



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: Lisa G. Romney, City Attorney (for Steve H. Thacker, City Manager)
Subject: City Manager's Summary of July 19, 2016 Council Meetings
Date: July 15, 2016

5:30 Joint City Council and Planning Commission Work Session – The City Council will meet with the Planning Commission for a joint work session to discuss the Planning Commission's work and recommendations regarding proposed amendments to the South Main Street Corridor (SMSC) Public Space Plan. The Planning Commission has studied and worked on this matter for the past six months and adopted its final recommendations by motion approved on July 13, 2016 (with 5-2 split vote). The Planning Commission has requested the opportunity to meet with the City Council to present their conclusions and recommendations regarding proposed amendments to the SMSC Public Space Plan. Numerous attachments are provided for this matter, including staff reports, minutes, public comments, and other background materials. As time permits, the Planning Commission will also provide the City Council with information regarding the Planning Commission's vote regarding proposed amendments to the Zoning Code on sensitive and constrained lands for purposes of calculating density for residential developments. The Planning Commission motion to approve the proposed amendments failed by a 2-3 vote and no alternative motion was made. Dinner for the Planning Commission, City Council and Staff will be available beginning about 5:15 p.m.

7:00 Regular City Council Meeting

E.1. Minutes Review -- The minutes to be approved for the June 21, 2016 work session and regular meeting are available online via NovusAgenda.

E.2. Summary Action Calendar – There are a number of summary action items for approval by the City Council.

- a. Stormwater Interlocal Agreement** – The City has previously entered into an interlocal agreement with Davis County and other Davis County cities to cooperate in providing services, education and training materials as required under the City's Utah Pollution Discharge Elimination System (UPDES) General Permit. The member entities find it is more economical and efficient to cooperate and share the cost of such services and materials required by federal and state law. The interlocal agreement runs concurrent with the UPDES General Permit (with a 5-year term) and is recommended for renewal with



some minor amendments. The proposed revisions and background information are provided on NovusAgenda.

- b. **Buttars Deferral Agreement** – The Buttars are remodeling their home located at approximately 150 North 600 East and they would like to defer the installation of sidewalk improvements on the frontage of their property. City Ordinances allow for the deferral of certain public improvements, subject to compliance with ordinance criteria and City Council approval. The proposed agreement and background information are provided on NovusAgenda.
- c. **Culinary Water Rate Revisions** – The new culinary water rates approved by the City Council on June 21, 2016, contained an error in the original amount charged per thousand gallons (for 0-5,000 gallons). The current rate was listed as \$0.93 and should have been \$0.86. Thus, the amounts shown for the first tier of water rates was incorrect and must be revised to reflect the correct figures. The changes proposed in Resolution No. 2016-22 will actually decrease the water rates for the first tier; i.e. for the rate per thousand gallons for 0-5,000 gallons. More details are provided on NovusAgenda.
- d. **Purchase of Truck and Snowplow for Parks Department** – The Parks Director recommends purchasing a new F550 Ford truck from Ken Garff Ford in the amount of \$34,502.10 and a snowplow from United Sales and Service in the amount of \$6,508.60. Purchase of these items is included in the Parks Budget for FY 2017 (in the budgeted amount of \$48,000). The prices for the truck and snowplow are based on State contract prices.

E.3. Public Hearing – Urban Deer Control Amendments – Staff recommends amendments to the City's current Urban Deer Control Plan to include the lethal reduction of urban deer populations by archery. The City's plan currently includes lethal reduction by trapping and euthanizing or by relocation. The addition of archery as a lethal method of reduction will assist in the removal of resident deer between August 1 and December 31 each year. More information regarding the proposed amendments is provided on NovusAgenda.

E.4. Public Hearing – General Plan Amendments - Bicycle Paths and Trails Master Plan Map – The Trails Committee and Planning Commission recommend amendments to Section 12-450-3 of the General Plan to update language regarding bicycle and non-motorized pathways within the City and amendments to Section 12-460-2 of the General Plan to amend and update the Centerville Trails Master Plan Map. Staff has a few suggested changes to the proposed language of the updates to Section 12-450-3. More information is provided on NovusAgenda.

E.5. Public Hearing – Zoning Code Amendments – Constrained Lands – The Council directed Staff to prepare proposed amendments to the Zoning Code to address how sensitive or constrained lands are considered when calculating density for residential development. Proposed amendments were prepared and presented to the Planning Commission for review and consideration. At the Planning Commission meeting on June 22, 2016, a motion to approve the proposed amendments failed by a vote of 2-3. There was no additional motion. Therefore, this matter comes to the Council without a specific Planning Commission recommendation.

E.6. Accessory Building Setbacks and Flag Lot Ordinance Amendments – This matter is a continuation of the discussion that occurred in an earlier City Council meeting. The Council requested that these matters be placed on the agenda in July for further discussion. The materials and minutes from the previous Council meetings regarding these matters are attached to

NovusAgenda. The Council should discuss these matters and provide any direction to Staff for follow up.

- E.7. **Award Bids for Frontage Road Culvert Projects** – The City Engineer recommends the bid award to Kapp Construction in the amount of \$361,704.40 for labor and to Oldcastle Precast in the amount of \$16,828 (plus \$1,194.70 tax) for materials for the Frontage Road Culverts Project. The project will include the replacement of nine culverts and the abandonment and removal of two other culverts under the Frontage Road between Parrish Lane and Lund Lane.
- E.8. **Waiver of Protest Agreement for Carlsons** – Councilmembers Mecham and Ivie requested this matter be added to the agenda for discussion and consideration by the Council. The issue involves whether the Carlsons should be required to install public improvements, including sidewalk, in conjunction with development of their lot with a single-family home or if they should be granted a waiver of protest by agreement pursuant to CZC 12.55.200. Staff has not had an opportunity to review this matter or prepare a Staff Report. If time permits, additional information or Staff input will be added to this agenda item.
- E.9. **Mayor's Report** – Mayor Cutler will report on several matters identified under this heading on the agenda.
- E.10. **City Council Liaison Report** – Councilmember Tami Fillmore represents the City on the South Davis Recreation District Board and is the Council's liaison to the Parks and Recreation Committee. Councilmember Fillmore will report on the activities/issues of these organizations.
- E.11. **City Manager's Report** – Several topics are identified under this heading on the agenda.
- E.12. **Miscellaneous Business** – No topics are listed under this agenda item.
- E.13. **Closed Meeting, if necessary** – The Council may adjourn into a closed meeting to conduct the annual performance review of the City Manager (as time permits).
- E.14. **Appointments to City Boards/Committees** – Mayor Cutler may recommend appointments.

Potential Agenda Items for August 2, 2016 City Council or RDA meetings (subject to change):

- Possible Work Session with South Davis Sewer District – Dee Hansen
- Purchase of Radios for Public Works
- SMSC Public Space Plan Amendments



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: Lisa G. Romney, City Attorney (for Steve H. Thacker, City Manager)
Subject: City Manager's Summary of July 19, 2016 Council Meetings
Date: July 15, 2016

5:30 Joint City Council and Planning Commission Work Session – The City Council will meet with the Planning Commission for a joint work session to discuss the Planning Commission's work and recommendations regarding proposed amendments to the South Main Street Corridor (SMSC) Public Space Plan. The Planning Commission has studied and worked on this matter for the past six months and adopted its final recommendations by motion approved on July 13, 2016 (with 5-2 split vote). The Planning Commission has requested the opportunity to meet with the City Council to present their conclusions and recommendations regarding proposed amendments to the SMSC Public Space Plan. Numerous attachments are provided for this matter, including staff reports, minutes, public comments, and other background materials. As time permits, the Planning Commission will also provide the City Council with information regarding the Planning Commission's vote regarding proposed amendments to the Zoning Code on sensitive and constrained lands for purposes of calculating density for residential developments. The Planning Commission motion to approve the proposed amendments failed by a 2-3 vote and no alternative motion was made. Dinner for the Planning Commission, City Council and Staff will be available beginning about 5:15 p.m.

7:00 Regular City Council Meeting

E.1. Minutes Review – The minutes to be approved for the June 21, 2016 work session and regular meeting are available online via NovusAgenda.

E.2. Summary Action Calendar – There are a number of summary action items for approval by the City Council.

- a. Stormwater Interlocal Agreement** – The City has previously entered into an interlocal agreement with Davis County and other Davis County cities to cooperate in providing services, education and training materials as required under the City's Utah Pollution Discharge Elimination System (UPDES) General Permit. The member entities find it is more economical and efficient to cooperate and share the cost of such services and materials required by federal and state law. The interlocal agreement runs concurrent with the UPDES General Permit (with a 5-year term) and is recommended for renewal with



some minor amendments. The proposed revisions and background information are provided on NovusAgenda.

- b. **Buttars Deferral Agreement** – The Buttars are remodeling their home located at approximately 150 North 600 East and they would like to defer the installation of sidewalk improvements on the frontage of their property. City Ordinances allow for the deferral of certain public improvements, subject to compliance with ordinance criteria and City Council approval. The proposed agreement and background information are provided on NovusAgenda.
- c. **Culinary Water Rate Revisions** – The new culinary water rates approved by the City Council on June 21, 2016, contained an error in the original amount charged per thousand gallons (for 0-5,000 gallons). The current rate was listed as \$0.93 and should have been \$0.86. Thus, the amounts shown for the first tier of water rates was incorrect and must be revised to reflect the correct figures. The changes proposed in Resolution No. 2016-22 will actually decrease the water rates for the first tier; i.e. for the rate per thousand gallons for 0-5,000 gallons. More details are provided on NovusAgenda.
- d. **Purchase of Truck and Snowplow for Parks Department** – The Parks Director recommends purchasing a new F550 Ford truck from Ken Garff Ford in the amount of \$34,502.10 and a snowplow from United Sales and Service in the amount of \$6,508.60. Purchase of these items is included in the Parks Budget for FY 2017 (in the budgeted amount of \$48,000). The prices for the truck and snowplow are based on State contract prices.

E.3. **Public Hearing – Urban Deer Control Amendments** – Staff recommends amendments to the City's current Urban Deer Control Plan to include the lethal reduction of urban deer populations by archery. The City's plan currently includes lethal reduction by trapping and euthanizing or by relocation. The addition of archery as a lethal method of reduction will assist in the removal of resident deer between August 1 and December 31 each year. More information regarding the proposed amendments is provided on NovusAgenda.

E.4. **Public Hearing – General Plan Amendments - Bicycle Paths and Trails Master Plan Map** – The Trails Committee and Planning Commission recommend amendments to Section 12-450-3 of the General Plan to update language regarding bicycle and non-motorized pathways within the City and amendments to Section 12-460-2 of the General Plan to amend and update the Centerville Trails Master Plan Map. Staff has a few suggested changes to the proposed language of the updates to Section 12-450-3. More information is provided on NovusAgenda.

E.5. **Public Hearing – Zoning Code Amendments – Constrained Lands** – The Council directed Staff to prepare proposed amendments to the Zoning Code to address how sensitive or constrained lands are considered when calculating density for residential development. Proposed amendments were prepared and presented to the Planning Commission for review and consideration. At the Planning Commission meeting on June 22, 2016, a motion to approve the proposed amendments failed by a vote of 2-3. There was no additional motion. Therefore, this matter comes to the Council without a specific Planning Commission recommendation.

E.6. **Accessory Building Setbacks and Flag Lot Ordinance Amendments** – This matter is a continuation of the discussion that occurred in an earlier City Council meeting. The Council requested that these matters be placed on the agenda in July for further discussion. The materials and minutes from the previous Council meetings regarding these matters are attached to

NovusAgenda. The Council should discuss these matters and provide any direction to Staff for follow up.

- E.7. **Award Bids for Frontage Road Culvert Projects** – The City Engineer recommends the bid award to Kapp Construction in the amount of \$361,704.40 for labor and to Oldcastle Precast in the amount of \$16,828 (plus \$1,194.70 tax) for materials for the Frontage Road Culverts Project. The project will include the replacement of nine culverts and the abandonment and removal of two other culverts under the Frontage Road between Parrish Lane and Lund Lane.
- E.8. **Waiver of Protest Agreement for Carlsons** – Councilmembers Mecham and Ivie requested this matter be added to the agenda for discussion and consideration by the Council. The issue involves whether the Carlsons should be required to install public improvements, including sidewalk, in conjunction with development of their lot with a single-family home or if they should be granted a waiver of protest by agreement pursuant to CZC 12.55.200. Staff has not had an opportunity to review this matter or prepare a Staff Report. If time permits, additional information or Staff input will be added to this agenda item.
- E.9. **Mayor's Report** – Mayor Cutler will report on several matters identified under this heading on the agenda.
- E.10. **City Council Liaison Report** – Councilmember Tami Fillmore represents the City on the South Davis Recreation District Board and is the Council's liaison to the Parks and Recreation Committee. Councilmember Fillmore will report on the activities/issues of these organizations.
- E.11. **City Manager's Report** – Several topics are identified under this heading on the agenda.
- E.12. **Miscellaneous Business** – No topics are listed under this agenda item.
- E.13. **Closed Meeting, if necessary** – The Council may adjourn into a closed meeting to conduct the annual performance review of the City Manager (as time permits).
- E.14. **Appointments to City Boards/Committees** – Mayor Cutler may recommend appointments.

Potential Agenda Items for August 2, 2016 City Council or RDA meetings (subject to change):

- Possible Work Session with South Davis Sewer District – Dee Hansen
- Purchase of Radios for Public Works
- SMSC Public Space Plan Amendments

CENTERVILLE CITY COUNCIL AGENDA

NOTICE IS HEREBY GIVEN THAT THE CENTERVILLE CITY COUNCIL WILL HOLD ITS REGULAR PUBLIC MEETING AT 7:00 PM ON JULY 19, 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 Joint City Council/Planning Commission Work Session: a) SMSC Public Space Plan; and
b) Sensitive/Constrained Lands Zoning Code Amendments
- 7:00 **A. ROLL CALL**
(See City Manager's Memo for summary of meeting business)
- B. PLEDGE OF ALLEGIANCE**
- C. PRAYER OR THOUGHT**
Councilwoman Mecham
- 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
June 21, 2016 work session and regular Council meeting
- 7:15 2. 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 150 North 600 East
 - c. Correct and Amend City Fee Schedule regarding Culinary Water Rates - Resolution No. 2016-22
 - d. Approve purchase of an F550 Ford truck from Ken Garff Ford in the amount of \$34,502.10 and a 9'2" snowplow from United Sales and Service in the amount \$6,508.60 for the Parks Department
- 7:20 3. Public Hearing - Amendments to Urban Deer Control Plan
Consider proposed amendments to the City's Urban Deer Control Plan to add archery as an approved method for lethal deer removal
- 7:35 4. Public Hearing - General Plan Amendments - Bicycle & Non-Motorized Vehicle Pathways and Trails Master Plan Map
Consider proposed General Plan amendments to Section 12-450-3 regarding Bicycle and Non-Motorized Vehicle Pathways in the Transportation and Circulation element of the General Plan, and amendments and updates to the Centerville Trails Master Plan Map as referenced in Section 12-460-2 regarding Trails in the Community Facilities element of the General Plan - Ordinance No. 2016-21
- 7:50 5. Public Hearing - Zoning Code Amendments - Constrained Lands
Consider Zoning Code Amendments to Section 12.12.040 regarding Definitions, including revised or new definitions for constrained land, developable land, and gross density, for purposes of calculating residential development density - Ordinance No. 2016-22
- 8:20 6. Discuss and provide direction to staff regarding the following:
- a. Accessory building setbacks
 - b. Flag Lot Ordinance amendments
- 8:50 7. Award bid to Kapp Construction in the amount of \$361,704.40 for labor and to Oldcastle Precast in the amount of \$16,828 (plus \$1,194.79 tax) for materials for the Frontage Road Culverts project
- 9:00 8. Waiver of Protest Agreement between the City and Richard and Carol Carlson for Property Located at Approximately 200 North 500 East (at the corner of Fairview Road and 500 East)

Consider the approval of a Waiver of Protest Agreement for the deferral of installation of certain public improvements related to new construction on the property located at approximately 200 North 500 East (at the corner of Fairview Road and 500 East) owned by Richard and Carol Carlson.
- 9:10 9. Mayor's Report
- a. Pedestrian Bridge Ribbon Cutting
 - b. 400 West Crosswalk Update

- c. Fourth of July Parade Feedback
- d. UTOPIA Monthly Financial Report
- 9:20 10. City Council Liaison Report - Councilwoman Tami Fillmore - South Davis Recreation District and Parks & Recreation Committee
- 9:30 11. City Manager's Report
 - a. Emerging Leaders Development Program
 - b. Proposed work sessions
- 9:35 12. Miscellaneous Business
- 9:40 13. Closed meeting, if necessary, 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
- 9:40 14. Possible action following closed meeting, including appointments to boards and committees

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
7/19/2016**

Item No.

Short Title: Joint City Council/Planning Commission Work Session: a) SMSC Public Space Plan; and b) Sensitive/Constrained Lands Zoning Code Amendments

Initiated By: Planning Commission and City Council

Scheduled Time: 5:30

SUBJECT

- a. Presentation and discussion of the Planning Commission's recommendations on proposed Zoning Code amendments regarding the Public Space Plan element of the South Main Street Corridor Overlay Zone.
- b. Presentation and discussion of the Planning Commission's review and vote on proposed Zoning Code amendments regarding constrained land, including new or revised definitions for constrained land, developable land, and gross density, for the purposes of calculating residential development density.

RECOMMENDATION

BACKGROUND

a. 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 has requested the opportunity to have a joint work session with the City Council to present and discuss the Planning Commission's recommendation. Backup materials for this item are attached, including the transmittal report, written public comment, minutes, and a confidential memorandum from the City Attorney regarding municipal liability for public improvements.

b. In their goal-setting process earlier this year, the City Council agreed to consider the possibility of revising provisions of the Zoning Code regarding how sensitive lands are accounted for in determining the density of a residential development. On June 22, 2016, the Planning Commission reviewed the proposed amendments to Section 12.12.040 of the Centerville Zoning Code regarding Definitions, including constrained land, developable land, and gross density, for purposes of calculating residential development density. The Planning Commission does not have a recommendation on the proposed amendments because the motion to approve the proposed changes failed with a 2-3 vote. There was no alternative motion. If time permits during the joint work session, the Planning Commission and City Council may discuss what happened at the Planning Commission's meeting when this matter was considered. Backup materials for this item can be

found under the Business Meeting agenda item for the proposed Zoning Code amendments regarding constrained lands.

ATTACHMENTS:

Description

- ▢ 7-13-2016 CC Staff Report for SMSC Public Space Plan
- ▢ SMSC - Public Comment by Email
- ▢ PC 02-24-2016 minutes - pgs 2-5
- ▢ PC 03-03-2016 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
- ▢ CZC 12.48.180-Current
- ▢ CZC 12.48.190-Current

**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

Cory Snyder

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

Cheyllynn,

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; kevindaly78@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 <elisarav@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 singleminded 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

This message is for the named person's use only. It may contain confidential, proprietary or legally privileged information. No confidentiality or privilege is waived or lost by any mistransmission. If you receive this

message in error, please immediately delete it and all copies of it from your system, destroy any hard copies of it and notify the sender. You must not, directly or indirectly, use, disclose, distribute, print, or copy any part of this message if you are not the intended recipient.

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 <tamilvngf@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

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.

-----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; logangi@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  **Davis Miles**
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: 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 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: 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 <logangj@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; logangj@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 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 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

 Davis Miles
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 East

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,

Comments: 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!

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

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**
43

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.

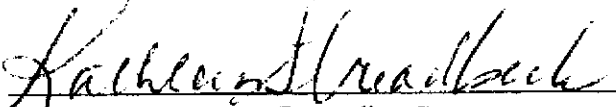
3
4 **COMMUNITY DEVELOPMENT DIRECTOR'S REPORT**

- 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

18
19
20
21
4-13-2016
Date Approved

18
19 
20
21 Kathleen Streadbeck, Recording Secretary



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

3
4 ***Reasons for the Action (findings):***

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

19
20 The motion was seconded by Commissioner Daly and passed by unanimous roll-call vote
21 (6-0).

22
23 Commissioner Daly made a **motion** for the Planning Commission to accept the Zone
24 Map Amendment to extend the Centerville Deuel Creek Historic District to the east side of 400
25 East, as shown in the Staff Report dated March 23, 2016, and to recommend approval to the City
26 Council.

27
28 ***Reasons for the Action (findings):***

- 29 1. The proposed amendment meets the requirements found in Section 12-21-080(4)(e).
- 30 2. The proposed Zone Map Amendment meets the goals and objectives of the General
31 Plan concerning a historic district [Section 12-480-8(3)].
- 32 3. Expanding the Centerville Deuel Creek Historic District to include the east side of
33 400 East will not have a negative impact on the surrounding community.
- 34 4. The Landmarks Commission believes the proposed amendment to the overlay zone
35 and will be beneficial to the neighborhood by encouraging further preservation within
36 Centerville.

37
38 The motion was seconded by Commissioner Hirst and passed by unanimous roll-call vote
39 (6-0).

40
41 **PUBLIC HEARING | CODE TEXT AMENDMENTS FOR THE SOUTH**
42 **MAINSTREET CORRIDOR (SMSC) OVERLAY ORDINANCE (CHAPTER 12-48)**
43 **[Postponed from March 23, 2016 meeting] - Consider the Code Text Amendments for the**
44 **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).

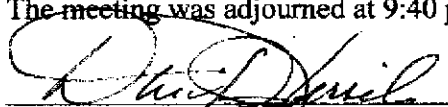
OPEN SPACE/SENSITIVE LANDS PRESENTATION BY COMMUNITY DEVELOPMENT DIRECTOR [Postponed from March 23, 2016 meeting]

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

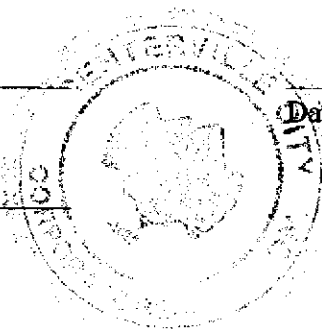
1. The next regularly scheduled Planning Commission meeting will be Wednesday, April 27, 2016 at 7:00 p.m.
2. Upcoming Agenda Items:
 - Rohletter, Small Subdivision Waiver & Rezone
 - The Cove Creek Estates, Small Subdivision Waiver

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 WFRM 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 WFRM 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 WFRM 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.

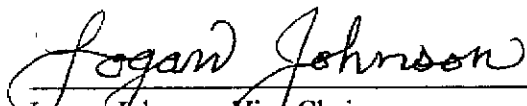
3
4 Mr. Fistrup said Main Street is a busy road and is called a 3-lane facility. Centerville's
5 Main Street is 42-44 feet wide. He said it may be possible to narrow the travel lanes as suggested
6 in order to stripe for a bike lane which would help create a safe separation of traffic and
7 pedestrians. 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 Logan Johnson, Vice Chair

6-8-2016
Date Approved

22
23
24 
25 Kathleen Streadbeck, Recording Secretary
26



- k. Submit signed Improvements Agreement and bond when submit final paper plat or mylar.
1. 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.

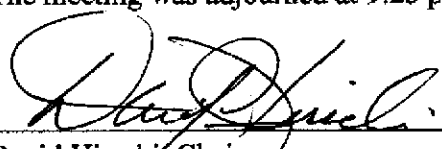
Commissioner Hirst said she is in favor of bike lanes but asked if an 11-foot lane could cause slowing of traffic and cause frustration for drivers. Commissioner Kjar agreed but said bikers already use this corridor regularly which is nothing new for drivers.

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

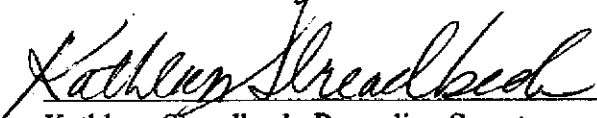
COMMUNITY DEVELOPMENT DIRECTOR'S REPORT

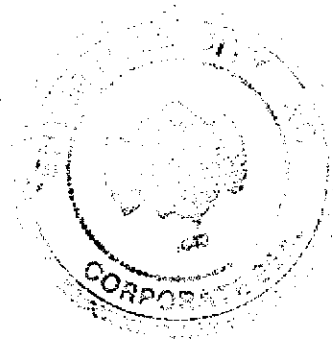
1. The next regularly scheduled Planning Commission meeting will be held on Wednesday, May 25, 2016.
2. Upcoming Agenda Items:
 - Greg Pack, 142/144 E 1200 S, Rezone
 - South Main Street Corridor Plan

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).
40

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

4
5 ***Reasons for Action:***

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

14
15 The motion was seconded by Commissioner Wright and passed by unanimous roll-call
16 vote (5-0).

17
18 **PUBLIC HEARING | CODE TEXT AMENDMENTS FOR SOUTH MAIN**
19 **STREET CORRIDOR (SMSC) OVERLAY ORDINANCE, CHAPTER 12-48 - [Postponed**
20 **from May 25, 2016 meeting] - Consider the Code Text Amendments for the South Main**
21 **Street Corridor (SMSC) Overlay Ordinance, which includes the City Council directives**
22 **and changes to the South Main Street Corridor (SMSC) Public Space Plan. Centerville**
23 **City, Applicant**
24

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

34
35 Vice Chair Johnson opened the public hearing. Seeing no one wishing to comment, he
36 closed the public hearing.

37
38 Commissioner Wright distributed a copy of her proposed motion including a copy of the
39 City Council minutes from January 19, 2016 which includes the Council's concerns and
40 direction to the Planning Commission. Commissioner Wright read her entire proposal to the
41 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

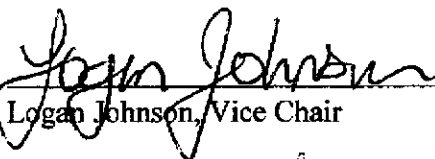
18 **DISCUSSION ON WORK SESSION WITH CITY COUNCIL FOR THE SMSC**
19 **PUBLIC SPACE PLAN RECOMMENDATION**
20

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

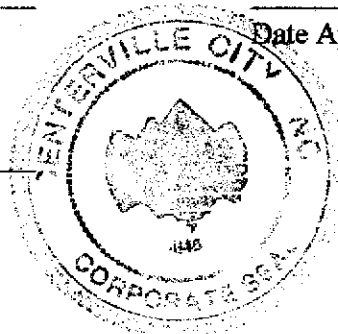
25 **COMMUNITY DEVELOPMENT DIRECTOR'S REPORT**

- 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.
46
47

DRAFT

Planning Commission Meeting
July 13, 2016

Page 2

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 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; 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.

DRAFT

Planning Commission Meeting
July 13, 2016

Page 6

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 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."

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 policies, 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 be design shall meet City Specifications and installed in a manner to allow it to break loose in case of a vehicular accident in accordance with City and/or State Specifications. Lighting fixture illumination shall be of sufficient coverage to light the pedestrian pathway, and where deemed necessary for street-traffic-lighting. All lighting fixtures used for traffic-lighting shall use a double-mount light fixture with one placed higher for traffic and other placed lower for pedestrian-lighting. Lighting fixtures shall be alternately located and/or offset from the street tree spacing, located in the Building RBR sector, to prevent unnecessary conflicts between these two design elements. Additionally, lighting fixtures shall be designed in a manner to incorporate joint use of community banners, and other community identity needs.~~

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

- i. At Grade Planters – For an at grade planting bed, a four-inch high by six-inch (4”x6”) wide curb shall be installed along the sidewalk side of the planter area. Plants shall consist of ~~salt-tolerant- low level~~ grasses, ~~flowers, shrubs~~, or other ~~appropriate low level~~ perennial plants. Plantings shall consist of a mixture of at least two-types of plantings, with 40% of one type used for in the central portion of bed to present a strong visual element to the planting bed. ~~At-Grade Planters are to be primarily used in the “B” Pattern element of the Public Space Plan.~~

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

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

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

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

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

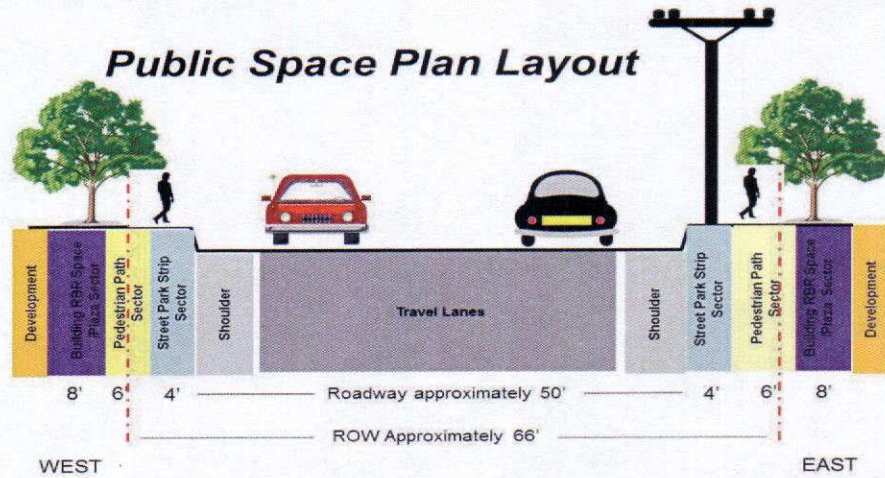
3. Priority Building RBR Space/Plaza Sector Design Elements

- A. Building RBR Space/Plaza Sector Design and Layout Pattern – The design and layout pattern shall consist of an alternating A/B layout (see example illustrations in this Chapter). Generally, this A/B Design and Layout Pattern is to be implemented in 50 foot segments. The spacing of the A/B Design and Layout Pattern may be implemented on a block by block basis dependent upon which property is developed and its relation to established entry points of buildings.
- B. Sector Location – The Building RBR Space/Plaza Sector is to be measured beginning from back of sidewalk and then a width or depth of at least ten feet (10') as part of the Required Build to Range (RBR) of the land being developed.
- C. Building RBR Space/Plaza Sector Uses and Materials – The use of and/or materials within the Building RBR Space/Plaza Sector is to consist of building entry pathways, grasses or lawn, shrubs or flower plantings, and street trees. In addition at least two (2) pedestrian supportive amenities shall be installed in this sector. Such amenities shall include courts/plazas, benches, bike racks, and any other related amenities to support pedestrian activities, as authorized by any final development approval. The use of decorative hard surfacing shall be installed that the entry points of all buildings using the A/B Pattern elements that are associated with the Street Park Strip and Pedestrian Path sectors. All hard surfacing shall meet applicable City Specifications for material and colorization.

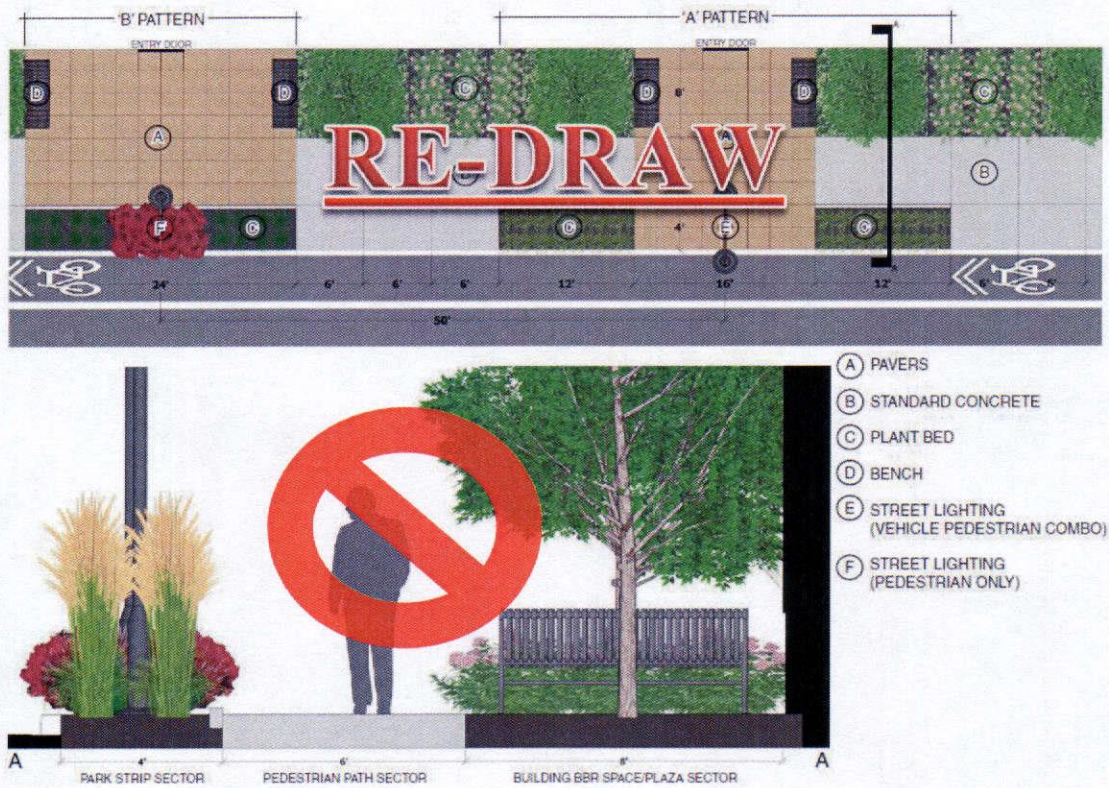
D. Pedestrian Street Lighting – Lighting fixtures shall be located and regularly spaced no less than 50 feet and no greater than 80 feet apart along the streetscape, or as authorized by any final development approval. Lighting fixture design shall meet City Specifications and be installed in a manner 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.E. Placement of Street Trees. Street trees shall be placed at the mid-point of the planting bed area, between the sidewalk and building, in a manner to frame the entry door points. Also tree placement shall be off-set from the spacing of pedestrian street lighting fixtures of the Street Park Strip sector (see example illustrations in this Chapter) Street trees shall consist of small ornamental or columnar species, so as not to interfere with any overhead utility line and/or pedestrian circulation along the Pedestrian Path Sector. Additionally, the trees shall be regularly spaced along the street frontage in this sector, except where additional plaza or other public space is provided as authorized by any final development approval.

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



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



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



**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		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 VARITIES	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

MCB+A
The Grassli Group

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

MCB+A
The Grassli Group

Streetscape Design Amenities

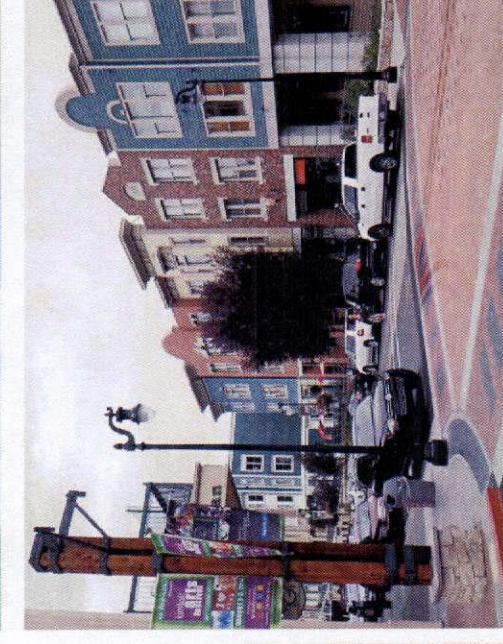
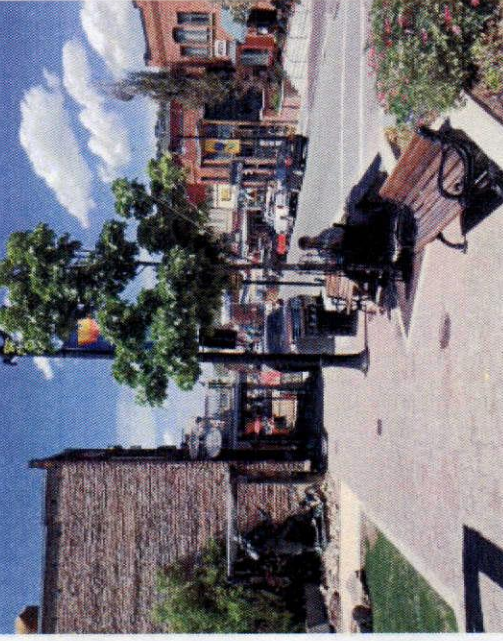


Paving

- Colored or Textured Concrete
- Unit Pavers

Site Furniture

- Benches
- Trash Receptacles
- Signs
- Light Poles

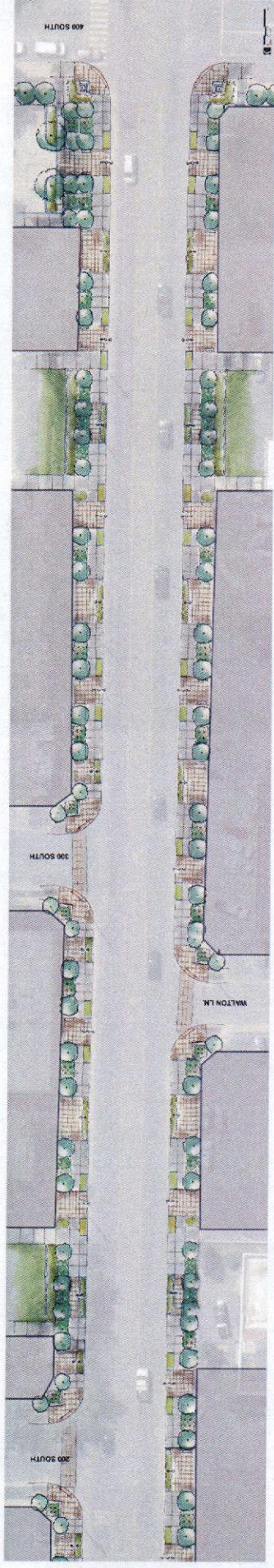
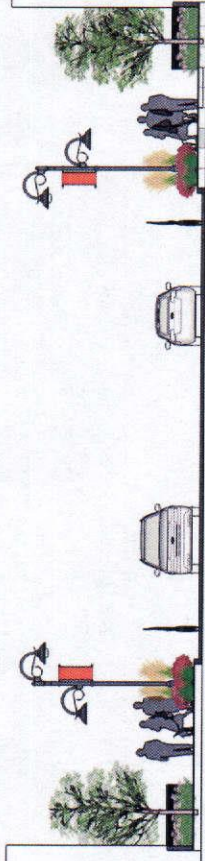


Painting

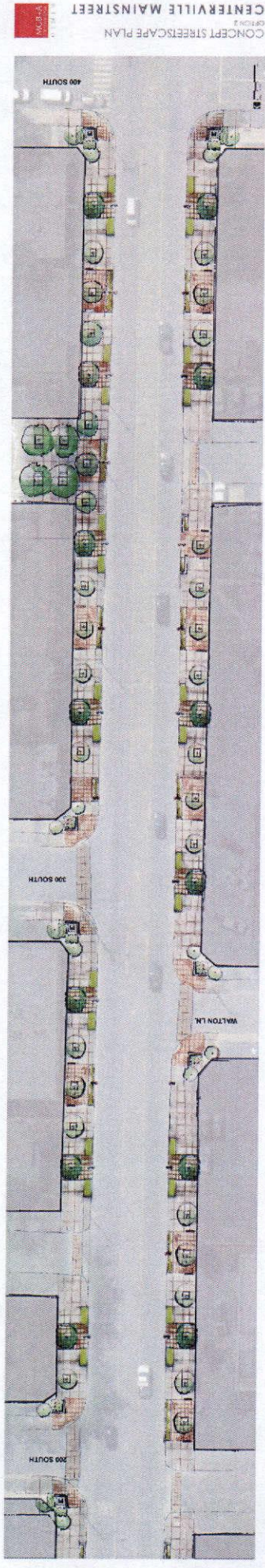
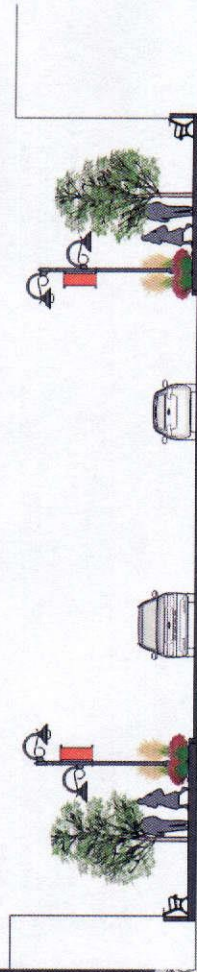
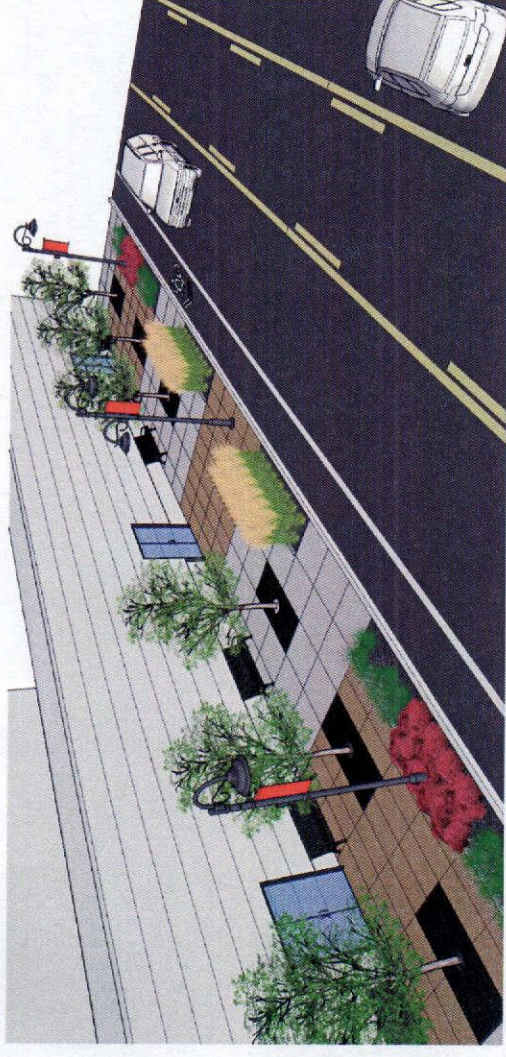
- Trees & Shrubs
- Ornamental Grass

Vertical Elements





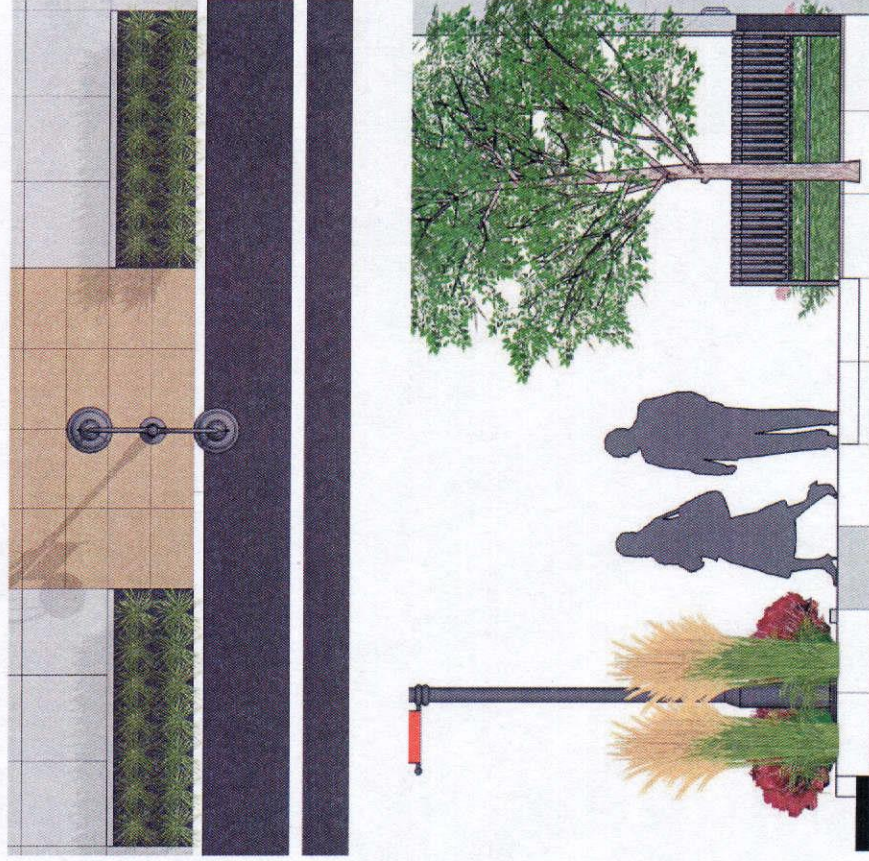
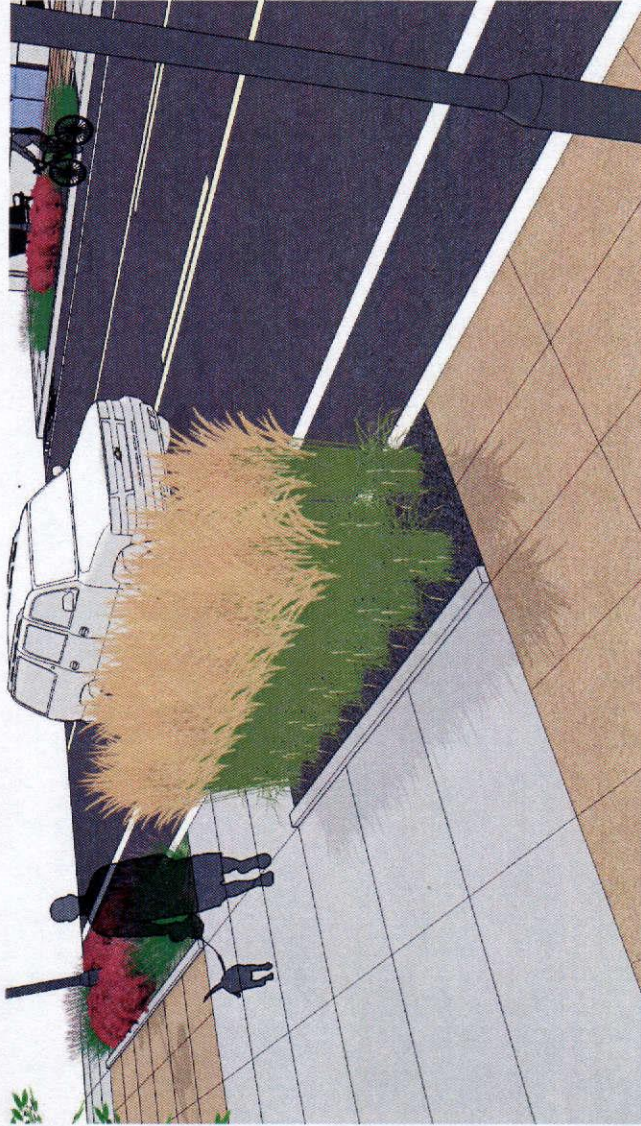
Option 1



Option 2

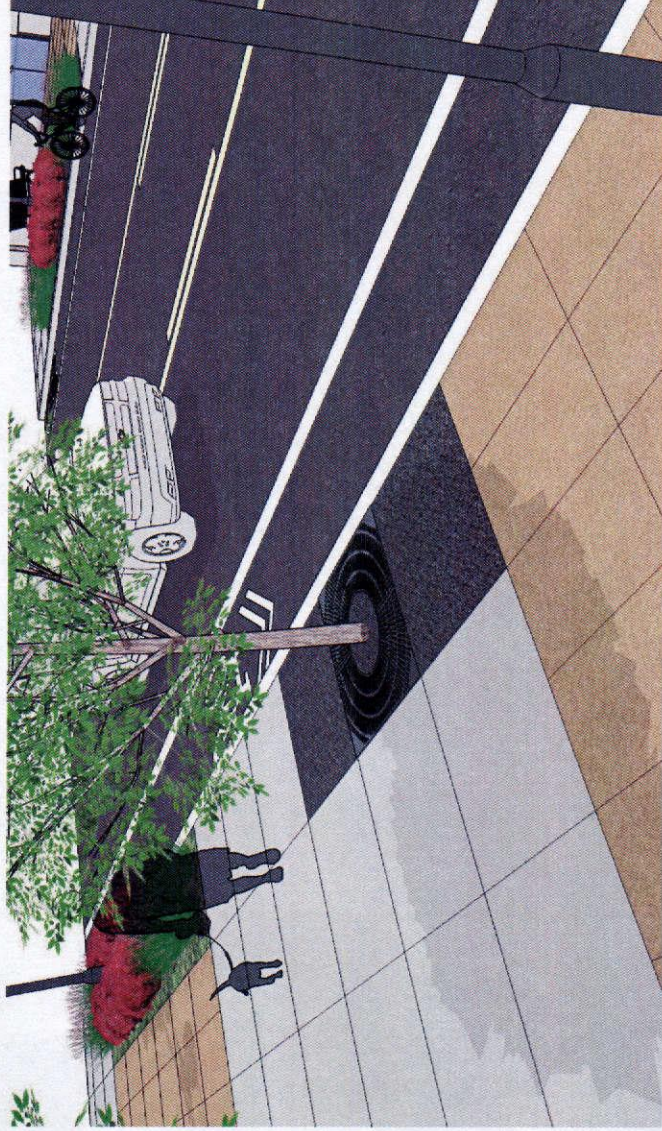
Design Variants for Street Edge

Planter at Grade



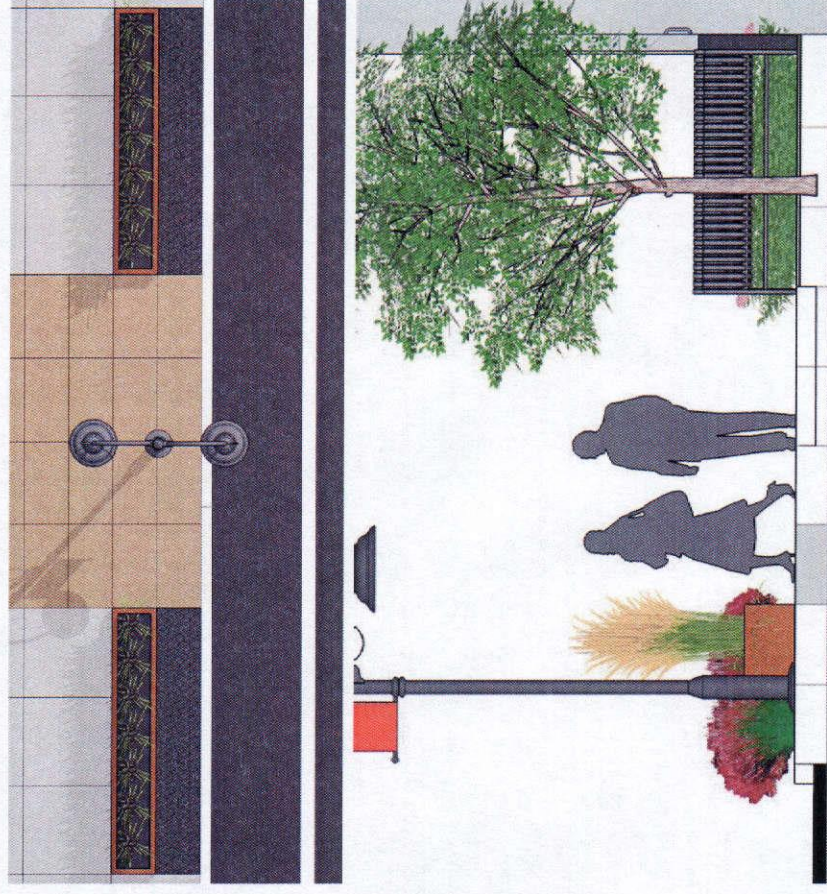
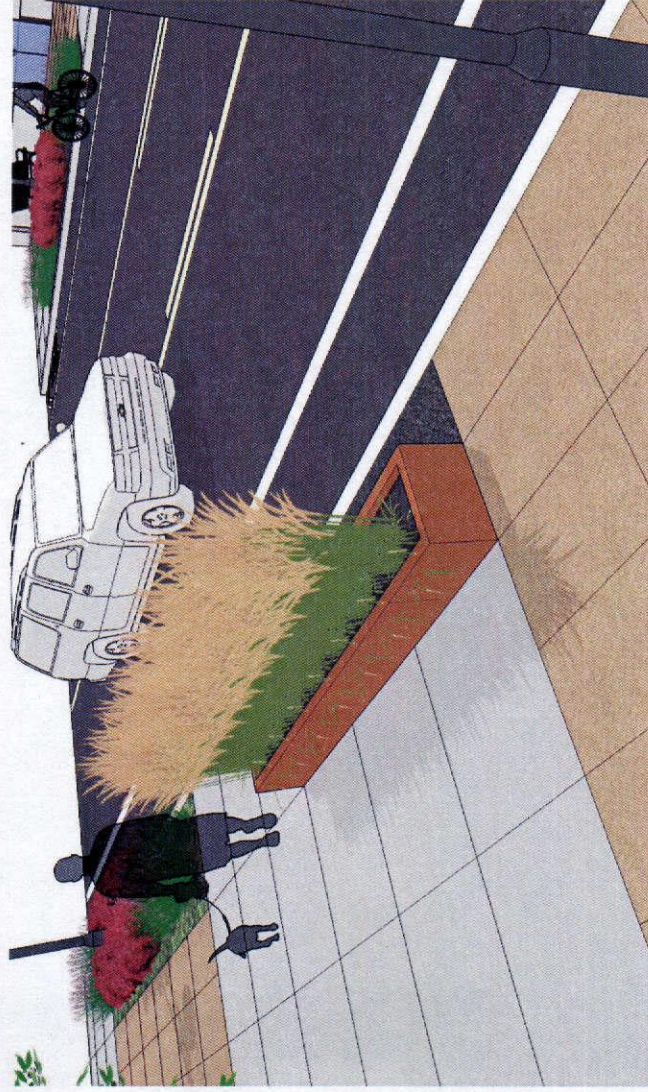
Design Variants for Street Edge

Small Tree in Grate



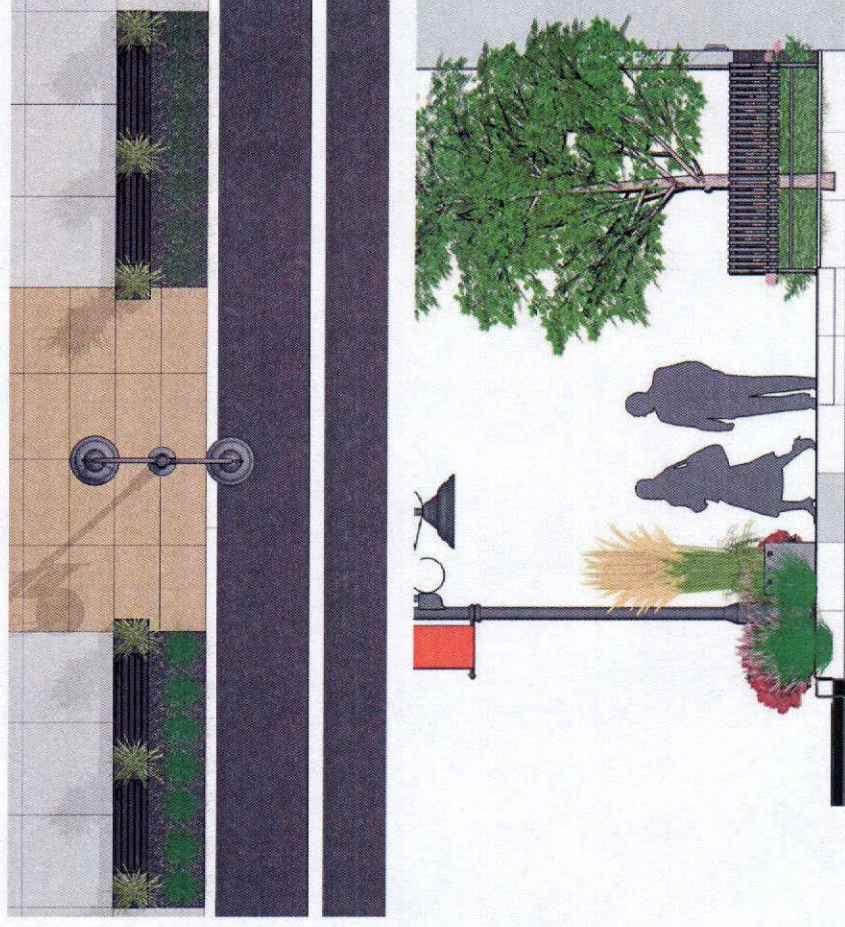
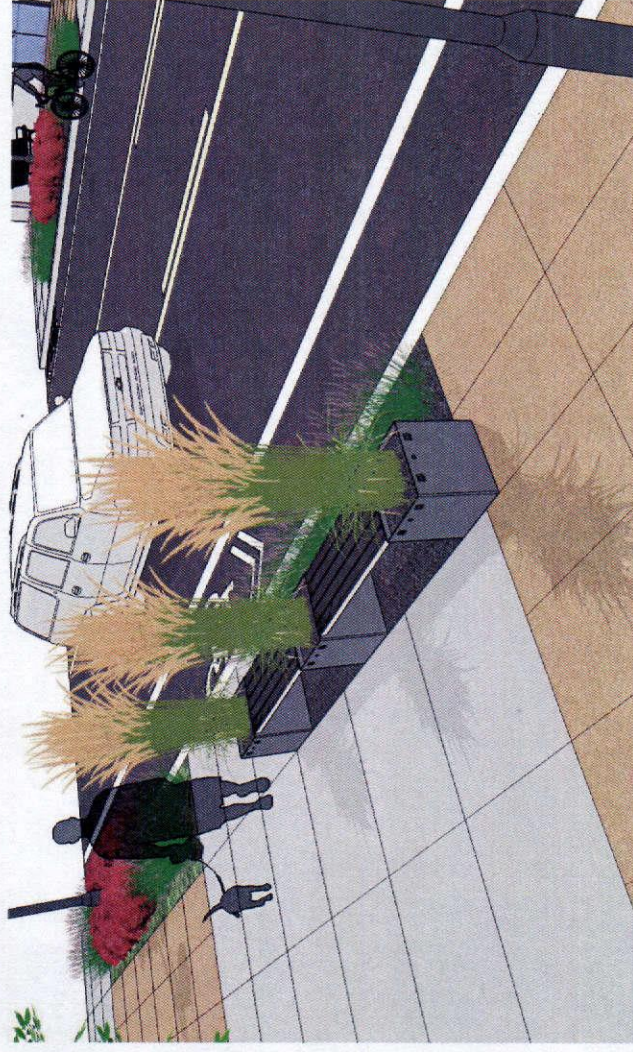
Design Variants for Street Edge

Metal Planter



Design Variants for Street Edge

Bench Planter Combination

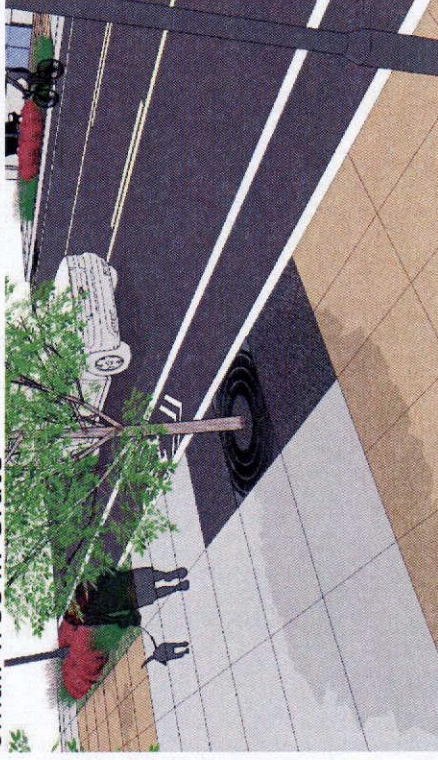


Design Variants for Street Edge

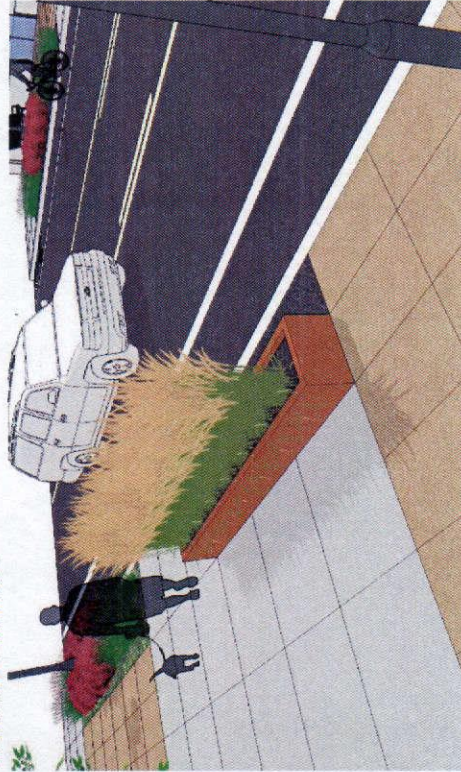
Planter at Grade



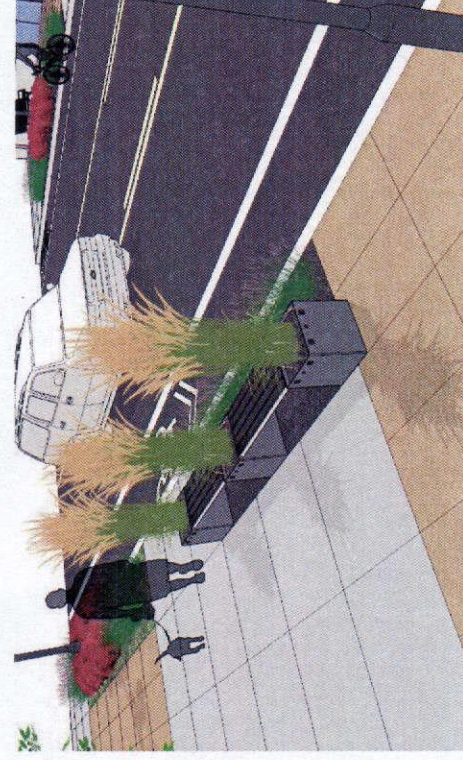
Small Tree in Grate



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:**

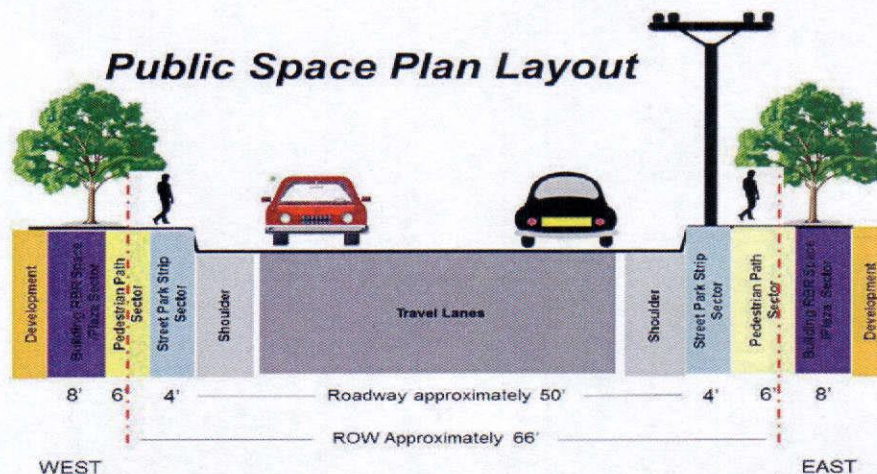
- A. Pedestrian Path Sector Design and Layout Pattern – The design and layout pattern shall consist of an alternating A/B layout (see example illustrations in this Chapter). Generally, this A/B Design and Layout Pattern is to be implemented in 50 foot segments. The spacing of the A/B Design and Layout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

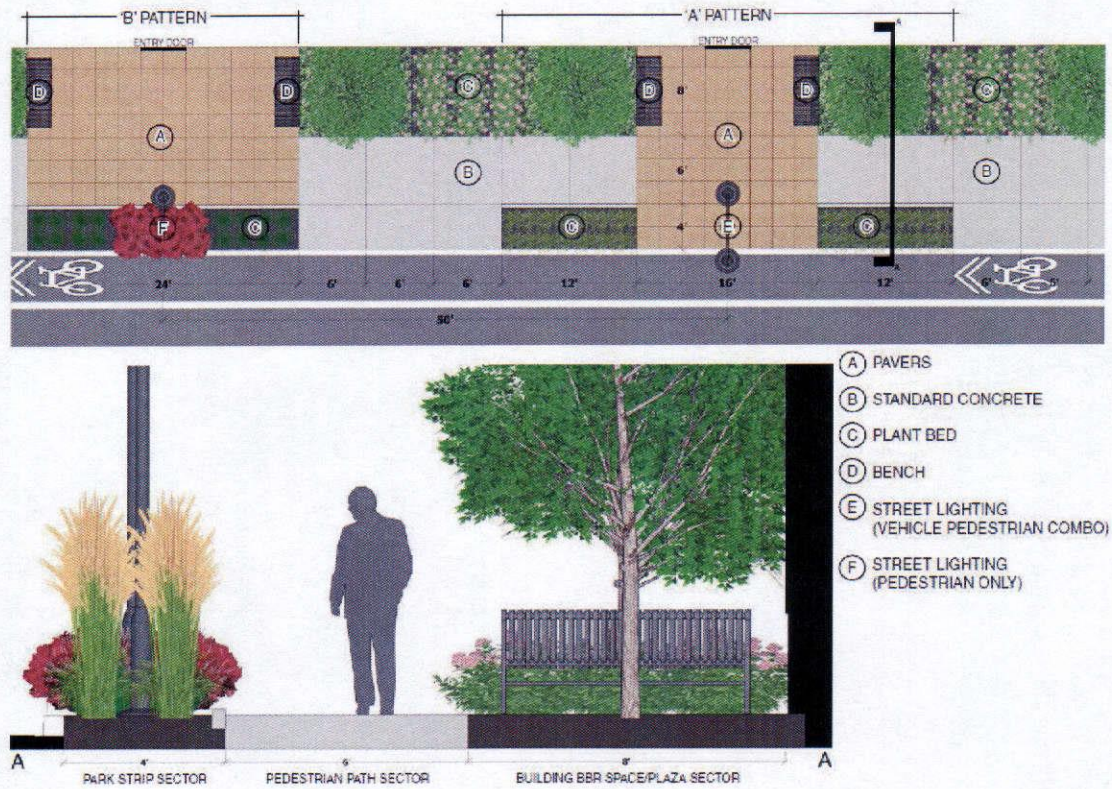
3. Priority Building RBR Space/Plaza Sector Design Elements

- 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 be installed that the entry points of all buildings using the A/B Pattern elements that are associated with the Street Park Strip and Pedestrian Path sectors. All hard surfacing shall meet applicable City Specifications for material and colorization.
- D. 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.



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	Location	Type	Injury
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

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 Fristrup 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 Fristrup** 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:*
 - 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.

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.

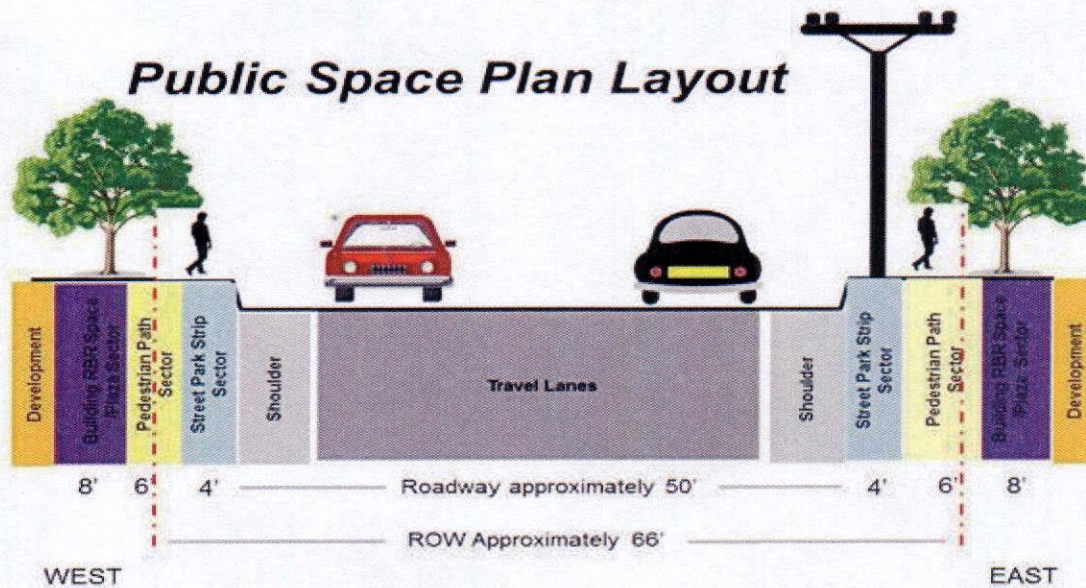
- (1) Building RBR Space/Plaza Sector Design and Layout Pattern - The design and layout pattern shall consist of an alternating A/B layout (see example illustrations in CZC 12.48.190). Generally, this A/B Design and Layout Pattern is to be implemented in 50 foot segments. The spacing of the A/B Design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

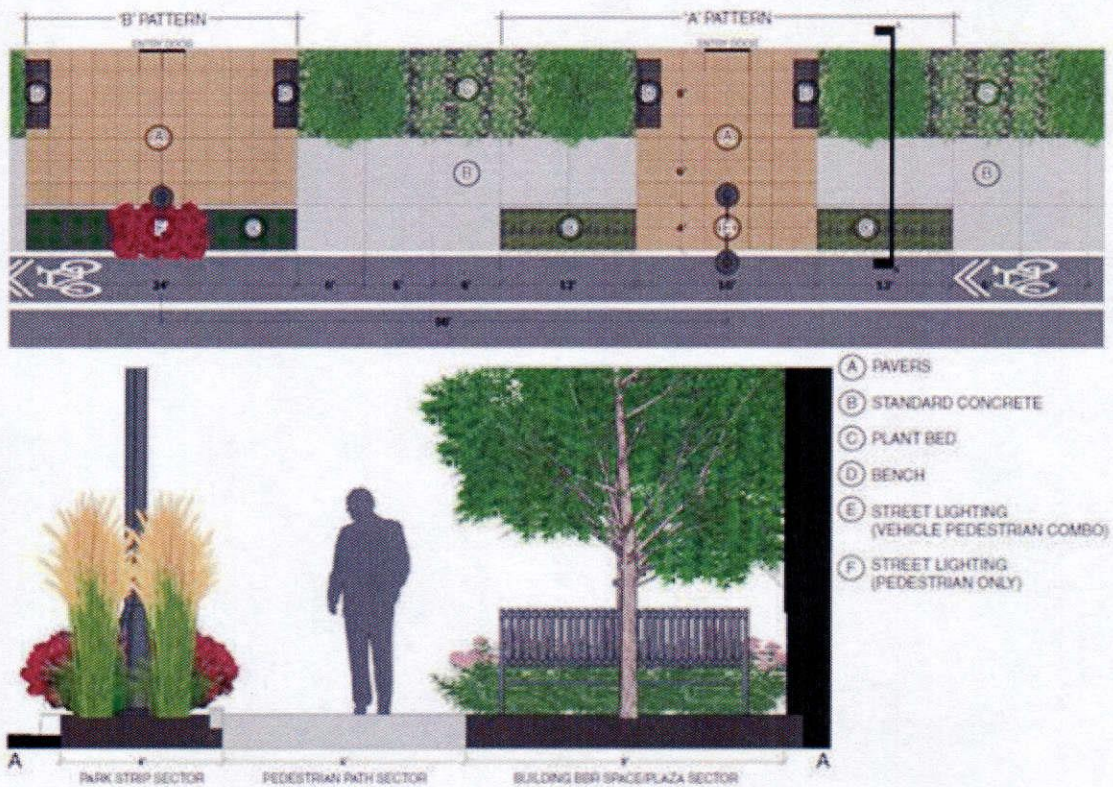
- (4) Placement of Street Trees. Street trees shall be placed at the mid-point of the planting bed area, between the sidewalk and building, in a manner to frame the entry door points. Also tree placement shall be off-set from the spacing of pedestrian street lighting fixtures of the Street Park Strip 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

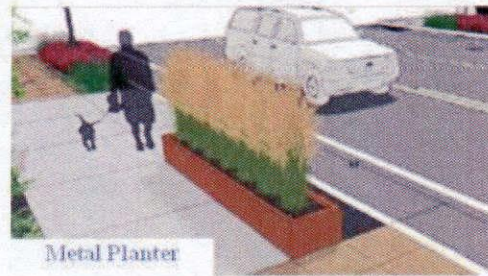
(a) Public Space Plan Cross-Section Illustration.



(a) Public Space Design and Layout Scheme.



(a) Public Space Plan Planter Design Options.



Metal Planter



Bench Planter
Combination



At Grade Planter

CENTERVILLE

**Staff Backup Report
7/19/2016**

Item No.

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

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

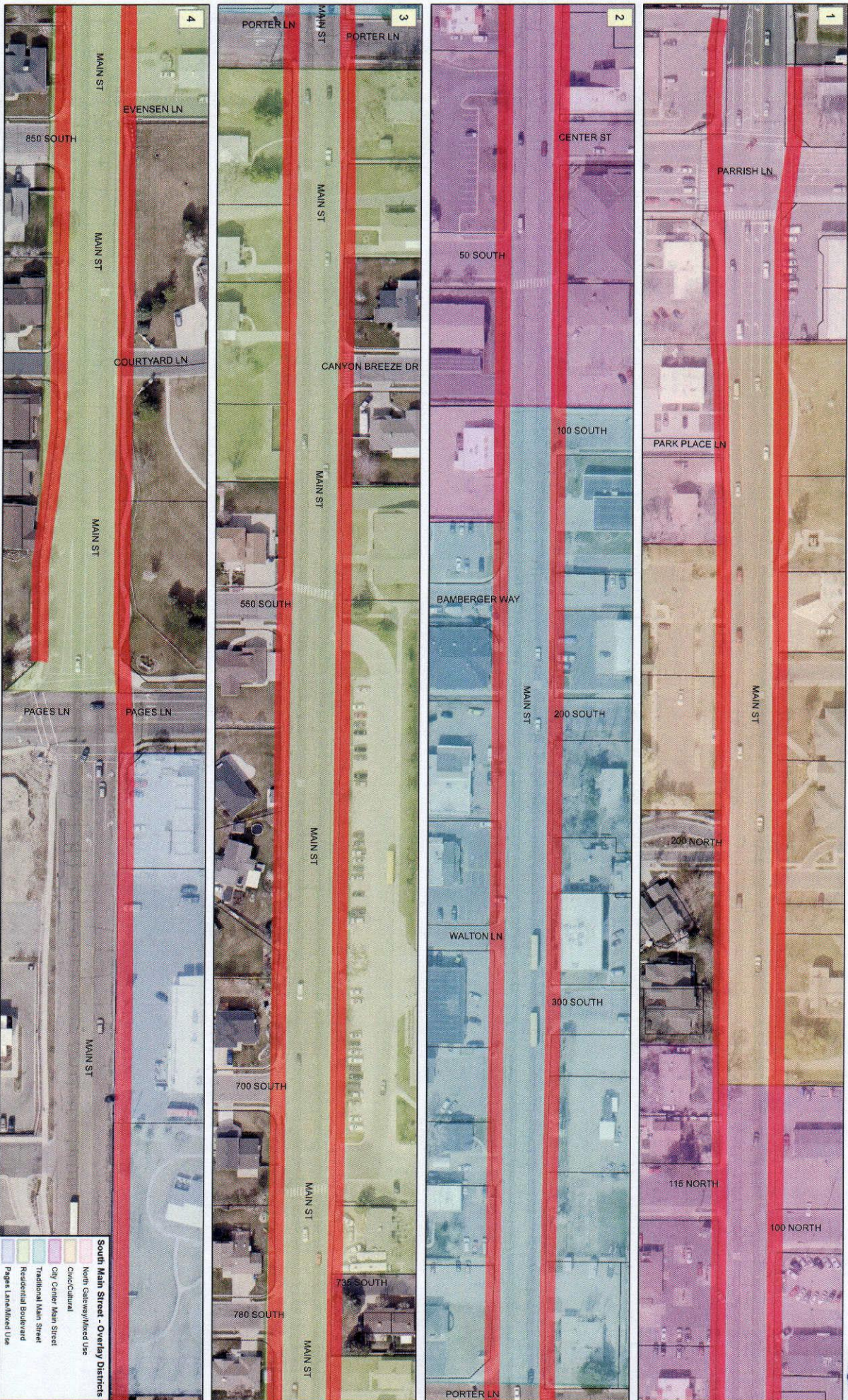
Description

- ▣ Summary Memo for July 19, 2016 City Council meetings



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

7/19/16



**CENTERVILLE
CITY COUNCIL
Staff Backup Report
7/19/2016**

Item No.

Short Title: Councilwoman Mecham

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
7/19/2016**

Item No. 1

Short Title: Minutes Review and Acceptance

Initiated By: City Recorder

Scheduled Time: 7:10

SUBJECT

June 21, 2016 work session and regular Council meeting

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- ☐ June 21, 2016 work session
- ☐ June 21, 2016 Council meeting

PRELIMINARY DRAFT

Minutes of the Centerville City Council **work session** held Tuesday, June 21, 2016 at 5:40 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 (arrived at 5:44 p.m.)
	Stephanie Ivie
	George McEwan
	Robyn Mecham

STAFF PRESENT

Steve Thacker, City Manager
Blaine Lutz, Finance Director/Assistant City Manager
Lisa Romney, City Attorney
Jacob Smith, Assistant to the City Manager
Katie Rust, Recording Secretary

FY 2017 BUDGET WORK SESSION

City Manager Thacker and Blaine Lutz, Finance Director, explained recommended changes to the FY 2017 Tentative Budget and answered questions from the Council. The Council discussed the proposed update of the City Hall lobby. Mr. Thacker recommended the \$5,000 for lobby furniture in the FY 2016 Budget be reappropriated in the FY 2017 Budget, and that the \$3,000 in the FY 2017 Budget for City Hall painting, carpet, etc. be increased to \$6,000 so that a portion of that could be used for lobby furnishings, in addition to the \$5,000. Councilman Ince mentioned that the City Hall lobby is heavily used by the Justice Court, and suggested paying for a portion of the lobby update with Court revenues. The Council discussed staffing for fire and police services. Speed detection equipment is included in the FY 2017 Budget with a note that the Council would like to see further analysis before purchase is made. Councilwoman Fillmore commented that many cities designate a small portion of the streets budget to go toward Complete Streets elements, and suggested the Council set aside 5%-8% of the Transportation Budget to put toward increased public safety. Council members indicated they would want to see an analysis of how much would be needed. Mr. Thacker explained that the FY 2016 and FY 2017 Budgets will be adjusted to reflect less franchise tax revenue than originally anticipated.

Mr. Thacker reported that Department Heads are supportive of revisions to the Salary Administration Guidelines recommended by the Council. The Council discussed the proposed Police Department Evidence Technician position. Mayor Cutler expressed a preference for first trying the position part-time rather than full-time. Councilman McEwan stated he would prefer to have someone with more than a part-time interest in maintaining evidence. Mr. Thacker commented that if given the choice between a new sworn officer and the proposed non-sworn position, the Chief would choose the proposed non-sworn Evidence Technician at this time to take pressure off existing officers, giving them more time to perform their core duties. The Council indicated a desire to keep both proposed positions (Police and Public Works) in the Budget but schedule further discussion before authorizing the hiring process.

The City has received an invoice for Milestone One between UTOPIA and Macquarie in the amount of \$16,309. Councilwoman Ivie said she would prefer to pay the invoice now and get it over with. Councilman McEwan pointed out that paying for Milestone One does not end the UTOPIA/Macquarie relationship. Both parties are reluctant to formally end the relationship because the terminating party is responsible for a majority of expenses. The Council discussed

1 options. Mayor Cutler said he would rather pay for Milestone One in FY 2016, and not carry the
2 obligation over on the books. Councilman McEwan agreed.

3
4 Mr. Thacker answered questions from the Council regarding the FY 2017 Tentative
5 Budget. He explained the reason for decant building funding in the Drainage Utility Fund budget
6 and suggested the Public Works Director meet with the Council for further information.

7
8 **ADJOURNMENT**

9
10 Mayor Cutler adjourned the work session at 6:55 p.m.

11
12
13
14
15
16 _____
17 Marsha L. Morrow, City Recorder

Date Approved

18
19
20
21
22 _____
Katie Rust, Recording Secretary

PRELIMINARY DRAFT

Minutes of the Centerville **City Council** meeting held Tuesday, June 21, 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
Blaine Lutz, Finance Director/Assistant City Manager
Jacob Smith, Assistant to the City Manager
Lisa Romney, City Attorney
Cory Snyder, Community Development Director
David Miller, Centerville Justice Court Judge
Lisa Summers, Youth Council Advisor
Katie Rust, Recording Secretary

VISITORS

Interested citizens (see attached sign-in sheet)

PLEDGE OF ALLEGIANCE

PRAYER OR THOUGHT

Councilwoman Fillmore

RECOGNITION OF JUDGE MILLER

Mayor Cutler recognized that Judge David Miller was named Justice Court Judge of the Year for the State of Utah.

YOUTH CITY COUNCIL

Lisa Summers, Youth Council Advisor, introduced new members of the 2016-2017 Youth City Council. Judge Miller swore in new Youth City Council members and those returning for a new two-year term.

New Youth Council Members

Zachary Barton	Hana Pertab
Sami Freeman	Joshua Pitt
Kathrine Kimball	Lindsey Richards
Mica McKee	

OPEN SESSION

James Dix – Mr. Dix reminded the Council that his reptile rescue organization is unique in the State of Utah, providing valuable safety training and animal rescue service. He is not paid for the services he provides. He stated that, although it has been necessary for a time, it is not his intention to house the organization in a residential neighborhood. He said he is trying to find another location to house the animals, and would like to open a park where they can be enjoyed by the public. Mr. Dix stated he has never had an escapee or an injury. He asked the Council to bear with him as he looks for another location. He stressed that the animals are a necessary

1 tool for his trade. He said his home has been inspected by the Division of Wildlife Resources
2 (DWR) and Davis County Animal Control. Mr. Dix emphasized the importance of the service he
3 provides, and showed a document containing more than 2,000 signatures of Utah citizens
4 supporting what he does.
5

6 **MINUTES REVIEW AND ACCEPTANCE**
7

8 The minutes of the May 31, 2016 work session and June 7, 2016 work session and
9 regular Council meeting were reviewed. Lisa Romney, City Attorney, and Councilwoman Ivie
10 requested changes to the June 7th work session minutes. Councilman Ince made a **motion** to
11 accept the May 31, 2016 work session minutes, the June 7, 2016 regular meeting minutes, and
12 the June 7, 2016 work session minutes as amended. Councilwoman Ivie seconded the motion,
13 which passed by unanimous vote (5-0).
14

15 **PUBLIC HEARING – ZONE MAP AMENDMENT (REZONE) – 142 AND 144 EAST**
16 **1200 SOUTH – ORDINANCE NO. 2016-18**
17

18 On May 25, 2016, the Planning Commission reviewed and recommended for approval
19 the proposed rezone of the subject property (142 and 144 East 1200 South) from Residential-
20 Medium (R-M) to Commercial-High (C-H). Cory Snyder, Community Development Director,
21 explained that the property has been used for commercial purposes, yet has remained empty
22 for the past two years and, therefore, the grandfathered non-conforming right for commercial
23 use has now expired, and is required to convert to the current zoning classification. The
24 property was originally zoned commercial, but became R-M when the current Zoning Map was
25 approved in 2003. Staff believes this may have been an oversight, since the lot was clearly
26 commercial in 2003. Mr. Snyder stated the site shares a parking lot with the property to the
27 west, located within Bountiful, and would therefore be more appropriate to remain commercial
28 and be rezoned to C-H. The property is served by Bountiful Power and pays property taxes to
29 Bountiful, but receives water from Centerville. Mr. Snyder reported there is some uncertainty
30 regarding city boundary lines at that location, with the County records differing from other
31 records. Councilwoman Fillmore stated switching to commercial makes the most sense, but
32 asked if Commercial-Medium (C-M) was considered rather than C-H. Mr. Snyder responded
33 that the neighboring property is C-H, and the Planning Commission only considered C-H.
34 Councilwoman Fillmore commented she feels C-M would be a better buffer for the adjacent
35 residential neighborhood. Councilwoman Ivie agreed that C-M would be more appropriate than
36 C-H. Mr. Snyder confirmed that office uses would conform with C-M requirements.
37

38 At 7:38 p.m. the Mayor Cutler opened a public hearing.
39

40 Alice Giauque – Ms. Giauque stated she and her husband own the property directly to
41 the west of the subject property. She said their biggest concern is the lack of parking provided
42 for the subject property. No parking agreement exists, and considering the minimal amount of
43 parking available for their property, they would not be able to allow tenants of the subject
44 property to use their parking spaces. Her husband pointed out on a map the location of parking
45 specific to the subject property.
46

47 Mayor Culer closed the public hearing at 7:43 p.m. Mr. Snyder stated that any user
48 coming in would be subject to current zone requirements to utilize the buildings. The number of
49 required parking stalls is based on use and not just square footage. The subject property
50 contains one building with two small suites. Ms. Romney commented that the applicant has
51 requested C-H, and suggested the Council could table the rezone to allow the applicant to

1 respond to the C-M suggestion. Councilman McEwan stated he thinks the City should consider
2 annexation of the portion of the parcel outside of City limits.

3
4 Councilwoman Fillmore made a **motion** to table the issue and direct staff to contact the
5 applicant for feedback regarding the suggested rezone to C-M rather than C-H. Councilwoman
6 Ivie seconded the motion. Mr. Snyder commented that location of the city boundary line would
7 need to be confirmed before pursuing any possible annexation. He also mentioned that in order
8 to annex the neighboring property, the Centerville Council would need to make the request of
9 Bountiful City. Councilman McEwan responded he would want to annex to clean up the
10 boundary line, not necessarily to annex property obviously in Bountiful. Ms. Romney
11 commented that the property tax issue should also be cleared up. Councilwoman Fillmore
12 **withdrew the motion** to table, and made a **motion** to change proposed Ordinance No. 2016-18
13 to state Commercial-Medium (C-M) instead of Commercial-High (C-H), including findings 1-5.
14 Councilwoman Ivie seconded the motion, which passed by unanimous vote (5-0). Mr. Snyder
15 said he will work with the property owner regarding business license and property taxes.

16
17 Findings:

- 18
19 1. The proposed amendment meets the requirements found in Section 12-21-080(4)(e).
20 2. The proposed Zone Map Amendment meets the goals and objectives of the General
21 Plan concerning Neighborhood 1 [Section 12-480-2].
22 3. Adequate facilities and services to serve the property are located along 1200 South
23 [Section 12-21-080(e)(5)].
24 4. Historic Zoning Maps indicate this property to have been zoned commercial as far
25 back as 1961 until 2003. In addition, the use found on the property has also been
26 commercial since the property was developed.
27 5. The property is rezoned to C-M rather than C-H to provide a buffer for adjacent
28 residential properties.

29
30 **FY 2016 BUDGET**

31
32 Blaine Lutz, Finance Director, presented a financial report for the eleven month period
33 ending May 31, 2016. He explained proposed amendments to the FY 2016 Budget. At 8:15
34 p.m. Mayor Cutler opened a public hearing, and closed the public hearing seeing that no one
35 wished to comment.

36
37 Councilman McEwan made a **motion** to adopt Resolution No. 2016-16 amending FY
38 2016 Budget of Funds, including a one-time payment to Macquarie from Council Contingency.
39 Councilwoman Ivie seconded the motion, which passed by unanimous vote (5-0).

40
41 **FY 2017 BUDGET**

42
43 Following brief discussion of the FY 2017 Budget, the following actions were taken:

- 44
45 • Councilman McEwan made a **motion** to adopt Resolution No. 2016-17 adopting the
46 Certified Tax Rate for FY 2017. Councilman Ince seconded the motion, which
47 passed by unanimous vote (5-0).
48 • Councilman Ince made a **motion** to approve Ordinance No. 2016-19 adopting the
49 Employee Compensation Plan. Councilman McEwan seconded the motion, which
50 passed by unanimous vote (5-0).

- 1 • Councilman McEwan made a **motion** to adopt Resolution No. 2016-18 approving
2 compensation for the Justice Court Judge. Councilwoman Ivie seconded the motion,
3 which passed by unanimous vote (5-0).
- 4 • Councilwoman Ivie made a **motion** to approve Prosecutor Agreements as presented
5 in the Council packet. Councilwoman Mecham seconded the motion, which passed
6 by unanimous vote (5-0).
- 7 • Councilman Ince made a **motion** to adopt Resolution No. 2016-19 increasing
8 culinary water rates. Councilman McEwan seconded the motion, which passed by
9 unanimous vote (5-0). Councilman McEwan stated that, while painful, the increases
10 are necessary to maintain a quality water system and avoid getting behind a "power
11 curve". Mr. Thacker emphasized that the Council has chosen to go with a more
12 aggressive rate increase structure to avoid borrowing for the water projects.
- 13 • The Council discussed the desire to have further discussion before moving forward
14 with the two new staff positions, the decant building, and the speed sign included in
15 the Budget. Councilman McEwan made a **motion** to adopt Resolution No. 2016-20
16 adopting the Centerville City FY 2017 Budget of Funds with an effective date of July
17 1, 2016. Councilman Ince seconded the motion. Councilwoman Fillmore asked the
18 Council to discuss where funds might be found to complete the City Hall foyer project
19 all at once, and to discuss tagging a percentage of the roads budget for Complete
20 Streets. Councilman McEwan said he would prefer to handle the foyer project with
21 the amount included in the Budget, with additional funds from Council Contingency if
22 needed when a final decision is made. Councilwoman Fillmore made a **motion to**
23 **amend** the motion to add the FY 2016 Council Contingency balance of \$6,000 to the
24 \$5,000 allocated for this purpose in FY 2016 and carried over to the FY 2017
25 Budget. The motion died for lack of second. Councilwoman Fillmore said she liked
26 Councilman Ince's idea to use funds from the Justice Court for the foyer project,
27 since the foyer is used heavily by the Court. Mr. Lutz explained that Court revenues
28 are part of the General Fund. Mayor Cutler said he likes the idea of having
29 something in the budget for safety and Complete Streets, but pointed out that
30 Department Heads would prefer to have control of their budgets. Councilwoman Ivie
31 stated she is reluctant to tag streets money for safety, since she feels safety projects
32 should be funded by the General Fund. Councilwoman Mecham agreed. Mayor
33 Cutler commented that safety is an appropriate use of transportation funds.
34 Councilwoman Fillmore responded that all citizens pay into the transportation funds,
35 so the Council should be obligated to consider all users of the roads. Councilman
36 Ince commented that, while he recognizes the benefit of Councilwoman Fillmore's
37 proposal, he has a hard time with irresponsible pedestrian and bicycle users of the
38 roads. He said the roads are critical infrastructure, and he has a hard time with
39 taking money away from road maintenance for other elements. Councilwoman
40 Fillmore made a **motion** to allocate 5% of the Transportation Fund in FY 2017 for
41 Complete Street elements. Councilwoman Mecham pointed out that the City will still
42 do the sidewalks and other projects without the suggested allocation, and she would
43 not want to tie up a specific amount that may be needed for a different purpose.
44 Councilwoman Fillmore said she feels there is value in tying up the funds, because
45 the way a budget is set up speaks to priorities. She said one of her priorities has
46 been to do quality street projects and to consider all users. Councilman McEwan
47 commented that the City cannot financially keep up with street needs with the current
48 100-year street plan. He said he does not disagree with the importance of safety,
49 but asked if 5% is a meaningful number. Councilman McEwan said he would be
50 more willing to talk about what property taxes need to look like in the future to
51 address ongoing issues such as safety. Councilwoman Fillmore responded that the
52 first step is to have the allocation become part of the culture and continue to evaluate

1 what is needed over time. Councilwoman Ivie commented that the City has a history
2 of property owners paying part or all of the sidewalk costs, and she would not want to
3 set a precedent of the City paying for sidewalks or trees. The motion to allocate 5%
4 of the Transportation Fund died for lack of second. The motion to adopt Resolution
5 No. 2016-20 passed by unanimous vote (5-0).
6

7 **RDA MEETING**
8

9 At 8:50 p.m. Councilman McEwan made a **motion** to adjourn to a meeting of the
10 Redevelopment Agency. Councilman Ince seconded the motion, which passed by unanimous
11 vote (5-0). In attendance were: Paul A. Cutler, Chair; Stephanie Ivie, Vice-Chair; Directors
12 Fillmore, Ince, McEwan, and Mecham; Steve Thacker, Executive Director; Blaine Lutz, Finance
13 Director; Lisa Romney, City Attorney; Jacob Smith, Assistant to the City Manager; and Katie
14 Rust, Recording Secretary.
15

16 The Council returned to regular meeting at 9:05 p.m. following a short break.
17

18 **PUBLIC HEARING – CENTERVILLE ZONING CODE AMENDMENTS – TITLE 12 –**
19 **ZONING CODE – ORDINANCE NO. 2016-20**
20

21 As part of the FY 2016 Budget, the Council approved funding to transition the Municipal
22 Code, Zoning Code and General Plan to an online version to be hosted by Municipal Code
23 Online, Inc. The Zoning Code is the first "book" to be uploaded onto the online platform and a
24 sample beta version of the online code is now available for the City to review. Ms. Romney
25 explained that a number of formatting, renumbering, code references, and other changes have
26 been made as part of the transition to the online version of the Zoning Code.
27

28 At 9:20 p.m. Mayor Cutler opened a public hearing.
29

30 Steve Allen – Mr. Allen complimented Ms. Romney for her professional manner and the
31 work that she does for the City.
32

33 Councilman McEwan made a **motion** to adopt Ordinance No. 2016-20 amending,
34 renumbering and recodifying Title 12 of the Centerville Municipal Code regarding the Centerville
35 Zoning Code. Councilwoman Ivie seconded the motion, which passed by unanimous vote (5-0).
36

37 **MAYOR'S REPORT**
38

- 39
- 40 • City Manager Thacker recommended the Council cancel the July 5, 2016 Council
41 meeting for lack of pressing agenda items. Councilman Ince made a **motion** to
42 cancel the July 5, 2016 Council meeting, with the condition that a meeting could be
43 called if necessary. Councilwoman Ivie seconded the motion, which passed by
44 unanimous vote (5-0).
 - 45 • The Council discussed South Davis Metro Fire Agency staffing and financial reports.
 - 46 • Mayor Cutler reported on a UTA presentation given at a recent Davis County COG
47 meeting.

48 **CITY COUNCIL LIAISON REPORT**
49

50 Councilman McEwan presented UTOPIA financial data, and updated the Council
51 regarding Mosquito Abatement District projects.
52

CITY MANAGER'S REPORT

Mr. Thacker informed the Council that the Parrish Lane pedestrian bridge fencing project will soon be completed. The Council discussed the possibility of holding a ribbon-cutting for the pedestrian bridge on July 2nd at 9:00 a.m.

MISCELLANEOUS BUSINESS

Councilman McEwan made a **motion** to terminate the warranty period for Sonic Drive-In, effective June 21, 2016. Councilwoman Ivie seconded the motion, which passed by unanimous vote (5-0).

ADJOURNMENT

At 10:01 p.m. Councilwoman Ivie made a **motion** to adjourn the meeting. Councilwoman Fillmore seconded the motion, which passed by unanimous vote (5-0).

Marsha L. Morrow, City Recorder

Date Approved

Katie Rust, Recording Secretary

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
7/19/2016**

Item No. 2

Short Title: Summary Action Calendar

Initiated By:

Scheduled Time: 7:15

SUBJECT

- 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 150 North 600 East
- c. Correct and Amend City Fee Schedule regarding Culinary Water Rates - Resolution No. 2016-22
- d. Approve purchase of an F550 Ford truck from Ken Garff Ford in the amount of \$34,502.10 and a 9'2" snowplow from United Sales and Service in the amount \$6,508.60 for the Parks Department

RECOMMENDATION

- a. Adopt Resolution No. 2016-21 approving Interlocal Cooperation Agreement between Davis County and Davis County Cities for UPDES General Permit.
- 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 150 North 600 East.
- c. Adopt Resolution No. 2016-22 correcting and amending the City Fee Schedule regarding culinary water rates approved by the City Council in June 21, 2016 meeting.
- d. Approve purchase of an F550 Ford truck from Ken Garff Ford for \$34,502.10 and a 9'2" snowplow from United Sales and Service in the amount \$6,508.60 for the Parks Department.

BACKGROUND

- a. Federal EPA water quality regulations require cities to have a permit for operating their storm water systems. Small cities can operate under what is known as the Utah Pollutant Discharge Elimination System (UPDES) General Permit, which is issued by the Utah Department of Environmental Quality, Division of Water Quality. The Permit must be renewed every five years. To meet some of the Permit requirements, some years ago Davis County and its cities formed the Davis County Stormwater Coalition to cost-share educational and training materials, coordinate drainage system mapping, develop model ordinances, etc. The Interlocal Agreement governing this Coalition runs concurrent with the UPDES General Permit and, therefore,

should be renewed. The attached Interlocal Cooperation Agreement is substantially similar to the one it replaces; changes from the old Agreement are highlighted. It describes the ways in which the County and cities will cooperate to satisfy some of the General Permit requirements.

b. The Buttars own a home at 150 North 600 East. They have plans to make building and site alterations to improve handicap accessibility for their home. The alterations are substantial enough to trigger the normal requirement to install a sidewalk along the property frontage. However, the installation of a sidewalk would require substantial modification of the front yard, including removal of mature trees (see attached photo). Also, there is no sidewalk along the frontage of the properties on either side of the Buttars property. Therefore, they have applied for a deferral of this obligation--see their attached letter. Their situation does meet the five conditions in Section 12-55-200(c) of the Zoning Code (attached).

Based on the current policy as expressed in Section 12-55-200, staff do not object to the approval of this Agreement. Currently there are more than 40 outstanding deferral agreements in the City. However, staff recommend the Councilmembers have a policy discussion at some future time about whether to continue offering this alternative, and if so, under what circumstances and/or in what areas of the City. In 2015 the City Council adopted a "Complete Streets Policy" which expresses the intent to make the City's public rights-of-way more accommodating to all forms of transportation, including walking. As the next step relating to that policy, staff recommended the Council discuss implementation strategies and policies, but that has not yet occurred. The City Manager recommends the appropriate time for that discussion is after staff present the comprehensive sidewalk analysis that is currently underway.

c. In their June 21, 2016 meeting, the City Council adopted a three-step water rate increase that will occur in FY 2017, FY 2018 and FY 2019, with the intent of increasing water rates 10% each year. The 10% increases apply to both the base rate and the fee per thousand gallons used. Unfortunately, when Finance staff began implementing the first step of the new rates in the utility billing system, a mistake was discovered in the calculation of the rate for the first tier of the fee per thousand gallons used; i.e. the amount charged per thousand gallons for the first 5000 gallons. The former rate, prior to the June 26, 2016 effective date for the new rates, was \$0.86 per thousand gallons. The Resolution adopted on June 21 mistakenly showed the former rate to be \$0.93 per thousand and, therefore, increased that rate to \$1.02, but it should have shown the rate going from \$0.86 to \$0.95 to correctly reflect a 10% increase. The 2017 and 2018 increases of that rate were, therefore, also wrong.

Fortunately this mistake was caught before the wrong rate was applied to any customer billing. The attached Resolution corrects the rate for the first tier of the fee per thousand gallons, making it \$0.95, and then correcting it for June 26, 2017 and June 26, 2018. All other rates adopted in the June 21 Resolution are correct, including the base rates and the second and third tiers of the fee per thousand gallons used.

d. The Parks Budget for FY 2017 includes \$48,000 for the purchase of a truck and snowplow. The Parks Director recommends purchasing an F550 Ford truck from Ken Garff Ford in the amount of \$34,502.10 and a 9'2" snowplow from United Sales and Service in the amount of \$6,508.60. The total of the two is \$41,010.70. These prices are based on State contract prices.

ATTACHMENTS:

Description

- ☐ Resolution No. 2016-21-UPDES
- ☐ Interlocal Cooperation Agreement with Davis County re UPDES General Permit (redlined)
- ☐ Deferral Agreement-Buttars
- ☐ Buttars Letter
- ☐ Photo of Subject Property

- ▢ CZC 12.55.220
- ▢ Resolution No. 2016-22-Water Rates
- ▢ Exhibit A to Res. 2016-22-Water Rates
- ▢ Flatbed Truck Purchase Order
- ▢ Snowplow Purchase Order

RESOLUTION NO. 2016-21

**A RESOLUTION OF THE CITY COUNCIL OF CENTERVILLE CITY
AUTHORIZING THE EXECUTION OF AN INTERLOCAL
COOPERATION AGREEMENT BETWEEN CENTERVILLE CITY,
DAVIS COUNTY, AND VARIOUS PARTICIPATING CITIES OF DAVIS
COUNTY, FOR THE JOINT IMPLEMENTATION OF UPDES GENERAL
PERMIT REQUIREMENTS**

WHEREAS, the Interlocal Cooperation Act, set forth at *Utah Code Ann.* §§ 11-13-101, *et seq.*, as amended, authorizes public agencies and political subdivisions of the State of Utah to enter into mutually advantageous agreements for cooperative projects; and

WHEREAS, Centerville City, Davis County, and various participating cities of Davis County, desire to enter into a cooperative agreement for the joint implementation of UPDES General Permit Requirements, as more particularly provided herein; and

WHEREAS, the City Council has determined that it is in the best interest of the City to enter into this Interlocal Agreement in order to provide for the efficient use of funds and resources for implementation of UPDES General Permit requirements;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF
CENTERVILLE CITY, STATE OF UTAH:**

Section 1. Agreement Approved. The Centerville City Council hereby accepts and approves the attached Interlocal Cooperation Agreement between Centerville City, Davis County, and various participating cities of Davis County, for the joint implementation of UPDES General Permit Requirements.

Section 2. Mayor Authorized to Execute. The Centerville City Council hereby authorizes the Mayor of Centerville City to sign and execute the attached Interlocal Cooperation Agreement for and in behalf of Centerville City.

Section 3. Severability Clause. If any section, part or provision of this Resolution is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Resolution, and all sections, parts and provisions of this Resolution shall be severable.

Section 4. Effective Date. This Resolution shall become effective immediately upon its passage.

**PASSED AND ADOPTED BY THE CITY COUNCIL OF CENTERVILLE CITY,
STATE OF UTAH, ON THIS 19th DAY OF JULY, 2016.**

CENTERVILLE CITY

By: _____
Mayor Paul A. Cutler

ATTEST:

Marsha L. Morrow, City Recorder

CERTIFICATE OF PASSAGE AND EFFECTIVE DATE

According to the provisions of the U.C.A. § 10-3-719, as amended, resolutions may become effective without publication or posting and may take effect on passage or at a later date as the governing body may determine; provided, resolutions may not become effective more than three months from the date of passage. I, the municipal recorder of Centerville City, hereby certify that foregoing resolution was duly passed by the City Council and became effective upon passage or a later date as the governing body directed as more particularly set forth below.

MARSHA L. MORROW, City Recorder

DATE: _____

EFFECTIVE DATE: ____ day of _____, 20____.

EXHIBIT "A"
INTERLOCAL COOPERATION AGREEMENT

**2016 ~~2011~~ INTERLOCAL COOPERATION AGREEMENT
BETWEEN DAVIS COUNTY CITIES AND
DAVIS COUNTY
FOR
UPDES GENERAL PERMIT**

THIS AGREEMENT (Agreement) is entered into this ____ day of ____, 2016, ~~2011~~
~~among~~, by and between the following parties: DAVIS COUNTY, a body corporate and politic
of the State of Utah, and the following cities, each of which is a municipal corporation of the
State of Utah: BOUNTIFUL, CENTERVILLE, CLEARFIELD, CLINTON, FARMINGTON,
FRUIT HEIGHTS, KAYSVILLE, LAYTON, NORTH SALT LAKE, SOUTH WEBER,
SUNSET, SYRACUSE, WEST BOUNTIFUL, WEST POINT and WOODS CROSS.

WITNESSETH:

WHEREAS, the parties are "public agencies" and are ~~therefore~~ authorized by the *Utah
Interlocal Cooperation Act*, §11-13-101, *et seq.*, *Utah Code Annotated*, to enter into agreements
with each other for joint or cooperative action; and

WHEREAS, the Environmental Protection Agency (EPA) has published its "Final Rule"
setting forth the National Pollutant Discharge Elimination System (NPDES) permit application
rules and regulations for stormwater discharges to municipal separate storm sewer systems; and

WHEREAS, the State of Utah, through its Department of Environmental Quality,
Division of Water Quality (DWQ), has statutory rulemaking authority and authority to issue
pollutant discharge elimination system permits within the State of Utah pursuant to the rules and
regulations of the Utah Pollutant Discharge Elimination System (UPDES); and

WHEREAS, the State of Utah has issued a General Permit for Discharges from Small
Municipal Separate Storm Sewer Systems, Permit No. UTR 090000 (~~the~~ "Permit"), to each party
of this Agreement, which Permit is -incorporated herein by this reference; and

WHEREAS, the rules and regulations provide that more than one entity may jointly implement activities to comply with UPDES permit requirements, ~~(under Section 4.3 of the General Permit for Discharges from Small Municipal Separate Storm Sewer Systems); and~~

WHEREAS, the parties are willing to jointly implement activities to fulfill a portion of the UPDES permit requirements; and

WHEREAS the parties ~~now~~ desire to enter into this Agreement setting forth their present understanding as to their respective responsibilities with regard to their participation as permittees under their General Permit.

NOW, THEREFORE, in consideration of the mutual promises set forth herein, the parties agree as follows:

1. Compliance with Permit. As permittees, the parties agree to jointly implement and enforce within their own jurisdictions, their respective responsibilities for complying with the Permit requirements including but not limited to, those responsibilities and requirements set forth in Parts 4.0, 5.0, and 6.0 of the Permit.

2. Administration of Agreement. The administration of this Agreement shall be done by the public works directors of each party, or their official designee, constituting the Davis County Storm Water Coalition ~~(the Coalition)~~. Each party will have one voting right. No separate legal entity is created by the terms of this Agreement.

3. Costs. The parties agree that each party shall be responsible to pay for those costs relating to their own stormwater systems, and that the parties shall reimburse each other for expenses incurred in providing services for each other as may be agreed by the parties concerning the various tasks and responsibilities required under the Permit

4. Joint Cooperation. As reasonably necessary, the parties agree to assist each other in providing and sharing information, drawings, plans, data, etc., which are required to comply

with the requirements set forth in the Permit. The specific activities that the parties agree to assist each other in are set forth as follows:

- a. Jointly purchase educational and training materials, as determined by the Coalition, for distribution to:
 - i. Residents
 - ii. ~~Businesses~~Institutions, industrial and commercial facilities
 - iii. ~~Developers~~and contractors (construction)
 - iv. ~~Municipal Separate Storm Sewer System (MS4) Industrial-owned or operated facilities~~
- b. Use the Coalition as a county-wide committee to:
 - i. ~~T~~rain personnel
 - ii. ~~C~~reate partnerships
 - iii. ~~O~~btain input and feedback from special interest groups
- c. Annually contribute updated storm drain system information for county-wide mapping purposes
- d. Jointly prepare and promote ~~a model ordinances, updates and standards~~ that addresses:
 - i. Illicit discharges
 - ii. Construction site storm water runoff
 - iii. Long-term storm water management
- e. Jointly arrange for and provide education about hydrologic methods and criteria for selecting and sizing post-construction BMPs
- f. Jointly participate to develop draft Standard Operating Procedures
- ~~f.g.~~ Jointly evaluate, identify, target and provide educational materials and

outreach to address the reduction of water quality impacts associated with nitrogen and phosphorus in discharges

5. Term of Agreement. The parties agree that the duration of this Agreement shall commence upon entry and shall continue in effect for the term of the Permit (which expires at midnight, February 28, 2021) and for an additional 120 days from the effective date of the renewal of the Permit by the Division. ~~to coexist in time with the duration of the existing Permit, which Permit shall expire at midnight, July 31, 2015, unless the existing permit shall be continued after expiration as provided in the Permit. The parties agree that this Agreement shall not apply to any subsequent permits unless the parties agree in writing to extend this Agreement.~~

6. Property. In the event that any property is acquired by the parties jointly for the undertaking, and paid for by them, then it shall be divided as the parties' representatives shall agree, or if no agreement is reached, then it shall be divided according to their respective payments for property, or if it cannot be practically divided, then the property shall be sold and the proceeds divided according to the parties' proportionate share of the purchase of the item of property. If property is purchased at one party's sole expense in connection with this Agreement, then the property so purchased shall be and remain the property of the party which purchased it.

7. Entire Agreement. This Agreement embodies the entire agreement between the parties ~~hereto~~ and it cannot be altered except in a written amendment which is signed by the parties.

8. Governmental Immunity. The parties recognize and acknowledge that each party is covered by the Utah Governmental Immunity Act, as set forth in *Utah Code Ann. §§ 63G-7-101, et seq.*, as amended, and nothing herein is intended to waive or modify any and all rights, defenses or provisions provided therein. Officers and employees performing services pursuant to

this Agreement shall be deemed officers and employees of the party employing their services, even if performing functions outside of the territorial limits of such party and shall be deemed officers and employees of such party under the provisions of the Utah Governmental Immunity Act. Each party shall be responsible and shall defend the action of its own employees, negligent or otherwise, performed pursuant to the provisions of this Agreement.

9. No Third Party Benefits. This Agreement is not intended to benefit any person or entity not named as a party hereto.

10. Severability. If any provision of this Agreement is determined by a court to be invalid or unenforceable, such determination shall not affect any other provision hereof, each of which shall be construed and enforced as if the invalid or unenforceable portion were not contained herein. Such invalidity or unenforceability shall not affect any valid and enforceable application thereof, and each such provision shall be deemed to be effective, operative and entered into in the manner and to the full extent permitted by applicable law.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement to be effective as of the day and year first above written.

[Signature Pages to Follow]

**Approval of
Interlocal Cooperation Agreement
between Davis County and Davis County Cities
for UPDES General Permit**

DAVIS COUNTY

By: _____
John Petroff, Jr., Chair
Davis County Commission

ATTEST:

Curtis Koch Steve S. Rawlings
Davis County Clerk/Auditor

Approved as to Form:

Office of Davis County Attorney

**Approval of
Interlocal Cooperation Agreement
between Davis County and Davis County Cities
for UPDES General Permit**

Date_____

CITY OF CENTERVILLE

By:_____

Mayor

ATTEST:

City Recorder

Approved as to Form:

City Attorney

WHEN RECORDED, RETURN TO:

Centerville City Recorder
250 North Main Street
Centerville, Utah 84014

Affects Parcel No.: 02-100-0019

**PUBLIC IMPROVEMENTS DEFERRAL AGREEMENT
OBLIGATION FOR FUTURE CONSTRUCTION OF IMPROVEMENTS**

(150 North 600 East)

THIS AGREEMENT ("Agreement") is made and entered into this _____ day of _____, 2016, by and between **CENTERVILLE CITY**, a municipal corporation, whose address is 250 North Main Street, Centerville, Utah, 84014 (hereinafter referred to as "City"), and **GREGORY R. BUTTARS AND AUDREY V. BUTTARS**, whose address is 150 North 600 East, Centerville, Utah, 84014 (hereinafter referred to as "Owner").

RECITALS:

WHEREAS, Owner has applied for land use approvals to further develop property located at approximately 150 North 600 East, Centerville, Utah, which property is more particularly described in Exhibit "A," attached hereto and incorporated herein by this reference (hereinafter referred to as the "Property"); and

WHEREAS, City Ordinances generally require the installation of public improvements along streets fronting property to be subdivided or further developed; and

WHEREAS, the City is willing to grant Owner a deferral of the obligation to install public improvements and landscaping along a portion of the Property's street frontage on 600 East in exchange for Owner's promise to pay for and install such public improvements and landscaping in the future as more particularly provided in and subject to the terms and conditions set forth in this Agreement;

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows:

1. Installation of Improvements. The City hereby grants Owner a temporary deferral of the obligation to install public improvements required for development of the Property to include the deferral of the installation of approximately 80 lineal feet of sidewalk, landscaping and other necessary improvements along the western portion of the Property's street frontage along 600 East, Centerville City, Davis County, Utah ("Public Improvements"). Owner's obligation to install the Public Improvements shall include any and all work within the public

right-of-way as well as on Owner's Property necessary to install the Public Improvements, such as grading, retaining wall, landscaping, tree removal, irrigation or utility line removal or relocation, etc. Such deferral is granted until such time that the City provides written request and demand to the Owner to install the Public Improvements or to pay the City the actual cost of installing the Public Improvements, as determined by the City. Owner, or Owner's successor in interest as owner(s) of the Property, hereby agrees to immediately install the Public Improvements required for the Property at its sole cost and expense upon written request and demand by the City or to pay the City the amount due and owing for the City to install or have installed the Public Improvements, as directed by the City. If installed by the Owner, Owner, or its authorized agent, representative or contractor, shall install the Public Improvements in strict accordance with the approved building permit and site plan for the Property and all applicable City standards, specifications, ordinances, rules, and regulations regarding sidewalks, landscaping and public improvements, including compliance with all permit requirements for work within the public right-of-way, which are in effect at the time the Public Improvements are installed. The Public Improvements shall also be installed in accordance with the City standard street cross section in effect at the time the Public Improvements are installed. It is expressly understood and agreed that the City is granting this temporary extension of time to install the Public Improvements to Owner conditioned upon and subject to the promised future performance by Owner to install the Public Improvements or to pay the City to install the Public Improvements as more particularly provided in this Agreement. It is further expressly acknowledged by Owner that in order to install the Public Improvements described herein, certain improvements and work must be done by Owner on Owner's Property to accommodate the installation of the Public Improvements. Owner further agrees to install as a condition of building permit approval the drive approach and that portion of the sidewalk for the drive approach and that such improvements are not deferred by the terms of this Agreement.

2. Failure to Install. If, for any reason, Owner does not install and complete the Public Improvements or pay the City the amount due and owing for the City to install the Public Improvements within 90 days after having been requested in writing by City to do so, the City is hereby authorized to install and complete the Public Improvements at the sole expense of the Owner at that time and to charge the Owner and/or the Property with the cost of said installation and completion. The costs incurred by the City to install and complete the Public Improvements shall be an obligation of the Owner and shall be promptly paid by the Owner. Upon the failure of Owner to do so, these costs shall become a charge on the Property described herein and shall be a continuing lien upon the Property, together with interest thereon at ten percent (10%) per annum, and all costs and reasonable attorney's fees incurred by the City. The City may commence an action against the Owner to collect the foregoing charges and to foreclose the lien against the Property. Upon foreclosure of the lien provided herein by the City, should any deficiency remain, Owner shall remain liable for payment of the deficiency.

3. Fee Title Owner. Owner hereby represents and warrants that Owner owns fee title interest to the Property and further hereby confess judgment for Owner, Owner's heirs, representatives, successors in interest, future owners, and assigns for the total of any and all amounts expended by City for the installation and completion of the Public Improvements and any expenses related thereto.

4. Covenants to Run with the Land. The foregoing covenants in each and every particular are and shall be construed as real covenants and shall run with the land, and the same are hereby made binding upon the heirs, representative, devisees, assigns, future owners and successors in interest of the parties hereto.

5. **Default.** The parties herein each agree that should they default in any of the covenants or agreements contained herein, the defaulting party shall pay all costs and expenses, including reasonable attorney's fees which may arise or accrue from enforcing this Agreement, or in pursuing any remedy provided hereunder or by the statutes or other laws of the State of Utah, whether such remedy is pursued by filing suit or otherwise, and whether such costs and expenses are incurred with or without suit or before or after judgment.

6. **Amendments.** Any amendment, modification, termination, or rescission (other than by operation of law) which affects this Agreement shall be made in writing, signed by the parties, and attached hereto.

7. **Successors.** This Agreement shall be binding upon and inure to the benefit of the legal representatives, subsequent owners, successors and assigns of the parties hereto.

8. **Notices.** Any notice required or desired to be given hereunder shall be deemed sufficient if sent by certified mail, postage prepaid, addressed to the respective parties at the addresses shown in the preamble.

9. **Severability.** If any portion of this Agreement for any reason declared invalid or unenforceable, the invalidity or unenforceability of such portion shall not affect the validity of any of the remaining portions and the same shall be deemed in full force and effect as if this Agreement had been executed with the invalid portions eliminated.

10. **Governing Law.** This Agreement and the performance hereunder shall be governed by the laws of the State of Utah.

11. **Waiver.** No waiver of any of the provisions of this Agreement shall operate as a waiver of any other provision, regardless of any similarity that may exist between such provisions, nor shall a waiver in one instance operate as a waiver in any future event. No waiver shall be binding unless executed in writing by the waiving party.

12. **Captions.** The captions preceding the paragraphs of this Agreement are for convenience only, and shall not affect the interpretation of any provision herein.

13. **Integration.** This Agreement, together with its exhibits, contains the entire and integrated agreement of the parties regarding the deferral and installation of the Public Improvements as of the date hereof, and no prior or contemporaneous promises, representations, warranties, inducements, or understandings between the parties pertaining to the subject matter hereof which are not contained herein shall be of any force or effect.

14. **Exhibits.** Any exhibit(s) to this Agreement are incorporated herein by this reference, and failure to attach any such exhibit shall not affect the validity of this Agreement or of such exhibit. An unattached exhibit is available from the records of the parties.

15. **Recording.** This Agreement shall be recorded with the Davis County Recorder's office for all parcels or lots within the Property as notice of the required Public Improvements.

IN WITNESS WHEREOF, the parties have executed this Agreement the day and year first hereinabove written.

"CENTERVILLE CITY"

ATTEST:

Mayor Paul A. Cutler

Marsha L. Morrow, City Recorder

"OWNER"

By: _____
Gregory R. Buttars

By: _____
Audrey V. Buttars

STATE OF UTAH)
 :ss.
COUNTY OF DAVIS)

On the _____ day of _____, 2016, personally appeared before me, **PAUL A. CUTLER**, who being duly sworn, did say that he is the Mayor of Centerville City, a municipal corporation, and that the foregoing instrument was signed in behalf of the City by authority of its governing body and said Paul A. Cutler acknowledged to me that said municipal corporation executed the same.

Notary Public

My Commission Expires

Residing at:

STATE OF UTAH)
 :ss.
COUNTY OF DAVIS)

On the _____ day of _____, 2016, personally appeared before me Gregory R. Buttars and Audrey V. Buttars, who being duly sworn, did say that they are the owners of the subject property and that the foregoing instrument was duly signed by them in their individual capacities.

Notary Public

My Commission Expires

Residing at:

EXHIBIT "A"

Legal Description of Property

All of Parcel No. 02-100-0019

BEG ON E LINE OF A STR 806.5 FT E & 161.50 FT N OF SW COR BLK DA, PLAT
BIG CREEK; CENTERVILLE TS SURVEY; N 80 FT, E 185 FT, S 80 FT, TH W 185 FT
TO BEG. CONT. 0.34 ACRES.

To Centerville City Planners, Engineers, Managers and Council members,

6/29/2016

We are asking for a deferral of the sidewalk and parking strip ordinance. We are referring to Section 12-55-200 C, to install the required improvements at a later date.

We meet the following requirements:

The addition to our property is for our single-family dwelling.

The property is a legal confirming lot as defined in the code.

The property has frontage on a public street.

No street improvements have been done, or expected on the same side of the street contiguous to the lot or parcel in either direction.

The lot or parcel is ~~not~~⁺ within a recorded subdivision.

In addition the above requirements, this addition to our home is not a desired change, but is necessary to accommodate my husbands' rapid decline in health. We love Centerville, our neighbors and friends. We love our modest home, but it is not possible to stay in our 4 story home, with his challenges. At the suggestion of his neurologist, Dr. Mark Bromberg, we are trying to make this our permanent and final home, with wheelchair and handicap accessibility. I am the main yard caretaker and a sidewalk and parking strip would be beyond my capabilities. There are no sidewalks in my neighborhood and it would look out of place, as the sidewalk would end at a empty field on the north and a rock garden to the south. The sidewalk would be 3 -4 feet lower than the roots of the trees which are over 40 years old. They match the other trees on our street and make it uniform and attractive. The trees are on the west of our home provide the necessary shade.

Thank you for your consideration.

Sincerely Greg and Audrey Buttar.



12.55.200 Street Improvements - Methods Of Providing

In lieu of requiring full frontage or right-of-way improvements as provided in CZC 12.55.190, the City may authorize a developer to satisfy street frontage improvement obligations in one of the following ways:

- (a) **Form Special Improvement District.** Form a special improvement district to complete the developer's fair-share of improvements and additional improvements to benefit the area.
- (b) **Pay Assessment.** Place funds in an escrow account equal to the estimated cost the developer's fair-share obligation for frontage improvements, as determined by the Planning Commission according to calculations by the City Engineer. Such funds shall be used to install street and frontage improvements in projects selected by the City according to its discretion and priority. Placement of funds into an escrow account shall not be construed to imply or guarantee to the developer a specific time when improvements will be installed on the frontage or right-of-way with funds from a City-sponsored improvement project. Such escrow shall exempt the developer from participating in a special improvement district formed by the City for the same improvements. Any interest which may accrue on escrowed funds shall be available to the City for use in the improvement project.
- (c) **Delay Installation.** Sign and record an agreement, binding the developer to install required improvements at a later date upon demand by the City, subject to all of the following requirements:
 - (1) The development of the property is for one single-family dwelling only;
 - (2) The property is a legal conforming lot or parcel as defined in this Title;
 - (3) The lot or parcel has frontage on a public street;
 - (4) No street improvements exist on the same side of the street contiguous to the lot or parcel in either direction; and
 - (5) The lot or parcel is not within a recorded subdivision.
- (d) **Execute Waiver of Protest Agreement.** Where property is proposed to be developed in areas of the City where other streets are not fully improved and no other properties in the immediate areas are developed with curb, gutter and sidewalk and other street improvements, a building permit may be issued if the property owner executes an agreement waiving the right to vote against a special improvement district in the event the City elects to create such a district to construct street improvements benefitting the property.

RESOLUTION NO. 2016-22

**A RESOLUTION AMENDING THE CENTERVILLE CITY FEE SCHEDULE
TO CORRECT AND REDUCE THE CULINARY WATER FEES**

WHEREAS, the City Council recently approved Resolution No. 2016-19 on June 21, 2016, increasing the City's water rates for the next three years to properly fund the City's water system and to provide culinary water for its residents; and

WHEREAS, an error was made in the first tier of the water rates in the City Fee Schedule in Section V.A.; and

WHEREAS, the City is authorized by law to charge a reasonable rate for culinary water service and to fix such rates to be paid for water furnished by the City to its residents or water users in accordance with Utah Code Ann. § 10-8-22 and Utah Constitution, Article XI, Section 6; and

WHEREAS, the City Council has determined that the amendments to the City Fee Schedule regarding culinary water fees are fair and reasonable and bear a substantial relationship to the costs involved in providing such service and maintaining the City's water system; and

WHEREAS, the City Council desires to amend the City Fee Schedule regarding culinary water fees as more particularly set forth herein.

**NOW THEREFORE, IT IS HEREBY RESOLVED BY THE CITY COUNCIL OF
CENTERVILLE, UTAH, AS FOLLOWS:**

Section 1. **Amendment.** Section V.A. of the City Fee Schedule regarding Monthly Water Utility Service Fees is hereby amended to reduce the first tier of the monthly water fees as more particularly provided in Exhibit A, attached hereto and incorporated herein by this reference.

Section 2. **Severability.** If any section, clause or portion of this Resolution is declared invalid by a court of competent jurisdiction, the remainder shall not be affected thereby and shall remain in full force and effect.

Section 3. **Effective Date.** This Resolution shall become effective immediately and the fees set forth herein shall become effective on June 26, 2016.

**PASSED AND ADOPTED BY THE CITY COUNCIL OF CENTERVILLE CITY,
STATE OF UTAH, ON THIS 19th DAY OF JULY, 2016.**

ATTEST:

CENTERVILLE CITY

City Recorder, Marsha L. Morrow

By: _____
Mayor Paul A. Cutler

CERTIFICATE OF PASSAGE AND EFFECTIVE DATE

According to the provisions of the U.C.A. § 10-3-719, as amended, resolutions may become effective without publication or posting and may take effect on passage or at a later date as the governing body may determine; provided, resolutions may not become effective more than three months from the date of passage. I, the municipal recorder of Centerville City, hereby certify that foregoing resolution was duly passed by the City Council and became effective upon passage or a later date as the governing body directed as more particularly set forth below.

MARSHA L. MORROW, City Recorder

DATE: _____

EFFECTIVE DATE: ____ day of _____, 2016.

Exhibit A
Culinary Water Fees

V. UTILITY FEES

A. MONTHLY WATER UTILITY SERVICE FEES

1. Basis for Fees

Required meter sizes and flow capability (demand) shall be determined by the American Water Works Association (AWWA) and applicable building codes. Any meter having more units connected to it than allowed by these standards will pay fees based on service meter size plus a cost per dwelling unit over the meter standard, as follows:

Base Rate	\$18.76 per month
Fluoride Fluoride-Fee	\$ 3.44 per month
Gallonage	\$1.02-0.95 per 1,000 gallons 0 - 5,000 gallons
	\$1.29 per 1,000 gallons 5,000 - 10,000 gallons
	\$1.68 per 1,000 gallons 10,000 or more gallons

2. The following monthly charges shall apply depending on the size of the meter serving the premises and the amount of water used.

Effective June 26, 2016

<u>Meter Size</u>	<u>Base Rate</u>	<u>\$1.02-0.95 per 1,000 gallons</u>	<u>\$1.29 per 1,000 gallons</u>	<u>\$1.68 per 1,000 gallons</u>
3/4"	\$ 18.76	0 - 5,000	5,000 - 10,000	Above 10,000
1"	\$ 46.88	0 - 10,000	10,000 - 20,000	Above 20,000
1 1/2"	\$ 112.52	0 - 30,000	30,000 - 60,000	Above 60,000
2"	\$ 187.54	0 - 50,000	50,000 - 100,000	Above 100,000
3"	\$ 421.96	0 - 110,000	110,000 - 220,000	Above 220,000
4"	\$1,172.11	0 - 310,000	320,000 - 620,000	Above 620,000

Fluoride Fee: \$3.44

Effective June 26, 2017

<u>Meter Size</u>	<u>Base Rate</u>	<u>\$1.13-1.04 per 1,000 gallons</u>	<u>\$1.42 per 1,000 gallons</u>	<u>\$1.85 per 1,000 gallons</u>
3/4"	\$ 20.63	0 - 5,000	5,000 - 10,000	Above 10,000
1"	\$ 51.57	0 - 10,000	10,000 - 20,000	Above 20,000
1 1/2"	\$ 123.77	0 - 30,000	30,000 - 60,000	Above 60,000
2"	\$ 206.29	0 - 50,000	50,000 - 100,000	Above 100,000
3"	\$ 464.16	0 - 110,000	110,000 - 220,000	Above 220,000
4"	\$1,289.32	0 - 310,000	320,000 - 620,000	Above 620,000

Fluoride Fee: \$3.79

Effective June 26, 2018

<u>Meter Size</u>	<u>Base Rate</u>	<u>\$1.24-1.14 per 1,000 gallons</u>	<u>\$1.56 per 1,000 gallons</u>	<u>\$2.04 per 1,000 gallons</u>
3/4"	\$ 22.69	0 - 5,000	5,000 - 10,000	Above 10,000
1"	\$ 56.73	0 - 10,000	10,000 - 20,000	Above 20,000
1 1/2"	\$ 136.15	0 - 30,000	30,000 - 60,000	Above 60,000
2"	\$ 226.92	0 - 50,000	50,000 - 100,000	Above 100,000
3"	\$ 510.57	0 - 110,000	110,000 - 220,000	Above 220,000
4"	\$1,418.25	0 - 310,000	320,000 - 620,000	Above 620,000

Fluoride Fee: \$4.17

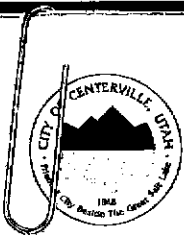
3. Meter Turn Off/On ^f
 - (a) During Business Hours \$15.00
 - (b) After Business Hours \$25.00
4. Special Mobile Home Park Water Utility Service Fee

For trailer units/mobile homes served through a common meter, the monthly utility service fee (excluding the Fluoride Fee) shall be determined as follows:

$$[(3/4" \text{ Base Rate} \times \text{Total Number of Pads}) \times 0.85] + (\text{Gallage Fee} \times 0.85)]$$

5. Fluoride Fee. The current monthly fluoride fee shall apply to every water service connection within the City. For purposes of the Fluoride Fee set forth herein, water service connection shall mean any water service connection within the City providing culinary water to any residential or commercial customer; provided, if a water service connection serves more than one residential dwelling unit, the Fluoride Fee shall be charged for each residential dwelling unit.

^f Changed in circumstances of non-payment of culinary water bill or as otherwise deemed appropriate.



CENTERVILLE CITY

250 North Main • Centerville, Utah 84014 • (801) 295-3477

PURCHASE ORDER

No. **16488**

Date **7/8/16**

Fiscal Year **2017**

United Sales & Service

SHIP TO

Dept.: *Parkes*

☐ If Emergency Purchase, state reason below.

Previous P.O.# (if any) _____

QUANTITY	UNIT	STOCK NUMBER / DESCRIPTION	PRICE	UNIT	TOTAL
		<i>9'2" Snowplow</i>			<i>6,508.60</i>

CHANGES TO ORIGINAL ORDER: APPROVAL _____ DATE _____

Miscellaneous / Comments:

State Contract # MA584
Budgeted Capital equip. item 2

TOTAL

6,508.60

ACCOUNT NO.	%	\$	ACCOUNT NO.	%	\$
<i>109510740</i>	<i>AN</i>	<i>6,508.60</i>			

DEPARTMENT BUDGETARY APPROVAL

W. B. Smith
FINANCE APPROVAL

BZ
CITY ADMINISTRATOR APPROVAL

Important--our order number must appear on invoices, packages and correspondence. Acknowledge if unable to deliver by date required.

MAIL ALL INVOICES
IN DUPLICATE TO:

Centerville City Corporation
Accounts Payable
250 North Main
Centerville, Utah 84014

STATE OF UTAH SALES OR USE TAX EXEMPTION

I hereby certify that the material in this order will be used in an essential governmental function and is exempt under Sec. 6 from the Tax imposed by the Emergency Act of 1933 and Sec. 4 Par. F of Use Tax of 1937.

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
7/19/2016**

Item No. 3.

Short Title: Public Hearing - Amendments to Urban Deer Control Plan

Initiated By: City Staff

Scheduled Time: 7:20

SUBJECT

Consider proposed amendments to the City's Urban Deer Control Plan to add archery as an approved method for lethal deer removal

RECOMMENDATION

Approve proposed amendments to the City's Urban Deer Control Plan to add archery as an approved method for lethal deer removal.

BACKGROUND

The City Council approved an Urban Deer Control Plan in November 2015 that was subsequently approved by the Utah Division of Wildlife Resources (DWR). The approved method of reduction, however, was limited to trapping and euthanizing during the period of August 1 to December 31. The Plan was finally implemented in December 2015, but only three deer were actually trapped and euthanized before the December 31 deadline. In March 2016, the City received DWR's approval of a Plan amendment that allows trapping and relocation at any time in partnership with the DWR. However, the DWR has not had success trapping during periods when other food for the deer is plentiful. Therefore, DWR personnel are not willing to undertake a trapping and relocation program in the spring or summer, and do not believe this will be effective until the fall when deer can be attracted into a trap with bait.

In light of these conditions, the City is seeking another amendment to its Urban Deer Control Plan—i.e. lethal reduction via archery in locations where this method can be used safely in the opinion of the Police Chief and with the approval of the property owner. DWR would limit this method of reduction to the period of August 1 to December 31, similar to the currently-approved trapping and euthanizing method. However, because it does not require attracting a deer into a baited trap when there is plenty of other food available, it could be effectively implemented beginning August 1.

According to DWR regulations, this Plan amendment must be the subject of another public hearing before DWR will consider approving it. Notice has been placed on the City's website and an email notice sent to all those who commented via email during the original plan adoption in 2015. The notice invites residents to attend the public hearing on July 19 or send their comments to urbandeer@centervilleut.com.

ATTACHMENTS:

Description

- Urban Deer Control Plan (Amended)

- ❑ Certificate of Registration (Current)
- ❑ Email to Residents re Deer Control Plan Public Hearing

URBAN DEER CONTROL PLAN

COR # 2UDCP9713

DWR Contact: Chad Wilson

City: Centerville City

City Contact Information:

Main Contact: Bruce Cox

Secondary Contact: Michael Higgins

Address for Correspondence: 250 N Main, Centerville UT 84014

Term of COR: 12/01/2015 – 12/31/2018

Last Plan Update: July 19, 2016

Summary of Justification for Action:

The presence of deer within Centerville City has increased significantly over the last decade. While the deer are a beautiful presence of nature, they have also become a danger to human safety, as well as their own, when entering roads, public property and private property. Likewise, the feeding habits of the deer population have become a destructive nuisance on private and public property, creating a problem for landscaping, gardening, and recreational space within our community.

Throughout the year 2015 ~~Over the last year the City received and collected~~ has been receiving and collecting public comment via email, in person comments, as well as written complaints regarding resident deer populations. A public hearing ~~was held at in the~~ September 15, 2015, City Council meeting as well as an open house that was held on September 8, 2015, to obtain invited additional public comment. Based on this research and public outreach, ~~To date, a total of 64 different residents have commented in writing about the City's urban deer problems.~~ These comments are on file for review upon request at the City Recorder's office. Addresses of the residents with urban deer problems were located and marked on a City map that is also available for public review.

Over 90 percent of the citizen input was ~~has been~~ highly in favor of implementing an urban deer control plan.

Estimated urban deer population size before action: 100

Population objective after action: 0 to 25

URBAN DEER CONTROL PLAN

Management Actions

Persons Eligible to Take or Relocate Deer:

Persons eligible to participate in the urban deer control plan must meet all qualifications required by the City in order to obtain tags that allow for the lethal removal or relocation of urban deer. Centerville City residents who volunteer will be given preference over non-resident volunteers. Centerville City Police Department will oversee the euthanizing or relocation of urban deer and determine which individuals qualify to participate. DWR will conduct the actual relocation of deer under this plan.

Volunteers will be selected from organizations such as the Mule Deer Foundation and Dedicated Hunter Program if available. Volunteers will need to ~~have successfully completed a~~ Hunters Safety course, ~~and~~ pass a criminal background check, and be approved by the City Police Department before participating in this plan.

Locations and Time Periods of Deer Removal Activities:

Locations for trapping or taking deer for removal or relocation under this plan must be approved by the City Police Department, DWR and Property Owners. Property Owners must submit to the City a "Property enrollment for deer removal release and hold harmless agreement" prior to any plan action of deer control. Deer removal may only take place at a time that has been approved by the City Police Department, the Property Owner and the DWR. Time periods that optimize the removal or relocation of urban deer and minimize the removal or relocation of mountain deer will be selected. As approved in December 2015, ~~this plan may begin immediate implementation of the lethal removal of antlered deer may only be conducted from August 1 through October 31 of each year, and the lethal removal of antlerless deer may only be conducted from August 1 through December 31 of each year, deer and go for 30 days in order to give some relief for the coming growing season. These time frames may be revised by the DWR upon written notice to the City or as stated in the City's COR. This plan would then postpone any lethal deer removal activity until August 2016 when lethal removal can then be reemployed.~~

As a condition of City Council approval, the City Council suggested the plan be revisited in 2016 to consider adding archery and/or relocation options to the plan if and when these options are authorized by the DWR. This plan was revisited by the City Council in February 2016, wherein the Council approved a relocation of deer option to the plan. Deer relocation activities shall comply with the applicable provisions of this plan. As authorized by the DWR, the relocation of deer may take place year round. This plan was revisited by the City Council in July 2016, wherein the Council approved an archery option to the plan. Deer removal under the archery option shall comply with applicable provisions of this plan.

URBAN DEER CONTROL PLAN

Legal Methods of Take:

All deer removal or relocation activities shall comply with the the City's Urban Deer Removal Plan and applicable provisions of the Urban Deer Control regulations as adopted by the Utah Division of Wildlife Resources and set forth in Utah Administrative Code R657-65, as amended.

Pursuant to this plan and applicable State statutes and regulations, the City will:

- (a) Require individuals authorized to lethally remove deer to:
 - (i) Tag the carcass consistent with Utah Code § Section 23-20-30; and
 - (ii) Comply with all federal, state, and local laws pertaining to the possession, use, and discharge of a dangerous weapon; and
- (b) Take measures to ensure that:
 - (i) An annual report is submitted to the Division by March 1 on lethal removal activities, including the following information for each permit issued:
 - (A) Name of shooter/permit holder;
 - (B) Sex of the animal;
 - (C) Date of harvest; and
 - (D) Disposition of carcass

Pursuant to this plan and applicable State statutes and regulations, the City will not:

- (a) Allow an employee, officer, agent, licensee, or contractor who has not been approved according to the written Urban Deer Control Plan to take or relocate a deer.
- (b) Sell or barter a deer carcass or otherwise use it for pecuniary gain without prior written approval from the Division;
- (c) Collect a fee or compensation from a person or entity it authorizes to remove or relocate deer from its incorporated boundaries, unless the fee or compensation is:
 - (i) \$50 or less;
 - (ii) Used exclusively to recoup the actual costs incurred by the City in:
 - (A) Selecting and qualifying the person; or
 - (B) Approved by the Division in writing
- (d) Undertake or authorize deer removal or relocation activities outside:
 - (i) Incorporated City boundaries or any unincorporated areas approved by the Division and the county; or
 - (ii) The season time frame prescribed in the COR;
- (e) Remove or relocate more deer, collectively or by gender, than authorized in the COR; or
- (f) Authorize the discharge of firearms or archery equipment for deer removal:
 - (i) Between one half hour after official sunset and one half hour before official sunrise; or
 - (ii) In violation of federal, state, or local laws.

Methods for Lethal Removal of Urban Deer:

Baiting, trapping and euthanizing with a firearm or by archery will be the lethal methods of take for this plan. Use of a bolt gun, .22 firearms, ~~or~~ frangible round shotgun, or bow and arrow are the approved ~~will be the primary weapons used for euthanizing deer in locations or situations that are determined to be safe by the City Police Department.~~

URBAN DEER CONTROL PLAN

Carcass Removal and Disposal:

Deer carcasses are salvaged consistent with Utah Code § Section-23-20-8 (Waste of Wildlife) and disposed of as provided by law. ~~Deer remains can be taken to the Davis County Landfill.~~

- (a) Viscera is removed from the kill site and disposed of as provided by law;
- (b) Antlers of lethally removed deer are promptly surrendered to the Division and not retained by the City or the person that takes the animal

Relocation of Deer:

As permitted by the DWR, deer may be trapped and relocated. Deer to be relocated shall be trapped, marked with a tracking collar, blood samples taken, and treated to prevent spread of disease and pests, at a cost of \$100.00/deer. \$50.00 is to be paid by the resident requesting the relocation or other donor and \$50.00 will be paid by Centerville City, to cover actual costs of DWR until the DWR is no longer transporting and releasing the deer at their expense.

Centerville City Council has approved matching the residents' payments up to \$5,000.00.

Date of Public Meeting Considering this Plan:

The City Council held a public hearing on November 17, 2015, in the regular City Council ~~m~~Meeting and thereafter approved this Urban Deer Control Plan by unanimous 5-0 vote.

The City Council held a public meeting on February 2, 2016, to discuss proposed amendments to the Urban Deer Control Plan and thereafter approved amendments to this Urban Deer Control Plan to allow for the relocation of deer in addition to lethal removal methods.

The City Council held a public hearing on July 19, 2016, in the regular City Council meeting to discuss proposed amendments to the Urban Deer Control Plan and thereafter approved amendments to this Urban Deer Control Plan to allow for the lethal removal of deer by archery.

Approval Signatures:

City Mayor

City Recorder

CERTIFICATE OF REGISTRATION

Registrant Name and Address CENTERVILLE CITY ATTN: BRUCE COX 655 N 1250 W CENTERVILLE, UT 84014 Phone (801) 292-8232	COR Number 2UDCP9713
	Fee Received \$0.00
	Application for new COR due: 12/31/2018
	Effective Dates: From: 12/01/2015 To: 12/31/2018
COR Type: URBAN DEER CONTROL PLAN	Activities Report Due Date: BY MARCH 1 ST EACH YEAR
Methods: LETHAL REMOVAL	
Specific Provisions: THE SEASONAL TIME PERIOD FOR LETHAL TAKE WILL BE ANTLERED ANIMALS FROM AUGUST 1 THROUGH OCTOBER 31 AND ANTLERLESS ANIMALS FROM AUGUST 1 THROUGH DECEMBER 31 EACH YEAR DURING THE 3 YEAR PERIOD. CENTERVILLE CITY IS AUTHORIZED TO LETHALLY REMOVE UP TO 100 DEER (NO MORE THAN 15 ADULT BUCKS REMOVED PER YEAR) DURING THE 3 YEAR PERIOD. AUTHORIZED TO LETHAL TAKE OF DEER WITHIN CENTERVILLE CITY BOUNDARIES. THE CITY MAY NOT UNDERTAKE OR AUTHORIZE DEER REMOVAL ACTIVITIES OUTSIDE INCORPORATED CITY BOUNDARIES OR ANY UNINCORPORATED AREAS. AN ANNUAL REPORT LISTING ALL WILDLIFE, NUMBERS LETHALLY REMOVED, NAME OF SHOOTER/PERMIT HOLDER, SEX OF ANIMAL, DATE OF HARVEST, AND DISPOSITION OF CARCASS (I.E., RETAINED BY HUNTER, DONATED, ETC.) MUST BE SUBMITTED TO THE WILDLIFE REGISTRATION OFFICE (SALT LAKE CITY) BY MARCH 1. COR shall be in possession of registrant when exercising any activity hereunder. This COR is nontransferable. Change of address/phone number of registrant must be reported immediately to the Wildlife Registration Office, 1594 W N Temple, Suite 2110, Box 146301, Salt Lake City, UT 84114-6301. Amendments to this COR that require additional review by the Division will be subject to an amendment fee. Registrant must receive prior authorization for any use or activity not authorized under this COR or any rule pertaining thereto. This includes, but is not limited to, change in location, species or numbers of animals. The validity of this COR is dependent upon complying with provisions in R657-65, Title 23, Utah Code, and all applicable foreign, federal, local, or other state law, and specific provisions stipulated herein. Activities authorized herein must be carried out in accordance with and for the purposes described in the application/amendment request submitted. This COR is valid only for the dates indicated herein and gives no rights, either expressed or implied, to registrant for issuance or denial of future applications.	
Issued this 1 st day of December, 2015, under authority granted by R657-65 and Title 23, Utah Code. By:  COR Specialist	Registrant signature _____ Parent signature if registrant is a minor _____

Counties	Township, Range, Section	General Location
1. DAVIS	1. CENTERVILLE CITY	1. WITHIN CITY BOUNDARIES.
Species	Numbers	Disposition
1. DEER	1. UP TO 100 OVER THE 3 YEAR PERIOD (NO MORE THAN 15 ADULT BUCKS REMOVED PER YEAR)	1. LETHALLY REMOVED BY PERSON AUTHORIZED (HUNTER), CARCASS TAGGED, CARCASSES ARE SALVAGED, VISCERA IS REMOVED FROM KILL SITE AND DISPOSED OF AS PROVIDED BY LAW, ANTLERS ARE PROMPTLY SURRENDERED TO THE DIVISION AND NOT RETAINED BY THE CITY OR THE CITY OR THE PERSON THAT TAKES THE ANIMAL.

Marsha Morrow

From: Jacob Smith
Sent: Thursday, July 07, 2016 10:44 AM
To: kayerollins@comcast.net; coxeys.kj@gmail.com; jkimsteed@msn.com; brenda_cat1@msn.com; bestandshe@msn.com; erintrump@hotmail.com; kmarshal@juno.com; truebluebyu@msn.com; ssummerhays@boyercompany.com; terry.hatty@gmail.com; danielle.espenschied@gmail.com; paul_shaffer_66@msn.com; bjamese@hotmail.com; rehout3781@msn.com; jacobsonsl@msn.com; wlargyle@q.com; krissm72@msn.com; Carolyn.Moriyama@continue.utah.edu; dawinn@hotmail.com; leehwks44@gmail.com; germbuster@jetrun.com; grandall00@aol.com; marianjensen34@gmail.com; keithallred@gmail.com; dsfarnsworth@gmail.com; bturner540@hotmail.com; benmelissa1@yahoo.com; bgreen@wcf.com; Kristy.Veale@imail.org; tamandkylen@msn.com; buttars12@gmail.com
Cc: Marsha Morrow
Subject: Deer Control Public Hearing July 19th

Dear Centerville Resident:

You are receiving this email because you have expressed interest in the past in the City's plan to reduce the number of deer living year-round within the City limits. As you may know, the City Council approved a Deer Control Plan in November 2015 that was subsequently approved by the Utah Division of Wildlife Resources (DWR). The approved method of reduction, however, was limited to trapping and euthanizing during the period of August 1 to December 31. The Plan was finally implemented in December 2015, but only three deer were actually trapped and euthanized before the December 31 deadline. In March 2016, the City received DWR's approval of a Plan amendment that allows trapping and relocation at any time in partnership with the DWR. However, the DWR has not had success trapping during periods when other food for the deer is plentiful. Therefore, DWR personnel are not willing to undertake a trapping and relocation program in the spring or summer, and do not believe this will be effective until the fall when deer can be attracted into a trap with bait.

In light of these conditions, the City is seeking another amendment to its Deer Control Plan—i.e. lethal reduction via archery in locations where this method can be used safely in the opinion of the Police Chief and with the approval of the property owner. DWR would limit this method of reduction to the period of August 1 to December 31, similar to the trapping and euthanizing method. However, because it does not require attracting a deer into a baited trap when there is plenty of other food available, it could be implemented beginning August 1.

According to DWR regulations, this Plan amendment must be the subject of another public hearing before DWR will consider approving it. Therefore, you are hereby invited to attend a **public hearing on this matter on July 19 at City Hall during the City Council's regular meeting which begins at 7 p.m.** If you cannot attend but wish to comment, you may send an email to urbandeer@centervilleut.com no later than 5 p.m. on Tuesday, July 19. The proposed revisions to the Deer Control Plan will be available in the advance meeting packet which you can access beginning Saturday, July 16 by going to the City's website, www.centervilleut.net, and finding the link to the meeting agenda and documents on the homepage.

Thanks for your interest in this matter.

Sincerely,
Steve Thacker
Centerville City Manager

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
7/19/2016**

Item No. 4.

Short Title: Public Hearing - General Plan Amendments - Bicycle & Non-Motorized Vehicle Pathways and Trails Master Plan Map

Initiated By: Centerville Trails Committee

Scheduled Time: 7:35

SUBJECT

Consider proposed General Plan amendments to Section 12-450-3 regarding Bicycle and Non-Motorized Vehicle Pathways in the Transportation and Circulation element of the General Plan, and amendments and updates to the Centerville Trails Master Plan Map as referenced in Section 12-460-2 regarding Trails in the Community Facilities element of the General Plan – Ordinance No. 2016-21

RECOMMENDATION

Approve Ordinance No. 2016-21 amending Section 12-450-3 of the Centerville General Plan regarding Bicycle and Non-Motorized Vehicle Pathways and amendments and updates to the Centerville Trails Master Plan Map as referenced in Section 12-460-2 of the General Plan.

BACKGROUND

On June 22, 2016, the Planning Commission reviewed the proposed amendments to the General Plan regarding bicycle and non-motorized paths and the Centerville Trails Master Plan Map. The Planning Commission recommends approval of the proposed amendments. The Planning Commission's recommendation is set forth in the attached Transmittal Report.

The City Engineer has raised some issues with the language proposed by the Trails Committee and the Planning Commission (as currently set forth in Ordinance No. 2016-21). The City Engineer comments are attached in email dated July 13, 2016. The City Attorney has some issues and suggested changes to the proposed language as well. The City Attorney suggested changes are set forth in the attached redline version of Section 12-450-3 and explained in the attached July 14, 2016 email from the City Attorney. If these suggested changes are acceptable to the City Council, Staff recommends adoption of Ordinance No. 2016-21, as amended with the redline changes.

ATTACHMENTS:

Description

- ☐ 7-19-2016 CC Transmittal Report
- ☐ Ordinance No. 2016-21-Bike Paths
- ☐ Exhibit A - Centerville Trails Master Plan Map
- ☐ City Engineer Email
- ☐ City Attorney Email on Redlines
- ☐ City Attorney Suggested Redlines

- ▣ 6-22-2016 PC Staff Report
- ▣ 6-22-2016 PC recommendation pgs 2-3

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

PLANNING COMMISSION TRANSMITTAL REPORT

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

APPLICATION: **GENERAL PLAN AMENDMENT**

APPLICANT REQUEST: **AMEND THE FOLLOWING:**

- SECTION 12-450-3 - BICYCLE AND NON-MOTORIZED VEHICLE PATHWAYS IN TRANSPORTATION AND CIRCULATION
- PART 12-460 - UPDATE THE CENTERVILLE TRAILS MASTER PLAN MAP IN COMMUNITY FACILITIES ELEMENT

PC RECOMMENDATION: **ACCEPT THE GENERAL PLAN AMENDMENTS
AS SUBMITTED BY THE TRAILS COMMITTEE**

BACKGROUND

The Centerville City Trails Committee has requested an amendment to Section 12-450-3, of the General Plan, concerning bike lanes throughout the City and desired to rewrite this section of the General Plan. In addition, they desire to amend the Centerville Trails Master Plan Map in order to reflect any updates since it was revised back in 2012.

PROPOSED AMENDMENTS

The following is the proposal written by the Trails Committee.

[1st Proposal] *12-450-3. BICYCLE AND NON-MOTORIZED VEHICLE PATHWAYS*

[delete old and add new language] The goal would be to make every street a safe place to ride and the City a bicycle community. Bicycling in the City should promote, increase, improve, and enhance riding in the City as a safe, healthy, and enjoyable means of transportation and recreation. The Trails Committee desires to make the City a supportive environment for cyclists through establishing the following:

- More biking lanes to increase, improve and enhance bicycling*
- Introduce signage, pavement markings, or even traffic diverters, to create bike friendly streets*
- Supportive law enforcement and education programs ensures that motorists and bicyclists alike are adhering to and are knowledgeable on the traffic laws*

- *Create and maintain a bikeways map that is downloadable via the City website that illustrates the current and potential future travel: **Bike Paths** (Class I); bikeway that provide bicycle travel on a paved right-of-way completely separated from any street or highway, **Bicycle Lanes** (Class II) bikeway providing a striped and stenciled lane for one-way travel on a street or highway, and **Bicycle Routes and Bike Friendly Streets** (Class III); bikeway provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing*

Due to the City's unique geography many bicycle events pass through the City. Therefore, it is important to establish links to bicycle paths, lanes and routes with neighboring cities. Create safe places to lock bicycles up both at the beginning and end of a trip. Include requirements in new business facility development to include bicycle racks and bicycle maintenance stands with integrated tools.

In some cases, infrastructure solutions alone cannot solve all of the problems that bicyclists encounter. Infrastructure modifications may not always be necessary to create a supportive environment for bicyclists. Integrating engineering approaches with education, enforcement, and encouragement programs multiplies the benefits to bicyclists.

[2nd Proposal] UPDATE TO CENTERVILLE TRAILS MASTER PLAN MAP IN COMMUNITY FACILITIES, PART 12-460, AS SUBMITTED TO THE CITY

PLANNING COMMISSION RECOMMENDATION

On June 22, 2016, the Planning Commission received the proposed amendment, held a public hearing, and discussed the matter. The Planning Commission then recommended approval to the City Council.

Planning Commission Vote (5-0):

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

SUGGESTED REASONS FOR THE ACTION:

1. The proposed amendments meet the requirements found in Section 12-21-080(4)(e).
2. The proposed General Plan Amendments meet the goals and objectives of the General Plan concerning trails within Centerville [Section 12-460-2].
3. The proposed amendments will not have a negative impact on the surrounding community.

4. With the Planning Commission reviewing the amendment and making a recommendation to the City Council, the proposal has met the approval standards for a General Plan Amendment (12-21-070.e).

LIST OF PREVIOUS PLANNING COMMISSION MEETINGS

- JUNE 22, 2016 Planning Commission Meeting

ORDINANCE NO. 2016-21

AN ORDINANCE AMENDING SECTION 12-450-3 OF THE CENTERVILLE GENERAL PLAN REGARDING BICYCLE AND NON-MOTORIZED VEHICLE PATHWAYS AND ADOPTING AN UPDATED CENTERVILLE TRAILS MASTER PLAN MAP AS REFERENCED IN SECTION 12-460-2 OF THE SAME

WHEREAS, the Trails Committee requests and recommends amendments to Section 12-450-3 of the Centerville General Plan regarding bicycle and non-motorized vehicle pathways in the City and amendments and updates to the Centerville Trails Master Plan Map as referenced in Section 12-460-2 of the same; and

WHEREAS, the proposed amendments and revisions to Section 12-450-3 and Section 12-460-2 of the Centerville General Plan regarding bicycle and non-motorized vehicle pathways and the Centerville Trails Master Plan Map have been reviewed by the Planning Commission and the Planning Commission recommends approval of the proposed amendments; and

WHEREAS, City Council has determined that the proposed amendments to the General Plan as recommended by the Trails Committee and the Planning Commission are consistent with the goals, objectives and policies of the Centerville General Plan and are in the best interest of the City and the public to provide updated language and maps for City trails and bicycle and non-motorized pathways; and

WHEREAS, the proposed amendments to the General Plan as set forth herein have been reviewed by the Planning Commission and the City Council and all appropriate public notices have been provided and appropriate public hearings have been held in accordance with Utah law to obtain public input regarding the proposed revisions to the General Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF CENTERVILLE CITY, STATE OF UTAH, AS FOLLOWS:

Section 1. Amendment. Section 12-450-3 of the Centerville General Plan regarding Bicycle and Non-Motorized Vehicle Pathways is hereby amended to read in its entirety as follows.

12-450-3. Bicycle and Non-Motorized Vehicle Pathways

The goal would be to make every street a safe place to ride and the City a bicycle community. Bicycling in the City should promote, increase, improve, and enhance riding in the City as a safe, healthy, and enjoyable means of transportation and recreation. The Trails Committee desires to make the City a supportive environment for cyclists through establishing the following:

- More biking lanes to increase, improve and enhance bicycling
- Introduce signage, pavement markings, or even traffic diverters, to create bike friendly streets
- Supportive law enforcement and education programs ensures that motorists and bicyclists alike are adhering to and are knowledgeable on the traffic laws

- Create and maintain a bikeways map that is downloadable via the City website that illustrates the current and potential future travel: Bike Paths (Class I); bikeway that provide bicycle travel on a paved right-of-way completely separated from any street or highway, Bicycle Lanes (Class II) bikeway providing a striped and stenciled lane for one-way travel on a street or highway, and Bicycle Routes and Bike Friendly Streets (Class III); bikeway provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing

Due to the City's unique geography many bicycle events pass through the City. Therefore, it is important to establish links to bicycle paths, lanes and routes with neighboring cities. Create safe places to lock bicycles up both at the beginning and end of a trip. Include requirements in new business facility development to include bicycle racks and bicycle maintenance stands with integrated tools.

In some cases, infrastructure solutions alone cannot solve all of the problems that bicyclists encounter. Infrastructure modifications may not always be necessary to create a supportive environment for bicyclists. Integrating engineering approaches with education, enforcement, and encouragement programs multiplies the benefits to bicyclists.

~~Despite attention given to bicycles as an alternative means of regular transportation in recent years, the bicycle today is still used primarily for recreation. Because of the frequent conflicts and problems that result from bicycle sharing street rights-of-way, Centerville City has determined it best to not encourage Class III bikeways, where the bikeway is on the automobile right of way with only signs and stripes on the pavement indicating the bikeway. Public funding for bikeways in Centerville City should only be for Class I and II bikeways, where they are physically separated from the automobile rights of way. Such a bikeway could be developed as a part of the buffer strip recommended along the Frontage Road, or as part of a linear park along Ricks Creek. The City should actively support the implementation of a Class I or Class II bikeway/pedestrian pathway from the east side the Interstate to the future Legacy Parkway trail system west of Interstate 15. This pathway needs to be properly incorporated into the expanded overpass for Centerville City at Parrish Lane that will be build during the reconstruction of Interstate 15. The overpass should be planned to be sufficiently wide to properly accommodate the bikeway/pathway including appropriate separation or barriers along with other surface improvements.~~

Section 2. Amendment. The Centerville Trails Master Plan Map as referenced in Section 12-460-2 of the Centerville General Plan regarding Trails is hereby amended and replaced with the updated map set forth in Exhibit A attached hereto and incorporated herein by reference.

Section 3. Severability. If any section, part or provision of this Ordinance is held invalid or unenforceable by a court of competent jurisdiction, such invalidity or unenforceability shall not affect any other portion of this Ordinance, and all sections, parts and provisions of this Ordinance shall be severable.

Section 4. Omission Not a Waiver. The omission to specify or enumerate in this ordinance those provisions of general law applicable to all cities shall not be construed as a waiver of the benefits of any such provisions.

Section 5. Effective Date. This Ordinance shall become effective immediately upon publication or posting, or thirty (30) days after passage, whichever occurs first.

**PASSED AND ADOPTED BY THE CITY COUNCIL OF CENTERVILLE CITY,
STATE OF UTAH, ON THIS 19th DAY OF JULY, 2016.**

ATTEST:

CENTERVILLE CITY

Marsha L. Morrow, City Recorder

By: _____
Mayor Paul A. Cutler

Voting by the City Council:

	"AYE"	"NAY"
Councilmember Fillmore	_____	_____
Councilmember Ince	_____	_____
Councilmember Ivie	_____	_____
Councilmember McEwan	_____	_____
Councilmember Mecham	_____	_____

CERTIFICATE OF PASSAGE AND PUBLICATION OR POSTING

According to the provisions of the U.C.A. § 10-3-713, as amended, I, the municipal recorder of Centerville City, hereby certify that foregoing ordinance was duly passed by the City Council and published, or posted at: (1) 250 North Main; (2) 655 North 1250 West; and (3) RB's Gas Station, on the foregoing referenced dates.

MARSHA L. MORROW, City Recorder

DATE: _____

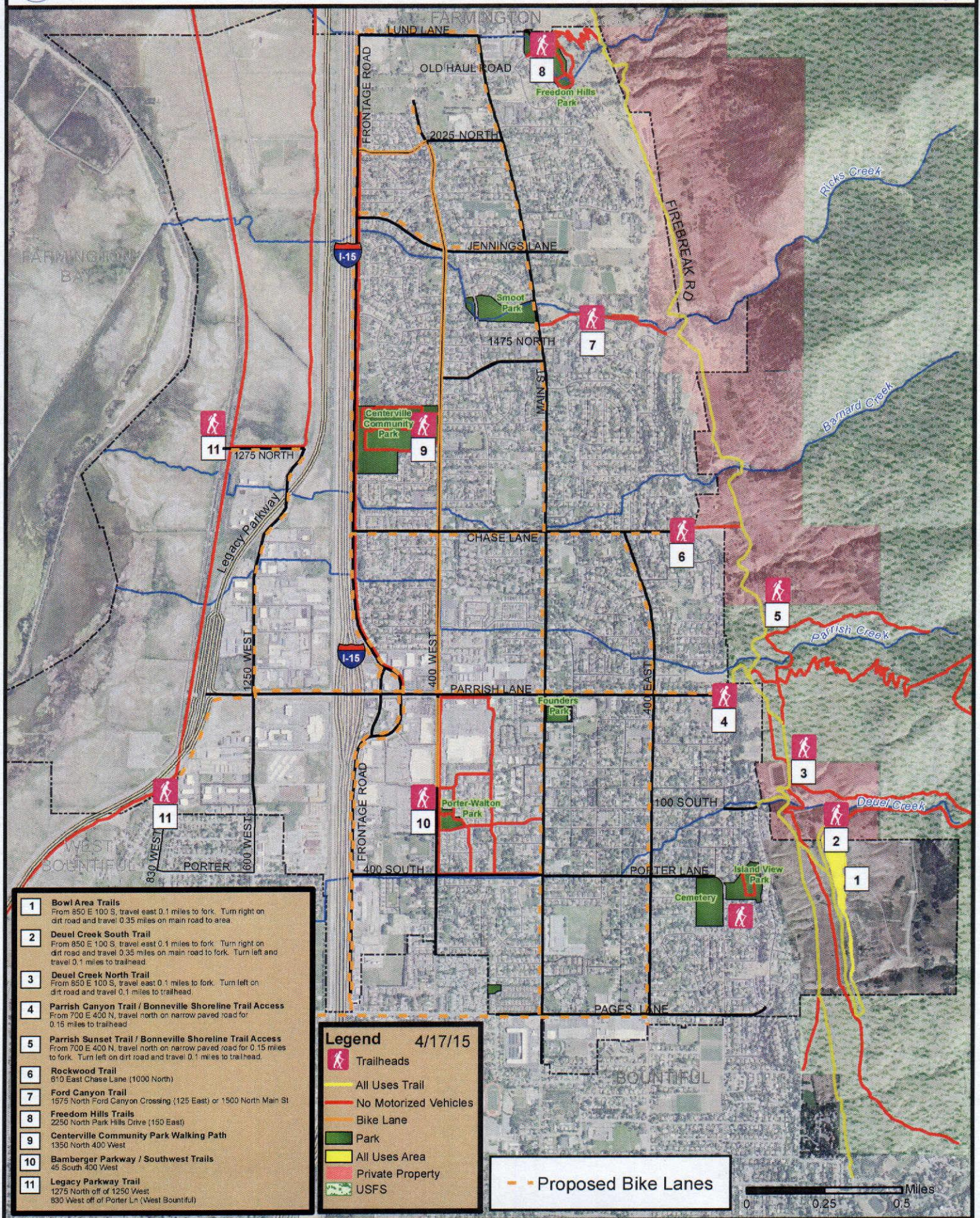
RECORDED this ____ day of _____, 2016.

PUBLISHED OR POSTED this ____ of _____, 2016.

Exhibit A
Centerville Trails Master Plan Map



CENTERVILLE PARKS AND TRAILS & PROPOSED BIKE LANES



- 1 Bowl Area Trails**
From 850 E 100 S, travel east 0.1 miles to fork. Turn right on dirt road and travel 0.35 miles on main road to area.
- 2 Deuel Creek South Trail**
From 850 E 100 S, travel east 0.1 miles to fork. Turn right on dirt road and travel 0.35 miles on main road to fork. Turn left and travel 0.1 miles to trailhead.
- 3 Deuel Creek North Trail**
From 850 E 100 S, travel east 0.1 miles to fork. Turn left on dirt road and travel 0.1 miles to trailhead.
- 4 Parrish Canyon Trail / Bonneville Shoreline Trail Access**
From 700 E 400 N, travel north on narrow paved road for 0.15 miles to trailhead.
- 5 Parrish Sunset Trail / Bonneville Shoreline Trail Access**
From 700 E 400 N, travel north on narrow paved road for 0.15 miles to fork. Turn left on dirt road and travel 0.1 miles to trailhead.
- 6 Rockwood Trail**
810 East Chase Lane (1000 North)
- 7 Ford Canyon Trail**
1575 North Ford Canyon Crossing (125 East) or 1500 North Main St
- 8 Freedom Hills Trails**
2250 North Park Hills Drive (150 East)
- 9 Centerville Community Park Walking Path**
1350 North 400 West
- 10 Bamberger Parkway / Southwest Trails**
45 South 400 West
- 11 Legacy Parkway Trail**
1275 North off of 1250 West
830 West off of Porter Ln (West Bountiful)

Legend 4/17/15

- Trailheads
- All Uses Trail
- No Motorized Vehicles
- Bike Lane
- Park
- All Uses Area
- Private Property
- USFS

— Proposed Bike Lanes

0 0.25 0.5 Miles

Lisa Romney

From: Kevin Campbell <Kevin.Campbell@esieng.com>
Sent: Wednesday, July 13, 2016 12:12 PM
To: Lisa Romney
Cc: Cory Snyder; Randy Randall; Bruce Cox; Steve Thacker
Subject: Trails Committee - Bicycle and non-motorized vehicle pathways

Lisa –

After discussion with Randy and Cory:

- Our first comment is that we should stay away from “traffic diverters” in our public streets mainly due to asphalt maintenance issues, snow removal issues and added costs of maintaining this infrastructure.
- Secondly, we think that the wording of making “every” street a safe place to ride is not practical as most of our streets are minor residential streets which only have 28’ to 29’ of pavement width. There is not enough width to introduce pavement markings or signage. With on-street parking allowed on both sides on most residential streets, there is barely enough room for two cars to pass each other in this situation. We think that bike signage and striping should be looked at only for minor collectors, collectors and arterials. Staff is leery of wording to have “the goal be to make every street a safe place to bike”, followed by the wording of “introducing signage and pavement markers to create bike friendly streets”.

When we rebuild streets we do update the inlet grates to make them bicycle safe. This is something we have done for some time and could possibly be made part of the written plan.

Let us know your thoughts on this Lisa.

Respectfully submitted,

Kevin

Kevin Campbell, P.E.
Centerville City Engineer

Kevin Campbell, P.E.
ESI Engineering, Inc
3500 S. Main St.
SLC, Ut 84115
801.263.1752

Lisa Romney

From: Lisa Romney
Sent: Thursday, July 14, 2016 11:24 AM
To: Brandon Toponce; Cory Snyder
Subject: General Plan Amendments - Bicycle Paths and Trails
Attachments: 12-450-3-(bike paths)-amd.doc; 12-450-3-(bike paths)-lgr redlines.docx

I have prepared the attached ordinance for the upcoming City Council meeting for the proposed General Plan amendments regarding bicycle paths and trails. The attached ordinance uses the language recommended by the Trails Committee and the Planning Commission. In preparing this ordinance, I have a few suggested changes to the proposed language. I have attached a redline version of my suggested changes. These changes are intended to address the following:

1. Reduce language that "ensures" safety or other potential liability or expectation language in the provisions
2. Provide uniform verb tense and sentence structure in list order
3. Clarify bike path classifications and related descriptions

Please review these redline edits and let me know if you have any concerns or changes. I would like to submit these redline edits to the City Council.

Thanks, Lisa

Lisa G. Romney | Centerville City Attorney
250 North Main Street | Centerville, Utah 84014
(801) 335-8842

This email may contain confidential or privileged information. If you believe you have received it in error, please notify the sender immediately and delete this message without copying or disclosing it.

City Attorney Suggested Changes to
Trails Committee and Planning Commission Version
July 15, 2016

12-450-3. Bicycle and Non-Motorized Vehicle Pathways

~~The goal would be to make every street a safe place to ride and the City a bicycle community. Centerville should strive to become a bicycle friendly community. Bicycling in the City should promote, increase, improve, and enhance riding in the City as a safe, healthy, and enjoyable means of transportation and recreation. The Trails Committee desires to make the City a supportive environment for cyclists through establishing the following:~~

- ~~Provide m~~More biking lanes to increase, improve and enhance bicycling
- Introduce signage, ~~and pavement markings, or even traffic diverters,~~ to create bike friendly streets
- ~~Provide s~~Supportive law enforcement and education programs ~~to assist ensures that motorists and bicyclists alike to become are adhering to and are knowledgeable of on the traffic laws and to encourage adherence to such traffic laws~~
- Create and maintain a bikeways map that is downloadable via the City website that illustrates the current and potential future travel ~~for the following classification of bicycle paths: (1) Bike Paths (Class I): defined as bikeways that provide bicycle travel on a paved right-of-way completely separated from any street or highway; (2) Bicycle Lanes (Class II) defined as bikeways that provide providing a striped and stenciled lane for one-way bike travel on a street or highway adjacent to motor vehicle travel; and (3) Bicycle Routes and Bike Friendly Streets (Class III): defined as bikeways that provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing.~~

Due to the City's unique geography many bicycle events pass through the City. Therefore, it is important to establish links to bicycle paths, lanes and routes with neighboring cities, ~~and to create. Create safe places to lock bicycles up both at the beginning and end of a trip. The City should consider adopting include requirements for in new commercial business facility developments to include bicycle racks and bicycle maintenance stands with integrated tools.~~

In some cases, infrastructure solutions alone cannot solve all of the problems that bicyclists encounter. Infrastructure modifications may not always be necessary to create a supportive environment for bicyclists. Integrating engineering approaches with education, enforcement, and encouragement programs multiplies the benefits to bicyclists.

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

**STAFF REPORT
AGENDA: ITEM 2**

APPLICANT: CENTERVILLE CITY TRAILS COMMITTEE

**APPLICATION: GENERAL PLAN TEXT AMENDMENTS FOR SECTION 12-450-3,
BICYCLE AND NON-MOTORIZED VEHICLE PATHWAYS IN
TRANSPORTATION AND CIRCULATION, PART 12-450, AND AN
UPDATE TO CENTERVILLE TRAILS MASTER PLAN MAP IN
COMMUNITY FACILITIES, PART 12-460**

**RECOMMENDATION: ACCEPT THE ZONE TEXT AMENDMENTS AND
RECOMMEND APPROVAL TO THE CITY COUNCIL**

BACKGROUND

The Centerville City Trails Committee has requested an amendment to Section 12-450-3, of the General Plan, concerning bike lanes throughout the City. In addition, they will also be amending the Centerville Trails Master Plan Map in order to reflect any updates since it was revised back in 2012.

ZONE TEXT AMENDMENT REVIEW

PROPOSED AMENDMENT

The following is the proposal written by the Trails Committee:

12-450-3. BICYCLE AND NON-MOTORIZED VEHICLE PATHWAYS

The goal would be to make every street a safe place to ride and the City a bicycle community. Bicycling in the City should promote, increase, improve, and enhance riding in the City as a safe, healthy, and enjoyable means of transportation and recreation. The Trails Committee desires to make the City a supportive environment for cyclists through establishing the following:

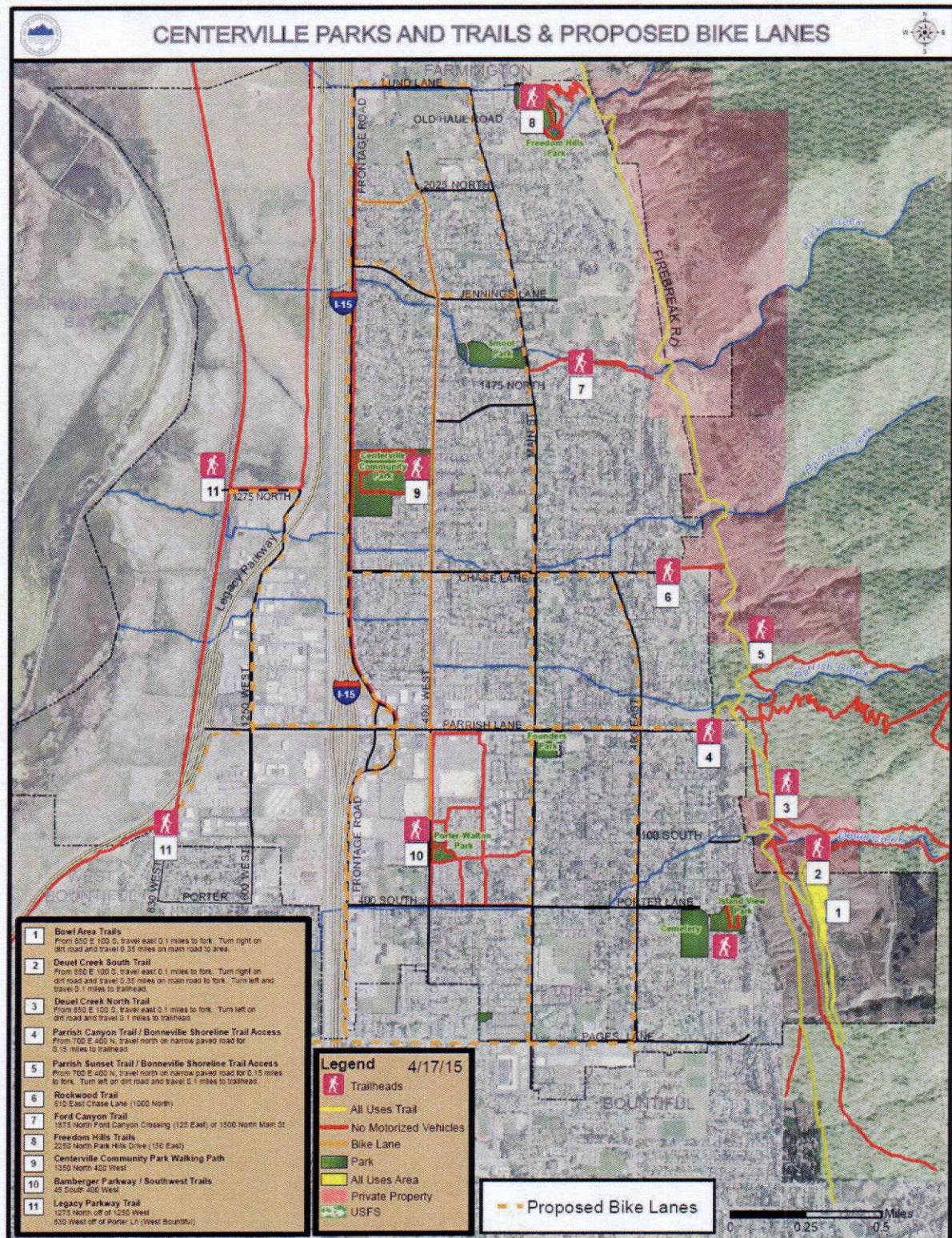
- More biking lanes to increase, improve and enhance bicycling
- Introduce signage, pavement markings, or even traffic diverters, to create bike friendly streets
- Supportive law enforcement and education programs ensures that motorists and bicyclists alike are adhering to and are knowledgeable on the traffic laws
- Create and maintain a bikeways map that is downloadable via the City website that illustrates the current and potential future travel: **Bike Paths** (Class I); bikeway that provide bicycle travel on a paved right-of-way completely separated

from any street or highway, **Bicycle Lanes** (Class II) bikeway providing a striped and stenciled lane for one-way travel on a street or highway, and **Bicycle Routes and Bike Friendly Streets** (Class III); bikeway provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing

Due to the City's unique geography many bicycle events pass through the City. Therefore, it is important to establish links to bicycle paths, lanes and routes with neighboring cities. Create safe places to lock bicycles up both at the beginning and end of a trip. Include requirements in new business facility development to include bicycle racks and bicycle maintenance stands with integrated tools.

In some cases, infrastructure solutions alone cannot solve all of the problems that bicyclists encounter. Infrastructure modifications may not always be necessary to create a supportive environment for bicyclists. Integrating engineering approaches with education, enforcement, and encouragement programs multiplies the benefits to bicyclists.

See Page 3 for the proposed updated Centerville Parks and Trails & Proposed Bike Lanes Map



REVIEW AND ANALYSIS OF THE REQUEST

Factors to be considered, Section 12-21-080(e)

1. Is the proposed amendment consistent with the goals, objectives and policies of the City's General Plan?

- **Staff Response:** Section 12-460-2(2) of the General Plan promotes the use of trails and bikeways through increased signage, maps and trailhead kiosks. In addition, this section also encourages the creation of a Citywide bike lane plan. Therefore, the proposed changes appear to be consistent with the existing goals and objectives of the General Plan.

2. Is the proposed amendment harmonious with the overall character of existing development in the vicinity of the subject property?

- **Staff Response:** The proposed amendments are consistent with what has already been implemented within the City, and the future goals of the Trails Committee. By creating a plan that encourages more enhanced bicycle pathways and safety, these pathways may become harmonious with the overall character of the surrounding community.

3. What is the extent to which the proposed amendment may adversely affect adjacent property?

- **Staff Response:** Staff does not see any negative affect concerning the proposed amendments. They do however help to increase awareness and the implementation of safe bike travel.

4. What is the adequacy of facilities and services intended to serve the subject property?

- **Staff Response:** As funds become available, the Trails Committee will work with the Centerville Streets Department and/or UDOT, in implementing their master plan of bike pathways throughout the community.

PLANNING STAFF RECOMMENDATIONS

PROPOSED ACTION: I hereby make a motion for the Planning Commission to accept the General Plan amendments and recommend approval to the City Council regarding Section 12-450-3, and the updated Centerville Trails Master Plan Map as found in Section 12-460-2, as both stated in the June 22, 2016 Planning Staff Report.

SUGGESTED REASONS FOR THE ACTION:

1. The proposed amendments meet the requirements found in Section 12-21-080(4)(e).
2. The proposed General Plan Amendments meet the goals and objectives of the General Plan concerning trails within Centerville [Section 12-460-2].
3. The proposed amendments will not have a negative impact on the surrounding community.

1 following conditions and reasons for action. Vice Chair Johnson seconded the motion, which
2 passed by unanimous vote (5-0).

3
4 Conditions:

- 5
6 1. Prior to the final plat being recorded, the applicant shall record the lot line adjustment
7 at the Davis County Recorder's Office.
8 2. After the final plat is deemed complete by the City Engineer and City Attorney, the
9 applicant shall submit to the City Recorder for recordation with the Davis County
10 Recorder's Office.
11 3. The final construction drawings shall be reviewed and approved by the City Engineer
12 prior to any building permit being issued.
13 4. The applicant shall post a bond prior to recording the final plat in relation to all public
14 improvements; including the new fire hydrant located adjacent to 400 East.
15 5. A final approval from Deuel Creek Irrigation shall be submitted prior to recording the
16 final plat.

17
18 Reasons for Action (Findings):

- 19
20 a. The Planning Commission approved the concept of a Small Subdivision Waiver/Flag
21 Lot at the April 27, 2016 meeting.
22 b. All previous conditions of approval from the April 27, 2016 Planning Commission
23 meeting have been adequately addressed by the applicant.
24 c. Proper fire protection has been approved by the South Davis Metro Fire Marshal and
25 all other applicable easements and utilities have been reviewed and found to be
26 sufficient.
27 d. Secondary water rights are required for approval before final plat recordation.

28
29 **PUBLIC HEARING – GENERAL PLAN AMENDMENT, BICYCLE AND NON-**
30 **MOTORIZED VEHICLE PATHWAYS AND TRAILS MASTER PLAN MAP**

31
32 The Centerville City Trails Committee has requested an amendment to Section 12-450-
33 3, of the General Plan, concerning bike lanes throughout the city. In addition, they would like to
34 amend the Centerville Trails Master Plan Map in order to reflect any updates since it was last
35 revised in 2012. Staff explained that the amendment would allow for Class III bike lanes, which
36 are currently discouraged by the General Plan. The Commissioners discussed recent striping
37 on Main Street by UDOT. Commissioner Wright said she plans to contact multiple bike clubs
38 about the possibility of contributing funds toward signs and bike pavement markings. Mr.
39 Snyder explained the different classes of bike lanes. Commissioner Daly said he has
40 reservations with cars and bikes sharing the same lane, but he is fine with the striping situation
41 on 400 West.

- 42
43 Class I Provides bicycle travel on a paved right-of-way completely separated
44 from any street or highway
45 Class II Provides a striped and stenciled lane for one-way bike travel on a street
46 or highway adjacent to auto travel
47 Class III Provides for shared use with pedestrian or motor vehicle traffic identified
48 only by signing
49

50 At 7:36 p.m., Vice Chair Johnson opened a public hearing and closed the public hearing
51 seeing that no one wished to comment. Commissioner Daly made a **motion** for the Planning
52 Commission to accept the General Plan amendments and recommend approval to the City

Council regarding Section 12-450-3, and the updated Centerville Trails Master Plan Map as found in Section 12-460-2, with the following reasons for the action. Commissioner Kjar seconded the motion, which passed by unanimous vote (5-0).

Reasons for Action (findings):

1. The proposed amendments meet the requirements found in Section 12-21-080(4)(e).
2. The proposed General Plan Amendments meet the goals and objectives of the General Plan concerning trails within Centerville [Section 12-460-2].
3. The proposed amendments will not have a negative impact on the surrounding community.
4. With the Planning Commission reviewing the amendment and making a recommendation to the City Council, the proposal has met the approval standards for a General Plan amendment [12-21-070(e)].

PUBLIC HEARING – CODE TEXT AMENDMENT, SENSITIVE/CONSTRAINED LANDS

The City Council and Planning Commission recently directed the planning staff to prepare specific edits regarding how “sensitive and constrained lands” are to be applied to gross densities of residential development, as allotted within the Zoning Code. Recently these lands (wetlands, flood channels, steep slopes, etc.) are being viewed negatively when such lands are included in the gross density calculations. Thus, staff has been asked to prepare text edits for the Zoning Code to prohibit the use of the acreage associated with these lands to be used in the gross density calculations in residential development projects. Mr. Snyder explained proposed Zoning Ordinance text edits, including elimination of the word “sensitive” in this context.

Land, Constrained – Land that comprises or consists of federally regulated wetlands, floodplain channels, river or stream channels, ponds, canyons or ravines or cliffs or other tracts with steep slopes greater than 30%.

Density, Gross – The number of dwelling units per acre within a subdivision or other development based on the total tract area that is deemed developable.

Land, Developable – Land that is not deemed constrained, which is capable of being improved, subject to the requirements of this Title.

Referring to recent development of the Hafoka property, Mr. Snyder advised that the Commissioners not let any one project drive their decisions. He stated that, from his perspective as a planner, constrained open space can be quality open space. Ms. Romney agreed with narrowly defining the term constrained land. The goal is to provide a legally sustainable definition of constrained land for purposes of calculating density. Mr. Snyder cautioned that being subjective about what is “sensitive” could lead to legally dangerous arbitrary decisions. He added that the proposed language would not necessarily have prevented the Hafoka situation.

Vice Chair Johnson opened a public hearing at 8:01 p.m. and closed the public hearing seeing that no one wished to comment. Responding to a question from the Planning Commission, Mr. Snyder explained that existing and possibly new development regulations could also be used to meet the desired outcome. Allowing the gross density to include these subject lands, but restricting the placement of development on usable lands, encourages clustering of the density, thereby making it cost effective to preserve these areas for accessory

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
7/19/2016**

Item No. 5

Short Title: Public Hearing - Zoning Code Amendments - Constrained Lands

Initiated By: City Council

Scheduled Time: 7:50

SUBJECT

Consider Zoning Code Amendments to Section 12.12.040 regarding Definitions, including revised or new definitions for constrained land, developable land, and gross density, for purposes of calculating residential development density - Ordinance No. 2016-22

RECOMMENDATION

Consider Ordinance No. 2016-22 amending Section 12.12.040 regarding Definitions, including revised or new definitions for constrained land, developable land, and gross density, for purposes of calculating residential development density.

BACKGROUND

In their goal-setting process earlier this year, the City Council agreed to consider the possibility of revising provisions of the Zoning Code regarding how sensitive lands are accounted for in determining the density of a residential development. On June 22, 2016, the Planning Commission reviewed the proposed amendments to Section 12.12.040 of the Centerville Zoning Code regarding Definitions, including constrained land, developable land, and gross density, for purposes of calculating residential development density. The Planning Commission does not have a recommendation on the proposed amendments because the motion to approve the proposed changes failed with a 2-3 vote. There was no alternative motion. See the attached Transmittal Report and documents for further explanation and background.

If time permits during the joint City Council/Planning Commission work session prior to the regular meeting, these two bodies may discuss what happened at the Planning Commission's meeting when this matter was considered.

ATTACHMENTS:

Description

- ☐ Staff Transmittal Report
- ☐ Ordinance No. 2016-22-Constrained Land
- ☐ 6-22-2016 PC Staff Report
- ☐ 6-22-2016 PC minutes - pgs 3-5

**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 ORDINANCE AMENDMENT**

APPLICANT REQUEST: **AMEND THE ZONING CODE TO ADDRESS HOW
SENSITIVE AND CONSTRAINED LANDS ARE
CALCULATED FOR RESIDENTIAL GROSS DENSITIES**

PC RECOMMENDATION: **DISCARD THE PROPOSED CHANGES**

BACKGROUND

The City Council and Planning Commission recently directed the planning staff to prepare specific edits regarding how “sensitive and constrained lands” are to be applied to gross densities of residential development, as allotted within the Zoning Code. Recently, these lands (wetlands, flood channels, steep slopes, etc.), are being viewed negatively when such lands are included in the gross density calculations. Thus, staff has been asked to prepare text edits for the Zoning Code to prohibit the use of the acreage associated with these lands to be used in the gross density calculations in residential development projects.

PROPOSED ZONING ORDINANCE TEXT EDITS – *as redrafted by the Commission*

12-12-Definitions:

[new] **Land, Constrained** – Land that comprises or consists of federally regulated wetlands, floodplain channels, river or stream channels, ponds, canyons or ravines or cliffs or other tracts with steep slopes greater than 30%.

[edit] **Density Gross** – The number of dwelling units per acre within a subdivision or other development based on the total tract area ~~whether developable or not, including streets, water areas, and conservation lands~~ that is deemed developable.

[edit] ~~**Developable Land**~~ **Land, Developable** – Land ~~under thirty (30) percent slope, that is not deemed constrained,~~ which is capable of being improved, subject to the requirements of this Title.

PLANNING COMMISSION RECOMMENDATION

On June 22, 2016, the Planning Commission received the proposed edits, held a public hearing, and discussed the matter. After vetting their questions and opinions with much debate, the conclusion was that Planning Commission was unable to achieve a majority vote in favor of the proposed edits. However, Vice Chair Johnson requested that the Council be advised that there were two (2) Commissioners absent from the meeting. Having these Commissioners present may or may not have altered the outcome.

Planning Commission Vote (2-3):

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

- JUNE 22, 2016 Planning Commission Meeting

ORDINANCE NO. 2016-22

AN ORDINANCE AMENDING SECTION 12.12.040 OF THE CENTERVILLE ZONING CODE REGARDING THE DEFINITION OF CONSTRAINED LAND, DEVELOPABLE LAND AND GROSS DENSITY

WHEREAS, the City Council directed the planning staff to prepare specific edits to the Zoning Code regarding sensitive and constrained lands in the calculation of gross density for residential development; and

WHEREAS, the planning staff prepared proposed edits to Section 12.12.040 of the Zoning Code regarding Definitions to address the City Council's directive; and

WHEREAS, the proposed amendments and revisions to Section 12.12.040 of the Zoning Code regarding Definitions have been reviewed by the Planning Commission with a failed recommendation for approval by a 2-3 vote; and

WHEREAS, City Council has determined that the proposed amendments to the Zoning Code regarding Definitions for constrained land, developable land and gross density are consistent with the goals, objectives and policies of the Centerville General Plan and are in the best interest of the City and the public to provide responsible density calculations for residential development; and

WHEREAS, the proposed amendments to the Zoning Ordinance as set forth herein have been reviewed by the Planning Commission and the City Council and all appropriate public notices have been provided and appropriate public hearings have been held in accordance with Utah law to obtain public input regarding the proposed revisions to the Zoning Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF CENTERVILLE CITY, STATE OF UTAH, AS FOLLOWS:

Section 1. Amendment. Section 12.12.040 of the Centerville Zoning Code regarding Definitions is hereby amended to amend or enact the following definitions.

12.12.040 Definitions

As used in this Title, the words and phrases defined in this Section shall have the following meanings unless the context clearly indicates a contrary meaning. Words not included herein but defined in the Construction Codes or the Utah Land Use Development and Management Act shall be construed as defined therein.

* * *

Density, Gross: The number of dwelling units per acre within a subdivision or other development based on the total tract area ~~whether developable or not, including streets, water areas, and conservation lands~~ that is deemed developable.

Density, Net: The number of dwelling units per acre within a subdivision or other development, not including streets and public property.

Land, Constrained: Land that comprises or consists of federally regulated wetlands, floodplain channels, river or stream channels, ponds, canyons or ravines or cliffs or other tracts with steep slopes greater than 30%.

Land, Developable Land: Land that is not deemed constrained and under 30% slope which is capable of being improved, subject to the requirements of this Title.

Land, Sensitive Land: Any land area whose destruction or disturbance could affect the health, safety, or welfare of City residents, including wetlands, steep slopes, flood plains, and unstable soils.

Section 2. Severability. If any section, part or provision of this Ordinance is held invalid or unenforceable by a court of competent jurisdiction, such invalidity or unenforceability shall not affect any other portion of this Ordinance, and all sections, parts and provisions of this Ordinance shall be severable.

Section 3. Omission Not a Waiver. The omission to specify or enumerate in this ordinance those provisions of general law applicable to all cities shall not be construed as a waiver of the benefits of any such provisions.

Section 4. Effective Date. This Ordinance shall become effective immediately upon publication or posting, or thirty (30) days after passage, whichever occurs first.

PASSED AND ADOPTED BY THE CITY COUNCIL OF CENTERVILLE CITY, STATE OF UTAH, ON THIS 19th DAY OF JULY, 2016.

ATTEST:

CENTERVILLE CITY

Marsha L. Morrow, City Recorder

By: _____
Mayor Paul A. Cutler

Voting by the City Council:

	"AYE"	"NAY"
Councilmember Fillmore	_____	_____
Councilmember Ince	_____	_____
Councilmember Ivie	_____	_____
Councilmember McEwan	_____	_____
Councilmember Mecham	_____	_____

CERTIFICATE OF PASSAGE AND PUBLICATION OR POSTING

According to the provisions of the U.C.A. § 10-3-713, as amended, I, the municipal recorder of Centerville City, hereby certify that foregoing ordinance was duly passed by the City Council and published, or posted at: (1) 250 North Main; (2) 655 North 1250 West; and (3) RB's Gas Station, on the foregoing referenced dates.

MARSHA L. MORROW, City Recorder

DATE: _____

RECORDED this ____ day of _____, 2016.

PUBLISHED OR POSTED this ____ of _____, 2016.

**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 ORDINANCE AMENDMENT

APPLICANT REQUEST: AMEND THE ZONING CODE TO ADDRESS HOW
SENSITIVE AND CONSTRAINED LANDS ARE
CALCULATED FOR RESIDENTIAL GROSS DENSITIES

RECOMMENDATION: CONSIDER THE PROPOSED CHANGES

BACKGROUND

The City Council and Planning Commission recently directed the planning staff to prepare specific edits regarding how “sensitive and constrained lands” are to be applied to gross densities of residential development, as allotted within the Zoning Code. Recently, these lands (wetlands, flood channels, steep slopes, etc.), are being viewed negatively when such lands are included in the gross density calculations. Thus, staff has been asked to prepare text edits for the Zoning Code to prohibit the use of the acreage associated with these lands to be used in the gross density calculations in residential development projects.

PROPOSED ZONING ORDINANCE TEXT EDITS – *as drafted by planning staff*

12-12-Definitions:

[new] **Land, Constrained** – Land that comprises or consists of federally regulated wetlands, floodplain channels, river or stream channels, ponds, canyons or ravines or cliffs or other tracts with steep slopes greater than 30%.

[edit] **Density Gross** – The number of dwelling units per acre within a subdivision or other development based on the total tract area ~~whether developable or not, including streets, water areas, and conservation lands~~ that is deemed developable.

[edit] **Developable Land** ~~Land, Developable~~ – Land ~~under thirty (30) percent slope, that is not deemed constrained,~~ which is capable of being improved, subject to the requirements of this Title.

ZONE TEXT AMENDMENT**Factors to be Considered**

The deciding entity must consider three (3) factors when making a recommendation and a final decision for a Zoning Ordinance amendment. These required factors are located in Section 12-21-080(e) of Centerville City's Zoning Ordinance. Nonetheless, Factors 2 & 3 are related more specific to map amendments rather than text changes. Thus, staff's review and conclusions are limited to the General Plan guidance, as provided below:

1. **Is the proposed amendment consistent with the goals, objectives and policies of the City's General Plan?**
 - ✓ **12-420-2.3, Residential Development Policies** – "...hillside and naturally wooded canyons...should be provided protection from indiscriminate development..."
 - ✓ **12-440-1, General - Natural Hazards** – "...a number of natural hazards which should be considered in the development of residential areas..."
 - ✓ **12-440-2., Natural Hazards Policies** – "...flooding of natural streams...no development should occur within those areas so designated."
 - ✓ **Policy #3, Foothills Management Plan** – "Protect and Maintain the Natural Drainage Canyons and Ravines."

Staff's Conclusion – From review of the General Plan, it is staff's position that the proposed sensitive and constrained land edits can be deemed consistent with the desires of various policies.

Nevertheless, staff also believes that existing and possibly new development regulations could be used to also meet the desired outcome. Furthermore, allowing the gross density to include these subject lands, but restrict the placement of the development on usable lands, encourages clustering the density, thereby incentivizing development that lends it more cost effective to preserve these areas for accessory and supportive uses while providing opportunity for developing private lands and balance the market housing cost needs of the future.

See Hillside Overlay District - Provision 1.G, by clicking on the following link:

https://en.wikipedia.org/wiki/Residential_cluster_development

SUGGESTED MOTION AND FINDINGS

"I hereby make a motion to recommend approval of the proposed Zoning Ordinance Amendments regarding the calculation of gross densities verses sensitive and constrained lands, as follows:

12-12-Definitions:

[new] Land, Constrained – Land that comprises or consists of federally regulated wetlands, floodplain channels, river or stream channels, ponds, canyons or ravines or cliffs or other tracts with steep slopes greater than 30%.

[edit] Density, Gross – The number of dwelling units per acre within a subdivision or other development based on the total tract area ~~whether developable or not,~~

~~including streets, water areas, and conservation lands~~ that is deemed developable.

[edit] ~~Developable Land~~ Land, Developable – Land ~~under thirty (30) percent slope,~~ that is not deemed constrained, which is capable of being improved, subject to the requirements of this Title.

Suggested Reasons for Action (findings):

- a. *The Planning Commission finds that the City Council desires to receive feedback with regards to how gross densities for residential development are calculated with regards to sensitive and constrained lands.*
- b. *The Planning Commission finds that the Commission as a whole, desired to consider changes to how gross densities are calculated with regards to sensitive and constrained lands.*
- c. *The Planning Commission finds that according to Section 12-420-2.3, Residential Development Policies, hillside and naturally wooded canyons should be provided protection from indiscriminate development.*
- d. *The Planning Commission finds that according to Section 12-440-1, General - Natural Hazards Element, a number of natural hazards exist which should be considered in how residential areas are developed.*
- e. *The Planning Commission finds that according to Section 12-440-2., Natural Hazards Policies, residential development should not occur in areas subject to the flooding of natural streams.*
- f. *The Planning Commission finds that according to Policy #3, Foothills Management Plan, the management plan has a desire to protect and maintain the natural drainage in canyons and ravines.*
- g. *Therefore, the Planning Commission finds that the proposed amendments to the Zoning Ordinance facilitate the desires of the goals and polices mentioned above.*

Council regarding Section 12-450-3, and the updated Centerville Trails Master Plan Map as found in Section 12-460-2, with the following reasons for the action. Commissioner Kjar seconded the motion, which passed by unanimous vote (5-0).

Reasons for Action (findings):

1. The proposed amendments meet the requirements found in Section 12-21-080(4)(e).
2. The proposed General Plan Amendments meet the goals and objectives of the General Plan concerning trails within Centerville [Section 12-460-2].
3. The proposed amendments will not have a negative impact on the surrounding community.
4. With the Planning Commission reviewing the amendment and making a recommendation to the City Council, the proposal has met the approval standards for a General Plan amendment [12-21-070(e)].

PUBLIC HEARING – CODE TEXT AMENDMENT, SENSITIVE/CONSTRAINED LANDS

The City Council and Planning Commission recently directed the planning staff to prepare specific edits regarding how “sensitive and constrained lands” are to be applied to gross densities of residential development, as allotted within the Zoning Code. Recently these lands (wetlands, flood channels, steep slopes, etc.) are being viewed negatively when such lands are included in the gross density calculations. Thus, staff has been asked to prepare text edits for the Zoning Code to prohibit the use of the acreage associated with these lands to be used in the gross density calculations in residential development projects. Mr. Snyder explained proposed Zoning Ordinance text edits, including elimination of the word “sensitive” in this context.

Land, Constrained – Land that comprises or consists of federally regulated wetlands, floodplain channels, river or stream channels, ponds, canyons or ravines or cliffs or other tracts with steep slopes greater than 30%.

Density, Gross – The number of dwelling units per acre within a subdivision or other development based on the total tract area that is deemed developable.

Land, Developable – Land that is not deemed constrained, which is capable of being improved, subject to the requirements of this Title.

Referring to recent development of the Hafoka property, Mr. Snyder advised that the Commissioners not let any one project drive their decisions. He stated that, from his perspective as a planner, constrained open space can be quality open space. Ms. Romney agreed with narrowly defining the term constrained land. The goal is to provide a legally sustainable definition of constrained land for purposes of calculating density. Mr. Snyder cautioned that being subjective about what is “sensitive” could lead to legally dangerous arbitrary decisions. He added that the proposed language would not necessarily have prevented the Hafoka situation.

Vice Chair Johnson opened a public hearing at 8:01 p.m. and closed the public hearing seeing that no one wished to comment. Responding to a question from the Planning Commission, Mr. Snyder explained that existing and possibly new development regulations could also be used to meet the desired outcome. Allowing the gross density to include these subject lands, but restricting the placement of development on usable lands, encourages clustering of the density, thereby making it cost effective to preserve these areas for accessory

1 and supportive uses while providing opportunity for developing private lands and balancing the
2 market housing cost needs of the future. He expressed the opinion that the proposed Code
3 Text Amendment is not necessarily the best way to handle the gross density concern.

4
5 Vice Chair Johnson stated, he is not inclined to be against density, and is not inclined to
6 support the proposed changes. He commented that density usually increases per acre property
7 value, creating a stronger, more sustainable development. He also said he is in favor of giving
8 more flexibility to a developer in order to cluster development and save more open space, and
9 said he feels keeping things as they are is more respectful of property rights. Vice Chair
10 Johnson said the driving issue for him is property rights.

11
12 Commissioner Kjar made a **motion** to approve the Code Text Amendment as presented
13 by staff with findings (a) through (g). Commissioner Daly seconded the motion.

14
15 Reasons for Action (findings):

- 16
17 a. The Planning Commission finds that the City Council desires to receive feedback
18 with regards to how gross densities for residential development are calculated with
19 regards to sensitive and constrained lands.
20 b. The Planning Commission finds that the Commission as a whole, desired to consider
21 changes to how gross densities are calculated with regards to sensitive and
22 constrained lands.
23 c. The Planning Commission finds that according to Section 12-420-2.3, Residential
24 Development Policies, hillside and naturally wooded canyons should be provided
25 protection from indiscriminate development.
26 d. The Planning Commission finds that according to Section 12-440-1, General –
27 Natural Hazards Element, a number of natural hazards exist, which should be
28 considered in how residential areas are developed.
29 e. The Planning Commission finds that according to Section 12-440-2, Natural Hazards
30 Policies, residential development should not occur in areas subject to the flooding of
31 natural streams.
32 f. The Planning Commission finds that according to Policy #3, Foothills Management
33 Plan, the management plan has a desire to protect and maintain the natural drainage
34 in canyons and ravines.
35 g. Therefore, the Planning Commission finds that the proposed amendments to the
36 Zoning Ordinance facilitate the desires of the goals and policies mentioned above.

37
38 The Commissioners discussed possible development scenarios that could occur with the
39 current ordinance. Vice Chair Johnson said, he feels that existing legislative oversight with a
40 PUD would be an effective check against irresponsible development. Mr. Snyder commented
41 that the proposed Code Text Amendment is the fastest way to address the concerns – the other
42 options would take time and effort. He said he feels the Hafoka situation has driven too much
43 response; there is very little risk that a similar situation would occur again. Mr. Snyder said he
44 would suggest scrapping the proposed changes and move toward improving the hillside
45 ordinance. Commissioner Wright said she would be inclined to support the proposed changes if
46 they bring peace to citizens and do not hurt development or property rights. Mr. Snyder pointed
47 out that the Commissioners are citizen planners responsible for protecting land use rights.

48
49 Commissioner Kjar said he shares Vice Chair Johnson's aversion for excess
50 regulation. The hillside is already zoned R-L with four lots per acre and grade restrictions.
51 Mr. Snyder repeated that the emotional reaction to one project should not be used to justify a
52 whole list of land use regulation. Commissioner Wright said she feels it is important to include

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.

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
7/19/2016**

Item No. 6.

Short Title: Discuss and provide direction to staff regarding the following:

Initiated By: City Council

Scheduled Time: 8:20

SUBJECT

- a. Accessory building setbacks
- b. Flag Lot Ordinance amendments

RECOMMENDATION

Continue discussion of these matters and provide direction to staff, as appropriate.

BACKGROUND

This is the continuation of the discussion that occurred in an earlier Council meeting. At that time, the Council asked that these two matters be placed back on the agenda in July for further discussion. However, no assignments were given to staff for further research or analysis.

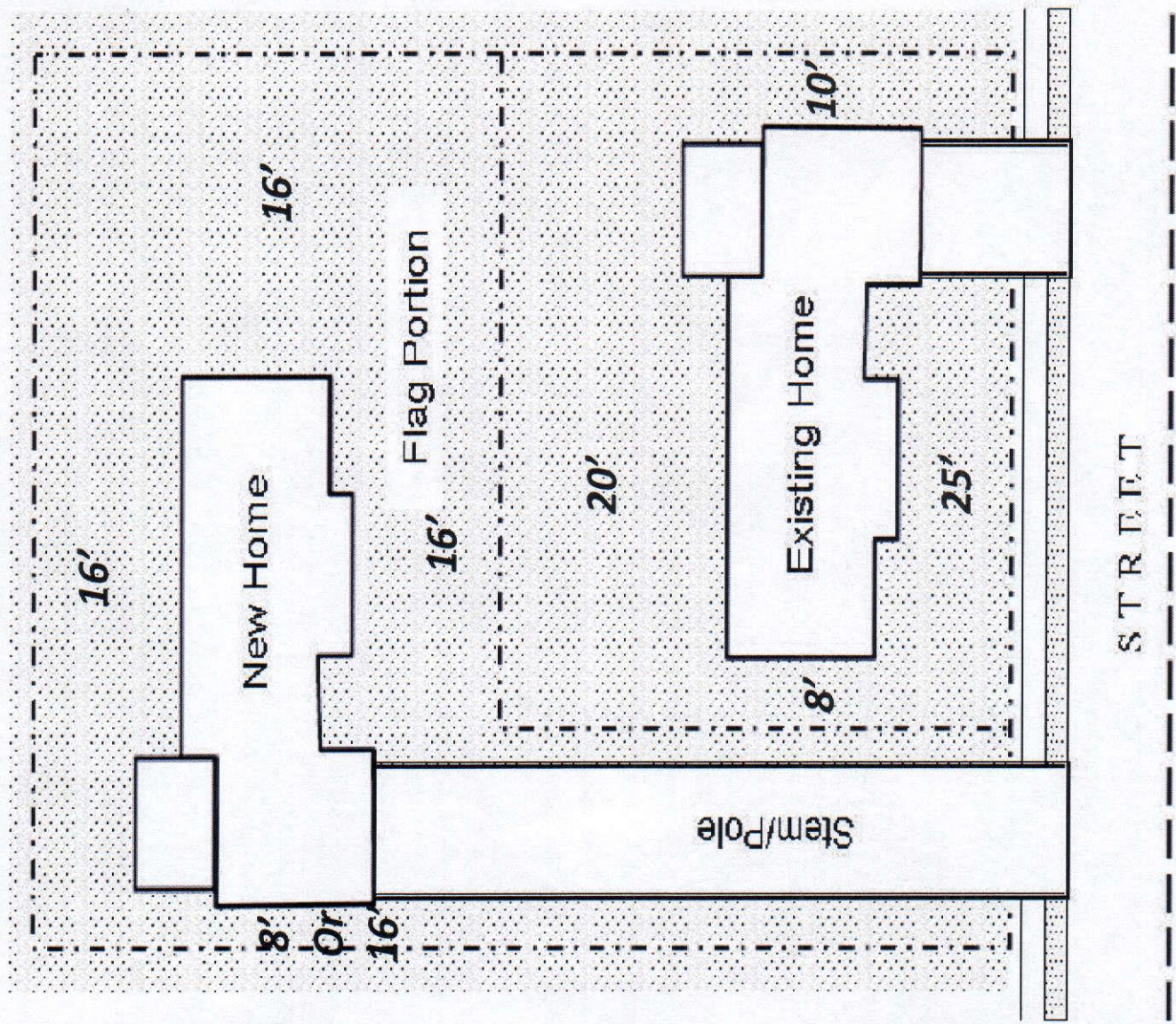
The discussion of these two topics--and potential code amendments--are among the short-term goals the Council agreed upon in their March goal-setting work session. Since these topics are addressed in the Zoning Code, any amendments would have to be considered by the Planning Commission before coming back to the City Council for formal approval.

The documents provided to the Council for their earlier discussion are attached again for the Council's reference, along with the minutes of that earlier Council meeting.

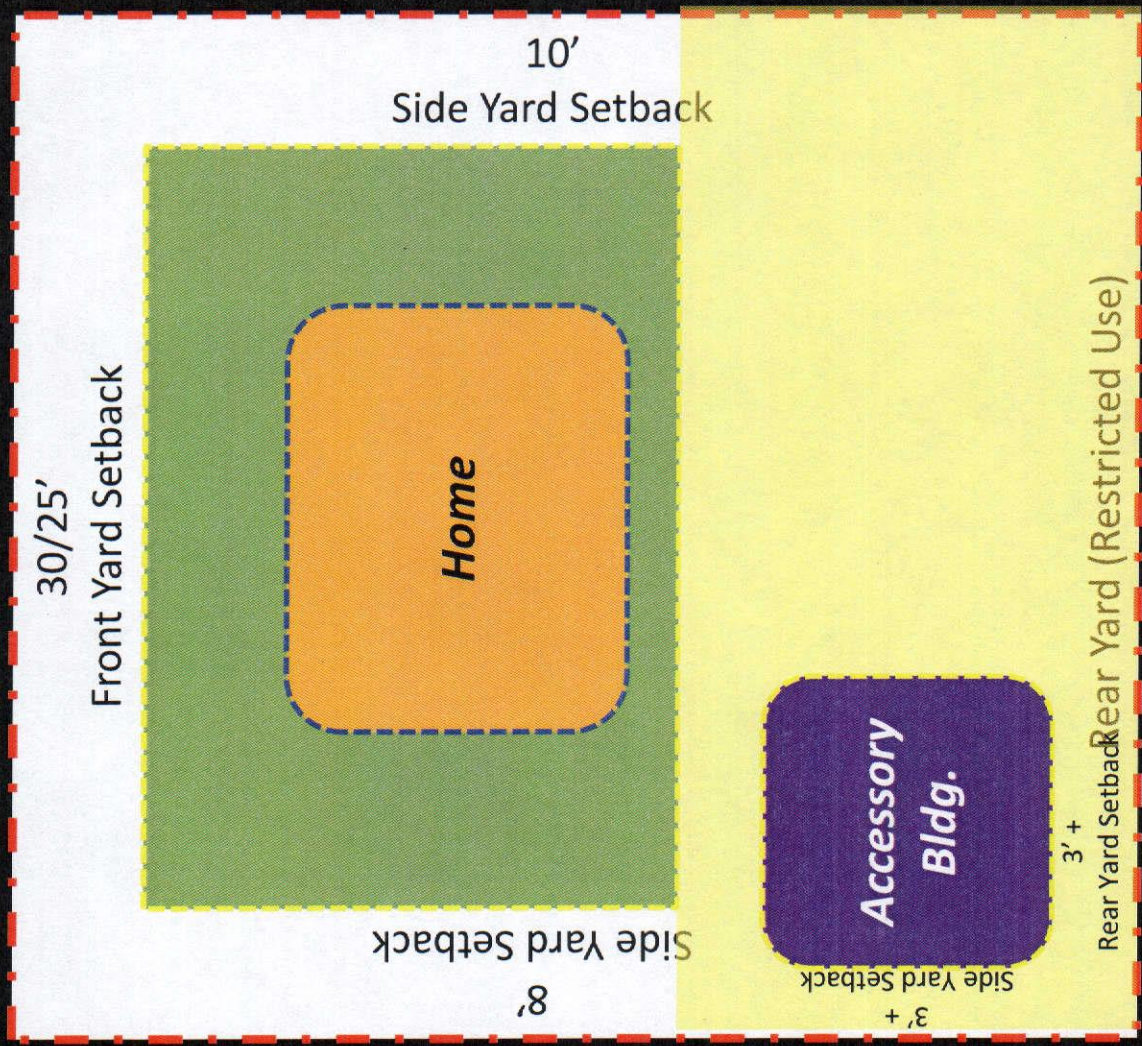
ATTACHMENTS:

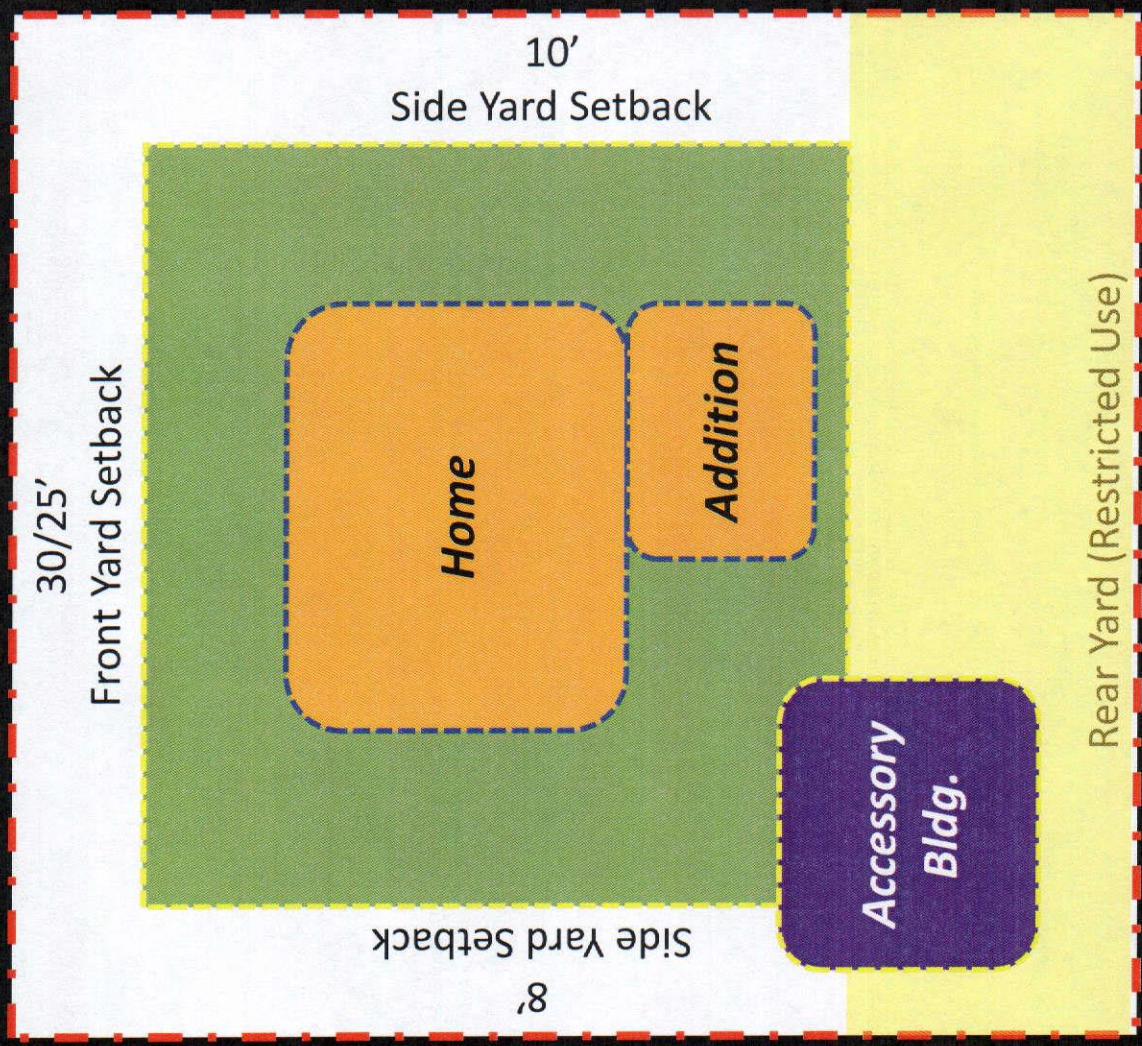
Description

- Flag Lot Diagram
- Accessory Building Setbacks--Council Presentation
- 3-23-2016 work session minutes
- 5-3-2016 City Council meeting minutes









**Typical Example Two-Story
Accessory Size :**

bldg. width = 24 Feet

bldg. wall height = 16 feet

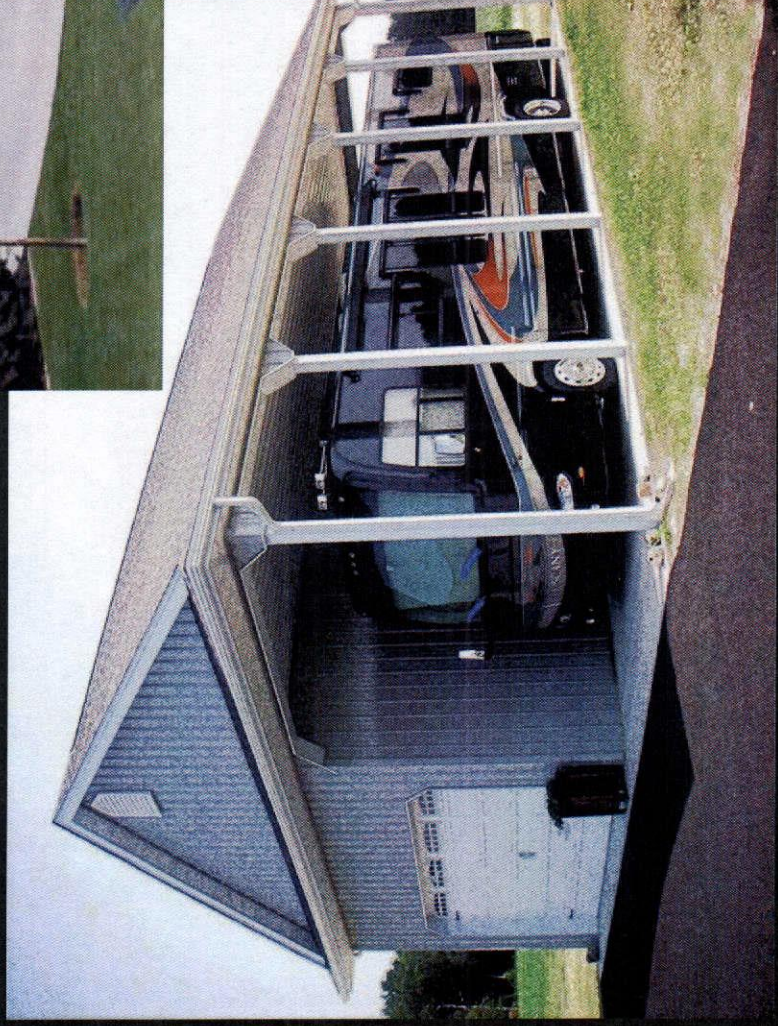
Roof Pitch vs. Height:

4/12 roof peak = 20 feet

6/12 roof peak = 22 feet

8/12 roof peak = 24 feet

12/12 roof peak = 28 feet



Subject Accessory Bldg:

Setback South Side = 14 feet

Setback West Side = 6 feet

Required Setbacks:

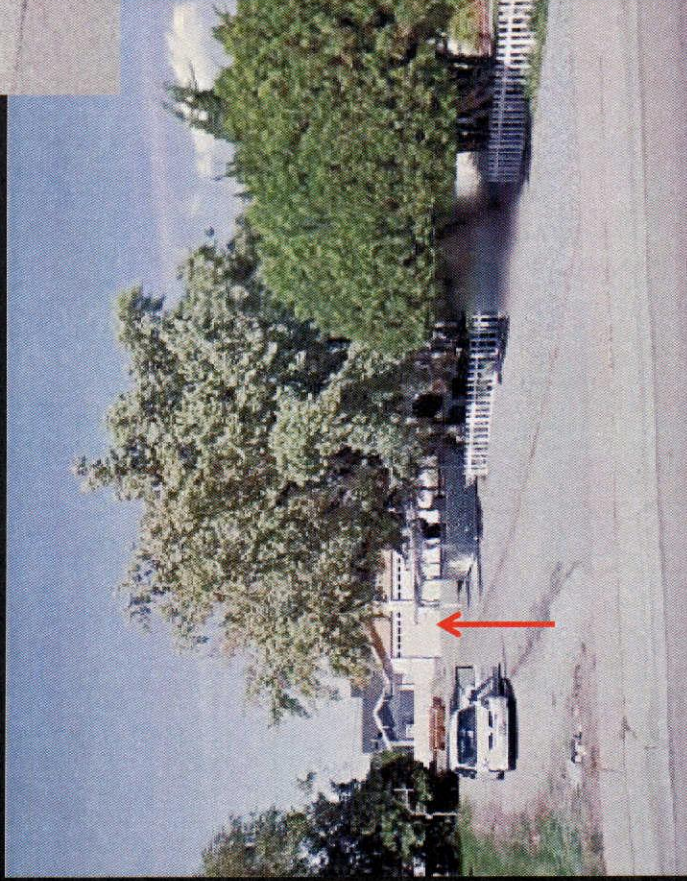
Both Sides: 5 feet (A-L Zone)

Building Height:

Avg. Height Approved: 20 feet/grade

Avg. Height Permitted: 20 feet/grade

A-L Height Increase: Allowed with a CUP approval





© 2016 Europa Technologies

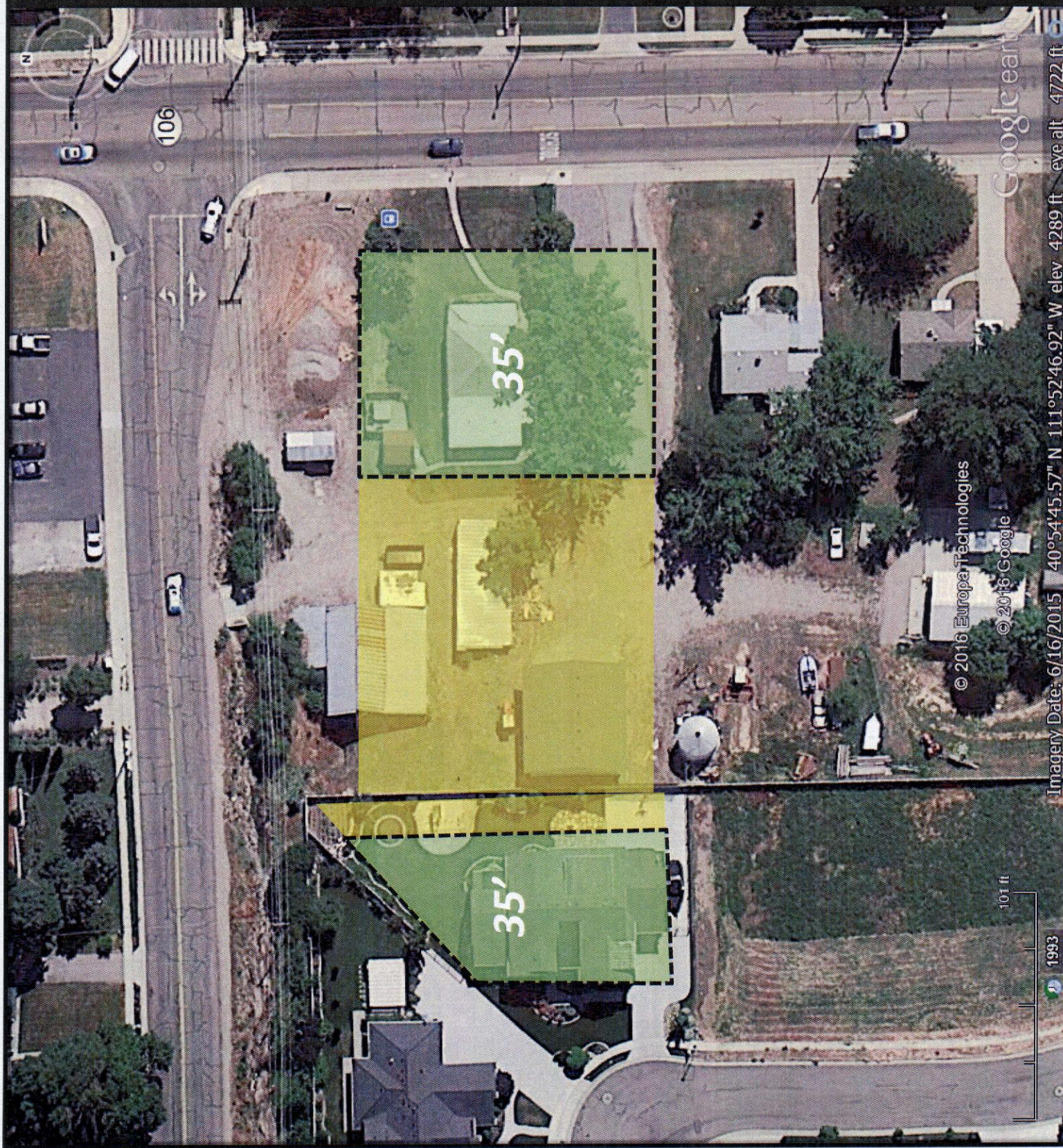
© 2016 Google

Google earth

Imagery Date: 6/16/2015 40°54'45.57" N 111°52'46.92" W elev 4289 ft eye alt 4722 ft

101 ft

1993



© 2016 Europa Technologies

© 2016 Google

Imagery Date: 6/16/2015 40°54'45.57" N 111°52'46.92" W elev 4289 ft eye alt 4722 ft

1993



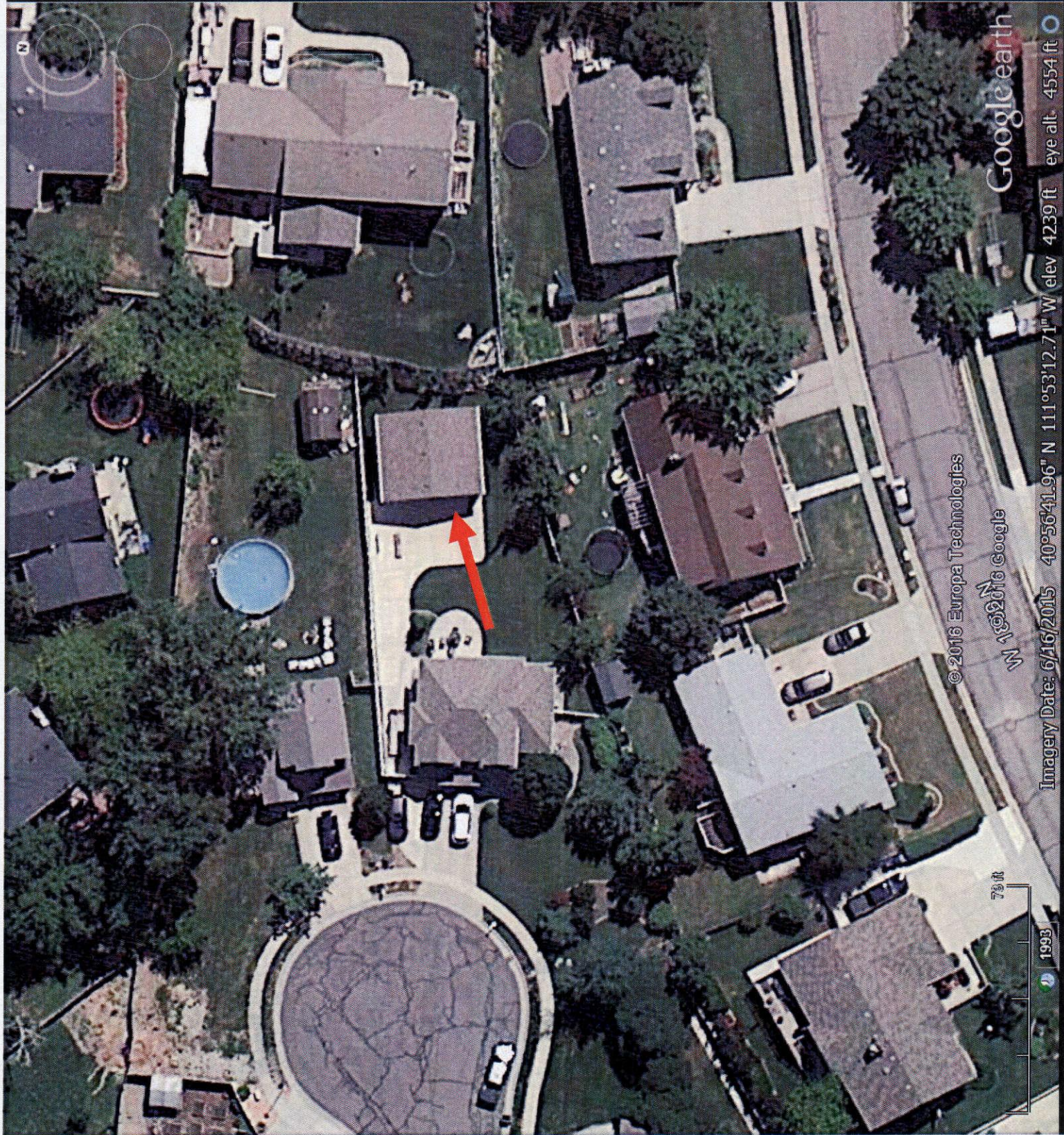
© 2016 Europa Technologies

© 2018 Google

Google Earth

Imagery Date: 6/16/2015 40°54'45.57" N 111°52'46.92" W elev 4289 ft eye alt 4722 ft

1993



© 2016 Europa Technologies

W 102d16 Google

Google earth

Imagery Date: 6/16/2015 40°56'41.96" N 111°53'12.71" W elev 4239 ft eye alt 4554 ft

73 ft

1993



Google Earth

© 2016 Europa Technologies

© 2016 Google

Churchill Drive

Imagery Date: 6/16/2015 40°56'53.98" N 111°53'15.86" W elev 4236 ft eye alt 4537 ft

1993



© 2016 Google

Imagery Date: 6/16/2015 40°56'48.45" N 111°52'51.67" W elev 4332 ft eye alt 4637 ft

1993



Google earth

© 2016 Europa Technologies

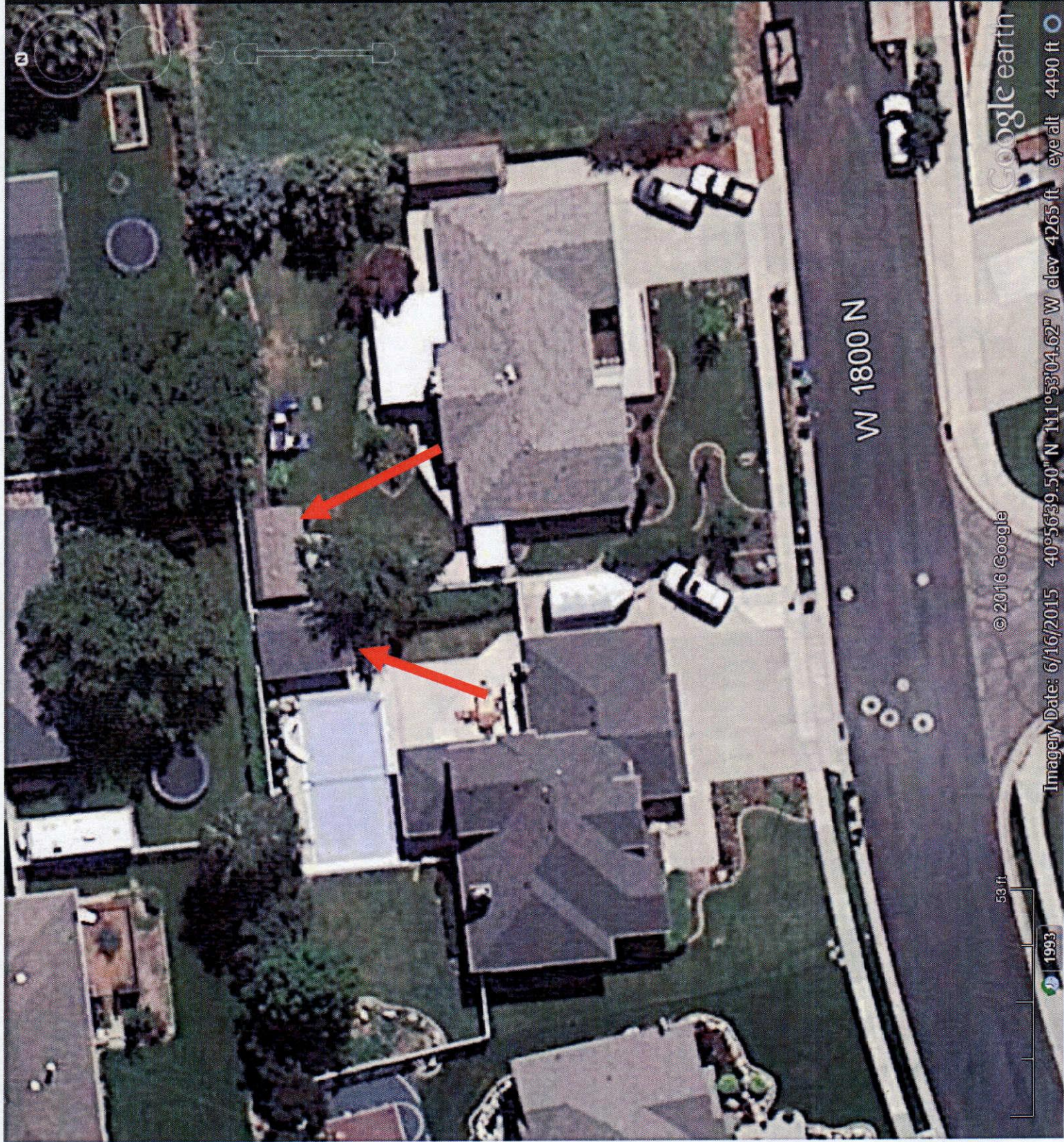
© 2016 Google

W 1800 N

Imagery Date: 6/16/2015 40°56'39.51" N 111°53'06.41" W elev 4260 ft eye alt 4506 ft

55 ft

1993

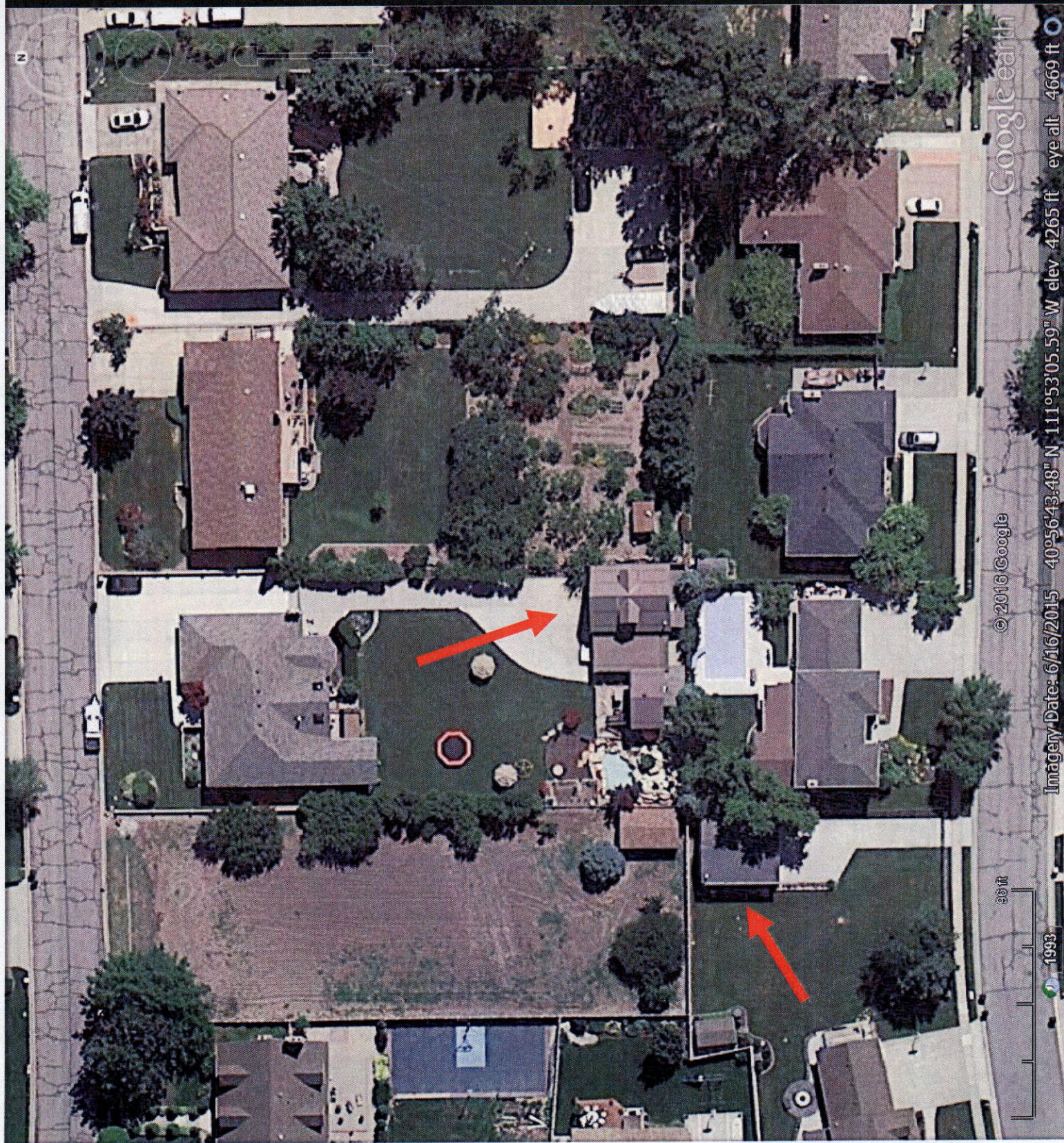


© 2016 Google

Imagery Date: 6/16/2015 40°56'39.50" N 111°53'04.62" W elev 4265 ft eye alt 4490 ft

53 ft

1993



© 2016 Google

Imagery Date: 6/16/2015 40°56'43.48" N 111°53'05.59" W elev 4265 ft eye alt 4669 ft

20 ft 1993



N Parkway Dr W

© 2016 Europa Technologies

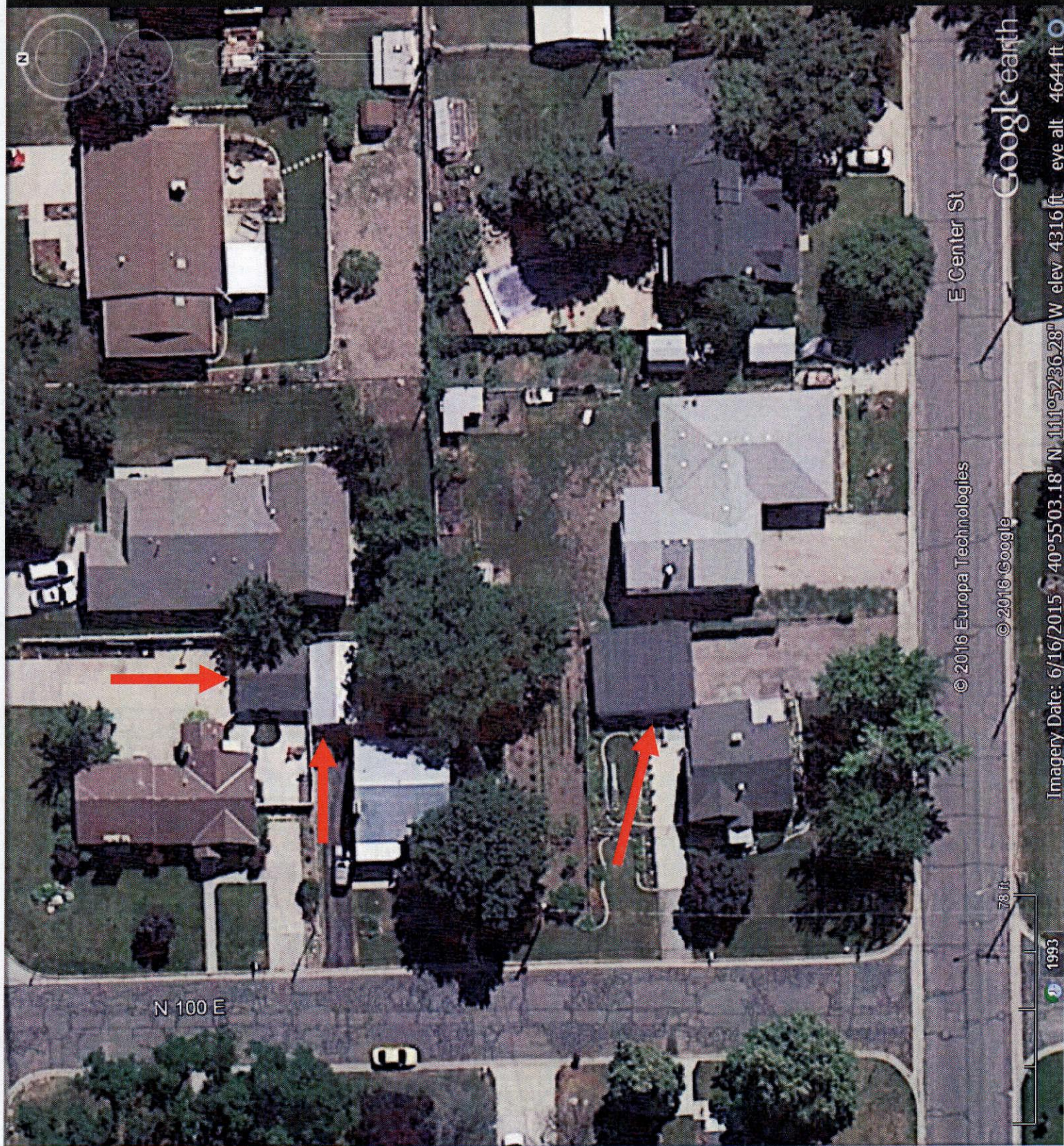
© 2016 Google

68 ft

1993

Imagery Date: 6/16/2015 40°56'30.40" N 111°53'03.75" W elev 4266 ft eye alt 4553 ft

Google earth



N 100 E

E Center St

© 2016 Europa Technologies

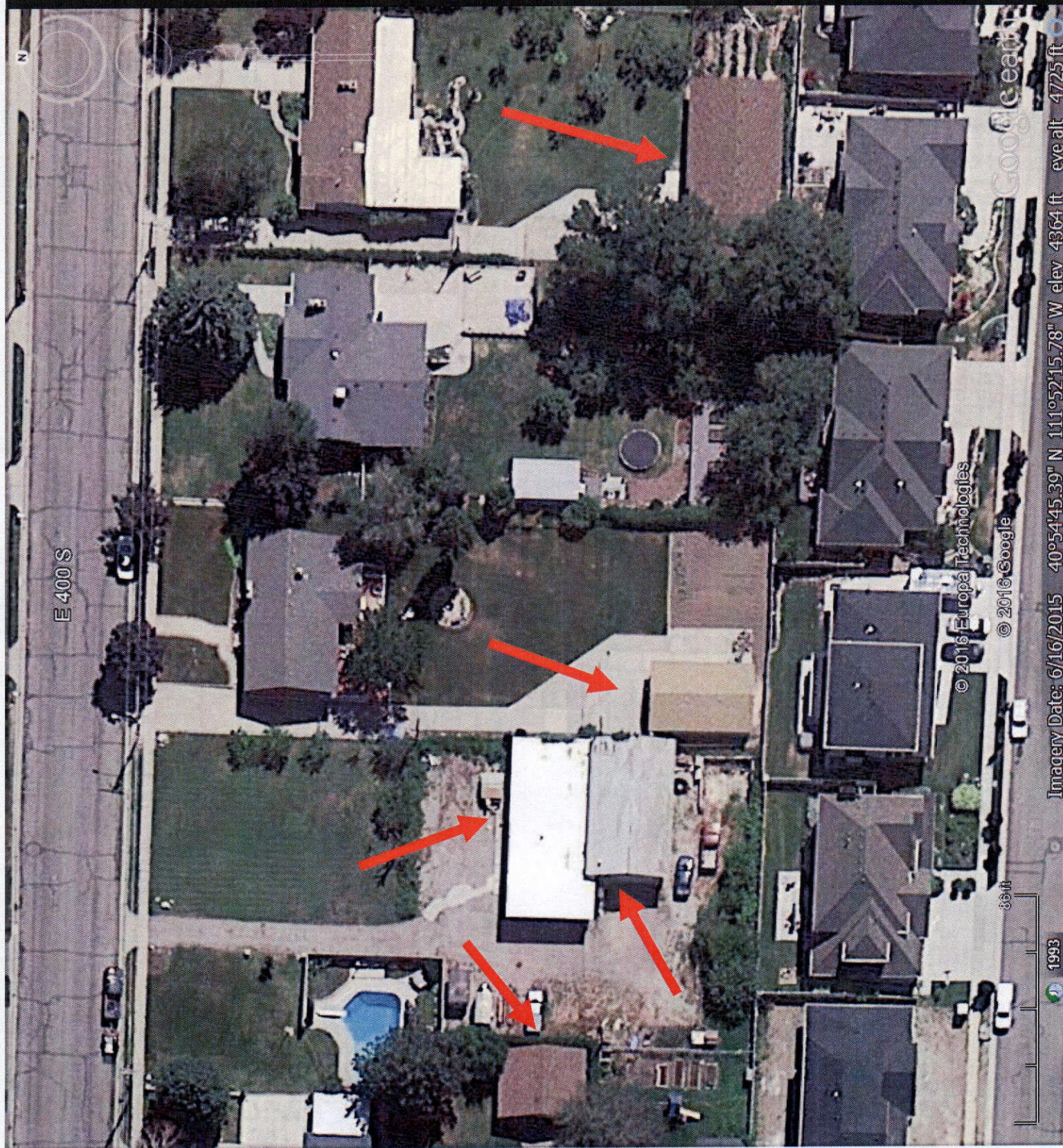
© 2016 Google

Google earth

Imagery Date: 6/16/2015 40°55'03.18" N 111°52'36.28" W elev 4316ft eye alt 4644 ft

78 ft

1993



E 400 S

© 2016 Europa Technologies

© 2016 Google

Imagery Date: 6/16/2015 40°54'45.39" N 111°52'15.78" W elev 4364 ft eye alt 4725 ft

36 ft

1993

Status of Nonconforming Structures

Any addition or expansion of non-conforming structure (regardless of size) is prohibited, unless the BOA finds the following:

- ✓ Compatible w/ adjoining property
- ✓ Not detrimental to the community
- ✓ Non-effects on traffic, value of adjacent property, and adequate utility & services

Rendering a large number of existing accessory structures would add more work and processing burden for the public, staff, and costs associated with BOA meetings, due to increasing number of cases likely to be submitted to the Board of Adjustment.

Additionally, a BOA decision allows a citizen board and adjoining property owners to fundamentally have a greater say and affect on what is happening in a private back yard, which traditionally is considered wholly a private space most distant from general public interest and scrutiny.

1 Chair Hirschi stated the Planning Commission would like to streamline administrative
2 decisions and procedures, delegating more decision-making to staff and allowing the Planning
3 Commission more time for proactive planning. Councilman Ince said his goal is to avoid getting
4 stuck again with what happened on the Hafoka property on Porter Lane. He pointed out that the
5 community is divided over what should happen on South Main Street. Councilwoman Mecham
6 agreed, and said she would like to know what uses would be allowed in specific zones so the
7 Council can anticipate and avoid surprises. Mr. Snyder cautioned the Council and Planning
8 Commission against getting caught up with design details, and suggested the issue is whether
9 or not they are comfortable with the multi-family development ordinance.

10
11 At 6:50 p.m. the Planning Commission moved upstairs for their regular meeting, and the
12 Council took a break, returning at 7:10 p.m. The Council discussed the goals rated highest
13 priority by the Council prior to the meeting.

14
15 Accessory building setbacks – Councilwoman Fillmore said she feels the Planning
16 Commission should review accessory building setbacks and recommend revisions to provide a
17 level of protection.

18
19 Flag-lot ordinance – Councilwoman Mecham asked why the City allows two adjoining
20 flag lots, considering the loss of privacy for the entire surrounding neighborhood. Mayor Cutler
21 pointed out that sometimes flag lots are appropriate. Councilwoman Fillmore stated she thinks
22 the City is at risk with the flag-lot ordinance as it is currently written, adding that setbacks and
23 height ratios should be carefully considered. A majority of the Council appeared to be in favor
24 of directing the Planning Commission to review the flag-lot ordinance.

25
26 Accessory Dwelling Units (ADUs) – Councilwoman Mecham said she does not think the
27 City will get a lot of applications for ADUs. Councilwoman Fillmore agreed, but stated she
28 would like citizens to have a legal route to do something she believes will happen anyway.

29
30 Land-use planning for west side – The Council discussed the desire to eliminate heavy-
31 industrial use from the west side. Mayor Cutler suggested property owners should be included
32 if another work session is held regarding the west side.

33
34 RAP Tax revenue usage – Mayor Cutler reported the City has opportunity to use a
35 graduate student to conduct a public outreach effort regarding Island View Park. A majority of
36 the Council seemed supportive. Councilwoman Ivie emphasized that neighbors should be
37 made aware that changes will take time and will not happen immediately. Mr. Thacker
38 suggested the Council's goal with RAP Tax revenue could be: "maintain what we've got, replace
39 what we've lost, and finish what we've started." Councilwoman Mecham asked if it would be
40 possible to solicit donations from park equipment companies. Councilwoman Fillmore
41 suggested the idea could be presented to the Parks Committee to gauge their interest.
42 Councilwoman Mecham suggested waiting until a plan for Island View Park is in place. It was
43 suggested the outreach for park improvement should include the entire city rather than just park
44 neighbors. Mayor Cutler reported the Recreation District is in need of more playing fields. He
45 suggested the Recreation District might be willing to donate funds to help complete new fields at
46 Community Park, or the City could possibly borrow funds from the Recreation District to
47 complete the fields sooner than currently expected. Mr. Thacker added that a loan could be
48 made from the Cemetery Perpetual Care Fund or the Theatre Reserve Fund for the same
49 purpose. Mayor Cutler said he feels the options would be worth exploring, but firm cost
50 estimates will be needed. The entire Council indicated they are in favor of moving forward with
51 the planning stage for both Island View Park and the completion of the Community Park
52 expansion project.
53

1 UTOPIA – The Council requested a presentation from UTOPIA executives regarding
2 how Centerville could improve marketing efforts.

3
4 South Main Street Corridor (SMSC) Plan – The Council discussed the desired scope of
5 continued SMSC planning. Councilman McEwan expressed the opinion that property owners
6 should have a lot of input. Mayor Cutler suggested the Planning Commission finish their current
7 recommendations by May, to be presented at a joint work session.

8
9 Hillside plans and zoning – The Council discussed private property on the hillside, and
10 appeared to be in agreement that the city is protected against hillside development at this point.

11
12 Cemetery expansion options – Councilwoman Fillmore repeated a comment made by
13 former-Councilman Higginson that every city is dealing with diminishing cemetery space and
14 every city is going to run out someday, even if more space is added. Mayor Cutler and
15 Councilwoman Ivie indicated they are in favor of exploring the possibility of a mausoleum.
16 Referring to the County-owned property on 100 South, Councilwoman Ivie said she believes the
17 land is still necessary as a debris basin. Mr. Thacker responded that the County would be able
18 to maintain the sediment basin with a few residential lots on a portion of the property.
19 Councilman McEwan suggested a public/private partnership with Russon Brothers Mortuary to
20 evaluate the possibility of a mausoleum. Staff was directed to get a cost estimate for a
21 feasibility study for a cemetery on the hillside City-owned property.

22
23 Extension of 1250 West – Councilwoman Mecham said she will encourage the County
24 Transportation Committee to discuss the extension of 1250 West.

25
26 The Council agreed on the following priorities for the Planning Commission:

27
28 Long-term big items

- 29 1- South Main Street Corridor (recommendation by May)
30 2- West side plan (begin by 3rd quarter)
31 3- Hillside recreation – working with County

32
33 Short-term (1-2 meetings to complete)

- 34 1- Remove Very-High Industrial zoning
35 2- Review flag-lot ordinance
36 3- Review accessory building setbacks (complete by end of 2nd quarter)
37 4- Update bike/trail master plan and adopt into General Plan

38
39 Fluoride – A majority of the Council indicated a desire to put the cost of fluoride as a line
40 item on the city utility bill. Mr. Thacker suggested the utility bill change could be made in
41 conjunction with the proposed water rate change. The original decision to fluoridate the water
42 was a County-wide vote. Councilwoman Ivie said she would like to document the feedback
43 received from residents. Some of the Council expressed a desire to write to the County
44 requesting the issue be put back on the ballot.

- 45
46 • The Council agreed to let the Landmarks Commission make decisions regarding
47 Historic District signage.
48 • The Council agreed on the need to install sound panels in the Council Chambers this
49 year to improve the sound system.
50 • The city did not receive TAP funding from WFRC for sidewalk lighting on Parrish
51 Lane.

1 passed by majority vote (4-1), with Councilwoman Fillmore dissenting. The Council requested
2 staff draft an explanation of what is currently allowed to post on the City website.

3 4 **ACCESSORY BUILDING SETBACKS**

5
6 The discussion of accessory building setbacks and potential amendments to the Flag Lot
7 Ordinance are among the short-term goals the Council agreed upon in the March goal-setting
8 work session. Mr. Snyder used diagrams to explain setback requirements and buildable area,
9 as well as roof pitch/height allowances. He showed Google Earth images of accessory
10 buildings in Centerville that do and do not conform, noting that increasing the setback for
11 accessory buildings would make many more buildings non-conforming. He reminded the
12 Council that nonconforming structures cannot be expanded without Board of Adjustment
13 approval.

14
15 Mayor Cutler asked Mr. Snyder to explain the argument against having accessory
16 building setbacks based on building height. Mr. Snyder responded that backyards have
17 traditionally had fewer restrictions than front and side yards. Mr. Snyder stated that citizens will
18 not argue having increased setbacks for their neighbors, but he is not convinced that citizens
19 would be willing to accept the consequences of increased accessory building setbacks for
20 themselves.

21 22 **POTENTIAL AMENDMENTS TO FLAG LOT ORDINANCE**

23
24 Mr. Snyder explained existing flag lot setback requirements, and asked the Council to
25 consider whether reducing the setbacks from 20 feet to 16 feet has caused significant impact.
26 Council members Ivie and Mecham stated they are uncomfortable with the idea that a tall home
27 could be built in a backyard taking away the privacy of neighbors. Councilwoman Fillmore stated
28 she feels that flag lots should be a rare exception. Mayor Cutler said he can see some benefit
29 to flag lots, especially on the north end of town. Councilman Ince suggested the Council study
30 the issue further and place it on an agenda in July. The Council agreed.

31 32 **FISCAL YEAR 2017 BUDGET**

33
34 City Manager Thacker presented a Proposed Budget for FY 2017, and suggested the
35 Council hold a public hearing on June 7, 2016, and adopt a final Budget on June 21st, with work
36 sessions on May 17th, May 24th, or May 31st. Councilman McEwan requested staff prepare data
37 showing average annual salary increases given by the City over the last ten years. He stated
38 that, while the City values its employees, he has a desire for the City to be in line with
39 compatible industry. He said in his own career he has never had the expectation of an annual
40 increase. Councilman McEwan said he is not comfortable adopting the Tentative Budget with
41 the proposed salary increases. Councilwoman Fillmore said she is comfortable adopting and
42 releasing the Tentative Budget to the public knowing it is understood that changes will be made.
43 Mr. Thacker suggested he include a line in the Budget Newsletter stating that the Council is still
44 discussing the salary issue and invite comments at the public hearing.

45
46 Councilman Ince made a **motion** to adopt the FY 2017 Tentative Budget, schedule work
47 sessions for May 17th and May 31st, and set a public hearing for June 7, 2016. Councilwoman
48 Ivie seconded the motion, which passed by majority vote (4-1), with Councilman McEwan
49 dissenting.

50
51 The Council took a break at 9:06 p.m., returning at 9:13 p.m.
52

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
7/19/2016**

Item No. 7

Short Title: Award bid to Kapp Construction in the amount of \$361,704.40 for labor and to Oldcastle Precast in the amount of \$16,828 (plus \$1,194.79 tax) for materials for the Frontage Road Culverts project

Initiated By: City Engineer

Scheduled Time: 8:50

SUBJECT

RECOMMENDATION

Award bids to Kapp Construction in the amount of \$361,704.40 for labor and to Oldcastle Precast in the amount of \$16,828 (plus \$1,194.79 tax) for materials for the Frontage Road Culverts Project.

BACKGROUND

Bids were solicited by ESI Engineering (for labor) and Centerville Public Works Department (for materials) for the replacement of Frontage Road drainage culverts. See enclosed bid tabulations and recommendations for awarding the bids for labor and materials.

Drainage utility fees were increased in 2016 to fund an ambitious capital plan, including replacement of many old, corrugated metal pipes in the City's drainage system. The capital plan on which the rates were based includes the replacement of 8 culverts under the Frontage Road between Parrish Lane and Lund Lane. Total estimated funding in the capital plan for those 8 replacements is **\$460,039**. The bid released by the City Engineer (ESI Engineering) actually includes the replacement of 9 culverts and the abandonment (i.e. removal) of two other culverts no longer in use within this segment of the Frontage Road. Despite the increase in scope of work, the total budget in the capital plan should be sufficient to cover the actual total cost, estimated as follows:

- | | |
|---|-------------------|
| • Construction bid award to Kapp -- | \$ 361,704 |
| • Materials bid award (w/tax) -- | \$ 18,023 |
| • Contingency--5% of both bids above -- | \$ 18,986 |
| • Engineering design & bid admin. -- | \$ 26,800 |
| • Construction inspection/testing (6% of two bids) -- | <u>\$ 22,784</u> |
| • Total estimated actual cost -- | \$ 448,297 |

Upon completion of this project, the City will proceed in 2017 with its plan to use federal funds already awarded to the City to widen the Frontage Road and establish full bike lanes on both sides of the road.

ATTACHMENTS:

Description

- ☐ Email from City Engineer re bid tabulations - Frontage Road Culverts

- Frontage Road Bid Tabulations
- Bid Award Recommendations for materials

Marsha Morrow

From: Kevin Campbell <Kevin.Campbell@esieng.com>
Sent: Friday, July 01, 2016 3:01 PM
To: Steve Thacker
Cc: Randy Randall; Dave Walker; Mike Carlson; Cody Pedersen
Subject: Frontage Road Culverts - Bid Tabulation
Attachments: FronatageCulverts_BidTab.pdf; 00 51 00 Notice of Award.doc

Steve –

We received 3 bids last Tuesday, June 28th for the above referenced project. The bids include all work items except for pipe materials.

The following bids were received:

- | | |
|-------------------------|--------------|
| 1. Kapp Construction | \$361,704.40 |
| 2. Fusion Pipeline Inc. | \$542,427.50 |
| 3. Vancon, Inc. | \$583,541.00 |

Engineer Estimate	\$351,004.00
-------------------	--------------

The low bid from Kapp is the only good bid in our opinion as the other two are way over the estimate. We are fortunate that we did get one legitimate bid and recommend that the project be awarded to Kapp Construction in the amount of \$361,704.40. We have worked with Kapp on dozens of projects over the years and they are a qualified and capable contractor to complete this work.

Let me know of any question or concerns regarding this information.

Kevin

Kevin Campbell, P.E.
Centerville City Engineer

Kevin Campbell, P.E.
ESI Engineering, Inc
3500 S. Main St.
SLC, Ut 84115
801.263.1752



**FRONTAGE ROAD CULVERTS REPLACEMENT - LUND LN TO PARRISH LN
PROJECT #15-211**

BID TABULATION FOR CENTERVILLE CITY

			KAPP Construction		Fusion Pipeline Inc.		Vancon Inc.		Engineer's Estimate		
Item No.	Description	Amounts	Units	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
Woods Park PDO - Replace 24-in CMP											
1	Sawcut, remove and replace asphalt	13	TN	\$258.00	\$3,354.00	\$345.00	\$4,485.00	\$590.00	\$7,670.00	\$180.00	\$2,340.00
2	Remove, haul away and dispose of existing 24-in CMP	1	LS	\$1,312.00	\$1,312.00	\$350.00	\$350.00	\$2,300.00	\$2,300.00	\$2,500.00	\$2,500.00
3	Furnish and install inlet box, connect existing pipe	1	EA	\$2,290.00	\$2,290.00	\$5,888.00	\$5,888.00	\$6,300.00	\$6,300.00	\$2,500.00	\$2,500.00
4	Install 24-in RCP	57	LF	\$58.50	\$3,334.50	\$175.00	\$9,975.00	\$130.00	\$7,410.00	\$55.00	\$3,135.00
5	Core and adjust grade of existing inlet for new 24-in RCP	1	LS	\$2,300.00	\$2,300.00	\$1,400.00	\$1,400.00	\$1,800.00	\$1,800.00	\$1,500.00	\$1,500.00
6	Grade backfill outside of paved roadway and restore landscape	1	LS	\$250.00	\$250.00	\$1,700.00	\$1,700.00	\$570.00	\$570.00	\$1,000.00	\$1,000.00
7	Support power pole during construction	1	LS	\$2,100.00	\$2,100.00	\$2,750.00	\$2,750.00	\$3,400.00	\$3,400.00	\$2,500.00	\$2,500.00
8	Furnish and install gravel bedding	49	TN	\$18.75	\$918.75	\$18.50	\$906.50	\$45.00	\$2,205.00	\$16.00	\$784.00
9	Furnish and install granular borrow	31	TN	\$13.05	\$404.55	\$13.00	\$403.00	\$35.00	\$1,085.00	\$20.00	\$620.00
10	Furnish and install untreated base course	31	TN	\$16.65	\$516.15	\$18.50	\$573.50	\$38.00	\$1,178.00	\$22.00	\$682.00
11	Furnish and install separation drainage fabric	50	SY	\$8.30	\$415.00	\$10.25	\$512.50	\$6.00	\$300.00	\$2.00	\$100.00
12	Traffic Control	1	LS	\$2,790.00	\$2,790.00	\$7,425.00	\$7,425.00	\$3,200.00	\$3,200.00	\$2,500.00	\$2,500.00
13	Mobilization	1	LS	\$1,893.00	\$1,893.00	\$5,700.00	\$5,700.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
Subtotal					\$21,877.95		\$42,068.50		\$42,418.00		\$25,161.00

				KAPP Construction		Fusion Pipeline Inc.		Vancon Inc.		Engineer's Estimate	
Item No.	Description	Amounts	Units	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
Devore Property - Replace 24-in CMP											
1	Sawcut, remove and replace asphalt	13	TN	\$258.00	\$3,354.00	\$345.00	\$4,485.00	\$590.00	\$7,670.00	\$180.00	\$2,340.00
2	Remove, haul away and dispose of existing 24-in CMP	1	LS	\$1,312.00	\$1,312.00	\$350.00	\$350.00	\$2,300.00	\$2,300.00	\$2,500.00	\$2,500.00
3	Furnish and install curb inlet box, connect existing pipe	1	EA	\$3,160.00	\$3,160.00	\$4,875.00	\$4,875.00	\$5,500.00	\$5,500.00	\$2,500.00	\$2,500.00
4	Install 24-in RCP	69	LF	\$88.65	\$6,116.85	\$175.00	\$12,075.00	\$110.00	\$7,590.00	\$55.00	\$3,795.00
5	Install curb and gutter	20	LF	\$66.45	\$1,329.00	\$44.00	\$880.00	\$73.00	\$1,460.00	\$35.00	\$700.00
6	Grade backfill outside of paved roadway and restore landscape	1	LS	\$250.00	\$250.00	\$1,700.00	\$1,700.00	\$570.00	\$570.00	\$1,500.00	\$1,500.00
7	Raise manhole to grade with concrete collar	1	EA	\$475.00	\$475.00	\$585.00	\$585.00	\$610.00	\$610.00	\$800.00	\$800.00
8	Furnish and install gravel bedding	60	TN	\$18.75	\$1,125.00	\$18.50	\$1,110.00	\$44.00	\$2,640.00	\$16.00	\$960.00
9	Furnish and install granular borrow	38	TN	\$13.05	\$495.90	\$13.00	\$494.00	\$31.00	\$1,178.00	\$20.00	\$760.00
10	Furnish and install untreated base course	31	TN	\$16.65	\$516.15	\$18.50	\$573.50	\$38.000	\$1,178.00	\$22.00	\$682.00
11	Furnish and install separation drainage fabric	61	SY	\$6.80	\$414.80	\$10.25	\$625.25	\$6.00	\$366.00	\$2.00	\$122.00
12	Traffic Control	1	LS	\$2,790.00	\$2,790.00	\$7,425.00	\$7,425.00	\$3,200.00	\$3,200.00	\$2,500.00	\$2,500.00
13	Mobilization	1	LS	\$1,920.00	\$1,920.00	\$5,700.00	\$5,700.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
Subtotal				\$23,258.70		\$40,877.75		\$39,262.00		\$24,159.00	

			KAPP Construction			Fusion Pipeline Inc.		Vancon Inc.		Engineer's Estimate	
Item No.	Description	Amounts	Units	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
Lexington Park - Replace 24-in CMP											
1	Sawcut, remove and replace asphalt	13	TN	\$258.00	\$3,354.00	\$345.00	\$4,485.00	\$590.00	\$7,670.00	\$180.00	\$2,340.00
2	Remove, haul away and dispose of existing 24-in CMP	1	LS	\$1,312.00	\$1,312.00	\$350.00	\$350.00	\$2,300.00	\$2,300.00	\$2,500.00	\$2,500.00
3	Furnish and install curb inlet box, connect existing pipe	1	EA	\$3,214.00	\$3,214.00	\$6,030.00	\$6,030.00	\$5,500.00	\$5,500.00	\$2,500.00	\$2,500.00
4	Install 24-in RCP	83	LF	\$73.70	\$6,117.10	\$175.00	\$14,525.00	\$120.00	\$9,960.00	\$55.00	\$4,565.00
5	Remove and replace curb and gutter, including sawcut	20	LF	\$66.40	\$1,328.00	\$44.00	\$880.00	\$73.00	\$1,460.00	\$35.00	\$700.00
6	Furnish and install 4-ft diameter manhole, connect existing pipe	1	EA	\$2,474.00	\$2,474.00	\$6,115.00	\$6,115.00	\$3,300.00	\$3,300.00	\$2,500.00	\$2,500.00
7	Furnish and install 5-ft diameter manhole, connect existing pipe	1	EA	\$2,823.00	\$2,823.00	\$5,366.00	\$5,366.00	\$5,100.00	\$5,100.00	\$3,000.00	\$3,000.00
8	Remove and haul away existing inlet or manhole	2	EA	\$436.00	\$872.00	\$250.00	\$500.00	\$1,200.00	\$2,400.00	\$1,500.00	\$3,000.00
9	Remove and replace sidewalk, including sawcut	80	SF	\$14.80	\$1,184.00	\$18.00	\$1,440.00	\$20.00	\$1,600.00	\$20.00	\$1,600.00
10	Grade backfill outside of paved roadway and restore landscape	1	LS	\$725.00	\$725.00	\$1,700.00	\$1,700.00	\$1,100.00	\$1,100.00	\$1,000.00	\$1,000.00
11	Furnish and install gravel bedding	80	TN	\$18.75	\$1,500.00	\$18.50	\$1,480.00	\$43.00	\$3,440.00	\$16.00	\$1,280.00
12	Furnish and install granular borrow	80	TN	\$13.05	\$1,044.00	\$13.00	\$1,040.00	\$26.00	\$2,080.00	\$20.00	\$1,600.00
13	Furnish and install untreated base course	32	TN	\$16.65	\$532.80	\$18.50	\$592.00	\$37.00	\$1,184.00	\$22.00	\$704.00
14	Furnish and install separation drainage fabric	74	SY	\$5.60	\$414.40	\$10.25	\$758.50	\$6.00	\$444.00	\$2.00	\$148.00
15	Pothole existing utility	1	EA	\$991.00	\$991.00	\$500.00	\$500.00	\$210.00	\$210.00	\$500.00	\$500.00
16	Traffic Control	1	LS	\$2,766.00	\$2,766.00	\$7,425.00	\$7,425.00	\$3,200.00	\$3,200.00	\$2,500.00	\$2,500.00
17	Mobilization	1	LS	\$2,317.00	\$2,317.00	\$5,700.00	\$5,700.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
18	Loop existing fiber utility	1	EA	\$10,500.00	\$10,500.00	\$2,500.00	\$2,500.00	\$6,800.00	\$6,800.00	\$2,500.00	\$2,500.00
Subtotal				\$43,468.30		\$61,386.50		\$62,748.00		\$37,937.00	

				KAPP Construction		Fusion Pipeline Inc.		Vancon Inc.		Engineer's Estimate	
Item No.	Description	Amounts	Units	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
Villa De France - Replace 24-in CMP											
1	Sawcut, remove and replace asphalt	38	TN	\$204.00	\$7,752.00	\$345.00	\$13,110.00	\$550.00	\$20,900.00	\$180.00	\$6,840.00
2	Remove, haul away and dispose of existing 24-in CMP	1	LS	\$2,900.00	\$2,900.00	\$350.00	\$350.00	\$4,000.00	\$4,000.00	\$2,500.00	\$2,500.00
3	Install 30-in RCP	94	LF	\$106.40	\$10,001.60	\$180.00	\$16,920.00	\$120.00	\$11,280.00	\$65.00	\$6,110.00
4	Install 36-in RCP	30	LF	\$111.15	\$3,334.50	\$182.00	\$5,460.00	\$160.00	\$4,800.00	\$75.00	\$2,250.00
5	Core and adjust grade of existing manhole for new 30-in RCP	1	LS	\$2,394.00	\$2,394.00	\$1,400.00	\$1,400.00	\$1,800.00	\$1,800.00	\$1,500.00	\$1,500.00
6	Furnish and install 5-ft diameter manhole, connect existing pipe	1	EA	\$2,958.00	\$2,958.00	\$5,366.00	\$5,366.00	\$5,100.00	\$5,100.00	\$3,000.00	\$3,000.00
7	Grade backfill outside of paved roadway and restore landscape	1	EA	\$725.00	\$725.00	\$1,700.00	\$1,700.00	\$780.00	\$780.00	\$1,500.00	\$1,500.00
8	Remove and haul away existing inlet box or manhole	1	EA	\$625.00	\$625.00	\$250.00	\$250.00	\$1,200.00	\$1,200.00	\$1,500.00	\$1,500.00
9	Remove and replace survey monument, survey to be done by ESI Engineering	1	LS	\$475.00	\$475.00	\$1,000.00	\$1,000.00	\$1,400.00	\$1,400.00	\$4,500.00	\$4,500.00
10	Furnish and install gravel bedding	200	TN	\$18.75	\$3,750.00	\$18.50	\$3,700.00	\$43.00	\$8,600.00	\$16.00	\$3,200.00
11	Furnish and install granular borrow	250	TN	\$13.05	\$3,262.50	\$13.00	\$3,250.00	\$26.00	\$6,500.00	\$20.00	\$5,000.00
12	Furnish and install untreated base course	90	TN	\$16.65	\$1,498.50	\$18.50	\$1,665.00	\$39.00	\$3,510.00	\$22.00	\$1,980.00
13	Furnish and install separation drainage fabric	138	SY	\$3.00	\$414.00	\$10.25	\$1,414.50	\$6.00	\$828.00	\$2.00	\$276.00
14	Pothole existing utility	1	EA	\$991.00	\$991.00	\$500.00	\$500.00	\$210.00	\$210.00	\$500.00	\$500.00
15	Traffic Control	1	LS	\$3,980.00	\$3,980.00	\$7,425.00	\$7,425.00	\$3,200.00	\$3,200.00	\$3,500.00	\$3,500.00
16	Mobilization	1	LS	\$2,750.00	\$2,750.00	\$5,700.00	\$5,700.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
Subtotal				\$47,811.10		\$69,210.50		\$79,108.00		\$49,156.00	

				KAPP Construction		Fusion Pipeline Inc.		Vancon Inc.		Engineer's Estimate	
Item No.	Description	Amounts	Units	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
Willow Wood Drive - Replace 24-in CMP											
1	Sawcut, remove and replace asphalt	32	TN	\$221.00	\$7,072.00	\$345.00	\$11,040.00	\$570.00	\$18,240.00	\$180.00	\$5,760.00
2	Remove, haul away and dispose of existing 24-in CMP	1	LS	\$2,900.00	\$2,900.00	\$350.00	\$350.00	\$3,500.00	\$3,500.00	\$2,500.00	\$2,500.00
3	Furnish and install inlet box, connect existing pipe	1	EA	\$2,243.00	\$2,243.00	\$4,783.00	\$4,783.00	\$6,300.00	\$6,300.00	\$2,500.00	\$2,500.00
4	Install 6-in PVC	117	LF	\$57.00	\$6,669.00	\$43.00	\$5,031.00	\$73.00	\$8,541.00	\$40.00	\$4,680.00
5	Furnish and install 4-ft diameter manhole	1	EA	\$1,918.00	\$1,918.00	\$4,523.00	\$4,523.00	\$3,300.00	\$3,300.00	\$2,500.00	\$2,500.00
6	Grade backfill outside of paved roadway and restore landscape	1	LS	\$600.00	\$600.00	\$1,700.00	\$1,700.00	\$780.00	\$780.00	\$1,000.00	\$1,000.00
7	Core and adjust grade of existing manhole for new 6-in PVC	1	LS	\$2,184.00	\$2,184.00	\$500.00	\$500.00	\$1,800.00	\$1,800.00	\$1,500.00	\$1,500.00
8	Remove and haul away existing tree, including stump	1	EA	\$2,438.00	\$2,438.00	\$1,000.00	\$1,000.00	\$1,300.00	\$1,300.00	\$1,000.00	\$1,000.00
9	Raise manhole to grade with concrete collar	1	EA	\$475.00	\$475.00	\$585.00	\$585.00	\$610.00	\$610.00	\$600.00	\$600.00
10	Furnish and install gravel bedding	60	TN	\$18.75	\$1,125.00	\$18.50	\$1,110.00	\$43.00	\$2,580.00	\$16.00	\$960.00
11	Furnish and install granular borrow	189	TN	\$13.05	\$2,466.45	\$13.00	\$2,457.00	\$26.00	\$4,914.00	\$20.00	\$3,780.00
12	Furnish and install untreated base course	77	TN	\$16.65	\$1,282.05	\$18.50	\$1,424.50	\$39.00	\$3,003.00	\$22.00	\$1,694.00
13	Pothole existing utility	1	EA	\$991.00	\$991.00	\$500.00	\$500.00	\$210.00	\$210.00	\$500.00	\$500.00
14	Traffic Control	1	LS	\$3,980.00	\$3,980.00	\$7,425.00	\$7,425.00	\$3,200.00	\$3,200.00	\$2,500.00	\$2,500.00
15	Mobilization	1	LS	\$2,625.00	\$2,625.00	\$5,700.00	\$5,700.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
16	Loop existing water utility	1	EA	\$2,560.00	\$2,560.00	\$6,800.00	\$6,800.00	\$4,900.00	\$4,900.00	\$2,500.00	\$2,500.00
Subtotal				\$41,528.50		\$54,928.50		\$68,178.00		\$38,974.00	

				KAPP Construction		Fusion Pipeline Inc.		Vancon Inc.		Engineer's Estimate	
Item No.	Description	Amounts	Units	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
Community Park North A - Abandon 24-in CMP											
1	Sawcut, remove and replace asphalt	14	TN	\$240.00	\$3,360.00	\$345.00	\$4,830.00	\$610.00	\$8,540.00	\$180.00	\$2,520.00
2	Remove, haul away and dispose of existing 24-in CMP	1	LS	\$3,125.00	\$3,125.00	\$350.00	\$350.00	\$2,300.00	\$2,300.00	\$2,500.00	\$2,500.00
3	Remove and replace curb and gutter, including sawcut	10	LF	\$78.40	\$784.00	\$44.00	\$440.00	\$73.00	\$730.00	\$35.00	\$350.00
4	Remove and replace sidewalk, including sawcut	80	SF	\$9.80	\$784.00	\$18.00	\$1,440.00	\$20.00	\$1,600.00	\$20.00	\$1,600.00
5	Grade backfill outside of paved roadway and restore landscape	1	LS	\$725.00	\$725.00	\$1,700.00	\$1,700.00	\$1,100.00	\$1,100.00	\$1,000.00	\$1,000.00
6	Plug existing inlet box where existing pipe is remove	1	LS	\$1,775.00	\$1,775.00	\$1,500.00	\$1,500.00	\$3,200.00	\$3,200.00	\$800.00	\$800.00
7	Traffic Control	1	LS	\$1,950.00	\$1,950.00	\$7,425.00	\$7,425.00	\$3,200.00	\$3,200.00	\$1,000.00	\$1,000.00
8	Mobilization	1	LS	\$1,589.00	\$1,589.00	\$5,700.00	\$5,700.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
Subtotal				\$14,092.00		\$23,385.00		\$25,670.00		\$14,770.00	

				KAPP Construction		Fusion Pipeline Inc.		Vancon Inc.		Engineer's Estimate	
Item No.	Description	Amounts	Units	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
Community Park North B - Replace 24-in CMP											
1	Sawcut, remove and replace asphalt	13	TN	\$258.00	\$3,354.00	\$345.00	\$4,485.00	\$570.00	\$7,410.00	\$180.00	\$2,340.00
2	Remove, haul away and dispose of existing 24-in CMP	1	LS	\$2,900.00	\$2,900.00	\$350.00	\$350.00	\$3,500.00	\$3,500.00	\$2,500.00	\$2,500.00
3	Furnish and install 5-ft diameter manhole, connect existing pipe	1	EA	\$2,813.00	\$2,813.00	\$5,087.00	\$5,087.00	\$5,100.00	\$5,100.00	\$3,000.00	\$3,000.00
4	Install 36-in RCP	101	LF	\$99.05	\$10,004.05	\$182.00	\$18,382.00	\$150.00	\$15,150.00	\$75.00	\$7,575.00
5	Remove and replace curb and gutter, including sawcut	20	LF	\$66.40	\$1,328.00	\$44.00	\$880.00	\$73.00	\$1,460.00	\$35.00	\$700.00
6	Remove and replace sidewalk, including sawcut	80	SF	\$14.80	\$1,184.00	\$18.00	\$1,440.00	\$20.00	\$1,600.00	\$20.00	\$1,600.00
7	Remove and haul away existing inlet or manhole	1	EA	\$625.00	\$625.00	\$250.00	\$250.00	\$1,200.00	\$1,200.00	\$1,500.00	\$1,500.00
8	Core and adjust grade of existing structure for new 36-in RCP	1	LS	\$2,394.00	\$2,394.00	\$1,400.00	\$1,400.00	\$1,800.00	\$1,800.00	\$3,000.00	\$3,000.00
9	Grade backfill outside of paved roadway and restore landscape	1	LS	\$725.00	\$725.00	\$1,700.00	\$1,700.00	\$1,100.00	\$1,100.00	\$1,000.00	\$1,000.00
10	Furnish and install gravel bedding	120	TN	\$18.75	\$2,250.00	\$18.50	\$2,220.00	\$43.00	\$5,160.00	\$16.00	\$1,920.00
11	Furnish and install granular borrow	110	TN	\$13.05	\$1,435.50	\$13.00	\$1,430.00	\$26.00	\$2,860.00	\$20.00	\$2,200.00
12	Furnish and install untreated base course	32	TN	\$16.65	\$532.80	\$18.50	\$592.00	\$39.00	\$1,248.00	\$22.00	\$704.00
13	Furnish and install separation drainage fabric	90	SY	\$4.60	\$414.00	\$10.25	\$922.50	\$6.00	\$540.00	\$2.00	\$180.00
14	Pothole existing utility	1	EA	\$991.00	\$991.00	\$500.00	\$500.00	\$210.00	\$210.00	\$500.00	\$500.00
15	Traffic Control	1	LS	\$3,980.00	\$3,980.00	\$7,425.00	\$7,425.00	\$3,200.00	\$3,200.00	\$2,500.00	\$2,500.00
16	Mobilization	1	LS	\$2,549.00	\$2,549.00	\$5,700.00	\$5,700.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
Subtotal				\$37,479.35		\$52,763.50		\$56,538.00		\$36,219.00	

			KAPP Construction		Fusion Pipeline Inc.		Vancon Inc.		Engineer's Estimate		
Item No.	Description	Amounts	Units	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
Community Park South - Replace 42-in CMP											
1	Sawcut, remove and replace asphalt	13	TN	\$258.00	\$3,354.00	\$345.00	\$4,485.00	\$580.00	\$7,540.00	\$180.00	\$2,340.00
2	Remove, haul away and dispose of existing 42-in CMP	1	LS	\$2,900.00	\$2,900.00	\$350.00	\$350.00	\$2,900.00	\$2,900.00	\$2,500.00	\$2,500.00
3	Furnish and install curb inlet box or field inlet box, connect existing pipe	2	EA	\$5,727.00	\$11,454.00	\$6,672.00	\$13,344.00	\$6,300.00	\$12,600.00	\$2,500.00	\$5,000.00
4	Install 42-in RCP	63	LF	\$105.85	\$6,668.55	\$177.00	\$11,151.00	\$180.00	\$11,340.00	\$85.00	\$5,355.00
5	Remove and replace curb and gutter, including sawcut	20	LF	\$66.40	\$1,328.00	\$44.00	\$880.00	\$73.00	\$1,460.00	\$35.00	\$700.00
6	Remove and haul away existing inlet or manhole	2	EA	\$623.00	\$1,246.00	\$250.00	\$500.00	\$1,200.00	\$2,400.00	\$1,500.00	\$3,000.00
7	Grade backfill outside of paved roadway and restore landscape	1	LS	\$600.00	\$600.00	\$1,700.00	\$1,700.00	\$1,100.00	\$1,100.00	\$1,000.00	\$1,000.00
8	Furnish and install gravel bedding	86	TN	\$18.75	\$1,612.50	\$18.50	\$1,591.00	\$43.00	\$3,698.00	\$16.00	\$1,376.00
9	Furnish and install granular borrow	50	TN	\$13.05	\$652.50	\$13.00	\$650.00	\$26.00	\$1,300.00	\$20.00	\$1,000.00
10	Furnish and install untreated base course	32	TN	\$16.65	\$532.80	\$18.50	\$592.00	\$39.00	\$1,248.00	\$22.00	\$704.00
11	Furnish and install separation drainage fabric	56	SY	\$7.40	\$414.40	\$10.25	\$574.00	\$6.00	\$336.00	\$2.00	\$112.00
12	Pothole existing utility	1	EA	\$991.00	\$991.00	\$500.00	\$500.00	\$210.00	\$210.00	\$500.00	\$500.00
13	Traffic Control	1	LS	\$3,980.00	\$3,980.00	\$7,425.00	\$7,425.00	\$3,200.00	\$3,200.00	\$2,500.00	\$2,500.00
14	Mobilization	1	LS	\$2,564.00	\$2,564.00	\$5,700.00	\$5,700.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
Subtotal				\$38,297.75		\$49,442.00		\$54,332.00		\$31,087.00	

				KAPP Construction		Fusion Pipeline Inc.		Vancon Inc.		Engineer's Estimate	
Item No.	Description	Amounts	Units	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
Chase Lane - Abandon 24-in CMP											
1	Sawcut, remove and replace asphalt	13	TN	\$258.00	\$3,354.00	\$345.00	\$4,485.00	\$580.00	\$7,540.00	\$180.00	\$2,340.00
2	Remove, haul away and dispose of existing 24-in CMP	1	LS	\$3,125.00	\$3,125.00	\$350.00	\$350.00	\$2,200.00	\$2,200.00	\$2,500.00	\$2,500.00
3	Remove and replace curb and gutter, including sawcut	20	LF	\$54.35	\$1,087.00	\$44.00	\$880.00	\$73.00	\$1,460.00	\$35.00	\$700.00
4	Remove and replace pedestrian ramp	200	SF	\$8.30	\$1,660.00	\$32.00	\$6,400.00	\$20.00	\$4,000.00	\$10.00	\$2,000.00
5	Remove and haul away existing inlet or manhole	1	EA	\$624.00	\$624.00	\$250.00	\$250.00	\$1,200.00	\$1,200.00	\$1,500.00	\$1,500.00
6	Grade backfill outside of paved roadway and restore landscape	1	LS	\$725.00	\$725.00	\$1,700.00	\$1,700.00	\$1,100.00	\$1,100.00	\$1,000.00	\$1,000.00
7	Plug existing pipe end	3	EA	\$600.00	\$1,800.00	\$1,500.00	\$4,500.00	\$1,100.00	\$3,300.00	\$500.00	\$1,500.00
8	Furnish and install granular borrow	44	TN	\$13.05	\$574.20	\$13.00	\$572.00	\$41.00	\$1,804.00	\$20.00	\$880.00
9	Furnish and install untreated base course	40	TN	\$16.65	\$666.00	\$18.50	\$740.00	\$39.00	\$1,560.00	\$22.00	\$880.00
10	Traffic Control	1	LS	\$1,950.00	\$1,950.00	\$7,425.00	\$7,425.00	\$3,200.00	\$3,200.00	\$1,000.00	\$1,000.00
11	Mobilization	1	LS	\$1,639.00	\$1,639.00	\$5,700.00	\$5,700.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
Subtotal				\$17,204.20		\$33,002.00		\$32,364.00		\$19,300.00	

				KAPP Construction		Fusion Pipeline Inc.		Vancon Inc.		Engineer's Estimate	
Item No.	Description	Amounts	Units	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
750 North / Creek View - Replace 24-in CMP											
1	Sawcut, remove and replace asphalt	14	TN	\$250.00	\$3,500.00	\$345.00	\$4,830.00	\$580.00	\$8,120.00	\$180.00	\$2,520.00
2	Remove, haul away and dispose of existing 24-in CMP	1	LS	\$2,900.00	\$2,900.00	\$350.00	\$350.00	\$2,800.00	\$2,800.00	\$2,500.00	\$2,500.00
3	Furnish and install curb inlet box, connect existing pipe	1	EA	\$2,192.00	\$2,192.00	\$4,884.00	\$4,884.00	\$6,300.00	\$6,300.00	\$2,500.00	\$2,500.00
4	Install 24-in RCP	72	LF	\$92.60	\$6,667.20	\$175.00	\$12,600.00	\$110.00	\$7,920.00	\$55.00	\$3,960.00
5	Remove and replace curb and gutter, including sawcut	22	LF	\$49.50	\$1,089.00	\$44.00	\$968.00	\$73.00	\$1,606.00	\$35.00	\$770.00
6	Grade backfill outside of paved roadway and restore landscape	1	LS	\$600.00	\$600.00	\$1,700.00	\$1,700.00	\$1,100.00	\$1,100.00	\$1,000.00	\$1,000.00
7	Core and adjust grade of existing structure for new 24-in RCP	1	EA	\$2,300.00	\$2,300.00	\$1,400.00	\$1,400.00	\$1,800.00	\$1,800.00	\$1,500.00	\$1,500.00
8	Remove and haul away existing inlet or manhole	1	EA	\$623.00	\$623.00	\$250.00	\$250.00	\$1,200.00	\$1,200.00	\$1,500.00	\$1,500.00
9	Remove and replace drive approach, including sawcut	140	SF	\$12.25	\$1,715.00	\$18.00	\$2,520.00	\$20.00	\$2,800.00	\$20.00	\$2,800.00
10	Raise valve to grade with concrete collar	1	EA	\$370.00	\$370.00	\$550.00	\$550.00	\$340.00	\$340.00	\$500.00	\$500.00
11	Furnish and install gravel bedding	66	TN	\$18.75	\$1,237.50	\$18.50	\$1,221.00	\$43.00	\$2,838.00	\$16.00	\$1,056.00
12	Furnish and install granular borrow	68	TN	\$13.05	\$887.40	\$13.00	\$884.00	\$26.00	\$1,768.00	\$20.00	\$1,360.00
13	Furnish and install untreated base course	38	TN	\$16.65	\$632.70	\$18.50	\$703.00	\$39.00	\$1,482.00	\$22.00	\$836.00
14	Furnish and install separation drainage fabric	64	SY	\$6.50	\$416.00	\$10.25	\$656.00	\$6.00	\$384.00	\$2.00	\$128.00
15	Pothole existing utility	1	EA	\$991.00	\$991.00	\$500.00	\$500.00	\$210.00	\$210.00	\$500.00	\$500.00
16	Traffic Control	1	LS	\$2,790.00	\$2,790.00	\$7,425.00	\$7,425.00	\$3,200.00	\$3,200.00	\$2,500.00	\$2,500.00
17	Mobilization	1	LS	\$2,073.00	\$2,073.00	\$5,700.00	\$5,700.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
Subtotal				\$30,983.80		\$47,141.00		\$48,868.00		\$30,930.00	

				KAPP Construction		Fusion Pipeline Inc.		Vancon Inc.		Engineer's Estimate	
Item No.	Description	Amounts	Units	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
650 North - Replace 24-in CMP											
1	Sawcut, remove and replace asphalt	23	TN	\$262.00	\$6,026.00	\$345.00	\$7,935.00	\$640.00	\$14,720.00	\$180.00	\$4,140.00
2	Remove, haul away and dispose of existing 24-in CMP	1	LS	\$2,900.00	\$2,900.00	\$350.00	\$350.00	\$2,800.00	\$2,800.00	\$2,500.00	\$2,500.00
3	Furnish and install curb inlet box	1	EA	\$2,192.00	\$2,192.00	\$4,924.00	\$4,924.00	\$6,300.00	\$6,300.00	\$2,500.00	\$2,500.00
4	Install 24-in RCP	85	LF	\$117.70	\$10,004.50	\$175.00	\$14,875.00	\$120.00	\$10,200.00	\$55.00	\$4,675.00
5	Raise manhole to grade with concrete collar	1	EA	\$475.00	\$475.00	\$585.00	\$585.00	\$610.00	\$610.00	\$500.00	\$500.00
6	Cast in place 6-ft diameter manhole	2	EA	\$3,118.00	\$6,236.00	\$6,748.00	\$13,496.00	\$5,200.00	\$10,400.00	\$3,500.00	\$7,000.00
7	Remove and replace curb and gutter, including sawcut	30	LF	\$48.15	\$1,444.50	\$44.00	\$1,320.00	\$74.00	\$2,220.00	\$35.00	\$1,050.00
8	Remove and haul away existing inlet or manhole	3	EA	\$522.00	\$1,566.00	\$250.00	\$750.00	\$1,200.00	\$3,600.00	\$1,500.00	\$4,500.00
9	Remove and replace sidewalk, including sawcut	100	SF	\$8.85	\$885.00	\$18.00	\$1,800.00	\$20.00	\$2,000.00	\$20.00	\$2,000.00
10	Grade backfill outside of paved roadway and restore landscape	1	LS	\$1,200.00	\$1,200.00	\$1,700.00	\$1,700.00	\$1,100.00	\$1,100.00	\$1,000.00	\$1,000.00
11	Install 15-in RCP	10	LF	\$88.00	\$880.00	\$170.00	\$1,700.00	\$130.00	\$1,300.00	\$45.00	\$450.00
12	Remove and haul away existing tree, plant new tree	1	EA	\$703.00	\$703.00	\$1,200.00	\$1,200.00	\$2,500.00	\$2,500.00	\$800.00	\$800.00
13	Furnish and install gravel bedding	76	TN	\$18.75	\$1,425.00	\$18.50	\$1,406.00	\$45.00	\$3,420.00	\$16.00	\$1,216.00
14	Furnish and install granular borrow	45	TN	\$13.05	\$587.25	\$13.00	\$585.00	\$36.00	\$1,620.00	\$20.00	\$900.00
15	Furnish and install untreated base course	65	TN	\$16.65	\$1,082.25	\$18.50	\$1,202.50	\$37.00	\$2,405.00	\$22.00	\$1,430.00
16	Furnish and install separation drainage fabric	75	SY	\$5.55	\$416.25	\$10.25	\$768.75	\$6.00	\$450.00	\$2.00	\$150.00
17	Pothole existing utility	1	EA	\$991.00	\$991.00	\$500.00	\$500.00	\$210.00	\$210.00	\$500.00	\$500.00

Item No.	Description	Amounts	Units	KAPP Construction		Fusion Pipeline Inc.		Vancon Inc.		Engineer's Estimate	
				Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
18	Traffic Control	1	LS	\$3,980.00	\$3,980.00	\$7,425.00	\$7,425.00	\$3,200.00	\$3,200.00	\$3,000.00	\$3,000.00
19	Mobilization	1	LS	\$2,709.00	\$2,709.00	\$5,700.00	\$5,700.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
Subtotal					\$45,702.75		\$68,222.25		\$74,055.00		\$43,311.00



FRONTAGE ROAD CULVERTS REPLACEMENT - LUND LN TO PARRISH LN

PROJECT #15-211

BID TABULATION FOR CENTERVILLE CITY

SUMMARY

<u>Bidder</u>	<u>Total Bid Amount</u>
KAPP Construction	\$361,704.40
Fusion Pipeline Inc.	\$542,427.50
Vancon Inc.	\$583,541.00
Engineer's Estimate	\$351,004.00

Bid Awards for Barnard Creek Culvert and Frontage Road Culvert

Date 6/30/2016

Barnard Creek Culvert, Project number #14-026

Frontage Road Culvert, Project number #15-211

Barnard Creek Culvert, Project Number #14-026

This bid includes; 36" RCP concrete pipe, two manholes, and two flare sections with trash racks.

Oldcastle Precast Bid Amount: \$23,198.00 (no tax included)

Geneva Pipe Bid Amount: \$25,486.51 (no tax included)

No tax will be included because the County is doing the labor.

Frontage Road Culverts, Project Number #15-211

This bid includes; 24", 30", 36", 42" RCP concrete pipe.

Oldcastle Precast Bid amount: \$16,828.00

Geneva Pipe Bid amount: \$17,792.00

Tax will be charged for this project because we are having a contractor install it. The tax will be \$1,194.79

I recommend the bid be awarded to Oldcastle Precast for both culvert jobs. They meet all the City's standards and specifications.

Mike Carlson, Deputy Public Work Director

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
7/19/2016**

Item No. 8.

Short Title: Waiver of Protest Agreement between the City and Richard and Carol Carlson for Property Located at Approximately 200 North 500 East (at the corner of Fairview Road and 500 East)

Initiated By: Councilmembers Mecham and Ivie

Scheduled Time: 9:00

SUBJECT

Consider the approval of a Waiver of Protest Agreement for the deferral of installation of certain public improvements related to new construction on the property located at approximately 200 North 500 East (at the corner of Fairview Road and 500 East) owned by Richard and Carol Carlson.

RECOMMENDATION

BACKGROUND

Councilmembers Mecham and Ivie requested this matter be added to the agenda for discussion and consideration of the execution of a Waiver of Protest Agreement under the provisions of CZC 12.55.200. Staff has not had an opportunity to review this matter or prepare a Staff Report. If time permits, additional information or Staff input will be added to this agenda item. A copy of CZC 12.55.200 is attached.

The subject property appears to be located at approximately 200 North 500 East (at the corner of Fairview Road and 500 East). The property contains 0.24 acres and is identified as Lot 5 of the Hillcrest Subdivision. Parcel No. 02-057-0005. A copy of the Hillcrest Subdivision Plat is attached as well as two photos of the lot frontages.

ATTACHMENTS:

Description

- ☐ CZC 12.55.200-Street Improvements
- ☐ Carlson Lot Photos
- ☐ Hillcrest Subdivision Plat

12.55.200 Street Improvements - Methods Of Providing

In lieu of requiring full frontage or right-of-way improvements as provided in CZC 12.55.190, the City may authorize a developer to satisfy street frontage improvement obligations in one of the following ways:

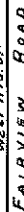
- (a) **Form Special Improvement District.** Form a special improvement district to complete the developer's fair-share of improvements and additional improvements to benefit the area.
- (b) **Pay Assessment.** Place funds in an escrow account equal to the estimated cost the developer's fair-share obligation for frontage improvements, as determined by the Planning Commission according to calculations by the City Engineer. Such funds shall be used to install street and frontage improvements in projects selected by the City according to its discretion and priority. Placement of funds into an escrow account shall not be construed to imply or guarantee to the developer a specific time when improvements will be installed on the frontage or right-of-way with funds from a City-sponsored improvement project. Such escrow shall exempt the developer from participating in a special improvement district formed by the City for the same improvements. Any interest which may accrue on escrowed funds shall be available to the City for use in the improvement project.
- (c) **Delay Installation.** Sign and record an agreement, binding the developer to install required improvements at a later date upon demand by the City, subject to all of the following requirements:
 - (1) The development of the property is for one single-family dwelling only;
 - (2) The property is a legal conforming lot or parcel as defined in this Title;
 - (3) The lot or parcel has frontage on a public street;
 - (4) No street improvements exist on the same side of the street contiguous to the lot or parcel in either direction; and
 - (5) The lot or parcel is not within a recorded subdivision.
- (d) **Execute Waiver of Protest Agreement.** Where property is proposed to be developed in areas of the City where other streets are not fully improved and no other properties in the immediate areas are developed with curb, gutter and sidewalk and other street improvements, a building permit may be issued if the property owner executes an agreement waiving the right to vote against a special improvement district in the event the City elects to create such a district to construct street improvements benefitting the property.





02 057

PART OF SECTION 8, T2N, R1E, S.L.B.&M.



**Richard M. Carlson
Carol T. Carlson
649 North 500 East, Centerville, UT 84014**

July 15, 2016

Centerville City
Attn: Steve Thacker, City Manager
250 North Main
Centerville, UT 84014

Re: Lot 5, Hillcrest Subdivision

Dear Mr. Thacker:

We are the owners of Lot 5, Hillcrest Subdivision, in Centerville, located at the northwest corner of the intersection of 200 North and 500 East. The lot does not have a street address at this time. It is our understanding from talking with the Davis County Recorder's office that Centerville City will assign the new street address.

We are both life-long residents of Centerville and plan to build our new home on the lot in the near future. The plans for our new home have been submitted to Centerville City for approval and issuance of the building permit. It is our understanding that to issue the building permit, the City is requiring us to install sidewalk at the time the home is built. We are surprised by this requirement because Hillcrest Subdivision was created in the 1960's and there are no sidewalks on any of the lots in Hillcrest Subdivision. A copy of the Hillcrest Subdivision plat is enclosed.

The purpose of this letter is to inform Centerville City that we will execute a Waiver of Protest Agreement which meets the requirements of Centerville City's Zoning Ordinance, Title 12, Article 5, Chapter 12-55-200 (d). For your convenience, the ordinance language is provided here:

(d) Execute Waiver of Protest Agreement. Where property is proposed to be developed in areas of the City where other streets are not fully improved and no other properties in the immediate areas are developed with curb, gutter and sidewalk and other street improvements, a building permit may be issued if the property owner executes an agreement waiving the right to vote against a special improvement district in the event the City elects to create such a district to construct street improvements benefitting the property.

We meet the criteria under the City's Zoning Ordinance because there are no sidewalks on any of the lots in Hillcrest Subdivision or across the street to the east and to the south. We therefore ask that the City issue the building permit once the Waiver of Protest Agreement has been signed.

Thank you.

*Carol T. Carlson
Richard M. Carlson*

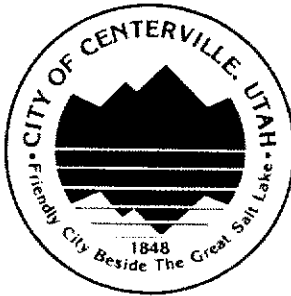
SITUATED IN SECTION 8, TOWNSHIP 2 NORTH
RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN



APPENDIX

[illegible]

~~Approved by Continental Touring~~
~~Approved by Continental Touring~~



CENTERVILLE CITY ATTORNEY'S OFFICE

250 North Main Street
Centerville, Utah 84014
801.335.8842

MEMORANDUM

TO: Centerville City Council
FROM: Development Review Committee
DATE: July 19, 2016
RE: Carlson Waiver of Protest for Sidewalk Improvements

Background

On Wednesday, July 13, 2016, two City Councilmembers directed Staff to place this matter on the Agenda for the July 19, 2016 City Council meeting. As directed, Staff has placed this matter on the Agenda.

The Carlson property is located within the Hillcrest Subdivision and is identified as Lot 5. According to tax records, the property contains 0.24 acres and is located at approximately 200 North 500 East (at the corner of Fairview Road and 500 East). The Carlsons desire to build a single family home on the lot, but do not want to install the required sidewalk improvements associated with the lot since other homes and properties within the vicinity do not have sidewalks installed. Since the Carlson property is located within a platted subdivision, the property does not qualify for deferral of public improvements under CZC 12.55.200(c). Instead, the Carlsons would like to enter into a waiver of protest agreement with the City under CZC 12.55.200(d).

DRC Recommends Denial of Waiver of Protest

On Monday, July 18, 2016, the Development Review Committee (DRC) met to discuss this issue. By ordinance, the DRC consists of the Community Development Director, City Planner, Public Works Director, City Engineer and City Attorney. The City Manager was also present at the meeting. After discussing this matter, the DRC recommends the City Council deny the waiver of protest request for the Carlson property. This recommendation is due to the fact that there are

not any site conditions associated with the Carlson property that would justify deferral of the improvements other than the fact that sidewalks are not installed in the area. The Carlson property is new development and should be held to the same standard as other new development within the City; i.e. compliance with the code requirement that the developer put in all necessary public improvements for development of the subject property.¹ In addition, a number of newly developed properties in the area have been required to install sidewalks at the time of development even though not all properties in the area contain sidewalks. Properties in the City develop at different times and under different code requirements. Historically, sidewalks may not have been required at the time of subdivision, such as with the Hillcrest Subdivision which was recorded in 1956. However, current code requires new development to install all public improvements associated with the development at the time of subdivision or development. This is how the City gets built out and public improvements are provided. By piecing these new developments or redevelopments together overtime, more and more sidewalks will be provided throughout the City.

DRC Conditions if Council Approves

For the reasons outlined above, it is Staff's opinion that the deferral of the installation of public improvements with new development should be entertained and approved only under limited circumstances, and that under the circumstances of this case, the Carlsons should be required to install the sidewalk improvements at this time. However, if the City Council is inclined to approve the waiver of protest request, Staff recommends such approval is conditioned upon the Carlsons entering into a deferral agreement in addition to the waiver of protest agreement contemplated by ordinance. The waiver of protest provision can be added to the City's standard deferral agreement. Requiring the Carlsons to enter into a deferral agreement will ensure that the property owners (rather than the City) will be required to pay for the installation of the sidewalk if and when it goes in. The waiver of protest clause will additionally provide that the Carlsons will not oppose or object to the creation of a special improvement to put such improvements in if and when such a special improvement district is proposed for the area. Staff believes the deferral agreement is the more likely and practical method for getting results if and when the City determines sidewalks should go along either street fronting this property. Staff also recommends that the agreement provide, as a condition of building permit approval, that the Carlsons design, grade, fill and develop the property in such a way that will accommodate and provide for the installation of the sidewalk at a future date. The building permit plans should specifically show the design and development of the sidewalk improvements to be deferred. No vertical landscaping or other structures should be allowed in

¹ CZC 12.55.190 specifically provides: "No construction shall be permitted on an unimproved lot or parcel unless planned street improvements abutting the lot or parcel, as shown on the Master Street Plan, including without limitation, sidewalk, curb and gutter, parking strips and associated landscaping, street pavement and fire hydrant improvements, are provided simultaneously in conformance with applicable Construction Codes."

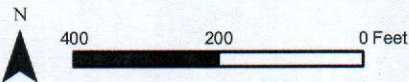
the public right-of-way and the property owner should be required to sod at least eight feet back of curb and gutter.

Sample Motions

Sample Motion to Deny: I hereby make a motion the City Council deny the waiver of protest request for the deferral of sidewalk improvements for the Carlson property for the reasons stated in the Staff Memorandum dated July 19, 2016.

Sample Motion to Approve: I hereby make a motion the City Council approve the waiver of protest request for the deferral of sidewalk improvements for the Carlson property subject to the following conditions:

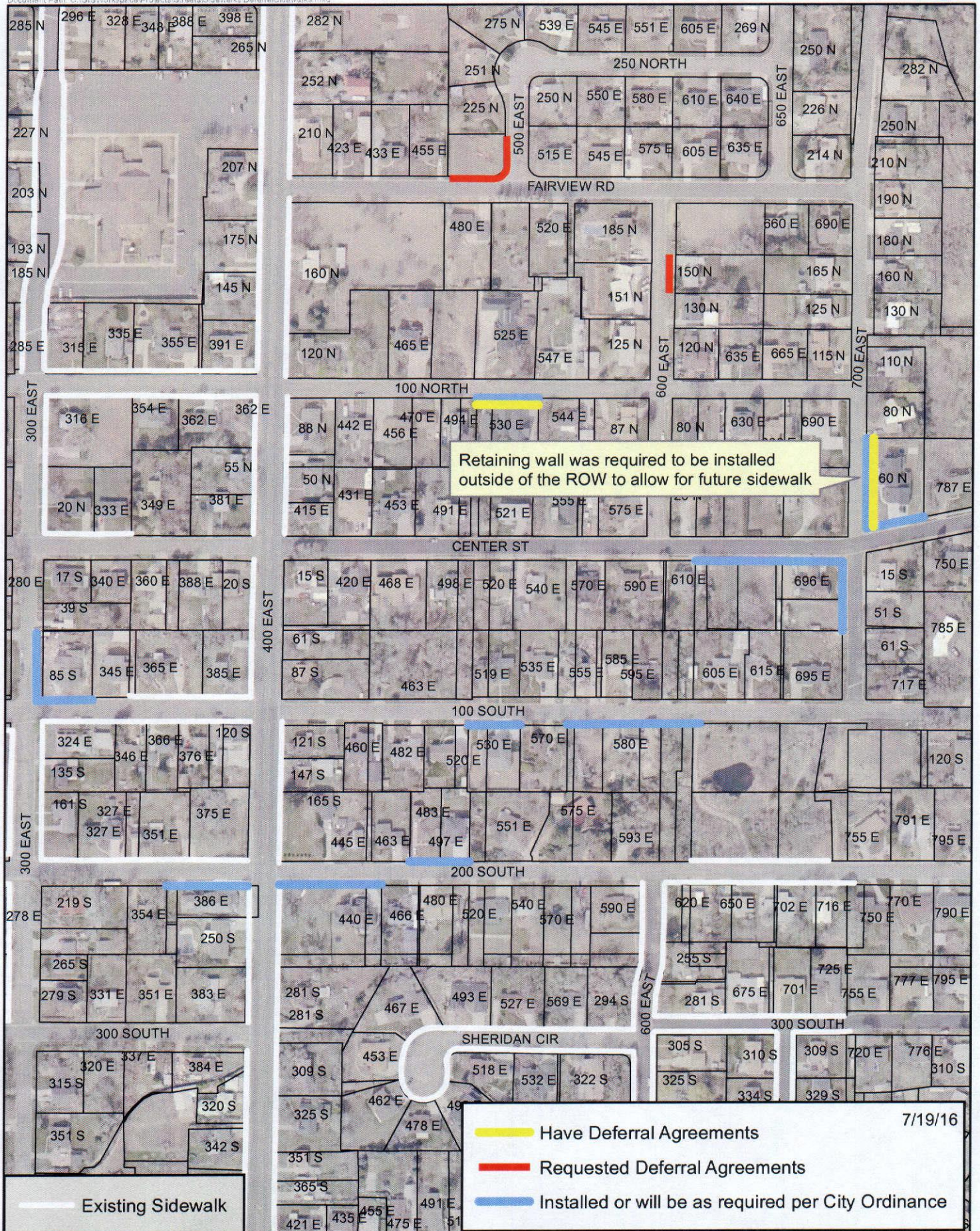
1. The Carlsons shall enter into a deferral agreement acceptable to the City agreeing to pay for and install the sidewalk improvements if and when the City demands. Such deferral agreement shall be similar to the City's standard deferral agreement entered into with other property owners.
2. The Carlsons shall enter into a waiver of protest agreement acceptable to the City waiving the right to vote against a special improvement district in the event the City elects to create such a district to construct street improvements benefitting the property. Such waiver of protest agreement can be an added clause to the deferral agreement also required of the Carlsons.
3. Any building plans for development of the property shall show the design, grade, fill and development of the property in such a way that will accommodate and provide for the installation of the sidewalk at a future date. Such plans shall show the design and development of the sidewalk improvements to be deferred.
4. The agreement and building permit plans shall show that at least eight feet back of curb and gutter shall be landscaped and maintained by property owner with sod and that no vertical landscaping or structures, such as, bushes, trees, retaining walls, or retaining slopes, shall be allowed in the public right-of-way.
5. Staff is directed to prepare a deferral and waiver of protest agreement in accordance with the conditions of approval and the Mayor is authorized to sign such agreement on behalf of the City. In the event the terms and conditions of the agreement cannot be agreed upon by the parties, the agreement will be brought back to the City Council for resolution and approval.



Sidewalk Status



Document Path: C:\GIS\Workspace\Projects\Streets\Sidewalks\DeferredSidewalks.mxd



**CENTERVILLE
CITY COUNCIL
Staff Backup Report
7/19/2016**

Item No. 9.

Short Title: Mayor's Report

Initiated By: Mayor Cutler

Scheduled Time: 9:10

SUBJECT

- a. Pedestrian Bridge Ribbon Cutting
- b. 400 West Crosswalk Update
- c. Fourth of July Parade Feedback
- d. UTOPIA Monthly Financial Report

RECOMMENDATION

- a. Provide direction to staff regarding an event celebrating the completion of the pedestrian bridge and related pathways.
- b. Update to the Council regarding 400 West crosswalk project
- c. Discuss Fourth of July Parade feedback
- d. UTOPIA monthly financial report

BACKGROUND

ATTACHMENTS:

Description

- UIA/UTOPIA May Financial Reports

Finance Committee Report (Unaudited)
UTOPIA
May 2016 (91.67% of Budget)

	<u>Current Month</u>	<u>Year to Date</u>	<u>FY16 Budget</u>	<u>% of Budget</u>	<u>Prior Year YTD</u>	<u>% of Budget</u>
Revenue						
Recurring	\$ 424,733	\$ 4,408,955	\$ 4,305,903	102.39%	\$ 4,087,835	103.23%
Install	7,000	105,784	-		188,419	
UIA IRU	92,778	995,076	1,099,000	90.54%	941,793	88.68%
Interest Income	1,176	29,390	-		197	
Other Income	-	7,324	-		10,084,568	
Total Revenue	<u>\$ 525,687</u>	<u>\$ 5,546,530</u>	<u>\$ 5,404,903</u>	102.62%	<u>\$ 15,302,812</u>	300.23%
Operating Expenses						
Administrative Expense	\$ 454,892	\$ 4,658,225	\$ 5,635,787	82.65%	\$ 4,255,833	88.44%
Professional Services	37,356	356,270	586,925	60.70%	778,855	79.39%
Network Management	171,531	1,765,609	2,104,999	83.88%	1,944,597	86.70%
Misc. Expense	-	-	-		292,133	
Total Operating Expenses	<u>663,779</u>	<u>6,780,103</u>	<u>8,327,711</u>	81.42%	<u>7,271,419</u>	90.49%
Bond Payments						
Interest Expense	1,026,638	12,078,769	13,643,000	88.53%	12,074,427	90.26%
Principal	107,968	401,886	401,886	100.00%	167,143	100.00%
Total Bond Payments	<u>1,134,606</u>	<u>12,480,655</u>	<u>14,044,886</u>	88.86%	<u>12,241,570</u>	90.38%
Total Expenditures	<u>\$ 1,798,385</u>	<u>\$ 19,260,759</u>	<u>\$ 22,372,597</u>	86.09%	<u>\$ 19,512,988</u>	90.42%
Use/Contribution to Fund Balance (Revenues Over/Under Expenditures)	<u>(1,272,698)</u>	<u>(13,714,229)</u>	<u>(16,967,694)</u>		<u>(4,210,176)</u>	

Note: Total Expenditures does not include depreciation or amortized bond costs (which are not-cash items)

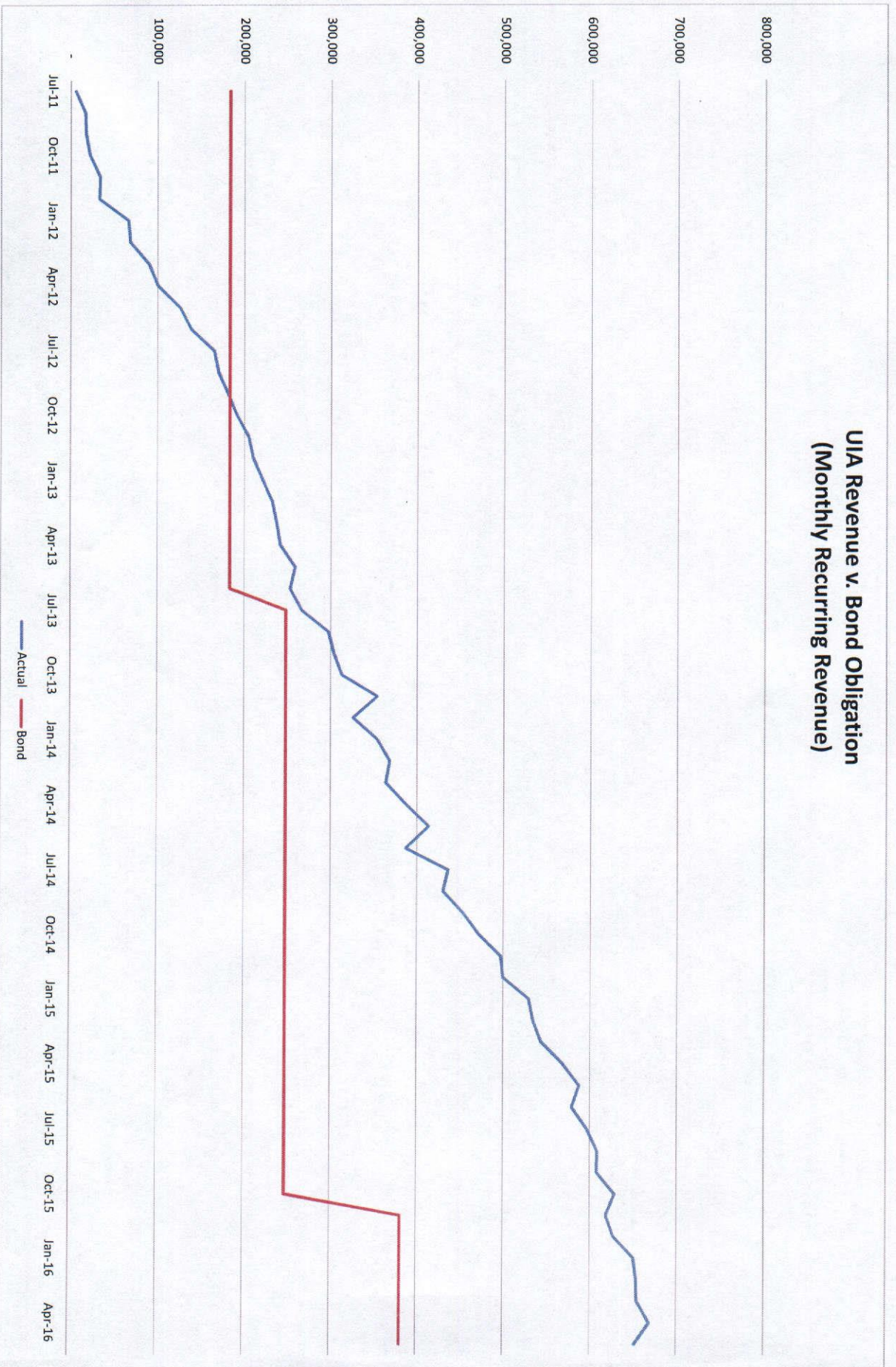
Finance Committee Report (Unaudited)
UIA
May 2016 (91.67% of Budget)

	Current Month	Year to Date	FY16 Budget	% of Budget	Prior Year YTD	% of Budget
Revenue						
Recurring	\$ 652,016	\$ 7,012,374	\$ 7,450,067	94.12%	\$ 5,552,469	102.50%
Install	7,970	163,021	-		385,944	
Interest Income	15,848	94,092	-		10,153	169.21%
Other Income	-	-	-		-	
Total Revenue	\$ 675,834	\$ 7,269,487	\$ 7,450,067	97.58%	\$ 5,948,566	109.69%
Operating Expenses						
Administrative Expense	72,000	\$ 272,478	\$ 291,000	93.64%	134,016	54.70%
Professional Services	1,911	20,729	24,000	86.37%	20,565	85.69%
Network Management	37,445	387,760	444,000	87.33%	332,095	81.60%
Misc. Expense	-	-	-		-	
Total Operating Expenses	111,355	680,967	759,000	89.72%	486,676	71.99%
Debt Payments						
IRU Capital Lease Interest	6,000	66,000	96,000	68.75%	110,000	114.58%
Interest Expense	242,925	2,327,104	1,902,000	122.35%	1,764,931	91.35%
Principal (1)	-	1,005,000	1,005,000	100.00%	980,000	100.00%
Total Bond Payments	248,925	3,398,104	3,003,000	113.16%	2,854,931	94.91%
Total Expenditures	\$ 360,280	\$ 4,079,072	\$ 3,762,000	108.43%	\$ 3,341,606	90.71%
Use/Contribution to Fund Balance (Revenues Over/Under Expenditures)	315,554	3,190,415	3,688,067		2,606,959	

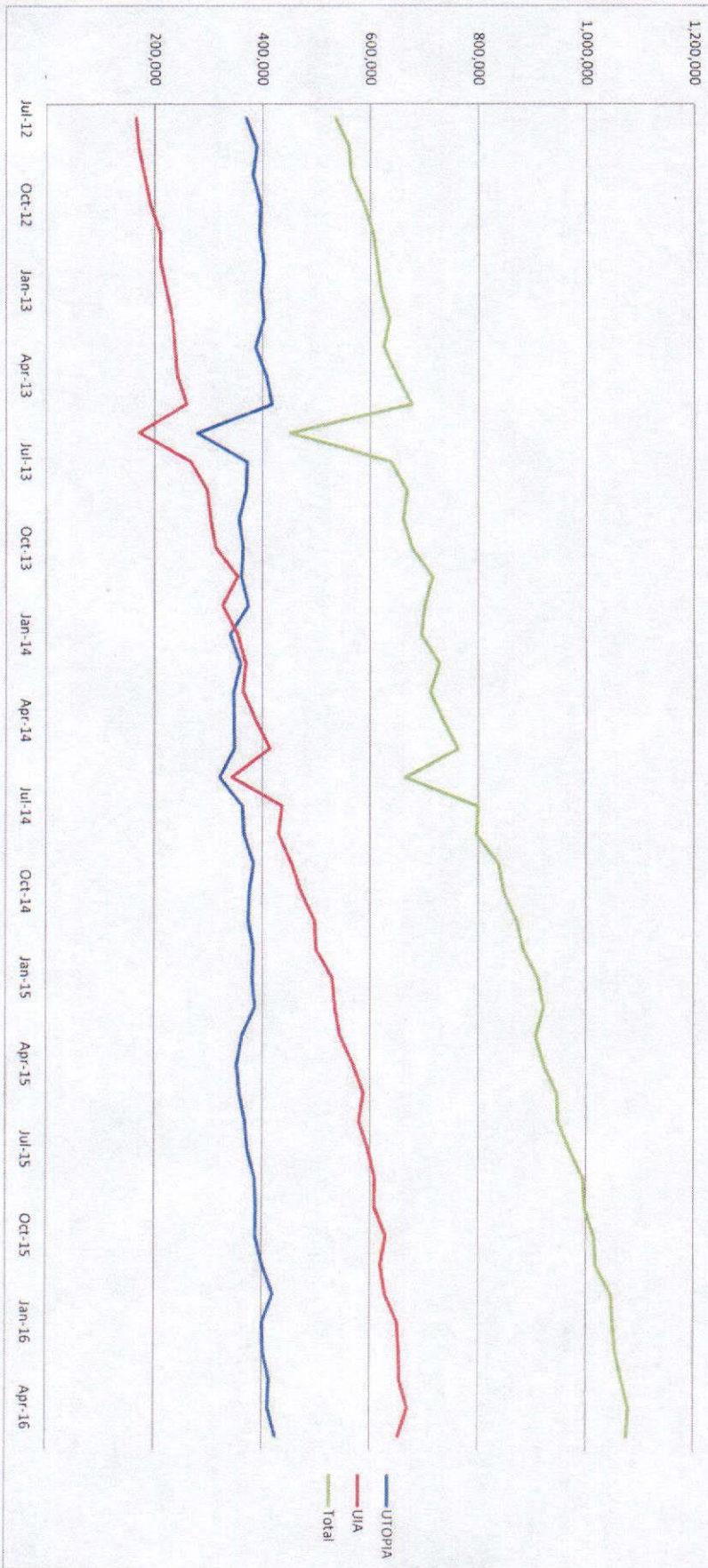
(1) Annual Principal payment made each October

Note: Total Expenditures does not include depreciation or amortized bond costs (which are not-cash items)

UIA Revenue v. Bond Obligation (Monthly Recurring Revenue)



Recurring Revenue Combined (UTOPIA and UIA)



**CENTERVILLE
CITY COUNCIL
Staff Backup Report
7/19/2016**

Item No. 10.

Short Title: City Council Liaison Report - Councilwoman Tami Fillmore - South Davis Recreation District and Parks & Recreation Committee

Initiated By:

Scheduled Time: 9:20

SUBJECT

RECOMMENDATION

BACKGROUND

Councilwoman Tami Fillmore serves as the City's representative on the South Davis Recreation District Board and is the Council's liaison to the Parks & Recreation Committee.

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
7/19/2016**

Item No. 11

Short Title: City Manager's Report

Initiated By: City Manager

Scheduled Time: 9:30

SUBJECT

- a. Emerging Leaders Development Program
- b. Proposed work sessions

RECOMMENDATION

- a. The City Manager will recognize Jacob Smith for completion of the Emerging Leaders Development Program, sponsored by the International City/County Management Association (ICMA), the professional organization representing city managers. See attached email.
- b. The City Manager will propose topics and dates for several future work sessions.

BACKGROUND

ATTACHMENTS:

- | | Description |
|--------------------------|------------------------|
| ☐ | Email from Jacob Smith |

From: Jacob Smith
Sent: Tuesday, July 05, 2016 12:58 PM
To: Steve Thacker
Subject:

Dear Steve:

I have completed the Emerging Leaders Development Program along with sixteen other participants and received my Essential Management Skills Certificate from the International City/County Management Association.

The program took two years and required I complete the following:

- Read and discuss the ICMA texts *Managing Local Government Services, Management Policies in Local Government Finance, Human Resource Management in Local Government, The Ethics Dilemma, Practices for Effective Local Government Leadership* along with multiple case studies and news articles.
- Participate in monthly teleseminars with senior, ICMA-credentialed managers
- Complete a comprehensive Management Application Project

Completion of the Emerging Leaders Development Program will count as six-months of executive experience credit towards becoming a Credentialed Manager.

I, along with the other sixteen, will be recognized in the next P.M. Magazine (put out by the ICMA) and at the next Regional Summit.

It has been a growing experience and a great refresher for the courses I took while working towards my Masters. Most of the other participants in my discussion groups came from the East, so it was interesting to hear how local government works in their regions and to hear their advice and opinions on issues we are having here.

Thank you for supporting me through this experience!

Jake

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
7/19/2016**

Item No. 12

Short Title: Miscellaneous Business

Initiated By:

Scheduled Time: 9:35

SUBJECT

RECOMMENDATION

At this time there are no topics showing under this heading.

BACKGROUND

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
7/19/2016**

Item No. 13.

Short Title: Closed meeting, if necessary, 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: 9:40

SUBJECT

RECOMMENDATION

The Council may adjourn into a Closed Meeting to conduct the annual performance review of the City Manager (as time permits).

BACKGROUND

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
7/19/2016**

Item No. 14.

Short Title: Possible action following closed meeting, including appointments to boards and committees

Initiated By:

Scheduled Time: 9:40

SUBJECT

RECOMMENDATION

Mayor Cutler may recommend appointments to City boards/committees.

BACKGROUND

**CENTERVILLE
CITY COUNCIL
Staff Backup Report
7/19/2016**

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

- ☐ Monthly Building Permit for June
- ☐ Standard article - Fires



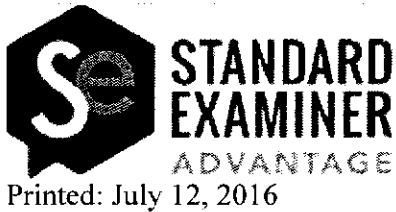
Steve Thacker
City Manager

Centerville City
Building & Safety Department
655 North 1250 West, Centerville, Utah 84014

Monthly Building Report for June 2016

Construction Type	# of Permits		YTD Structures		Average Home Cost		Construction Valuation	
	Month	YTD	# Units	# Bldgs	Month	YTD	Month	YTD
Single Dwellings	2	19	19	19	295,110.00	276,987.00	590,220.00	5,262,744.00
Duplexes / Town Homes	0	14	14	3			-	2,889,120.00
Apartments	2	3	72	3			5,332,644.00	8,063,441.00
Addition/Alteration/Repair	2	16					14,600.00	381,711.00
Power/Mech	5	42					-	4,253.00
Signage	0	8					-	65,995.00
Commercial/Tenant Finish	3	15					1,344,520.00	2,684,369.00
Detached Structure/Gar	1	2					13,918.00	29,382.00
Demolition	0	2					-	-
Pool	1	2					5,000.00	55,000.00
Miscellaneous	7	42					79,985.00	696,859.00
Total Permits Issued:	23	165			Total Permitted Valuation:		7,380,887.00	20,132,874.00

Building Permit Related Revenues	Monthly		YTD Comparison	
	June 2016	YTD 2016	June 2015	YTD 2015
BUILDING	43,512.94	152,683.59	39,728.98	149,683.58
PLAN CHECK	24,713.19	56,556.67	2,599.64	16,874.90
ELECTRICAL	132.00	1,188.00	198.00	1,056.00
PLUMBING	-	-	-	-
MECHANICAL	198.00	1,584.00	330.00	1,836.00
GRADING	-	-	-	-
STATE SURCHARGE	438.43	1,527.25	102.58	520.25
WATER DEV.	40,032.00	82,586.00	5,068.00	10,641.00
WATER CONNECTION	16,498.56	12,585.44	3,768.94	16,329.94
WATER METER	4,820.00	13,705.00	545.00	1,520.00
STORM DRAIN	-	-	-	-
FIRE IMPACT	24,872.40	50,460.35	942.00	2,617.65
PARK IMPACT	102,850.00	211,621.00	4,114.00	10,285.00
DRIVE APPROACH	135.00	1,220.00	70.00	240.00
BOND	3,000.00	37,000.00	4,000.00	15,000.00
SPECIAL IMP DIST/REC	-	12.00	12.00	12.00
ENGINEERING	1,854.08	3,848.77	-	500.00
TV INSPECT DRAINS	667.50	1,056.00	-	-
LANDSCAPING BOND	-	-	-	-
Total Permits Related Revenue:	\$253,764.10	\$627,883.77	\$31,479.14	\$128,421.32



5 fires reported within a half-hour



GETTY IMAGES

BY TAYLOR HINTZ STANDARD-EXAMINER STAFF

CENTERVILLE — Police are searching for who caused five fires in the city during a half-hour arson spree early Monday.

Centerville Police Lt. Von Steenblik said the fires started between 3:30 and 4 a.m., mostly in dumpsters or garbage cans. The most serious fire, however, was set outside a home near the 1500 North block of Main Street.

"It caught on some really big juniper shrubs, and they caught fire and lit up pretty good," Steenblik said. According to a Centerville Police Facebook post, those flames reached about 30 feet high and damaged a power line.

Steenblik said Rocky Mountain Power came and "did a quick fix on it."

Another fire was set in a construction dumpster full of shingles near a church and water well near 200 East and 200 South. Centerville police posted surveillance video of a man pumping and drinking water from that well shortly before that fire was set.

Steenblik said that well is a city water pump popular among some residents because the city doesn't put fluoride in it.

"This guy was there though shortly after 3 in the morning, which is kind of unusual," Steenblik said. "We just want to know who he is and what he was doing there."

He was not called a suspect, but police said they would like to identify him as part of their investigation.

Two fires were set in city garbage cans on the street, and another fire was set at a construction debris dumpster near Chase Lane and 100 East, Steenblik said

Steenblik said police are investigating the fires and do not yet know whether one person or a group of people caused them.

Follow Taylor Hintz on Twitter @TaylorHintz. Contact at 801-625-4231 or thintz@standard.net