

CENTERVILLE CITY PLANNING COMMISSION AGENDA

MARSHA MORROW
CITY RECORDER

NOTICE IS HEREBY GIVEN THAT THE CENTERVILLE CITY PLANNING COMMISSION WILL HOLD ITS REGULAR PUBLIC MEETING AT 7:00 P.M. ON WEDNESDAY, FEBRUARY 26, 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 Gina Hirst |
| | D. | BUSINESS |
| | | |
| 7:05 | 1. | MINUTES REVIEW AND ACCEPTANCE
February 12, 2014 meeting |
| | | |
| 7:10 | 2. | PUBLIC HEARING THE PASTURE BUSINESS PARK 1275 NORTH 1300 WEST
Tabled from February 12, 2014 Meeting
Consideration of a conceptual site plan (amendment) 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 |
| | | |
| 7:25 | 3. | PUBLIC HEARING SONIC RESTAURANT 250 WEST PARRISH LANE
Consideration of a conditional use permit for operating a fast-food restaurant with drive-through and final site plan for Sonic Restaurant, to be located at the Ray's Muffler site, 250 West Parrish Lane, in the C-VH Zone. Charles (Chip) Ashley, Applicant |
| | | |
| 7:45 | 4. | TRAINING FOR COMMISSIONERS
Ethics Training by City Attorney |
| | | |
| 8:05 | 5. | COMMUNITY DEVELOPMENT DIRECTOR'S REPORT
a. Upcoming Meetings <ul style="list-style-type: none">• PC Meeting March 12, 2014: Community Park Expansion Final Site Plan; Code Text Amend., add setbacks for corner lots in R-M Zone |
| | | |
| 8:10 | E. | Adjournment |

Posted February 21, 2014 by Community Development

PRELIMINARY DRAFT

PLANNING COMMISSION MINUTES OF MEETING

Wednesday, February 12, 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

Gina Hirst

Logan Johnson

Scott Kjar

Kevin Merrill, Chair

Debra Randall

MEMBERS ABSENT

Brian Holman

STAFF PRESENT

Corvin Snyder, Community Development Director

Brandon Toponce, Assistant Planner

Lisa Romney, City Attorney

Kathy Streadbeck, Recording Secretary

PLEDGE OF ALLEGIANCE

OPENING COMMENT/LEGISLATIVE PRAYER

Commissioner Kjar

MINUTES REVIEW AND APPROVAL

The minutes of the Planning Commission meeting held January 22, 2014 were reviewed and amended. Commissioner Kjar made a **motion** to approve the minutes as amended. The motion was seconded by Commissioner Randall and passed by unanimous vote (7-0).

PUBLIC HEARING | ZONING CODE TEXT AMENDMENT | PDO 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.

Cory Snyder, Community Development Director, reported the Commission reviewed the proposed project for the Legacy Trails Apartments at a previous meeting. The proposed

development does not meet the “predominate” clause for commercial uses of a mixed residential/commercial project. The applicant wishes to amend the text regarding the “predominate” clause to recognize that not all Commercial-Very High (C-VH) districts need to be predominately commercial. Staff believes the language could be modified to increase the allowance of residential while narrowing the commercial needs to services for a growing multi-family neighborhood. Mr. Snyder reminded the Commission that this amendment would affect all future development within the C-VH Zone of the Parrish-Legacy Gateway Area if approved. However, both the applicant and staff believe the Parrish-Legacy Gateway Area is unique among the C-VH zoning districts. Staff does not believe the area should be residential only, some commercial component should remain. However, the draw for medium or big box commercial is not likely, therefore, staff is comfortable narrowing the requirements for commercial in a mixed use development.

Commissioner Merrill asked if this would apply to property north of Parrish Lane. Mr. Snyder explained this will affect the immediate four (4) corners of Parrish Lane and 1250 West and any C-VH Zone south of Parrish Lane within west Centerville. Currently, all property north of Parrish Lane is zoned industrial.

Fred Hale, applicant, said the proposed Legacy Trail Apartment development will be a good addition to the community. There are some issues still to be worked out, but they are anxious to move forward.

Commissioner Johnson said the Commission needs to be cognizant of the current market conditions and the West Centerville Plan. It may be best to allow more residential to meet future needs.

Chair Hirschi opened the public hearing. There was no comment. He closed the public hearing.

The Commission reviewed the proposed text amendment language. Overall, they agreed market conditions warrant flexibility with commercial uses. They also agreed commercial uses must show a combination of the requirements listed in the proposed text amendment (i-v), not just one.

Chair Hirschi made 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:

12-41-060. Uses Allowed....

(6) Specific Area Precincts – Notwithstanding the general commercial planned use allowances listed in this Chapter, the following specific area allowances may be considered in a commercial planned development.

(A) West Centerville Neighborhood's Parrish-Legacy Gateway Corridor District. The Parrish-Legacy Gateway 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 predominant 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. The proposed commercial uses must achieve a combination of the following for residents living in the West Centerville Neighborhood:

- (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.

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

PUBLIC HEARING | LEGACY TRAIL APARTMENT DEVELOPMENT

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.

Cory Snyder, Community Development Director, reported the proposed project was initially reviewed at the last Planning Commission meeting. Staff is supportive of the project and believes it is consistent with the General Plan. A number of issues were discussed at the previous meeting and the applicant has provided information as required (see staff report dated February 12, 2014). The most pressing issue is that of traffic, specifically the accesses to the corner site, i.e., Maverick (gas station). The applicant has provided a traffic study and A-Trans (the City's traffic engineering firm) have provided their response to the traffic study (distributed this evening). Staff continues to have some reservations regarding traffic.

Mr. Snyder explained Maverick has requested an access on 1250 West in addition to the existing round-about and the access off Parrish Lane. A-Trans recommends a right-in/right-out only on 1250 West with a pocket to accommodate stacking. Maverick would like a full access because UDOT will only allow a right-in/right-out at the proposed Parrish Lane access. It may be possible to shift the 1250 West access slightly to the north away from the round-about diminishing some of the perceived congestion. Staff believes a full access will function adequately if a signal at Parrish Lane and 1250 West were installed. However, installation of a signal falls with UDOT. Current conditions do not warrant a signal, but the proposed development may change that view. It is possible UDOT will approve a signal once the development is in place, however, in the meantime traffic may be an issue and a full access should not be approved. In addition, staff is concerned with the internal traffic flow of the project. Traffic coming from the round-about will likely travel north through a proposed parking lot to the Maverick; this is not ideal. Staff would prefer to see a designated internal drive lane. This would require modification to the current plan.

1 Mr. Snyder said the Commission could table this application and wait until more
2 information is available regarding the full access, or the Commission could approve a right-
3 in/right-out access with a pocket. The City Council can then review the application and approve
4 a full access if additional information warrants and all parties have reached a consensus. Mr.
5 Snyder said the applicant is anxious to move forward.

6
7 Chair Hirschi said a tanker truck could easily access the site making a right-in on 1250
8 West and a right-out onto Parrish Lane. Commissioner Merrill agreed. He also asked if the
9 parking area that may be needed as an access drive is necessary.

10
11 Mr. Snyder said the proposed single-story office building does need convenient parking,
12 but the entire project is over parked. In addition, there are garages proposed for the apartment
13 units. There may be options for reconfiguration. The Commission discussed eliminating the
14 parking west of the proposed single-story office building and shifting the landscaped island to
15 allow for an internal access drive.

16
17 Fred Hale, applicant, said the design does include garages and covered parking but not
18 enough for each unit to have their own. He said they will work to resolve all issues related to
19 traffic in order to allow a full access on 1250 West. He explained Maverick requires at least one
20 full access in order for their business model to be successful. It would be difficult for a tanker
21 truck to service the site without a full access. He also agreed that using the parking lot for an
22 internal drive is not ideal and they will review possible options.

23
24 Chad Salmon, applicant, agreed the issues regarding traffic can be resolved. A full access
25 will be possible once a signal is installed at Parrish Lane and 1250 West.

26
27 Chair Hirschi opened the public hearing. There was no comment. He closed the public
28 hearing.

29
30 Chair Hirschi asked if the applicant has provided documentation that they have adequate
31 control of the property and adequate funding. Mr. Snyder confirmed the applicant has provided
32 the necessary documentation to satisfy both these requirements.

33
34 Chair Hirschi said it may be beneficial to look at a bigger picture. He asked if anyone has
35 discussed the possibility of widening 1250 West, perhaps including a center island. He said it
36 seems there is adequate space and given the possibility of future redevelopment in this area and
37 the pending amendment to the West Centerville Neighborhood Plan, perhaps this is a viable
38 option. Mr. Snyder acknowledged Chair Hirschi's perspective. He said 1250 West was not

1 master planned to be wider, but this may be because the round-about was sufficient for the
2 current need.

3 Commissioner Hirst agreed with Chair Hirschi. She said the traffic study only looks
4 forward to 2017; perhaps a further look into the future is prudent. She said widening 1250 West
5 may be beneficial and necessary to handle future traffic and provide appropriate access for future
6 developments within the area. She also agreed the right-in/right-out is acceptable in order to
7 allow this proposed development to move forward. If more information becomes available
8 perhaps the City Council can allow the full access.

9
10 Commissioner Johnson agreed it would be helpful to have the City Council weigh in on
11 this decision. He said if a full access is warranted the City Council can approve. He is
12 comfortable approving the conceptual site plan with the right-in/right-out on 1250 West.
13 Commissioner Kjar agreed.

14
15 Commissioner Hirst made a **motion** for the Planning Commission to recommend to the
16 City Council an approval to rezone from C-VH TO C-VH/PD (PDO) the following properties:

- 17
18 a. 06-008-0117 / 4.10 ac (H&S LLC)
19 b. 06-008-0108 / 1.38 ac (LEAVITT)
20 c. 06-008-0109 / 1.98 ac (GT ELECTRIC)
21 d. 06-008-0101 / 4.69 ac (MENDENHALL)
22

23 ***Reasons for Action (findings):***

- 24 1. The proposed mixture of commercial and residential uses is consistent with the West
25 Centerville Neighborhood Plan.
26 2. The West Centerville Neighborhood Plan envisioned only medium box type
27 commercial uses, capped at 125,000 sq. ft.
28 3. The market conditions are not currently ripe, nor likely in the future for medium box
29 commercial uses, as evidenced by the following:
30 4. Farmington Station Park was developed after the West Centerville Plan adoption.
31 Farmington Station Park has likely saturated the market for developing medium box
32 type commercial uses.
33 5. Legacy Crossing at Parrish Lane provides space for medium box type commercial
34 uses that have not yet come to fruition (i.e., Legacy Crossing at Parrish Lane
35 development).
36 6. The petitioner has provided written opinions from Tate Properties and Mountain
37 West, commercial real estate consultants, supporting the lack of medium box and
38 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.

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

Commissioner Hirst made 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:

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. with 101 parking stalls
 - b. Convenience Store Uses: 1-Story Main Building with fuel canopy, car wash, 25 parking stalls
 - c. Retail/Office Uses: 1-Story Main Building, 6,000 sq. ft. with 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. The following options are available with regard to traffic
 - * Access at 1250 shall be limited to right in right out only
 - * The right-turn pocket lane shall be installed with 1250 West ingress

* A full access configuration on 1250 West may be considered by the City Council as part of their PDO approval process.

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.

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

PUBLIC HEARING | BAMBERGER OFFICE BUILDING | 190 S MAIN STREET
Consideration of a conceptual site plan for the Bamberger Office Building, to be located at
190 South Main Street, in the South Main Street Corridor Zone. James S. Dean, Applicant.

Brandon Toponce, Assistant Planner, reported the applicant desires to build a general office use building within the South Main Street Corridor Overlay District (SMSC). The proposed use is permitted and consistent with the General Plan for this area. Mr. Toponce reviewed the conditions for approval. The applicant has complied with a majority of the conditions. The SMSC requires 25% of the primary façade be upgraded architecturally. The applicant will need to upgrade the east façade similar to that of the north façade. The north side setback is shown at 12 feet. The required setback is 5-10 feet. In addition, the required building frontage along Bamberger Way is 75% of the lot width. The applicant will need to revise the

1 layout of the building and parking lot to comply with these standards or apply for a text
2 amendment to adjust the current percentages for a corner lot within the SMSC.

3
4 Commissioner Merrill said the parking lot of the dental office across the street to the
5 north is in front of the building. He questioned why this applicant is required to place the parking
6 at the rear of the building. Mr. Toponce said this is the first project proposed since the SMSC
7 district was created which requires rear parking.

8
9 Chair Hirschi asked how many lots would be affected by a text amendment. Mr. Toponce
10 said there are corner lots all along the SMSC district that could redevelop at any time. He said
11 the Commission is not considering a text amendment tonight, only a conceptual site plan. He
12 explained the applicant does not have to seek a text amendment. The applicant could choose to
13 shift his building north by two (2) feet and include more sub-grade parking rather than apply for
14 a text amendment.

15
16 Tom Smith, applicant, agreed to comply with all outstanding issues. He said he intends to
17 adjust the building layout to comply with the requirements as discussed. He will not seek a text
18 amendment. However, he encouraged the Commission to consider a text amendment for future
19 developments.

20
21 Chair Hirschi opened the public hearing. There was no comment. He closed the public
22 hearing.

23
24 Commissioner Randall made a **motion** for the Planning Commission to accept the
25 conceptual site plan for the Bamberger Office Building, to be located at 190 South Main Street,
26 with the following directives:

- 27
28 1. The applicant shall submit a final site plan application in accordance with Section 12-
29 21-100 of the City's Zoning Ordinance.
30 2. The additional architectural features pertaining to the Main Street elevation shall be
31 addressed to include additional features such as the rock above the bay window if
32 required by ordinance.
33 3. The Building frontage requirements for corner lots shall be addressed through one of
34 the following options:
35 a. Option 1: Revise the layout of the building and parking lot to include more sub-
36 grade parking or;
37 b. Option 2: Request a text amendment to reduce the percentage of building frontage
38 required for corner lots. If the applicant chooses this option, the City may decide

- 1 to sponsor this change, which would not require the applicant to submit the
2 applicable fee.
- 3 4. A landscaping plan must be submitted with the final site plan, following all applicable
4 standards found in Chapter 12-51 and 12-63 of the Zoning Ordinance and must depict
5 the following details:
- 6 a. Location and type of all vegetation
7 b. The total number of trees and shrubs
8 c. Overall landscaping and parking lot percentages
9 d. An irrigation plan
- 10 5. Screening details must be depicted as part of the final site plan submittal, indicating
11 that all ground and roof-mounted equipment have been properly screened from view
12 of a public street.
- 13 6. The design detail concerning the dumpster enclosures must be indicated on the final
14 site plan and meet the requirements found in Section 12-51-110 of the Zoning
15 Ordinance.
- 16 7. A lighting plan must be submitted and address the following:
- 17 a. The type and style of the building lighting used. The wall lighting ought to be
18 decorative in nature to enhance the architectural building design.
- 19 b. The use of parking lot lighting. The plans must address how the lighting will be
20 directed downward and shielded from adjacent properties.
- 21 8. All existing easements and utilities must be shown on the final site plan.
- 22 9. The project is subject to all other City regulations, including drainage, utility, fire,
23 building and other applicable development codes or specifications.
- 24 10. The project is subject to all related impact fees, bonding requirements, and
25 professional service fees, as listed in the City's Fee Schedule.

26
27 ***Reasons for Action (findings):***

- 28 a. The Planning Commission finds that a complete conceptual site plan application has
29 been submitted [Section 12-21-110(d)(1)].
- 30 b. The Planning Commission finds that the proposed use of a general office use is
31 allowed within the Commercial Medium (C-M) Zone [Chapter 12-36].
- 32 c. The Planning Commission finds that with the above conditions being addressed, the
33 proposed development will likely meet the applicable General Development
34 Standards [Chapters 12-43, 12-51, 12-52] and the South Main Street Corridor
35 Overlay Zone [Chapter 12-48].

36
37 The motion was seconded by Commissioner Johnson and passed by unanimous roll-call
38 vote (6-0).
39

WRIGHT DEVELOPMENT GROUP OFFICE BUILDING | 1178 W 300 N

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.

Brandon Toponce, Assistant Planner, reported the Commission reviewed the conceptual site plan on December 11, 2013 at which time a number of issues were discussed. Since that time the applicant has worked with staff and has received approval from the City Council regarding several of the issues. The final site plan conforms to the layout of the conceptual plan with one change to the plaza, which will now be five (5) feet back from the curb. The proposed building design meets all applicable architectural requirements. The applicant has also submitted details concerning landscaping, wall lighting, and signage.

Lisa Romney, City Attorney, said the lot-line adjustment to the east has been recorded. She suggested a condition be added requiring the amendments to the Development Agreement and the Cross Access agreement be recorded prior to issuance of a building permit.

Gary Wright, applicant, said they have worked hard to resolve all issues. He said he accepts the condition as suggested by Ms. Romney. He also explained a small 5-foot monument sign will be placed in the planter at the east ingress which will match the architecture of the signage across the street. There will be no signage placed on the building itself.

Commissioner Merrill made 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:

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.
4. The Third Amendment to Development Agreement and Second Amendment to the Cross Access Easement shall be recorded against the property prior to issuance of a building permit.

Reasons for Action (findings):

- 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.

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

PUBLIC HEARING | THE PASTURE BUSINESS PARK | 1275 N 1300 W

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.

Brandon Toponce, Assistant Planner, reported the applicant is out of town but asked that the item still be reviewed by the Planning Commission. Mr. Toponce reviewed the application as written in the staff report dated February 12, 2014. The applicant desires to redesign several aspects of their development including the rock wall adjacent to the wetland area, the front entryway monument, and the bridge design. The rock wall has not been constructed according to the approved plans and has not received proper inspections. The wall lacks terracing and does not match the natural contouring of the site as required. Staff recommends timbers and landscaping be added intermittently to break up this straight façade. In addition, staff recommends the corners be tapered to provide variety. The applicant requests the bridge pillars be changed to gabion baskets with steel pipes running between. This option will require a widening of the bridge in order to accommodate the new pillar design and two-way traffic.

Cory Snyder, Community Development Director, said staff is not comfortable with the current rock wall as it does not meet the requirements or intent of the Shorelands Commerce Park District Design Standards (Chapter 12-68). The applicant has already constructed a perpendicular rock wall which does not comply with the natural grade as required. Staff recommends the applicant reconfigure the wall. He said the applicant may not be accepting of staff's recommendation. He believes the applicant has proposed the changes to the pillars, bridge and monument sign as a compromise to keep the rock wall in place.

Chair Hirschi said he has not had an opportunity to go visit this site. He is concerned with approving or requiring any changes to the site without the applicant's input. He said the rock wall is a big issue and an expensive issue. While other features may be added to provide a more

1 natural look, it may not fix the problem. He is inclined to table this issue until the applicant can
2 be present.

3
4 Commissioner Hirst agreed. Although many of the suggestions seem reasonable she is
5 not inclined to force an applicant into compliance without their consideration and response.

6
7 Chair Hirschi opened the public hearing. There was no comment. He closed the public
8 hearing.

9
10 Commissioner Kjar made a **motion** for the Planning Commission to table this item and to
11 continue the public hearing until the applicant can be present. The motion was seconded by
12 Commissioner Randall and passed by unanimous roll-call vote (6-0).

13
14 **DISCUSSION | TRAINING TOPICS FOR 2014 - City Attorney to summarize**
15 **completed training topics for 2013, and discuss suggested topics for 2014. Lisa Romney,**
16 **City Attorney, Applicant.**

17
18 Lisa Romney, City Attorney, provided a list of possible training topics for 2014. The
19 Commission agreed that any or all of the following topics would be beneficial to review.

- 20
21
 - Conflicts of Interest (Utah Municipal Officers and Employees Ethics Act)
 - 22 • Open Meetings (Utah Open and Public Meetings Act)
 - 23 • Parliamentary Procedures (Robert's Rules of Order)
 - 24 • Legislative Land Use Updates (Utah Legislative Session)
 - 25 • Conditional Use Permits
 - 26 • Site Plan Review

27
28 **COMMUNITY DEVELOPMENT DIRECTOR'S REPORT**

- 29
30 1. The next Planning Commission meeting will be Wednesday, February 26, 2014.
31 2. Upcoming Agenda Items
32
 - West Centerville Neighborhood Update
 - 33 • Sonic Restaurant, Final Site Plan & CUP
 - 34 • Code Text Amendment, South Main Street Corridor Plan
 - 35 • Accessory Dwelling Units
 - 36 • The Pasture Business Park, amended Conceptual Site Plan

37
38 The meeting was adjourned at 9:55 p.m.
39

PRELIMINARY DRAFT

Planning Commission Meeting
February 12, 2014

Page 15

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7

David Hirschi, Chair

Date Approved

Kathleen Streadbeck, Recording Secretary

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

**STAFF REPORT
AGENDA: ITEM 2**

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: TABLED FROM FEBRUARY 12, 2014 MEETING
CONCEPTUAL SITE PLAN (AMENDMENT)

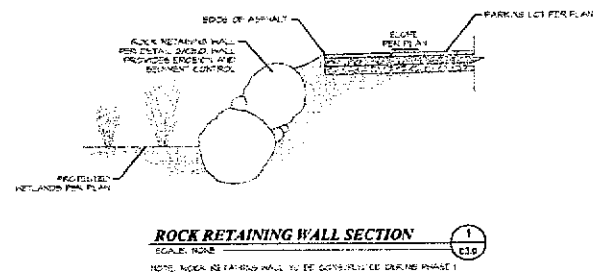
BACKGROUND

On February 12, 2014, the Planning Commission reviewed the amended conceptual plans for The Pasture project and tabled the discussion to allow for the applicant to be present at the next meeting. 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.

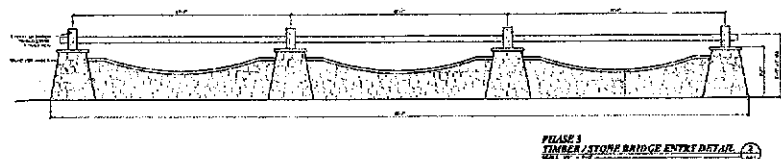
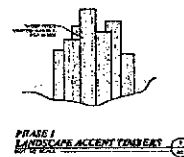
PREVIOUS REVIEW AND APPROVALS

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.

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.



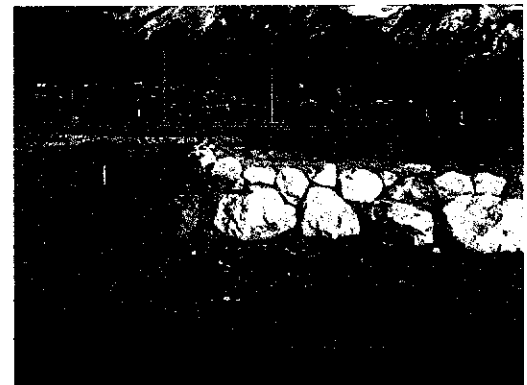
As part of the requirement for landscaping, the development must have a natural design and include earth tone elements. The following is a review by staff concerning the bridge and timber design within the September 14, 2011 conceptual site plan.



the 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 the applicant 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, the corners of the wall as pictured above should be altered as to give variety in height and spacing. The corners should also have a slope of no more than



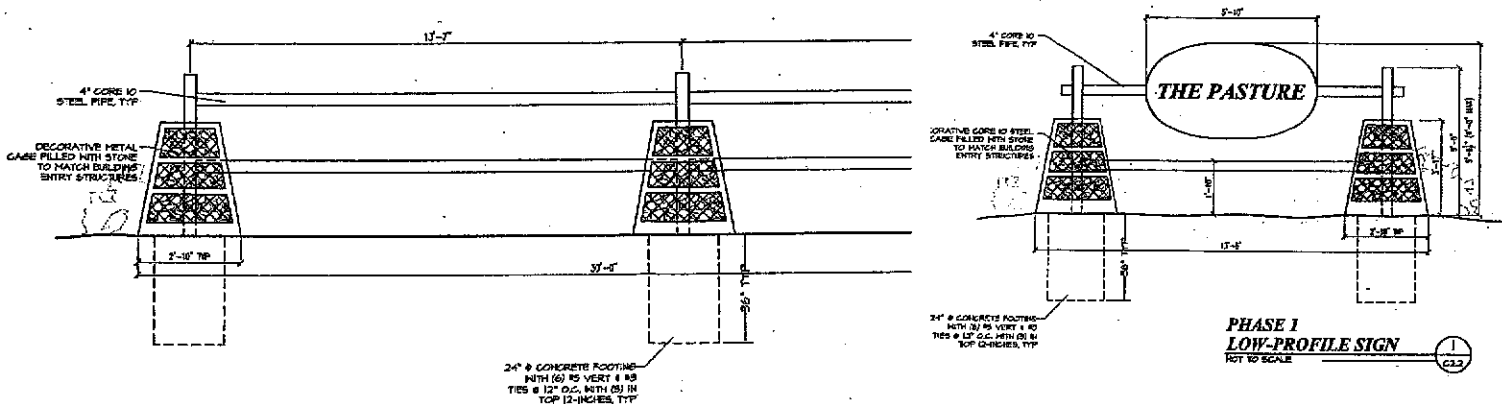
45 degrees, to allow for vegetation. This landscaping detail will need to be submitted as part of the final site plan (amendment).

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 a final site plan (amendment) 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 swall 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 of the rock wall with a 45 degree angle of wall, where possible, and breaking up the mass of the wall to allow for more variety of vegetation/plantings. 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].

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

**STAFF REPORT
AGENDA: ITEM 3**

APPLICANT: CHARLES "CHIP" ASHLEY
CEI ENGINEERING
3108 SW REGENCY PKWY, STE. 2
BENTONVILLE, AR 72712
cashley@ceieng.com

PROPERTY: 250 WEST PARRISH LANE (*EXISTING BUSINESS: RAY'S
MUFFLER, 258 WEST PARRISH LANE*)

ACREAGE: 0.58 ACRES

ZONING: COMMERCIAL – VERY HIGH (C-VH)

LAND USE: RESTAURANT, FAST FOOD (SONIC)

APPLICATION(S): FINAL SITE PLAN APPROVAL
CONDITIONAL USE PERMIT (CUP) APPROVAL

**MODIFICATION/
WAIVER REQUESTS:** PARKING MODIFICATION (*REDUCE STALLS*)

RECOMMENDATION(S): APPROVE THE FINAL SITE PLAN
APPROVE CUP FOR FAST-FOOD USE
ALLOW MODIFICATION OF REQUIRED STALLS

BACKGROUND

The Planning Commission has previously accepted the conceptual site plan for the proposed Sonic Restaurant. The applicant now desires to receive three (3) approvals from the Commission to move forward with the actual development of the Sonic Restaurant. These approvals are:

- Obtain a Final Site Plan approval
- Obtain a Conditional Use Permit for allowing a Fast-Food Restaurant Land Use
- Allow a Parking Modification to reduce the required parking stalls from 23 to 20

PREVIOUS CONCEPTUAL ACCEPTANCE SUMMARIZED

Staff has reviewed the directives of associated accepted conceptual site plan (*see-attached letter previously sent to the applicant*). With the exception of some typical Ordinance instruction and fee disclosures, the final site plan submittal has addressed the most of the directives of the conceptual review. One remaining item is the use of decorative lighting. Based on the Parrish Lane Design Guidelines, the directive suggested the use of decorative lighting.

The use of decorative lighting has been established as design precedence in the Parrish Lane Gateway Area. The Planning Staff would deem it an amiss not to continue to this precedence (*a design should – see 12-63-50.g.*) This design standard includes the lighting used for building, parking lots, and with any art & furnishings. Staff has reviewed the submitted plans and believes that the use decorative lighting has not been adequately implemented (*exception the pedestrian street lighting fixtures*). Thus, any approval needs to address the use of decorative lighting for these areas.

FINAL SITE PLAN REVIEW & PLANNING STAFF ANALYSIS

REGULATIONS OF GENERAL APPLICABILITY (Section 12-34-60)

These regulations include items such as landscaping, screening and off-street parking. Staff's review concludes that the final site plan submittal generally complies with the regulations, with the exception of the applicant's request to reduce the parking stalls from 23 to 20. This specific request will be addressed later in this report. There are a few follow through items that will need to be addressed in the approval of the final site plan. These items mainly deal with recording a new 7' utility easement along the east property line. Additionally, there are disclosure conditions related to bonding, fees, and other carry through conditions for approval.

PARRISH LANE GATEWAY DESIGN 12-63

The General Plan has established Parrish Lane as the "dominant commercial center of Centerville" [Section 12-430-2(3)]. In order to enhance the economic and aesthetic value of the community, the Parrish Lane Gateway Standards have been established. These design standards were reviewed in detail during the conceptual plan acceptance phase. As staff stated earlier, the decorative lighting expectations are part of the standards. Overall, staff believes that these standards have been addressed in the final site plan submittal. Some of the final design highlights to describe are as follows:

- ✦ ***Drought Tolerant Landscape Theme*** – The landscaping theme is designed with 100% drought tolerant plantings. Plant materials include: trees, shrubs, grasses, ground cover, and rock mulch. This theme is analogous to what was done with the In & Out Burger development.
- ✦ ***Feature Screen Wall Integration with Landscape Theme*** – As part of the landscape berm along Parrish Lane, a three (3') foot feature screening wall will be integrated with the berm and street trees. This design was similarly implemented with both In & Out Burger and Chick-fil-A developments, and can be seen in other earlier developments in the Parrish Lane area.
- ✦ ***Screening of Utility and Mechanical Equipment*** - The submitted plans provide a sight line study for use of roof top equipment. From staff's review, it appears the building's

roof design sufficiently screens the equipment. Nonetheless, any wall-based or ground equipment also needs to be screened from view of the public street, either through man-made elements or by plant materials as part of the landscape design.

- ✦ ***Color and Materials Storyboard*** – The submitted plans have provided a storyboard listing materials and colors to be used for the building. The colors reflect the elevations shown at conceptual site plan and include a muted yellow for the design accents, as discussed by the Commission.
- ✦ ***Lighting Design w/ Photometric Plan*** – The submitted plans provide a photometric plan and lighting fixture cut sheets depicting the fixture style. Even so, staff believes that the use decorative lighting has not been adequately implemented (*exception the pedestrian street lighting fixtures*). Thus, any approval needs to address the use of decorative lighting for these areas. As to the issue of light splay, it appears the lighting intensity will fall off at the property lines, as required by Ordinance to reduce street glare.

CONDITIONAL USE PERMIT REVIEW & PLANNING STAFF ANALYSIS

According to the Table of Uses, Section 12-36-1 of the City's Zoning Ordinance, a "fast-food" restaurant may be established through applying for a conditional use permit (CUP) within the Commercial-Very High (C-VH) Zone. In conjunction with the request for final site plan approval, the application includes a request for the Commission to approve a CUP for the desired land use.

The CUP review and approval criteria are listed in Section 12-21-100 of the Zoning Ordinance. A summary of the approval standards are being provided, as follows:

- ✦ ***Suitability of the Land for Requested Use*** – the property was formally used for a muffler repair shop. The property is surrounded by other commercial uses and warehousing (i.e. Colonial Lumber). The property fronts Parrish Lane, which is a major and primary arterial roadway linking Main Street with the Interstate. The reuse plan for the fast-food use will upgrade aesthetic appearance of the property. Other similar fast-food establishments are located throughout the Parrish Lane Corridor. As part of the reuse plan, the applicant has performed an environmental assessment for the property, and the staff is not aware of any significant elements that would create a problem for developing the proposed use. The Planning Staff believe there are no reasons to determine that the property is unsuitable for the proposed land use.
- ✦ ***Potential or Injurious Impacts to the Surroundings*** – The major focus for staff during conceptual review was the median strip to be installed between the site and the tire store (Big O) to the east (*a common shared entrance*). The submitted plans address this by allowing a circulation from the tire store parking area (*west side*) through and around the fast-food site. This resolves the matter discussed previously by the Commission.
- ✦ ***Adequate Facilities and Services for the Site and its Surroundings*** – As part of their development proposal, a traffic study was performed for the reuse of the site (*see attached executive summary*). The study concludes that adequate traffic capacity exists for allowing the proposed reuse. However, it will require a UDOT access variance to widen the existing entrance. This a standard typical request when dealing with existing accesses along a state roadway. All utilities and service entities have been notified about the proposed reuse. However, the staff has not received all required utility provider sheets.

Thus, such verification will need to be completed by the time any construction permits are issued by the City.

- ✦ ***Safeguards Preventing or Minimizing Noise, Odors, Glare, Dust, Etc.*** – Generally other than the street glare concerns previously mentioned, staff does not believe there are other significant concerns regarding these issues (*e.g. site is located in a commercial intensive area*). However, the Commission did discuss items such as noise from the speakers and potential litter problems with the carhop service. Keep in mind that the City's Noise Ordinance is quite forgiving in the daytime hours and after 10 p.m. the noise allowance is greatly reduced citywide. In addition, using some integrated trash receptacles for the carhop area may address trash, but can also add upkeep problems (*e.g. the reason for our specific dumpster screening regulations*).

PARKING MODIFICATION REVIEW & PLANNING STAFF ANALYSIS

Section 12-52-080 of the City's Zoning Ordinance outlines the number and type of parking to be provided by developments. However, this section also allows an applicant to request a parking modification subject to a submittal of a parking study (*see 12-52-110.e*). The study was performed by transpoGROUP, which appears to be in addition to a traffic impact study that was also performed for the project (*see attachments to read the study*).

The "parking study" concludes that the request for a reduction from 23 stalls required by City Ordinance to 20 will not create a problem with the development of the Sonic Restaurant. The conclusion is based on such factors as, national average peak demand rates, use of interior seating capacities, the specific business model operation of Sonic facilities, and that the drive-through is providing just over double the required stacking of 5 vehicles in the queuing lane.

The Planning Staff reviewed this study and submitted it to the City Engineer for review. Both the Planning Staff and City Engineer see no reason to disagree with the findings and conclusions of the Parking Study Report.

PLANNING STAFF RECOMMENDATIONS

FINAL SITE PLAN & PARKING MODIFICATION – Staff Suggested Motion:

PROPOSED ACTION: I hereby make a motion for the Planning Commission to approve the final site plan for Sonic Restaurant to be located at 250 West Parrish Lane, with the following conditions:

1. The development of the property shall be subject to the layout and design as submitted and reviewed by the Commission on February 26, 2014, subject to any future allowed amendments as defined in City Ordinances.
2. A Parking Modification is approved, thereby reducing the parking stalls from 23 to 20, subject to the specific use of a Sonic Restaurant.
3. The final site plan submittal shall be revised to re-address the use of decorative style lighting fixtures for the building elevations that can be viewed from Parrish Lane and any parking lot lighting fixtures used in the area between the building and the street. City staff may approve the lighting style design. However, any disagreement shall return to the Planning Commission for resolution.

4. The new 7' utility easement along the east property line shall be reviewed and accepted by the City.
5. All wall-based or ground equipment shall also be screened from view of the public street, either through man-made elements or by plant materials as part of the landscape design.
6. All required utility provider sheets be completed and deemed acceptable by the City staff by the time any construction permits are issued by the City.
7. The final site plan approval shall be subject to the payment of applicable bonding, fees, and other related development costs, as defined in the City's fee schedule.

SUGGESTED REASONS FOR THE ACTION:

- a. The Planning Commission finds the final site plan submittal, with the above conditions being addressed, the proposed development has satisfied the applicable General Development Standards [Chapters 12-43, 12-51, 12-52] and the Parrish Lane Design Guidelines [Chapter 12-63].
- b. The Planning Commission finds that the Parking Modification is based on such factors as, national average peak demand rates, use of interior seating capacities, and the specific business model operation of Sonic facilities. Additionally, that the drive-through is providing just over double the required stacking of 5 vehicles in the queuing lane (*see Parking Study provided with the final site plan submittal*).

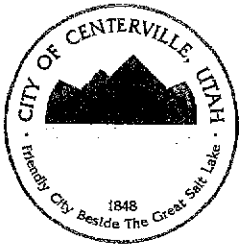
CONDITIONAL USE PERMIT (CUP) – Staff Suggested Motion:

PROPOSED ACTION: I hereby make a motion for the Planning Commission to approve a Conditional Use Permit (CUP) for Sonic Restaurant to be located at 250 West Parrish Lane, with the following conditions:

1. The development of the property shall be subject to the approved final site plan as submitted and reviewed by the Commission on February 26, 2014, subject to any future allowed amendments as defined in City Ordinances.
2. The design layout of the Sonic Restaurant use shall maintain a common circulation route for the western parking area located on adjacent property (*i.e. tire store – these two properties share a common access drive*).
3. All required utility provider sheets be completed and deemed acceptable by the City staff by the time any construction permits are issued by the City.

SUGGESTED REASONS FOR THE ACTION:

- a. After reviewing the CUP approval criteria as listed in Section 12-21-100 of the Zoning Ordinance, the Planning Commission finds the following:
 - i. The property is suitable for the development of a fast-food restaurant.
 - ii. With the condition regarding maintaining common access route, there no other issues needing mitigating or preventive measures for safeguarding the immediate surroundings (*e.g. site is located in a commercial intensive area*).
 - iii. After reviewing the Traffic Study, there is sufficient traffic capacity for the proposed fast-food use.
 - iv. Subject to the submittal of all required service utilities and any conditions indicated, there are adequate services available to the site.



CENTERVILLE CITY

COMMUNITY DEVELOPMENT DEPARTMENT

655 North 1250 West • Centerville, Utah 84014 • (801) 292-8232 • Fax: (801) 292-8251

January 10, 2014

Charles Ashley
CEI Engineering
3108 SW Regency Parkway Suite 2
Bentonville AR 72712

Re: Planning Commission Approval

Dear Mr. Ashley:

On January 8, 2014, the Centerville City Planning Commission made a motion to accept the conceptual site plan for Sonic Restaurant to be located at 250 West Parrish Lane, with the following directives:

1. The applicant must submit a final site plan application in accordance with Section 12-21-100 of the City's Zoning Ordinance.
2. An application and approval for the conditional use permit is required before the fast-food use can be operated.
3. A Parking Modification Request must be submitted and a decision rendered by the Planning Commission regarding whether the parking requirements may be reduced from ordinance requirements.
4. A storyboard shall be submitted with the final site plans depicting all colors and materials to be used on the proposed building and parking canopy. Additionally, the use of primary color schemes in building design is to be a muted variation for use of such strong colors (exception: corporate logos and images on signs).
5. The proposed median may create a circulation problem for the tire store concerning the parking located to the west of the tire store and the final plans must address and provide a resolution.
6. 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
 - e. The integration of an undulating berm along Parrish Lane
 - f. Depiction of a landscaping theme throughout the site that may include, rock features, types of gravel, or specific shape of planting beds.
 - g. Vegetation around all walkways should be emphasized
 - h. At least 26% of on-site landscaping shall be in drought tolerant plantings
7. 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 from a public street.
8. 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.
9. All proposed locations for the use of monument or freestanding signage must be depicted on the final plans.
10. 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 and canopy lighting. The plans must address how the lighting will be directed downward and shielded sufficiently so light splay is not directed horizontally and competes with the pathway lighting
 - c. The location and use of the required streetscape pedestrian lighting
11. The final plans must address the required streetscape standards, including the consideration of the following:
- a. The use of a landscape wall integrated with unique landscaping such as decorative rock and gravel, the artistic design of the property will meet the intent of the Water, Art, and Furnishings for the site.
 - b. All pedestrian pathways that cross through vehicular areas are to be stamped-colored concrete.
12. All existing, modified, or new easements and utilities must be shown on the final site plan. Applicant shall address cross-access, drainage, and public utility easement issues with final site plan.
13. The project is subject to all other City regulations, including drainage, utility, fire, building and other applicable development codes or specifications.
14. The project is subject to all related impact fees, bonding requirements, and professional service fees, as listed in the City's Fee Schedule.
15. Applicant shall comply with all local, state and federal remediation and environmental quality requirements for remediation of the property and shall provide the City with copy of acceptable remediation plan and/or soils report as determined necessary by City prior to issuance of building permit.

If you have questions, please contact the Community Development Department at 801-292-8232 and we will be happy to assist you.

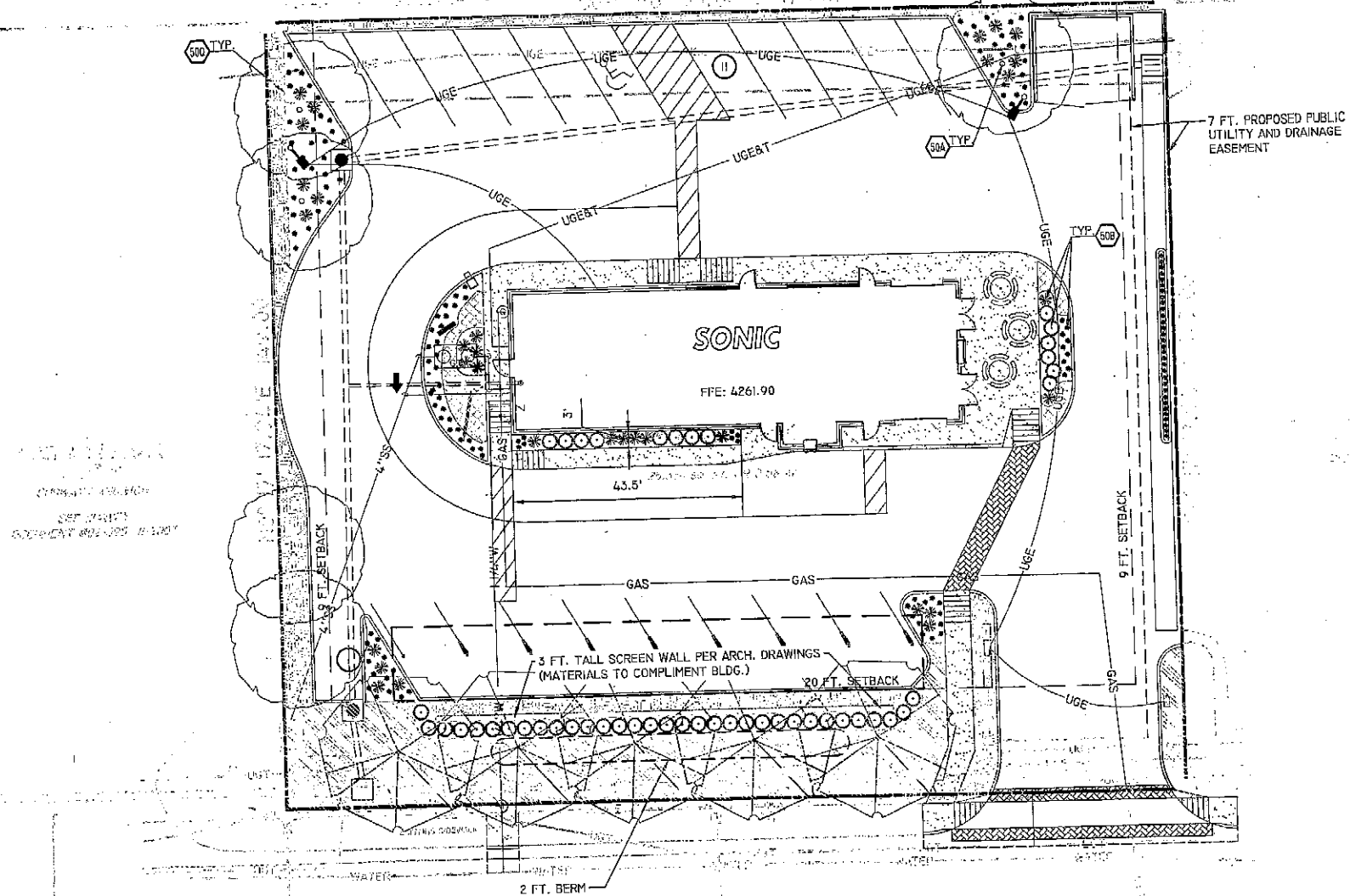
Respectfully,



Corvin M. Snyder, AICP
Community Development Director

This letter has been compiled from preliminary draft meeting minutes, not from the official approved meeting minutes. You may request a copy of the official approved minutes from the City Recorder, Marilyn Holje, 801-295-3477, when they are made available.

Any person, or any officer, department, board or bureau of the City, adversely affected by a decision made in the administration or interpretation of a provision of this Title may appeal to the Board of Adjustment as provided in Subsection 12-21-200(d)(1) of the Centerville City Zoning Ordinance. A complete application for









Centerville
250 West 400 North
Centerville, UT 84014
Store #6439
2-19-14



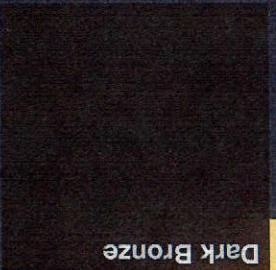
StackedStone Kurastone – Desert



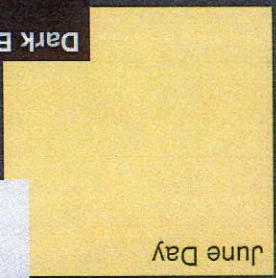
Plymouth Brick – Crimson



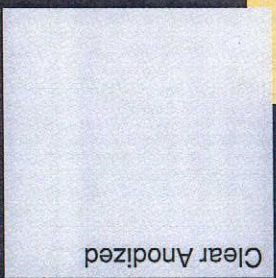
Sandstone – Desert Beige



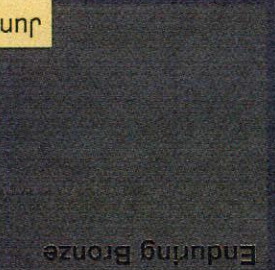
Dark Bronze



June Day



Clear Anodized



Enduring Bronze

AccuLite™**POLARIS™**

Project: _____

Fixture Type: _____

Location: _____

Contact/Phone: _____

Cat. No.: DR _____

Series Lamp Volts Beam Options

DR - HALF ROUND
FULL CUT-OFF SECURITY LIGHTING
WIDE THROW OPTICS**PRODUCT DESCRIPTION**

The Polaris™ decorative wall mounted security and accent luminaire is offered with wide throw optics.

IDA Seal of Approval The full cut-off optics of Polaris™ downlighting luminaires meet the International Dark Sky Association specifications for full cut-off luminaires

PRODUCT SPECIFICATIONS

Optics IES Full cut-off wide throw reflectors

"Dark Sky" Half Sphere Styling Polaris luminaires with wide throw optics meets IES and International Dark Sky Association full cut-off standards

"Easy-Install" Mounting Mounts to a standard 3 1/2" or 4" junction box • Using the built-in level, align the bracket and secure it • Hang the luminaire and secure with heavy duty set screws

Construction Heavy duty die cast aluminum housing
• Concealed cover screws secure the door assembly
• Lens is secured mechanically and sealed with a silicone rubber gasket, no silicone sealants are used • Stainless steel external hardware • Tempered glass lens

Emergency Lighting* Emergency CF ballasts for 0°C to 55°C or -18°C to 55°C • 12V emergency circuit (CF & HID) for one or two MR11 lamps • 120V emergency circuit (CF & HID) for double contact bayonet base quartz lamps

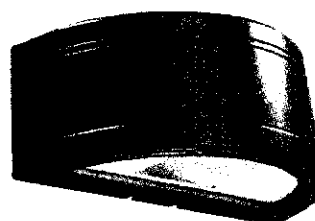
Auxiliary Lighting* Double contact bayonet base quartz lamp • Cold start/Hot restrike • Hot restrike only

Lampholder HID: Specification grade porcelain, medium base • Compact Fluorescent: 4-pin electronic

Finish Polyester powder coat finish • Bronze, black or white

Ballasts Low temperature starting magnetic • Probe Start MH -30°C, Pulse Start MH -40°C, HPS -40°C
• Electronic CF -18°C

Certification Certified to UL1598/CSA C22.2 250
• Suitable for wet locations • IDA Full Cut-Off

**PHOTOMETRICS****Optical Assembly Wide Throw DR150PS-QT-L**

Lamp	150PS
Lamp Lumens	12,500

Forward Light

Luminaire Lumens	4,651
% Lamp Lumens	37.2%
Low FL (0° - 30°)	7.7%
Mid FM (30° - 60°)	27.6%
High FH (60° - 80°)	1.9%
Very High FVH (80° - 90°)	0.1%

Back Light

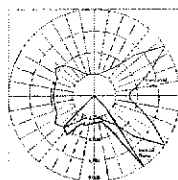
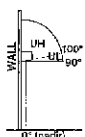
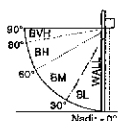
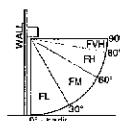
Luminaire Lumens	4,370
% Lamp Lumens	35.0%
Low BL (0° - 30°)	7.8%
Mid BM (30° - 60°)	25.1%
High BH (60° - 80°)	2.1%
Very High BVH (80° - 90°)	0.1%

Up Light

Luminaire Lumens	0
% Lamp Lumens	0.0%
Low UL (90° - 100°)	0.0%
High UH (100° - 180°)	0.0%

Trapped Light

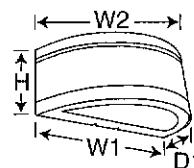
Luminaire Lumens	3,478
% Lamp Lumens	27.8%



Wide throw distribution
IES Classification: Type I
150W clear pulse start metal halide
LL10704-01B
Cut-Off Classification: Full Cut-off
Clear lamp, Lumen rating - 12,500
Downward Efficiency 86.8%,
Maximum Candela Angle: 35H / 35V

DIMENSIONS

DR Series	W1	W2	R	H
	Width @ Bottom	Width @ Top	Radius	Height
	18 1/8"	17 3/4"	9 1/4"	7 1/8"



† See "Emergency Lighting - Emergency Ballast" specification sheet for full description.



Catalog Number

Project

Type

Features & Specifications

Construction

Constructed with a full cutoff die cast aluminum housing. A tempered clear glass lens protects the optical system. Gasketed side hinge door for a weatherproof seal. Stainless steel hardware.

Optical System

Made for medium mounting heights ranging from 12' to 18'. Two piece pinged aluminum reflector. Meets Dark Sky requirements for full cutoff fixtures.

Electrical System

Provided with a medium base 4KV pulse rated socket. Fixtures are available with up to 175W Metal Halide or 150W High Pressure Sodium, and 32W-42W Fluorescent light sources. Wall Packs come with an option of Multi-Tap (120V, 208V, 240V, 277V), 480V high power factor ballasts, 120V NPF ballasts, or 120V Fluorescent ballasts depending on the light source and wattage chosen.

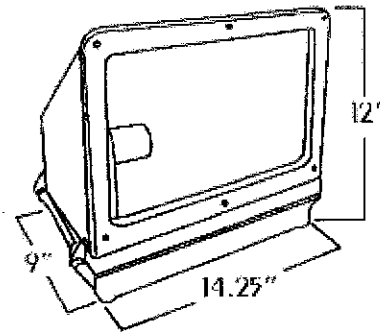
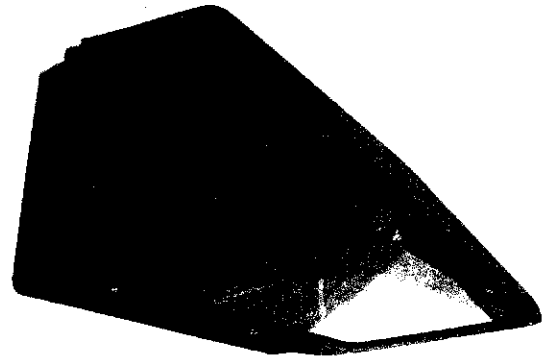
Mounting

Built in template for mounting to electrical boxes. Threaded 1/2" and 3/4" NPT knockouts provided on side and rear of fixture.

Finish

A Super Durable Polyester powder coat finish is electrostatically applied. Standard colors available: Black, Bronze, White, OD Green, US Green. Custom colors available upon request.

MWP SERIES MEDIUM CUTOFF WALL PACK



Est Shipping Weight:
18 lbs

Please contact your Techlight Sales Representative for more information.

Ordering Nomenclature

Ex: (Medium Cutoff Wall Pack 150W Pulse Start Metal Halide, Multi-Tap, Bronze = MWPB9A-CO-BZ)

MWPB					
SERIES MWPB	LIGHT SOURCE	VOLTAGE	CUTOFF	EMERGENCY BALLAST	FINISH
	1 = 70W PSMH	A = Multi-Tap ¹	CO = CUTOFF	B = 90 Minute	BK = BLACK
	2 = 100W PSMH	B = 480V		Emergency	BZ = BRONZE
	3 = 175W MH			Backup Ballast	GR = OD GREEN
	4 = 70W HPS			(Only available	WH = WHITE
	5 = 100W HPS			with 42W Fluores-	SP = SPECIAL
	6 = 150W HPS			cent Model)	
	8 = 50W HPS NPF				
	9 = 150W PSMH				
	10 = 50W PSMH				
	12 = 42W FLUOR				
	13 = DUAL 32W FLUOR				
	14 = DUAL 42W FLUOR				

1-50W HPS is only offered with a 120V NPF Ballast, 42W & 32W Fluorescent is provided with a 120V Ballast. Use Multi-Tap designation when ordering.

TECHLIGHT INC.
214.350.0591

2707 SATSUMA DRIVE
800.225.0727

DALLAS, TX 75229
WWW.TECHLIGHTUSA.COM



FEATURES & SPECIFICATIONS

APPLICATION — The VBL Large Vertical Burn Shoebox is a high-performance luminaire designed for site / area lighting. It is the perfect choice for lighting large open areas for safety and security. Wide roadway applications, parking areas, or even wall mount applications for security lighting are all suitable applications for this fixture.

CONSTRUCTION — The housing and door frame are constructed of formed aluminum. The flat tempered glass lens is sealed in place and a door gasket is provided for weather tight protection. A top cap is provided for easy access and maintenance. ETL listed for wet locations.

FINISH — A Super Durable Polyester powder coat finish is electrostatically applied in our state of the art paint facility. Standard colors available: Black, Bronze, US Green, White. Custom colors available upon request.

OPTICAL SYSTEM — Made with a state of the art fully rotatable reflector that uses high gloss components to achieve a precise photometric distribution. Vertical lamp position for optimum efficiency and lamp life. The fixture is a full cut-off light fixture and is Star Light Friendly with a flat lens only.

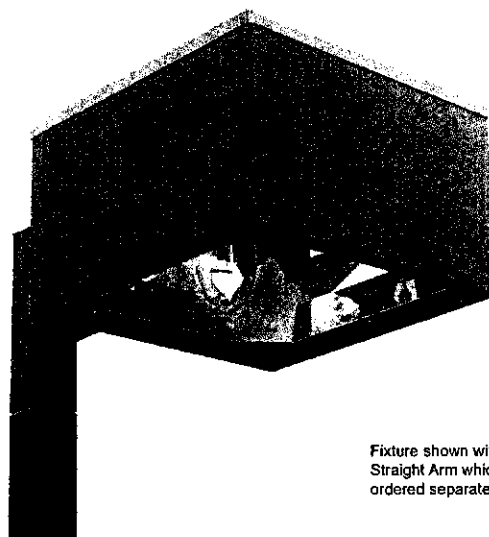
ELECTRICAL SYSTEM — Available in 400W thru 1000W standard metal halide, pulse-start metal halide, and high pressure sodium. Comes standard with a 4KV pulse rated mogul base socket. Each 60HZ CWA multi-tap or 480V ballast is pre-wired and installed for convenience.

MOUNTING — Standard mounting options include 3" and 12" Straight Arms with internal bolt guides for square and round pole mounting on shoebox models. Yoke Mount and Spider Mounts are also available.

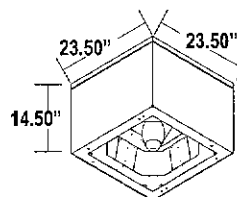
Catalog Number	
Project	Type



Large Vertical Burn Shoebox VBL SERIES



Fixture shown with VSA Straight Arm which is ordered separately.



Series	Housing Height	Length & Width	EPA
VBL	14.50"	23.50" x 23.50"	3.9

ORDERING INFORMATION

Choose the bold face options for the appropriate luminaire configuration for your application and enter on the line above each fixture attribute. Accessories may be factory installed, depending on the particular accessory chosen, but still be ordered as a separate line item.

Example: **VBLAF7BA2-PS-BZ**

VBL							
Series	Mounting ²	Reflector	Wattage/Source	Voltage	Lens	Pulse-Start	Finish
VBL	A Arm Mount	K Type II Roadway	1B 1000W Metal Halide	A Multi-Tap ¹	1 Sag	PS Pulse-Start	BK Black
	Y Yoke Mount	L Type III Parking	2B 1000W High Pressure Sodium	B 480V	2 Flat		BZ Bronze
	S Spider Mount	H Type IV	3B 400W Metal Halide	C 5-Tap ³			GR US Green
		G Type IV Automotive	5B 450W PS Metal Halide				WH White
		C Type V Faceted	6B 750W PS Metal Halide				SP Special ⁴
		E Type V High Performance	7B 350W PS Metal Halide				
		F Type V Square	8B 320W PS Metal Halide				
		M Type V Automotive	9B 775W PS Metal Halide				
			10B 750W High Pressure Sodium				
			11B 875W PS Metal Halide				
			12B 575W PS Metal Halide				

Accessories (Order as separate line items)

VSA-S⁵	3" Straight Arm	S133	Large 4 Sided Shield
VSA	12" Straight Arm	S117	Large Vandal Shield
VBLSBY	Large Yoke Mount		
VBLSY	Large Spider Mount		
S84	Large Back Side Shield		
S115⁶	Large 2 Sided Front Side Shield		
S127	Large 3 Sided Front Side Shield		

NOTES

- Multi-Volt is 120/208/240/277V wired 277V.
- The mounting option specifies how the fixture is to be drilled for the various mounting options that are ordered separately.
- 5-Tap is 120/208/240/277/480V wired 480V.
- Custom RAL color matching is available. Contact your Techlight sale representative for additional information.
- VSA-S Arm cannot be used when pole mounting fixtures at 90° increments.
- S115 shield must be specified as left or right sided shield from the mounting side point of view.

MEMORANDUM

Date:	January 31, 2014	TG:	13274.00
To:	Chip Ashley, CEI Engineering		
From:	Brent Turley, PE		
Subject:	Centerville Sonic Restaurant – Parking Study		

The Transpo Group has been requested to document a parking study and analysis for the proposed Centerville Sonic Restaurant. This parking study was requested because the proposed number of parking spaces is slightly lower than what is required by the City of Centerville for "fast-food restaurant" developments. This parking study will (1) review the proposed development with respect to the existing City standard, (2) compare this against national parking studies, and (3) discuss how the project differs from typical fast-food restaurants and how that would impact parking demand.

Proposed Development versus City Standard

The project would construct a Sonic fast food restaurant in place of the existing Rays Muffler auto service shop on Parrish Lane in Centerville, Utah. The latest Sonic site plan shows a total of 20 parking spaces off-site. The drive-thru area has the ability to stack up to 11 vehicles without impacting on-site traffic circulation or adjacent city streets. The latest plans for the site show the Sonic restaurant as having a gross floor area (GFA) of 2,308 square feet, and an interior sitting capacity of 40 seats.

The City of Centerville Zoning Code Chapter 12-52 provides the standards for parking spaces. This chapter states that "fast-food restaurants" should have "1 space per 100 square feet of GFA" of general parking spaces, and for stacked spaces (drive-thru area) "five (5) per lane". Table 1 shows how the proposed development compares to the city standard.

Table 1. Parking Spaces – City Standard versus Proposed

	City Standard ¹	Proposed	Difference
Off-Street Parking Spaces	23 spaces	20 spaces	3 spaces less
Stacked Spaces for Drive-Thru	5 spaces	11 spaces	6 spaces more

1. City of Centerville Zoning Code Chapter 12-52

As shown in Table 1, the proposed development has more than sufficient area for stacked spaces (six more than standard), but off-street parking spaces is three spaces less than standard.

National Parking Studies

Over three decades of data have been compiled by the Institute of Transportation Engineers (ITE) to understand the average parking demand of fast-food restaurants. This research has been compiled in the ITE publication *Parking Generation* (4th Edition, 2010).

For "fast-food restaurants with drive-through window", ITE *Parking Generation* identifies an average rate of 10.0 vehicles per 1,000 square feet of GFA during peak weekday parking periods. This is equivalent to "1 space per 100 square feet" listed in the City standards. For Saturdays, the rate is lower at 8.7 vehicles per 1,000 square feet (or 1 space per 115 square feet).

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ITE *Parking Generation* also provides parking demand based on number of seats. The rate for the weekday peak period is 0.40 vehicles per seat, suggesting 16 parking spaces is the number needed for the anticipated 40 seats, 4 less than proposed.

ITE *Parking Generation* also identifies the variability of parking demand for fast-food restaurants. For example, a parking rate of 7.3 vehicles per 1,000 square feet of GFA was higher than a full third of all sites surveyed. In other words, the average rate shown in ITE *Parking Generation* and in the City standards may not reflect the anticipated parking demand of the specific fast food restaurant being proposed.

Parking at Sonic Restaurants

Sonic restaurants in the past have operated differently than most typical fast food restaurants in that "sit-down" patrons typically sit in their personal vehicles to eat rather than exiting the vehicle for dining areas inside the restaurant. While the Sonic restaurant as proposed does have inside seating, a portion of its planned design is consistent with this in-vehicle sit-down business format. This impacts parking demand in two ways:

- Higher turnover reduces absolute peak demand for parking spaces. In-vehicle patrons do not spend time entering or exiting the building, so each patron spends less time on site than at typical fast-food restaurants. This time savings can increase the parking turnover rate for those patrons such that less parking spaces are needed in the same amount of time.
- Risk of off-site parking is very small. The risk of patrons parking on-street or nearby to access the site would be very small given the nature of the business. On the rare event that patrons find on-site parking spaces fully utilized, they would likely shift to the drive-thru lane or choose a different business.

Study Findings

The findings of the parking study for the proposed Centerville Sonic Restaurant are as follows:

- The development would have 20 off-street parking spaces, 3 less than the City standard. The drive-thru lane would accommodate 11 vehicles, more than double the City standard.
- The national average peak parking demand rate per 1,000 square feet of GFA for fast-food restaurants is 10.0 for weekdays and 8.7 vehicles for Saturdays. The proposed development provides 8.7 spaces per 1,000 square feet of GFA.
- The national data set has a wide variety of sample data with well over a third of the rates being much smaller than 8.7 vehicles per 1,000 square feet of GFA.
- Based on the interior seating capacity of 40 seats, the national average rate of 0.40 seats per vehicle suggests 16 parking spaces are needed, 4 less than proposed.
- The development's business model creates a higher turnover of parking spaces, creating a smaller peak demand than average fast-food restaurants.
- The risk of on-site parking demands to create off-site parking problems or traffic safety issues on public streets is very small.

Based on this analysis of parking, the current number of spaces at the proposed development will adequately accommodate expected demands, will not impact public safety, and will not create adverse land use impacts.

Executive Summary

This section provides an executive summary of the Traffic Impact Study through a set of frequently asked questions (FAQs).

What is the project?

The project would construct a Sonic fast food restaurant in place of the existing Rays Muffler auto service shop on Parrish Lane in Centerville, Utah. The year of opening is anticipated to be 2014. Access to the site would remain unchanged, with a direct access to Parrish Lane and cross-access with the business to the east. Figure 1 illustrates the project site and the surrounding vicinity. A preliminary site plan is illustrated in Figure 2.

What impact does the project have on traffic?

Based on a very conservative estimate of project trip generation, the project would generate approximately 58 net new AM peak hour trips (27 inbound and 31 outbound) and 103 net new PM peak hour trips (53 inbound and 50 outbound). Project traffic would represent less than 2 percent of the with-project AM and PM peak hour traffic volumes at off-site study intersections.

All signalized intersections are anticipated to operate at an acceptable LOS during the AM and PM peak hour with or without the project. Queue lengths would be acceptable with or without the project.

Delays at the unsignalized driveways would continue to operate at similar conditions with or without the project. During the PM peak hour the driveways would operate at LOS E or F, which is typical for unsignalized driveways along a multi-lane state arterial during peak traffic conditions. The maximum queue lengths for vehicles exiting the site driveway during PM peak hour conditions would be 2 to 3 vehicles, based on conservative trip generation assumptions.

Since the proposed access is less than 200 feet from nearby driveways, a UDOT Variance Request is required. However, the access will not degrade the efficient flow of traffic on the highway in terms of safety, capacity, travel speed, or other functional features of the state highway. It is recommended that the Variance Request be approved.

What mitigation measures are recommended?

No mitigation measures are recommended.