

CENTERVILLE CITY PLANNING COMMISSION AGENDA

NOTICE IS HEREBY GIVEN THAT THE CENTERVILLE CITY PLANNING COMMISSION WILL HOLD ITS REGULAR PUBLIC MEETING AT 7:00 P.M. ON WEDNESDAY, FEBRUARY 12, 2014, 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 801-295-3477, 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. This agenda is also posted on the City's website: www.centervilleut.net

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

- | | |
|------|---|
| 7:00 | A. WELCOME AND ROLL CALL
B. PLEDGE OF ALLEGIANCE
C. PRAYER OR THOUGHT – Commissioner Scott Kjar
D. BUSINESS |
| 7:05 | 1. MINUTES REVIEW AND ACCEPTANCE
January 22, 2014 meeting minutes |
| 7:10 | 2. PUBLIC HEARING ZONING TEXT AMENDMENT PLANNED DEV OVERLAY ZONE
Consideration of amending Chapter 12-41 – Planned Development Overlay Zone, Section 12-41-060, to include modifying "Commercial Planned Developments." Fred Hale & Chad Salmon, Applicants |
| 7:25 | 3. PUBLIC HEARING LEGACY TRAIL APARTMENT DEV 1250 WEST PARRISH LANE
[Tabled from January 22, 2014 meeting]
Consideration of rezoning property from C-VH (commercial very-high) to C-VH/Planned Development and conceptual site plan for the Legacy Trail Apartments Development; which consists of a request for a mixed-use development allowing office, retail, gas/convenience store uses, and multi-family dwelling units, to be located on the southwest corner of 1250 West and Parrish Lane. Fred Hale & Chad Salmon, Applicants |
| 7:55 | 4. PUBLIC HEARING BAMBERGER OFFICE BUILDING 190 SOUTH MAIN STREET
Consideration of a conceptual site plan for the Bamberger Office Building, to be located at 190 South Main Street, in the SMSC (South Main Street Corridor) Zone. James S. Dean, Applicant |
| 8:15 | 5. WRIGHT DEVELOPMENT GROUP OFFICE BUILDING 1178 WEST 300 NORTH
Consideration of a final site plan for a new office building, on Lot 4 (aka Lot 404) of the Legacy Crossing at Parrish Lane Development, for the Wright Development Group, 1178 West Legacy Crossing Blvd., located in the C-VH(PD) Zone. Gary M. Wright, Applicant |

- 8:35 6. **PUBLIC HEARING | THE PASTURE BUSINESS PARK | 1275 NORTH 1300 WEST**
Consideration of an amended conceptual site plan for The Pasture Business/Industrial Park; which consists of changes to a rock wall, landscaping, and entryway features, to be located at approximately 1275 North 1300 West, in the Shorelands Commerce Park (SCP) Zone. Craig Salmon, Applicant
- 8:55 7. **DISCUSSION | TRAINING TOPICS FOR 2014**
City Attorney to summarize completed training topics for 2013, and discuss suggested topics for 2014. Lisa Romney, City Attorney, Applicant
- 9:10 8. **COMMUNITY DEVELOPMENT DIRECTOR'S REPORT**
a. Upcoming Meetings
 • PC Meeting February 26, 2014: *Sonic Restaurant final site plan and CUP; Possible text amendment to SMSC corner lot building frontage*
- 9:15 E. **Adjournment**

Posted February 7, 2014 by Community Development



PRELIMINARY DRAFT

PLANNING COMMISSION MINUTES OF MEETING

Wednesday, January 22, 2014

7:00 p.m.

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

MEMBERS PRESENT

David Hirschi, Chair

Gina Hirst

Brian Holman

Logan Johnson

Scott Kjar

Kevin Merrill

Debra Randall

STAFF PRESENT

Corvin Snyder, Community Development Director

Lisa Romney, City Attorney

Kathy Streadbeck, Recording Secretary

VISITORS

Fred Hale

Chad Salmon

Scott Balling

PLEDGE OF ALLEGIANCE

OPENING COMMENT/LEGISLATIVE PRAYER

Chair Hirschi

MINUTES REVIEW AND APPROVAL

The minutes of the Planning Commission meeting held January 8, 2014 were reviewed and amended. Commissioner Merrill made a **motion** to approve the minutes as amended. The motion was seconded by Commissioner Johnson and passed by unanimous vote (6-0). Commissioner Holman abstained as he was not present at this meeting.

PUBLIC HEARING | LEGACY TRAIL APARTMENTS | 1250 WEST PARRISH LANE
Consideration of rezoning property from C-VH (commercial very-high) to C-VH/Planned
Development and conceptual site plan for the Legacy Trail Apartments Development;
which consists of a request for a mixed-use development allowing office, retail,

gas/convenience store uses, and multi-family dwelling units, to be located on the southwest corner of 1250 West and Parrish Lane. Fred Hale, Applicant

Cory Snyder, Community Development Director, explained this is a complex project which requires several applications for approval. Staff believes there is merit to the project and ultimately recommends approval. However, at this time, due to outstanding issues, staff recommends tabling the proposed applications. Mr. Snyder explained the concepts of the zoning district, development standards, and overlay zones. The applicant desires to rezone this property from Commercial-Very High to Commercial-Very High/Planned Development (PDO). He explained the PDO overlay zone and how it would influence the development of this site. Mr. Snyder reviewed the proposed conceptual site plan which includes mixed-uses; residential, commercial, and retail. The proposed development is located within the Parrish Lane Gateway District. He explained how the Parrish Lane Design Guidelines will be applied to the development.

Mr. Snyder said the proposed development is consistent with the General Plan. The proposed plan appears to meet the allowed density for a PDO. However, the PDO requires substantial or predominant commercial uses. The proposed plan is predominantly residential. Mr. Snyder explained the balance between commercial and residential and how each drives the other. He said there may be merit in discussing a possible amendment to this particular PDO requirement, based on current market information flexibility may be possible. An amendment to this particular PDO requirement would be needed in order for the proposed application to be approved. Mr. Snyder explained the issues with traffic. The City Engineer is not comfortable with the proposed traffic circulation and access points. The applicant is currently conducting a traffic study. Once the traffic study is complete the traffic issues may be resolved. In addition, the City continues to work with UDOT to install a traffic light at Parrish Lane and 1250 West.

Mr. Snyder explained the phasing plan. Staff suggests property be reserved on the south property line for future commercial uses. This may require an adjustment to the Phasing plan. Staff also suggests some commercial uses be developed along with the residential uses during Phase 1. He explained this project is significant and appropriate given the similar PDO to the east, Legacy Crossing. He said market predictions show there is a need for additional units. This project would help with that need. He explained the importance of creating a master plan for Centerville's west side. Although there are many issues left to discuss, staff believes this project is worth pursuing.

Commissioner Merrill said he is interested in seeing the results of the traffic study. He questioned the requirement for the applicant to show sufficient control of the property and significant financial backing. He also questioned the requirements for fencing within a PDO. Mr.

1 Snyder explained the City does not require details on financing, only that financing has been
2 secured. This helps ensure the development will move forward. He also explained the City
3 requires start of construction within one year of final approvals. If the applicant fails to comply
4 with this requirement then the rezone expires and the City can choose to revert back to the
5 original zone. Mr. Snyder said the PDO requires only perimeter fencing. Any interior fencing is
6 optional.

7
8 Fred Hale, applicant, provided some history on the property. He explained there are three
9 owners and he has secured a contract with all parties to develop the parcel as proposed. He said
10 the Legacy Crossing PDO to the east has provided an opportunity for development. He said
11 Maverick is interested in purchasing the corner for a gas station use. He reviewed the proposed
12 trail system which will run throughout the entire development. He said the proposed
13 development is family friendly.

14
15 Chad Salmon, applicant, said the pedestrian trail/walkways will tie into the Parrish
16 Lane/1250 West intersection as well as the Legacy Parkway Trail system. He said they and
17 Maverick are anxious to move forward. They hope to secure all approvals by spring and start
18 construction this summer. He said the traffic study will show how the access points will work for
19 the site. He also explained the difficulties of finding commercial users. They have not had much
20 success securing commercial and retail owners. Although the proposed residential use is
21 significant, until the units are filled commercial/retail owners are not interested.

22
23 Chair Hirschi opened the public hearing. There was no comment.

24
25 Chair Hirschi said he is in favor of additional residential uses close to the Frontrunner.
26 This may help encourage an additional stop in Centerville. Commissioner Kjar said he too is in
27 favor of the proposed development but is concerned with the balance between commercial and
28 residential. He is worried commercial owners may not be attracted to this site. This area may not
29 fit demographic formulas for commercial owners. He questioned what options may be available
30 to help the applicant secure commercial uses.

31
32 Commissioner Johnson said he is interested in seeing the results of the traffic study. He
33 wants to be sensitive to the applicant's time constraints but also wants to make sure the
34 Commission does their due diligence in reviewing and approving all aspects of the development.

35
36 Commissioner Merrill made a **motion** for the Planning Commission to continue the
37 public hearing and to table action for the PDO Rezone and Conceptual Plan request and direct
38 the petitioner to address the following issues:
39

- a. Submit a proposed PDO Zone Text Amendment application to address the potential to modify the commercial “predominate” clause, with specific language limiting such changes to the Parrish-Legacy Gateway Area of the West Centerville Neighborhood.
- b. The request for PDO Text Amendment shall also address concept that with the increased allowance of residential the commercial allowances should be narrowed to needs and services of a growing multi-family neighborhood.
- c. Perform and submit a “traffic study” to address the capacity and needs of the proposed development, including the feasibility of allowing an additional ingress/egress point between Parrish Lane and the 1250 West roundabout.
- d. The petitioner shall address the following provisions of the PDO standards:
 - i. The petitioner(s) will be able to secure sufficient control over the property to be developed to ensure development will occur as approved;
 - ii. The petitioner(s) have the financial capability to carry out the planned development project; and
 - iii. The petitioner(s) have the capability to start construction within one (1) year of final plan approval.
- e. The petition must address any desired variations to the Zoning or Subdivision provisions. Additionally, the landscape berming and setback requirement along Parrish Lane must be accounted for in the conceptual layout (see Parrish Lane Gateway Design Guidelines).
- f. Despite the hesitancy based on market demand for commercial, the petition needs to further refine the timing of Phase III, which ought not be converted to residential early in phasing the development to allow the new synergy to hopefully attract a commercial use that provides likely needed future services.
- g. At least one (1) exhibit must be revised to include the conceptual building and parking lot layouts and provide dimensional marks and references to better depict the expected minimum distances that are to be used in future site plan, subdivision, and building permit checks and approvals.

The motion was seconded by Chair Hirschi and passed by unanimous roll-call vote (7-0).

DISCUSSION | WORK GOAL FOR WEST CENTERVILLE NEIGHBORHOOD PLAN
Recommend the preferred process and public input for amending the West Centerville Neighborhood Plan

Chair Hirschi said he believes the previous application will help bring people to the table with regard to the proposed West Centerville Neighborhood plan amendment. He believes redevelopment on the west side makes sense and an amendment to the plan is appropriate.

1 Cory Snyder, Community Development Director, explained there is a good amount of
2 under developed property in the West Centerville Neighborhood. It is important to plan for the
3 future and this area is primed for redevelopment. The proposed amendment schedule will bring
4 property owners, business owners, and citizens to the table to help produce a beneficial plan.

5
6 The Commission discussed possible options for redevelopment. The Commission
7 reviewed the proposed amendment plan. Lisa Romney, City Attorney, explained the process for
8 initiating the amendment, noticing interested parties, and ultimately amending ordinances. Mr.
9 Snyder explained the dates are adjustable but the overall process will remain in place. He said
10 the process will be run by staff.

11
12 Chair Hirschi made a **motion** for the Planning Commission to recommend approval to
13 the City Council the West Centerville Neighborhood Amendment Project Timeline as proposed
14 with the understanding that the calendar dates may shift as needed. The Planning Commission
15 will leave the initiation of this process to the City Council. The motion was seconded by
16 Commissioner Randall and passed by unanimous roll-call vote (7-0).

17
18 **COMMUNITY DEVELOPMENT DIRECTOR'S REPORT**
19

- 20 1. The next Planning Commission meeting will be Wednesday, February 12, 2014.
21 2. Upcoming Agenda Items
22 • Fred Hale PDO amendment
23 • Wright Development Group Office Building
24 • Legacy Trail Apartments rezone and conceptual site plan
25 • The Pastures site plan amendment
26

27 The meeting was adjourned at 8:56 p.m.
28
29

30
31 _____
32 David Hirschi, Chair
33

Date Approved

34
35 _____
Kathleen Streadbeck, Recording Secretary

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

**STAFF REPORT
AGENDA: ITEM 2**

APPLICANT: **FRED HALE/ CHAD SALMON**
 C/O H&S LLC
 1778 WEST 1180 SOUTH
 WOODS CROSS, UTAH 84087
 chad@salmonelectric.com
 fredh@colonialbuilding.com

APPLICATION: **ZONE TEXT AMENDMENT – SECTION 12-41-PLANNED
DEVELOPMENT OVERLAY ZONES - *Consider adding
language altering the expected commercial/residential ratio for
the Parrish-Legacy Gateway of the West Centerville
Neighborhood***

BACKGROUND

At the previous meeting of the Planning Commission, the Commission reviewed a proposed project known as the Legacy Trails Apartments. As discussed in that the meeting, the proposed development does not meet the “predominate” clause for commercial uses of a mixed commercial/residential project. Staff had previously discussed this at length with the petitioner. Both the petitioner(s) and planning staff believe that the Parrish-Legacy Gateway Area is unique among the C-VH zoning districts within the City and desire to propose a text amendment to create a provision that would address the Parrish-Legacy differently and to recognize that not all C-VH districts need to be predominately commercial.

The specific focus for staff was that with the increased allowance of residential, the commercial allowances should be narrowed to needs and services of a growing multi-family neighborhood. Thus, the staff and petitioner(s) asked that the Commission table action regarding the development project and allow for a petition to be submitted and consider a possible amendment to the Zoning Ordinance.

PROPOSED TEXT AMENDMENT

The proposed text amendment is to Chapter 12-41-Planned Development Zones and consists of adding language creating a specific area designation to separate the general

provisions for commercial planned developments regarding the “predominate” commercial expectations of the PDO Zone provisions. The proposed language is as follows:

[existing] 12-41-060. Uses Allowed....

[new subsection 6] “(6) *Specific Area Limitations – Notwithstanding the general commercial planned use allowances listed in this Chapter, the following specific area limitations shall be considered in a commercial planned development.*”

[new subsection of 6] “(A) *West Centerville Neighborhood’s Parrish-Legacy Gateway Corridor District. The Parrish-Legacy Corridor District shall be subject to the maximum allowable residential density as listed in the City’s General Plan and/or as found in subsection 12-41-060.b.4. However, the mixed ratio of commercial use to residential use may be defined with the concept plan submittal for the PDO designation provided the proposed commercial uses predominately achieve the following for residents living in the Parrish Gateway area:*

- (i) *Provide opportunity for food service or local service type retail commercial services*
- (ii) *Provide opportunity for personal care and/or instructional type services.*
- (iii) *Provide opportunity for medical care or health type services.*
- (iv) *Provide opportunity for adult or child care type services, or*
- (v) *Provide other types of commercial uses deemed appropriate for servicing the local residents.*

TEXT AMENDMENT REVIEW AND ANALYSIS 12-32-040(b)(3)(e)

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

General Plan Policy Section 12-420-6, West Centerville Neighborhood Plan, Goal #2 - “Create and Develop the Parrish-Legacy Gateway Corridor District.” - In summary this goal and its associated objectives involve the following:

- a. Ensuring that zoning supports proper development of the gateway
- b. Compliance with the Parrish Lane Design Guidelines
- c. Controlling or limiting types of commercial uses with a size cap of 125,000 square feet
- d. Use of a residential component in a development project is capped at 15 units per gross acre for a master planned area
- e. Use of entryway features and proper landscaping

Staff Response: The area around the four corners of 1250 West and Parrish Lane has been zoned Commercial-Very High (C-VH). This area is the core or anchor point of the Parrish-Legacy Gateway District. The goal does *NOT* define how much of a development project ought to be commercial vs. residential, but, does

expect that both types of uses ought to be present in this gateway area by using such terms as “*residential component*” and “*master planned area*.” Thus, any text amendment must ensure that both use types are sensibly developed within the Parrish-Legacy Gateway District.

2. **Is the proposed amendment harmonious with the overall character of existing development in the vicinity of the subject property?**
3. **What is the extent to which the proposed amendment may adversely affect adjacent property?**
4. **What is the adequacy of facilities and services intended to serve the subject property?**

- **Staff Response:** These criteria are focused primarily with a zone map amendment and any needed infrastructure and utilities. However, since the amendment will be for a localized area in the West Centerville Neighborhood, there is some values in considering them.
- The localized area of uses consists of office, self-storage, light manufacturing, and some limited commercial services. The opportunity to develop a gateway mix of commercial, medical, and fuel center will be a significant enhancement that should add additional value to surrounding properties and provide some services and needs missing in the area. Additionally, the Legacy Crossing at Parrish Lane development is located directly across the street is also a master planned mix of commercial, office, entertainment, and residential-type uses.
- Staff believes that the Parrish-Legacy Gateway area is unique among the C-VH zoning districts within the City. Thus, the planning staff has suggested that the petitioner propose a text amendment to create a provision that would address the Parrish-Legacy differently and to recognize that not all C-VH districts need to be predominately commercial. However, the specific focus for staff is that with the increased allowance of residential, the commercial allowances should be narrowed to needs and services of a growing multi-family neighborhood.

PLANNING STAFF RECOMMENDATION

Suggested staff motion for the proposed Zone Text Amendment to the Planning Commission: I hereby make a motion for the Planning Commission to recommend to the City Council the following language, subject to City Attorney non-substantive edits, for the proposed Zone Text Amendment to Chapter 12-41-Planned Development Overlay Zone:

[existing] 12-41-060. Uses Allowed....

[new subsection 6J] *“(6) Specific Area Limitations~~Precincts~~ – Notwithstanding the general commercial planned use allowances listed in this Chapter, the following specific area ~~limitations~~allowances shall ~~may~~ be considered in a commercial planned development.”*

[new subsection of 6J] *“(A) West Centerville Neighborhood’s Parrish-Legacy Gateway Corridor District. The Parrish-Legacy Corridor District shall be subject to the maximum allowable residential density as listed in the City’s General Plan and/or as found in subsection 12-41-060.b.4. When a predominate commercial use development is not being proposed, a contributing commercial use component must still be provided. However, the specific mixed ratio of commercial use to residential use shall be defined with the concept plan submittal for the PDO designation. ~~provided that~~ The proposed commercial uses are to predominately achieve the following for residents living in the West Centerville Neighborhood Parrish Gateway area:*

- (i) Provide opportunity for food service or local service type retail commercial services*
- (ii) Provide opportunity for personal care and/or instructional type services.*
- (iii) Provide opportunity for medical care or health type services.*
- (iv) Provide opportunity for adult or child care type services, or*
- (v) Provide other types of commercial uses deemed appropriate for servicing the local residents.*

Reasons For Action (Findings):

- a. The Planning Commission finds that the proposed amendment consistent with the goals, objectives and policies of the City’s General Plan, specifically policy Section 12-420-6, West Centerville Neighborhood Plan, Goal #2 - “Create and Develop the Parrish-Legacy Gateway Corridor District.”
- b. The Planning Commission finds that the general plan policy does NOT define how much of a development project ought to be commercial vs. residential.
- c. The Planning Commission finds that the general plan policy does expect that both types of uses ought to be present in this gateway area by using such terms as “residential component” and “master planned area.”
- d. The Planning Commission finds that a text amendment must ensure that both use types are sensibly developed within the Parrish-Legacy Gateway District.
- e. The Planning Commission finds that the Parrish-Legacy Gateway Area is unique among the C-VH zoning districts within the City.
- f. The Planning Commission finds that not all the commercial districts need to be predominately commercial.
- g. The Planning Commission finds, however, that with the increased allowance of residential in the Parrish-Legacy Gateway Area, the commercial allowances should be narrowed to needs and services of a growing multi-family neighborhood.

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

**STAFF REPORT
AGENDA: ITEM 3**

APPLICANT: FRED HALE/ CHAD SALMON
C/O H&S LLC
1778 WEST 1180 SOUTH
WOODS CROSS, UTAH 84087
chad@salmonelectric.com
fredh@colonialbuilding.com

PROPERTY: SOUTHWEST CORNER OF PARRISH LANE & 1250 WEST

ACREAGE: 12.15 ACRES

ZONING: COMMERCIAL - VERY HIGH

APPLICATION: REZONE PETITION FOR FOUR (4) PARCELS FROM C-VH TO C-VH / PD (PDO):

- a. 06-008-0117 / 4.10 ac (*H&S LLC*)
- b. 06-008-0108 / 1.38 ac (*LEAVITT*)
- c. 06-008-0109 / 1.98 ac (*GT ELECTRIC*)
- d. 06-008-0101 / 4.69 ac (*MENDENHALL*)

PDO CONCEPTUAL PLAN ACCEPTANCE FOR A MASTER PLANNED MIXED-USE PROJECT:

1. Convenience Store/ Gas Station & Car Wash
 2. Medical Office
 3. General Retail/Office
 4. Multi-family Residential
-

BACKGROUND

At the previous meeting of the Planning Commission, the Commission reviewed a proposed project known as the Legacy Trails Apartments. As discussed in that the meeting, the proposed development was tabled for further review and was to address several issues. This report will review the items requested and will summarize the expectations for considering a Planned Development Overlay approval. Lastly, a staff recommendation will be provided to the Planning Commission.

PREVIOUS MEETING PLANNING COMMISSION DIRECTIVES

- a. Submit a proposed PDO Zone Text Amendment application to address the potential to modify the commercial “predominate” clause, with specific language limiting such changes to the Parrish-Legacy Gateway Area of the West Centerville Neighborhood.

Staff Response: The application was submitted and will be considered by the Commission prior to reviewing this proposal.

- b. The request for PDO Text Amendment shall also address concept that with the increased allowance of residential, the commercial allowances should be narrowed for needs and services of a growing multi-family neighborhood.

Staff Response: The text amendment submittal does propose the narrowing of allowed commercial uses in a commercial planned development in the Parrish-Legacy Gateway Area that would serve the local needs of residents living in the West Centerville Neighborhood.

- c. Perform and submit a “traffic study” to address the capacity and needs of the proposed development, including the feasibility of allowing an additional ingress/egress point between Parrish Lane and the 1250 West roundabout.

Staff Response: A traffic study was performed and submitted to the City. At the time of writing this report, the study was submitted to the City Engineer and was to be forwarded to the A-Trans, a traffic consultant hired by the City to provide a response. The conclusion of the initial study is being provided to the Commission (see attachments); however, the A-Trans response will not be ready until the time of the Commission meeting, which will be presented at that time.

The initial preliminary conclusion is that, at full build out, there is adequate traffic capacity if the 1250 West/Parrish Lane intersection is signalized. Nonetheless, the allowance and timing is being reviewed by staff and A-Trans.

- d. The petitioner shall address the following provisions of the PDO standards:
 - i. The petitioner(s) will be able to secure sufficient control over the property to be developed to ensure development will occur as approved;
 - ii. The petitioner(s) have the financial capability to carry out the planned development project; and
 - iii. The petitioner(s) have the capability to start construction within one (1) year of final plan approval.

Staff Response: The petitioners submitted their response to these matters (see attachments), indicating that they have made offers to secure control of the 12+ acres, and have provided a letter of interest from a funding institution, and can begin construction and complete the entire development.

- e. The petition must address any desired variations to the zoning or subdivision provisions. Additionally, the landscape berming and setback requirement along Parrish Lane must be accounted for in the conceptual layout (*see Parrish Lane Gateway Design Guidelines*).

Staff Response: The architect has indicated that there are NO proposed variations to City Ordinances needed for the proposed layout and design.

- f. Despite the hesitancy based on market demand for commercial, the petition needs to further refine the timing of Phase III, which ought not be converted to residential early in phasing the development to allow the new synergy to attract hopefully, a commercial use that provides likely needed future services.

Staff Response: Other than proposing alternative options for Phase III, this issue has not been further addressed by the petitioners. Staff does not desire to have the residential option prematurely develop and believes that local service commercial options will likely become viable with a developing multi-family neighborhood.

- g. At least one (1) exhibit must be revised to include the conceptual building and parking lot layouts and provide dimensional marks and references to better depict the expected minimum distances that are to be used in future site plan, subdivision, and building permit checks and approvals.

Staff Response: The architect is preparing a dimensional plan for the project and it will be available for Commission review at the meeting.

PLANNING STAFF RECOMMENDATIONS

Suggested Staff Motion #1 for the proposed PDO Rezone to the Planning Commission:

I hereby make a motion for the Planning Commission to recommend to the City Council an approval to rezone from C-VH TO C-VH / PD (PDO) the following properties:

- a. 06-008-0117 / 4.10 ac (H&S LLC)
- b. 06-008-0108 / 1.38 ac (LEAVITT)
- c. 06-008-0109 / 1.98 ac (GT ELECTRIC)
- d. 06-008-0101 / 4.69 ac (MENDENHALL)

Reasons for Action (findings):

1. The proposed mixture of commercial and residential uses is consistent with the West Centerville Neighborhood Plan.
2. The West Centerville Neighborhood Plan envisioned only medium box type commercial uses, capped a 125,000 sq. ft.
3. The market conditions are not ripe now, nor likely in the future for medium box commercial uses, as evidenced by the following:
4. Farmington Station Park was developed after the West Centerville Plan adoption. Farmington Station Park has likely saturated the market for developing medium box type commercial uses.
5. Legacy Crossing at Parrish Lane provides space for medium box type

commercial uses that have not yet come to fruition (i.e. Legacy Crossing at Parrish Lane development).

6. The petitioner has provided written opinions from Tate Properties and Mountain West, commercial real estate consultants, supporting the lack of medium box and restaurant interest in this area.
7. Limiting the allowance of other types of multi-family development negatively isolates the already developed multi-family of Legacy Crossing.
8. Master planning the entire area is better suited to address any impacts than to piecemeal development under an already long list of permitted commercial uses.
9. Thus, considering a PDO rezone provides an enhanced tool to address any development related concerns and maximize the development opportunities for the entire site.

Suggested Staff Motion #2 for the proposed PDO Rezone to the Planning Commission:

I hereby make a motion for the Planning Commission to recommend to the City Council a PDO Conceptual Plan Acceptance for the Legacy Trail Apartments Development, subject to the following conditions:

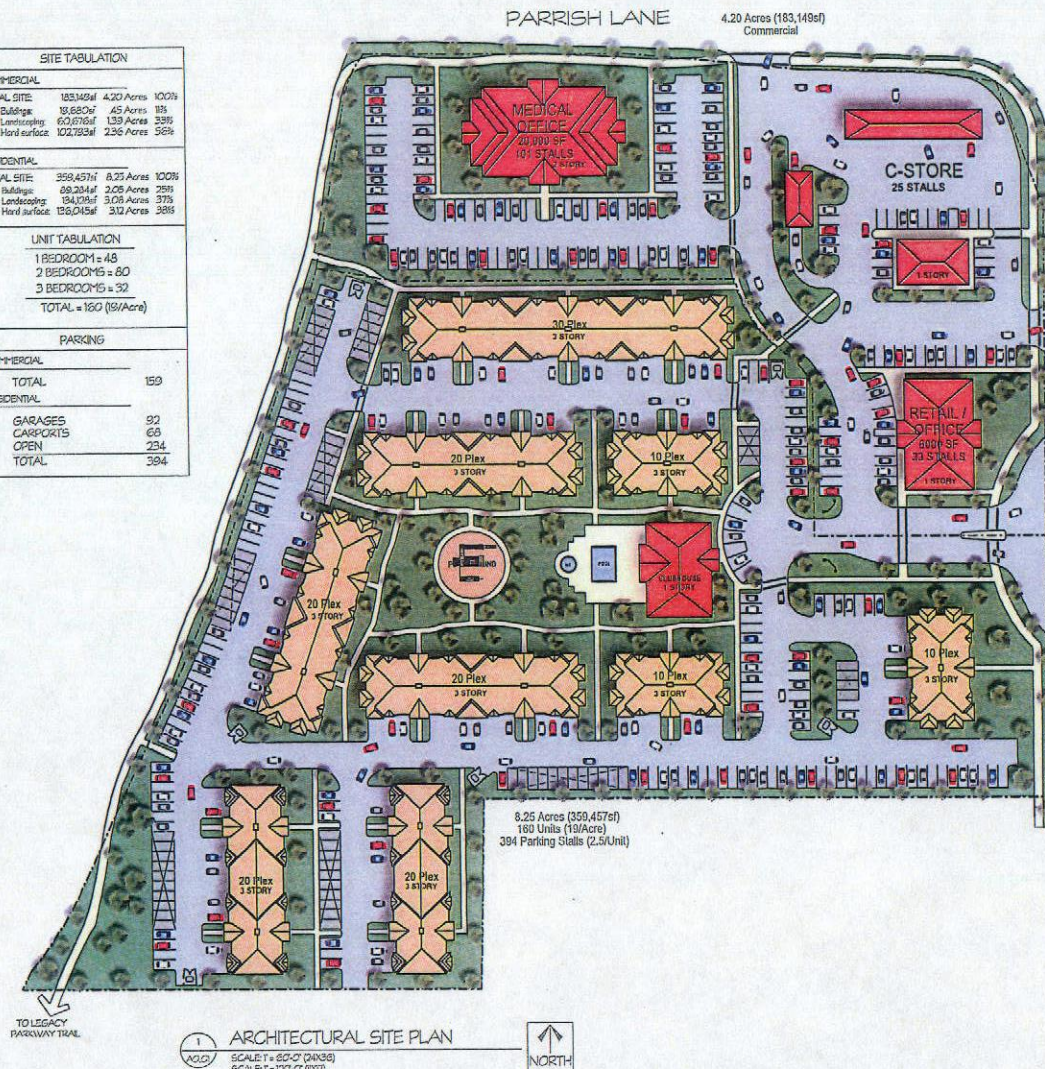
1. The Legacy Trail Apartments Development Approved Conceptual Plan shall consist of the following, as submitted to the City:
 - a. *Architectural Site Plan* – a colorized plan depicting the development layout, including the concept commercial and residential design concepts.
 - b. *Architectural Site Plan* – a plan depicting the development layout with dimensions depicting conceptual setbacks, building heights, drive entrance and isle widths, with landscaping, building foot prints, hard surface percentages for the development site.
 - c. *Phasing Plan* – a colorized phasing plan depicting five (5) development phases, including the flex-use layout for Phase 3.
 - d. *Pedestrian Circulation Plan* – a blue/red colorized layout depicting the proposed major and minor connections and pathways.
 - e. *Fencing Plan* – a blue/red colorized layout depicting the 4-foot and 6-foot fence locations and the selected designs.
2. The land uses and layout expectations approved for the Development are as follows:
 - a. Medical Office Use – 2-Story Main Building, 20,000 sq. ft. w/ 101 parking stalls
 - b. Convenience Store Uses – 1-Story Main Building w/ fuel canopy, car wash, 25 parking stalls
 - c. Retail/Office Uses – 1-Story Main Building, 6,000 sq. ft. w/ 33 parking stalls
 - d. Flex-space Uses – 3-Story Main Building, 10-plex residential, OR Retail/Office, 7,200 sq. ft. Main Building
 - e. Multi-family Residential Uses - 3-Story Main Buildings (8

- structures), 160 dwelling units, 394 parking stalls
 - f. Total Building Footprints – 19,680 sq. ft. (25%)
 - g. Hard Surface Development – 136,045 sq. ft. (56%)
 - h. Landscaping Coverage – 60,676 sq. ft. (37%)
 - i. Pathway/Trail System – Internal/external pathways connecting to a proposed off-site trail connecting to Birnam Woods Trailhead (i.e. Legacy/D&RG Trail system).
3. The Development shall be subject to all applicable final site plan and subdivision development approvals, as defined in City Ordinances.
 4. The PDO Conceptual Plan Approval does not include approval of any specific variations to the development standards of the Zoning or Subdivision Ordinances.
 5. All final development approvals within the project area shall be deemed substantially consistent with the accepted Conceptual Plan Layout and Design.
 6. The Commercial and Residential Architectural Concepts, as depicted on the Conceptual Plan, shall accomplish the following:
 - a. The building design expectation is a village-style design
 - b. Buildings with full pitched roofs
 - c. Use of dormers, gables, box windows, and canopies for windows and entryways
 - d. Garages, balconies and entry portals for residential buildings
 - e. Pedestrian amenities such as patios, plazas, and enhanced entries for the commercial uses
 - f. Colors and materials that are consistent with the Conceptual Design Plan, and may also include colors or materials compatible with the Legacy Crossing development or from the template of the Shorelands Commerce Park Design Guidelines.
 - g. All buildings to have a substantial architectural material base using rock, brick, or other similar maintenance free design material (*see provision Section 12-63-040.c.2*).
 7. The Development shall be subject to the applicable Parrish Lane Gateway Design Guidelines, Off-street Parking, and Landscaping provisions of the Zoning Ordinance.
 8. As part of Phase II and Phase V Final Site Plan approvals (*service station phase*), the Development shall establish and maintain an entryway landscaping theme along Parrish Lane and at the corner of Parrish/1250 West (*see Objective 2.E of the West Centerville Neighborhood Plan*).
 9. The alternative options for Phase III, shall not be allowed to prematurely execute the residential option prior to the completion (i.e. final building inspection approval) all buildings within Phases I, II, and V, so that local service commercial option might become viable with a developing multi-family neighborhood.
 10. (*Include any related traffic recommendations deemed necessary by the Planning Commission*).

Reasons for Action (findings):

- a. The Planning Commission finds that the proposed development does not conflict with any applicable policy of the Centerville City General Plan.
- b. The Planning Commission finds that the proposed development meets the spirit and intent of the Zoning Ordinance as set forth in Section 12-41-010.
- c. The Planning Commission finds that the proposed development will allow integrated planning and design of the property and, on the whole, better development than would be possible under conventional zoning regulations.
- d. The Planning Commission finds that the proposed development meets the use and development limitations and other requirements of the zone with which the PDO zone is combined, except as otherwise allowed by the Zoning Ordinance.
- e. The Planning Commission finds that the proposed development meets the density limitations of the General Plan.
- f. The Planning Commission finds that the petitioners have or will have sufficient control over the property to be developed to ensure development will occur as approved.
- g. The Planning Commission finds that the petitioners appear likely to have the financial capability to carry out the planned development project.
- h. The Planning Commission finds that the petitioners will likely have the capability to start construction within one (1) year of a final plan approval.

SITE TABULATION	
COMMERCIAL	
TOTAL SITE	188,345sf 4.20 Acres 100%
Buildings	18,680sf 45 Acres 10%
Landscaping	60,670sf 13.9 Acres 33%
Hard surface	102,795sf 2.36 Acres 56%
RESIDENTIAL	
TOTAL SITE	358,457sf 8.25 Acres 100%
Buildings	68,234sf 2.08 Acres 25%
Landscaping	184,718sf 3.08 Acres 37%
Hard surface	158,045sf 3.12 Acres 38%
UNIT TABULATION	
1 BEDROOM	= 48
2 BEDROOMS	= 80
3 BEDROOMS	= 32
TOTAL	= 160 (19/Acre)
PARKING	
COMMERCIAL	
TOTAL	150
RESIDENTIAL	
GARAGES	92
CARPORTS	68
OPEN	234
TOTAL	394



COMMERCIAL ARCHITECTURAL CONCEPTS



RESIDENTIAL ARCHITECTURAL CONCEPTS



Architecture Belique, Inc.
architectural & residential
interior design & construction
1250 W Parrish Ln.
Centerville, Utah

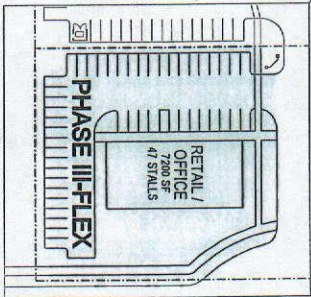
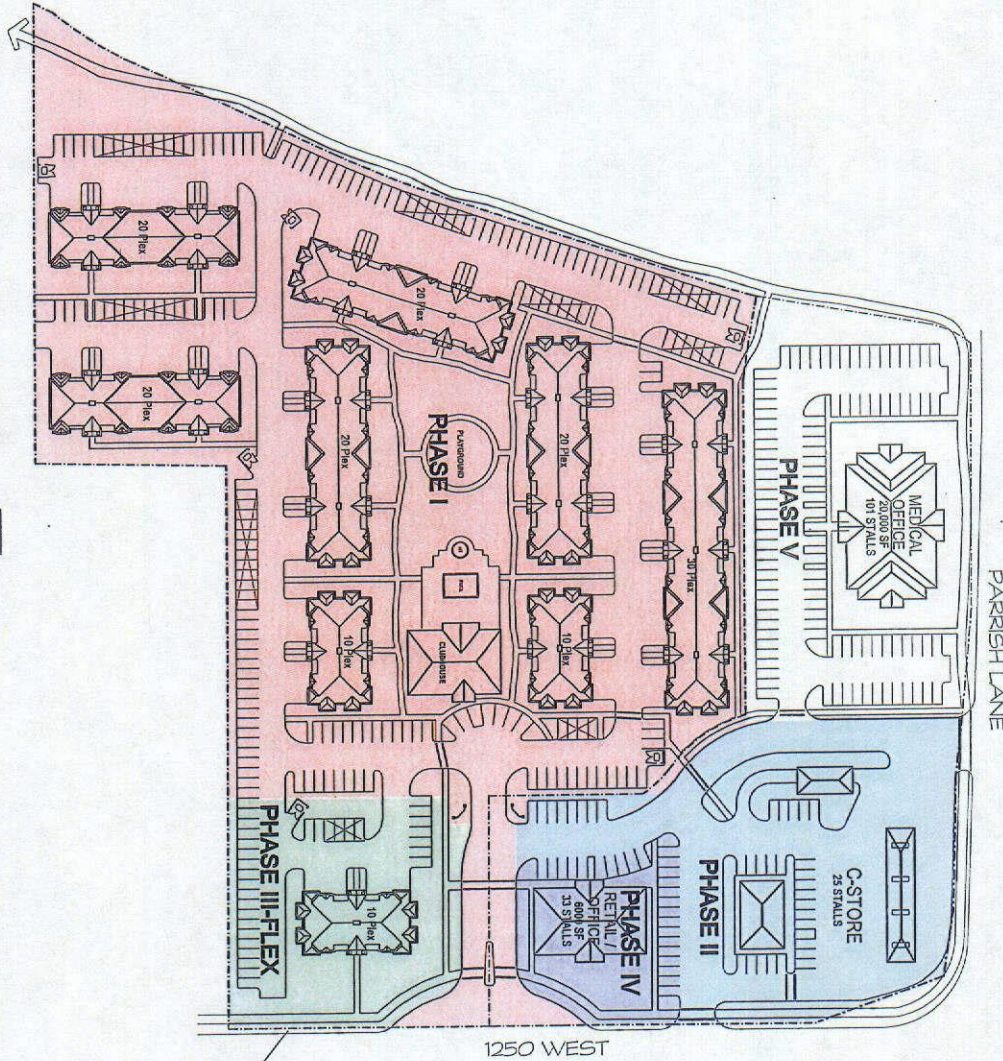
LEGACY TRAIL APARTMENTS
1250 W Parrish Ln.
Centerville, Utah

Sheet Title
Architectural
Site Plan

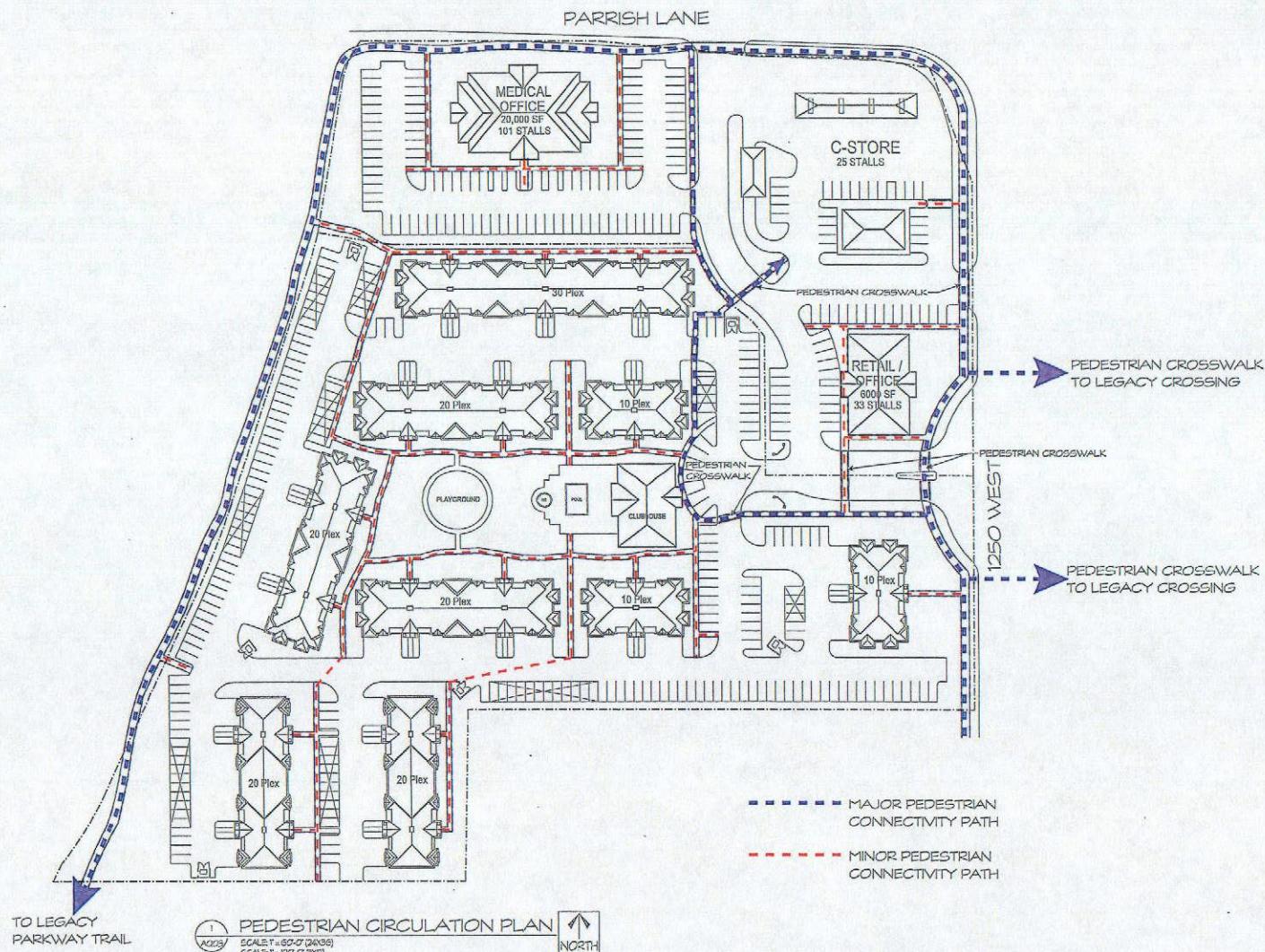
Date
JANUARY 2, 2014

Sheet Number
A-0.01

1 PHASING PLAN
SCALE 1"=50'-0" (20:1)
SCALE 1"=100'-0" (8:1)



Sheet Title Architectural Site Plan Date JANUARY 2, 2014 Sheet Number A-002	LEGACY TRAIL APARTMENTS 1250 W Parrish Ln. Centerville, Utah	Architecture Belgique, Inc. commercial & residential Phone 801.333.1500 Fax 801.333.1501 Email gbelg@architecturebelgique.com
--	---	--



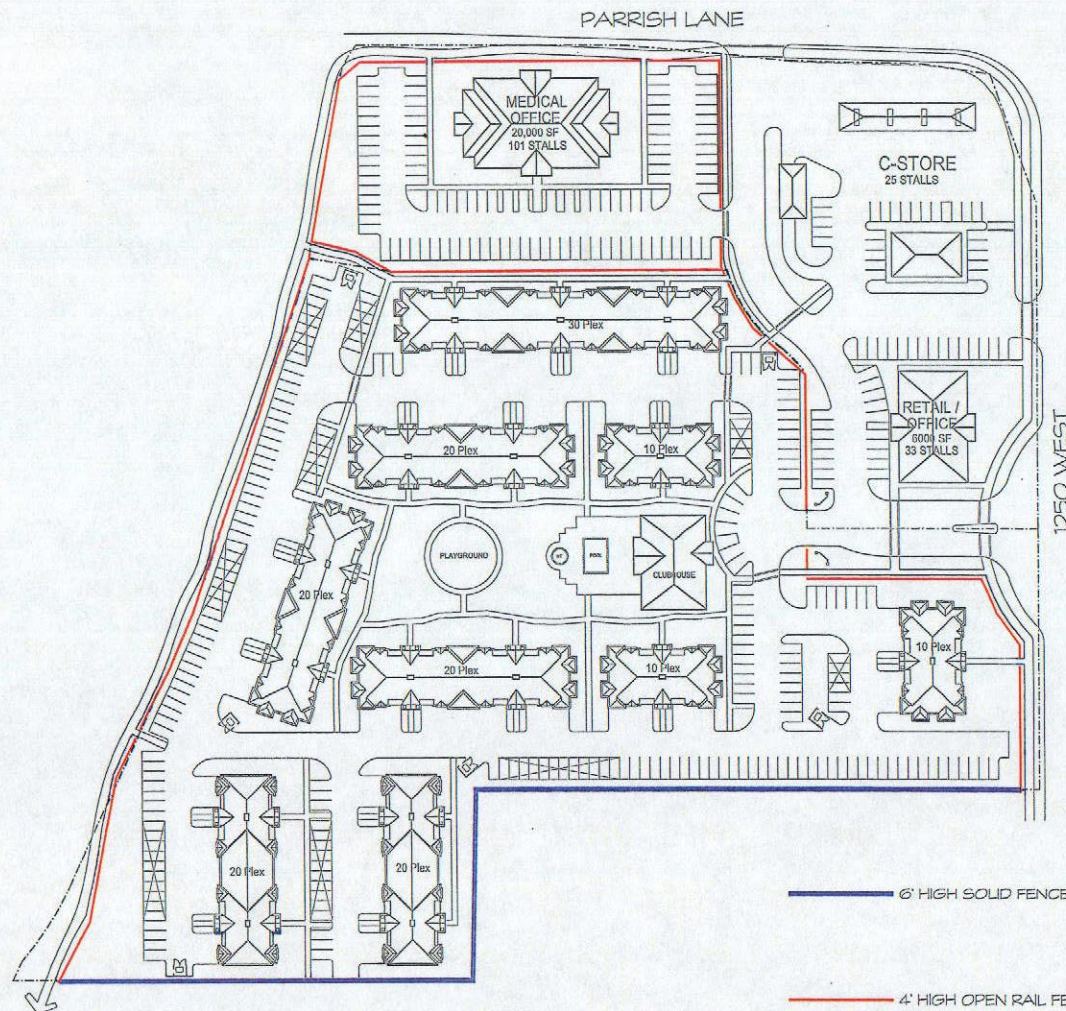
Architecture Balique, Inc.
commercial & residential
architectural
1000 S. Main Street, Suite 100
Salt Lake City, UT 84143

LEGACY TRAIL APARTMENTS
1250 W Parrish Ln.
Centerville, Utah

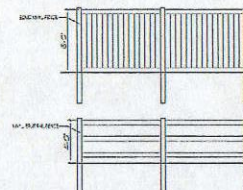
Sheet Title
Architectural
Site Plan

Date
JANUARY 2, 2014

Sheet Number
A-0.03



1 FENCING PLAN
SCALE: T = 60'-0" (24X30)
SCALE: T = 120'-0" (30X7)



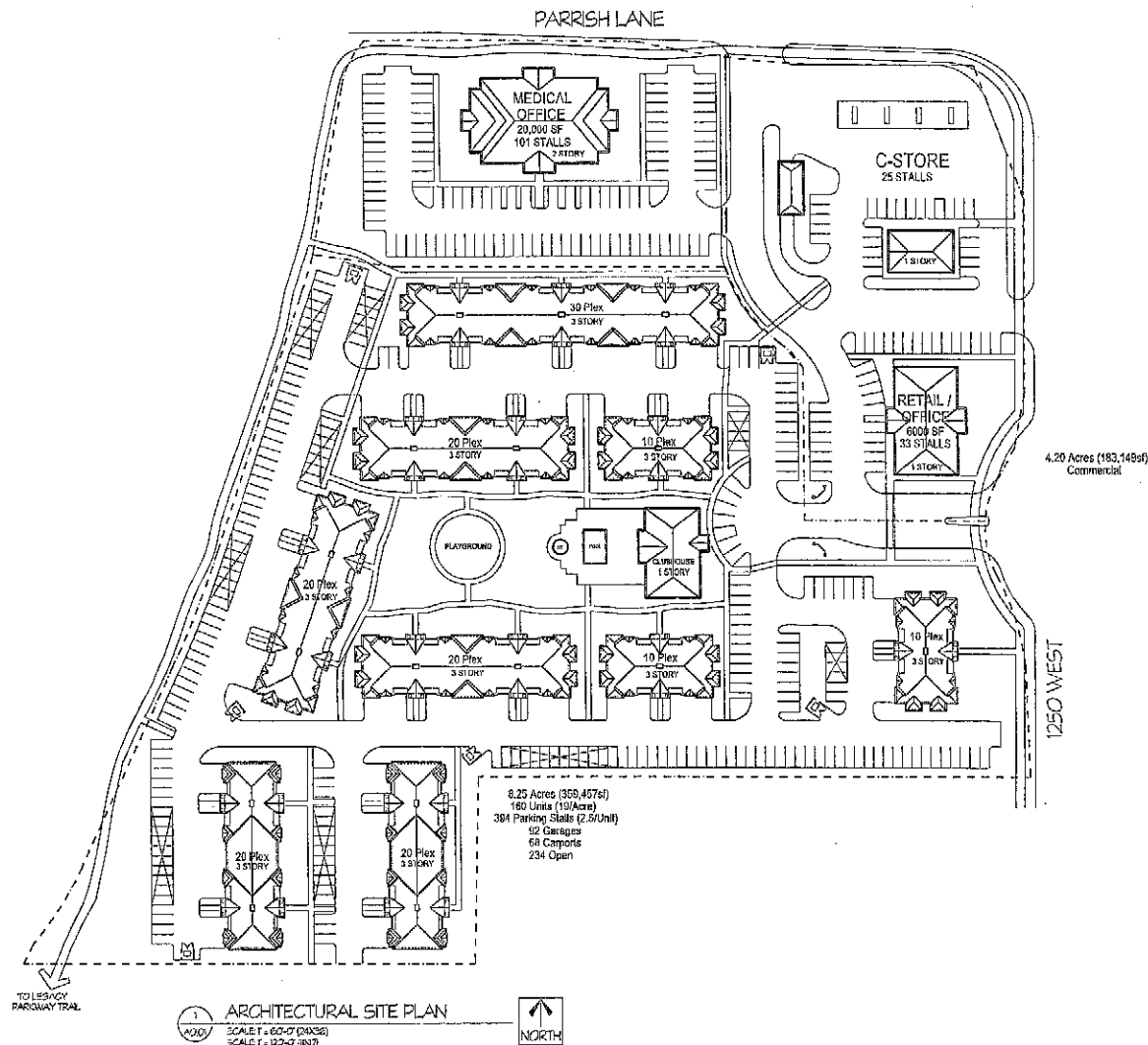
Architecture Belgicus, Inc.
commercial & residential
Parrish Lane
Centerville, Utah

LEGACY TRAIL APARTMENTS
1250 W Parrish Ln.
Centerville, Utah

Sheet Title
Architectural
Site Plan

Date
JANUARY 2, 2014

Sheet Number
A-004



SITE TABULATION			
COMMERCIAL			
TOTAL SITE	183,148sf	4.20 Acres	100%
Buildings	19,680sf	.45 Acres	1%
Landscaping	60,670sf	1.39 Acres	33%
Hard surface	102,798sf	2.36 Acres	56%
RESIDENTIAL			
TOTAL SITE	359,457sf	8.25 Acres	100%
Buildings	45,284sf	2.05 Acres	25%
Landscaping	134,128sf	3.08 Acres	37%
Hard surface	136,045sf	3.12 Acres	38%
UNIT TABULATION			
1 BEDROOM = 48			
2 BEDROOMS = 80			
3 BEDROOMS = 32			
TOTAL = 160 (19/Acre)			
PARKING			
COMMERCIAL			
TOTAL	150		
RESIDENTIAL			
GARAGES	92		
CARPORTS	68		
OPEN	234		
TOTAL	394		

Architecture Designs, Inc.
1000 West 1000 North
Provo, UT 84604
801-735-1000
www.ad-inc.com

Legacy Trail Apartments
1250 W Parrish Ln.
Centerville, Utah

Sheet Title
Architectural
Site Plan

Date
JANUARY 2, 2014

Sheet Number
A-0.01



PO Box 1153
Centerville, UT 84014
(801) 683-8263
WWW.TATEPROPERTIES.CO

January 10, 2014

Mr. Fred Hale
COLONIAL BUILDING SUPPLY
530 North 400 West
Centerville, UT 84014

RE: Legacy Trails Project, 1250 West Parrish Lane, Centerville, Utah

Dear Fred:

Pursuant to our numerous conversations about your project listed above, this letter is to inform you of retail and commercial real estate activity trends in the south Davis County market. I hope that this information is helpful to you as you plan and develop your project at Legacy Trails.

The Centerville market has very little retail vacancy but overall lease rates trail Farmington and Bountiful. The biggest news in Centerville is obviously the addition of two new office buildings that will open in 2014. This is excellent news for the retail and services that will need to support those office buildings. The multi-family projects in the city will also help.

Centerville has a unique challenge right now. In my experience specifically with retail and food use tenants that are interested in the market, the west side of I-15 has significant challenges. Olive Garden, for example, is interested in being in Centerville but will not locate on the west side of I-15. Other food users that I have talked with say the same thing. The Megaplex theatre is doing extremely well and drives a lot of business but that business is mainly evening business. The concern that other retailers and food users have is that while they will most likely do a respectable dinner/evening business, daytime business will be very limited. One very successful quick-serve restaurant that I work with told me that the hours of highest profitability are the hours between lunch and dinner. Not lunch and dinner themselves, but the hours between those times.

Dick's Market relocating to Parrish Square from Pages Lane has been a retail boom for the Parrish Lane corridor. Fresh Market's sales were terrible but have nearly tripled with Dick's Market. Tonyburgers is coming back to Centerville and will locate at Parrish Square. Other tenants are showing interest in the Dick's Market area. Chick-Fil-A will drive significant business. Centerville's In-N-Out Burger continues to be the number one location in the state of Utah and continues to be one of the top performing locations in the entire chain.

Station Park has naturally had a major impact on retail, office, and restaurant trends in the market. While Dick's Market exceeds Harmon's in store volume, and the rumors are that most of the soft goods retailers at Station Park haven't performed exceptionally well, the restaurants are doing extremely well. There is critical mass at Station Park with retail, office, multi-family, hotels and excellent access to Highway 89 and I-15. Furthermore, there is a lot of single-family residential all around Station Park and plenty of room for more residential growth. This is a major reason why restaurant tenants are so hesitant to locate in west Centerville.

Because of these factors, the west side of Centerville will continue to struggle with retail and restaurant tenants. In talking with hotel developers, there is mild interest in west Centerville but they haven't stepped up to the plate. The restaurant tenants I have talked with won't go there. I worked with a family fun center that has multiple locations and they wouldn't locate in west Centerville. The area is prime for office, multi-family, industrial, and a gas station/convenience store. It would have been well suited for fast food but Centerville has plenty on the east side of I-15.

I hope that this helps as you consider your new project. If you have any questions, please feel free to call.

Sincerely,



Steve Tate, CCIM
Founder/Managing Member
TATE PROPERTIES, LC

SWT/me

WWW.TATEPROPERTIESLC.COM

• PROPERTY & ASSET MANAGEMENT • DEVELOPMENT & ADVISORY SERVICES • COMMERCIAL BROKERAGE •



tel 801 456 8800
fax 801 578 5500
www.mtnwest.com

376 East 400 South, Suite 120
Salt Lake City, UT 84111

January 10, 2014

Fred Hale
Via email:

RE: General analysis of land comprising the South-West corner of Parrish Lane and 1250 W.

To whom it may concern:

I am writing this letter at the request of Fred Hale, who is desirous that I give a "Broker Opinion" as the highest and best use of the above referenced property, and any other general topics that would be of valuable information.

In my experience of brokerage and development, I would suggest the highest and best use is multi-family. It is the only thing proven to absorb at a rate that property owners can afford to do. It also makes the most sense for communities. There is natural pressure for this product type, which means that people are desirous to live there. There is some success with professional office but even that in this general area has been soft, and future development of such, has halted to the point that some owners have asked me to sell their land.

Many businesses I have worked with directly or heard about have declined on locating to the West side of I-15 in Centerville. I have a commercial property listed in this area and it has been very challenging. The users I have spoken to include high-end restaurants, running companies, Day Spas and a few other general retailers. All of these have either chosen to locate in Centerville City on the East side of I-15 or have relocated to Bountiful, Utah. The overall traffic generated is too light for most companies.

Based on market dynamics, the narrow geography of Centerville, my belief is to allow what is naturally pressing upon land owners to do with their property. Please contact me with any questions on this analysis.

Sincerely,

Adam Hawkes
Mountain West Retail & Investment
Senior Associate
Retail Specialist

January 31, 2014

H&S, LLC
Chad Salmon
Fred Hale
1778 W 1180 S
Woods Cross, UT 84087

TO: Centerville City Planning Commission
Attn: Cory Snyder

Mr. Snyder:

This letter is for the purpose of answering planning staff recommendations.

- Item #V1-D:
 - i. H&S, LLC – Legacy Trails has secured sufficient control over all the necessary property. Including all four parcels totaling 12 plus acres. Presently, H&S, LLC is in legal contract and has control over the purchase of the said property.
 - ii. H&S, LLC: Fred Hale and Chad Salmon will be the owners and developers of the Legacy Trails project. We will be using our own assets plus a bank loan to develop and complete the entire project. Enclosed is a letter from American West Bank, the institution we are presently working with to finance this project.
 - iii. H&S, LLC plans to own, develop, and contract the Legacy Trails project. Depending on city approvals H&S, LLC plans to begin site work – utilities/road and gutter necessary for the complete projects in June 2014. Mid to late summer H&S, LLC plans to begin vertical structure in phase one and plans to continue construction through phase 2 & 3 until project is complete. Completion time is estimated to be 1 ½ - 2 years.

If you have any questions or need additional information, please call Chad Salmon or Fred Hale.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chad Salmon', written over a horizontal line.

Chad Salmon
Fred Hale
H&S, LLC – Legacy Trails



January 31, 2014

Mr. Fred Hale
Mr. Chad Salmon
530 North 400 West
Centerville, Utah 84014

Gentlemen:

Thank you for your interest in American West Bank (AWB) (Bank). Having been associated with you and your business for nearly thirty years, I am pleased to provide you a letter of interest concerning your financing needs. Based on a very preliminary review of your **Legacy Trails project**, we feel you may have the ability construct and finance such as project. It is understood that no request or application has been received or taken by the bank.

PLEASE REMEMBER THIS IS A LETTER OF INTEREST ONLY ON BEHALF OF AMERICAN WEST BANK. THIS IS NOT TO BE CONSIDERED A COMMITMENT TO LEND, PLEDGE, OR GUARANTEE FUNDS IN ANY WAY. ALL TERMS AND CONDITIONS ARE SUBJECT TO FINAL APPROVAL BY THOSE PERSONS AUTHORIZED BY AMERICAN WEST BANK. I AM NOT AUTHORIZED TO MAKE ANY SUCH APPROVALS OR COMMITMENTS.

BORROWER:	Legacy Trails or as determined by borrower
LOAN AMOUNT:	To be Determined by bank
COLLATERAL:	First lien position on any and all real estate needed to complete the project as determined by the bank, plus all other collateral as determined by the bank.
TERM AND CONDITIONS:	To be negotiated
LOAN FEES/ COSTS:	To be negotiated
SUBJECT TO:	1. Unlimited guarantees as determined by lender 2. Payment of all out of pocket fees and costs as needed 3. All documentation, terms, and conditions, as determined by lender 4. All necessary bank approvals including, but not limited to, any city, state and other regulatory agencies

This Letter of Interest is subject to American West receiving an approved complete loan application including all financial information on the borrower, guarantors and others as determined by American West Bank. **THIS IS NOT A COMMITMENT.** The loan must fit within AWB's lending guidelines and policies. If you need further information and would like to discuss your financing needs further please contact me. This letter of interest will expire on February 28, 2014.

Sincerely,

David T. Halford
Senior Vice President/Relationship Manager

Walker Center Branch
175 S. Main St. Ste. 120
Salt Lake City, UT 84111

(801) 715-3100
(801) 532-3710 fax
AmericanWest Bank

Cory Snyder

From: Nate Reeve <nreeve@reeve-assoc.com>
Sent: Thursday, February 06, 2014 10:13 AM
To: Cory Snyder; Randy Randall
Cc: Don Lilyquist
Subject: Legacy Trail and Maverik - Centerville, TIS
Attachments: Centerville_TIS_Complete.pdf

Cory & Randy,

Attached is a copy of the Traffic Impact Study for the proposed Legacy Trail and Maverik project in Centerville, Parrish Lane. Let me know if you have any questions or concerns.

The study concludes that after the completion of Phase 1 (150 Apartment Units, Maverik Convenience Store with 10 fueling stations) which will be completed by the year 2015, the Level of Service during the A.M. and P.M. peak hours on Parrish Lane remains near the same, with minimal increase in delay; while the Level of Service on 1250 West at Parrish Lane does have a slight increase in delay.

After completion of the entire development (160 Apartment Units, Maverik Convenience Store with 10 fueling stations, 6,000 sq. ft of Retail Office and 20,000 sq.ft of Medical Offices) to the build out year forecasted to 2017, the Level of Service on 1250 West at Parrish Lane remains the same, with minimal increase in delay; while the Level of Service on 1250 West at Parrish Lane does have an increase in delay.

The proposed full movement access (#4) on Parrish Lane with the completion of the entire development (2017) will operate at a Level of Service C or better with minimal to no impact upon the existing roadway and should be permitted based upon the information found in this report. The proposed full movement access here will provide a better flow of traffic onsite and to the surrounding roadways. The proposed full movement access (#3) on 1250 West with the completion of the entire development (2017) will function at a Level of Service B or better with minimal to no impact upon the existing roadway. During the highest peak hour, the maximum queue length on 1250 West northbound will build up and could momentarily block the proposed access. This peak time of traffic has a very small window and the queue will quickly dissipate allowing the access to function properly. Additionally, without an access on 1250 West, large fueling trucks would be forced to enter the apartment complex area and drive through their parking areas to access the Maverik. This would pose a risk to small vehicles and pedestrians on the apartment complex. It is our professional opinion that the 1250 West access should be permitted based upon the information found in this report.

After analyzing the intersection delays and queue lengths with a traffic signal installed on 1250 West/Parrish Lane, seeing the improved Level of Service in all directions and per the recommendation of the approved UDOT and City Traffic Study performed by A-Trans in June 2010, it is our recommendation that when the project completes Phase 1 and/or its full build-out (forecasted for 2017) the intersection should be re-evaluated to determine if a traffic signal is warranted.

Let me know if you have any questions or concerns

Thanks,

J. Nate Reeve, PE, PSE

1.0 Introduction and Summary

1.1 Purpose of report and study objectives

At the request of Centerville City, Reeve & Associates was asked to perform a traffic impact analysis involving the proposed Legacy Trail and Maverik Inc. development located on the south west corner of 1250 West and Parrish Lane in Centerville, UT.

The objective of this study was to: assess the existing 1250 West/Parrish Lane intersection, the existing Legacy Crossing Blvd/1250 West roundabout, forecast any additional traffic generated from the proposed Legacy Trail and Maverik Inc. development to the Phase 1 build out year (2015) and Phase 2, 3, and 4 forecasted build out year (2017), determine the projected Level of Service to the two proposed full movement accesses into the site to determine the impact the development would have on the existing roadway and surrounding area. The 1250 West/Parrish Lane intersection is analyzed in its current condition as an unsignalized intersection and also as a signalized intersection.

1.2 Executive Summary

The proposed development is located on the south west corner of 1250 West and Parrish Lane in Centerville, UT. Figure #1 contains a vicinity map that shows the proposed location. The traffic study area was determined by analyzing the roadways that would be influenced by the generated traffic from the proposed development and proposed accesses. Our manual traffic counts were taken during the AM and PM Peak hours at the intersection of 1250 West/Parrish Lane and at the Legacy Crossing Blvd /1250 West roundabout.

Our principal findings from our traffic impact analysis have determined the following results. The projected increase of traffic flow from the proposed development does not significantly alter the existing Level of Service. The existing 1250 West/Parrish Lane intersection currently operates at a Level of Service F, and with the proposed commercial development the Level of Service would increase in the NB and SB movements. The Legacy Crossing Blvd/1250 West roundabout intersection currently operates at a LOS A, and with the proposed commercial development the Level of Service remains the same with a slight increase in delay. The full movement access on Parrish Lane will operate at a LOS C during the A.M. peak and LOS B during the P.M. peak while the access on 1250 West will operate at a LOS A during the A.M. peak and LOS B during the P.M. peak. These accesses will have very little impact to the existing roadway system. Therefore, it is our professional opinion that the traffic generated from the proposed Maverik will not significantly alter the existing traffic patterns after the proposed development and accesses are completed.



The 1250 West/Parrish Lane intersection was also analyzed as a signalized intersection. The overall level of service to the build out year (2017) with the additional of a traffic signal is much improved from a Level of Service F in the A.M. and P.M. peak hours to a Level of Service B during the A.M. peak hour and Level of Service C during the P.M. peak hour. Additionally, adding a signal at this intersection would improve the queue lengths for the left turning movements in all directions.



6.0 Conclusion's & Recommendations

The study concludes that after the completion of Phase 1 (150 Apartment Units, Maverik Convenience Store with 10 fueling stations) which will be completed by the year 2015, the Level of Service during the A.M. and P.M. peak hours on Parrish Lane remains near the same, with minimal increase in delay; while the Level of Service on 1250 West at Parrish Lane does have a slight increase in delay.

After completion of the entire development (160 Apartment Units, Maverik Convenience Store with 10 fueling stations, 6,000 sq. ft of Retail Office and 20,000 sq.ft of Medical Offices) to the build out year forecasted to 2017, the Level of Service on 1250 West at Parrish Lane remains the same, with minimal increase in delay; while the Level of Service on 1250 West at Parrish Lane does have an increase in delay.

The proposed full movement access (#4) on Parrish Lane with the completion of the entire development (2017) will operate at a Level of Service C or better with minimal to no impact upon the existing roadway and should be permitted based upon the information found in this report. The proposed full movement access here will provide a better flow of traffic onsite and to the surrounding roadways.

The proposed full movement access (#3) on 1250 West with the completion of the entire development (2017) will function at a Level of Service B or better with minimal to no impact upon the existing roadway. During the highest peak hour, the maximum queue length on 1250 West northbound will build up and could momentarily block the proposed access. This peak time of traffic has a very small window and the queue will quickly dissipate allowing the access to function properly. Additionally, without an access on 1250 West, large fueling trucks would be forced to enter the apartment complex area and drive through their parking areas to access the Maverik. This would pose a risk to small vehicles and pedestrians on the apartment complex. It is our professional opinion that the 1250 West access should be permitted based upon the information found in this report.

After analyzing the intersection delays and queue lengths with a traffic signal installed on 1250 West/Parrish Lane, seeing the improved Level of Service in all directions and per the recommendation of the approved UDOT and City Traffic Study performed by A-Trans in June 2010, it is our recommendation that when the project completes Phase 1 and/or its full build-out (forecasted for 2017) the intersection should be re-evaluated to determine if a traffic signal is warranted.



It is important to note that the A.M. and P.M. peak hours on these roadways are a very short and distinct time period. The peak hours are between the times of 7:15 AM to 8:00 AM and 5:00 PM to 5:45 PM. The Level of Service and queue lengths mentioned above are measured during this small window of elevated traffic. During the remainder of the day, the Level of Service and queue lengths are dramatically decreased and the roadways are in near free flow conditions in all directional movements.



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

**STAFF REPORT
AGENDA: ITEM 4**

APPLICANT: JAMES S. DEAN
WALTON LANE, LLC
P O BOX 58492
SALT LAKE CITY, UT 84158-0492
jsdean7@gmail.com

PROPERTY: 190 SOUTH MAIN STREET (EXISTING LOT IS VACANT)

ACREAGE: 0.33

ZONING: COMMERCIAL-MEDIUM, SOUTH MAIN STREET
CORRIDOR (SMSC) OVERLAY DISTRICT ZONE

APPLICATION: CONCEPTUAL SITE PLAN APPROVAL FOR
BAMBERGER OFFICE BUILDING

BACKGROUND

An application was submitted to develop the vacant lot at the corner of Main Street and Bamberger Way at 190 South Main Street. Located to the north of the property is a family dentistry office, south is found the Ann Allen Fadel Insurance Agency, east is the old 7-11 building, and located to the west is the Bamberger Station Subdivision.

CONCEPTUAL SITE PLAN REVIEW & PLANNING STAFF ANALYSIS

The proposed project is located within the Commercial-Medium Zone, yet is also found within the South Main Street Corridor Overlay District. This overlay zone does not affect the uses that are allowed within the Table of Uses found in Chapter 12-36 of the Zoning Ordinance. The applicant has proposed a general office use, which according to Chapter 12-36, is an allowable use. In addition, the General Plan states this area as being within the Traditional Main Street Lot within the South Main Street Corridor (Section 12-480-7).

South Main Street Corridor (SMSC) Overlay District Zone

The proposed lot development lies within the Traditional Main Street District of the SMSC Zone. This is part of the form-based section of the Zoning Ordinance Overlay that requires a Development Design Pattern Book and additional general development standards to be met. They are as follows (per Section 12-48-100):

1. Dimensional requirements for each lot type as set forth in Table 12-48-4 and other applicable requirements of this Title and the Centerville City Code.

- ✓ Staff finds that the proposed concept complies with Table 12-48-4.
- 2. Buildings shall be constructed substantially with rock, brick, and /or decorative concrete block for the first floor level as viewed from Main Street. Upper floors may be accented with other maintenance free materials compatible with the base floor design.
 - ✓ Staff finds the proposed concept complies with walls being finished with a large portion of stone veneer.
- 3. At least 25% of the primary building façade facing Main Street shall have upgraded architectural features, such as columns, pillars, archways, canopies, balconies, or other treatments.
 - Staff finds that the east elevation along Main Street has less architectural features than does the north elevation along Bamberger Way, and recommends that the architectural features implemented along the north elevation be repeated on the east elevation as well. This may include stone above the south bay window.
- 4. At least 15% of a secondary façade facing another non-primary street frontage shall be of upgraded architectural features.
 - ✓ Staff finds the proposed concept complies with arched window caps, keystones, wood columns at entrance, large windows and covered entrances.
- 5. At least 5% of all other façade shall be of upgraded architectural features.
 - ✓ Staff believes this is satisfied by the use of stone columns, window header and sill accents, and covered entrances.
- 6. Each building on a lot with Main Street frontage shall have an entrance facing Main Street. Entrances shall be accessible to the public as a regular building entry from the public sidewalk.
 - ✓ Staff finds the proposed concept complies by having a main entrance to one of the suites; which also connects to the sidewalk along Main Street.
- 7. In the Traditional Main Street and City Center Districts, entrances allowing public access from the sidewalk shall be provided at intervals of at least 50 feet to maximize street activity and pedestrian access opportunities and to minimize expanses of inactive building wall.
 - ✓ Staff finds that the proposed concept complies. The main entrance divides the overall length of the building that fronts Main Street.
- 8. The percentage of building frontage required along the lot width may be reduced to accommodate site plan approved pedestrian plazas located between buildings. Building frontage percentage shall not be reduced to further accommodate parking beyond what is allowed according to Section 12-48-160. Access to such pedestrian plazas shall be provided from the sidewalk.
 - ✓ Not applicable. No pedestrian plazas proposed.

9. Pedestrian breezeways between buildings shall be a minimum of five (5) feet in width.

✓ Not applicable

10. A portion of the building frontage may be setback beyond the required build-to range (RBR) up to an additional 20 feet if the space is utilized as a site plan approved courtyard or entryway that is open and accessible to the public sidewalk. This portion may be up to 40 percent of the actual building frontage and shall not be used for parking area.

✓ Not applicable. Building frontage requirements are met.

11. The use of front yard areas for commercial-type development shall be oriented towards the pedestrian and is to include related amenities such as entrance walks, plazas, benches, bike racks, raised flower boxes, or other such features.

✓ Staff finds that the proposed concept facilitates compliance at this stage. Yet additional landscaping features will need to be included on the final site plan and reviewed by staff.

12. Required building frontage shall be the percentage of the total width of the lot that is required to be used as a building wall. A porte cochere may be counted as a building wall even though it has no front or rear wall.

✓ Staff finds that the proposed concept complies.

(87' lot width x 75% = 65'3" required building frontage. Proposed 65' 6")

13. Each building shall have separate walls to support all loads independently of any walls located on an adjacent lot. Buildings with side-facing windows shall provide necessary light and airshafts within their own lot without relying on the side yard of an adjacent lot.

✓ Staff finds that the proposed concept complies. Side yard setback is 5' 3" from property line.

14. Front porches, balconies, or stoops may extend up to 10' into front yards provided that walls, screened areas, or railings that are within the front yard do not exceed 42 inches in height above the floor of the porch, balcony, or stoop.

✓ Not applicable

15. Parking shall be located to the rear of the building or in a side yard as allowed by the lot width and building frontage percentage requirements of the applicable lot type.

▪ See item under Section 12-48.150.2.B

16. Side areas that exceed 15 feet in width shall not be located to another side area that exceeds 15 feet in width unless the areas are used as a unified public gathering area or courtyard.

✓ Staff finds that the proposed concept complies. Side area setback is 5'3"

17. The street-level floor elevation shall be no more than 12 inches above the fronting sidewalk elevation.

- ✓ Staff finds that the proposed concept complies. Site plan shows front entrance connecting to frontage sidewalk.

18. Rooflines may be flat or pitched. Roofing shall not be of vivid primary colors (red, blue, yellow).

- ✓ Staff finds that the proposed concept complies. Proposed is a neutral tone architectural shingle.

19. Windows of tinted or reflective glass may not be located between 2 feet and 9 feet above sidewalk grade on street facing facades.

- ✓ Staff finds that the proposed concept complies. The windows will not be tinted or reflective glass.

Section 12-48-150. Building Form and Site Envelope Standards

The various lot types and related development standards allowed for each of the sub-districts are defined in the Lot Type Illustrations, as found in Chapter 12-48 of the Zoning Ordinance. The development specifications for each lot type are designed to address the following:

1. Height:

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

- ✓ Staff finds that the proposed concept complies. Minimum stories required is 1.5 at 10 feet minimum first level. Proposed is 12 feet. See Exhibit 1,3,4.

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

- ✓ Staff finds that the proposed concept complies. Max height allowed is 35'. Proposed is 25' above Main Street.

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

- ✓ Staff finds that the proposed concept complies. Proposed concept site plan shows no raised planters or anything of that sort.

2. Siting:

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

- ✓ Staff finds that the proposed concept complies. However due to the property being located on a corner lot, conflicts arise in Part (B).

(B) The street frontage for corner lots shall be for both the front and side streets.

- The north side yard setback is proposed at 12 feet. Per table 12-48-4 the required front setback is 5-10 feet, thus the side setback shall be reduced from 12 feet to 10 feet.

- The width of the lot fronting Bamberger Way is 166'9". Per this section and Table 12-48-4, the required frontage shall be 75% of the lot. (166'9" x 75% = 125' required). Proposed building percent of lot frontage is only 85 feet.
 - Option 1: Revise the layout of the building and parking lot to include more sub-grade parking or;
 - Option 2: request a text amendment to reduce the percentage of building frontage required for corner lots. If the applicant chooses this route, staff would sponsor this change, which would not require the applicant to submit the applicable fee.

Development Standards for a Commercial - Medium Zone With Modifications for the SMSC Overlay (12-48 Traditional Main Street Lot)			
Development Standards	Required	Actual	Compliance
Building Standards			
Distance Between Buildings	6 Feet	Not Applicable	-
Maximum Height	35 Feet	25'	Yes
Setbacks			
Front	5 to 10	8'	Yes
Rear	None	81'7"	Yes
South Side Yard	0/10 Max	5'3"	Yes
Front Side Yard (Bamberger)	Front side yard requirement is not specified	12'	

3. Elements:

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

- The proposed building footprint along Main Street and Bamberger Way have up to 5 building planes. This was in an attempt to fulfill additional architectural requirements as set forth in Section 12-48-100.

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

- ✓ All parking is located to the rear of the property.

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

Parking lots and their placement shall meet the following applicable requirements:

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

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

- Proposed parking lot is set back 7' 1"

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

- ✓ Not applicable

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

- ✓ 25% of the cumulative total of both frontages occupied by parking is 63' 5". The lesser of the two being 60 feet is what has been proposed.
Conflicts arise with building percentage of lot frontage along Bamberger Way as addressed previously.

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

- ✓ Complies. Proposed driveway width is 24 feet.

3. New Driveway access shall not be established on to Main Street. Exceptions shall be recognized and allowed as follows:

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

- ✓ Not applicable, driveway does not access on to Main Street.

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

- ✓ Not applicable

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

- ✓ Not applicable

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

✓ Not applicable

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

✓ Not applicable

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

Parking Calculations for the Bamberger office Building			
Office Requirement	Reduction Percentage	Actual Parking	Comply
28 Stalls 1 per 200 square ft. (Table 12-52-1)	17 Stalls 60% for commercial uses (Table 12-48-2)	17 Stalls	Yes

12-48-170 Landscaping and Buffer Standards

Within the SMSC Overlay District, the standard landscaping and screening requirements of Chapter 12-51 are also being modified to accommodate the building form and site envelope standards. The applicant is required to give a general description of where the landscape will be located, however more detail is required on the final site plan.

Required Landscaping Summary Chapter 12-51 With Depicted Modifications from Table 12-48-3			
Guidelines	Required	Actual	Compliance
Total Area Landscaping	9%	Not Depicted	Undetermined
Total Required Trees	1 Tree per 500 square feet of landscaping	Not Depicted	Undetermined
Trees for Street Frontage	1 Tree per 25 linear feet	Not Depicted	Undetermined
Building Frontage/Foundation	50%	42.3 feet (50%)	Yes
Total Interior Parking Lot Landscaping	7% (268.1 req'd)	480.9 sq. ft. 13%	Yes
Total Interior Parking Lot Trees and Shrubs	For every six required stalls: 1 tree	Not Depicted	Undetermined
	For every six required stalls: 2 shrubs	Not Depicted	Undetermined

PLANNING STAFF RECOMMENDATIONS**Conceptual Site Plan - Suggested Motion for the Conceptual Site Plan Acceptance:**

PROPOSED ACTION: I hereby make a motion for the Planning Commission to accept the conceptual site plan for the Bamberger Office Building, to be located at 190 South Main Street, with the following directives:

1. The applicant shall submit a final site plan application in accordance with Section 12-21-100 of the City's Zoning Ordinance.
2. The additional architectural features pertaining to the Main Street elevation shall be addressed to include additional features such as the rock above the bay window.
3. The Building frontage requirements for corner lots shall be addressed through one of the following options:
 - a. Option 1: Revise the layout of the building and parking lot to include more sub-grade parking or;
 - b. Option 2: Request a text amendment to reduce the percentage of building frontage required for corner lots. If the applicant chooses this option, the City may decide to sponsor this change, which would not require the applicant to submit the applicable fee.
4. A landscaping plan must be submitted with the final site plan, following all applicable standards found in Chapter 12-51 and 12-63 of the Zoning Ordinance and must depict the following details:
 - a. Location and type of all vegetation
 - b. The total number of trees and shrubs
 - c. Overall landscaping and parking lot percentages
 - d. An irrigation plan
5. Screening details must be depicted as part of the final site plan submittal, indicating that all ground and roof-mounted equipment have been properly screened from view of a public street.
6. The design detail concerning the dumpster enclosures must be indicated on the final site plan and meet the requirements found in Section 12-51-110 of the Zoning Ordinance.
7. A lighting plan must be submitted and address the following:
 - a. The type and style of the building lighting used. The wall lighting ought to be decorative in nature to enhance the architectural building design.
 - b. The use of parking lot lighting. The plans must address how the lighting will be directed downward and shielded from adjacent properties.
8. All existing easements and utilities must be shown on the final site plan.
9. The project is subject to all other City regulations, including drainage, utility, fire, building and other applicable development codes or specifications.
10. The project is subject to all related impact fees, bonding requirements, and professional service fees, as listed in the City's Fee Schedule.

SUGGESTED REASONS FOR THE ACTION:

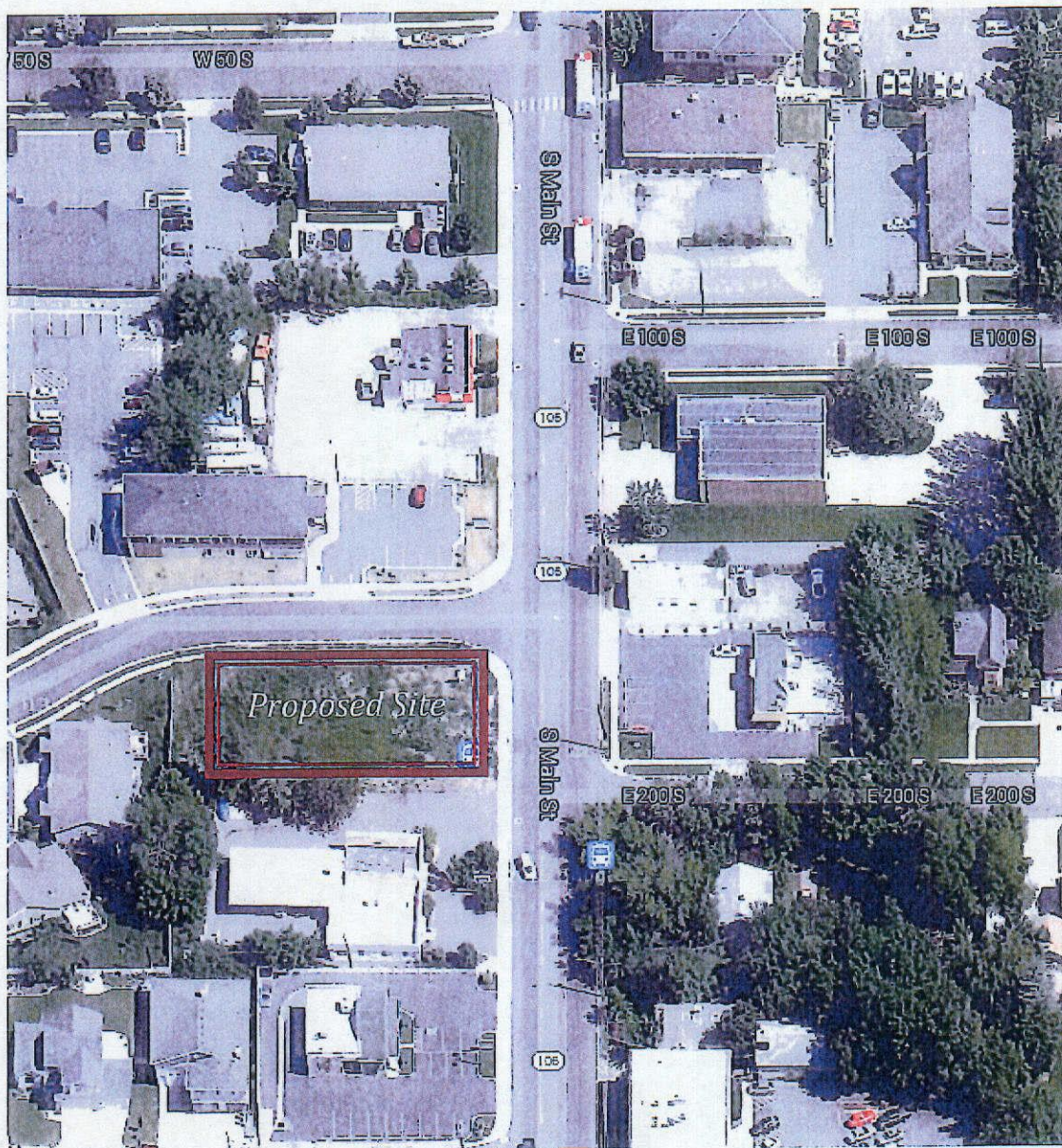
- a. The Planning Commission finds that a complete conceptual site plan application has been submitted [Section 12-21-110(d)(1)].

- b. The Planning Commission finds that the proposed use of a general office use is allowed within the Commercial Medium (C-M) Zone [Chapter 12-36].
- c. The Planning Commission finds that with the above conditions being addressed, the proposed development will likely meet the applicable General Development Standards [Chapters 12-43, 12-51, 12-52] and the South Main Street Corridor Overlay Zone [Chapter 12-48].

GENERAL DEVELOPMENT STANDARDS

Bamberger Office Building
190 S Main Street, Centerville, Utah

The Bamberger Office Building and the associated site plan, presented herein, have been designed to meet the general requirements of the South Main Street Corridor Zoning as set forth in Chapter 12-48 of the Centerville Zoning Ordinance and to complement the neighborhood. The following assessment of the design development has been prepared to illustrate how the project responds to the items set forth in the code with point by point responses to the general development standards in chapter 12-48-090 d.



1. Compliance with dimensional requirements for each lot type as set forth in Table 12-48-4, and other applicable requirements of this Title and the Centerville City Code.

A dimensioned and detailed site plan and along with proposed elevations have been submitted for review. (See attached) The plan indicates the position of the building on the site, off-street parking requirement including grade and sub-grade, new walks, entrance, stairs, trash enclosure etc. All which have been established using existing conditions, the current zoning ordinance and the specific need of the Owner's program.

2. Buildings shall be constructed substantially with rock, brick, and/or decorative concrete block for the first floor level as viewed from Main Street. Upper floors may be accented with other maintenance free materials compatible with the base floor design.

The Main Street elevation has been designed using a substantial amount

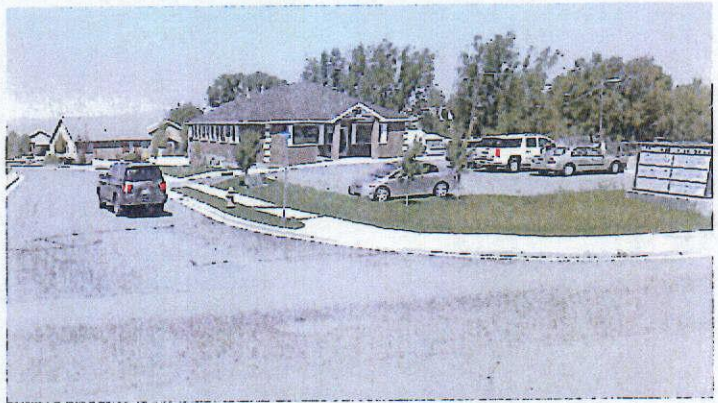


of stone veneer. This includes a full height veneer in some locations and 5' high stone wainscot with smooth stucco

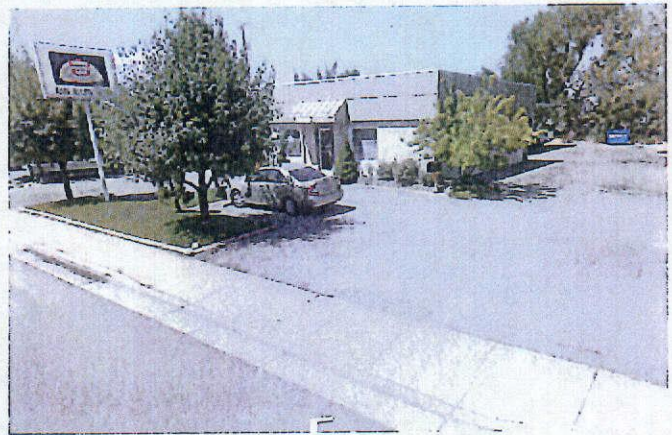
finish elsewhere. (see East Elevation A) This is in

harmony with the

structures adjacent to the property. Oversized windows up to eight foot high have been incorporated into the design to meet the requirement for the 60% opening on the Main street elevation.



Commercial property north of subject property with stone/brick exterior



Commercial property south of subject property with standard stucco finish



Commercial property east of subject property with stone wainscot and stucco finish.

3. At least 25% of the primary building façade facing Main Street shall have upgraded architectural features, such as columns, pillars, archways, canopies, balconies, or other treatments.

Care has been taken to provide the primary facade facing Main Street with upgraded architectural features including a covered porch of stone with a raised wood column and stone pier, a window bay with full glazing, and multiple gable end roofs. (See East Elevation B)

4. At least 15% of a secondary façade facing another non-primary street frontage shall be of upgraded architectural features.

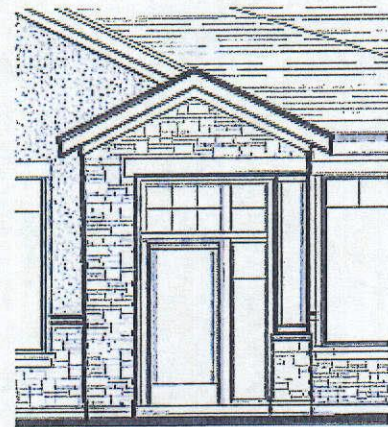
The Bamberger Way Elevation, where the entry to the second suite to the building is located, has been accented with multiple stone covered bays with gable end roofs to break the length of the wall along the street, and a covered porch with raised wood columns extends over the entry. In addition large oversized window are used to break the wall spaces. (See North Elevation A)

5. At least 5% of all other façade shall be of upgraded architectural features.

Here too, a stone bay at the secondary entrance has been provided to break the facade. Stone wainscot has been used to upgrade and accent the base of the building. (See South and West Elevations C & D)

6. Each building on a lot with Main Street frontage shall have an entrance facing Main Street. Entrances shall be accessible to the public as a regular building entry from the public sidewalk.

The new building will consist of two separate suites. The main entrance to front office suite is located off Main Street accented by covered canopy.



7. In the Traditional Main Street and City Center Districts, entrances allowing public access from the sidewalk shall be provided at intervals of at least 50 feet to maximize street activity and pedestrian access opportunities and to minimize expanses of inactive building.

The Main Street facade of the building is 66' long; therefore the main entry door is located such that a person walking along Main street would encounter the door at twenty feet from north corner of the building and forty five feet from the south corner.

8. The percentage of building frontage required along the lot width may be reduced to accommodate site plan approved pedestrian plazas located between buildings. Building frontage percentage shall not be reduced to further accommodate parking beyond what is allowed according to Section 12-48-160. Access to such pedestrian plazas shall be provided from the sidewalk.

No reduction is required.

9. Pedestrian breezeways between buildings shall be a minimum of five (5) feet in width.

Not Applicable

10. A portion of the building frontage may be setback beyond the required build-to range (RBR) up to an additional 20 feet if the space is utilized as a site plan approved courtyard or entryway that is open and accessible to the public sidewalk. This portion may be up to 40 percent of the actual building frontage and shall not be used for parking area.

Not Applicable

11. The use of front yard areas for commercial type development shall be oriented towards the pedestrian and is to include related amenities such as entrance walks, plazas, benches, bike racks, raised flower boxes, or other such features.

Entrance walks are included in the front yard of Main Street and Bamberger Way, as well as landscaped area (see site plan attachment).

12. Required Building Frontage shall be the percentage of the total width of the lot that is required to be used as a building wall. A porte cochere may be counted as a building wall even though it has no front or rear wall.

Required building frontage is required to be 75% minimum of the total lot, the design as presented is at 76% of the width.

13. Each building shall have separate walls to support all loads independently of any walls located on an adjacent lot. Buildings with side-facing windows shall provide necessary light and air shafts within their own lot without relying on the side yard of an adjacent lot.

The building is set back adequately from the adjacent property to the south to provide light and air with minimum distance being 5'.

14. Front porches, balconies, or stoops may extend up to 10' into front yards provided that walls, screened areas, or railings that are within the front yard do not exceed 42 inches in height above the floor of the porch, balcony, or stoop.

Not applicable

15. Parking shall be located to the rear of the building or in a side yard as allowed by the lot width and building frontage percentage requirements of the applicable lot type.

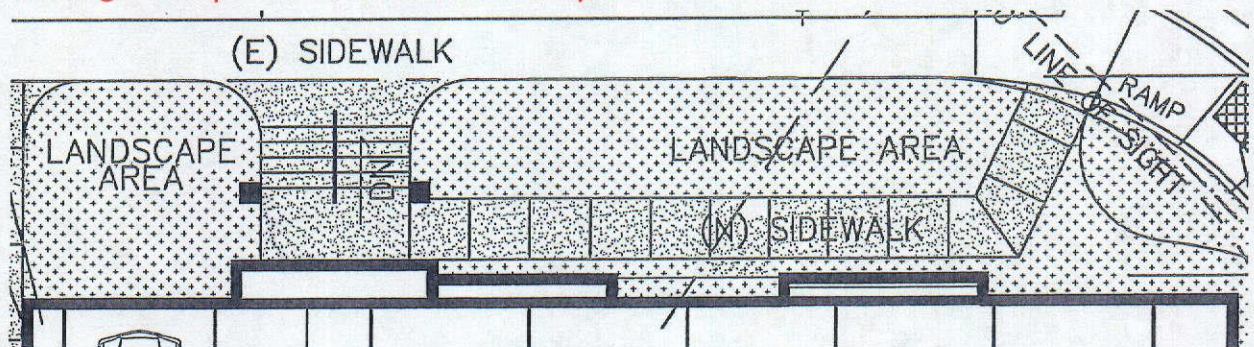
The attached site plan includes parking for the site. In order to adequately park the site, both grade and sub-grade parking of been included. A total of 21 parking spaces are provided including 8 spaces located under the structure and 13 open spaces. This adequately parks the site for the size and type of building based on parking ordinance which would require a minimum of 17 stalls.

16. Side areas that exceed 15 feet in width shall not be located to another side area that exceeds 15 feet in width unless the areas are used as a unified public gathering area or courtyard.

No side yard will be over 15'

17. The street level floor elevation shall be no more than 12 inches above the fronting sidewalk elevation.

Main street entry is on grade with side sidewalk elevation. However, because of the Bamberger Way slopes to the west and the need for the underground parking, the North elevation is accessed by covered stair that will be approximately 2' higher than the grade at the side walk. An additional entry walk has been created than extends from the north east corner along the building west to the entry to suite 2. This aids in meeting this requirement as well as handicap access.



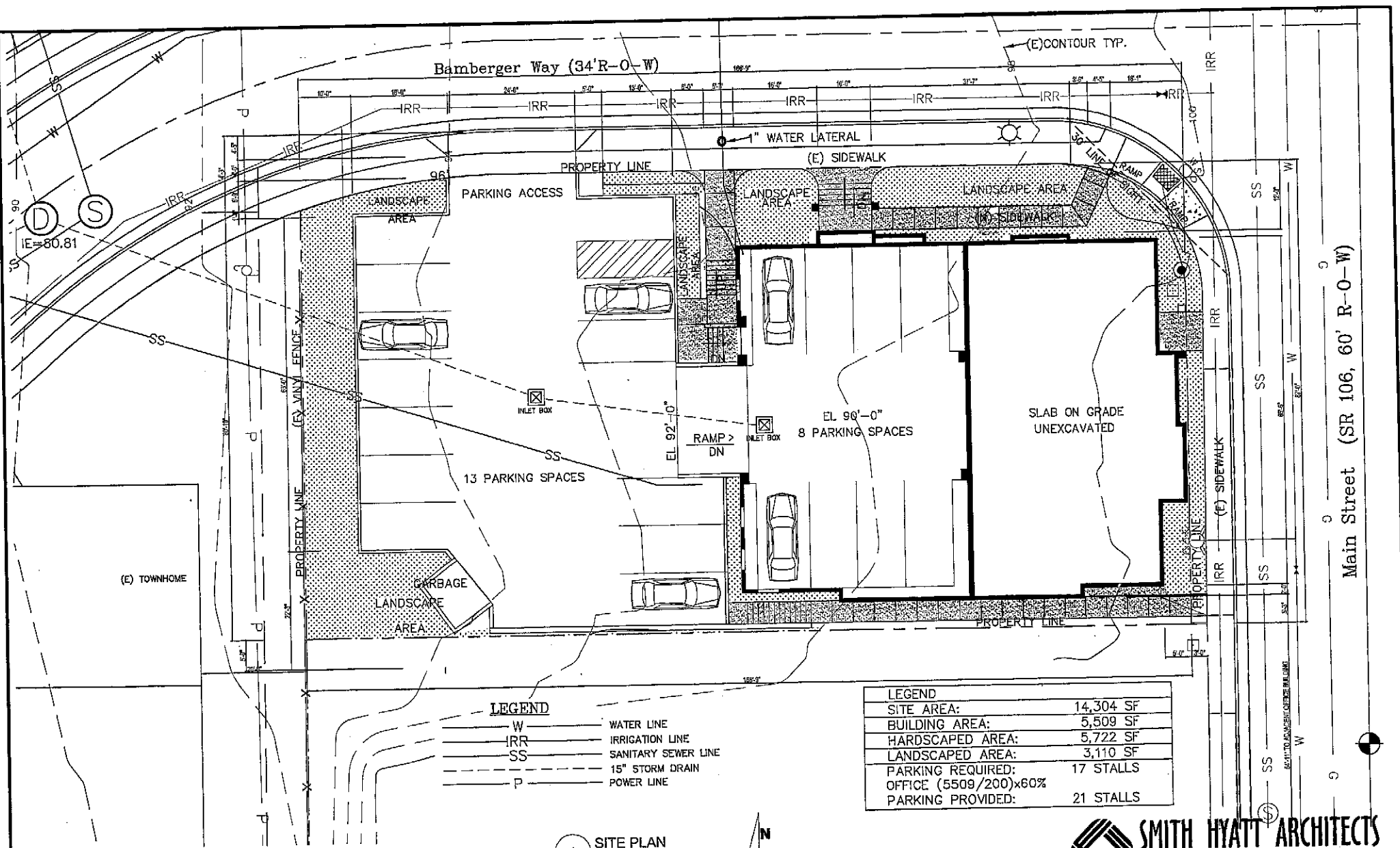
18. Roof lines may be flat or pitched. Roofing shall not be of vivid primary colors (red, blue, yellow).

Hip roofs have been used to cover the primary structure with multiple gable ended bays to provide accents. The roofing color will be of a neutral tone to blend with the current Bamberger development. The main ridge at the highest point is less than 25' above Main Street.

19. Windows of tinted or reflective glass may not be located between 2 feet and 9 feet above sidewalk grade on street-facing façades.

They are not.

End of Report



LEGEND

- W — WATER LINE
- IRR — IRRIGATION LINE
- SS — SANITARY SEWER LINE
- P — 15" STORM DRAIN
- P — POWER LINE

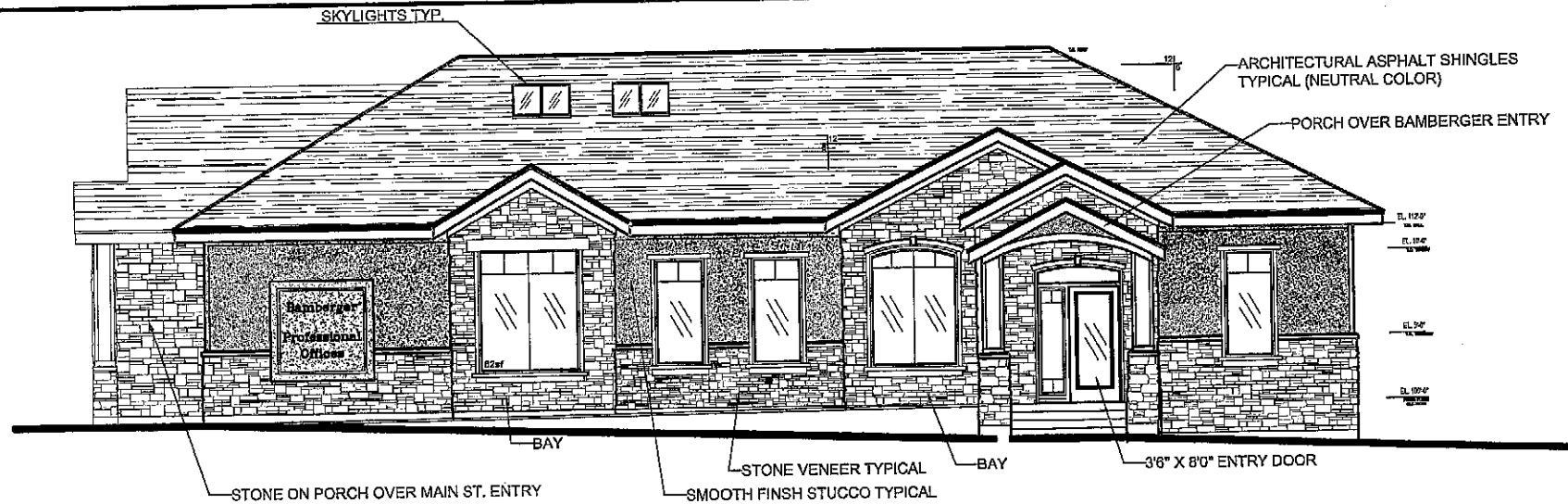
LEGEND

SITE AREA:	14,304 SF
BUILDING AREA:	5,509 SF
HARDESCAPED AREA:	5,722 SF
LANDSCAPED AREA:	3,110 SF
PARKING REQUIRED:	17 STALLS
OFFICE (5509/200)x60%	
PARKING PROVIDED:	21 STALLS

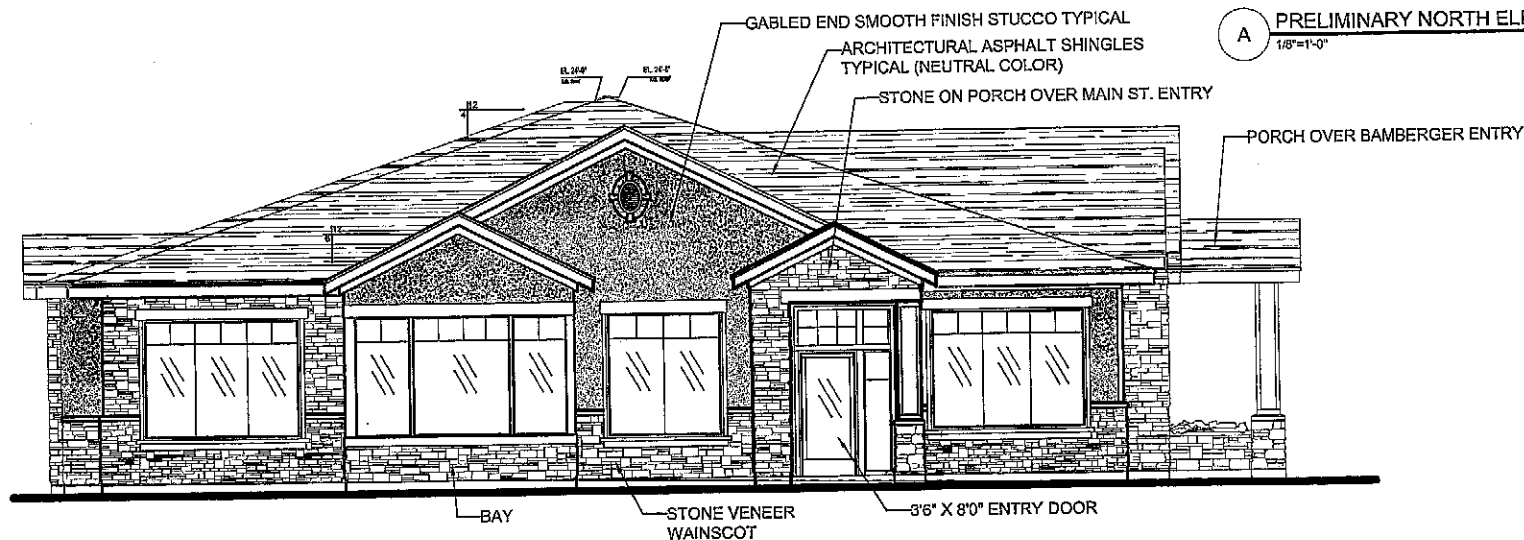
1 SITE PLAN
1/16"=1'-0"

BAMBERGER OFFICE BUILDING
BAMBERGER WAY AND MAIN STREET
CENTERVILLE, UTAH

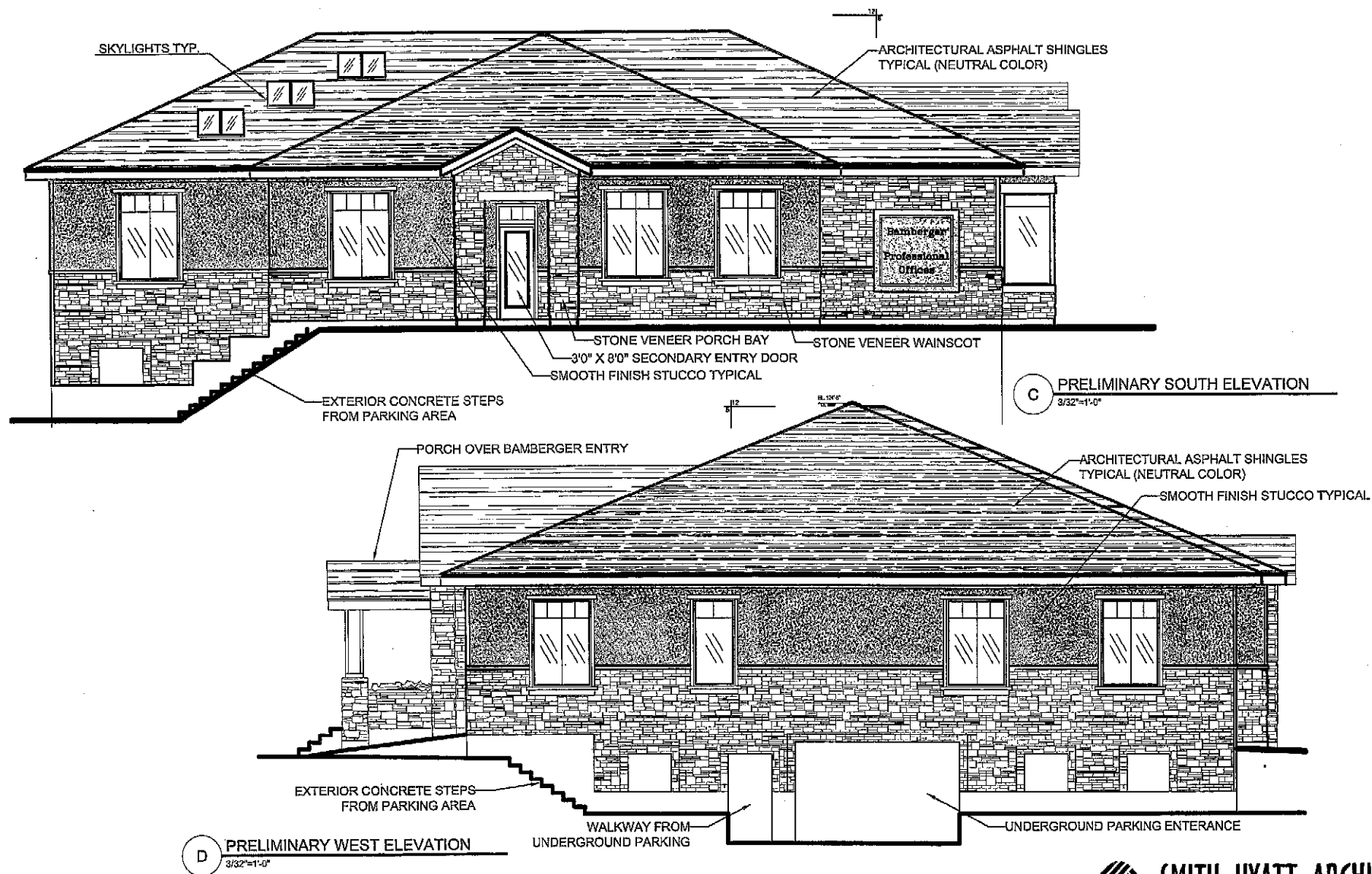
SMITH HYATT ARCHITECTS
845 SOUTH MAIN STREET, BOUNTIFUL, UTAH (801) 298-5777
1368 - 6 12/12/13



A PRELIMINARY NORTH ELEVATION (Bamberger Way Entrance)
1/8"=1'-0"



B PRELIMINARY EAST ELEVATION (Main Street Entrance)
1/8"=1'-0"



BAMBERGER OFFICE BUILDING
BAMBERGER WAY AND MAIN STREET
CENTERVILLE, UTAH

SMITH HYATT ARCHITECTS
845 SOUTH MAIN STREET, BOUNTIFUL, UTAH (801) 288-6777
1368 - 4 12/12/13

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

**STAFF REPORT
AGENDA: ITEM 5**

OWNER/APPLICANT: **GARY M. WRIGHT
WRIGHT DEVELOPMENT GROUP
1572 N WOODLAND PARK DR. #505
LAYTON, UT 84041
gary@wrightdevelopmentgroup.net**

PROPERTY: **1178 WEST LEGACY CROSSING BOULEVARD
LOT 4 [404] LEGACY CROSSING AT PARRISH LANE**

ACREAGE: **0.279 ACRES**

ZONING: **COMMERCIAL-VERY HIGH/PLANNED DEVELOPMENT
(C-VH/PD)**

APPLICATION: **FINAL SITE PLAN APPROVAL**

BACKGROUND

On December 11, 2013, Mr. Wright received a conceptual acceptance by the Planning Commission for his new office building, to be located at 1178 West Legacy Crossing Boulevard. The applicant proposed some changes that were different from the original Legacy Crossing Lot 4 approvals. The following is a list of these alterations:

- Partial removal of the theme fencing
- Revise the street side landscaping to allow construction of an entry court
- Removal of the east drive near the building pad
- Adjust the yet to be recorded lot line farther to the east, and
- Reconfigure the parking on the east side of the lot

The Planning Commission reviewed these modifications and believed the building was a positive addition. They did not believe the alterations to the parking and driveway were a significant change that would cause any negative impacts to the overall project. Yet, they were concerned with the removal of the wall since it was part of an amenity to the overall Legacy Crossing project. At the time, staff was also concerned that by creating a plaza directly to the street would encourage pedestrians not to cross at the designated crossing. Finally, staff suggested that the

new lot line and the Development Agreement amendment be completed by U.S. Development as part of the final recording process of the plat.

FINAL SITE PLAN APPROVAL

After reviewing the final site plan, it appears that all criteria found in Section 12-21-110(e) of the Zoning Ordinance has been addressed and considered a complete application. The final site plan conforms to the layout of the conceptual plan, with one change to the plaza being reduced from its original concept. The plaza will now be 5 feet back from the back of curb along Legacy Boulevard. Mr. Wright is planning on building his project all at one time and is hoping to receive his building permit as soon as U.S. Development records the plat. Staff has reviewed the design of the building and found that it does meet all applicable architectural requirements for development along Parrish Lane and in the Development Agreement. It appears the new office building for Wright Development will be a positive addition to the community. Finally, it will be required that Mr. Wright post any bonding in relation to on site improvements and landscaping as determined by the City Engineer.

PREVIOUS CONDITIONS OF APPROVAL

1. The applicant must submit a final site plan application in accordance with Section 12-21-100 of the City's Zoning Ordinance.
 - **Staff Response:** The application was submitted on January 10, 2014.
2. The theme fencing for the Legacy Boulevard Street must remain in the final design. However, the placement or location may be slightly modified to accommodate the plaza or courtyard in the final layout, as long as it is not eliminated.
 - **Staff Response:** After discussion with U.S. Development and the applicant, it became clear that the north side of Legacy Crossing Boulevard would become no parking. In addition, staff agreed the proposed section of wall could be removed since the plaza would be pushed back and additional landscaping would be found along the front. This amendment to the Development Agreement was reviewed and approved by the City Council on January 21, 2014 and is awaiting recordation within the County. The applicant will now be responsible in following the amended agreement.
3. The desire to eliminate the east drive requires an amendment to the Legacy Crossing at Parrish Lane Development Agreement. Nevertheless, the use of this particular drive is for the convenience of the development to occur on the entirety of Lot 4, as set forth in the original development approval. Therefore, the users and owners of the reconfigured Lot 4 will need to apply for and amend the Development Agreement to allow its elimination.
 - **Staff Response:** This was reviewed and approved on January 21, 2014, along with the wall amendment.
4. In order for the City to consider approving the proposed development, the applicant will need to have the developer/subdivider depict the new lot line as part of the yet to be recorded plat or perform a lot line adjustment after recordation to properly adjust the property lines, and if needed, change the location of lot line easements.

- **Staff Response:** This was completed and approved by the City Council on January 21, 2014, and has been sent to Davis County for recordation.
5. The project will be subject to all other requirements regarding the previous final site plan approval, the applicable provisions of the Development Agreement, and the applicable Parrish Lane Design Guidelines.
- **Staff Response:** The Parrish Lane Guidelines were reviewed in the conceptual application process and it was found to be complete and meeting all applicable guidelines. This condition also requires Mr. Wright to follow any applicable conditions of approval for Lot 4 that were approved on October 10, 2012. This includes the following ideas:
- Phasing plan if a lot is phased
 - Color drawings for new construction
 - The posting of a bond
 - Obtaining a building
 - All modification be approved by the Planning Commission
- The applicant will not be phasing his project and has submitted color drawings that meet the design guidelines for a site plan approval. He will still be responsible in obtaining a building permit and posting any necessary bonding for development and landscaping. Finally, they met the requirement to meet with the Planning Commission for approval of any changes by receiving a conceptual acceptance and a final site plan approval.
6. The project is subject to all other City regulations, including drainage, utility, fire, building and other applicable development codes or specifications.
- **Staff Response:** Drainage, utilities and adequate fire hydrants have been identified by the applicant and were found by staff to be sufficient for development. However, they will still be required to adhere to all applicable building and fire codes.
7. The project is subject to all related impact fees, bonding requirements, and professional service fees, as listed in the City's Fee Schedule.
- **Staff Response:** This condition shall remain in effect and must be completed prior to any construction taking place.

CONCLUSION

It appears that Mr. Wright has submitted all necessary documentation and detail for a complete application and review by the Planning Commission. He has also submitted detail concerning landscaping, wall lighting and a proposed design for a monument sign. This monument sign would be constructed as to match the design of all existing signage and will need to be reviewed and approved by staff.

PLANNING STAFF RECOMMENDATIONS

Final Site Plan - Suggested Motion for the Final Site Plan Acceptance:

PROPOSED ACTION: I hereby make a motion for the Planning Commission to approve the final site plan for the Wright Development Group Office Building located within the Legacy Crossing development, with the following conditions:

1. A bond shall be assessed by the City Engineer concerning any on site improvements and landscaping, and shall be posted by the applicant prior to any construction taking place.
2. All on site signage shall require a separate permit and approval by staff.
3. The applicant shall receive a building permit that meets all applicable building code requirements, prior to any construction taking place.

SUGGESTED REASONS FOR THE ACTION:

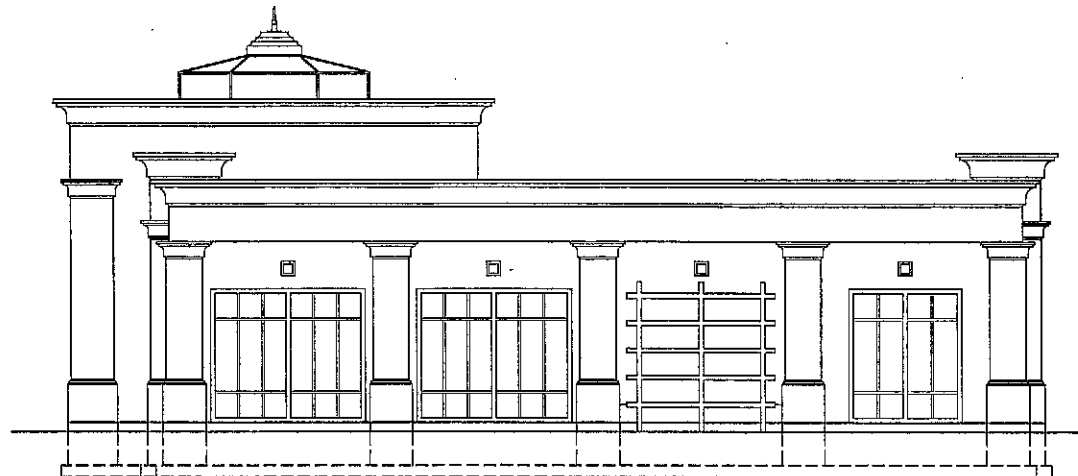
- a. The application was found to be complete following the standards in Section 12-21-110(e) of the Zoning Ordinance.
- b. The amendments to the Development Agreement concerning the removal of the north decorative wall and the northeast driveway was approved by the City Council on January 21, 2014.



FRONT ELEVATION
SCALE 1/4" = 1'-0"

ELEVATION NOTES:

- A. PLASTER/STUCCO COATED POLYSTYRENE FOAM SHINGLES BASE PANELS, AS SHOWN, COLOR TO BE SELECTED BY OWNER & HPS DESIGN INC.
- B. PLASTER/STUCCO COATED POLYSTYRENE FOAM GROUND HOLDING PANELS, AS SHOWN, COLOR TO BE SELECTED BY OWNER & HPS DESIGN INC.
- C. COMMERCIAL ALUMINUM STONEFRONT WINDOW SYSTEM, IN BLACK, WITH GRID/PILLOW DESIGN, AS SHOWN.
- D. PLASTER COATED EPS SYSTEM WALL MATERIAL, COLOR TO BE SELECTED BY OWNER AND HPS DESIGN INC.
- E. DECORATIVE BRASS LANTERN WALL-MOUNTED LIGHT FIXTURES, AS SHOWN, CONSULT WITH OWNER & HPS DESIGN INC. FOR DETAILS AND SPECIFICATIONS.
- F. COMMERCIAL ALUMINUM STONEFRONT ENTRY DOOR SYSTEM, IN BLACK, WITH GRID/PILLOW DESIGN, AS SHOWN.
- G. DECORATIVE METAL ROOF (OCTAGONAL SHAPED) WITH DECORATIVE FINIAL, AT GROUND, AS SHOWN, ANODIZED WITH PATINA GREEN, OR ANILON FINISH.
- H. 1" x 1" x 1/2" THICK PLASTER/STUCCO COATED STYROFOAM SQUARES DETAIL OR DECORATIVE TILES, IN LOCATIONS SHOWN, CONSULT OWNER & HPS DESIGN FOR COLOR.
- I. TRELLIS DETAIL, BUILT IN ALUMINUM AND PAINTED BLACK, IDENTICAL IN STYLE TO THE TRELLIS DETAIL AT BRADY DEVELOPMENT'S OTHER CENTERVILLE PROPERTIES.



RIGHT ELEVATION
SCALE 1/4" = 1'-0"

REV 0 - 18 OCTOBER 2013
REV 1 - 5 NOVEMBER 2015

FRONT & RIGHT ELEVATIONS

WRIGHT DEVELOPMENT GROUP
LOT 1424 LEGACY CROSSING AT PARRISH LANE
CENTERVILLE, UTAH

Hysun Mackay Bates DESIGN
phone 801 555 1434
www.hysunbates.com



A1

A New Building for
Wright Development Group
Lot 404 Legacy Crossing at Parrish Lane



Awning Fabric - Black

Plaster/Stucco for
exterior walls

Electric light lanterns similar to
Station Park, Farmington Utah

Plaster/Stucco for
cast stone Crown Mold

Plaster/Stucco for
cast stone Wainscot Base

Anodized Aluminum
Storefront in Black

Black (ABL)



hyrum mckay bates | DESIGN
extraordinary homes designed for extraordinary living

www.hyrumbates.com
801.599.8434 • hyrumbates@comcast.net

PPV7-12

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

**STAFF REPORT
AGENDA: ITEM 6**

APPLICANT/OWNER: **CRAIG SALMON
SALMON HVAC
605 NORTH 1250 WEST #13
CENTERVILLE, UTAH 84014
craig@salmonhvac.com**

PROJECT: **THE PASTURE BUSINESS/INDUSTRIAL PARK**

PROPERTY: **1275 NORTH 1300 WEST**

ACREAGE: **4.86 ACRES**

ZONING: **SHORELANDS COMMERCE PARK (SCP) DISTRICT**

APPLICATION: **AMENDED CONCEPTUAL SITE PLAN**

BACKGROUND

On April 25, 2012, the applicant received a final site plan approval for his project located at 1275 North 1300 West. The applicant continued to work with the Army Corp of Engineers in regard to the wetlands on their property, and with the City concerning engineering issues and being part of the current CDA project for this location. Yet, through this process, the applicant desired to redesign the rock wall adjacent to the wetland area, the front entryway monument and the bridge/wall designs. After meeting with staff, it was determined that this idea was directly associated with the original approval and would have to go back before the Planning Commission for approval. According to Section 12-21-110(i)(3) of the Zoning Ordinance, an amendment must follow the same procedure as the original approval. However, since the applicant is only requesting a modification to three items, staff will not review other portions of the site. No alterations are occurring with the building placement or design, and is not reducing parking spaces, landscaping percentages, or modifying the layout of the project.

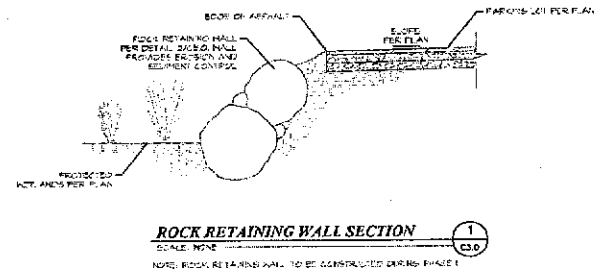
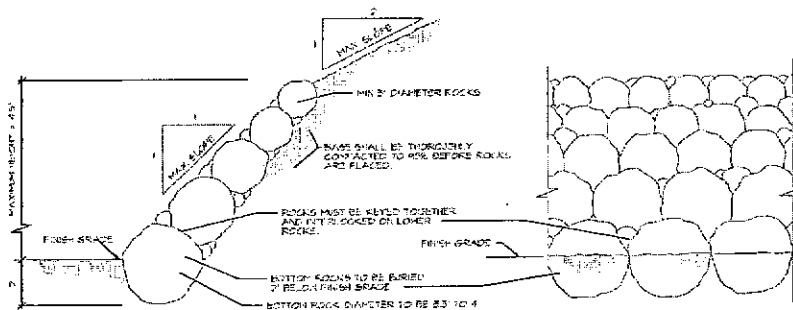
PREVIOUS REVIEW AND APPROVALS

Since the Shorelands Commerce Park (SCP) District envisions a context sensitive design for all new development, the applicant proposed several design ideas to help facilitate this requirement. The first being the rock wall that allowed water to drain from the parking lot into the wetland. Second, since the driveways had to be designed over the wetland, a bridge was required. This

main entry bridge was designed to have a decorative rock and wood rail appearance. Finally, the entryway monument was designed as to match the bridge design and to have a natural appearance as well.

Rock Wall:

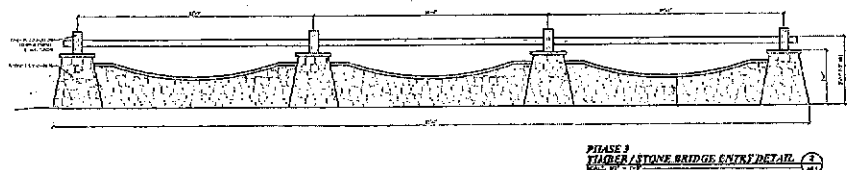
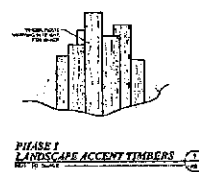
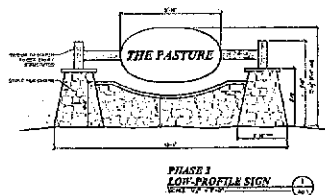
According to the conceptual site plan review on September 14, 2011, the applicant met the Shorelands Commerce Park Design Principles with integrating a rock wall along the street frontages that divide the wetland area from the parking lot. This rock wall was designed in such a way to allow drainage from the parking lot into the wetlands. In addition, they had a timber element located within the rock wall design for aesthetic appeal.



Bridge and Timber Features:

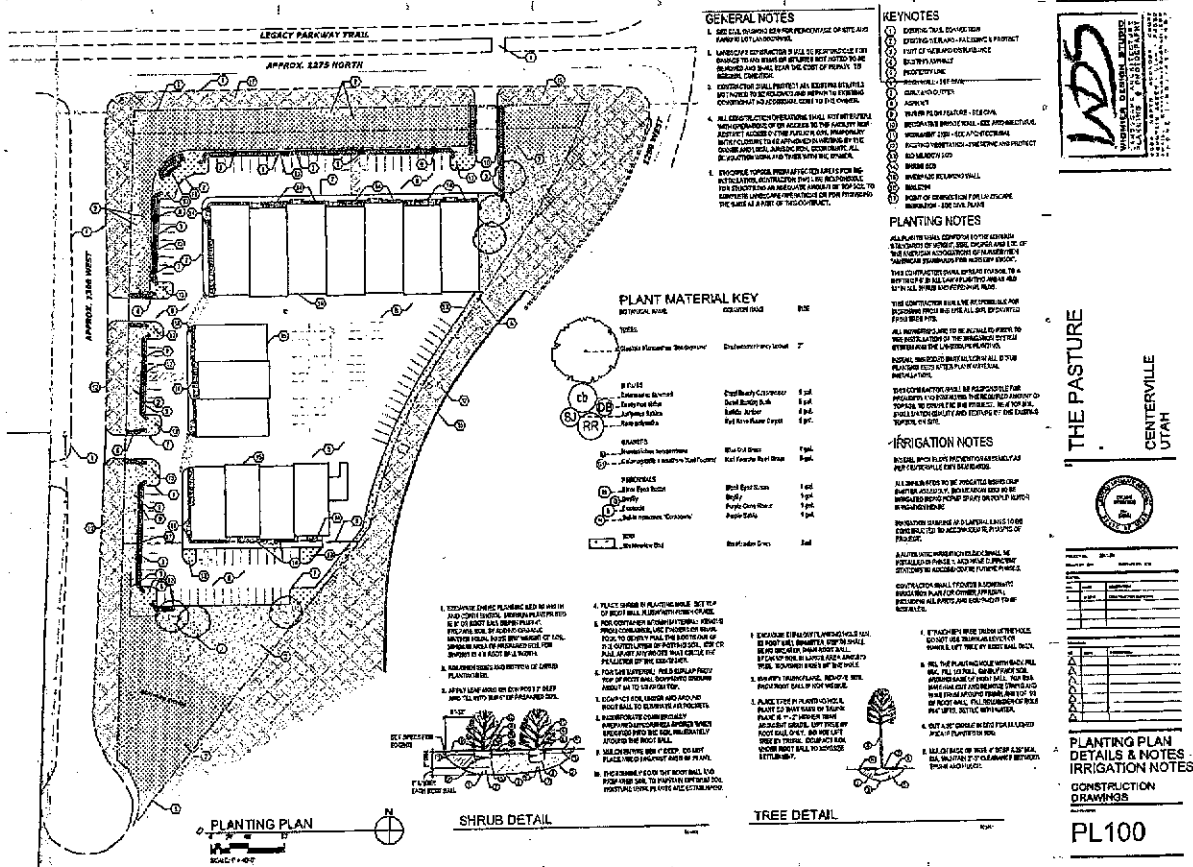
As part of the requirement for landscaping, the development must have a natural design and include earth tone elements. The following is a review by staff concerning the bridge and timber design within the September 14, 2011 conceptual site plan.

"The retaining system seems to create the most difficulty with the design standards. The new concept landscape plan provides a better scheme using a landscape accent timbers to give a boardwalk appearance to the parking area. A bridge feature is also proposed at the primary entrance from 1275 North Street. These features mimic such areas along the Legacy Parkway Trail system, which seems appropriate".



Overall Description:

The following is a site plan indicating the location of each design element and their exact location. Notice the bridge design was only designated on the main driveway from 1275 North and how the decorative timbers are integrated within the wall.



New Proposal

As mentioned in the beginning paragraph of the report, the applicant desires to change the design style of the rock wall, the entryway bridge feature and the project sign. The following is a description of these changes.

Rock Wall and Timber Feature:

As part of the grading process the applicant constructed the rock wall, yet did not follow the original approved plans or received proper inspections. The City Engineer then met with the applicant to ensure that the wall was built to engineering standards. Scott Balling inspected the wall and approved its design. Yet, with this change, it did not leave room for the decorative timbers to be spaced within the wall. The applicant did state that they would still utilize the timber feature, however, it would just be placed in front of the wall. Staff believes this will be

sufficient if they ensure the feature is tall enough to come over the top of the wall. Staff would request that in the detail of the accent timber, the rock wall be depicted behind as to verify the timber height. Since the rock wall was already constructed, the other change is that of drainage. Drainage from the parking lot will no longer go over the edge of the asphalt into the wetland area. A curb will be located along the parking lot with intermittent inlet boxes. According to the City Engineer, snouts will be placed within the boxes to separate the oils and other possible contaminants. This water will then be discharged into the wetland, drainage swell area.

- **Staff Concern:** Within Chapter 12-68, Shorelands Commerce Park District Design Standards, it is clear to how this wall should be designed. It first states in Section 12-68-040(e), that man-made accents are allowed such as terraced walls with limited height. This gives the impression that solid long walls are not the ideal choice of retention. In Section 12-68-050(c)(1), it states that structures and exterior spaces blend into the natural contours of the site. Furthermore, in this same section, it also states that man-made contouring match natural contouring, and to not start and stop with abrupt edges. Finally, in Section 12-68-050(d)(10), it requires walls and all landscaping features to be used in a natural appearing manner.

Staff does not see the current wall meeting this requirement. However, the wall in its similar construction was approved by the Planning Commission on April 25, 2012, with the wall being broken up by the timber landscaping design feature. Therefore, in order for staff to meet the intent of the original approval and the requirements found in Chapter 12-68 of the Zoning Ordinance, staff is requesting the timber accents be placed below the wall and as close to the wall as possible. In addition, the Shorelands Commerce Park SCP) approved vegetation needs to be planted around the timbers in order to give the appearance from the street that these spaces are broken up. Staff also requests that these features and plantings have a random and not a formalized appearance, therefore meeting the Ordinance requirement of a natural and complementary shoreland environment. Finally, around the corners of the wall and especially the sign area, staff requests these areas have more of a natural curve and have some rocks removed and placed at a 45 degree angle and with SCP vegetation planted around this area. This landscaping detail will need to be submitted as part of the final amended site plan.

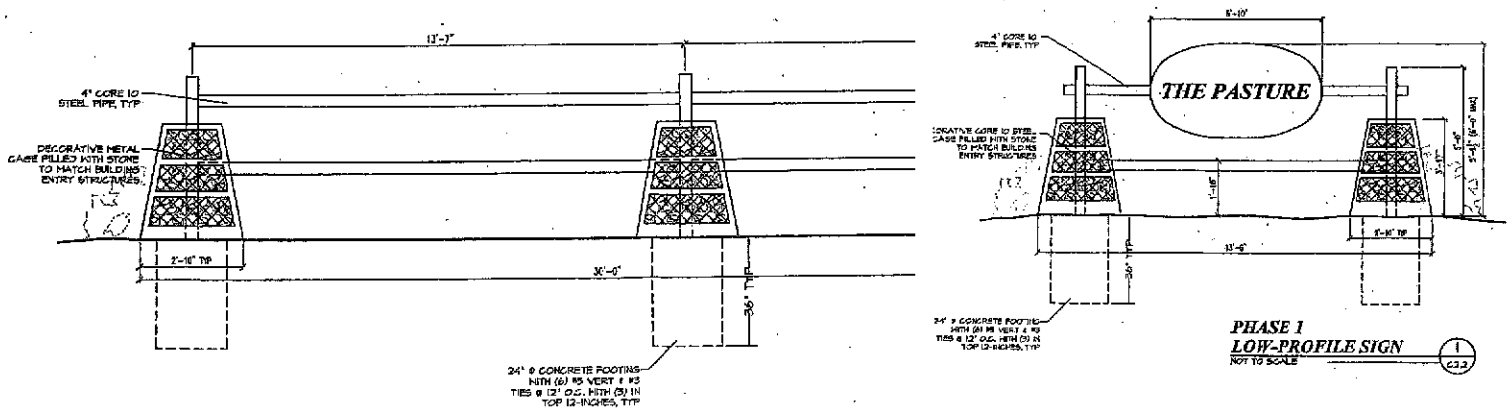
Bridge

The applicant also desires to modify the bridge design that would be less costly in order to create the same entryway features. The applicants new design is much less formal and utilizes the concept of decorative metal cages filled with stone that matches the building entry structures. These cages act as the post to the bridge feature with connecting steel pipe from each decorative metal cage. The cage and the pipe are constructed with Core 10 Steel, which over time will have a natural rust color. This type of steel is often used for electrical poles and guardrails that are meant to blend into the environment.

- **Staff Concern:** Although supportive of the decorative cage idea, this concept as with the original, expands the space required on the bridge. The City Engineer has stated that the bridge is too narrow and will need to be widened in order to accommodate the pillar structures and two-way traffic. This will require the driveway and drive-isle be measured at 25 feet, with additional footage for space to place the decorative cages. This

description will need to be indicated on the final site plan. Since all three driveways will need to accommodate two-way traffic, they will all be required to meet this standard.

The following is a new design for the bridge feature and front entryway sign feature. Staff believes the front monument sign is still integrated into the landscape design and matches the other site feature.



Additional Review:

The proposed amendments are not altering the use on site and are not changing the general layout of the site. As stated previously, all landscaping percentages and parking requirements are not being altered and will remain the same. With staff's recommendation to the wall, all proposed alterations meet the intent of the Shorelands Commerce Park. The applicant will need to submit plans for an amended final site plan and continue to address engineering issues with the City Engineer and Public Works Director. After meeting with staff, it was determined the culverts located under the two bridges on the west portion of the lot are too small. These will need to be upsized; however in speaking with the Public Works Director, the City will be participating in this upgrade financially with the applicant. In addition, they also need to increase the drainage swell adjacent to the southwest driveway to specifications deemed appropriate by the City Engineer.

PLANNING STAFF RECOMMENDATION

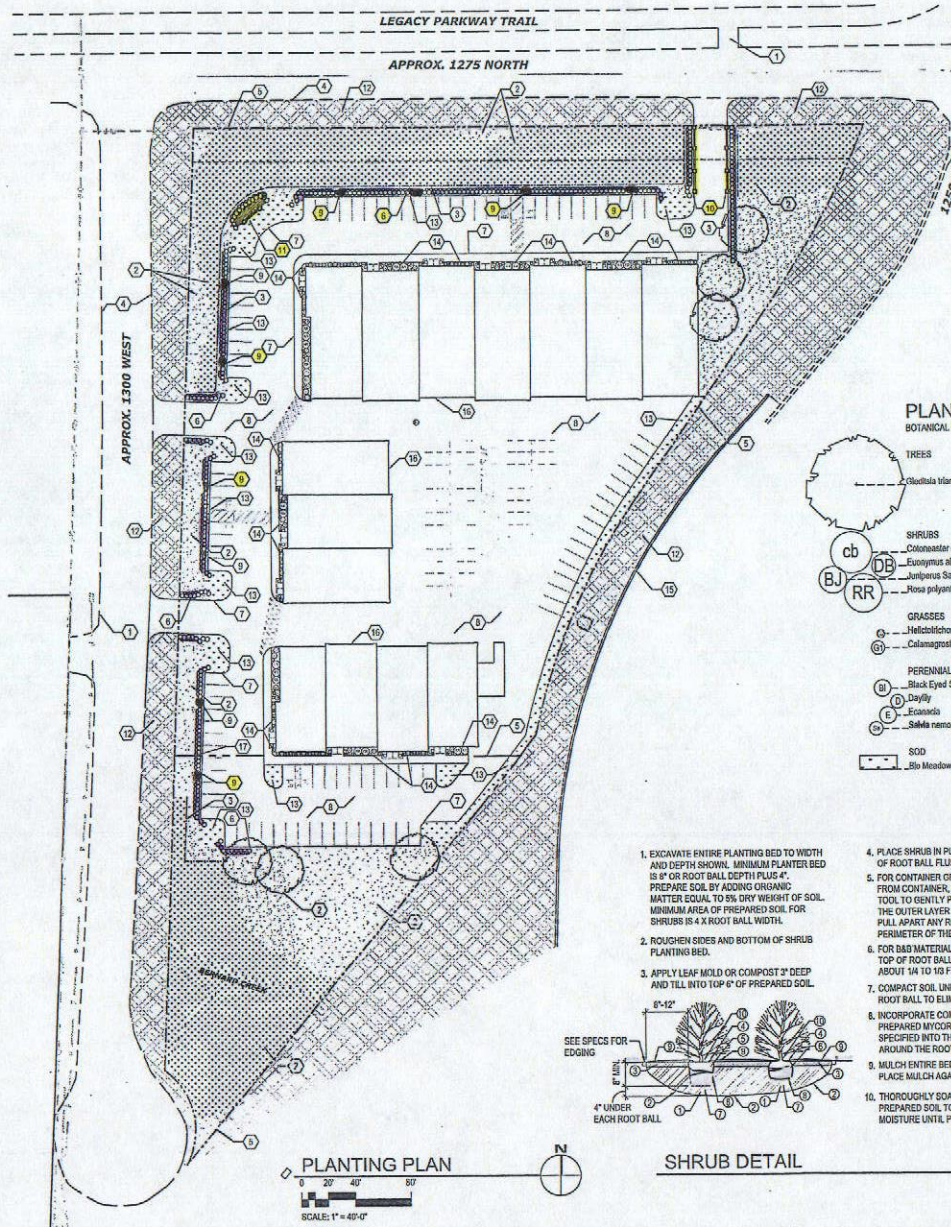
Staff recommends that Planning Commission accept the amended conceptual site plan for the proposed amendments concerning The Pasture Business/Industrial Park development located at 1275 North 1300 West, with the following conditions:

1. The applicant shall submit an amended final site plan, meeting the standards found in Section 12-21-110(e) of the Ordinance.
2. The applicant shall address the timber concept and indicate location and height over the rock wall and plantings appropriate to the Shorelands Commerce Park Design.
3. The timbers and landscaping shall be placed as to appear random and natural, rather than formalized.

4. The applicant shall address the corners and sign area to remove rocks and change the angles to give a more natural appearance. These areas shall have appropriate Shorelands Commerce Park vegetation.
5. The applicant shall indicate all driveways being wide enough to accommodate the 25-foot drive-isle width, plus additional space for the wall rock cage feature.
6. The applicant shall continue to work with the City Engineer in regard to culverts, drainage issues and other related engineering issues.

Suggested Reasons for Action (findings):

- a. An amended conceptual site plan requires the applicant to go through the same procedural requirements as the original approval [Section 12-21-110(i)(2)]
- b. The applicant has clearly shown how the property may be developed [Section 12-21-110(d)(2)].
- c. With the above conditions addressed, the proposal will likely meet the requirements found in the Zoning Ordinance, in regard to development and design standards of the Shorelands Commerce Park (SCP) Zone [Chapters 12-47 & 12-68].



GENERAL NOTES

1. SEE CIVIL DRAWING C2.0 FOR PERCENTAGE OF SITE AND PARKING LOT LANDSCAPING.
2. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY ITEMS OR UTILITIES NOT NOTED TO BE REMOVED AND SHALL BEAR THE COST OF REPAIR TO ORIGINAL CONDITION.
3. CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES NOT NOTED TO BE REMOVED AND REPAIR TO EXISTING CONDITION AT NO ADDITIONAL COST TO THE OWNER.
4. ALL CONSTRUCTION OPERATIONS SHALL NOT INTERFERE WITH OPERATIONS OF OR ACCESS TO THE FACILITY NOR RESTRICT ACCESS ON THE PUBLIC R.O.W. TEMPORARY ENTRY CLOSURE TO BE APPROVED IN WRITING BY THE OWNER AND LOCAL JURISDICTION. COORDINATE ALL DEMOLITION WORK AND TIMES WITH THE OWNER.
5. STOCKPILE TOPSOIL FROM AFFECTED AREAS FOR RE-INSTALLATION. CONTRACTOR SHALL BE RESPONSIBLE FOR STOCKPILING AN ADEQUATE AMOUNT OF TOPSOIL TO COMPLETE LANDSCAPE OPERATIONS OR FOR PROVIDING THE SAME AS A PART OF THIS CONTRACT.

KEYNOTES

1. EXISTING TRAIL CONNECTION
2. EXISTING WETLAND - PRESERVE & PROTECT
3. LIMIT OF WETLAND DISTURBANCE
4. EXISTING ASPHALT
5. PROPERTY LINE
6. ROCK WALL - SEE CIVIL
7. CURB AND GUTTER
8. ASPHALT
9. TIMBER PILEON FEATURE - SEE CIVIL
10. DECORATIVE BRIDGE WALL - SEE ARCHITECTURAL
11. MONUMENT SIGN - SEE ARCHITECTURAL
12. EXISTING VEGETATION - PRESERVE AND PROTECT
13. BIO MEADOW SOD
14. SHRUB BED
15. OVERPASS RETAINING WALL
16. BUILDING
17. POINT OF CONNECTION FOR LANDSCAPE IRRIGATION - SEE CIVIL PLANS

PLANTING NOTES

ALL PLANTS SHALL CONFORM TO THE MINIMUM STANDARDS OF HEIGHT, SIZE, CALIPER AND ETC. OF THE AMERICAN ASSOCIATION OF NURSESMEN "AMERICAN STANDARDS FOR NURSERY STOCK".

THIS CONTRACTOR SHALL SPREAD TOPSOIL TO A DEPTH OF 6" IN ALL LAWN PLANTING AREAS AND 12" IN ALL SHRUB AND PERENNIAL BEDS.

THIS CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING THE REQUIRED AMOUNT OF TOPSOIL TO COMPLETE THE PROJECT. NEW TOPSOIL SHALL MATCH QUALITY AND TEXTURE OF THE EXISTING TOPSOIL ON SITE.

INSTALL SHREDDED BARK MULCH IN ALL SHRUB PLANTING BEDS AFTER PLANT MATERIAL INSTALLATION.

THIS CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING THE REQUIRED AMOUNT OF TOPSOIL TO COMPLETE THE PROJECT. NEW TOPSOIL SHALL MATCH QUALITY AND TEXTURE OF THE EXISTING TOPSOIL ON SITE.

IRRIGATION NOTES

INSTALL BACK FLOW PREVENTION ASSEMBLY AS PER CENTERVILLE CITY STANDARDS.

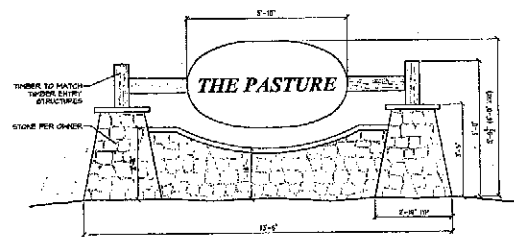
ALL SHRUB BEDS TO BE IRRIGATED USING DRIP EMITTER ASSEMBLY. BIO MEADOW SOD TO BE IRRIGATED USING POPUP SPRAY OR POPUP ROTOR IRRIGATION HEADS.

IRRIGATION MAINLINE AND LATERAL LINES TO BE CONSTRUCTED TO ACCOMMODATE PHASING OF PROJECT.

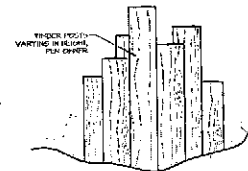
A AUTOMATIC IRRIGATION CLOCK SHALL BE INSTALLED IN PHASE 1, AND HAVE SUFFICIENT STATIONS TO ACCOMMODATE FUTURE PHASES.

CONTRACTOR SHALL PROVIDE A SCHEMATIC IRRIGATION PLAN FOR OWNER APPROVAL INCLUDING ALL PARTS AND EQUIPMENT TO BE INSTALLED.

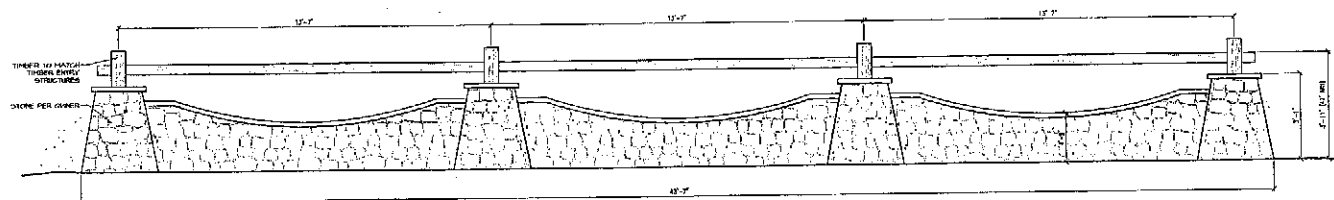
1. EXCAVATE SHALLOW PLANTING HOLE MIN. 3X ROOT BALL DIAMETER. DEPTH SHALL BE NO GREATER THAN ROOT BALL. BREAK UP SOIL IN LARGE AREA AROUND TREE. ROUGHEN SIDES OF THE HOLE.
2. IDENTIFY TRUNK FLARE. REMOVE SOIL FROM ROOT BALL IF NOT V



**PHASE 3
LOW-PROFILE SIGN**
SCALE: 1/2" = 1'-0"
1
A0.1



**PHASE 1
LANDSCAPE ACCENT TIMBERS**
NOT TO SCALE
1
A0.1



**PHASE 3
TIMBER / STONE BRIDGE ENTRY DETAIL**
SCALE: 1/2" = 1'-0"
2
A0.1

REAL

DATE: 11/4/17
PROJECT: 11417
DRAWN BY: C.A.
CHECKED BY: J.C.B.

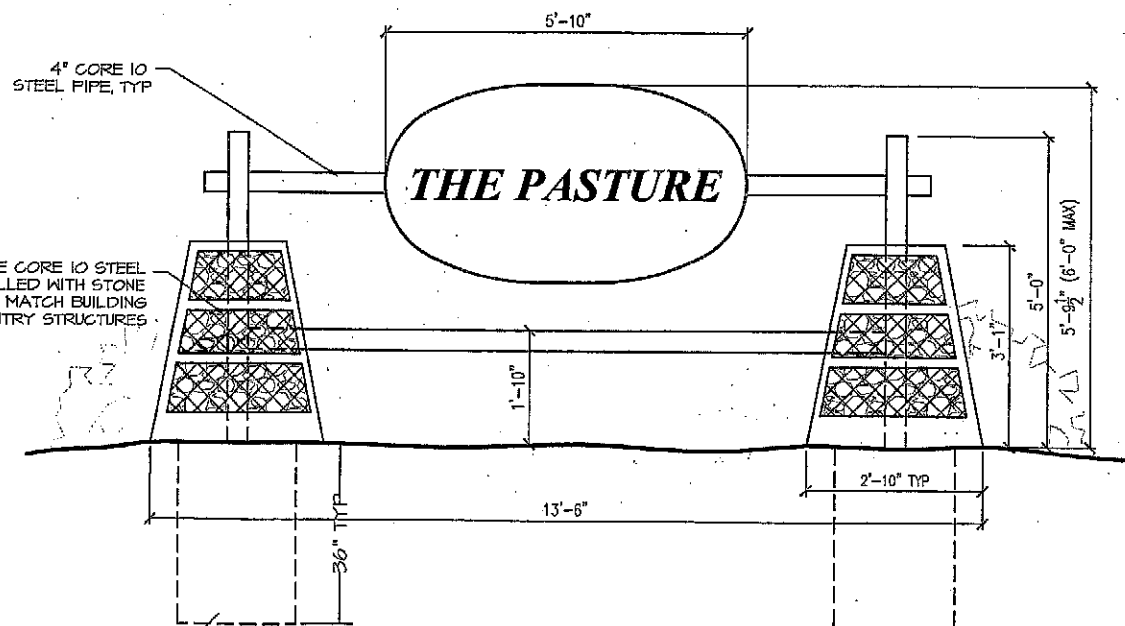
ARCHITECTURAL
SITE DETAILS

JAMES O. CHAMBERLIN
& ASSOCIATES
ARCHITECTS
1775 NORTH 1500 WEST
CENTREVILLE, UTAH



THE PASTURE - PHASE 1 BUILDING
APPROX. 1775 NORTH 1500 WEST
CENTREVILLE, UTAH

ARCHITECT
A0.1



VARY HEIGHT OF POSTS

(4) 8x8 TREATED WOOD
OR RAILROAD TIES
OR
(4) 8" ϕ TREATED
ROUND WOOD POLES

ORATIVE CORE 10 STEEL
AGE FILLED WITH STONE
TO MATCH BUILDING
ENTRY STRUCTURES

4" ϕ CONCRETE FOOTING
WITH (6) #5 VERT & #3
TIES @ 12" O.C. WITH (3) IN
TOP 12-INCHES, TYP

PHASE 1
LOW-PROFILE SIGN
NOT TO SCALE

1
C2.2

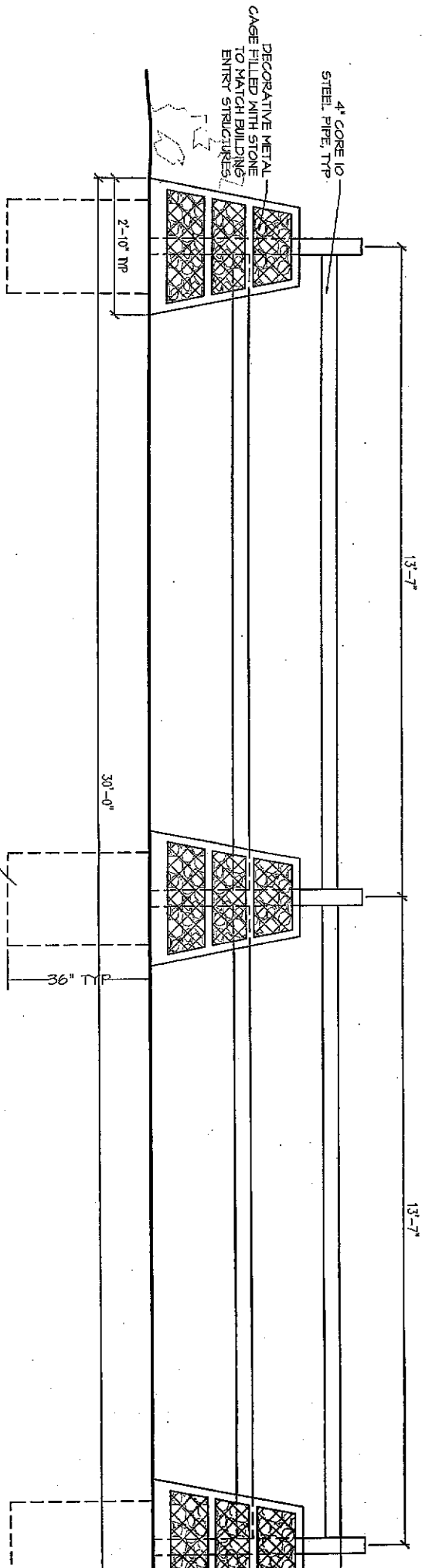
PHASE 1
LANDSCAPE
NOT TO SCALE

24" ϕ CONCRETE FOOTING
WITH (6) #5 VERT & #3
TIES @ 12" O.C. WITH (3) IN
TOP 12-INCHES, TYP

36" TYP

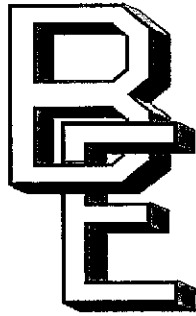
43'-7"

PHASE 1 BRIDGE ENTRY
NOT TO SCALE



24" ϕ CONCRETE FOOTING
WITH (6) #5 VERT & #3
TIES @ 12" O.C. WITH (3) IN
TOP 12-INCHES, TYP

PHASE 1 BRIDGE ENTRY
NOT TO SCALE



Balling Engineering

323 East Pages Lane
P.O. Box 805
Centerville, Utah 84014
Phone: (801) 295-7237
Fax: (801) 299-0419
Email: jscottballing@gmail.com

October 14, 2013

Charlie Rawlins
596 South 400 West
Centerville, Utah 84014

RE: Rock Sustained Slopes at 1300 North 1250 West, Centerville, Utah

Dear Charlie:

Attached is a design for the rock walls as requested. I have made a field inspection of the walls and find that they are compliant with the following variations:

- The wall heights vary from 2 to 3.5 feet.
- The size of the rocks are from 1 ft. dia. To 2 ft. dia.
- The face slope of the walls is at or near 1 to 1 as specified on the plan.
- The bottom rocks are adequately imbedded.
- The backfill slope at the top of the walls is near horizontal.
- The interlocking placement of the rocks is good.

I approve of this design with the following stipulations:

- There is small voids and spaces in the backfill where the rocks would be expected to settle into a final position. I would expect that some of the rocks will settle up to 3 or 4 inches. This settlement should be vertical and should not affect the lateral stability of the wall.
- The placement of curb near the top of the walls should be on tested and compacted materials that are approved by a qualified Geotechnical Engineer.

Thanks for your considerations

Sincerely,

J. Scott Balling, P.E.

RECEIVED NOV 13 2013

Proposed Training Topics

Planning Commission Training by the City Attorney

2014

It is proposed that the City Attorney provide the Planning Commission with topic specific training on a quarterly basis for the upcoming calendar year. Some training is mandated by statute, such as the open meetings training as required by the Utah Open and Public Meetings Act. Other training is suggested to ensure that the decisions and recommendations the Planning Commission makes are supported by legitimate findings and based on lawful grounds in accordance with applicable ordinances. Additional training regarding ethics and parliamentary procedure is also helpful to ensure due process is provided to all applicants and participants in proceedings before the Planning Commission. The following is a list of proposed topics for training for the Planning Commission for 2014. You may also suggest additional topics as desired. Please consider these topics and be prepared to select 3-4 of these (or other suggested topics) for the 2014 training schedule.

Conflicts of Interest (Utah Municipal Officers and Employees Ethics Act)

Open Meetings (Utah Open and Public Meetings Act)

Parliamentary Procedures (Robert's Rules of Order)

Legislative vs. Administrative Decisions

Legislative Land Use Updates (Utah Legislative Session)

Conditional Use Permits

Site Plan Review

Completed Training Topics

Planning Commission Training by the City Attorney

2013

It is my goal to provide the Planning Commission topic specific training on a quarterly basis for each calendar year. As we prepare to select and schedule training for 2014, I thought it would be helpful to summarize the training topics that were provided to the Planning Commission for 2013. The following training was provided to the Planning Commission by the City Attorney in 2013.

02/26/2013	General Plans
03/27/2013	Zoning Map Amendments (Rezones)
04/24/2013	Zoning Ordinance Text Amendments
06/26/2013	Legislative Update for 2013 General Session
10/09/2013	Nonconforming Uses, Special Exceptions and Variances
11/13/2013	Notice and Public Hearing Requirements