

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, APRIL 13, 2016, AT THE CENTERVILLE CITY COMMUNITY CENTER AND CITY HALL COUNCIL CHAMBERS, 250 NORTH MAIN STREET, CENTERVILLE, UTAH. THE AGENDA IS SHOWN BELOW.

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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 and on NovusAgenda at the following link: <http://centerville.novusagenda.com/agendapublic>

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 Kevin Daly**
- D. **MINUTES REVIEW AND ACCEPTANCE – March 23, 2016**
- E. **COMMISSION BUSINESS**

- 7:10 1. **PUBLIC HEARING | CENTERVILLE DEUEL CREEK HISTORIC DISTRICT**
 [Postponed from March 23, 2016 meeting]
 Consider the proposed Zone Map and Code Text Amendment for the Centerville Deuel Creek Historic District (Chapter 12-49), which includes boundary modifications (400 East from Parrish Lane to Porter Lane, east side only) and addressing commercial building incentives
 Centerville City, Applicant

- 7:30 2. **PUBLIC HEARING | CODE TEXT AMENDMENTS FOR THE SOUTH MAIN STREET CORRIDOR (SMSC) OVERLAY ORDINANCE (CHAPTER 12-48)**
 [Postponed from March 23, 2016 meeting]
 Consider the Code Text Amendments for the South Main Street Corridor (SMSC) Overlay Ordinance, which includes the City Council directives and changes to the South Main Street Corridor (SMSC) Public Space Plan
 Centerville City, Applicant

- 7:55 3. **OPEN SPACE / SENSITIVE LANDS PRESENTATION BY COMMUNITY DEVELOPMENT DIRECTOR [Postponed from March 23, 2016 meeting]**

- 8:25 4. **COMMUNITY DEVELOPMENT DIRECTOR'S REPORT**
 - PC Meeting on April 27, 2016
Dave Bell R-H Rezone; Rohletter Small Subdivision Waiver & Rezone; 347 Subdivision Small Subdivision Waiver and CUP; The Cove @ Deuel Creek Est Small Subdivision Waiver

- 8:30 F. **ADJOURNMENT**

PRELIMINARY DRAFT

PLANNING COMMISSION MINUTES OF MEETING

Wednesday, March 23, 2016

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

Kevin Daly
Cheylynn Hayman
David Hirschi, Chair
Gina Hirst
Scott Kjar
Logan Johnson
Becki Wright

STAFF PRESENT

Corvin Snyder, Community Development Director
Lisa Romney, City Attorney
Brandon Toponce, Assistant Planner
Kathy Streadbeck, Recording Secretary

VISITORS

Interested Citizens

PLEDGE OF ALLEGIANCE

OPENING COMMENT/LEGISLATIVE PRAYER Chair Hayman

MINUTES REVIEW AND APPROVAL

The minutes of the Planning Commission meeting held March 9, 2016 were reviewed and amended. Commissioner Johnson made a **motion** to approve the minutes as amended. The motion was seconded by Commissioner Wright and passed by unanimous vote (7-0).

PUBLIC HEARING | THE MANOR AT LUND LANE | 77 WEST LUND LANE -
Consider the proposed applications: Request #1: Zone Map Amendment from A-L
(Agricultural-Low) to R-L (Residential-Low), 4.85 acres; and Request #2: (Pending Actual
Rezone Approval) Conceptual Subdivision Plan, 12-Lots. Phil Holland, Wright
Development Group, Applicant.

Commissioner Johnson recused himself from this matter.

1 Brandon Toponce, Assistant Planner, reported the applicant desires to rezone (zone map
2 amendment) their property from Agricultural-Low (A-L) to Residential-Low (R-L) and then
3 subdivide the property into twelve (12) lots, which calculates to approximately 2.47 units per
4 acre. The R-L zone permits four (4) units per acre. Mr. Toponce reviewed the criteria for a
5 rezone approval explaining the proposed use is consistent with the General Plan, is harmonious
6 with surrounding uses, does not appear to pose an adverse effect on its surroundings, and has
7 adequate services available for each lot. Overall, staff recommends approval of the rezone.

8
9 Mr. Toponce reviewed the conceptual site plan for the proposed development of twelve
10 (12) lots. He explained each lot is a bit different in size but all lots are larger than required for the
11 R-L Zone. He said the 12-lot subdivision includes the existing home as one of the lots, so only
12 11 properties will be available for build. He reviewed the proposed setbacks, street frontage, lot
13 widths, and required public utility easements. He explained the preliminary plans will be
14 required to show all setbacks, buildable pads, sidewalk, curb and cutter, street improvements,
15 utilities, and fire protection. All properties and driveways will front on Lund Lane. Mr. Toponce
16 reviewed the Subdivision Ordinance with regard to the proposed plan. He explained the
17 Ordinance states the City may require a mid-block walkway for blocks over 800 feet in length.
18 The proposed lots exceed this 800-foot length but staff believes a walkway is unnecessary for
19 this subdivision since Main Street has an existing dedicated sidewalk, the road to the west will
20 have a completed sidewalk, and there is no knowledge of future development to the south. Staff
21 has requested a soil report due to concerns of fill dirt on the property. In addition, the applicant
22 will be required to work with City staff on an appropriate drainage plan. Overall, staff is
23 comfortable with the proposed subdivision concept and recommends approval.

24
25 Commissioner Wright asked how the existing home is calculated into the proposed
26 density. She asked if the proposed 4-foot park strip is standard or if the Commission could
27 require a greater width for appropriate street trees and public space. She said the Commission has
28 discussed (previous past meetings) proactive planning and urban trails. She said this may be an
29 opportunity to require a greater public space since the mid-block walkway is not being required.

30
31 Cory Snyder, Community Development Director, said the density calculation includes all
32 lots, even the existing home. He said the only allowable use in the R-L Zone is single-family.
33 Mr. Snyder explained Lund Lane is owned by both Centerville City and Farmington City. The
34 municipal boundary runs down the middle of Lund Lane. He said Centerville's public utility
35 easement runs along the south side of Lund Lane. Any street improvements will be required to
36 the south side of Lund Lane only. He also explained the City is only allowed to ask for the
37 standard 4-foot park strip as required per City Ordinance. He said the Commission could ask the
38 applicant their opinion on a greater public space, but cannot require it.

39
40 Chair Hirschi said Lund Lane always seems to be in disrepair and improvements have
41 always been a challenge because of the dual ownership. He encouraged staff to use this

1 opportunity to work with Farmington City and make the necessary road improvements to better
2 this area and community. Commissioner Wright said the staff report mentioned a complete
3 street plan per the City Engineer. She said the applicant should make the necessary
4 improvements as if a full road repair were to be completed.

5
6 Phil Holland, applicant, said the R-L Zone is the biggest zone in Centerville. He said the
7 R-L Zone allows up to 4-units per acre but they have chosen to go with larger lots (2.43 units per
8 acre) because of the surrounding area which includes A-L Zones. He believes the larger lots will
9 help maintain the feel of the community in this area. He said all standards and ordinances as
10 discussed and required will be completed for the project. He plans to follow the ordinances as
11 outlined. He agreed the mid-block walkway does not make sense because it would end in the
12 middle of the block at the property line, essentially making a sidewalk to nowhere.

13
14 Lisa Romney, City Attorney, explained there are two (2) applications for this applicant.
15 The first application is for the rezone from A-L to R-L. This is a legislative process and the City
16 Council will provide the final approval for the proposed rezone. The second application is for the
17 conceptual subdivision plan, i.e., the proposed layout for 12 lots. She explained the rezone would
18 permit 4-units per acre which is allowed regardless of the accepted conceptual subdivision plan.

19
20 Chair Hirschi opened the public hearing for both the zone map amendment (rezone) and
21 the conceptual site plan.

22
23 Chris Cutler said he owns the A-L property to the south of this site. He said he would
24 prefer this property remain A-L as well. He said the applicant could slightly increase the lot sizes
25 to ½-acre allowing the A-L Zone to remain. He said most of this area is agricultural and should
26 be allowed to remain as such. He also agreed the mid-block walkway would lead to nowhere and
27 is unnecessary because it would dead end at his horse pasture.

28
29 Lisa Robinson said she too lives in the vicinity and her property is also zoned A-L. She
30 too would prefer a ½-acre lot subdivision that is kept agricultural. She said larger lots will help
31 maintain the diversity of the community. She also said Centerville residents have been very clear
32 they prefer lower density in Centerville.

33
34 Brent Robinson also requested the property remain A-L. He said he has no aversion to
35 development but believes it could be nicely developed with ½-acre lots. He said the majority of
36 Centerville is already R-L and this area should be kept as A-L. He expressed concern that the R-
37 L Zone will tempt the developer to amend his plan and increase it to the permitted 4-units per
38 acre. He said keeping the A-L Zone will ensure the community gets a larger ½-acre lot
39 development.

1 Mila Cutler said she would like the A-L Zone to stay. She expressed concern with child
2 safety. She said this development will bring more children to the area and will put them at risk as
3 they will be next to her horse property which can be dangerous.

4 Josh Christensen said he recently purchased a home in the area because of the large lots
5 and open feel. He would prefer it stay that way.

6
7 John Higley said he is happy to see a larger lot development concept rather than a high
8 density, small lot development like the one to the west recently built on the Frontage Road. He
9 said Centerville will continue to grow and develop and this is a good option for this area that will
10 help encourage compatible future development.

11
12 Seeing no one else wishing to comment, Chair Hirschi closed the public hearing.

13
14 Mr. Snyder explained the higher-density project to the west was a development of mutual
15 benefit. He explained the City and this neighborhood got a much needed, significant water
16 drainage system upgrade and in return the development got a slightly higher density allotment.

17
18 Mr. Holland thanked the public for their comments. He reviewed the zoning map for this
19 area showing the majority of the area is zoned R-L with a limited A-L Zone remaining. He said
20 the only reason these properties have not rezoned to R-L is because they have been owned by the
21 same families for years. He projected the entire area will develop at some point in the future and
22 said his larger lot concept will be beneficial when that happens because it will allow the City to
23 require development similar to those existing. He said he has no intention of maximizing the
24 density for this development. He said this is the best plan for the market.

25
26 Commissioner Daly asked if the applicant would still be required to install street
27 improvements if the rezone was not approved. Commissioner Wright questioned how many lots
28 would be possible if the developer chose to increase the development to the permitted 4-units per
29 acre.

30
31 Mr. Snyder said any development, whether in the A-L Zone or the R-L Zone, would be
32 required to make all necessary street improvements. However, he is unsure if a development
33 would be cost effective if the density was too low. He also said he is unsure how many lots
34 would be possible at 4-units an acre as there are many factors involved. The Commission
35 speculated that a potential of 15 lots may be possible.

36
37 Chair Hirschi made a **motion** for the Planning Commission to accept the Zone Map
38 Amendment for the property located at 77 West Lund Lane from Agricultural-Low (A-L) to
39 Residential-Low (R-L), and to recommend approval to the City Council.

40

Reasons for the Action:

1. The proposed amendment meets the requirements found in Section 12-21-080(4)(e).
2. The proposed Zone Map Amendment meets the goals and objectives of the General Plan concerning Neighborhood 4 [Section 12-480-5].
3. Adequate facilities are located within the subject property along Lund Lane [Section 12-21-080(e)(5)].
4. Any further conceptual plat acceptance by the Planning Commission is subject to approval of the rezone by the City Council.

The motion was seconded by Commissioner Kjar.

Chair Hirschi said although this carves out a small portion of the A-L Zone there is also several R-L zones in the vicinity including residential uses across the street in Farmington. He said the proposed development is the least impacting option for this area.

Commissioner Kjar said the residential lots across the street in Farmington are substantially smaller than the lots proposed for this development. He said the proposed lot sizes are very nice and will make for an upscale development that will greatly enhance the area.

Commissioner Wright disagreed. She said the lots are so close to the ½-acre mark she believes the A-L Zone could remain and the developer would only lose one lot. She is not comfortable allowing 4-units per acre for this area.

Commissioner Hayman expressed concern that rezoning this property will box in the A-L Zone creating an island. She agreed the layout is nice but is worried this will create a domino effect for future smaller lot development.

Mr. Snyder reminded the Commission that a finding related to the four (4) approval criteria would need to be called out if the rezone is not recommended. He said the General Plan encourages R-L development for this area.

Commissioner Wright said she does not believe the proposed development is harmonious with surrounding uses. She said keeping this property A-L is consistent with the character for this area and will still allow the applicant to develop.

Mr. Snyder said, as a planner, he does not see a reasonable way to deny the rezone. He said the plan for the future is to move toward development. He said the purpose of the A-L Zone is to allow animals and a ½-acre lot cannot adequately accommodate horses or other farm animals. He said the General Plan defines both A-L and R-L as low density. Centerville's General Plan policy is to move to low density 4-units per acre lots. The proposed plan follows that policy.

1 Chair Hirschi said the proposed concept will set an acceptable precedent for future
2 development in this area. This will allow future Commissions to require the same large lot, high
3 standard. He agreed A-L does not serve the purpose of the General Plan policy for the future.
4

5 Chair Hirschi called for **vote** on the motion. The motion passed with a roll-call vote (5-1).
6 Commissioner Wright opposed.
7

8 Commissioner Wright said she does like the proposed layout and believes it will bring
9 some diversity to the area but also believes compatible development is possible while
10 maintaining the A-L Zone. Commissioner Hayman thanked the developer for maximizing the lot
11 sizes and said she would be disappointed if this changes to maximize density. Commissioner
12 Hirst said she likes the proposed development and lot sizes and she too would be disappointed if
13 the density was increased from this original concept.
14

15 Commissioner Kjar made a **motion** for the Planning Commission to accept the
16 Conceptual Subdivision Plat for The Manor at Lund Lane Subdivision, located at 77 West Lund
17 Lane, subject to the following directives:
18

- 19 1. Conceptual subdivision acceptance is subject to the rezone approval by the City
20 Council.
- 21 2. The applicant shall submit an application for a preliminary plat and meet all the
22 standards found in Chapter 15-3 of the Subdivision Ordinance.
- 23 3. The preliminary plat shall indicate the following information:
 - 24 a. Correct setbacks standards found on Table 12-32-1 of the Zoning Ordinance
 - 25 b. Buildable pad on each lot.
 - 26 c. A 4-foot sidewalk, 4-foot park-strip, curb and gutter and extension of asphalt as
27 needed. All public improvements shall meet City specifications and be bonded
28 for by the developer.
 - 29 d. Three public utility easements on each lot with the front easements measuring 10
30 feet and all other sides measuring 7 feet.
 - 31 e. Adequate fire protection including all existing fire hydrants and any new fire
32 hydrants as required by the Fire Marshal.
- 33 4. All driveways for each lot shall be located off Lund Lane.
- 34 5. A soils report and drainage information shall be submitted to City staff for review.
- 35 6. Utility provider sheets shall be submitted indicating all utility providers can service
36 each lot.
- 37 7. The midblock access as stated in Section 15-5-101(5) of the subdivision should not be
38 required for this development.
39

Reasons for Action (findings):

1. The conceptual plat acceptance is subject to the rezone approval by the City Council from A-L to R-L [Section 12-21-080(d)(4)].
2. The conceptual subdivision is in harmony with the General Plan [Section 12-480-5].
3. The new subdivision meets the objectives for development within a Residential-Low Zone [Section 12-30-020(b)(1)].
4. It appears all applicable development standards for development within an R-L Zone have be satisfied [Table 12-32-1].
5. It appears all general requirements for all subdivisions have been satisfied [Chapter 15-5].
6. All applicable standards found in the Subdivision Ordinance pertaining to a conceptual subdivision application have been satisfied [Chapter 15-2].
7. Staff does not believe the midblock pedestrian access as stated in Section 15-5-101(5), is necessary since Main Street has a dedicated sidewalk, there is no knowledge of future development to the south, and eventually the road to the west of the project will be completed with an additional sidewalk.

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

PUBLIC HEARING | BARTILE ROOFS | 725 NORTH 1000 WEST - Consider the proposed Amended Site Plan for Bartile Roofs on property located at 725 North 1000 West, for the purpose of constructing new storage sheds. Lewis Evans, Bartile Roofs Inc., Applicant.

Commissioner Johnson rejoined the meeting.

Cory Snyder, Community Development Director, reported the applicant desires to construct three (3) large storage buildings on his property and possibly reconfigure some of the parking on site. The purpose of the site plan amendment is to house most of the current outdoor product storage. The site does not currently comply with the architectural, landscaping, and parking provisions of the current ordinances and is required to come into compliance unless the expansion is less than 30% of the floor area. The applicant desires to limit the new construction to just below the 30% threshold. The applicant previously built some storage sheds in the northeast corner of the property without proper approvals. Those sheds will need to be brought into compliance as well. The proposed new buildings and the unsanctioned sheds will be required to meet current architectural and building standards. The applicant will address drainage and public utility easements as required. The applicant will be required to install parking lot landscaping dependent of the parking lot reconfiguration. Overall, staff believes the proposed changes to the site will enhance the site by upgrading the condition and appearance as encouraged by the General Plan.

1 Commissioner Daly said the applicant may choose to remain under the 30% threshold for
2 these improvements but questioned if the applicant could choose to do another upgrade in the
3 future, again staying under the 30% threshold, and again be exempt from coming into
4 compliance. Mr. Snyder said that any additional improvements after this point would require full
5 compliance. He said the record will show that the applicant is over the 30% with any additional
6 upgrades.

7
8 Lewis Evans, applicant said there is currently about 400 pallets of product outside. He
9 plans to build the sheds in order to move all this outside storage into covered buildings. He said
10 they have had plans to upgrade the site for some time but are just recently in a position to do it.
11 He said these improvements will clean up the site and improve the area. He said he will work
12 with staff on the parking configuration and landscaping, but said this is an industrial operation
13 and he does not intend to install too much landscaping. He reviewed the site plan and the history
14 of the site explaining the drainage, current parking configuration, easements, and property lines.

15
16 Chair Hirschi opened the public hearing. Seeing no one wishing to comment, he closed
17 the public hearing.

18
19 Commissioner Hayman made a **motion** for the Planning Commission to accept the
20 Conceptual Site Plan for the Bartile Roofs Inc. Site to construct the proposed accessory storage
21 buildings subject to the following directives:

- 22
- 23 1. The allowable floor area of the new constructed accessory buildings must be less than
24 30% of the existing gross floor area of the current buildings.
 - 25 2. The final site plan submittal must provide the calculation of each existing building
26 and the new buildings to verify compliance with the less than 30% allowance, as
27 addressed in the "Nonconforming" provisions of the Zoning Ordinance.
 - 28 3. All new building construction design must comply with the architectural design
29 requirements of the Industrial-High Zone.
 - 30 4. The final site plan submittal must address the non-approved building construction
31 located in the northeast corner area of the site as follows:
 - 32 • Compliance with applicable Building Codes, as deemed appropriate by the City's
33 Building Official
 - 34 • Compliance with the I-H Zone architectural design provisions
 - 35 5. The final site plan shall address the required internal parking lot landscaping
36 provisions for "Parking" in the Zoning Ordinance.
 - 37 6. The final site plan submittal must address the issues identified by the City Engineer,
38 as mentioned in this report.
 - 39 7. All the parcels be combined into one property.
 - 40 8. The developer shall provide all recorded and proposed easements for the property.

1 The motion was seconded by Commissioner Daly.

2
3 Commissioner Kjar said this is a good opportunity to improve this site. He said Bartile
4 has been a part of Centerville for a long time and he is happy to see the City work with the
5 applicant to bring this site into conformance.

6
7 Chair Hirschi expressed concern with the parking. He said it makes sense to upgrade the
8 parking and improve the circulation according to current ordinances. Mr. Snyder explained the
9 parking is an ongoing discussion to determine what is actually feasible.

10
11 Chair Hirschi called for **vote** on the motion. The motion passed by unanimous roll-call
12 vote (7-0).

13
14 **PUBLIC HEARING | CENTERVILLE DEUEL CREEK HISTORIC DISTRICT -**
15 **Consider the proposed Zone Map and Code Text Amendment for the Centerville Deuel**
16 **Creek Historic District (Chapter 12-49), which includes boundary modifications (400 East**
17 **from Parrish Lane to Porter Lane, east side only) and addressing commercial building**
18 **incentives. Centerville City, Applicant.**

19
20 Brandon Toponce, Assistant Planner, reported the Planning Commission previously
21 reviewed and recommended approval of the Deuel Creek Historic District. The City Council
22 reviewed the matter as well and requested several changes to the Ordinance including increased
23 incentives, expansion of the District, and clarification on the relationship between the Historic
24 District and the South Main Street Corridor Overlay (SMSC). The Landmarks Commission
25 reviewed the City Council request and recommends approval of the proposed amendments. The
26 Planning Commission is now being asked to review these proposed amendments and forward a
27 recommendation onto the City Council for final approval.

28
29 Mr. Toponce reviewed the Historic Landmark Register, contributing properties, and non-
30 contributing properties. He reviewed the proposed incentive program explaining the potential
31 loss in revenue to the City, which is insignificant (only 0.2%). The proposed incentives will
32 hopefully encourage property owners to maintain the historic value of their homes and the
33 historic nature of this area. He reminded the Commission that participation in the Historic
34 District is strictly voluntary. He said there are eleven (11) properties on Main Street that could
35 contribute to the Historic District. He explained these homes would have the option to participate
36 in the Historic District or upgrade to the South Main Street Corridor (SMSC) standards. He said
37 the SMSC District and the Historic District standards are similar in style and would blend well.

38
39 Mr. Toponce reviewed the proposed boundary modification. It is proposed the Historic
40 District be expanded to include the east side of 400 East. The rear boundary will follow the rear
41 property lines of each of the homes along this street. This is not a new concept, but rather an idea

1 that has been discussed and/or raised by all bodies that have reviewed this Ordinance. He said
2 the proposed amendments are consistent with the General Plan and clarifies the incentive
3 program and the District boundary.
4

5 Commissioner Daly asked for clarification regarding contributing properties on Main
6 Street, the Historic District and the SMSC plan. He is concerned there may be confusion on
7 which ordinance trumps which. He wants to make sure there is coordination between the SMSC
8 Overlay and the Historic District program. Mr. Toponce explained that if a contributing property
9 chooses to maintain the historic nature of their home and participate in the incentive program
10 then they are not required to upgrade to the SMSC Overlay standards. If a contributing property
11 on Main Street chooses not to participate in the Historic District then they will be required to
12 comply with the SMSC Overlay standards. He said Section 12-49-110(a) was created to clarify
13 this point. Lisa Romney, City Attorney, suggested this point also be highlighted in the SMSC
14 Overlay language for further clarification.
15

16 Chair Hirschi asked how the proposed SMSC Public Space Plan may be affected by
17 contributing properties within the Historic District. Cory Snyder, Community Development
18 Director, said the Landmarks Commission is not concerned about maintaining the SMSC public
19 space plan if a contributing property chooses to participate in the Historic District. In fact, the
20 Landmarks Commission believes the SMSC public space plan may be a burden and a
21 disincentive to maintaining a historic structure. He explained this idea would leave "gaps" in the
22 SMSC public space plan unless the City chooses to make these improvements themselves within
23 their own public right-of-way.
24

25 Commissioner Wright said there may be other contributing properties just outside the
26 proposed Historic District boundary, e.g. west side of Main Street, south side of Porter Lane, and
27 the north side of Parrish Lane. She questioned why the boundary is not expanded even further to
28 allow some of these homes an opportunity for incentive. Mr. Toponce agreed there are other
29 homes that may be contributing but the original idea was to create a walkable Historic District
30 near the original town site, i.e., Deuel Creek area. He said this is a good start. It may be
31 beneficial to see how the proposed amendment is utilized and perhaps an expansion can be
32 considered in the future.
33

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

37 Commissioner Hirst made a **motion** for the Planning Commission to accept the Zone
38 Text Amendment for Section 12-49-100, and the creation of Section 12-49-110, as stated within
39 the Staff Report dated March 23, 2016 and to recommend approval to the City Council.
40

Reasons for the Action:

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

The motion was seconded Commissioner Hayman.

The Commission discussed at length the possible conflicts between the Historic District and the SMSC Overlay. Several Commission members expressed concern with the potential "gaps" that could be created by contributing properties. The Commission questioned which properties exactly are considered contributing on Main Street, discussing whether there is a string of homes that could leave a significant "gap" within the public space. The Commission agreed a closer look at the Historic District and the SMSC public space plan together may be beneficial to understand the relationship. It was suggested that staff bring back the proposed Deuel Creek Historic District ordinance in its entirety with red-lines. It was also suggested a map showing all contributing properties would also be beneficial. Several Commission members agreed the historic incentive program is appropriate and has value but they would like to review these issues further.

Chair Hirschi made a **motion** to table the previous motion until the next Planning Commission meeting and requested staff bring back the full Deuel Creek Historic District ordinance with redlines and additional information regarding how this historic district and the South Main Street Corridor Plan mix. In addition, staff was requested to bring back a map showing all contributing properties. The motion was seconded by Commissioner Daly and passed by roll-call vote (6-1). Commissioner Johnson opposed stating he believes the Historic District could be passed and these issues could be resolved during the pending SMSC public space plan review.

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

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

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

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

PRESENTATION - OPEN SPACE/SENSITIVE LANDS

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

REVIEW - NOTICING MATRIX FOR ZONING APPLICATIONS

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

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

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT

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

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

David Hirschi, Chair

Date Approved

Kathleen Streadbeck, Recording Secretary

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

**STAFF REPORT
AGENDA: ITEM 1**

APPLICANT: CENTERVILLE CITY LANDMARKS COMMISSION

**APPLICATION: ZONE TEXT AMENDMENT FOR CHAPTER 12-49, DEUEL
CREEK HISTORIC DISTRICT**

**ZONE MAP AMENDMENT FOR THE EAST SIDE OF 400 EAST
FROM PARRISH LANE (400 NORTH) TO PORTER LANE (400
SOUTH) TO BE INCORPORATED INTO THE CENTERVILLE
DEUEL CREEK HISTORIC DISTRICT OVERLAY**

**RECOMMENDATION: ACCEPT THE ZONE TEXT/MAP AMENDMENT AND
RECOMMEND APPROVAL TO THE CITY COUNCIL**

BACKGROUND

On March 23, 2016, the Planning Commission reviewed the amendments to Chapter 12-49 concerning the Centerville Deuel Creek Historic District. The Commission tabled the item and requested more clarity on the impact the district would have on the South Main Street Corridor Zone. In previous meetings the City Council shared this same concern, along with how the incentives would financially affect the city.

While the Landmarks Commission was working on the City Council's requests, the idea of including the east side of 400 East within the district was discussed. This concept was brought up during the preliminary stages of the district by the Landmarks Commission, and also by the Planning Commission and City Council. The Landmarks Commission believes that now would be the perfect time to include the amendment, since Chapter 12-49 was also being amended. At the March 23, 2016 Planning Commission Meeting, the Commissioners did not seem to have a concern with increasing the size of the district, only the impact the district had along Main Street.

This report will first review the financial impact to the community, as requested by the City Council. Secondly, a new section of the Ordinance will be discussed that reviews the properties on Main Street. Finally, the Zone Map Amendment will be reviewed that includes the east side of 400 East from Parrish Lane (400 North) to Porter Lane (400 South) as part of the Centerville Deuel Creek Historic District.

See page 9 for the full text and changes of Chapter 12-49

ZONE TEXT AMENDMENT REVIEW

FINANCIAL IMPACT OF INCENTIVES

The following is a reminder of the classification system used for incentives within the Centerville Deuel Creek Historic District:

Classification

- 1) Historic Landmark Register. Highest recognition of an historic resource found within the Centerville Deuel Creek Historic District. Properties listed on the Official Historic Landmark Register shall be found on the National Register of Historic Places and are subject to the standards found in Section 12-61-050 of this Chapter in relation to additions, alterations and demolition criteria.
- 2) Contributing Property. Any structure constructed 50 years in the past found within the Centerville Deuel Creek Historic District that contributes to the historic character of the district. This shall include all properties listed on the Significant Historic Sites List as defined in Section 12-61-040 of this Chapter.
- 3) Non-Contributing Property. This shall include all properties that do not contribute to the historic character of the district: structures older than 50 years that have been significantly altered as to not resemble the original appearance, new development constructed less than 50 years in the past and future development on vacant ground.

Total Number of Homes

Number of Properties within the Centerville Deuel Creek Historic District	
Categories	Number of Properties
Historic Landmark Register	14
Contributing Properties	100
Non-Contributing Properties	150
Demolition and New Construction	1
Government, School, Place of Worship	5
Total	270

Financial Impact

The following chart is for exterior building permits within the Centerville Deuel Creek Historic District for 2015 and only include the following:

- Addition
- Detached Garage
- Roof Replacement
- Deck/Porch Replacement
- New Dwelling

Financial Impact from the Incentives				
Categories	Number of building permits 2015	Cost	Possible Incentive	Financial loss to the City
Historic Landmark Register	0	0	100%	0
Contributing Properties	4	\$1,768.51	50%	884.25
Non-Contributing Properties	5	\$3,603.31	25%	900.82
Demolition and New Construction	0		0%	0
Total	9	\$5,371.82		\$1,785.07

Additional Notes

- The proposed reduction does not apply to impact fees, bonds, state fees, water connection fees, etc.
- The complete total for a building permit is approximately 1½% to 3% of the total valuation of the project
- The plan check is approximately 2% to 3% of the complete total

Within the year 2015, Centerville had 240 building permits. The overall total revenue for the year was \$771,008.16 with 199,963.35 of this amount being categorized under Building Review Fees. The amount of financial loss to the City for exterior building permits within the Centerville Deuel Creek Historic District would only be approximately \$1,785.07 or .2% of the total revenue.

PROPERTIES ON MAIN STREET

From Parrish Lane (400 North) to Porter Lane (400 South) an overlay zone known as the South Main Street Corridor exists, and must be followed by all new development. The Centerville Deuel Creek Historic District extends along Main Street from Porter Lane to Parrish Lane, on the east side only. This small section within the South Main Street Corridor is zoned C-M (Commercial-Medium) and a small portion within PF-M (Public Facility-Medium), Founders Park, City Hall, and the Whitaker Museum.

The following chart indicates the properties on Main Street:

Properties on Main Street		
Category	Total lots	Possible Incentives
Landmarks Register	2	100%
Contributing	6	50%
Non-Contributing	13	0%

Main Street has 8 properties that would be considered historically significant. The Landmarks Commission should do everything possible to encourage property owners to maintain and save these important structures. All 8 properties should be subject to review by the Landmarks Commission, and if repairs or construction were deemed appropriate, they would be allowed

financial incentives. All new construction on raw ground or after a demolition has taken place would be subject to the South Main Street Corridor Development Standards. Since these required standards already discuss building location, height, and architectural features, the Landmarks Commission believes it would not be appropriate to include additional standards on Main Street. Furthermore, many of the development standards within the South Main Street Corridor promote a more traditional-style of development, which would blend well with the rest of the Centerville Deuel Creek Historic District.

Specific Concerns by the Planning Commission

1. What are the contributing properties on Main Street?
 - **Staff Response:** A list of contributing properties has been provided to the Planning Commission for review. This list identifies those six homes that are considered contributing to the historic integrity of the neighborhood and also the two homes that are found on the National Register of Historic Places.
2. Which becomes more important, Section 12-48, the South Main Street Corridor or Section 12-49, the Centerville Deuel Creek Historic District?
 - **Staff Response:** Both are equally as important. If the eight historic properties continue to maintain the properties as to the historic context, they will remain subject to Section 12-49. However, if the property owner alters the structure such as a front remodel, altering rooflines, removal of key features, or demolish the structure, the building would no longer be considered contributing. When a structure is found to no longer be contributing they would then be subject to Section 12-48. Staff does not believe there is confusion with which ordinance would need to be followed, the structure is only considered contributing or non contributing.
3. If the contributing properties do not have to meet the South Main Street Corridor Public Space Plan, it appears that gaps will be created
 - **Staff Response:** Gaps are not necessarily a bad thing. They would give variety to the street and allow the passerby to recognize the property as unique and important from the rest of the street. As long as the property owner keeps their structure as contributing, they would not be required to add the streetscape amenities on their own initiative found in the Public Space Plan. Yet, this same concept is not just in place for historic homes, but for non contributing buildings as well. If a property owner desires to retain their property as it currently sits today, regardless of historic or not, they would also not be required to upgrade to the Public Space Plan. Upgrades to the new Main Street standards are only applicable when a property owner is redeveloping their site. So, the gaps that are spoken of are inevitable all along Maine Street and could be that way well into the future.

However, the City could choose to put in the amenities for the Public Space Plan at anytime at their own expense and desire.

PROPOSED AMENDMENTS (All amendments are shown in blue and red)**Chapter 12-49 – Centerville Deuel Creek Historic District**

- 12-49-010. Purpose.
- 12-49-020. Scope.
- 12-49-030. Permitted and Conditional Uses.
- 12-49-040. General Requirements of Applicability.
- 12-49-050. Property Classification.
- 12-49-060. Property Owner Obligation.
- 12-49-070. Procedures.
- 12-49-080. Property Development Standards.
- 12-49-090. Incentive Criteria.
- 12-49-100. Incentives.

12-49-010. Purpose.

The purpose of creating the Centerville Deuel Creek Historic District, voluntary overlay, is to preserve the integrity and characteristics of the original town site, while educating the community concerning Centerville's past.

12-49-020. Scope.

The Centerville Deuel Creek Historic District shall consist of the geographic area bounded by the east facing side of Main Street from Parrish Lane (400 North) to Porter Lane (400 South), north and south facing sides of Porter Lane (400 South) from Main Street to 400 East, east and west facing side of 400 East from Porter Lane (400 South) to Parrish Lane (400 North) and the south facing side of Parrish Lane (400 North) from 400 East to Main Street.



12-49-030. Permitted and Conditional Uses.

All permitted and conditional uses as allowed within the respective underlying zones stated within Chapter 12-36 of this Title shall still apply to all real property within the Centerville Deuel Creek Historic District.

12-49-040. General Requirements of Applicability.

Development standards as pertaining to the individual underlying zone as stated within this Title, the Centerville City Code, or other laws and standards as set forth by the governing body, shall apply to all real property found within the Centerville Deuel Creek Historic District except to the extent such provisions are altered within this Chapter.

12-49-050. Property Classification.

(a) Historic Landmark Register. Highest recognition of an historic resource found within the Centerville Deuel Creek Historic Districts. Properties listed on the Official Historic Landmark Register shall be found on the National Register of Historic Places and are subject to the standards found in Section 12-61-050 of this Title in relation to additions, alterations and demolition criteria.

(b) Contributing Property. Any structure constructed 50 years in the past found within the Centerville Deuel Creek Historic District and that contributes to the historic character of the district. This shall include all properties listed on the significant Historic Sites List as defined in Section 12-61-040 of this Title.

(c) Non-Contributing Property. This shall include all properties that do not contribute to the historic character of the district, structures older than 50 years that have been significantly altered as to not resemble the original appearance, new development constructed less than 50 years in the past, and future development on vacant ground.

12-49-060. Property Owner Obligation.

The Historic Preservation Program within Centerville is considered voluntary. Nothing in this section shall be construed to prevent a property owner of record within the Centerville Deuel Creek Historic District from developing his or her property as allowed by the underlying Ordinances found in this Title. Properties as listed on the Historic Landmark Register shall be subject to Section 12-61-100 of this Title in relation to modifications and alterations, which shall be satisfied to participate in the incentives found in 12-49-100.

12-49-070. Procedures.

The Zoning Administrator, or designee, shall contact the applicant to ensure they are aware of the Centerville Deuel Creek Historic District Standards and Incentives as part of the review process for an exterior building permit.

12-49-080. Property Development Standards

These standards have been created to enhance the district area and generate continuity between contributing properties, non-contributing properties and new development. The standards are desirable, yet they are not mandatory. Property owners who do not wish to follow these guidelines shall not receive any incentives as stated within Section 12-49-100 or Section 12-49-110, and shall be subject to all applicable Zoning Standards, fees and governing laws found within this Title for standard development.

(a) Contributing Properties:

(1) Owner of a property considered Contributing as stated in Section 12-49-050, desiring to participate in the Incentive Program shall be subject to the approval standards found in Section 12-61-100(e) of this Title and may also participate within the incentive program as stated herein.

(2) This review shall take place at the time of exterior building permit review with final incentive approval being made by the Zoning Administrator.

(b) Non-Contributing Properties and/or New Development:

(1) Owner of a property considered Non-Contributing as stated in Section 12-49-050, desiring to participate in the Incentive Program shall choose at least four of the following:

Design Standards:

- Façade material consisting of 80% of one of the following: brick, rock, wood, cement fiberboard. The remaining 20% shall consist of like material that is consistent with contributing properties
- Detached Garage *or*
- Garage setback from the front facing building line of the main structure at 18 feet
- Construction of a two-car garage, instead of 3-car garage or larger
- Front porch of at least 25 square feet
- Gable accents consistent with those found within the district

- A driveway curb cut no larger than 18 feet and driveway at its widest point at 20 feet
- Traditional exterior details (such as pillars, shutters, ornamental designs, etc.)
- Bay window
- Dormer windows
- Historic paint colors
- Other architectural features as found throughout the district (this criteria must include a photograph of the inspirational feature)

(2) This review shall take place at the time of exterior building permit review with final incentive approval being made by the Zoning Administrator.

12-49-090. Incentive Criteria.

These incentives shall apply to all property owners of record that have met the above Property Development Standards for those properties designated under Property Classification as found within Section 12-49-050. Property owners who choose not to participate in the development standards shall not receive these incentives and shall be subject to all required Zoning Regulations and Standards as set forth in this Title and all other applicable standards and fees as set forth by the City.

- | (a) All incentives are for exterior projects only, such as:
 - (1) New development
 - (2) Alterations/additions
 - (3) General exterior repairs or rehabilitation that requires a building permit
- | (b) All incentives shall be reviewed and approved by the Zoning Administrator.
- | (c) A certificate shall be given to the property owner stating that the property has been allowed incentives based on the approved standards as stated in Section 12-49-080 and placed with the building permit.
- (d) These incentives shall only be for those properties found within the Centerville Deuel Creek Historic District as specified in Section 12-49-020.
- (e) These incentives shall only apply to properties within the Centerville Deuel Creek District from the date this Chapter was approved by the City Council and shall not be retroactive.
- (f) No incentives shall be given to property owners that have not completed all the required obligations as stated within this Section.

12-49-100. Incentives for all Properties not Located on Main Street

(a) Setback reduction. Setback shall be measured from the building line and a property or designated right-of-way line. Actual setback shall be determined by the property owner prior to approval of any setback reductions. Setback standards in relation to decks and patios shall still apply and follow standards found in Section 12-55-130(g) of this Title, except for approved front porches as indicated in this section.

- (1) Front Yard Setback: 20 Feet
- (2) Front Yard Setback from Porch: 15 Feet
- (3) Side Yard Setback (each side yard): 7 Feet
- (4) Street Side Setback: 18 Feet
- (5) Rear Yard Setback: 18 Feet

(b) Building Permit Review Fee Reduction. All applicants who meet the above criteria found in this Section shall be allowed a tiered reduction on the building permit review fees depending upon the classification of the property and the proposed construction or alteration as follows: (1) 0% reduction for new construction involving the demolition of a Contributing Property or an Historic Landmark Register Property; (2) 25% reduction for new construction (not involving the demolition of a Contributing Property or an Historic Landmark Register Property) or construction involving a Noncontributing Property; (3) 50% reduction for construction involving Contributing Property so long as the Contributing Property retains such classification after the new construction or alterations; and (4) 100% reduction for Historic Landmark Register Property so long as the Historic Landmark Register Property retains such classification and designation after the new construction or alteration. This tiered reduction on building permit review fees shall only be allowed within the Centerville Deuel Creek Historic District for the purpose of encouragement of promoting the preservation of existing contributing properties and encouraging harmony between new and historic architectural and property designs.

12-49-110. Incentives for Properties Located on Main Street

(a) All properties found on the Landmarks Register or considered Contributing shall not be subject to the South Main Street Corridor Zone as stated in Chapter 12-48. Properties that are demolished or altered significantly to the extent they are considered non-contributing the property owner shall then be subject to all standards and requirements of the South Main Street Corridor Zone as stated in Chapter 12-48.

(b) Building Permit Review Fee Reduction. All applicants who meet the property development standards found in Section 12-49-080(a), found in this Section shall be allowed the following reductions on the building permit review fees:

- | | |
|-----------------------|------|
| 1) Landmarks Register | 100% |
|-----------------------|------|

2) Contributing 50%

These reductions shall only be allowed within the Centerville Deuel Creek Historic District for the purpose of encouragement of promoting the preservation of existing contributing properties.

(b) All new construction on Main Street shall follow the guidelines of Chapter 12-48, South Main Street Corridor Zone and shall not receive the incentives as found within this section.

REVIEW AND ANALYSIS OF THE REQUEST

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

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

- **Staff Response:** Section 12-480-8(3), encourages the creation of historic districts. The objectives state this process is to be completed with input from property owners in order to create guiding principles of what the community desires. The Landmarks Commission has used this input and the goals and objectives found in the general plan to create an ordinance for the district.

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

- **Staff Response:** The citizens who participated believed that each property owner should have a choice and not be obligated to follow strict regulations for each home. Yet, they were also concerned that historic homes could be demolished. Finally, they believed that instead of restrictions, incentives might be more beneficial.

The original document, reviewed in 2015, clearly indicated the program is voluntary and that all uses currently allowed by Ordinance would still apply. If a property owner wishes to participate, a list of requirements have been created along with incentives. The City Council desired the incentives be expanded and clarified by the Landmarks Commission prior to enactment of the program. The proposed amendments help to encourage preservation of the overall historic harmony of the neighborhood.

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

- **Staff's Response:** The Landmarks Commission desired to create the Centerville Deuel Creek Historic District to reduce adverse effects. Historic properties within

Centerville may be considered fragile and in need of protection. If no program of preservation is in place, the historic fabric of the original Centerville Town-Site could be lost. Yet, with these amendments, it has placed even more of an incentive for citizens to help preserve the historic fabric.

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

- **Staff Response:** The area is located within an already developed neighborhood with adequate facilities and services. Any future development would be reviewed by City staff to ensure that proper public utilities have been set forth and other zoning concerns have been satisfied.

CONCLUSION

The Landmarks Commission believes they have adequately answered the concerns of the City Council and have created amendments that strengthen the incentive program and further the cause of local preservation. In addition, it appears the proposal is also in harmony with all applicable goals and objectives found within the General Plan and is consistent with previously approved sections within Chapter 12-49 of the Zoning Ordinance.

PLANNING STAFF RECOMMENDATIONS

PROPOSED ACTION: I hereby make a motion for the Planning Commission to accept the Zone Text Amendment for Section 12-49-100, and the creation of Section 12-49-110, as stated within the Staff Report dated March 23, 2016 and to recommend approval to the City Council.

SUGGESTED REASONS FOR THE ACTION:

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

ZONE MAP AMENDMENT REVIEW

BACKGROUND

As stated previously, the idea of expanding the Centerville Deuel Creek Historic District to the east side of 400 East is not a new concept. From the beginning stages, the Landmarks

Commission discussed this option, yet in the end decided to keep the district at its current boundaries. When the Planning Commission and City Council reviewed the proposed Centerville Deuel Creek Historic District, this question came up with both bodies. At the February Landmarks Commission meeting, the group decided to amend the boundaries to include the east side of 400 East. They believed the section from Parrish Lane (400 North) to Porter Lane (400 South), had an important place in history and should be formally celebrated.

PREVIOUS OVERLAY DISTRICT BOUNDARIES

The Centerville Deuel Creek Historic District consisting of the geographic area bounded by the east facing side of Main Street from Parrish Lane (400 North) to Porter Lane (400 South), north and south facing sides of Porter Lane (400 South) from Main Street to 400 East, west facing side of 400 East from Porter Lane (400 South) to Parrish Lane (400 North) and the south facing side of Parrish Lane (400 North) from 400 East to Main Street.



PROPOSED OVERLAY DISTRICT BONDARIES

The Centerville Deuel Creek Historic District consisting of the geographic area bounded by the east facing side of Main Street from Parrish Lane (400 North) to Porter Lane (400 South), north and south facing sides of Porter Lane (400 South) from Main Street to 400 East, **east and west**

facing side of 400 East from Porter Lane (400 South) to Parrish Lane (400 North) and the south facing side of Parrish Lane (400 North) from 400 East to Main Street.



REVIEW AND ANALYSIS OF THE REQUEST

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

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

- **Staff Response:** Section 12-480-8(3) of the General Plan, encourages the creation of historic districts. In addition, one of the objectives encourages the updating of the zoning map to establish historic districts. In December of 2015, the Centerville Deuel Creek Historic District Overlay Zone was approved by the City Council. This amendment incorporates additional lots located on the east side of 400 East. Therefore, the proposed map amendment is consistent with the goals and objectives of the General Plan.

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

- **Staff Response:** The standards created by the Landmarks Commission for the district area, reflect the overall characteristics of the historic neighborhood. These same characteristics can be found on the east side of 400 East. By expanding the district to both sides of 400 East, it will encourage the overall harmony with the surrounding area.

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

- **Staff's Response:** The Landmarks Commission has created the Centerville Deuel Creek Historic District to reduce adverse effects. By expanding the overlay zone to the east side of 400 East, this increases the reduction of adverse effects.

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

- **Staff Response:** The area is located within an already developed neighborhood with adequate facilities and services. Any future development would be reviewed by City staff to ensure that proper public utilities have been set forth and other zoning concerns have been satisfied.

PLANNING STAFF RECOMMENDATIONS

PROPOSED ACTION: I hereby make a motion for the Planning Commission to accept the Zone Map Amendment to extend the Centerville Deuel Creek Historic District to the east side of 400 East, as shown in the Staff Report dated March 23, 2016, and to recommend approval to the City Council.

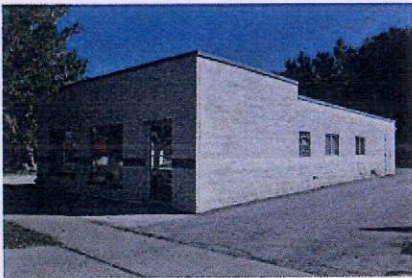
SUGGESTED REASONS FOR THE ACTION:

1. The proposed amendment meets the requirements found in Section 12-21-080(4)(e).
2. The proposed Zone Map Amendment meets the goals and objectives of the General Plan concerning a historic district [Section 12-480-8(3)].

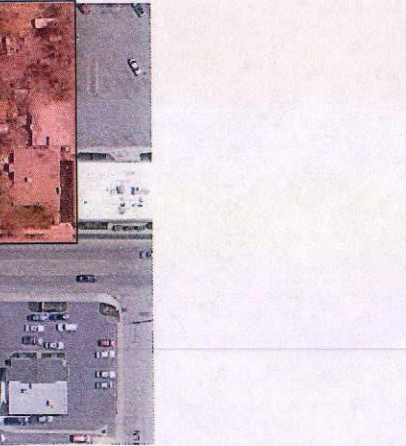
3. Expanding the Centerville Deuel Creek Historic District to include the east side of 400 East will not have a negative impact on the surrounding community.
4. The Landmarks Commission believes the proposed amendment to the overlay zone and will be beneficial to the neighborhood by encouraging further preservation within Centerville.



149 South Main Street
Contributing Property



221 South Main Street
Contributing Property



249 South Main Street
Contributing Property



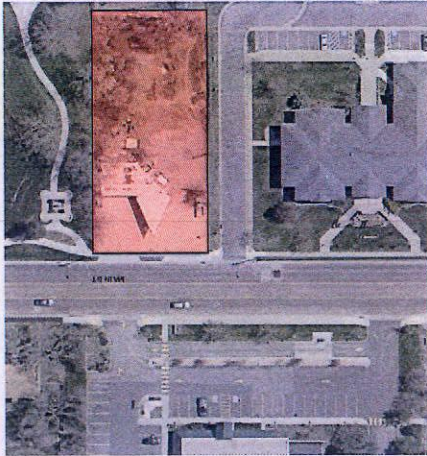
415 South Main Street
Landmarks Register
National Register Listed



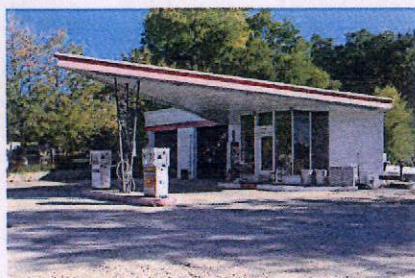
445 South Main Street
Contributing Property
(Outside of the district boundary)



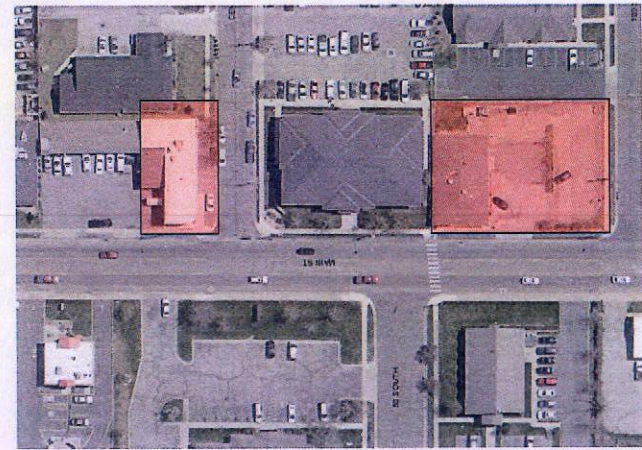
Main Street Contributing Properties



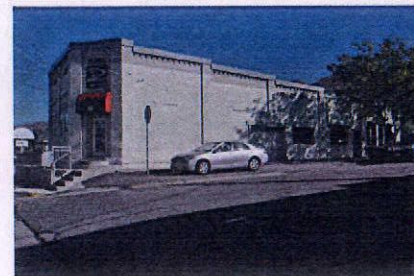
284 North Main Street
Contributing Property
Eligible for the National Register



168 North Main Street
Landmarks Register
National Register Listed



12 North Main Street
Contributing Property



55 South Main Street
Contributing Property



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

PLANNING STAFF MEMORANDUM

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

BACKGROUND

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

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

REQUESTED INFORMATION SYNOPSIS

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

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

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

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

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

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

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

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

Maintenance Protocol for Proposed Centerville Main Street Improvements

March 16, 2016

Colored/stamped concrete

1. Standard Concrete or Colored Concrete

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

2. Concrete unit pavers

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

3. Plant beds General Maintenance

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

4. Irrigation System Maintenance

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

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

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

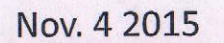
- c. Periodically wipe surfaces with a soft cloth and mild detergent to remove dust and dirt buildup especially after winter season. Abrasive cleaners, brushes. Coarse steel wool and pressure washing should be avoided.
- d. If metal surfaces become scratched deep enough to expose the steel beneath lightly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

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

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

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

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



MGB+A
The Grassli Group

Centerville Pedestrian Streetscape Plan

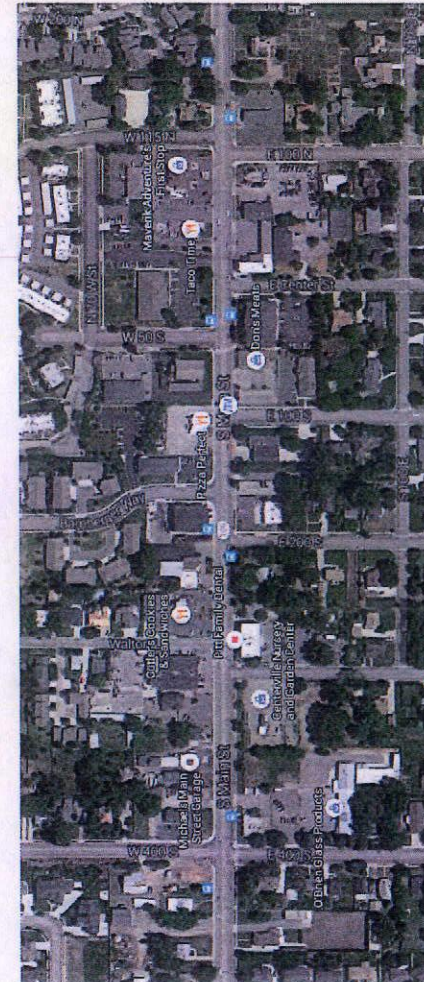
Goals:

1. Enhance the pedestrian environment

- Safety
- Comfort
- Make it interesting

2. Enhance the commercial zone

- Create a sense of arrival
- Encourage Commercial Redevelopment



Nov. 4 2015

MGB+A
The Grassli Group

Streetscape Design Amenities



Paving

- Colored or Textured Concrete
- Unit Pavers

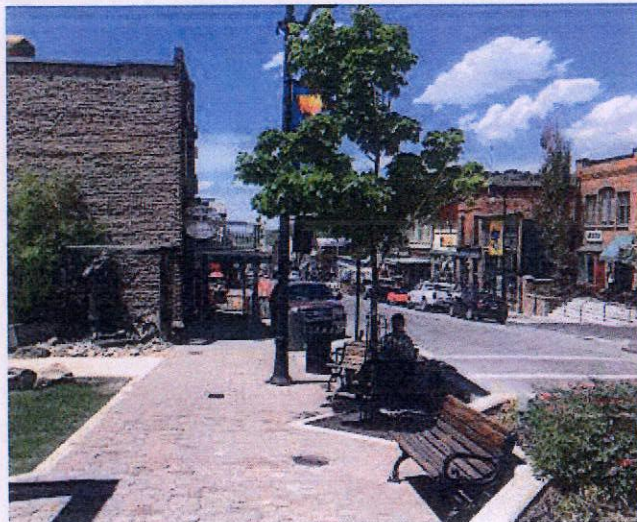
Site Furniture

- Benches
- Trash Receptacles
- Signs
- Light Poles

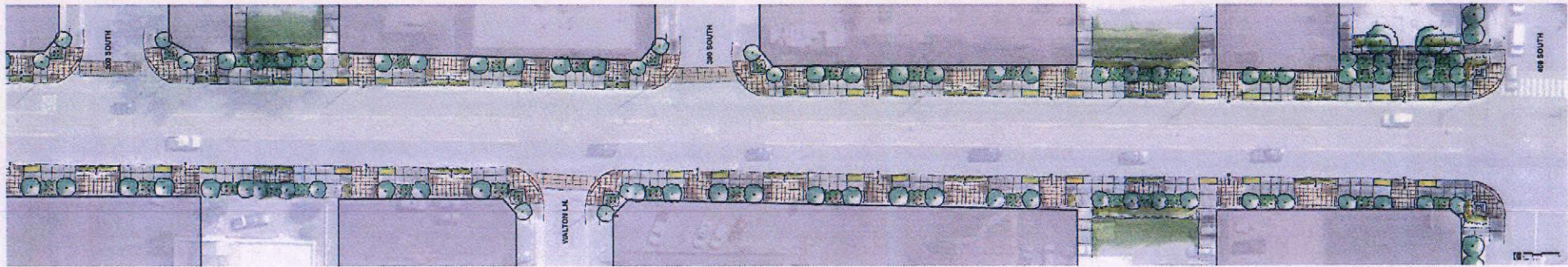
Planting

- Trees & Shrubs
- Ornamental Grass

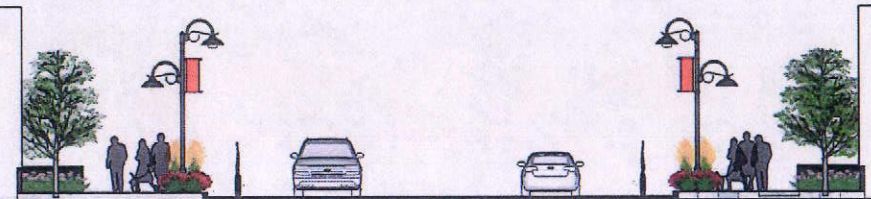
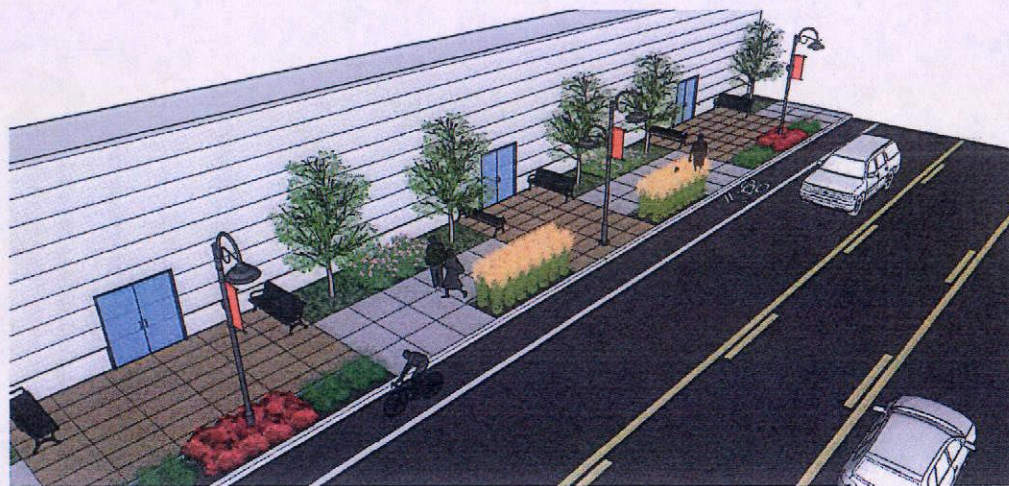
Vertical Elements



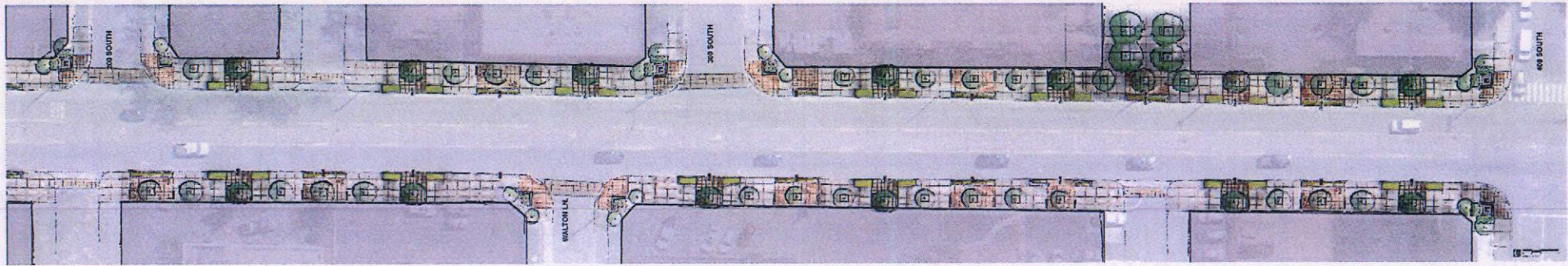
Option 1



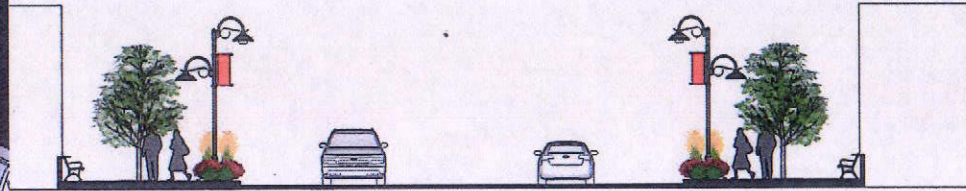
CONCEPT STREETSCAPE PLAN
OPTION 1
CENTERVILLE MAIN STREET



Option 2

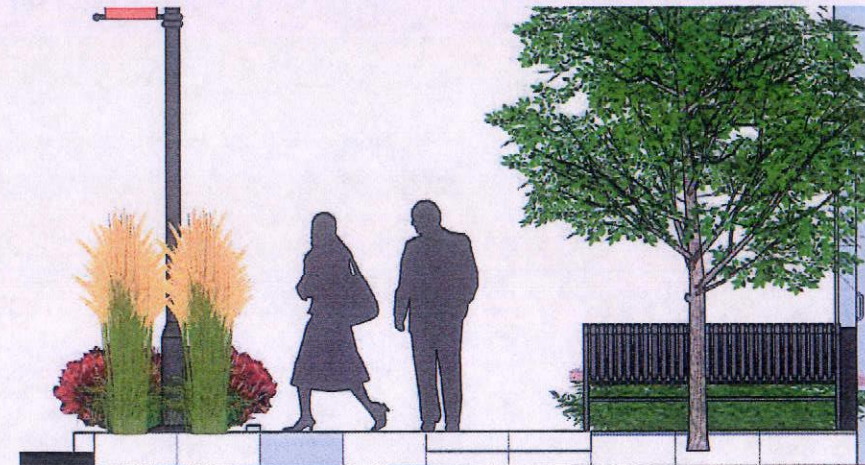
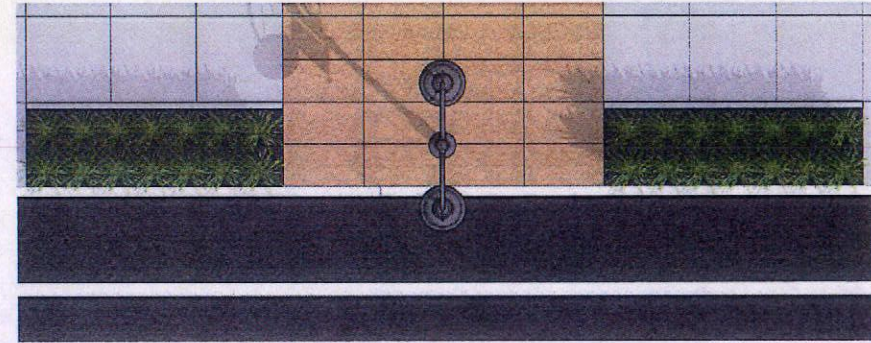


CONCEPT STREETSCAPE PLAN
OPTION 2
CENTERVILLE MAIN STREET



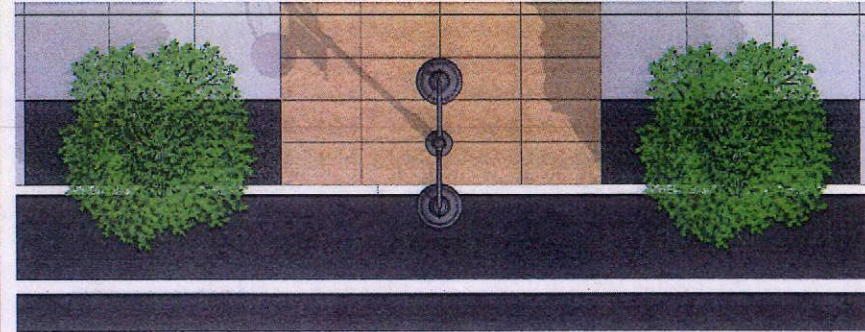
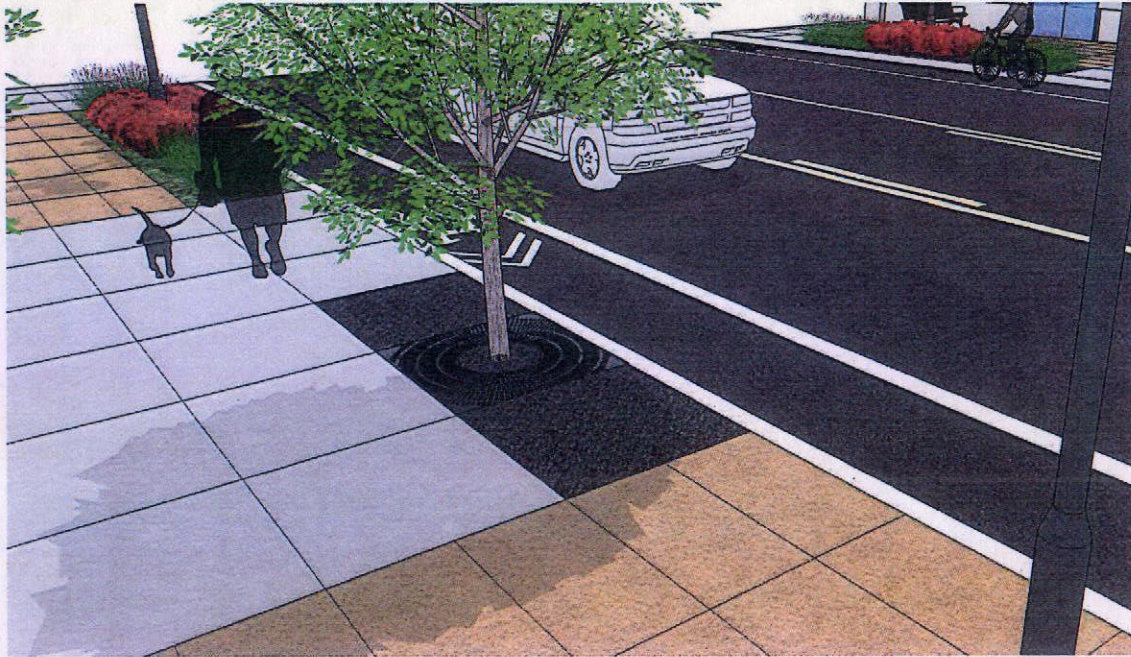
Design Variants for Street Edge

Planter at Grade



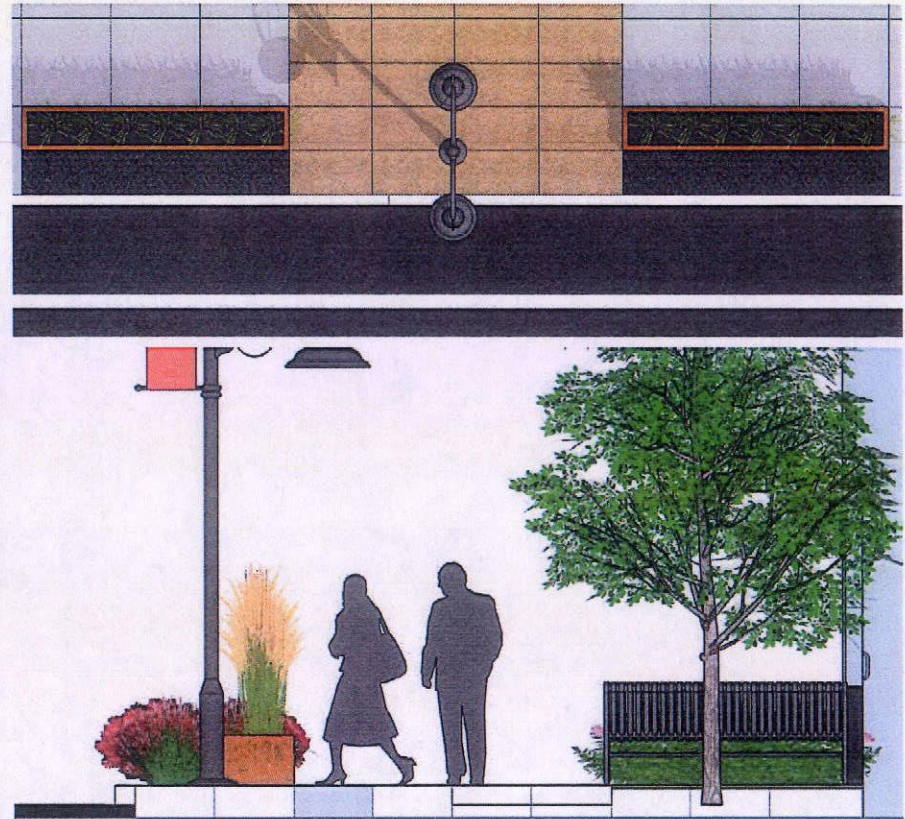
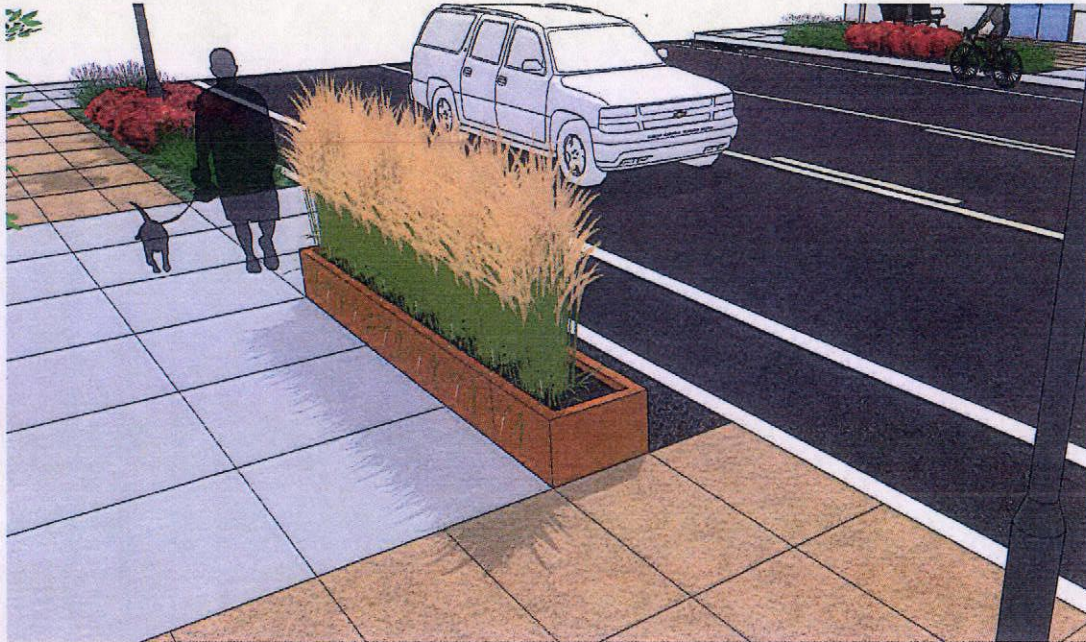
Design Variants for Street Edge

Small Tree in Grate



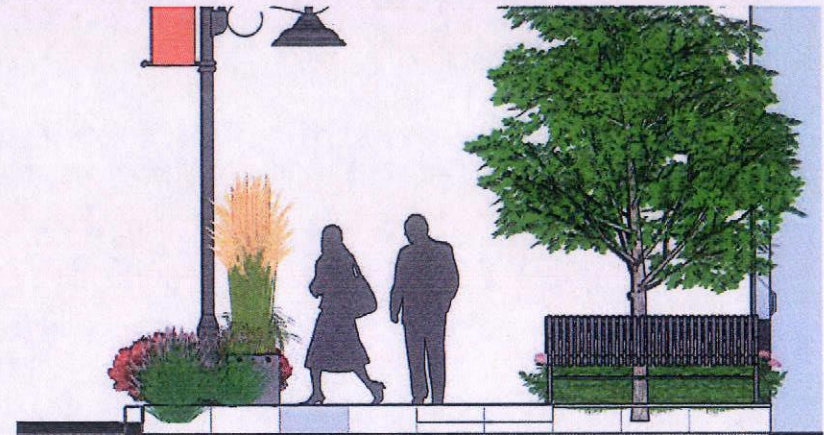
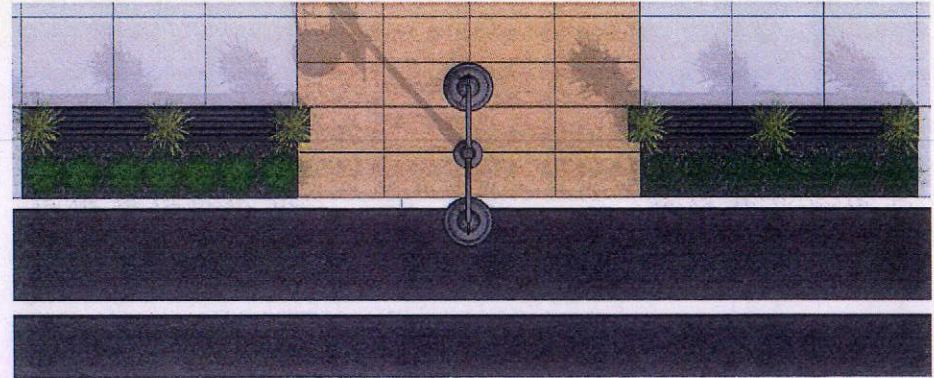
Design Variants for Street Edge

Metal Planter



Design Variants for Street Edge

Bench Planter Combination

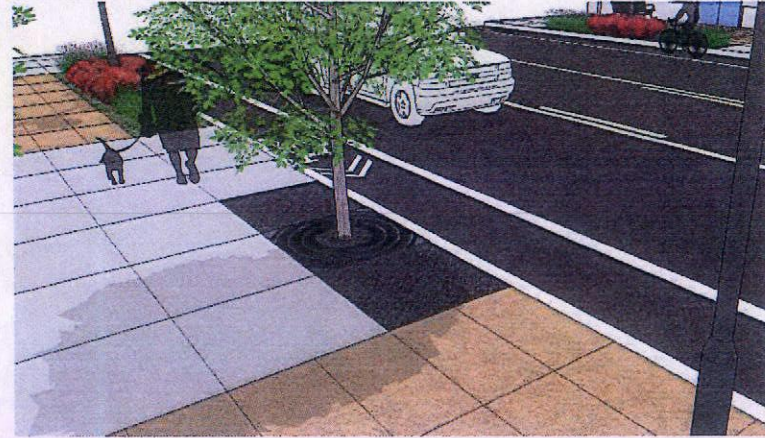


Design Variants for Street Edge

Planter at Grade



Small Tree in Grate



Metal Planter



Bench Planter Combination



I. SMSC PUBLIC SPACE PLAN

[new section] 12-48-180 Public Space Plan

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

a) Public Space Design Sectors

STREET PARK STRIP SECTOR

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

PEDESTRIAN PATH SECTOR

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

BUILDING RBR SPACE/PLAZA SECTOR

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

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

1. Priority Street Park Strip Sector Design Elements:

- A. Sector Location – The Street Park Strip Sector is to be measured beginning from back of curb to a width or depth of at least four feet (4'). Primarily, the Street Park Strip sector shall be used for widening the sidewalk system along Main Street to provide greater surface area with a focus towards pedestrian use. All improvements within this sector shall be appropriately maintained by the adjacent contiguous land owner fronting along the Main Street, unless otherwise established by the City.
- B. Street Park Strip Sector Design and Layout Pattern – The design and layout pattern shall consist of an alternating A/B layout (see example illustrations in this Chapter). Generally, this A/B Design and Layout Pattern is to be implemented in 50 foot segments. The spacing of the A/B Design and

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

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

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

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

2. Priority Pedestrian Path Sector Design Elements:

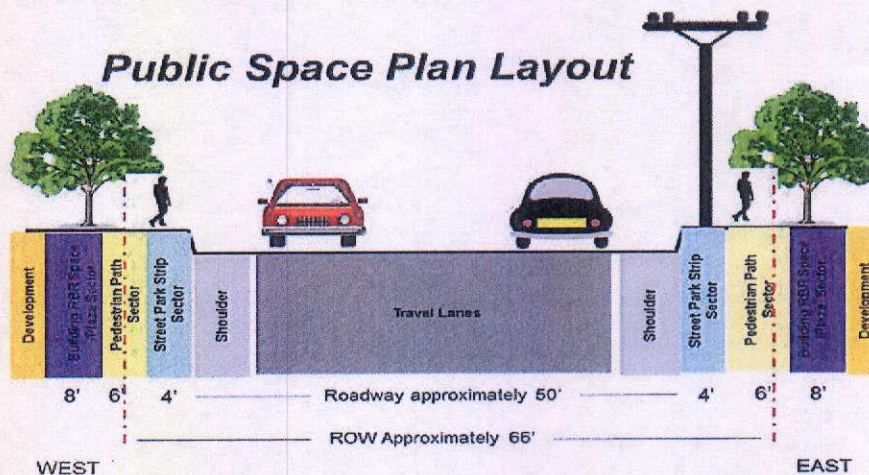
- A. Pedestrian Path Sector Design and Layout Pattern – The design and layout pattern shall consist of an alternating A/B layout (see example illustrations in this Chapter). Generally, this A/B Design and Layout Pattern is to be implemented in 50 foot segments. The spacing of the A/B Design and Layout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

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

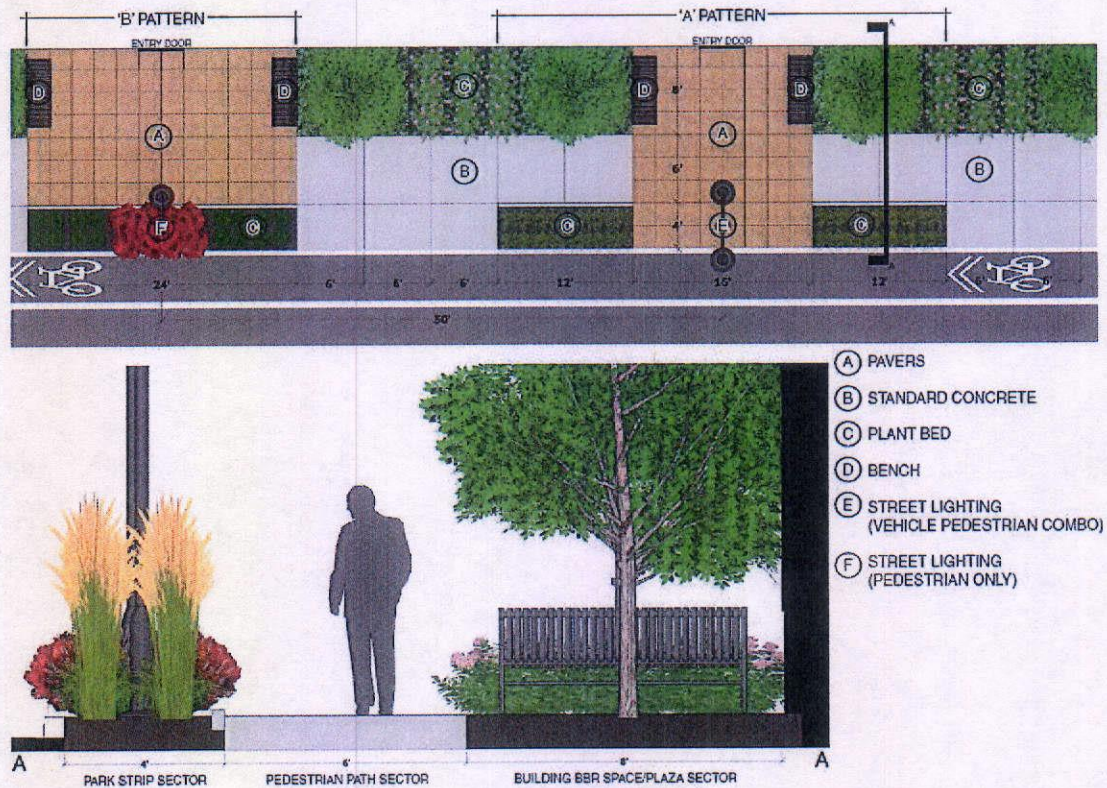
3. Priority Building RBR Space/Plaza Sector Design Elements

- A. Building RBR Space/Plaza Sector Design and Layout Pattern – The design and layout pattern shall consist of an alternating A/B layout (see example illustrations in this Chapter). Generally, this A/B Design and Layout Pattern is to be implemented in 50 foot segments. The spacing of the A/B Design and Layout Pattern may be implemented on a block by block basis dependent upon which property is developed and its relation to established entry points of buildings.
- B. Sector Location – The Building RBR Space/Plaza Sector is to be measured beginning from back of sidewalk and then a width or depth of at least ten feet (10') as part of the Required Build to Range (RBR) of the land being developed.
- C. Building RBR Space/Plaza Sector Uses and Materials – The use of and/or materials within the Building RBR Space/Plaza Sector is to consist of building entry pathways, grasses or lawn, shrubs or flower plantings, and street trees. In addition at least two (2) pedestrian supportive amenities shall be installed in this sector. Such amenities shall include courts/plazas, benches, bike racks, and any other related amenities to support pedestrian activities, as authorized by any final development approval. The use of decorative hard surfacing shall installed that the entry points of all buildings using the A/B Pattern elements that are associated with the Street Park Strip and Pedestrian Path sectors. All hard surfacing shall meet applicable City Specifications for material and colorization.
- D. Placement of Street Trees. Street trees shall be placed at the mid-point of the planting bed area, between the sidewalk and building, in a manner to frame the entry door points. Also tree placement shall be off-set from the spacing of pedestrian streets lighting fixtures of the Street Park Strip sector (see example illustrations in this Chapter) Street trees shall consist of small ornamental or columnar species, so as not to interfere with any overhead utility line and/or pedestrian circulation along the Pedestrian Path Sector. Additionally, the trees shall be regularly spaced along the street frontage in this sector, except where additional plaza or other public space is provided as authorized by any final development approval.

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



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



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



Crash Data:

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

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

Crashes:

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

Process of Changing Speed:

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

Site Distance

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

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

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



LGR Suggested Redlines – April 13, 2016

12-49-100. Incentives for all Properties not Located on Main Street.

(a) Setback reduction. Setback shall be measured from the building line and a property or designated right-of-way line. Actual setback shall be determined by the property owner prior to approval of any setback reductions. Setback standards in relation to decks and patios shall still apply and follow standards found in Section 12-55-130(g) of this Title, except for approved front porches as indicated in this section.

- (1) Front Yard Setback: 20 Feet
- (2) Front Yard Setback from Porch: 15 Feet
- (3) Side Yard Setback (each side yard): 7 Feet
- (4) Street Side Setback: 18 Feet
- (5) Rear Yard Setback: 18 Feet

(b) Building Permit Review Fee Reduction. All applicants who meet the above criteria found in Section 12-49-090 shall be allowed a tiered reduction on the building permit review fees depending upon the classification of the property and the proposed construction or alteration as follows:

- _____ (1) 0% reduction for new construction involving the demolition of a Contributing Property or an Historic Landmark Register Property;
- _____ (2) 25% reduction for new construction (not involving the demolition of a Contributing Property or an Historic Landmark Register Property) or construction involving a Noncontributing Property;
- _____ (3) 50% reduction for construction involving Contributing Property so long as the Contributing Property retains such classification after the new construction or alterations; and
- _____ (4) 100% reduction for Historic Landmark Register Property so long as the Historic Landmark Register Property retains such classification and designation after the new construction or alteration.

(c) Limitation on Incentives. This tiered reduction on building permit review fees shall only be allowed within the Centerville Deuel Creek Historic District for the purpose of encouraging and promoting the preservation of existing contributing properties and encouraging harmony between new and historic architectural and property designs.

Comment [LR21]: Brandon - Is this the correct Section number you want referenced?

Deleted: this

Comment [LR22]: We should probably reverse the listings here to reflect 100% to 0% similar to listing in Section 12-49-110.

Deleted: encouragement of

12-49-110. Incentives for Properties Located on Main Street.

(a) South Main Street Corridor Overlay Zone. All properties found on the Landmarks Register or considered Contributing shall not be subject to the South Main Street Corridor Zone as stated in Chapter 12-48. Properties that are demolished or altered significantly to the extent they are considered non-contributing the property owner shall then be subject to all standards and requirements of the South Main Street Corridor Zone as stated in Chapter 12-48.

(b) Building Permit Review Fee Reduction. All applicants who meet the property development standards found in Section 12-49-080(a) shall be allowed a tiered reduction on the building permit review fees depending upon the classification of the property and the proposed construction or alteration as follows:

(1) 100% reduction for Historic Landmark Register Property so long as the Historic Landmark Register Property retains such classification and designation after the new construction or alteration;

(2) 50% reduction for construction involving Contributing Property so long as the Contributing Property retains such classification after the new construction or alteration.

(c) Limitation on Incentives. These tiered reductions on building permit review fees shall only be allowed within the Centerville Deuel Creek Historic District for the purpose of encouraging and promoting the preservation of existing contributing properties.

(d) New Construction. All new construction on Main Street shall follow the guidelines of Chapter 12-48, South Main Street Corridor Zone and shall not receive the incentives as found within this section.

Comment [LR23]: The changes to this section are intended to mirror the language used in Section 12-49-100 to the extent applicable.

Comment [LR24]: Brandon – Is this the correct section and subsection reference?

Deleted: , found in this Section

Deleted: the following

Deleted: s

Deleted: Landmarks Register . . 100%

Deleted: Contributing . 50%

Deleted: encouragement of

Deleted: b

Cory Snyder

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

Members of the Planning Commission,

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

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

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

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

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

Regards,

Matthew Pierce
Concerned Centerville Citizen
801-403-3897

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Cory Snyder

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

Paul Cutler
801-390-3444

Begin forwarded message:

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

Centerville City Council,

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

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

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

Thanks for your time,

Elisa Ray
(801) 294-0158

Cory Snyder

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

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

Alice Roberts

Cory Snyder

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

City Council, Mayor and Planning Commission,

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

Thank you,
Megan Wells

Cory Snyder

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

Members of the Planning Commission-

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

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

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

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

Thank you,
Rebekah Pierce

Cory Snyder

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

Cheylynn,

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

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

Thank you and best regards,

Spencer

--

SPENCER SUMMERHAYS

Partner - Project Executive

THE BOYER COMPANY

101 South 200 East, Suite 200

Salt Lake City, UT 84111

www.boyercompany.com

ssummerhays@boyercompany.com

T 801.521.4781

D 801.366.7161

C 801.230.3335

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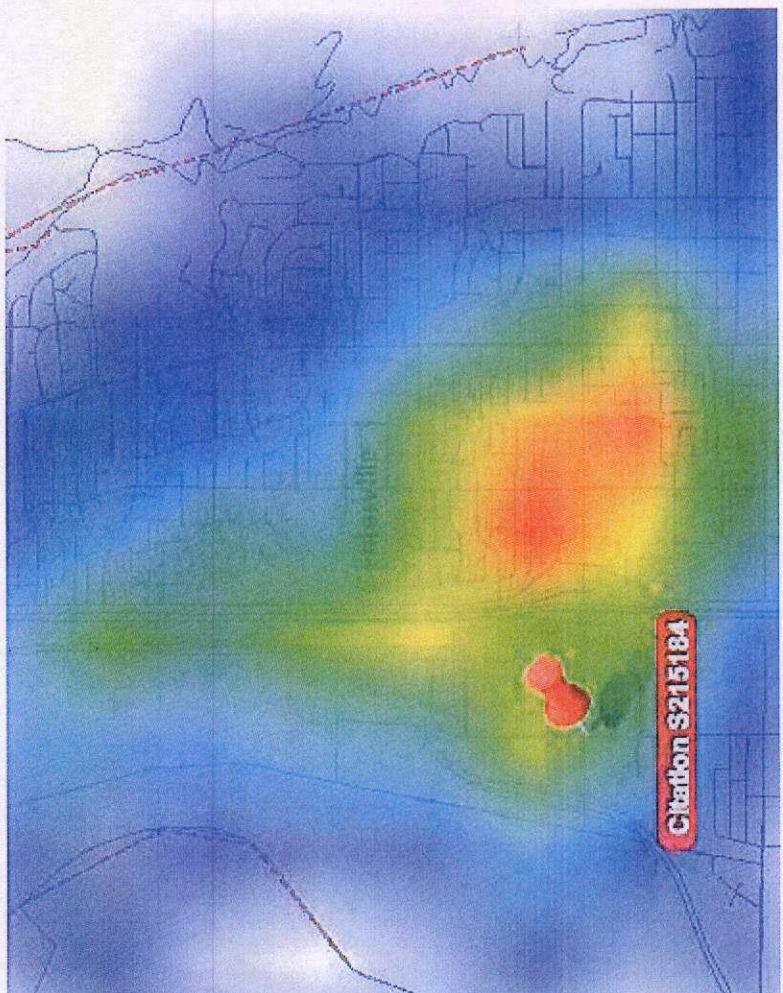
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LQ Trans

Alternatives Program

Highway Interchange Diagrams

Highway Referencing

Highway Restatements

Local Government Assistance

Long Range Plan

Traffic Maps - AADT



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

- AADT Traffic Map (Google Earth)

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

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

Historical Maps

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

- Traffic Maps -- 2010
- Traffic Maps -- 2009

Google Earth

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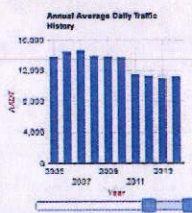
Sign In

Pages La Bountiful via SR 106 (Main St) - SR 105 (Parish Ln)

Route: 0106, Milepost: 2.616 - 3.046

Station: 011-0320

Annual Average Daily Traffic History



2014 AADT Percent Truck Traffic



Questions or Comments?
E-mail us: traffic@utah.gov
Or visit our Website

UDOT

Route 0106, MP 2.016 - 3.046

Google Earth

History Date: 5/16/2015 40°55'09.30" N 111°52'44.19" W elev: 4205 ft eye alt: 16720 ft

Establishment of Speed Limits On State Highways

UDOT 06C-25

Effective: October 4, 1991

Revised: March 19, 2015

Purpose

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

Policy

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

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

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

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

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

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

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

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

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

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

Procedures

Establishment of Speed Limits On State Highways

UDOT 06C-25.1

Responsibility: Region Director or Region Traffic Operations Engineer

Actions

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

Responsibility: Engineer for Traffic and Safety

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

Responsibility: Traffic and Safety Studies Engineer

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

Responsibility: Region Director or Region Traffic Operations Engineer

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

Responsibility: Local jurisdiction

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

Responsibility: Region Director

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

Responsibility: Region Traffic Operations Engineer

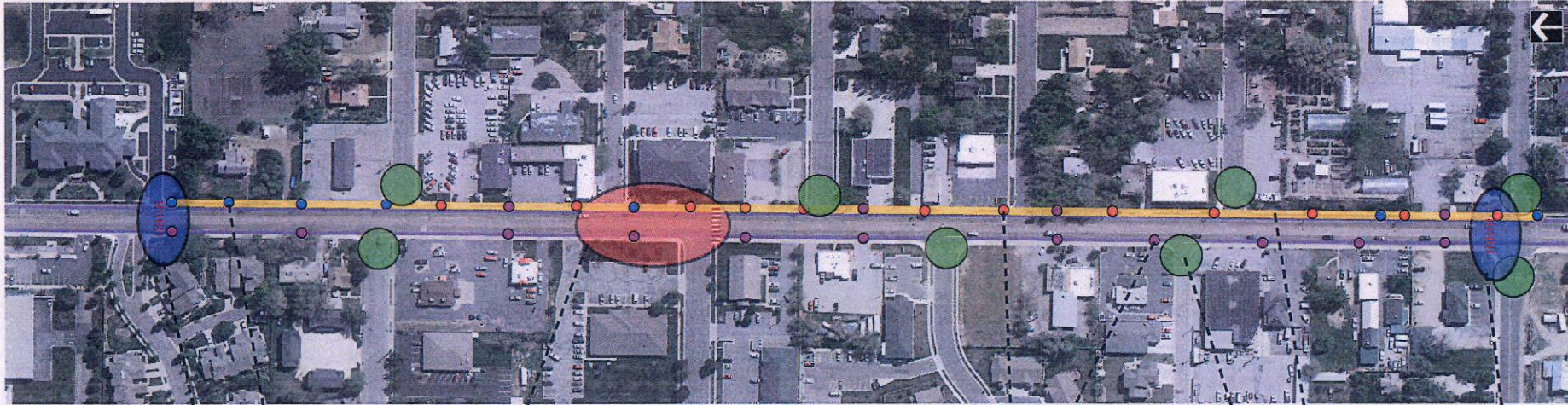
10. Request Engineer for Traffic and Safety to issue the appropriate TEO. Refer to Policy 06C-05.

Responsibility: Engineer for Traffic and Safety

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

Responsibility: Region Traffic Operations Engineer

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



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

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



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



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



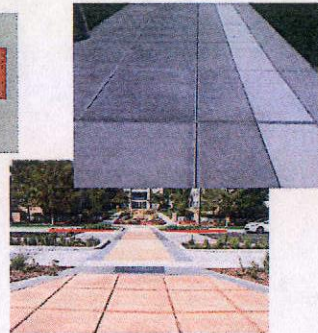
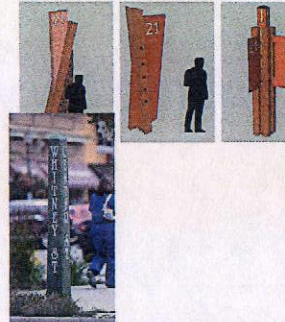
INTERSECTIONS
RECEIVE BULB-OUTS TO CALM TRAFFIC AND ENHANCE BIKE LANE SAFETY.



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

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

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



LEGEND

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

MAINSTREET RE-VISIONING
CONCEPT PLAN

MAINSTREET CENTERVILLE UT

Understanding Density

Pre-2003 - Traditional Density (restrictive)

- ❖ Calculation of units per net acre (*yet to be dedicated public lands and roads to be constructed not included in calculation*)
- ❖ Every lot must meet a minimum size
- ❖ Typical Examples: R-1-8, R-1-10, R-2-10, R-3-15, etc.
- ❖ Generally, all housing prices are within a similar cost range

2003 to Present - Gross Density (flexible)

- ❖ Calculation of units per gross acre (*entire land area*)
- ❖ Lots may vary in size, but must equalize to a max. density of a specific zone (i.e. R-L, R-M, R-H)
- ❖ Examples: smaller lots located on busy streets or in constrained areas, w/ larger lots interior or other more desirable places
- ❖ Allows potential for housing prices to be malleable depending on lots size and/or location

Parks & Open Space Master Plan

Master Plan calls for 305.19 total acres of Open Space (*Active & Passive*) or 15.26 ac. per 1,000 pop at 20,000 population build out.

Current Status:

- ❖ Developed Active Parks = 119 Acres
- ❖ Passive Open Space = 178 Acres

Future Planned Open Space:

- ❖ Pending Improvement = 8.5 Acres
- ❖ Yet to be Acquired = 7.2 Acres

Understanding Impact Fees vs. Density

Current Park Impact Fee is \$2,057.00 per Dwelling Unit

- ❖ Density at 4 units per acre = \$8,228.00 (R-L Zone)
- ❖ Density at 8 units per acre = \$16,456.00 (R-M Zone)
- ❖ Density at 12 units per acre = \$24,684.00 (R-H Zone)

Examples of Impact Fee vs. Density

(as per current adopted fee)

SF @ 4 units per ac.

- ❖ Hidden Acres, 16 units = \$32,912.00
- ❖ Woods Park, 27 units = \$55,539.00

R-M @ 8 units per ac.

- ❖ Florentine Townhomes, 60 units = \$123,420
- ❖ Porter-Walton Towns (Hafoka), 47 units = \$96,679.00

R-H/PDO @ 8.57 units per ac.

- ❖ Pineae Estates, 225 units = \$462,825.00

C-VH/PD @ 15 units per ac.

- ❖ Legacy Crossing, 206 units = \$423,742.00
- ❖ Legacy Trails, 162 units = \$333,234.00

Understanding Centerville's Open Space Regulations

Impervious (hard) vs. Pervious (soft) Surface:

- ❖ R-L Zone: 60/40 % & 50% Max: Front/Rear/Side areas
- ❖ R-M Zone: 60/40 % & 50% Max: Front/Rear/Side areas
- ❖ R-H Zone: 60/40 % & 50% Max: Front/Rear/Side areas
- ❖ Commercial & Industrial (east): 85/15%
- ❖ Commercial & Industrial (west): 90/10%
- ❖ Residential PDO's: 60/40%, w/ 1/2 Common & 1/2 Limited
- ❖ Commercial/Industrial PDO's: Negotiable (i.e. 15 & 10%)
- ❖ Active Open Space: No Minimum Area Required, but may allow a PDO density bonus, if used (max:5% bonus points)

Examples of Other Cities:

"When Active Open Space Becomes a Development Requirement"

Farmington:

The ordinance requires a percentage of passive open space. If an active open space is created they are able to get more density or the required amount of open space may be renegotiated.

West Bountiful:

The City Council may authorize, through the development agreement, specific incentives based on what has been provided to the community, such as active space. Incentives for the developer may include alterations to the setbacks or requirements to open space.

Bountiful:

No active space is required and is only addressed in a case by case basis when a project requires a change of zoning to create the PUD. If an active space is provided then incentives may be given.

North Salt Lake:

In order to negotiate a bonus in density the developer must show how the active space is being used. The amenities must fit the demographics of those who will live in the community, such as outdoor fitness areas, community garden, a dog park etc. and not just a "tot-lot."

Woods Cross:

Additional density or flexibility in ordinance requirements are based on amenities provided by the developer. This process is review by the City Council with the approval of the development agreement. No specific types of active space is required or specified and is the discretion of the developer.