51 p.m. Commissioner Kevin Daly left the meeting.

CONTINUATION OF DISCUSSION ON CODE TEXT AMENDMENTS FOR SOUTH MAIN STREET CORRIDOR (SMSC) OVERLAY ORDINANCE [CHAPTER 12-48] - [Postponed from April 13, 2016 meeting] - Consider the Code Text Amendments for the South Main Street Corridor (SMSC) Overlay Ordinance, which includes the City Council directives and changes to the South Main Street Corridor (SMSC) Public Space Plan. Centerville City, Applicant.

Chair Hirschi reported on the work session held prior to this meeting with UDOT and Wasatch Front Regional Council (WFRC). He said he was pleasantly surprised at how accommodating and flexible UDOT representative Darin Fistrup was with regard to the public space plan for the South Main Street Corridor (SMSC). He asked if it would be beneficial, at this point, to include a design specialist. He also asked if the Commission would like to hold a work session with the City Council to discuss further.

Cory Snyder, Community Development Director, said a work session with the City Council is appropriate but suggested the Commission prepare their recommendation and

1 response to the Council's request prior to a work session. He said a design specialist may not be
2 the best option at this point. He said it is important for the Commission to review the information
3 they have received, hold the required public hearing, and provide their educated
4 recommendation. He reminded the Commission that the Council has specifically asked them to
5 review two (2) public space elements, the removal of planter boxes and the relocation of light
6 poles to the private sector. He said the Commission needs to decide if this request is acceptable,
7 if the request should be modified, or if an alternative should be proposed.

8
9 The Commission discussed how relieved they are that UDOT seems to be amenable to
10 the SMSC public space plan and the proposed elements. The Commission discussed how
11 important it is to clearly state why these elements are important to the SMSC plan.
12 Commissioner Wright said she believes the planter boxes, benches, and light poles are
13 fundamental to the SMSC public space plan and to the walkability of the corridor because they
14 provide imageability, human scale and complexity. She said Mr. Fistrup (UDOT) mentioned
15 several times during the work session that UDOT is willing to work with the City. She said both
16 UDOT and WFRC strongly suggested all public space elements remain in the public right-of-
17 way. Commission members agreed forwarding a specific proposal/response to the City Council
18 is best prior to a work session.

19
20 Chair Hirschi questioned if the idea for narrowing the travel lanes and striping bike lanes
21 should be sent immediately onto the City Council so UDOT is able to restripe as part of their
22 upcoming routine maintenance. He said if the bike lanes are striped first it may provide the
23 buffer needed to show that the public space plan and elements are protected from traffic.
24 Commission members agreed it makes sense to have UDOT stripe the bike lanes on their budget
25 especially given that bike lanes are already planned for on several planning maps for Main Street
26 including State, County, and City maps.

27
28 Mr. Snyder agreed the Commission could recommend bike lanes tonight to expedite this
29 process and then send the remaining recommendations to the City Council following a future
30 Planning Commission meeting. He agreed UDOT was agreeable to the public space plan tonight
31 but reminded the Commission that these elements will not truly be approved or denied until it is
32 time for installation. Mr. Snyder said staff is comfortable preparing a new graphic of the public
33 space plan with the narrowed travel lanes, bike lanes, planter boxes, benches, and light poles as
34 discussed this evening for further review at a future Planning Commission meeting. In addition,
35 staff is comfortable preparing a written recommendation with findings for the Commission to
36 review, edit, and consider at a future meeting.

37
38 Commissioner Hayman made a **motion** to recommend the City Council consider working
39 collaboratively with UDOT in connection with it upcoming maintenance and restriping of Main
40 Street to stripe a five and a half foot (5.5') shoulder for a bike lane thereby reducing the travel
41 lanes to eleven (11) feet and sparing the City any cost of restriping themselves.

Reasons for the Action (findings):

1. Bike lanes on Main Street are part of Centerville's Trail Master Plan.
2. Bike lanes on Main Street are supported by the Trails Committee.
3. Main Street is listed as a priority bike route on Wasatch Front Regional Council plans, UDOT plans, Davis County Plans, and Centerville City plans.
4. Bike lanes on Main Street will provide safety for bikers that already use Main Street as a biking corridor.
5. The City could implement bike lanes on Main Street at no cost to the City since UDOT has offered to do this as part of their routine maintenance.
6. This is a timely decision since UDOT plans to restripe Main Street within the next few months.

The motion was seconded by Commissioner Johnson.

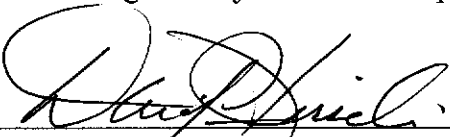
Commissioner Hirst said she is in favor of bike lanes but asked if an 11-foot lane could cause slowing of traffic and cause frustration for drivers. Commissioner Kjar agreed but said bikers already use this corridor regularly which is nothing new for drivers.

Chair Hirschi called for a vote on Commissioner Hayman's motion. The motion passed unanimously with a roll-call vote (6-0).

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT

1. The next regularly scheduled Planning Commission meeting will be held on Wednesday, May 25, 2016.
2. Upcoming Agenda Items:
 - Greg Pack, 142/144 E 1200 S, Rezone
 - South Main Street Corridor Plan

The meeting was adjourned at 9:25 p.m.



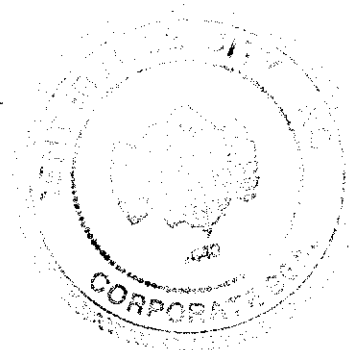
David Hirschi, Chair

5/25/16

Date Approved



Kathleen Streadbeck, Recording Secretary



1 3. Historic Zoning Maps indicate this property to have been zoned commercial as far
2 back as 1961 until 2003. In addition, the use found on the property has also been
3 commercial since the property was developed.
4

5 The motion as seconded by Commissioner Hirst and passed by unanimous roll-call vote
6 (6-0).
7

8 **PUBLIC HEARING | CODE TEXT AMENDMENTS FOR SOUTH MAIN**
9 **STREET CORRIDOR (SMSC) OVERLAY ORDINANCE, CHAPTER 12-48, [Postponed**
10 **from May 11, 2016 meeting] - Consider the Code Text Amendments for the South Main**
11 **Street Corridor (SMSC) Overlay Ordinance, which includes the City Council directives**
12 **and changes to the South Main Street Corridor (SMSC) Public Space Plan. Centerville**
13 **City, Applicant**
14

15 Cory Snyder, Community Development Director, reported the Planning Commission
16 began their review of the City Council's request for amendments to the South Main Street
17 Corridor Plan public space elements on February 24, 2016. At that meeting, the Commission
18 received the Council's directive, a written report from the Planning Staff, held a "public hearing"
19 and concluded that additional information was warranted and directed staff to provide the
20 requested information. On April 13, 2016, the Commission received and reviewed the requested
21 additional information. On May 11, 2016, the Commission held a work session with a
22 representative from UDOT and a representative from the Wasatch Front Regional Council
23 (WFRC) to better understand their roles, standards, and opinions with regard to Main Street.
24 Finally, the Commission briefly discussed the work session and their thoughts regarding the City
25 Council's request regarding the South Main Street Corridor Public Space Plan at their last
26 meeting (May 11, 2016). Staff has prepared a possible motion with findings for the Commission
27 to discuss and consider this evening.
28

29 Chair Hirschi opened the public hearing.
30

31 Chair Hirschi made a **motion** to formally adopt all written comments received into the
32 official record. The motion was seconded by Commissioner Hayman and passed by unanimous
33 vote (6-0).
34

35 Seeing no one else wishing to speak, Chair Hirschi closed the public hearing.
36

37 Commissioner Johnson said he likes walkability and he likes the public space plan;
38 however, he is not supportive of the proposed motion. He said, from his understanding of
39 planning, walkability works best with density and transit. He said if the City cannot stomach
40 density and transit at this point then he cannot get behind the Main Street plan as a "Hail Mary"

1 for walkability. He said he respects the time and dedicated work that has been done on this issue
2 and looks forward to seeing where this goes.

3
4 Chair Hirschi said too much time has been spent allowing the market to dictate how
5 Centerville should be planned. He said a designed public space plan for Main Street will
6 encourage the type of development Centerville wants.

7
8 Commissioner Daly said he is concerned the proposed motion sends a message to the
9 City Council that the Planning Commission does not care what they think and disregards their
10 direction to change or eliminate some public space elements. He believes a middle ground can be
11 found or a more collaborative approach taken. He said he likes the idea of walkability but said
12 the only walking users on Main Street are school kids. He said even Bountiful's Main Street,
13 which was designed to be walkable, is not regularly walked. He said patrons drive their car and
14 park at the front or back of the buildings and then drive home. He questioned if a walkable Main
15 Street in Centerville is reasonable. He said encouraging walkability by narrowing the travel lanes
16 will only cause frustration for drivers and push more vehicles to 400 East and 400 West
17 increasing congestion on those roadways as well. He does not believe slowing traffic on Main
18 Street is a good idea.

19
20 Commissioner Hayman said she does not believe the Commission is being uncooperative
21 with or disrespectful of the City Council. She said the Planning Commission has taken a
22 considerable amount of time to study the Council's concerns with the public space plan. She said
23 the City Council raised concerns that had not been thoroughly vetted. She said the Commission
24 has looked closely at those concerns and has dug into the meat of the issues. She said the
25 research does not reflect the Council's concerns. She said the Commission has been careful and
26 methodical to review all aspects of these issues and she feels the plan and proposed motion are
27 appropriate and supported by evidence. She said walkability is important and desired by the
28 citizens of Centerville. This is clear in the many public comments that have been made and/or
29 submitted. She agreed future planning should be meaningfully crafted and not dictated by
30 development. She said she runs Main Street every morning and chooses to run south toward
31 Bountiful's Main Street because it is prettier and more pedestrian friendly. She believes if
32 Centerville's Main Street were more appealing then more users would utilize that thoroughfare.

33
34 Chair Hirschi said he believes that some of the concerns with the public space plan came
35 from the idea that UDOT was uncooperative. The Commission has learned this is not the case
36 and that many of the public space elements are possible and even encouraged. In addition, by
37 creating a bike lane buffer there is a greater possibility for public space amenities. Chair Hirschi
38 also suggested presenting this motion in person to the City Council at a work session. He
39 speculated that this may help the Council to understand the Commission's decision and findings.
40

1 Commissioner Hirst questioned if an 11-foot travel lane would slow traffic too much. She
2 believes an 11-foot travel lane will be adequate to maintain traffic flow. Mr. Snyder said UDOT
3 allows travel lanes between 9-12 feet. He said an 11-foot travel lane will not likely produce
4 significant slowing. He said it will come down to what drivers are comfortable with, some may
5 slow, and some may not.

6
7 Commissioner Hayman agreed it would be helpful to present the motion in person to the
8 City Council. She said she would like to adjust some of the proposed findings of the proposed
9 motion to include a desire for imageability on Main Street and to discuss the relatively low
10 liability risk of street furniture based on research and UDOT's feedback. She also mentioned that
11 she would like to see additional crosswalks on Main Street. She believes additional crosswalks
12 and the proposed bike lanes will promote walkability and provide complexity and imageability
13 on Main Street.

14
15 Commissioner Wright agreed that some of the findings need to be edited or elaborated
16 upon. She would like to see some stronger words such as cooperative or collaborative with
17 respect to UDOT. She agreed that the low liability of street furniture should be mentioned. She
18 agreed it would be beneficial to meet with the City Council in a work session to present this
19 motion. She said it is important to address the City Council's concerns specifically and help them
20 clearly understand the Commission's reasoning. She said it is a misconception that nobody walks
21 Main Street. She said it is important to plan Main Street in a way that will provide a safe space
22 for both pedestrians and drivers. Main Street is intended to be an active transportation corridor
23 for all users. In order to bring awareness to Main Street and its potential for walkability, she plans
24 to walk, bike, or use alternative transportation to all Planning Commission meetings for the next
25 three months and encouraged anyone to join her.

26
27 Chair Hirschi read an email from Darin Fistrup from UDOT who suggests a preliminary
28 shoulder stripe for the proposed bike lane. In the future, if the simple shoulder striped bike lane
29 is considered successful, then a formal bike lane with signage and decals can be funded and
30 created. Chair Hirschi said the issue has been raised that a simple shoulder stripe without decals
31 or signage will look more like an on-street parking lane. The Commission discussed ideas for
32 funding in order to designate the bike lane with decals and discourage parking. Ideas included
33 Prop 1 money, Eagle Scout projects, bike club involvement, rotary club involvement, and grant
34 options.

35
36 Chair Hirschi made a **motion to table** this item until the next Planning Commission
37 meeting so that Commission members can look more closely at the possible findings and provide
38 written recommendations on how the motion can be organized and best stated. The motion was
39 seconded by Commissioner Hayman and passed by unanimous roll-call vote (6-0).

Vice Chair Johnson made a **motion** for the Planning Commission to recommend approval of the proposed Zoning Code amendments and adoption of the new Zoning Code to the City Council as discussed this evening and based on the following findings:

Reasons for Action:

1. The Zoning Code amendments are consistent with the goals, objectives and policies of the General Plan;
2. The Zoning Code amendments are in the best interest of the public health, safety and welfare as the amendments implement consistent formatting and usage rules, update definitions for commonly used terms, correct references to updated Utah Code provisions, provide a more user-friendly format and searchable platform; and
3. The Zoning Code amendments and recodification of the Zoning Code provide the legal basis and authority for enactment and enforcement of the Zoning Code.

The motion was seconded by Commissioner Wright and passed by unanimous roll-call vote (5-0).

PUBLIC HEARING | CODE TEXT AMENDMENTS FOR SOUTH MAIN STREET CORRIDOR (SMSC) OVERLAY ORDINANCE, CHAPTER 12-48 - [Postponed from May 25, 2016 meeting] - Consider the Code Text Amendments for the South Main Street Corridor (SMSC) Overlay Ordinance, which includes the City Council directives and changes to the South Main Street Corridor (SMSC) Public Space Plan. Centerville City, Applicant

Vice Chair Johnson said the Planning Commission has discussed, researched, and reviewed this topic over several meetings and it is now time for the Commission to discuss a possible motion regarding the City Council's direction to remove and/or change some elements of the South Main Street Corridor Public Space Plan. The Commission discussed a desire to present the motion to the City Council in a work session. Lisa Romney, City Attorney, explained it is best to formally pass a motion as a Commission and then during a work session with the City Council discuss the reasoning for that motion. Ms. Romney said the City Council has suggested the work session be held on July 19, 2016. This would give the Commission a bit more time to discuss options for a motion.

Vice Chair Johnson opened the public hearing. Seeing no one wishing to comment, he closed the public hearing.

Commissioner Wright distributed a copy of her proposed motion including a copy of the City Council minutes from January 19, 2016 which includes the Council's concerns and direction to the Planning Commission. Commissioner Wright read her entire proposal to the Commission and submitted a copy for the public record. She did not make this a formal motion

1 but rather an option for review. She highlighted four (4) concerns that were mentioned in the
2 City Council minutes and explained she tried to address each concern in turn as she drafted this
3 proposed motion. She explained she also incorporated much of staff's proposed motion.
4

5 Commissioner members thanked Commissioner Wright for her work and asked
6 questions. Commissioner Hayman said she likes much of Commissioner Wright's option but
7 would like time to review it more carefully. Commissioner Hirst agreed. She said she thinks the
8 motion could be more concise. Commission members agreed to review staff's proposed motion
9 and Commissioner Wright's motion more carefully and each submit their proposed motion to
10 staff prior to the next Planning Commission meeting. Each motion submitted could be made part
11 of the staff backup materials for the next meeting and distributed to all Commission members
12 and the public for review prior to the next Planning Commission meeting.
13

14 Commissioner Hayman made a **motion** to table this item until the next Planning
15 Commission meeting. The motion was seconded by Commissioner Hirst and passed by
16 unanimous roll-call vote (5-0).
17

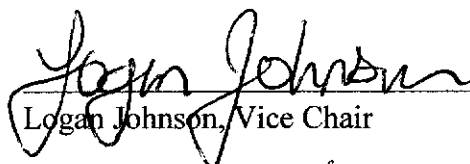
18 **DISCUSSION ON WORK SESSION WITH CITY COUNCIL FOR THE SMSC**
19 **PUBLIC SPACE PLAN RECOMMENDATION**
20

21 The City Council has suggested July 19, 2016 at 5:30 pm be set for a work session with
22 the Planning Commission and City Council to discuss the South Main Street Corridor Public
23 Space Plan. The Planning Commission agreed.
24

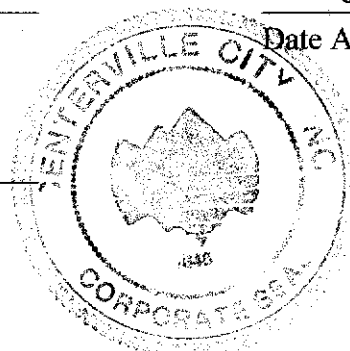
25 **COMMUNITY DEVELOPMENT DIRECTOR'S REPORT**

- 26 1. The next regularly scheduled Planning Commission meeting will be held on
27 Wednesday, June 22, 2016.
28 2. Upcoming Agenda Items:
29 • The Cove at Deuel Creek Estates
30 • Sensitive Lands Restriction
31 • Trails Map, Bike Paths
32

33 The meeting was adjourned at 8:45 p.m.
34

35 
36 Logan Johnson, Vice Chair

37 
38 Kathleen Streadbeck, Recording Secretary
39
40
41



1 street and sidewalk in the definition of developable land for those trying to figure out what gross
2 density includes – language deleted with the proposed changes. Commissioner Wright made a
3 **motion** to amend the definition of density, gross to include the words “including but not limited
4 to streets and sidewalks” at the end of the sentence. Vice Chair Johnson seconded the motion.
5 Mr. Snyder said he understands her point, but cautioned that specifying streets brings up
6 questions regarding specifics. The ordinance includes a provision for the Zoning Administrator
7 to make certain decisions, subject to an appeal. Commissioner Wright asked how Mr. Snyder
8 would suggest clarifying net density and gross density. Mr. Snyder said he thinks the process is
9 functioning fairly well as it has been crafted. The appeals process is an important part of
10 development. No ordinance can cover every scenario. Ms. Romney agreed with Mr. Snyder
11 that there would always be gray areas. The interpretation has historically been to include half of
12 the street in the calculation. The motion to amend the language failed (2-3), with
13 Commissioners Wright and Daly voting in favor and Vice Chair Johnson and Commissioners
14 Hirst and Kjar voting against.

15
16 Commissioner Daly spoke in favor of addressing the perceived need now, with the
17 intention of revisiting the hillside plan to take other preventative measures. Commissioner Hirst
18 said she feels as planners they should not be driven by emotions of the moment, and she thinks
19 the Commission should look at utilizing a better tool. Commissioner Daly pointed out that the
20 proposed changes might not have prevented the Hafoka situation, but might prevent something
21 else undesirable down the road. Commissioner Hirst agreed with Vice Chair Johnson that
22 property owners should have the right to develop their property and she would not want to
23 impede that process further. Commissioner Kjar pointed out that staff feels enough tools are
24 already in place to deal with the issue, and asked why the Commission would want to throw in
25 another hoop for developers to jump through. He said he is comfortable leaving it as it is on
26 staff’s recommendation. Commissioner Wright agreed that the Commission should not act
27 solely on an emotional response, but said she does not feel the proposed changes would
28 necessarily impede property rights. They would be an extra check to make sure the City does
29 not get development that is less than desirable.

30
31 The motion to approve the proposed Code Text Amendment failed (2-3), with
32 Commissioners Wright and Daly in favor and Vice Chair Johnson and Commissioners Kjar and
33 Hirst against.

34
35 **PUBLIC HEARING – CODE TEXT AMENDMENTS FOR SOUTH MAIN STREET**
36 **CORRIDOR (SMSC) OVERLAY ORDINANCE, CHAPTER 12-48**

37
38 This issue was postponed from the June 8, 2016 Planning Commission meeting.
39 Commissioner Wright made a **motion** to table this issue to the next Planning Commission
40 meeting considering the absence of two Commissioners. Commissioner Hirst seconded the
41 motion, which passed by unanimous vote (5-0).

42
43 The Planning Commission is scheduled to meet in a work session with the City Council
44 to present their recommendation regarding the SMSC Overlay Ordinance on July 19. The next
45 regular Planning Commission meeting is scheduled for July 13, 2016.

1 Cory Snyder, Community Development Director, reported the applicant, Chad Salmon,
2 has requested this item be postponed to the July 27, 2016 Planning Commission meeting. Chair
3 Hirschi made a **motion** to table this item until the next Planning Commission meeting. The
4 motion was seconded by Commissioner Daly and passed by unanimous vote (7-0).

5
6 **YOUNGBLOOD STORAGE | CORNER OF 650 NORTH & 1250 WEST -**
7 **Consider the proposed Final Site Plan for Youngblood Storage on property located on the**
8 **corner of 650 North and 1250 West, for the purpose of allowing outdoor storage. Don**
9 **Youngblood, Property Owner & Applicant.**

10
11 Brandon Toponce, Assistant Planner, reported the applicant has requested this item be
12 tabled at this time. The applicant is looking to provide additional information at a future meeting.
13 Don Youngblood, applicant, reported he is working toward adding a building to the site and is
14 working through the application steps to make this happen.

15
16 Commissioner Hayman made a **motion** to table this item until the applicant is ready for
17 further action. The motion was seconded to Commissioner Johnson and passed by unanimous
18 vote (7-0).

19
20 **PUBLIC HEARING | CODE TEXT AMENDMENTS FOR SOUTH MAIN**
21 **STREET CORRIDOR (SMSC) OVERLAY ORDINANCE, CHAPTER 12-48, [Postponed**
22 **from June 22, 2016 meeting] - Consider the Code Text Amendments for the South Main**
23 **Street Corridor (SMSC) Overlay Ordinance, which includes the City Council directives**
24 **and changes to the South Main Street Corridor (SMSC) Public Space Plan. Centerville**
25 **City, Applicant.**

26
27 Cory Snyder, Community Development Director, said there are two (2) drafts for a
28 possible motion which are included in the staff backup materials. One draft was submitted by
29 Commissioner Wright and was reviewed and discussed at a previous meeting. The second draft
30 was submitted by Commissioner Hayman and includes the majority of Commissioner Wright's
31 draft with some clarifications and additions. The Commission has thoroughly researched and
32 discussed this issue and is now ready to move forward with a motion. The Commission is
33 scheduled to meet with the City Council next Tuesday, July 19, 2016 in a work session to discuss
34 the motion and the Commission's reasoning for the motion.

35
36 Commissioner Wright said she fully supports the draft prepared and submitted by
37 Commissioner Hayman. She said Commissioner Hayman's motion includes all that she tried to
38 include but is clearer and more concise. Commissioner Wright made a **motion** to recommend the
39 Commission use Commissioner Hayman's motion to direct their comments this evening. The
40 motion was seconded by Commissioner Johnson and passed by unanimous vote (7-0).

1 The Commission reviewed the proposed motion and made a few minor changes and
2 additions as highlighted below. The Commission discussed the recent bike lane striping and how
3 this striping is being received. Mr. Snyder explained there are some concerns with the safety of
4 the bike lane on a 40-mile per hour road with regard to bikers, stroller brigades, and walkers. He
5 said City staff has expressed concern with possible users of the bike lane. City staff has also
6 expressed a desire to review all issues that may be related to the bike lane prior to any additional
7 striping. The Commission discussed the option to keep the bike lane striping language in the
8 motion or eliminate the language until all parties have a chance to discuss the issue.

9
10 Chair Hirschi opened the public hearing.

11
12 Tonya Arnold said the recent striping of bike lanes has defined the lanes and she believes
13 the new striping actually provides safety. She said she has seen numerous drivers pass on the
14 right side of other motorists almost hitting school kids trying to cross the street. She believes the
15 striping helps designate the bike lane as a no passing lane and requires drivers to stay in their
16 travel lane.

17
18 Evan Gibbs said he likes the striped bike lane as well. He is a teen driver and said the
19 bike lane helps him know which lane is for which user. He likes to see where the bikers are
20 supposed to be and where he, the driver, is supposed to be.

21
22 Chair Hirschi closed the public hearing.

23
24 Chair Hirschi agreed the bike lane striping helps define the lanes for all users. He
25 believes the language for bike lanes should remain in the motion as this is the future vision for
26 Main Street. Commissioner Hirst agreed. She said she has driven the newly striped section of
27 Main Street next to bikers and did not feel her speed was impeded and also appreciated the
28 designation. The Commission discussed the possibility of flexibility in the lane width since the
29 right-of-way along Main Street fluctuates slightly along the corridor. Commissioner Kjar
30 suggested renumbering the bike lane language.

31
32 Commissioner Wright made a **motion** for the Planning Commission to recommend to the
33 City Council that they retain the subject elements of SMSC Public Space Plan as currently adopted in
34 Section 12.48.180 of the Centerville Zoning Code, including benches, planters, drought tolerant
35 grasses and lighting elements. Furthermore, the Planning Commission recommends that the SMSC
36 Public Space Plan be amended to include the following:

- 37
38 1. Provide illustration and language for Main Street Traffic Striping changes, as discussed
39 with UDOT on May 11, 2016, which consists of re-striping of Main Street, from Parrish
40 Lane to Pages Lane to provide for the following:
41 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.

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. (Note: public comments will be submitted to City Council for review)
- 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 Commissions finds that UDOT ~~is seems to be surprisingly~~ **amendable** ~~adaptable~~ 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 WFR’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; and
- b. Are consistent with the Centerville Trails Committee’s Centerville Parks and Trails & Proposed Bike Lanes Map.
- c. **Begin 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 ~~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.

The motion was seconded by Commissioner Hayman.

Commissioner Johnson said he believes the proposed motion is acceptable and follows the view of the majority of the Commission and he has happy to see it move forward in the process. However, he said he is not in favor of the motion because he does not believe it will promote walkability as envisioned.

Commissioner Daly said he too will not vote in favor of this motion as he believes there are other options that could better serve Main Street as the main artery of the city. Commissioner Daly made a **motion to amend** to include the language “to as narrow as” with regard to bike and travel lane widths. He would like to allow for flexibility since the right-of-way varies along the Main Street corridor. The motion was seconded by Commissioner Johnson.

Commissioner Hayman said she is inclined to keep the language for travel and bike lanes as is for clarity and consistency. Commissioner Hirst said she likes the idea of keeping the language strong and consistent but is inclined to allow flexibility given the right-of-way fluctuation along the corridor.

Chair Hirschi called for a vote on the motion to amend. The motion failed with a 3-4 roll-call vote. Chair Hirschi and Commissioners Wright, Kjar, and Hayman opposed.

Chair Hirschi called for a vote on the original motion. The motion passed with a 5-2 roll-call vote. Commissioners Johnson and Daly opposed.

COMMUNITY DEVELOPMENT DIRECTOR’S REPORT

1. The next regularly scheduled Planning Commission meeting will be held on Wednesday, July 27, 2016.
2. Upcoming Agenda Items:
 - General Plan & Zone Map Amendment for I-VH Zone future in the West Centerville Neighborhood Plan
 - Legacy Hotel
 - Legacy Crossing Storage

The meeting was adjourned at 8:23 p.m.

David Hirschi, Chair

Date Approved

Kathleen Streadbeck, Recording Secretary

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

**STAFF REPORT
AGENDA: ITEM 1**

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)*

RECOMMENDATION: **CONSIDER AND WEIGH IN REGARDING THE TEXT
AMENDMENTS PROPOSED BY THE CITY COUNCIL**

BACKGROUND

The City Council recently directed staff to prepare specific edits to the South Main Street Corridor Overlay Zone related to the Corridor's Public Space Plan. 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 Mechem 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."

Although the City Council did not specifically direct any changes to the maximum gross densities, the planning staff has prepared and published a notice to include such possibility, if the Council desires to do so as they receive a recommendation from the Planning Commission about the Public Space Plan edits. If the Planning Commission so desires, the Commission may choose to weigh in about the maximum density matter also.

ZONE TEXT AMENDMENT – SOUTH MAIN STREET PUBLIC SPACE PROVISIONS

Factors to be Considered

The deciding entity must consider three (3) factors when making a recommendation and a final decision for a zone text amendment. These required factors are found in Section 12-21-080(e) of Centerville City's Zoning Ordinance. Staff's review and conclusions for these factors are provided below:

1. **Is the proposed amendment consistent with the goals, objectives and policies of the City's General Plan?**
 - ✓ **Goal #2, South Main Street Corridor Plan** – "Preserve and enhance mobility throughout the Main Street Corridor," and "accommodations" for all types of users.
 - ✓ **Goal #3, South Main Street Corridor Plan** – "Enhance and promote the [SMSC] as the setting for attractive, convenient, active, safe, and enjoyable destination and place of residence."
 - ✓ **Objective 3.A, South Main Street Corridor Plan** – "Develop and implement a coordinated standard for streetscape improvements along the entire [SMSC]. Improvements should include street lighting, landscaping, street furnishings, and signage and other amenities..."
 - ✓ **Other potential related goals and policies to be 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

Staff's Conclusion – From review of the General Plan polices, it is staff's position that the plan desires the use of street trees, furniture, landscaping, wider pathways to enhance the use of the corridor for all various modes of transit. However, it is reasonably debatable as to whether such improvements are provided entirely in private or public space and/or split between the two.

2. Is the proposed amendment harmonious with the overall character of existing development in the vicinity of the subject property, and
3. What is the extent to which the proposed amendment may adversely affect adjacent property?

Staff's Conclusion: The text amendment would predominately affect the areas of the City Center and Traditional Main Street Districts of SMSC Overlay Zone. Nonetheless, staff believes that the use of such amenities should be consistent amongst the various areas in order to create the desired unified theme of the Public Space Plan.

PROPOSED CITY COUNCIL EDITS – *as interpreted and written by staff*

- ***See attachment for redline edits*** -

PLANNING STAFF RECOMMENDATION

Staff believes that the original adopted language and newly proposed edits are predominately a preferential argument regarding the Public Space Plan. Thus, the Planning Commission will need to decide what the preference design should be and then make a recommendation accordingly.

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 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.

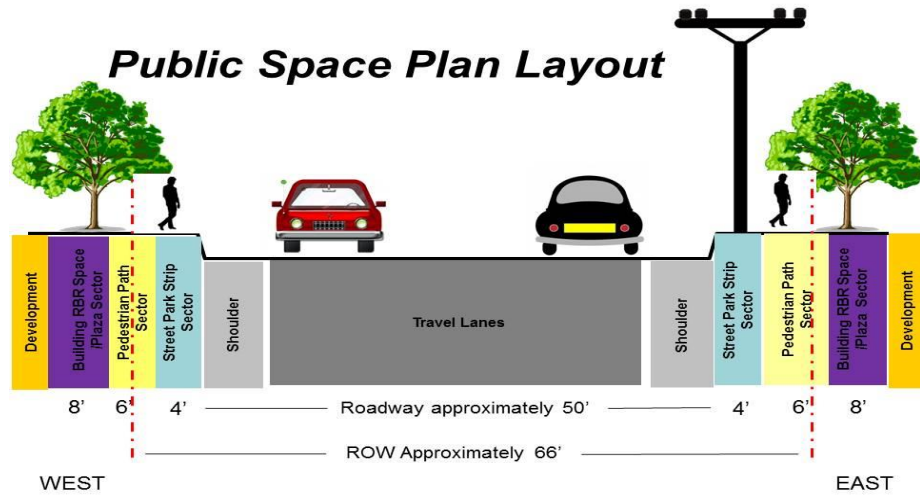
3. **Priority Building RBR Space/Plaza Sector Design Elements**

- 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 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 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.

~~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 streets 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.



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

PLANNING STAFF MEMORANDUM

DATE: MARCH 23, 2016
TO: CENTERVILLE CITY PLANNING COMMISSION
FROM: CORY SNYDER, COMMUNITY DEVELOPMENT DIRECTOR
MEMO: SMSC PUBLIC SPACE PLAN – PC REQUEST FOR INFORMATION

BACKGROUND

At the Planning Commission Meeting of February 24, 2016, the Commission members discussed several items of information, data, and clarification they would like to review before making any further decisions. These items included the following:

- Legal analysis of liability including risk vs. benefit.
- Information from other cities with similar public space elements and their experience with such elements including installation and maintenance costs.
- Presentation and/or a report from the Landscape Architect who completed a graphic rendering of Main Street with the public space corridor and elements as provided to the City Council.
- Timeline and/or report of the history of the Planning Commission's discussions and recommendations to the City Council regarding the SMSC Plan.
- Planter box options including box height and alternate vegetation options.
- Review and/or report regarding public safety issues and traffic calming techniques, including a perspective from the Police Chief.
- Information and/or a report from the Police Chief regarding types of accidents and tickets along Main Street.
- Information and/or a report from UDOT regarding speed data and violations for Main Street.
- Criteria and/or the process required with UDOT for requesting a speed limit modification.
- Information and/or a report from the Trails Committee regarding urban pathways for this area.

REQUESTED INFORMATION SYNOPSIS

1. **Legal Analysis (City Attorney)** – The City Attorney will provide a memorandum to the Planning Commission. This memorandum will either be attached with this agenda item or provided to the Commission at the scheduled meeting.
2. **Other Entity Experience (MGB+A)** – Staff initially contacted several cities, including Park City, Lehi, Alpine, and Ogden City. Staff's conclusion is that data specific conclusions are not readily available from telephone inquiry. Given this, staff contacted the originating consultant and inquired about their experiences when working design

plans for other cities. The consultant indicated that they could provide a typical management plan and then costs would be subject to the local entities funding of personnel, whether it is hired out or performed by hired employees (*see attachments for this report*).

3. **Landscape Architecture Design Plans (Staff & MGB+A)** – Near the end of the TZRO process (*see October 20, 2015 Council Minutes*), the City Council decided to hire MGB+A, represented by Dan Sonntag, to develop a detailed specification design scheme for the SMSC Public Space Plan. The consultant's design plan took the ideas being discussed by Planning Commission by formulating a recommended Public Space Plan and created detailed specifications, which were eventually added to the Commission's recommended ideas.

Mr. Sonntag began meeting with the City staff on October 20th and then made a couple of presentations throughout the process of City Council review and adoption of the SMSC Plan, when final edits were presented to the Council on November 17th. The consultant's work consisted of meeting with the City staff, a meeting with UDOT staff, and then the preparation of Public Space Plan Illustrations. Attached with this agenda report are copies of the presentation and code illustrations received from the consultant regarding the originally adopted Public Space Plan by the City Council.

4. **Public Space Timeline/History Report (City Minutes Data)** - Researching the past agendas and minutes (<http://www.centervilleut.net/agendasminutes.main.html>), the timeline appears to be as follows:
 - September 23, 2015 – Planning Commission initial consideration of the SMSC Plan update and Public Space Plan provisions.
 - September 30, 2015 – Planning Commission work session regarding the SMSC Plan update, which included the Public Space Plan provisions.
 - October 14, 2015 – The Planning Commission made a recommendation to the City Council regarding the SMSC Plan Update, including the Public Space Plan provisions.
 - October 20, 2015 – Council decides to proceed with hiring a consultant to assist with answering some design questions and seeking information from UDOT regarding Public Space Plan elements.
 - November 4, 2015 - The original SMSC Plan recommendations of the Planning Commission were reviewed and mostly adopted by the City Council on November 4, 2015 (with several edits). Additionally, the City Council received a presentation from the consultant in a work session held prior to the meeting. However, the Council delayed the adoption of the Public Space Plan provisions, until the meeting of November 17, 2015 to allow the consultant to address additional design details raised by the City Council.
 - November 17, 2015 – The consultant again presented a modified version of their original design scheme and addressed the issues previously discussed. The City Council then re-adopted the entire SMSC Plan update along with the additionally developed Public Space Plan provisions.

- January 19, 2016 – The City Council directs the Planning Commission/Staff to revisit the SMSC Public Space Plan, with specific changes to the elements used in the Public Space Plan Design.
 - February 24, 2016 – the Planning Commission receives a report addressing the requested changes from the City Council and tables’ action for further research and review.
5. **Planter Box/Landscaping – Alternative Designs (MGB+A)** – The staff was authorized to have the originating consultant prepare some alternative planter box landscaping options. These options included the concepts of lower plant heights, salt tolerant species, and maintainability. The alternative planting options can be found in the attachments for this report.
 6. **Public Safety/Traffic Calming Techniques (Police Data)** – the City’s Police Chief was asked to respond. Essentially, the report from the Chief consisted of addressing the “visual sight triangle” expectations for intersections (*see attachments*). Other advice as to traffic calming suggestions was not provided. Staff believes that the Chief is not likely familiar with the studies and movement of traffic calming measures. It is more an engineering design principle that promotes such elements.
 7. **Accidents/Tickets along Main Street (Police Data)** – The Police Chief provided a listing of accidents that occurred along Main Street in 2015. The City’s database apparently was unable to extract a site or specific area query for traffic violations. Thus, the police department uses the ticket data to generate graphically a “heat map.” Such a map assigns cool colors to low incidents and warm colors to higher incident areas (*see attachments for this report*).
 8. **UDOT Speed Data/Violations (Police & UDOT Data)** – The City Engineer was unable to obtain speed data for Main Street. Furthermore, traffic violations along Main Street are predominately enforced by the City’s Police personnel. The traffic citations issued are found in the “heat map” mentioned earlier in the report. Additionally, staff queried the UDOT Traffic Volume that is available online. In the attachments for this report, the average daily volume for traffic is depicted from 2005 to 2013. Overall, it appears there has been a slight decrease in the traffic volume with over 80% of the traffic consisting of cars.
 9. **UDOT Speed Limit Change Process (City Engineer & UDOT)** – Both the Police Chief and the City Engineer provided a response to this issue. The City Engineer provided a copy of UDOT’s policy (*see attachments for this report*).

10. **Trails Committee Response** – On March 9, 2016, a representative of the Trails Committee was invited by the Commission to make a presentation regarding their efforts and goals as a Committee. No further information was requested by the Commission at that meeting. Staff is assuming their response at the meeting was sufficient to answer any questions of the Commission.

This summary, with the attachments, concludes staff's efforts to gather the information requested by the Planning Commission on February 24, 2016. The Commission will need to discuss the information requested and determine whether to make a recommendation regarding the Council's requested changes. A copy of the Council's desired changes remains posted on the City's Website using the NovusAgenda link. The document remains attached to the February 24, 2016 meeting of the Planning Commission.

Maintenance Protocol for Proposed Centerville Main Street Improvements

March 16, 2016

Colored/stamped concrete

1. Standard Concrete or Colored Concrete

- a. Conduct regular inspections to identify cracked, heaved or settled concrete segments. Consult a concrete repair specialist to repair cracks and settling problems.
- b. Occasional power washing with mild detergent may be needed to remove dirt, gum, and other markings.
- c. Clean and Re-seal concrete at interval recommended by sealer product manufacturer.

2. Concrete unit pavers

- a. Conduct regular inspections to identify out of place or loose pavers.
- b. If any pavers are found to be settled, heaved, or loose remove the pavers in question, rework sand bed to be level with grade. Replace pavers to be even with grade and surrounding paver area. Rework polymeric sand into joints per manufacturer's instruction.
- c. Occasional power washing with mild detergent may be needed to remove dirt, gum, and other markings.

3. Plant beds General Maintenance

- a. Conduct regular inspections to observe plant health, mulch coverage, to remove debris and weeds.
- b. Replenish mulch annually to maintain required depth.
- c. Prune woody plant material to remove dead, damaged or diseased branches.
- d. At the very end of the growing season just before snowfall cut ornamental grasses down to just above the mulch.

4. Irrigation System Maintenance

- a. Check all system components at startup and monthly during the growing season for function and leaks. Replace broken equipment and repair damaged pipes.
- b. Check water filter monthly for proper function and water flow
- c. Set and program automatic controllers in response to seasonal requirements and requirements of newly-planted materials.
- d. Winterize the irrigation system each year to prevent system freezing by removing all water from the system at the end of watering season. Isolation valves are to be left in open position to allow complete drainage.

5. Bike racks, Benches, Metal planters, and Metal Light Fixtures

- a. Conduct regular inspections to identify any loose or missing hardware, tighten or replace immediately.
- b. If any part is found to be cracked or broken take the product out of service until repairs can be made. Contact manufacturer for replacement parts.

- c. Periodically wipe surfaces with a soft cloth and mild detergent to remove dust and dirt buildup especially after winter season. Abrasive cleaners, brushes. Coarse steel wool and pressure washing should be avoided.
- d. If metal surfaces become scratched deep enough to expose the steel beneath lightly sand the area to remove metal burrs and to improve adhesion of primer. Obtain touchup paint from manufacturer and apply a quality grade exterior metal primer and top coat of matching color enamel.

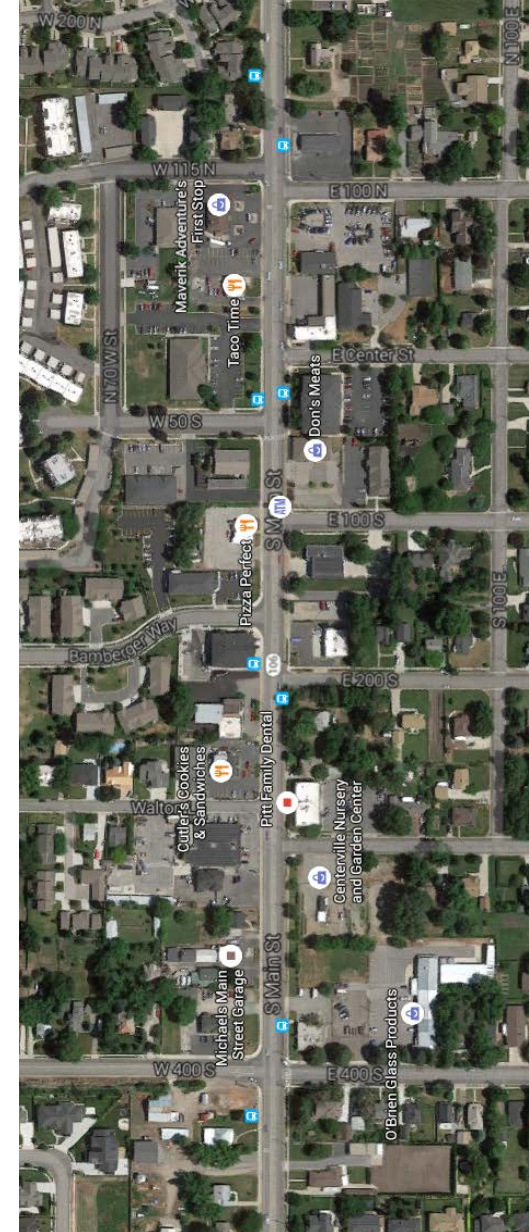
6. Graffiti Removal off Metal Furnishings (refer also to manufacturer recommendations)

- a. Use a water based paint stripper and "0000" ultra-fine steel wool to buff off spray paint. Take care not to rub hard. Do not use a coarser steel wool as it will affect the finish sheen of the powder coat.
- b. Remove black permanent marker immediately upon discovery with paint thinner or rubbing alcohol. Marker that has been aged before discovery can be minimized using the same process but it's possible it can't be completely removed. Using a very fine polishing compound and "0000" ultra-fine steel wool can further minimize permanent marker stains.

Plant alternatives to substitute for Karl Forester Grass. Plants may also be used for any plant bed along Mainstreet.

Median Shrubs/Grass							
Botanical Name	Common Name	USDA Zone	Height	Spread	Drought Tolerant	Salt Tolerant	Native
PENNISETUM ALOPECUROIDES	DWARF FOUNTAIN GRASS	4	3'	2'	(Y)	(Y)	(N)
CALAMAGROSTIS X ACUTIFLORA 'OVERDAM'	FEATHER REED GRASS	4	3'	2'	(Y)	(Y)	(N)
MISCANTHUS SINENSUS 'DIXIELAND'	MAIDENGRASS	5	3'	3'	(Y)	(Y)	(N)
MISCANTHUS SINENSUS 'LITTLE KITTEN'	MAIDENGRASS	5	3'	3'	(Y)	(Y)	(N)
PHILADELPHUS X 'SNOW DWARF'	MOCK ORANGE	4	3'	3'	(Y)	(Y)	(N)
BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLUE GRAMMA GRASS	4	3'	3'	(Y)	(Y)	(N)
ARTEMESIA FRIGIDIA	FRINGED SAGEBRUSH, WORMWOOD	4	16"	12"	(Y)	(Y)	(y)
ARTEMESIA LUDOVICIANA 'VALERIE FINNIS'	WORMWOOD	4	2'	2'	(Y)	(Y)	(N)
BERBERIS THUNBERGII 'AUREA NANA'	DWARF GOLDEN BARBERRY	4	3'	4'	(Y)	(Y)	(N)
BERBERIS THUNBERGII 'GOLD PILLAR'	COLUMNAR GOLDEN BARBERRY	4	3'	2'	(Y)	(Y)	(N)
CARYOPTERIS CLANDONENSIS	BLUE MIST SHRUB VARIETIES	5	3'	3'	(Y)	(Y)	(y)
MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE	5	3'	3'	(Y)	(Y)	(Y)

Centerville Pedestrian Streetscape Plan

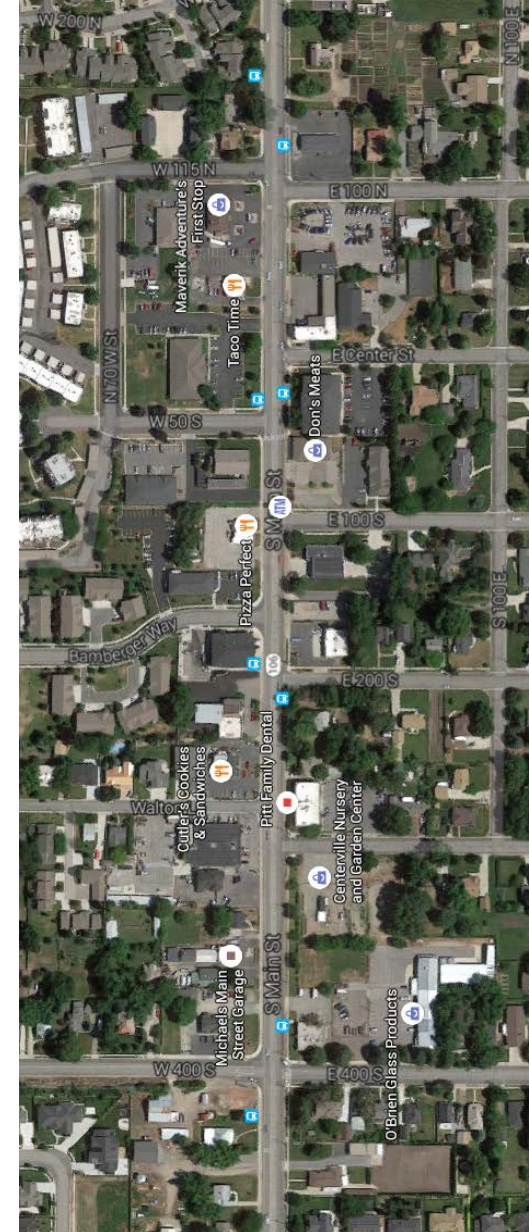


Nov. 4 2015

Centerville Pedestrian Streetscape Plan

Goals:

1. Enhance the pedestrian environment
 - Safety
 - Comfort
 - Make it interesting
2. Enhance the commercial zone
 - Create a sense of arrival
 - Encourage Commercial Redevelopment



Nov. 4 2015

Streetscape Design Amenities



Paving

- Colored or Textured Concrete
- Unit Pavers

Site Furniture

- Benches
- Trash Receptacles
- Signs
- Light Poles

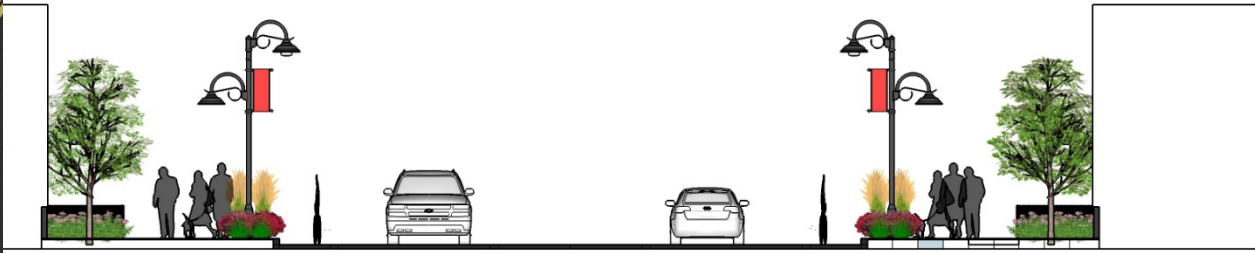
Panting

- Trees & Shrubs
- Ornamental Grass

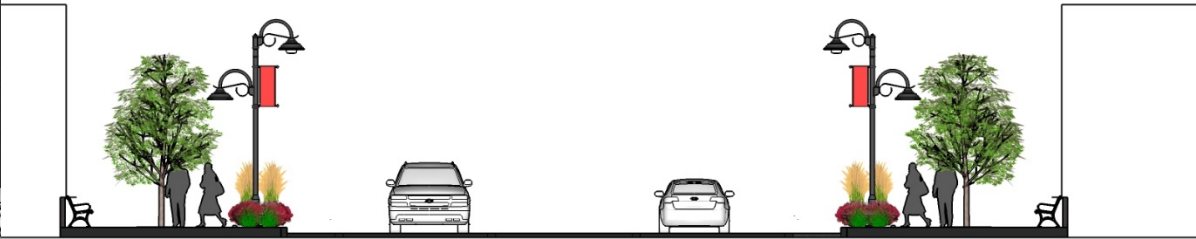
Vertical Elements



Option 1

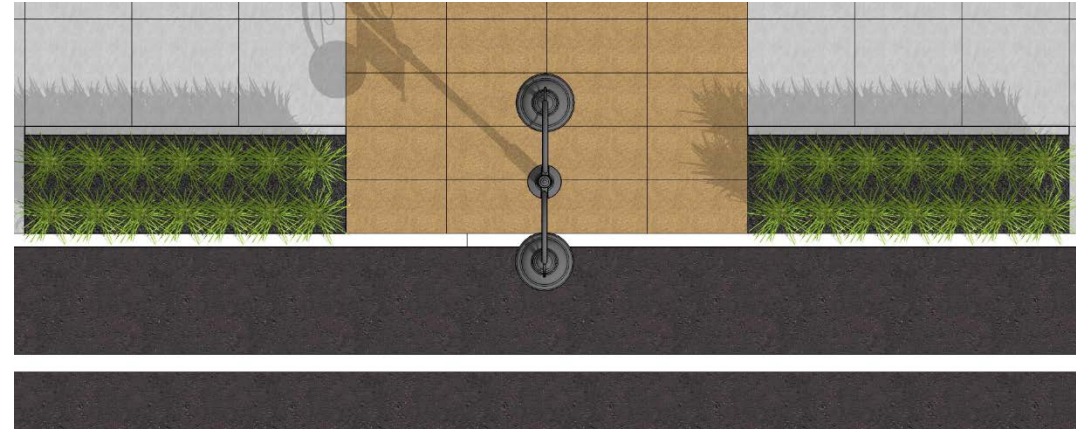


Option 2



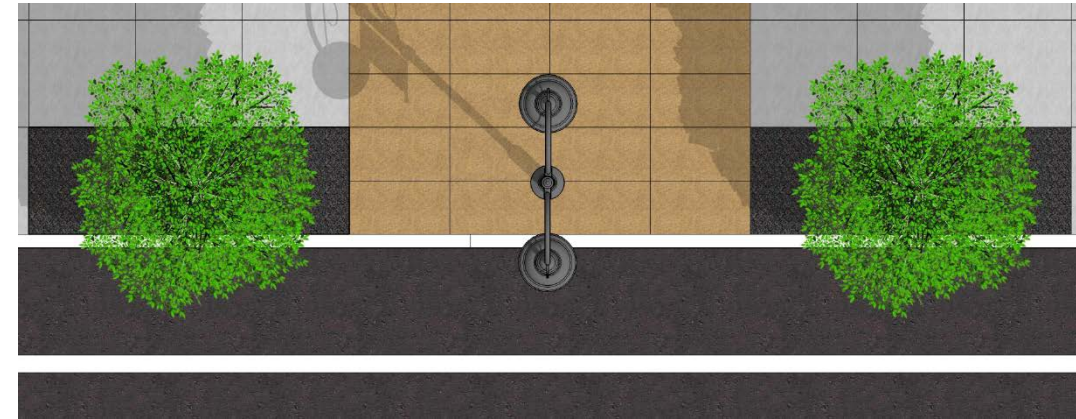
Design Variants for Street Edge

Planter at Grade



Design Variants for Street Edge

Small Tree in Grate



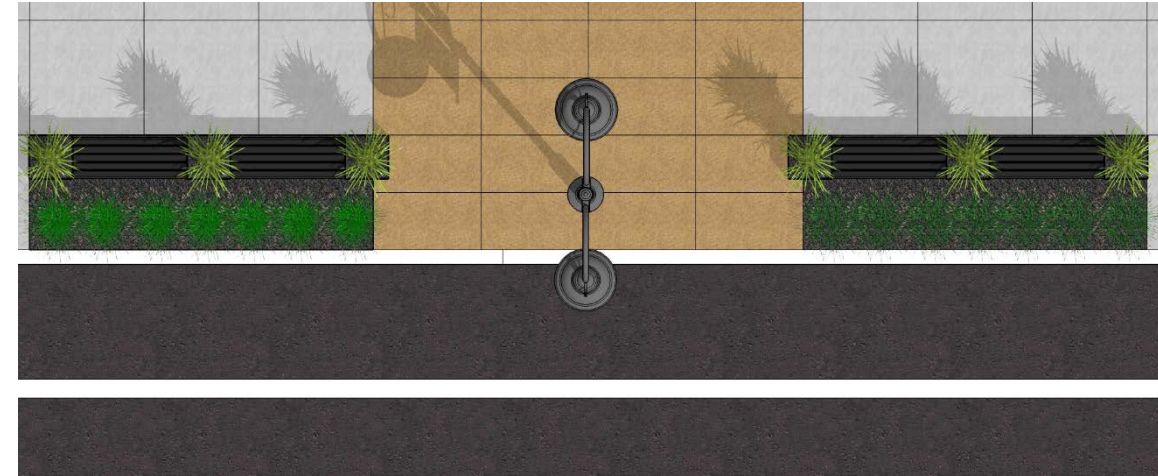
Design Variants for Street Edge

Metal Planter



Design Variants for Street Edge

Bench Planter Combination



Design Variants for Street Edge

Planter at Grade



Small Tree in Grate



Metal Planter



Bench Planter Combination



I. SMSC PUBLIC SPACE PLAN

[new section] 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 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.

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. 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 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”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:**

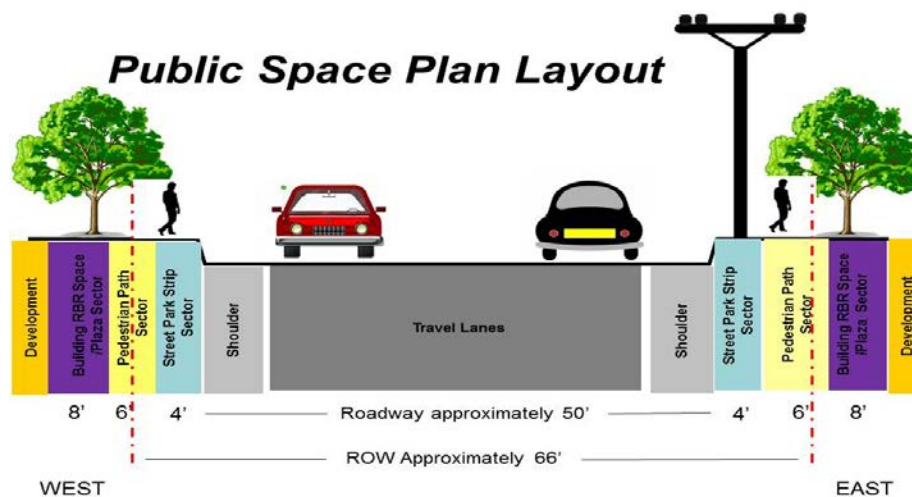
- A. Pedestrian Path Sector Design and Layout Pattern – The design and layout pattern shall consist of an alternating A/B layout (see example illustrations in this Chapter). Generally, this A/B Design and Layout Pattern is to be implemented in 50 foot segments. The spacing of the A/B Design and Layout 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 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. 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 streets 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.



Metal Planter



Bench/Planter Combination



At Grade Planter

Crash Data:

In the last calendar year (2015) we had the following crashes on Main Street from Parrish to Pages:

- 13 total crashes
- 4 injury crashes
- 3 rear-ended crashes caused by traffic stopping for pedestrian crossing road at crosswalk
- 1 single car crash caused by driver falling asleep

Crashes:

<u>Case</u> Number	<u>Location</u>	<u>Type</u>	<u>Injury</u>
2015-002036	275 S Main Street	Two car caused by Following Too Close	none
2015-001397	625 S Main Street	Two car rear end – Ped in crosswalk	none
2015-002042	400 S Main Street	Two car T-Bone Failure to Yield	none
2015-001837	Parrish Main Street	Two car Red Light Violation	Slight
2015-001621	575 S Main Street	Two car Rear End – Ped in crossing	back and neck
2015-001528	350 S Main Street	Two car Rear End – Inattentive Driver	minor neck head
2015-001511	700 S Main Street	Two car Rear End – Inattentive Driver	none
2015-001392	945 S Main Street	Four car Rear End – Distracted Driver	none
2015-001087	550 S Main Street	One car ran off road- Fatigue/Sleepy	none
2015-001066	147 N Main Street	Two car – One car backing onto Main caused crash	none
2015-000840	115 N Main Street	Two car – Failure to Yield Right of Way	minor neck
2015-000672	750 S Main Street	Two car Rear End – Inattentive Driver	neck/back
2015-000554	750 S Main Street	Two car Rear End – Ped in Crossing	none

Process of Changing Speed:

The process for determining speed limits is governed by state law. The speed limits are set to within 5 MPH of what 85% of the traffic on the roadway is travelling. Main Street is a State Road and as such they typically do a speed study every 3-5 years, I have asked to see the most recent study but it has not been sent to me yet. Any change in the speed limit on Main would have to be done by the state.

Site Distance

City Code 11-01-150(4) Describes the regulations for “Clear View of Intersection Street”. This code requires that a triangle system is used to determine how far from an intersection anything exceeding 2 feet high may be placed, this is referred to as the 50 foot triangle. Maintaining a sufficient amount of site distance is critical to traffic and pedestrian safety. The speed limit on Main Street is 40 MPH; this means that a car going the speed limit will travel over 58 feet every second. It takes a typical driver about 1.5 seconds to perceive a problem and then react. This means the car going the speed limit will have traveled 88 feet before the driver begins to apply brakes after determining a problem. The vehicle will then have to come to a stop which will depend on the road surface friction and braking ability of the car.

If you have any more questions feel free to contact me,

Chief Paul Child
Centerville Police Dept.
250 N. Main St.
Centerville Ut. 84014
801-292-8441

Centerville



Citation S215184

utah.gov

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Agencies

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UTAH DEPARTMENT OF TRANSPORTATION

UDOT.UTAH.GOV | DEPARTMENT DIRECTORY

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PROJECTS AND STUDIES

TRAFFIC

CONSTRUCTION

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- ▶ UDOT Vision, Mission, Strategic Goals and Accountability
- ▶ New Hire Welcome and Safety Training
- ▶ Alphabetic List of Divisions
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 - LG Trans Alternatives Program
 - Highway Interchange Diagrams
 - Highway Referencing
 - Highway Resolutions
 - Local Government Assistance
 - Long Range Plan
 - Mission



Traffic Maps - AADT

Annual Average Daily Traffic (AADT) is available for the past ten years. This map is an interactive map using Google Earth.

- [AADT Traffic Map \(Google Earth\)](#)

NOTE: You must have **Google Earth** installed on your computer to view this map. Click on the roadway sections to display the AADT.

Please click [here](#) to download a free copy of **Google Earth**.

Historical Maps

The historical maps are in Adobe PDF format. The maps show traffic volumes on Utah Highways and Interchanges.

- [Traffic Maps -- 2010](#)
- [Traffic Maps -- 2009](#)

Search

Centerville, UT

Search

ex: Hotels near JFK

Get Directions

History

Centerville, UT

ex: Hotels near JFK

Get Directions

History

Centerville, UT

Places

Layers

Earth Gallery

Sign in

Pages Ln Bountiful via SR 106 (Main St) - SR 105 (Parrish Ln)
Route: 0106, Milepost 2.016 - 3.046
Station: 011-0320

Annual Average Daily Traffic History

Year	AADT
2005	14,000
2006	14,500
2007	14,000
2008	14,000
2009	13,500
2010	13,000
2011	12,500
2012	12,000
2013	13,000

2014 AADT Percent Truck Traffic

Category	Percentage
Truck Traffic	87.4%
Other	12.6%

Questions or Comments?

E-mail us: trafficcount@utah.gov

Or visit our [Website](#)

Route 0106, MP 2.016 - 3.046

Imagery Date: 6/16/2015 40°55'09.30" N 111°52'44.19" W elev 4295 ft eye alt 7720 ft

Establishment of Speed Limits On State Highways

UDOT 06C-25

Effective: October 4, 1991

Revised: March 19, 2015

Purpose

To define the process for the Utah Department of Transportation (Department) establishing speed limits on state highways. Refer to Policy 06C-61 for establishing temporary speed limits in work zones.

Policy

It is the policy of the Department to establish speed limits on state highways on the basis of an engineering and traffic investigation according to the currently adopted edition of the Manual on Uniform Traffic Control Devices (MUTCD) and according to Section 41-6A-601 and Section 41-6A-602 of the Utah Code Annotated. Speed zone studies will be conducted upon the request of the Region Director or the Region Traffic Operations Engineer.

It is the intent of the Department to review every speed limit every five years. This may or may not include a field review. The Department will also review the crash history or other conditions that may have changed, such as the number of travel lanes, signal coordination, or traffic lanes in conjunction with the speed limit review. The Region Traffic Operations Engineers can request speed limit studies in their respective regions at any time when significant changes occur on a roadway segment.

The posted speed limit is based on the 85th percentile speed giving consideration to:

1. Road surface characteristics, shoulder condition, grade, alignment, and sight distance.
2. Roadside development, culture, and roadside friction.
3. Safe speeds for curves or hazardous locations within the zone.
4. Pedestrian activity, parking practices, and other traffic.
5. Reported crash experience for the most recent three-year period.
6. Statutory speed limits.

Consideration may be given for a speed limit below the 85th percentile speed when the 85th percentile speed appears inappropriate based on the six factors above. Any reduction beyond rounding based on the 85th percentile speed should not exceed 5 mph.

A follow-up study will be made from between six to eighteen months later whenever the speed limit has been reduced below the 85th percentile speed as a result of the engineering and traffic investigation. The speed limit will then be adjusted to ensure that it is not more than 5 mph below the rounded 85th percentile speed if necessary. Local authorities will be consulted before any changes are made.

A temporary Traffic Engineering Order (TEO) may be generated for a speed limit that matches the design speed when an existing roadway undergoes a substantial change such as a major widening such that the design speed of the new roadway is different than the posted speed limit prior to construction. A follow up study should be done when the project is complete to determine whether the speed limit based on the design speed should be changed so that it is based on the 85th percentile speed considering the six factors described above.

A temporary TEO may be generated for a speed limit that matches the design speed when a new roadway is constructed and a speed limit is established based on the design speed. A follow up study should be done when the project is complete to determine whether the speed limit based on the design speed should be changed so that it is based on the 85th percentile speed considering the six factors described above.

The Deputy Director approves the recommendation and directs the Engineer for Traffic and Safety to issue a TEO when a speed limit is established in accordance with Utah Code section 41-6a-602 and has been recommended by the Engineer for Traffic and Safety to be a permanent speed limit.

An appeal process is available and is described later in this policy and procedure for cases where no speed limit reduction is recommended or if an increase in the speed limit is recommended and local authorities are not satisfied with the results of the Department study.

Procedures

Establishment of Speed Limits On State Highways

UDOT 06C-25.1

Responsibility: Region Director or Region Traffic Operations Engineer

Actions

1. Receive a request from a local jurisdiction to perform a speed zone study. This request should include reasons why the speed limit should be changed together with recommendations as to what the speed limit should be.
2. Request the Engineer for Traffic and Safety to conduct the necessary study.

Responsibility: Engineer for Traffic and Safety

3. Request that the Traffic and Safety Studies Engineer perform the necessary study.

Responsibility: Traffic and Safety Studies Engineer

4. Initiate field study to include three-year crash history, roadway geometry, roadside developments throughout the highway segment, pedestrian activity, school crossings, 85th percentile speed, and other considerations.
5. Evaluate data to determine appropriate speed limit according to the MUTCD.
6. Prepare study report and submit recommendations with appropriate supporting data to the Region Director and Region Traffic Operations Engineer.

Responsibility: Region Director or Region Traffic Operations Engineer

7. Inform local jurisdiction of study results and recommendations. Allow local jurisdiction to comment on the recommendations and schedule a meeting with local jurisdiction if necessary.

Responsibility: Local jurisdiction

8. Appeal the speed study recommendations to the Region Director, if desired. All appeals will be substantiated by facts and reliable data. The appeal will prove that a violation of Department Policy or MUTCD Standards has occurred or the appeal will be denied.

Responsibility: Region Director

9. Make speed limit change decisions, if any after consulting with the local jurisdiction or Region Traffic Operations Engineer or both. The Region Director will consult with the Deputy Director on final speed limit change decisions under 41-6a-602.

Responsibility: Region Traffic Operations Engineer

10. Request Engineer for Traffic and Safety to issue the appropriate TEO. Refer to Policy 06C-05.

Responsibility: Engineer for Traffic and Safety

11. Issue appropriate TEO according to Policy 06C-05.

Responsibility: Region Traffic Operations Engineer

12. Take appropriate steps to complete TEO execution, verify TEO completion, and return signed original TEO to the Traffic and Safety Division.

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

**STAFF REPORT
AGENDA: ITEM 2**

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)*

RECOMMENDATION: **PLANNING COMMISSION ASKED STAFF TO PREPARE A
MOTION AND FINDINGS TO RETAIN THESE SPECIFIC
ELEMENTS AS CURRENTLY ADOPTED IN THE SMSC
PUBLIC SPACE PLAN**

BACKGROUND

The Planning Commission began their review of the City Council's request on February 24, 2016. At that meeting, the Commission received the Council's directive, a written report from the Planning Staff, held a "public hearing" and concluded that additional information was warranted and directed staff to provide a report to the Commission. On April 13, 2016, the Commission reviewed or received information they had requested, which included the following topics:

1. **Legal Analysis (City Attorney)** – The City Attorney provided a memorandum to the Planning Commission. This memorandum was attached to the PC agenda item as privileged and confidential communication.
2. **Other Entity Experience (MGB+A)** – Staff had initially contacted several cities, including Park City, Lehi, Alpine, and Ogden City. Staff's conclusion was that data specific conclusions are not readily available from telephone inquiry. Given this, staff then contacted the originating consultant and inquired about their experiences when working design plans for other cities. The consultant provided a typical management plan

and costs would be subject to the local entities funding of personnel, whether it is hired out or performed by hired employees.

3. **History of the Landscape Architecture Design Plans (Staff & MGB+A)** – Near the end of the TZRO process (*see October 20, 2015 Council Minutes*), the City Council decided to hire MGB+A, represented by Dan Sonntag, to develop a detailed specification design scheme for the SMSC Public Space Plan. The consultant's design plan took the ideas being discussed by Planning Commission by formulating a recommended Public Space Plan and created detailed specifications, which were eventually added to the Commission's recommended ideas.

Mr. Sonntag began meeting with the City staff on October 20, 2015 and then made a couple of presentations throughout the process of City Council review and adoption of the SMSC Plan, when final edits were presented to the Council on November 17th. The consultant's work consisted of meeting with the City staff, a meeting with UDOT staff, and then the preparation of Public Space Plan Illustrations. Attached with the Commission's agenda report, were copies of the presentation and code illustrations received from the consultant regarding the originally adopted Public Space Plan by the City Council.

4. **Public Space Timeline/History Report (City Minutes Data)** - Researching the past agendas and minutes (<http://www.centervilleut.net/agendasminutes.main.html>), the timeline appeared to be as follows:
- September 23, 2015 – Planning Commission initial consideration of the SMSC Plan update and Public Space Plan provisions.
 - September 30, 2015 – Planning Commission work session regarding the SMSC Plan update, which included the Public Space Plan provisions.
 - October 14, 2015 – The Planning Commission made a recommendation to the City Council regarding the SMSC Plan Update, including the Public Space Plan provisions.
 - October 20, 2015 – Council decides to proceed with hiring a consultant to assist with answering some design questions and seeking information from UDOT regarding Public Space Plan elements.
 - November 4, 2015 - The original SMSC Plan recommendations of the Planning Commission were reviewed and mostly adopted by the City Council on November 4, 2015 (with several edits). Additionally, the City Council received a presentation from the consultant in a work session held prior to the meeting. However, the Council delayed the adoption of the Public Space Plan provisions, until the meeting of November 17, 2015 to allow the consultant to address additional design details raised by the City Council.
 - November 17, 2015 – The consultant again presented a modified version of their original design scheme and addressed the issues previously discussed. The City Council then re-adopted the entire SMSC Plan update along with the additionally developed Public Space Plan provisions.

- January 19, 2016 – The City Council directs the Planning Commission/Staff to revisit the SMSC Public Space Plan, with specific changes to the elements used in the Public Space Plan Design.
 - February 24, 2016 – The Planning Commission receives a report addressing the requested changes from the City Council and tables' action for further research and review.
5. **Planter Box/Landscaping – Alternative Designs (MGB+A)** – The staff was authorized to have the originating consultant prepare some alternative planter box landscaping options. These options included the concepts of lower plant heights, salt tolerant species, and maintainability. The alternative planting options were provided to the Commission in the background report for the agenda item.
 6. **Public Safety/Traffic Calming Techniques (Police Data)** – The City's Police Chief was asked to respond. Essentially, the report from the Chief consisted of addressing the "visual sight triangle" expectations for intersections (*see attachments*). Other advice as to traffic calming suggestions was not provided. Staff believed that the Chief is not likely familiar with the studies and movement of traffic calming measures. It is more an engineering design principle that promotes such elements.
 7. **Accidents/Tickets along Main Street (Police Data)** – The Police Chief provided a listing of accidents that occurred along Main Street in 2015. The City's database apparently was unable to extract a site or specific area query for traffic violations. Thus, the police department uses the ticket data to generate graphically a "heat map." Such a map assigns cool colors to low incidents and warm colors to higher incident areas.
 8. **UDOT Speed Data/Violations (Police & UDOT Data)** – The City Engineer was unable to obtain speed data for Main Street. Furthermore, traffic violations along Main Street are predominately enforced by the City's Police personnel. The traffic citations issued were found in the "heat map" mentioned earlier in the Commission's report. Additionally, staff queried the UDOT Traffic Volume that is available online. In the attachments for the Commission's report, the average daily volume for traffic is depicted from 2005 to 2013. Overall, it appeared there has been a slight decrease in the traffic volume with over 80% of the traffic consisting of cars.
 9. **UDOT Speed Limit Change Process (City Engineer & UDOT)** – Both the Police Chief and the City Engineer provided a response to this issue. The City Engineer provided a copy of UDOT's policy.
 10. **Trails Committee Response** – At the March 23, 2016 meeting, representatives from the Trails Committee and Parks Committee attended and invited to make a presentation regarding their efforts and goals as Committees. No further information was requested by

the Commission at that meeting. Staff assumed their response at the meeting was sufficient to answer any questions of the Commission.

The Planning Commission then tabled any action and requested staff to prepare a work session and invite representatives from UDOT and WFRC (Wasatch Front Regional Council) to discuss UDOT specifications and the topic of “Complete Streets.” On May 11, 2016, the Planning Commission held a work session with Darin Frstrup of UDOT and Scott Hess of WFRC. The work session information can be summarized as follows:

1. **Scott Hess** was in attendance **representing WFRC** discussed largely the following:
 - Review ideas and concepts of complete streets
 - Discussed the importance of local master plans and maps for assistance and integration of regional planning
 - Main Street is designated and a priority bike route for the region
 - Placement of public streetscape amenities should be kept within the public right-of-way
 - The Federal Highway Administration (FHWA) recently studied the idea of “lane narrowing” to reduce traffic speeds and increase usable public space
 - Discussed WFRC recent publication of mapping statistics, specifically the ability to see bus route boarding counts
 - Main Street has a significant number of bus boardings and bike lanes would assist with buffering traffic for the pedestrian
 - Centerville’s Main Street area (including Parrish Lane) does not rank high in walkability due to lack of buildings framing the street, widening sidewalks, and installing pedestrian friendly elements to reduce speed and encourage walking
2. **Darin Frstrup** was in attendance **representing UDOT** discussed largely the following:
 - Speed limits are established using the 85 Percentile Law
 - Speed limits are set within the five (5) mph of the average speed of 85% of the traffic
 - Reducing speed to improve safety is a belief misconception
 - However, public space elements can influence the average speed of traffic
 - Main Street is a busy roadway, but lane narrowing to allow a bike lane is likely feasible
 - He recommended that the Commission consider all users of the Main Street Corridor
 - Discussed UDOT’s standards for “clear zone” and lateral offset” calculations
 - Public elements can have some height variation as long as it does not hinder a driver’s view of the pedestrian corridor and as long as sight triangles are maintained. He said planter boxes, benches, and light poles are acceptable if placed sporadically, maintaining visibility of the corridor for a driver
 - UDOT requires trees to remain under 3-inches in caliper if placed in the clear zone. If a tree exceeds this caliper UDOT will require its removal. He said this is the only item that may be acceptable to place in the private sector where it can grow and mature as needed providing the envisioned canopy

PLANNING COMMISSION RECOMMENDATION (STAFF ASSISTED DRAFTING)

At the May 11, 2016 Planning Commission Meeting, the Commission asked staff to prepare a motion and findings that support preserving the SMSC Public Space Plan, as currently adopted. The suggested motion and findings are as follows:

“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 (a denial of the Council’s directive of January 19, 2016). 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:*
 - i. *Re-striping of Main Street, from Parrish Lane to Pages Lane*
 - ii. *Reduction of travel lane widths to 11 feet*
 - iii. *Reduction of center turn lane width to 11 feet*
 - iv. *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 promoted 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 corridor because they provide human scale and complexity, which is a critical component for considering the inclusion of various users of the Main Street.

- c. The Planning Commission finds that both UDOT and WFRC strongly suggested all public space elements remain in the public right-of-way, with the possible exception of trees.
- d. The Planning Commissions finds that UDOT seems to be surprisingly adaptable to the SMSC Public Space Plan and the proposed elements with the currently adopted Public Space Plan.
- e. 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.

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

**STAFF REPORT
AGENDA: ITEM 3**

APPLICANT: **CENTERVILLE CITY COUNCIL
C/O 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)*

RECOMMENDATION: **PLANNING COMMISSION ASKED STAFF TO PREPARE A
MOTION AND FINDINGS TO RETAIN THESE SPECIFIC
ELEMENTS AS CURRENTLY ADOPTED IN THE SMSC
PUBLIC SPACE PLAN**

BACKGROUND

At the May 25, 2016, Planning Commission Meeting, the Commission decided to table action regarding this matter and allow each Commissioner to review and refine the drafted motion and findings for the SMSC Public Space Plan edits. As of the writing of this report, the planning staff did not receive individual suggestions from any of the Commissioners. Thus, this report contains the originally drafted motion as presented to the Commission on May 25th.

PLANNING COMMISSION RECOMMENDATION (*STAFF ASSISTED DRAFTING*)

"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 (a denial of the Council's directive of January 19, 2016). 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:*
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- iii. *Reduction of center turn lane width to 11 feet*
- iv. *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 promoted the [SMSC] as the setting for attractive, convenient, active, safe, and enjoyable destination and place of residence – see **SMSC Plan, Goal 3**.
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 - ✓ **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 corridor because they provide human scale and complexity, which is a critical component for considering the inclusion of various users of the Main Street.
- c. The Planning Commission finds that both UDOT and WFRC strongly suggested all public space elements remain in the public right-of-way, with the possible exception of trees.
- d. The Planning Commissions finds that UDOT seems to be surprisingly adaptable to the SMSC Public Space Plan and the proposed elements with the currently adopted Public Space Plan.
- e. 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.

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
8/2/2016**

Item No. 3.

Short Title: Bid award to Mountainland in the amount of \$44,939 for radio-read equipment for Water Department

Initiated By: Randy Randall and Mike Carlson, Public Works Department

Scheduled Time: 8:15

SUBJECT

RECOMMENDATION

Approve the purchase of radio-read equipment for commercial water meters from Mountainland in the amount of \$44,939.

BACKGROUND

See attached memo from Mike Carlson of the Water Division for more details. This project involves the conversion of 292 water meters serving commercial customers to radio-read technology. After this conversion, these meters would be read each month as an employee drives down the street with appropriate equipment in the vehicle--rather than walking and reading each meter individually as currently done.

Although residential meters are read monthly only during the warmer part of the year, meters for commercial customers are read every month throughout the year. Converting the commercial meters to radio-read will be used as an opportunity to evaluate the cost vs. benefit of potentially converting all meters to radio-read in the future. The approved FY 2017 Budget for the Water Fund includes \$45,000 for this project.

Randy Randall, Public Works Director, will attend the Council meeting to explain further and answer questions.

ATTACHMENTS:

Description

- ☐ Memo - Recommendation for radio-read equipment
- ☐ Bid for 292 Radio-Read Equipment for Water Department
- ☐ Sensus Sole Source Letter 2016

Memo to: Randy Randall, Steve Thacker and City Council

Date: 7/21/16

From: Mike Carlson Water Supervisor/ Deputy Public Work Director

Subject: Approval of Budgeted Radio Read Equipment

Description: The Water Department wants to install radio-read radios to 292 commercial customers whose meters we read every month. In this submittal we would receive all the equipment outlined in the Mountainland proposal, which includes an upgrade on our oldest hand held, that is within a few years of being replace due to its age. I believe it is about seven to eight year old.

The plan is to buy the outlined equipment, then as the water department has time we would install them. The installation is a five to ten minute process. The estimated time to install it, if two employees worked every day on them, would be two to three weeks. However, my plan is to use this for fill-in work as time allows.

Bids: Mountainland is a sole source distributor, see attached letter.

Benefits: Meter reading time will go down. We will not have to go into businesses to read their meters, we have around ten or so of these. We will not have to shovel snow to get to the meter lid. For any new commercial customer, they will pay the cost for the first radio in their meter fee.

Long- term Benefits: If we ever move to have the whole city go to radio read, we would go with a fix-base system. There would be no change made at each business, it would all be done on the computer at City Hall.

The Radio.



The Installation plus paperwork



Tim Brandt
Director of Technical Sales

184 West 3300 South
SLC, UT 84115

T: 801.484.8885
F: 801.484.6954
tim.brandt@mountainlandsupply.us
www.mountainlandsupply.us

**Bill to Customer:**

Centerville City
250 North Main
Centerville, UT 84014

Ship to Customer:

Water Department - Centerville City
655 North 1250 West
Centerville, UT 84014

Reference: Commercial RR Option 2 (S101851661)

Salesman: Rick Meryhew

Effective: 7/6/2016

Terms: Net 30 Days

Line	Description	Qty	U/M	Unit Price	Extension
Hardware Costs					
1	Sensus Direct Read Upgrade Program - Walk By RR	1	ea	\$10,000.00	\$10,000.00
2	Sensus FL 6501-GB HHD	1	ea	\$8,438.86	
3	Sensus FL 6001 Single Ethernet Dock	1	ea	\$868.28	
4	Sensus Command Link	1	ea	\$481.89	
5	Sensus AutoRead Software Upgrade	1	ea	\$3,664.13	
6	Sensus 520M Single Port Radio	30	ea	\$135.00	
7	Onsite Education and Training Services	1	ea	\$1,200.00	\$0.00
8	Sensus M2 Software Support **Year 2	1	ea	\$2,200.00	
	TOTAL Hardware Costs:				\$10,000.00
Radio Costs					
1	Sensus 520M Single Port Radio	240	ea	\$135.00	\$32,400.00
2	Sensus 520M Dual Port Radio	3	ea	\$173.00	\$519.00
3	Sensus 510M Single Port Radio (Non-Pit)	12	ea	\$140.00	\$1,680.00
4	Sensus 510M Dual Port Radio (Non-Pit)	2	ea	\$170.00	\$340.00
	TOTAL Radio Costs:				\$34,939.00
	PROJECT TOTAL				\$44,939.00

Notes:

1. ALL Special Order Material is Non-Returnable
2. Proposal pricing is valid until September 30, 2016.

Chris Kilgore
14130 West St. Moritz Lane
Surprise, AZ 85379

T: (602) 531-5968
chris.kilgore@sensus.com



Jan. 14, 2016

To whom it may concern,

This letter is to confirm that Mountainland Supply company are the sole source Distributor for Sensus USA products in the state of Utah.

Mountainland Supply has been a key distribution partners for many years and meet all criteria required to effectively sell all of our products and services. Due to the complexity of our product line we require certain inventory levels, conference participation and, most importantly, dedicated personnel to handle AMR and AMI sales.

We are very proud of this relationship and look forward to continuing this partnership for years to come.

If you have any questions or concerns about this relationship, please feel free to contact me at any time to discuss this matter further.

Sincerely,

Chris Kilgore

Chris Kilgore| Territory Manager
T: 602-531-5968
3302 N. 7th Street #360 Phoenix, AZ 85014
chris.kilgore@sensus.com | www.sensus.com
Customer Service: 1 800-METER IT (638-3748)



**CENTERVILLE
CITY COUNCIL
Staff Backup Report
8/2/2016**

Item No. 4.

Short Title: Discussion with Police Chief re civilian position in Police Department

Initiated By: Police Chief Paul Child

Scheduled Time: 8:25

SUBJECT

RECOMMENDATION

Allow Police Chief Paul Child to explain his revised request for a new position and answer questions from the Council. He has also been asked to address the proposal to purchase another speed detection sign.

BACKGROUND

When the City Council approved the FY 2017 Budget, they put a hold on several items in the budget until they could have further conversation with the appropriate department heads. Two of those items were the new position in the Police Department and the purchase of another speed detection device. Chief Child will be prepared to address both matters with the Council. He has revised his request for the new position, scaling it down from full-time to part-time and modifying the job duties somewhat. See his attached memo.

ATTACHMENTS:

Description

- Memo re: Personnel Request for civilian position

2016-17 Budget Personnel Request

To: Mayor, City Council, City Manager
From: Paul Child, Police Chief
Date: July 28, 2016
Re: Personnel Request

In the Strategic Goals for 2016-2017 document submitted by me I asked for one additional fulltime civilian employee to perform important tasks in an effort to bolster our emergency preparedness efforts and to relieve officers from some administrative functions.

These were my stated reasons for the position:

Centerville Police Department is asking for authorization to hire one fulltime civilian employee to address the concerns outlined above. We believe this will accomplish goals 1-3. The duties of this person would be as follows:

1. Evidence Custodian, handling all evidence booked into the evidence room. Transportation of evidence to and from the crime lab or other analysis locations. Destruction of old evidence. Keeping an adequate supply of evidence-related materials. Orderly and safe storing of all property booked into evidence. Currently, the Detective Sergeant is performing these duties; however, a civilian employee will relieve this sergeant of these duties, giving him more time to work cases.
2. Assist with creating disks containing data related to active cases for court or investigation purposes. Assist with putting together all reports, videos, evidence and other data needed for case filings and court. By doing these duties patrol officers will have additional time to patrol and answer calls and our dispatch personnel will be relieved of some of these duties to better perform their normal duties.
3. Oversee the Crossing Guard Division which will relieve pressure from Administration. This person may also assist in doing crossing guard duty, on a limited basis, if an urgent need arises. We currently use duty officers to cover a zone when there is a need.
4. Spend ½ of his/her time doing Emergency Management duties. This will reduce the work load placed on the Chief and one part time employee. This will allow the city to be eligible for \$15,000 from the EMPG grant and will increase our preparedness efforts. The Chief would remain involved in emergency management but would have more time to deal with other pressing department issues. Although Debbie Olsen will still be assisting in emergency management she will not be as time committed which will free her up for typing reports, etc.
5. Assist as needed to back up Dispatch at the front window. Taking fingerprints for those people who walk in requesting them as a service to the community and to avoid calling in an officer off of the road.

I have spent much time analyzing and thinking about this position in-view of the mayor's request to take another look at the possibility of using two part-time persons.

My Analysis:

As I evaluated this request I examined the work-load of my existing office staff and re-visited the duties that this person would be assigned to do. I have come to a decision that by shifting some work-load and slightly changing the duties that I would give to this new position, I believe that my overall goals can be accomplished with one part-time employee. I anticipate that this person would be able to complete the job tasks by working between 20 and 30 hours a week.

The job tasks listed above in number 2 have already been taken over by one of my dispatcher/office assistant for the most part. I believe that we have solved this need as much as possible utilizing current staff and anticipate that for the near future we can maintain this. Therefore the duties listed above in number 2 would only be done by the new person on a limited and shared basis.

Regarding job task listed above in number 3, I will suspend giving these duties to the new person pending a work load evaluation.

Regarding job task listed above in number 4, this is where we need much help and everything mentioned above is still applicable with the exception of how much we will be eligible for in grant money. Due to new guidelines adopted by the state the amount we can expect from this grant will be about \$8000.00.

In addition to the duties I outlined above in numbers 1-5, I would like this person to take on being the training coordinator for the department. Currently we have an officer performing this duty and I believe more can be done than that officer has time to do, and this will also free up more of his time to do police work.

While I am not entirely sure a part-time position will accomplish all of my stated goals, I'm sure that it will help us be more efficient.

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
8/2/2016**

Item No. 5.

Short Title: Mayor's Report

Initiated By: Mayor Cutler

Scheduled Time: 8:35

SUBJECT

- a. Fire Service Area
- b. Tour of Utah on August 5

RECOMMENDATION

BACKGROUND

Mayor Cutler will report on Fire Service Area matters and the Tour of Utah stage which passes through Centerville on August 5th. As noted in the attached email from Sgt. Ackerson of the Police Department, City employees and volunteers will meet in the Council Room at 1:15 p.m. on August 5 to receive their Tour of Utah assignments. Council Members are invited to show up at this time and help, if they wish.

ATTACHMENTS:

Description

- ☐ Sgt. Ackerson email

Marsha Morrow

From: Allen Ackerson
Sent: Sunday, July 17, 2016 11:43 PM
To: All Users
Subject: Tour of Utah

The Davis County cities did such a great job last year on our stage that the Tour of Utah is coming back through again this year. Shutting down all of Main St and Pages Ln to traffic is a monumental task that requires many people. Steve Thacker has once again authorized us to use all city employees not actively working in critical functions for traffic control. From the time the first rider enters the city to the time the last rider leaves is only about 10 minutes. To ensure this 10 minutes isn't when Centerville City gets international attention as the city where a bunch of riders got mowed over by car, I need your help.

Here are the details.

Friday August 5th (previous email said Wednesday, which was wrong)

Meet in the **council room at 1:15pm** for assignments and briefing. I hope to be all done by around 3:00pm, but it may be sooner or later, depending on the speed of the riders.

If you have a safety vest, wear it.

The race will enter the city southbound on Main St from Farmington. It turns left (east) on Pages Ln, then right (south) on 400 E and into Bountiful. The turn onto Pages Ln was added due to construction on 400 N in Bountiful.

Please email or call me on my cell if anyone has any questions.

Thanks, Allen

Sgt. Allen Ackerson
Patrol Division
Centerville Police Dept.
250 N Main st.
Centerville, UT 84014
desk 801-677-6426
cell 801-599-2408

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
8/2/2016**

Item No. 6.

Short Title: City Manager's Report

Initiated By: City Manager

Scheduled Time: 8:45

SUBJECT

- a. Confirm calendar of meetings
- b. Operational Metrics

RECOMMENDATION

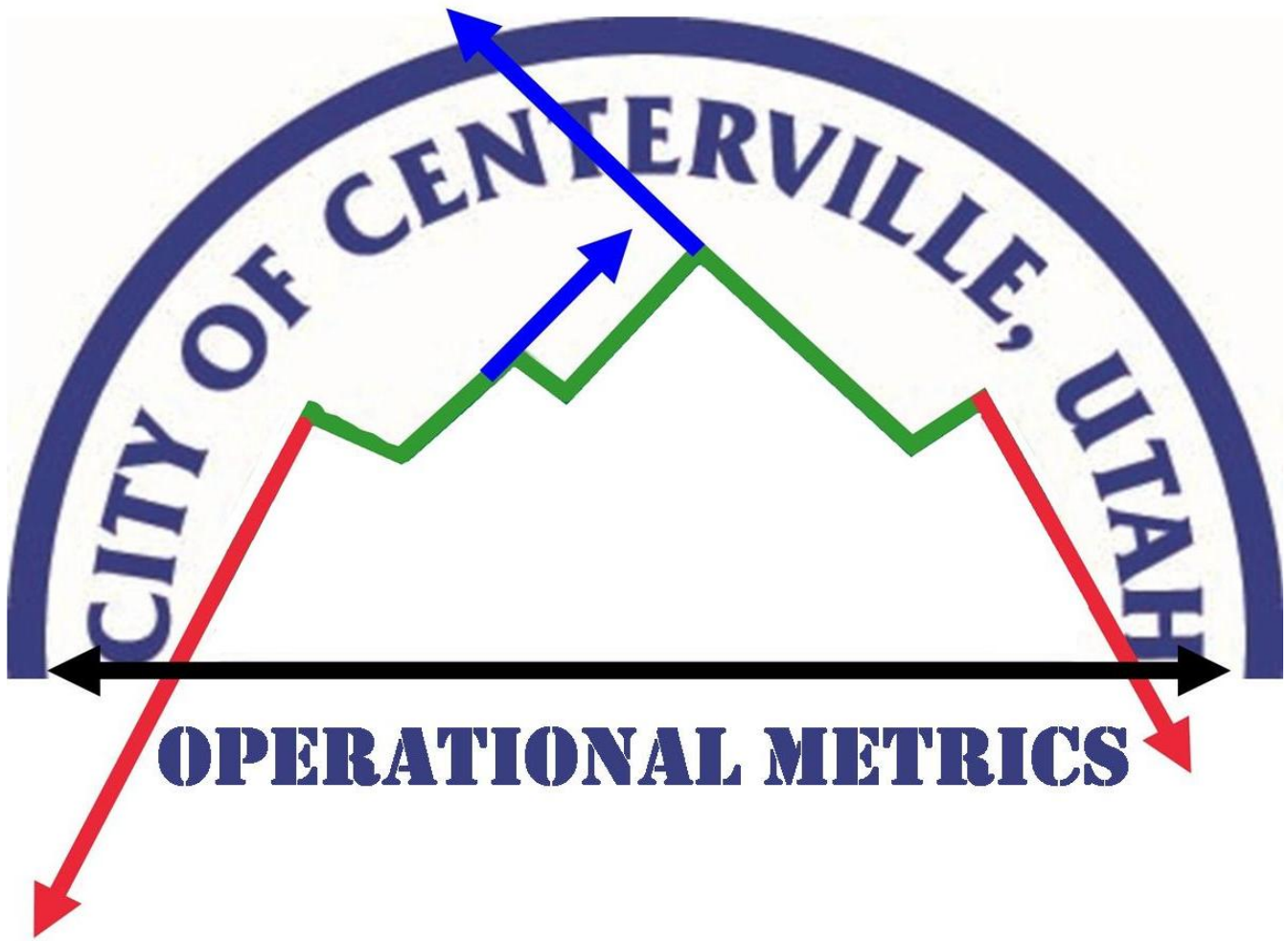
- a. Approve the following schedule of work sessions and other meetings/events:
 - August 16 -- Work session at 5:30 p.m. prior to regular CC meeting -- Presentation of sidewalk assessment and analysis.
 - August 25 -- Council meet with Trails Committee at 8:00 p.m. -- Discuss General Plan amendments about bike lanes and bike lane master plan, as well as striping of bike lanes on South Main Street.
 - September 6 -- Work session at 5:30 p.m. with Parks Committee prior to regular CC meeting to discuss completion of Community Park expansion and other projects on Parks Capital Improvement Plan.
 - September 13 -- RDA/ACB meeting 5:15 p.m. to 6:30 p.m. This meeting needs to adjourn in time to allow Bountiful reps to get to their regular council meeting at 7 p.m.
 - September 20 -- Work session at 5:15 p.m. with Youth Council prior to regular CC meeting.
 - September 26 -- Volunteer Recognition Dinner at Founders Park.
 - October 4 -- Work session at 5:30 p.m. prior to regular CC meeting to discuss Public Works Director's request for new position in Water Fund and his proposal to construct a decant building to comply with federal regulations relating to drainage system water quality.
- b. Allow Jacob Smith, Assistant to the City Manager, to highlight some data from the latest Operational Metrics quarterly report (attached) and answer questions from the Council about this initiative.

BACKGROUND

ATTACHMENTS:

Description

- ☐ Centerville Operational Metrics - CY 2016 Q2



2016 Q2

Water System

Outcome - Keeping water safe to drink

		Q1	Q2	Q3	Q4
Failed bacterial test	CY14	0	0	0	0
	CY15	0	0	0	0
	CY16	0	0		
		Q1	Q2	Q3	Q4
Failed periodic testing for other substances (chemicals, minerals, radioactivity, etc.)	CY14	0	0	0	0
	CY15	0	0	0	0
	CY16	0	0		
		Q1	Q2	Q3	Q4
Fluoride levels above 1.0 (county threshold) or 4.0 (federal penalty)	CY14	0	0	0	0
	CY15	0	0	0	0
	CY16	0	0		
		Q1	Q2	Q3	Q4
Number of County's fluoride samples outside average of .6 to .8 PPM	CY14	0	0	0	0
	CY15	0	0	0	0
	CY16	0	0		
Explanation of any failed tests:		None			

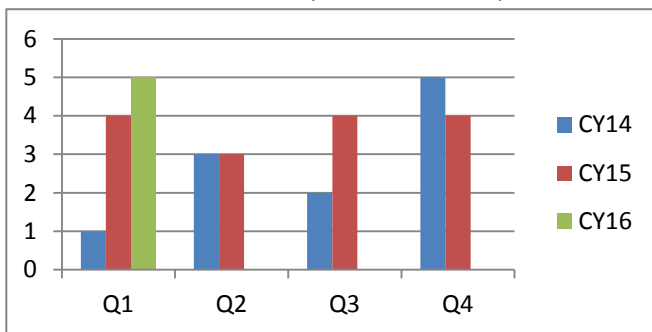
OUTCOME- Delivered culinary water with adequate pressure

		Q1	Q2	Q3	Q4
Water system drop below 20 PSI (taken from monitors on transducers)	CY14	0	0	0	0
	CY15	0	0	0	0
	CY16	0	0		

OUTCOME-Maintain water distribution system in good condition long-term

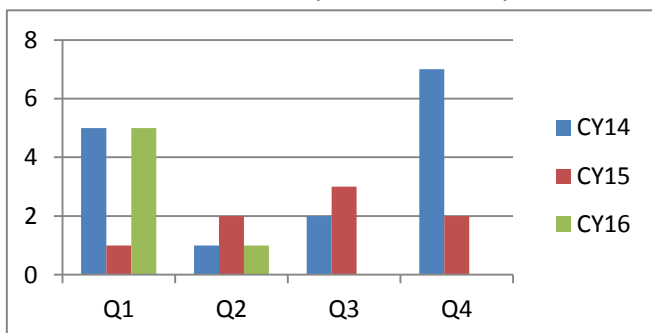
Water Repairs for Leaks

Water mains repaired and analyzed



		Q1	Q2	Q3	Q4
CY14		1	3	2	5
	CY15	4	3	4	4
	CY16	5	0		

Service lines repaired and analyzed



		Q1	Q2	Q3	Q4
CY14		5	1	2	7
	CY15	1	2	3	2
	CY16	5	1		

Water System

	<u>Accuracy Average</u>	
Accuracy of Water Meters, 30 Tested per Year	CY14	98.00%
	CY15	98.00%
	CY16	99.50%

Water Storage reservoirs cleaned, inspected, every two years

	<u>Date Cleaned</u>	<u>Repairs?</u>
Island View Tank	12/12/14	No
100 South Tank	12/12/14	No
Parrish Lane Reservoir	10/12/14	No
Green Steel Tank	9/14/14	No
Rick's Creek Reservoirs	9/12/14	No
Rolling Hills Tank	9/14/14	No

Explanation of any repairs: None

	<u>Date</u>	<u>Finding</u>
Pump Stations Significant Findings		None

County/State Sanitary Survey	<u>Year</u>	<u>Pass/Fail</u>
	2015	Pass

Note: Note: Next survey is in 2018

Efficiency Measure - deliver culinary water cost-effectively to customers

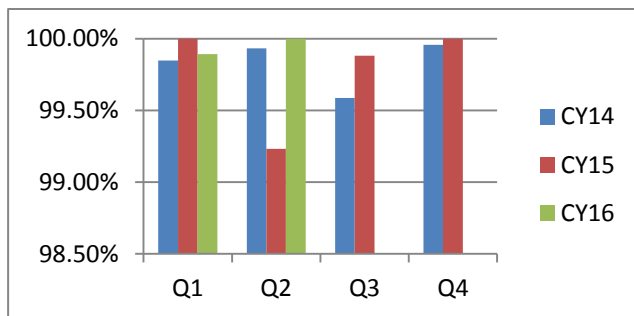
On Peak Pumping Hours

	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>
CY14	3	2	13	2
CY15	0	16	3	0
CY16	3	0		

Off Peak Pumping Hours (lower cost)

	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>
CY14	1975	2982	3135	4490
CY15	1838	2065	2508	1214
CY16	2747	2730		

Percent Off Peak (lower cost)



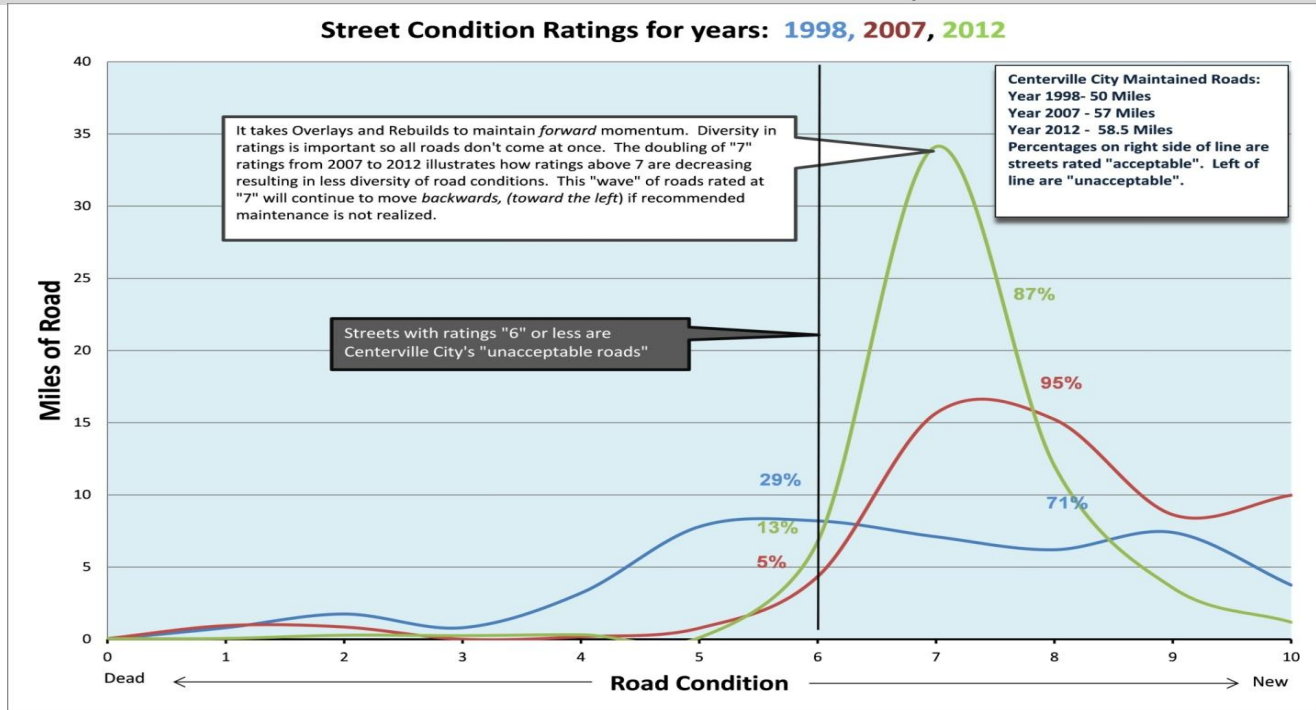
	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>
CY14	99.85%	99.93%	99.59%	99.96%
CY15	100.00%	99.23%	99.88%	100.00%
CY16	99.89%	100.00%		

Generator Used (Hours)

	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>
CY14	0	0	95	191
CY15	49	14	0	5
CY16	40	34		

Street Operations

Outcome—Is overall street condition rating going up or down over time?
(Measured at time of Street Maintenance Plan update)



Outcome – Is # potholes increasing over time

	CY 13	CY 14	CY 15	CY 16
Number of potholes	134	303	149	
Tons of asphalt used	368	415	323	

Efficiency—Average manhours prepping and placing asphalt per ton.+

	CY 13	CY 14	CY 15	CY 16
Man hours prepping and placing asphalt	2127	2422	2213	
Man hours prepping and placing asphalt/ton	5.78	5.84	6.8	

Outcome—Failure rate of utility cuts

	CY 13	CY 14	CY 15	CY 16
Utility Cuts Made	82	53	86	
Prior Year Cuts Failed	8	4	0	
% Cuts Failed		4.88%	0.00%	

Output/Outcome—Are sidewalks being adequately maintained?

	CY 13	CY 14	CY 15	CY 16
Reported in poor condition (ln ft)	790	1195.5	1250	
Priority 1		256	300	
Pending Priority 1 Repairs		206	266	
Priority 2		939.5	950	
Pending Priority 2 Repairs		449.5	744	
Total Pending Repairs at Year end	120	655.5	1010	
Cost of repairs done (Fiscal Year)	10600	11000		
Budgeted (Fiscal Year)	10600	11600		

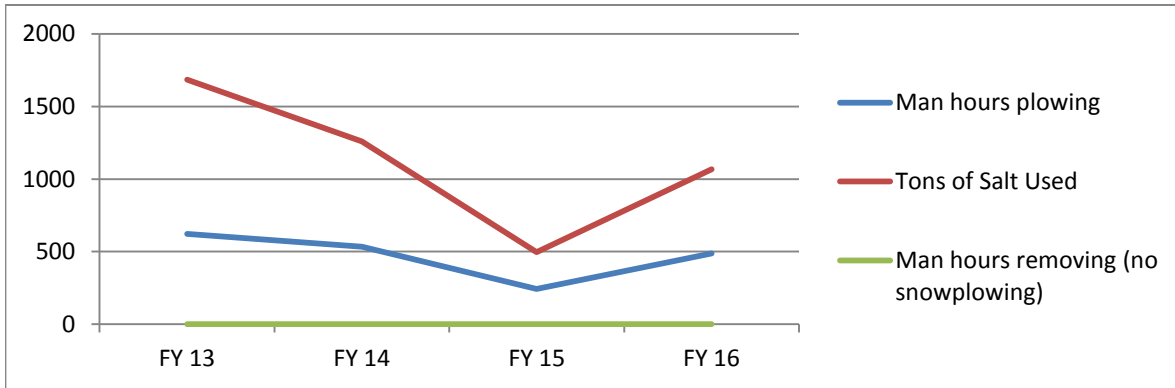
Priority 1 >.5"
Priority 2 <.5"

Priority 1 were delayed because of the time taken to resolve the issue: removal of trees, property owner permission, etc.

Street Operations

Input/Output--# manhours snowplowing and tons of salt used

	FY 13	FY 14	FY 15	FY 16
Man hours plowing	623	533.4	243	487.5
Tons of Salt Used	1685	1258.75	497.5	1067.5
Man hours removing (no snowplowing)	0	0	0	0

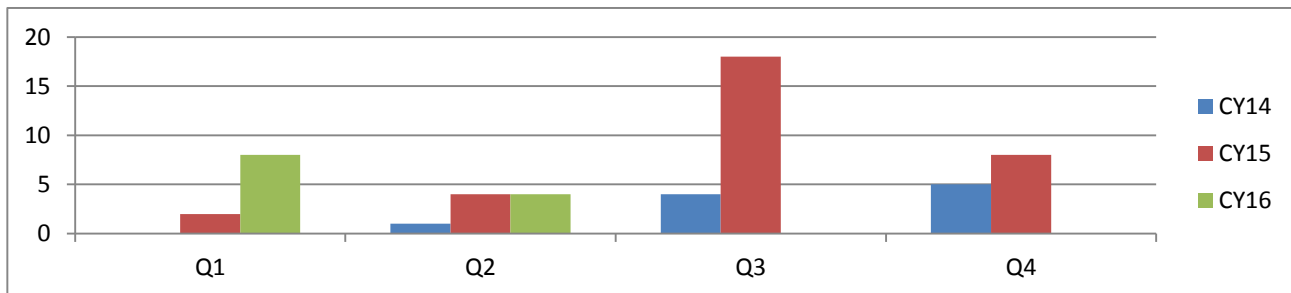


Output/Outcome—Are streetlights being adequately maintained?

		Q1	Q2	Q3	Q4
Street Lights Reported Out Includes PW's field audit and call-ins; Did not include pedestrian light review	CY14	12	16	12	43
	CY15	11	15	27	28
	CY16	14	4		

		Q1	Q2	Q3	Q4
Street Light Repairs Made Includes LED light replacement at Freedom Hills	CY14	12	15	9	42
	CY15	14	26	13	38
	CY16	14	8		

		Q1	Q2	Q3	Q4
Pending Repairs	CY14	0	1	4	5
	CY15	2	4	18	8
	CY16	8	4		



Street Operations

Output/Outcome—Are streetlights being adequately maintained? (cont.)

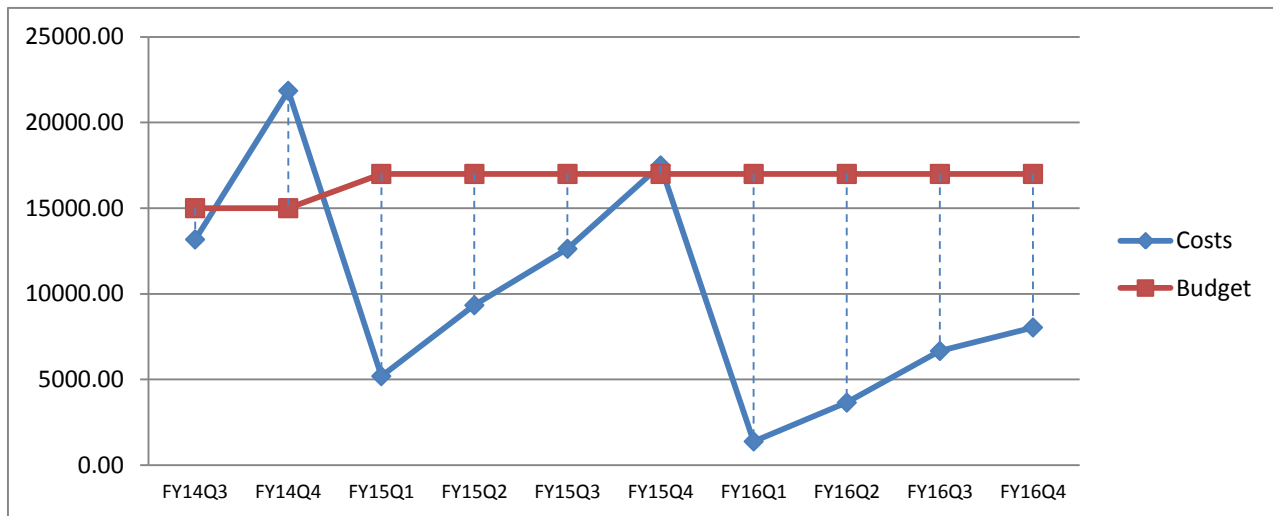
		Q1	Q2	Q3	Q4
Cost of Repairs	CY14	2104.68	8683.70	5189.65	4143.38
	CY15	3294.66	4869.49	1378.26	2268.64
	CY16	4067.04	1375.91		

		Q1	Q2	Q3	Q4
Minor Repair Costs	CY14	2104.68	2698.88	1051.84	2414.80
	CY15	1051.00	801.92	1378.26	1202.87
	CY16	1054.88	716.97		

		Q1	Q2	Q3	Q4
Major Repair Costs	CY14	0.00	5984.82	4137.81	1728.68
	CY15	2243.66	4067.57	0.00	1065.67
	CY16	3012.16	658.97		

YTD Costs (Fiscal Year) vs. Budget

	Costs	Budget
FY14Q3	13170.26	15000.00
FY14Q4	21853.96	15000.00
FY15Q1	5189.65	17000.00
FY15Q2	9333.03	17000.00
FY15Q3	12627.69	17000.00
FY15Q4	17497.18	17000.00
FY16Q1	1378.26	17000.00
FY16Q2	3646.90	17000.00
FY16Q3	6659.06	17000.00
FY16Q4	8034.97	17000.00



Drainage System

Outcome—System functioning with minor damage to property

		Q1	Q2	Q3	Q4
Property damage claims reported	CY14	0	0	0	0
	CY15	1	1	1	1
	CY16	0	0		
		Q1	Q2	Q3	Q4
Property damage claims paid	CY14	-	-	-	-
	CY15	-	-	2,500	14,121
	CY16	-	-		

Notes: CY15Q4 includes two claims paid

Output/Efficiency—Report annually the # linear feet of storm drains and subdrains cleaned

	FY 13	FY 14	FY 15	FY 16
Storm/subdrain cleaned (In ft)		74338	119091	
% storm/subdrain system cleaned		27.95%	43.81%	

Output/Outcome—report annually the linear feet of new drains constructed (Ensure all are TV-inspected)

	FY 13	FY 14	FY 15	FY 16
Linear feet constructed		2349	5822	3472
% storm/subdrain system inspected		100.00%	100.00%	100.00%

Output/Efficiency-- Number of hours street sweeping and cubic yards of waste collected

	FY 13	FY 14	FY 15	FY 16
Hours of sweeping		267	395	285
Yards ³ of waste		117	225	170
Yards ³ /hour		0.44	0.57	0.60

Outcome—Stormwater quality adequately protected

	FY 13	FY 14	FY 15	FY 16
Known Illicit discharges		1	0	1
Storm water violation notices		9	14	31
Storm water violations resolved		9	14	31

Notes (Compliance with storm water permit):

Police Services

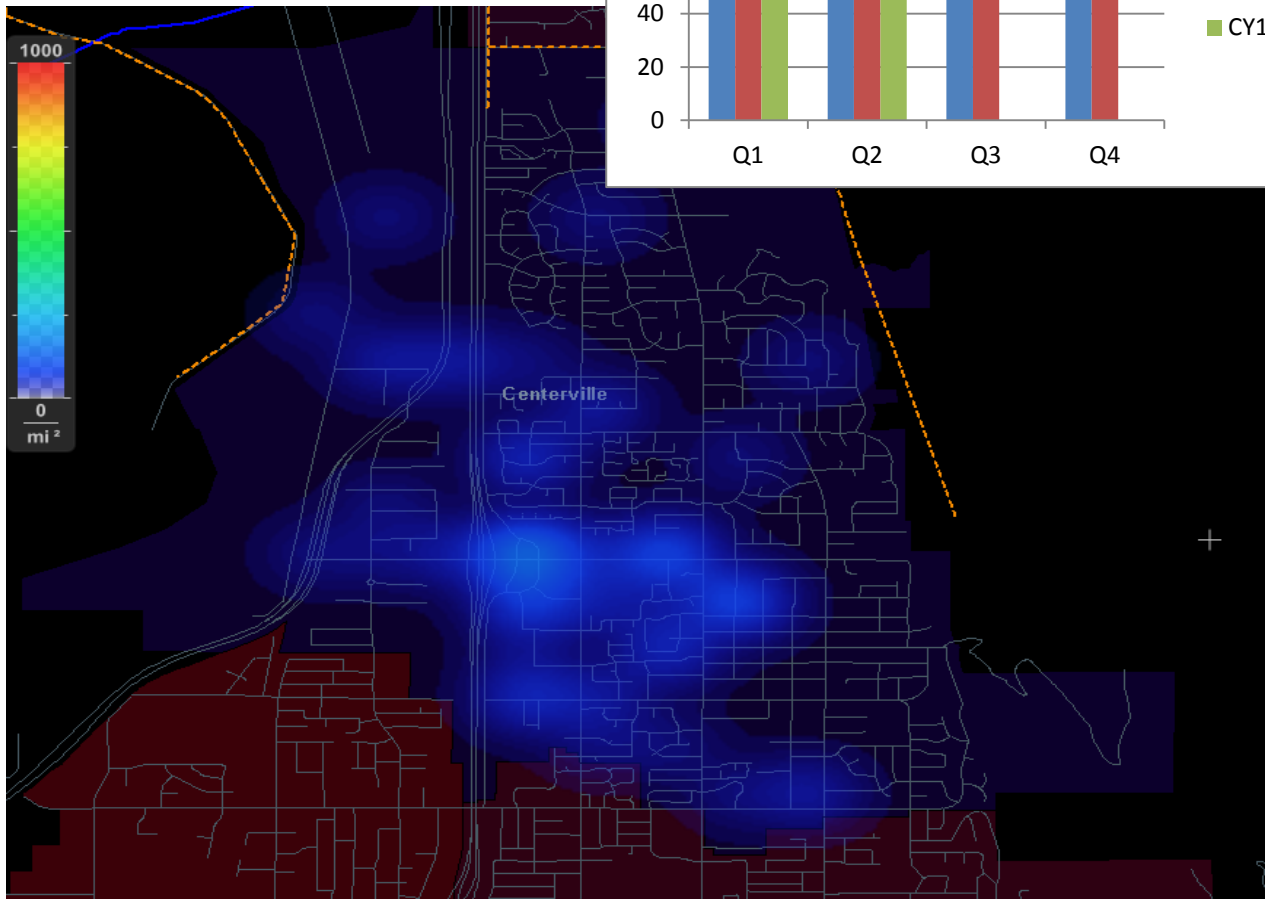
Output—Track number of traffic citations and warnings

		Q1	Q2	Q3	Q4
Citations Issued	CY14			726	739
	CY15	612	671	730	661
	CY16	561	598		
		Q1	Q2	Q3	Q4
Warnings	CY14			862	1123
	CY15	928	1079	951	981
	CY16	942	992		

Outcome—reduce accidents by analyzing number and location of accidents over time

		Q1	Q2	Q3	Q4
Total Accidents	CY14	60	69	69	71
	CY15	55	62	60	102
	CY16	76	94		

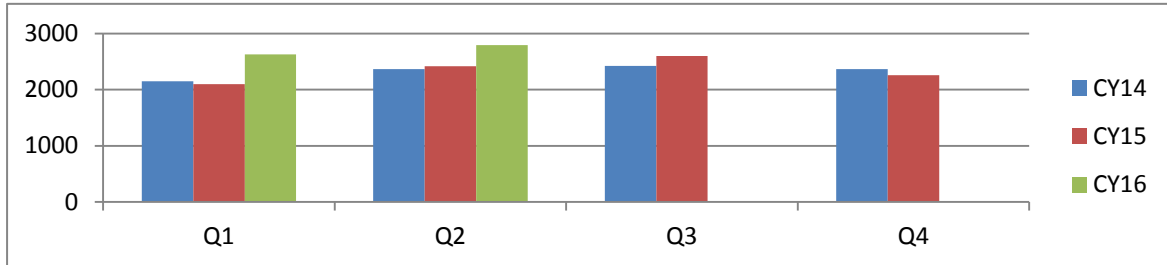
Accident Heat Map



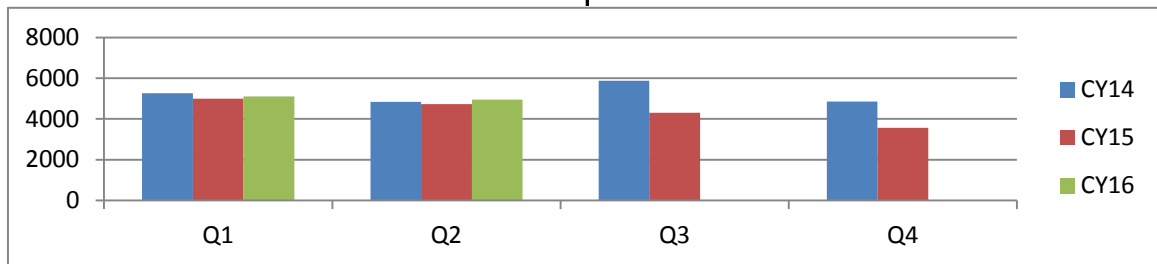
Police Services

Output—Report the # calls initiated by others (i.e. reactive) and the # “on view” incidents (i.e. proactive).

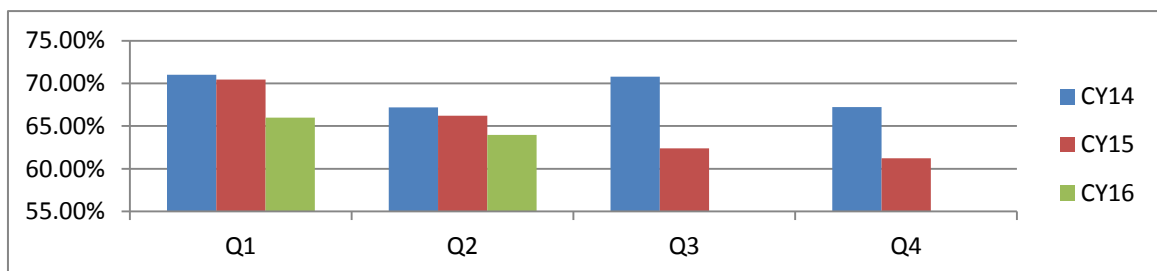
		Q1	Q2	Q3	Q4
Calls	CY14	2150	2364	2423	2365
	CY15	2098	2414	2598	2254
	CY16	2626	2792		



		Q1	Q2	Q3	Q4
On views	CY14	5268	4842	5872	4851
	CY15	4997	4729	4309	3562
	CY16	5098	4953		



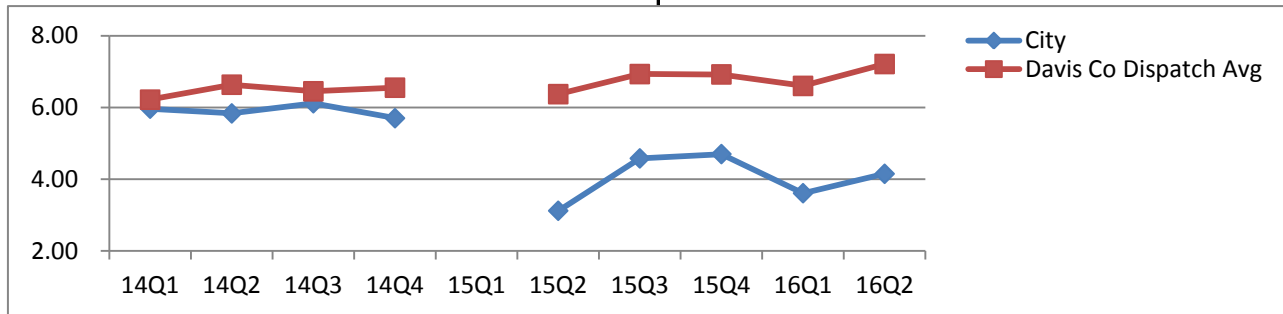
		Q1	Q2	Q3	Q4
%Proactive (on views)	CY14	71.02%	67.19%	70.79%	67.23%
	CY15	70.43%	66.20%	62.39%	61.24%
	CY16	66.00%	63.95%		



Police Services

Outcome—Acceptable response times

Priority 1 calls avg (min.sec)		City	Davis Co Dispatch Avg
Until 15Q1, the numbers coming from county dispatch were off due to their methodology. An agreed upon methodology has been established and is reflected in 15Q2.	14Q1	5.97	6.22
	14Q2	5.83	6.63
	14Q3	6.12	6.45
	14Q4	5.70	6.55
	15Q1		
	15Q2	3.12	6.37
	15Q3	4.58	6.93
	15Q4	4.70	6.92
	16Q1	3.61	6.60
	16Q2	4.15	7.21



Outcome—Business owners/managers satisfied with police services

At the end of each year, the City sends a survey to commercial businesses in Centerville.

Below are the results of these surveys.

	CY 13	CY 14	CY 15	CY 16
Respondents		104	97	
Safety after hours (1-not safe; 2-somewhat; 3-safe; 4-very)		2.8	2.95	
Police presence (1-inadequate; 2-somewhat adequate; 3-adequate; 4-very adequate)		2.8	3.0	
Police responsiveness (1-inadequate; 2-somewhat adequate; 3-adequate; 4-very adequate)		3.36	3.47	
Experience w/ police (1-inadequate; 2-somewhat adequate; 3-adequate; 4-very adequate)		3.45	3.58	

Parks, Rec and Cemetery

Output—Number of park pavilion reservations

	CY 13	CY 14	CY 15	CY 16
Total Reservations Made	225	203	201	
Freedom Hills		32	43	
Smoot		44	41	
Community		25	28	
Founders		47	43	
Porter-Walton		30	19	
Island View		25	27	

Outcome—Residents satisfied with the condition of their parks

Based on a survey given to every customer after their reservation

Scale: 1 (poor); 2 (fair); 3 (good); 4 (excellent)

	CY 13	CY 14	CY 15	CY 16
Surveyed		19	201	
Responses		9	87	
Response Rate		47.37%	43.28%	
Ease of making reservation		3.47	3.64	
Cleanliness of pavilion		3.52	3.57	
Cleanliness of park		3.57	3.63	
Cleanliness of restrooms		3.40	3.42	
Would reserve a pavilion again		100.00%	97.70%	

Output—Number of burials

	CY 13	CY 14	CY 15	CY 16
Total burials	67	66	71	

Efficiency—Are revenues offsetting costs for recreation, baseball and park concessions per the City Council's subsidy guideline

	CY 13	CY 14	CY 15	CY 16
Overall Balance	(4,014)	9,857	5,116	
Summer Rec Balance	(2,751)	4,742	(4,511)	
Off Season Rec Balance	(814)	2,266	2,013	
Baseball Balance	(2,296)	1,052	3,516	
Concessions Balance	1,847	1,797	4,098	

Efficiency--Number of seasonal maintenance man hours per acre of developed park

	CY 13	CY 14	CY 15	CY 16
Seasonal man hours/landscaped acre (84.27)	159.83	171.67	158.69	

Parks, Rec and Cemetery

Output--Number of participants in recreation and baseball programs

	CY 13	CY 14	CY 15	CY 16
Recreation Participants	1787	1749	1640	
Baseball Participants	341	348	469	538

Outcome—Recreation Program meets desires of residents

Based on a survey given to every participant/guardian after a program

Scale: 1 (poor); 2 (fair); 3 (good); 4 (excellent)

	CY 13	CY 14	CY 15	CY 16
Surveyed		1049	1151	
Responses		326	433	
Response Rate		31.08%	37.62%	
Ease of Registration		3.44	3.35	
Recreation staff		3.59	3.52	
Class time		3.5	3.41	
Class day		3.52	3.46	
Length of class		3.43	3.42	
Length of session		3.47	3.48	
Class materials		3.6	3.52	
Class organization		3.59	3.46	
Facilities		3.67	3.47	
Overall experience		3.49	3.47	

Kids Kamp Survey	CY 13	CY 14	CY 15	CY 16
Surveyed		76	79	
Responses		26	39	
Response Rate		34.21%	49.37%	
Ease of Registration		3.65	3.44	
Recreation staff		3.81	3.77	
Class time		3.69	3.64	
Class day		3.69	3.74	
Length of class		3.69	3.69	
Length of session		3.73	3.74	
Class materials		3.81	3.82	
Class organization		3.69	3.77	
Facilities		3.85	3.62	
Overall experience		3.77	3.82	

Parks, Rec and Cemetery

Outcome—Effective administration of the baseball program

Based on a survey given to baseball coaches

Scale: 1 (poor); 2 (fair); 3 (good); 4 (excellent)

	CY 13	CY 14	CY 15	CY 16
Surveyed		35	39	
Responses		17	21	
Response Rate		48.57%	53.85%	
Comparison to other baseball programs		3.38	3.29	
Ball field and park appearance		3.19	3.24	
Cleanliness of restrooms		3.00	3.05	
Umpires		2.80	2.85	
Communication		3.25	3.43	
Recommend Centerville baseball? (Y/N)		94.12%	90.48%	

Outcome—Parks Dept. successfully meets critical deadlines for events using park facilities

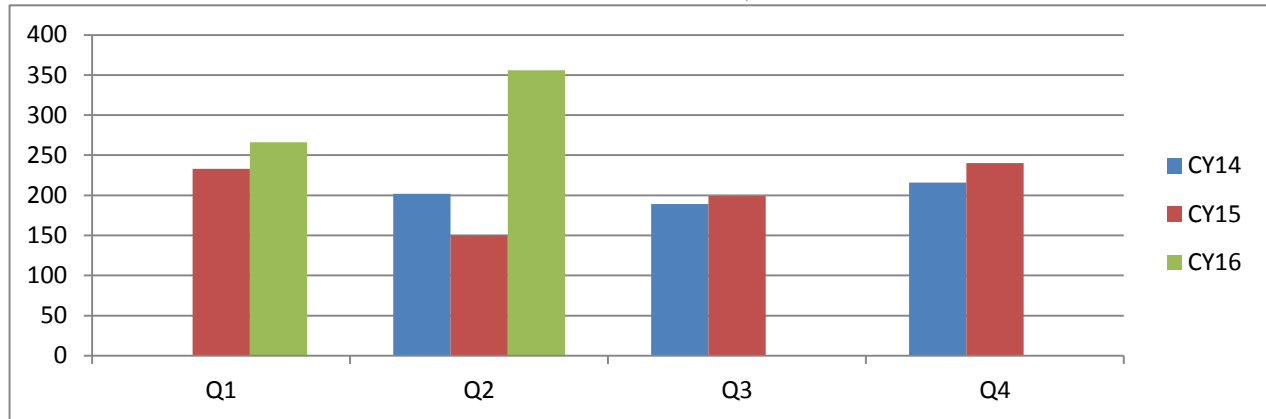
	CY 13	CY 14	CY 15	CY 16
Easter Egg Hunt	Met	Met	Met	
Movies in the Park	Met	Met	Met	
4th of July Festivities	Met	Met	Met	
Trails Committee Events	Met	Met	Met	
Pumpkin Party	Met	Met	Met	
Festival of Lights	Met	Met	Met	

Notes on Unmet:

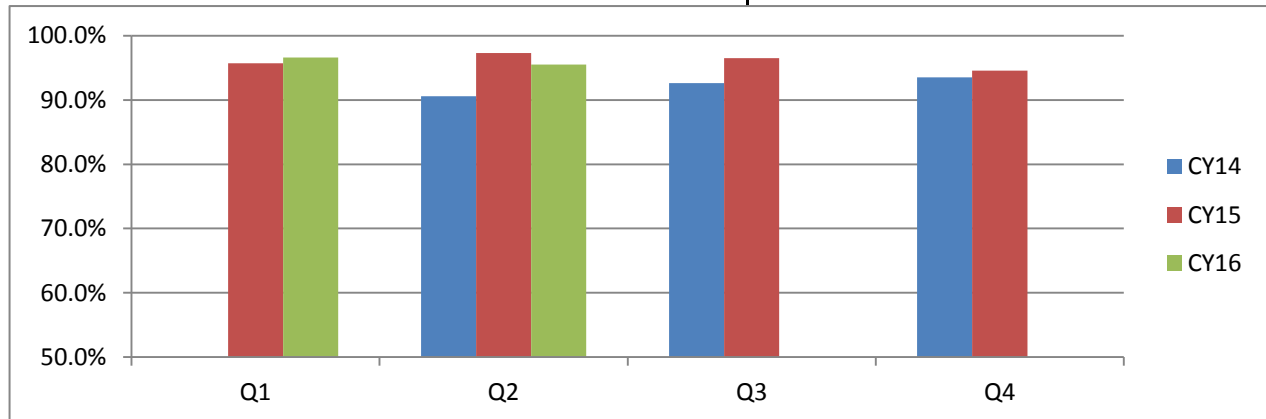
Community Development

Outcome—Building inspections provided in a timely manner

		Q1	Q2	Q3	Q4
Total number of inspections	CY14		202	189	216
	CY15	233	150	199	240
	CY16	266	356		



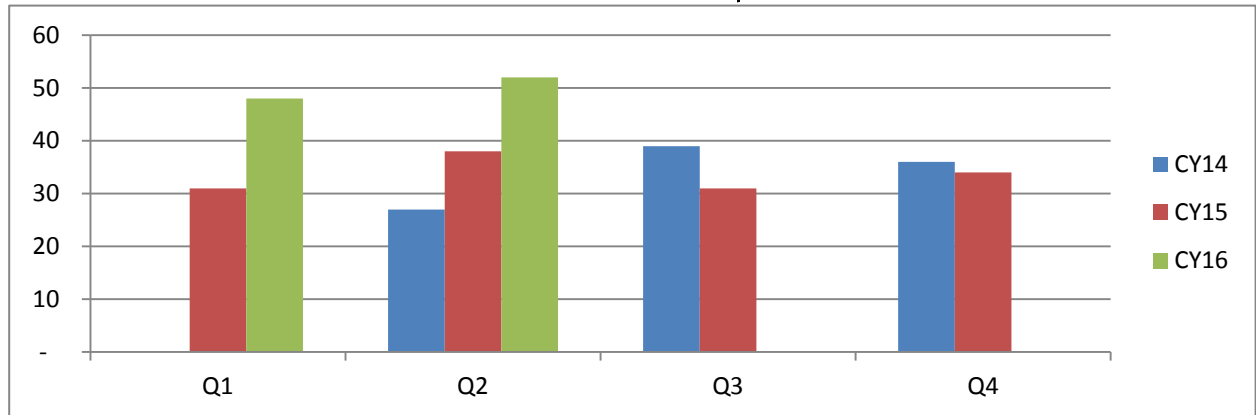
		Q1	Q2	Q3	Q4
% Inspections within 24 hours (or time requested)	CY14		90.6%	92.6%	93.5%
	CY15	95.7%	97.3%	96.5%	94.6%
	CY16	96.6%	95.5%		



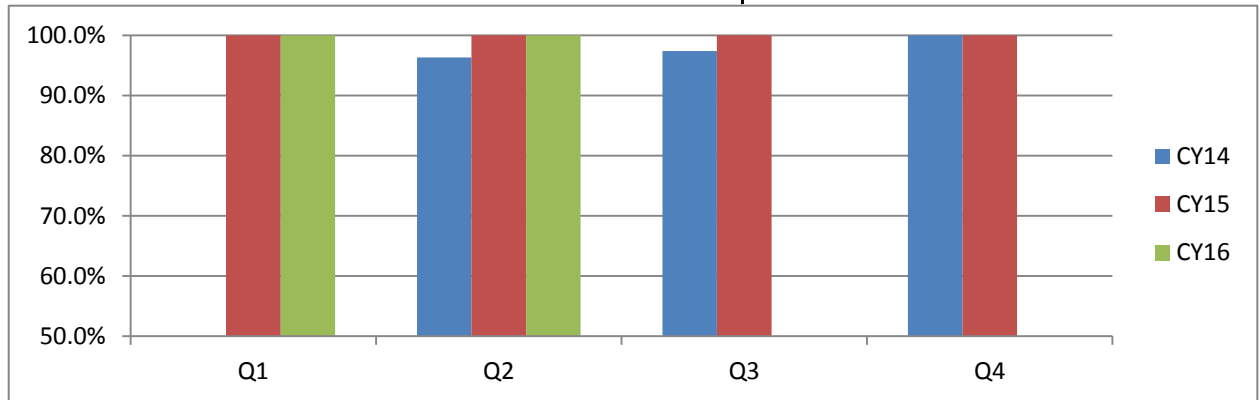
Community Development

Outcome—Building plans reviewed in a timely manner

		Q1	Q2	Q3	Q4
Total number of plan reviews	CY14		27	39	36
	CY15	31	38	31	34
	CY16	48	52		

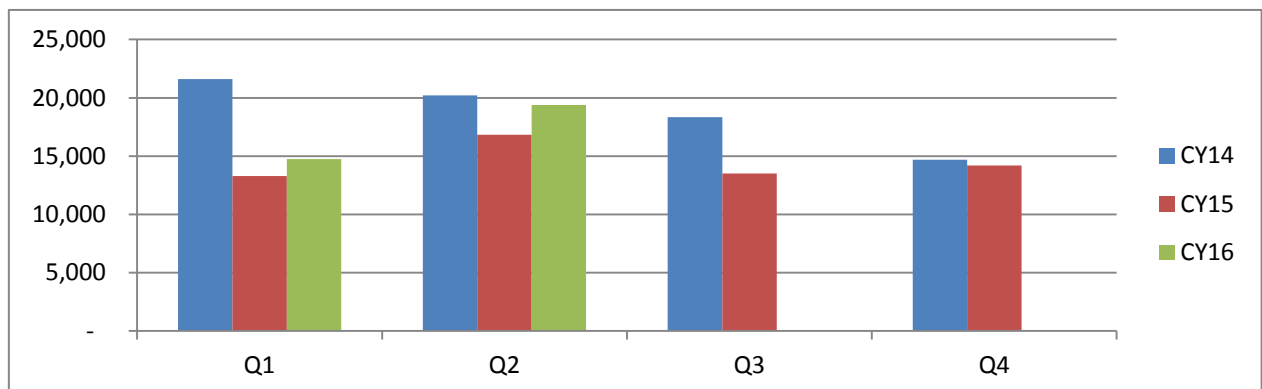


		Q1	Q2	Q3	Q4
%Reviewed within 14 business days	CY14		96.3%	97.4%	100.0%
	CY15	100.0%	100.0%	100.0%	100.0%
	CY16	100.0%	100.0%		



Input—Quarterly cost of contract services for building plans review/building inspections

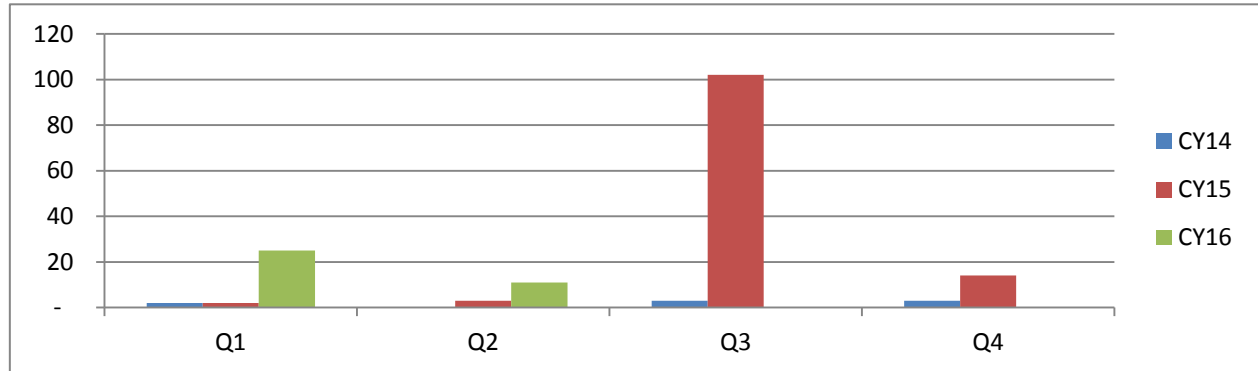
		Q1	Q2	Q3	Q4
Building plan review/inspection costs	CY14	21,614	20,219	18,347	14,699
	CY15	13,299	16,822	13,508	14,203
	CY16	14,748	19,384		



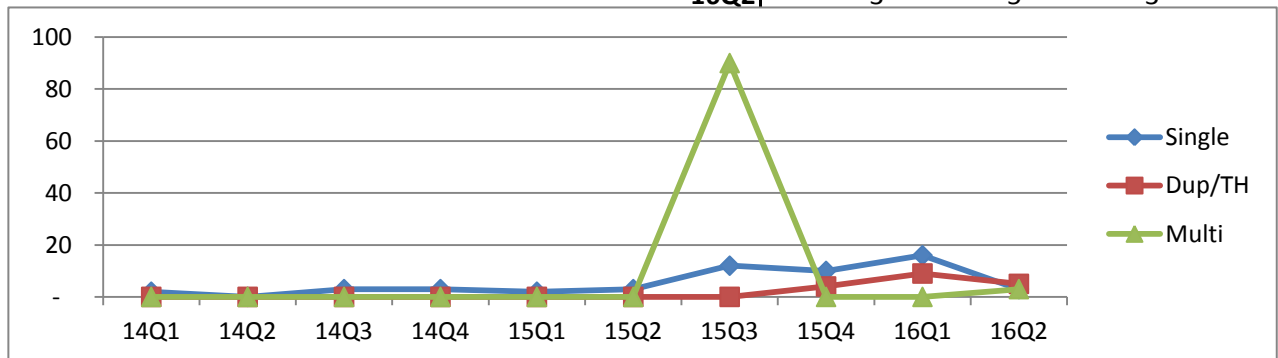
Community Development

Output—Building Permits by Type

		Q1	Q2	Q3	Q4
New Residential Permitted Units	CY14	2	-	3	3
	CY15	2	3	102	14
	CY16	25	11		



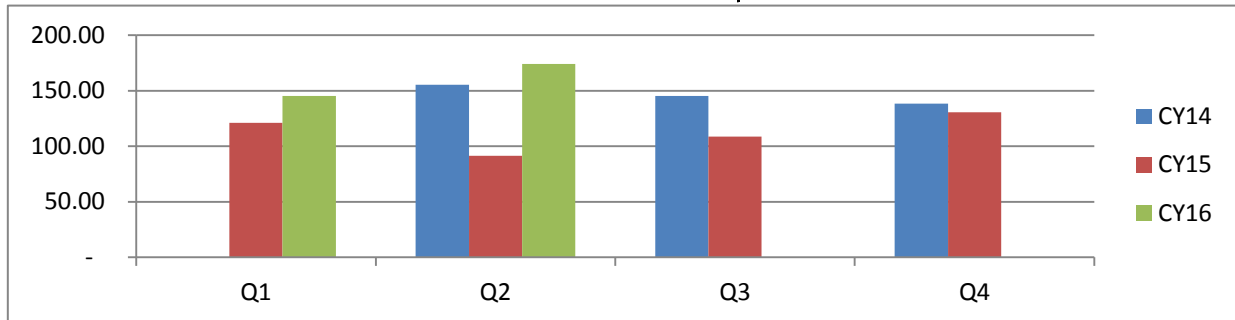
		Single	Dup/TH	Multi
Residential Permits by Type	14Q1	2	-	-
	14Q2	-	-	-
	14Q3	3	-	-
	14Q4	3	-	-
	15Q1	2	-	-
	15Q2	3	-	-
	15Q3	12	-	90
	15Q4	10	4	-
	16Q1	16	9	-
	16Q2	3	5	3



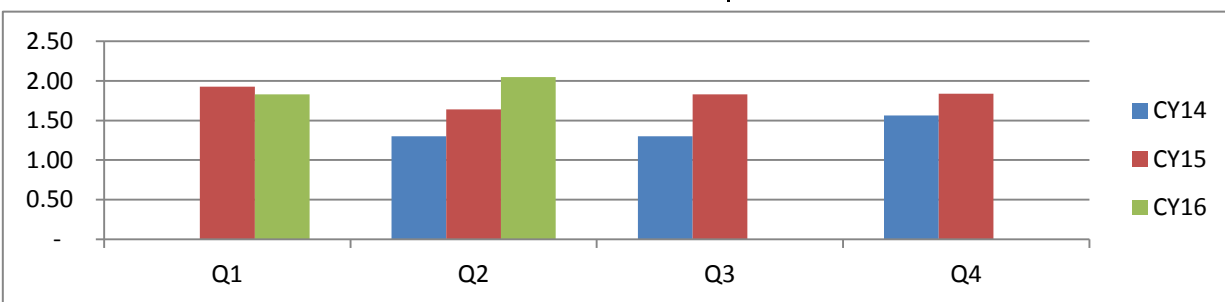
Community Development

Efficiency—Hours of inspection and average inspections per hour for contract inspector

		Q1	Q2	Q3	Q4
Hours of Inspection	CY14		155.50	145.25	138.25
	CY15	121.00	91.50	108.75	130.50
	CY16	145.25	174.00		



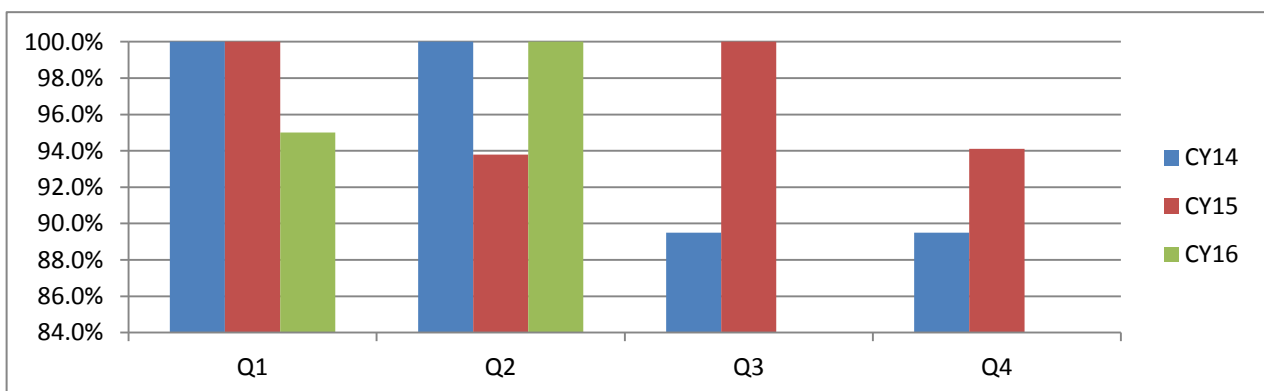
		Q1	Q2	Q3	Q4
Inspections/hour	CY14		1.30	1.30	1.56
	CY15	1.93	1.64	1.83	1.84
	CY16	1.83	2.05		



Outcome—Prompt issuance of business licenses

		Q1	Q2	Q3	Q4
Licenses issued (new businesses)	CY14	25	20	19	19
	CY15	27	23	9	17
	CY16	20	14		

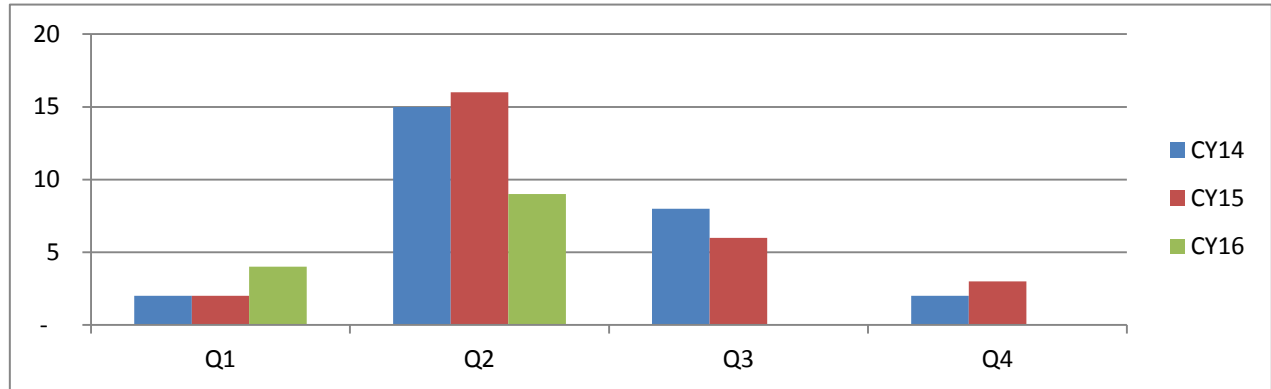
		Q1	Q2	Q3	Q4
%new licenses issued within 5 business days	CY14	100.0%	100.0%	89.5%	89.5%
	CY15	100.0%	93.8%	100.0%	94.1%
	CY16	95.0%	100.0%		



Community Development

Outcome—Timely investigation of reported code violations

		Q1	Q2	Q3	Q4
Code violations reported	CY14	2	15	8	2
	CY15	2	16	6	3
	CY16	4	9		

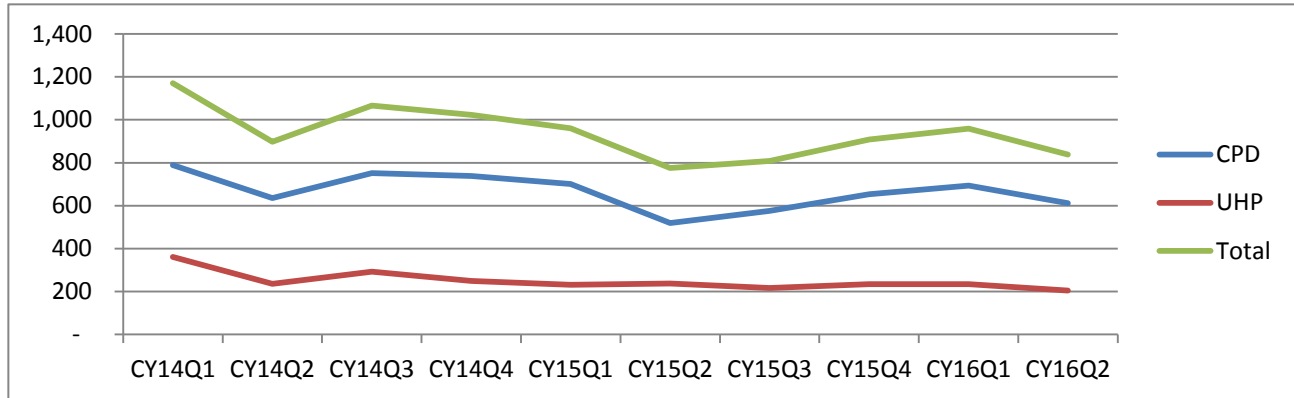


		Q1	Q2	Q3	Q4
%investigated within 7 days	CY14	100.0%	86.7%	100.0%	100.0%
	CY15	100.0%	100.0%	83.3%	100.0%
	CY16	75.0%	88.9%		

Court

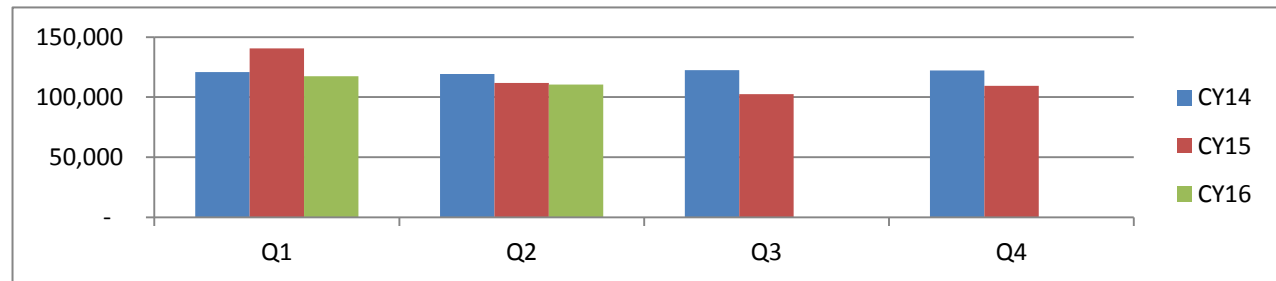
Output—Citations filed with Court by CPD, DCSO and UHP

	CPD	DCSO	UHP	Other	Total
CY14Q1	789	15	361	6	1,171
CY14Q2	636	18	236	7	897
CY14Q3	752	14	293	7	1,066
CY14Q4	738	29	250	6	1,023
CY15Q1	701	20	232	7	960
CY15Q2	519	13	238	5	775
CY15Q3	576	7	217	9	809
CY15Q4	653	18	234	3	908
CY16Q1	693	26	234	6	959
CY16Q2	611	18	204	5	838



Output—Court revenues

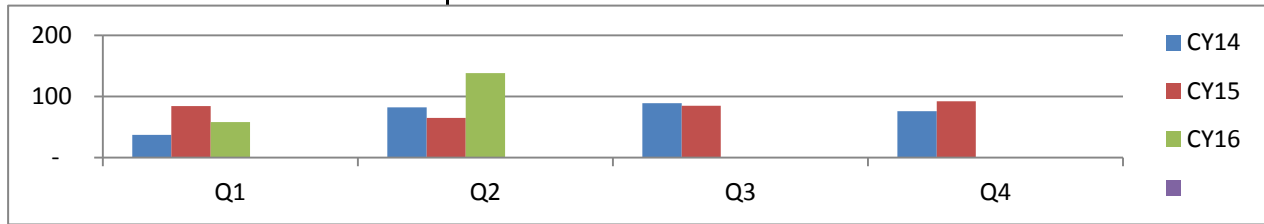
		Q1	Q2	Q3	Q4
Court revenues	CY14	120,875	119,266	122,337	122,224
	CY15	140,685	111,911	102,503	109,511
	CY16	117,473	110,469		



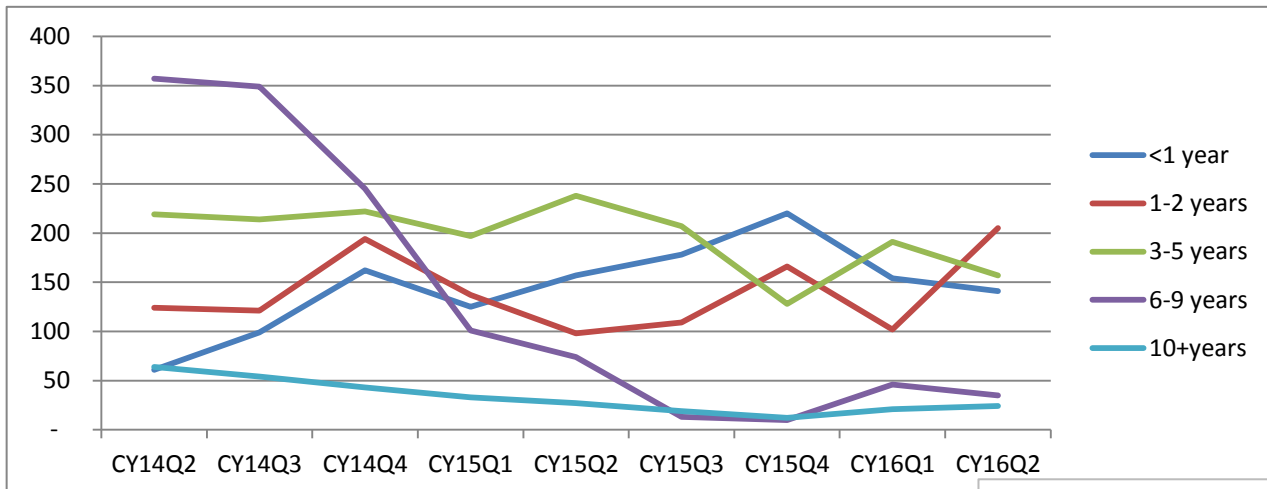
Court

Outcome—Offenders being brought to justice

		Q1	Q2	Q3	Q4
Warrants Issued	CY14	37	82	89	76
	CY15	84	65	85	92
	CY16	58	138		



Outstanding Warrants	<1 year	1-2 years	3-5 years	6-9 years	10+years	Total
CY14Q2	61	124	219	357	64	825
CY14Q3	99	121	214	349	54	837
CY14Q4	162	194	222	245	43	866
CY15Q1	125	137	197	101	33	593
CY15Q2	157	98	238	74	27	594
CY15Q3	178	109	207	13	19	526
CY15Q4	220	166	128	10	12	536
CY16Q1	154	102	191	46	21	514
CY16Q2	141	205	157	35	24	562

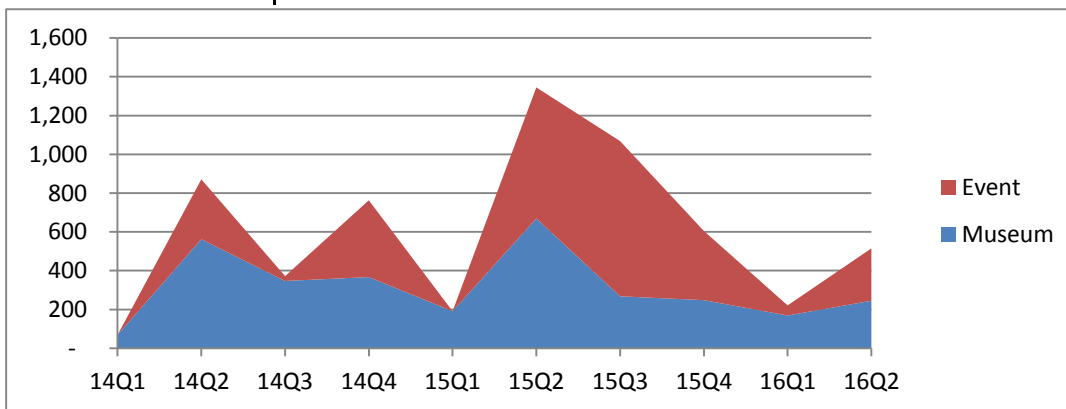


Beginning in CY15Q1 outstanding warrants are reviewed at the 5 year mark instead of the 10 year mark and cancelled.

Whitaker Museum

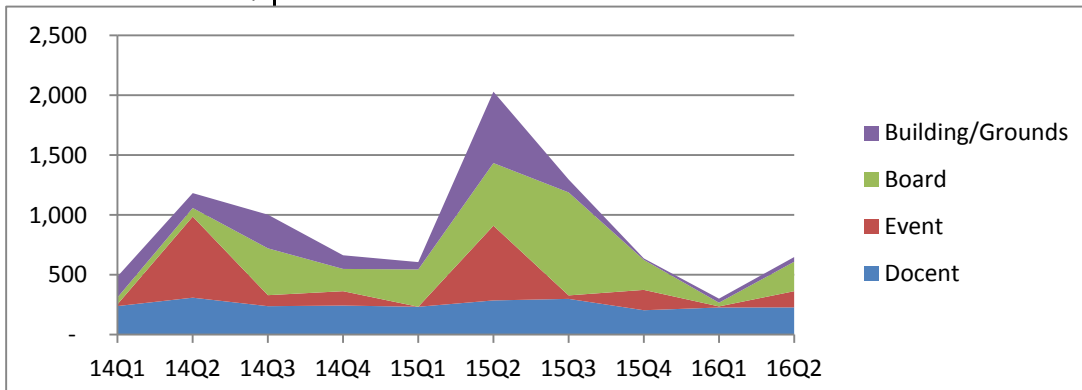
Output/Outcome—Number of visitors and volunteer hours

	Visitors		
	Museum	Event	Total
14Q1	69	-	69
14Q2	562	309	871
14Q3	347	25	372
14Q4	367	396	763
15Q1	191	-	191
15Q2	669	676	1,345
15Q3	268	800	1,068
15Q4	248	357	605
16Q1	169	52	221
16Q2	245	270	515



Volunteer Hours

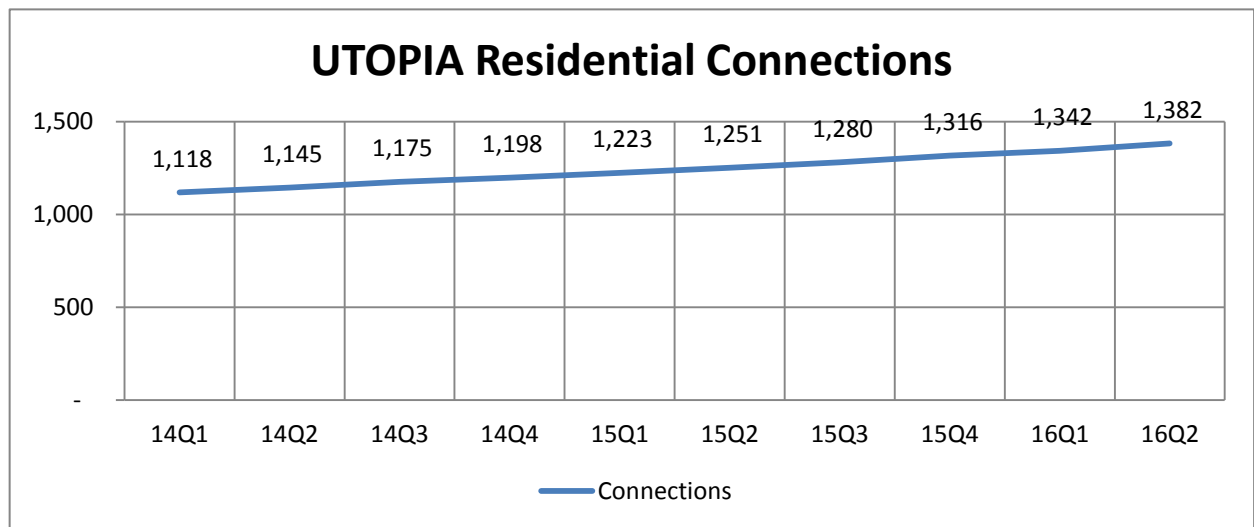
	Docent	Event	Board	Building/ Grounds
14Q1	239	16	57	175
14Q2	309	677	72	124
14Q3	238	92	391	281
14Q4	243	120	186	114
15Q1	233	-	312	61
15Q2	286	624	523	596
15Q3	299	29	860	108
15Q4	204	170	251	12
16Q1	227	9	31	34
16Q2	228	135	246	39



UTOPIA

Output—Number of Residential UTOPIA Connections

Connections	
14Q1	1,118
14Q2	1,145
14Q3	1,175
14Q4	1,198
15Q1	1,223
15Q2	1,251
15Q3	1,280
15Q4	1,316
16Q1	1,342
16Q2	1,382



**CENTERVILLE
CITY COUNCIL
Staff Backup Report
8/2/2016**

Item No. 7.

Short Title: Miscellaneous Business

Initiated By: City staff

Scheduled Time: 9:00

SUBJECT

a. Approve the purchase of a Vermeer tree chipper from Vermeer Rocky Mountain in the amount of \$36,329.40

RECOMMENDATION

a. Approve the purchase of a Vermeer tree chipper from Vermeer Rocky Mountain in the amount of \$36,329.40.

BACKGROUND

a. In March 2016, Bruce Cox, Parks & Recreation Director, sent the attached email to the City Manager, proposing the purchase of a wood chipper for reasons explained in the memo. As noted in the memo, Public Works employees also expressed interest in this equipment. The request for a wood chipper was later submitted by both the Parks & Recreation Director and the Public Works Director during the FY 2017 Budget process and ultimately \$38,000 was included in the City Manager's Proposed Budget (in the General Fund Streets Division budget). The City Council's adopted budget includes this amount for this purpose. Parks & Rec and Public Works will share the use of this equipment.

Although Vermeer Rocky Mountain is the only vendor for this equipment, the quote from Vermeer is the same pricing that is given to UDOT. There is a \$4,366.00 discount from list price.

ATTACHMENTS:

Description

- ☐ Bruce Cox Memo re Wood Chipper
- ☐ Chipper quote



CENTERVILLE CITY
PARKS & RECREATION DEPARTMENT
689 North 1250 West
Centerville, Utah 84014
(801) 292-8232

W. Bruce Cox
Parks & Recreation Director

MEMORANDUM

FROM: Bruce Cox
TO: Steve Thacker
RE: Wood Chipper
DATE: March 1, 2016

Steve,

I have been able to gather the information below on chippers to go with my request that the city might purchase one.

State Contract Price for a Vermeer BC1000XL diesel is: \$38,066.00
(This is the size most cities get; it can chip up to a 12" diameter log)

Diamond Rental cost is: \$375.00/day
(Only 2 chippers in company, advance coordination recommended)
(Insurance fees extra), (No truck mounted chip box available for rent).

I was able to speak with Woods Cross City and NSL City about the maintenance costs roughly: 300.00/year
(Both cities have the same Vermeer chipper), (NSL has a Tree City USA budget that they use for this).

We have a 30 yard, roll-off dumpster from ACE Disposal in the Parks yard for the main purpose of disposing of tree waste. We paid Ace to haul it away seven times last year for \$120.00/haul. The dump charge is separate and I don't know what Centerville's contract is but the normal fee charged by the dump is \$30.00/ton and each haul is about 10 tons or \$300.00/haul. This \$2,940.00/yr. could be eliminated but the greater savings is in the amount of time that is now spent cutting, loading, hauling down to our yard to dump and then reloading with a backhoe into the roll-off dumpster. With a chipper the limbs do not have to be cut to fit in a truck only to be managed into the machine.

In the Spring, the Bountiful Dump will take our green waste at a charge of \$6.00 for each 1 ton size, flat bed, truckload. The chipper boasts an eleven to one ratio of loads of limbs per load of chips so there is a small savings of \$60.00 at the dump, so long as they will take it, but the real savings again is in the driver's time, fuel costs and wear and tear on the truck that only makes one trip for roughly every eleven loads. One idea is to not take the chips to Bountiful but to dump them in a pile in Centerville where citizens could have access to them to use as mulch around trees and shrubs or for volunteers to spread over trails to keep dust and weeds down.

I spoke with several Public Works Staff who agree a chipper would be a real asset to the city and feel it would get almost daily use for the near future and be very valuable after every wind storm or heavy snow. We talked about the idea of sharing with another city and while that could work on occasion we both need it at the same times, right after storms or as soon as weather permits for spring clean-up each year. We just finished barrowing a chipper from Woods Cross City for four days and they were anxious to get it back and put it back to work the next day. We still have a lot we need to do but I felt guilty keeping it any longer. FYI we hauled six full loads of chips to the Bountiful dump that would have been over 60 loads of branches and around two weeks of work.



850 S. Redwood Rd
Salt Lake City, UT 84104
Phone: (801) 975-1216
Toll Free: (866) 816-8971
Fax: (801) 975-7900

www.vermeerrockymountain.com

Ship to:

SAME AS BELOW

Invoice to:

CENTERVILLE CITY CORP.
250 NORTH MAIN
CENTERVILLE UT 84014

Branch 25 - Salt Lake City		
Date 07/19/2016	Time 14:56:45 (O)	Page 1
Account No. CENTE002	Phone No. 8012953477	Quote No. 01 Q03587
Ship Via		Purchase Order
E32928		87 - 6000905
DEVIN YOUNG		Salesperson DBY

EQUIPMENT QUOTE

Description ** Q U O T E ** EXPIRY DATE: 08/18/2016 Amount

Stock #: X004546 Serial #: 1VRY11190G1023642 40366.00
New 2016 VR BC1000XL
New 2016 Vermeer BC1000XL BC1000XL 74HP DOM. VALUE PACK.- TI
****INCLUDING THE FOLLOWING OPTIONS****
BC1000XL31VP BC1000XL 74HP DOM. VALUE PACK.- TIER 4 FINAL
DEUTZ

Sale # 01 Subtotal: 40366.00
TOTAL: 40366.00

Miscellaneous Charges/Credits

=====

EQUIPMENT DISCOUNT Qty: 1 Price: 4036.60 4036.60-

Miscellaneous Charges/Credits Total: 4036.60-

Authorization: _____ Subtotal: 36329.40
Quote Total: 36329.40

Terms are due upon receipt unless otherwise specified. Customer shall be responsible for any and all costs associated with collection of any past due balance, which includes the payment of reasonable attorney's fees incurred for such collection.

Signature

Date

VERMEER MANUFACTURING COMPANY, hereinafter sometimes referred to as "Manufacturer", warrants each new industrial product of its own manufacture to be free from defects in material and workmanship, under normal use and service for one full year after delivery to the owner or 1000 operating hours, whichever occurs first. During the warranty period, the authorized selling Vermeer Dealer shall furnish parts without charge for any Vermeer product that fails because of defects in material and workmanship. Warranty is void unless warranty registration card is returned within ten days from the date of purchase. This warranty and any possible liability of Vermeer Manufacturing Company hereunder is in lieu of all other warranties, express, implied, or statutory, including, but not limited to, any warranties of merchantability or fitness for a particular purpose.

The parties agree that the Buyer's SOLE AND EXCLUSIVE REMEDY against Manufacturer, whether in contract or arising out of warranties, representations, instructions, or defects shall be for the replacement or repair of defective parts as provided herein. In no event shall Manufacturer's liability exceed the purchase price of the product. The Buyer agrees that no other remedy (including, but not limited to, incidental or consequential loss) shall be available to him. If, during the warranty period, any product becomes defective by reason of material or workmanship and Buyer immediately notifies Manufacturer of such defect, Manufacturer shall, at its option, supply a replacement part or request return of the product to its plant in Pella, Iowa. No parts shall be refunded without prior written authorization from Manufacturer, and this Warranty does not obligate the Manufacturer to bear any transportation charges in connection with the repair or replacement of defective parts. The Vermeer Manufacturing Company will not accept any charges for labor and/or parts incidental to the removal or remounting of parts repaired or replaced under this Warranty.

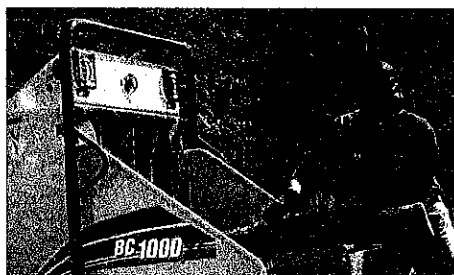
This Warranty shall not apply to any part or product which shall have been installed or operated in a manner not recommended by the Vermeer Manufacturing Company, nor to any part or product which shall have been neglected, or used in any way which, in the Manufacturer's opinion, adversely affects its performance; nor negligence of proper maintenance or other negligence, fire or other accident; nor with respect to wear items included but not limited to items such as backhoe bucket teeth, digger chain, sprocket, cutters and bases, dirt augers and sprocket, drive chains and sprockets, plow blades, seats, brake pads, cutter wheel and segments, crumbers, tree spade blades and wear strips, stump cutter wheel, pockets and teeth, brush chipper knives, fan belts, water hoses, lights on light kits; nor if the unit has been altered or repaired outside of a Vermeer Manufacturing Company authorized dealership in a manner of which, in the sole judgement of Vermeer Manufacturing Company affects its performance, stability or reliability; nor with respect to batteries which are covered under a separate adjustment warranty; nor to any products in which parts not manufactured or approved by the Manufacturer have been used, nor to normal maintenance services or replacement of normal service items. Equipment and accessories not of our manufacture are warranted only to the extent of the original Manufacturer's Warranty and subject of their allowance to us, if found defective by them.

Vermeer Manufacturing Company reserves the right to modify, alter, and improve any product or parts without incurring any obligation to replace any product or parts previously sold with such modified, altered, or improved product or part.

No person is authorized to give any other Warranty, or to assume any additional obligation on the Manufacturer's behalf unless made in writing, and signed by an officer of the Manufacturer.

VERMEER MANUFACTURING COMPANY
Pella, Iowa

BC1000XL TIER 4 FINAL BRUSH CHIPPER



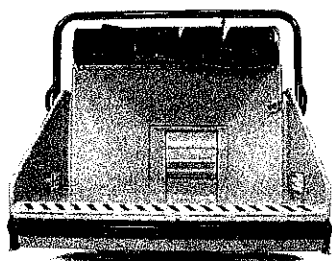
OPERATOR SAFETY. Combined with the patented Bottom Feed Stop Bar is the four-position upper feed control bar with dual stop positions and forward/reverse feed positions. Mounted over the feed table, it enables the operator to stop the feed rollers and select forward or reverse operations. Dual reset/hold-to-run buttons allow the operator to readily reset the Bottom Feed Stop Bar.

ECOIDLE™

ECOIDLE™ ENGINE CONTROL SYSTEM. The EcoIdle engine control system can help consume less fuel if the feeding process has frequent interruptions, and also aid in noise reduction.



SMARTFEED. The patented SmartFeed system helps increase operator productivity while reducing strain on vital engine parts. The feed-sensing control system monitors engine rpm and automatically stops and reverses the feed roller when feeding larger, hardwood material.



LARGE FEED OPENING. A large rectangular 12" x 17" (30.5 cm x 43.2 cm) feed opening helps boost productivity by reducing the need to trim material before feeding it into the chipper.



EXTENDED WARRANTY. The 3-year/3000-hour extended limited warranty on drum housing, cutter drum, shaft and ring-fetter hubs offers you peace of mind, in addition to the 1-year/1000-hour Vermeer equipment limited warranty.

BC1000XL TIER 4 FINAL BRUSH CHIPPER

GENERAL

Weight (engine option one): 4995 lb (2265 kg)

Weight (engine option two): 4995 lb (2265 kg)

ENGINE OPTION ONE

Make and model: Deutz D2.9L Tier 4 Final

Horsepower: 49 hp (36.5 kW)

Max torque: 108 ft-lb (146.2 Nm)

Fuel type: Diesel

Number of cylinders: 4

Cooling medium: Liquid

ENGINE OPTION TWO

Make and model: Deutz TD2.9L Tier 4 Final

Horsepower: 74 hp (55.2 kW)

Max torque: 180 ft-lb (255 Nm)

Fuel type: Diesel

Number of cylinders: 4

Cooling medium: Liquid

CAPACITIES

Fuel tank: 25 gal (94.6 L)

Hydraulic tank: 7 gal (26.5 L)

ELECTRICAL

System voltage: 12 V

Lights: LED stop, turn, tail, license

CUTTING SYSTEM

Drum size: 20" dia. x 20" wide (50.8 cm dia. x 50.8 cm)

Speed: 2050 rpm

Knives: Two A8 chipper steel

Shear bar: Four usable edges

CHASSIS

Frame: .25" x 7" (6 cm x 17.8 cm) Z channel

Tires (option 2): ST235/80/R16 Load Range E

Axle / suspension: Torsion

Optional Axle / suspension for engine option 2: 7000 lb (3175.1 kg)

Electric brakes with breakaway switch

FEED/DISCHARGE SYSTEM

Infeed throat / feed capacity: 12" x 17" (30.5 cm x 43.2 cm)

Infeed opening: 52" x 32" (132.1 cm x 81.3 cm)

Feed table length: 32" (81.3 cm)

Feed table height: 26" (66 cm)

Feed roller style: Single horizontal

Infeed rate: 105 fpm (32 m/min)

NOTES:

Vermeer Corporation reserves the right to make changes in engineering, design and specifications, and improvements, or discontinue manufacturing at any time without notice or obligation. Equipment shown is for illustrative purposes only and may display optional accessories or components. Please contact your local Vermeer dealer for more information on machine specifications.

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PN 180007890

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
8/2/2016**

Item No. 8.

Short Title: Closed meeting for reasons allowed by state law, including, but not limited to, the provisions of Section 52-4-205 of the Utah Open and Public Meetings Act, and for attorney-client matters that are privileged pursuant to Utah Code Ann. § 78B-1-137, as amended

Initiated By:

Scheduled Time: 9:05

SUBJECT

RECOMMENDATION

Meet in a closed meeting to conduct the annual performance review of the City Manager.

BACKGROUND

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
8/2/2016**

Item No. 9.

Short Title: Possible action following closed meeting, including appointments to boards and committees and consideration of pay raise for City Manager

Initiated By:

Scheduled Time: 9:35

SUBJECT

RECOMMENDATION

Mayor Cutler may recommend appointments to City boards/committees. The Council may also consider a pay raise for the City Manager, based on the annual performance review conducted immediately prior in a closed meeting.

BACKGROUND

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
8/2/2016**

Item No.

Short Title: Items of Interest (i.e., newspaper articles, items not on agenda); Posted in-meeting information

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- ☐ Police Pay article
- ☐ Des News Article - Centerville - Bike Lanes



Printed: July 20, 2016

Weber may raise property tax for law enforcement pay 'crisis'



PHOTO SUPPLIED

County officials are considering raising property taxes to pay deputies more and retain them longer.

BY CATHY MCKITRICK &NBSP;STANDARD-EXAMINER STAFF

OGDEN — The Weber County Sheriff says deputies have been underpaid for years, causing many trained officers to flee to other law enforcement agencies that can compensate them better.

But a property tax increase could fix that problem, and Weber County Commissioners plan to hold that difficult conversation with interested members of the public at 6 p.m. Aug. 15.

“We haven’t had a tax increase for 14 years,” Commissioner Matthew Bell said Tuesday. “I’m not hip on tax increases, but the discussion needs to be had. It’s important that we take care of our law enforcement officers.”

Weber County Sheriff Terry Thompson acknowledged the pay situation has become “a bit of a crisis.” His department consists of about 400 staff members, of which 260 are sworn officers. Thompson said they’ve endured several years where neither cost of living nor merit raises were on the table. Last year, the sheriff’s office cut its overall budget by 1 percent, a trim Thompson described as painful.

“I’ve got great people with years of knowledge and experience who are feeling compelled to leave a place they love and work elsewhere because they have to make sure they’re taking the best care of their family that they can,” Thompson said.

And recruitment can prove to be as challenging as retention, given the tumult of the times.

“With the challenges we’re seeing all over the country with law enforcement and some of that culture out there, that’s making it more difficult to get good recruits. We’re doing our best to take care of our good young people and our older experienced folks who really have earned that,” Thompson said. “They go out each day willing to put their life on the line for us and some of them are paying that ultimate price. We need to take better care of them.”

Ogden city officials recently faced a similar plight and floated a 35 percent property tax increase to pay its police officers and firefighters more. But an expiring general obligation bond is expected to offset that increase with a corresponding decrease. The Ogden City Council will hold its Truth in Taxation hearing at 6 p.m. Aug. 9 in council chambers of the Municipal Building, 2549 Washington Blvd.

Weber County Comptroller Scott Parke said he did not yet have details regarding the size of the tax increase that will allow across-the-board raises in the sheriff’s office.

“We’ll mail out the notice that has the hard and fast numbers 10 days before the public hearing,” Parke said, adding that a market study with that information is in progress. “We should know exact amounts by the first week of August.”

Most county public hearings are held in first-floor commission chambers in the Weber Center at 2380 Washington Blvd. More information about rates and location will be published before Aug. 15.

Contact reporter Cathy McKittrick at 801-625-4214 or cmckitrick@standard.net. Follow her on Twitter at [@catmck](https://twitter.com/catmck).

Centerville councilman's 'run 'em off the road' comment outrages cyclists

By Katie McKellar , Deseret News
Published: Monday, Aug. 1 2016 6:05 p.m. MDT



Cyclists and city officials are reeling over a city councilman's joke that motorists should run cyclists off the road. (Shutterstock)

CENTERVILLE — Cyclists and city officials are reeling over a city councilman's joke that motorists should run cyclists off the road.

The comment came from Councilman Bill Ince during a July 19 City Council meeting, when several council members expressed disdain over recent bike lane projects.

According to a [YouTube video](#) of the meeting, Centerville Mayor Paul Cutler was questioning how motorists

should handle "aggressive" cyclists in traffic when Ince chimed in:

"Run 'em off the road," he said, laughing.

But cyclists and other Centerville leaders aren't amused, calling his comment "ignorant," "disappointing" and "a step backward" from encouraging safety and respect among motorists and cyclists.

"It wasn't funny. It was careless, and it shouldn't have been made by an elected official," said Mark Oligschlaeger, a cyclist and member of Centerville's [trails committee](#).

He added that while cyclists and motorists must respect each other on the road, elected officials should also treat the issue with the same respect in council meetings.

"I understand the frustrations on both sides, but a public official shouldn't make comments like that," Oligschlaeger said.

Ince adamantly denied Monday ever making the joke, but after watching the video of the meeting, he said he regretted every word.

"I do not believe that, I do not endorse that, I would beg people not to do that," he said. "It was just a stupid, flippant reaction. I need to learn to keep my tongue under better control apparently."

"When I heard him say that, I was speechless and in shock," said Councilwoman Tami Fillmore, adding that she was frustrated with the entire bike lanes conversation that day.

That's because the council — made up of several newly elected council members, including Ince — is considering a zoning amendment to remove pedestrian and cycling friendly elements from the city's Main Street Public Space Plan.

Including Ince, four members complained about city bike lanes, specifically shoulder striping finished this month along state Route 106, north of Parrish Lane.

"As a society, we are spending a ton of money creating bike lanes, and I tell you, nobody uses them," Ince said during the meeting.

But Oligschlaeger pointed out S.R. 106 is a priority bike route for the city's trails master plan. The Tour of Utah, starting this week, also follows S.R. 106 at certain stages.

Monday, Ince acknowledged that some people do regularly cycle on Centerville roads, so he said that comment was "a poor choice of words" as well.

Still, Ince's comments seemed to reflect a general attitude of disregard toward cyclists within Centerville among the City Council, Fillmore said, even though she said a significant portion of her constituency tells her they care about active transportation.

Cyclist Rob Oakes said Ince's comments "make light of a huge safety issue" and he worries that some members of the City Council "may be letting their own biases lead to ignorant policy."

"Ignorant comments lead to ignorant policy, and ignorant policy leads to people getting hurt," Oakes said. "I want Centerville to be safe, and I don't want to hear about my child, or my neighbors, or my neighbors' children being hurt by a careless motorist.

Fillmore was optimistic, however, that Ince's comment may propel residents to speak at a public hearing Tuesday at 7 p.m., when the City Council will be considering input on the city's Main Street Public Space Plan.

"People who use (bike lanes) should come speak and let the council know we exist," she said, noting that she, her husband and her children bike frequently.

Centerville

Planning Commissioner Becki Wright said she "respects" Ince's opinions, but was disappointed in his comments because they seemed to "take a step backward" in respecting cyclists' safety concerns.

"I would love for this situation to be a catalyst for cyclists and drivers to come together and figure out how to share the road safely," Wright said.

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