

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, MAY 25, 2016, AT THE CENTERVILLE CITY COMMUNITY CENTER AND CITY HALL COUNCIL CHAMBERS, 250 NORTH MAIN STREET, CENTERVILLE, UTAH. THE AGENDA IS SHOWN BELOW.

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

Centerville City, in compliance with the Americans with Disabilities Act, provides accommodations and auxiliary communicative aids and services for all those citizens in need of assistance, including hearing devices. Persons requesting these accommodations for City-sponsored public meetings, services, programs, or events should call Blaine Lutz, Centerville Finance Director, at 801-295-3477, giving at least 24 hours notice prior to the meeting.

A notebook containing supporting materials for the business agenda items is available for public inspection and review at City Hall and will be available for review at the meeting. This agenda is also posted on the City's Website: www.centervilleut.net 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 – Chair, David Hirschi**
 D. **MINUTES REVIEW AND ACCEPTANCE – Work Session & PC Meeting May 11, 2016**
 E. **COMMISSION BUSINESS**
- 7:10 1. **PUBLIC HEARING | GREG PACK REZONE | 142 & 144 EAST 1200 SOUTH**
 Consider the proposed Zoning Map Amendment for .24 acres of property located at 142 & 144 East 1200 South from R-M (Residential-Medium) to C-H (Commercial-High)
 Greg Pack, Property Owner & Applicant
- 7:30 2. **PUBLIC HEARING | CODE TEXT AMENDMENTS FOR SOUTH MAIN STREET CORRIDOR (SMSC) OVERLAY ORDINANCE, CHAPTER 12-48**
 [Postponed from May 11, 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
- 8:00 3. **DISCUSS TRANSITION OF ZONING CODE TO ONLINE VERSION**
 Discuss transition of Centerville Zoning Code to online version as hosted by Municipal Code Online, Inc.
- 8:15 4. **COMMUNITY DEVELOPMENT DIRECTOR'S REPORT**
 • PC Meeting on June 8, 2016
 Code Text Amendments for entire Zoning Code for new online version
- 8:20 F. **ADJOURNMENT**

Posted May 20, 2016 by Community Development



PRELIMINARY DRAFT

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

MEMBERS PRESENT

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

STAFF PRESENT

Corvin Snyder, Community Development Director
Brandon Toponce, Assistant Planner
Kathy Streadbeck, Recording Secretary

VISITORS

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

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

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

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

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

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

29
30 Darin Fistrup, UDOT, said speed limits are set by an 85th Percentile Law. The means that
31 traffic speed data is collected for a particular road and then the average speed of 85% of those
32 vehicles is calculated. The speed limit for that road is then set within 5 mph of that 85%
33 calculation. He said there is a common misconception that if a speed limit is lowered then all
34 vehicles will obey. However, it has been found that about 15% of traffic will obey and that the
35 same 85% will continue to travel the road at the higher speed. Mr. Fistrup said changing speed
36 limit signs may not necessarily slow vehicles, but public elements do. He said as cities
37 incorporate some of these public space elements into their corridors traffic tends to slow
38 automatically. Once the 85% has slowed then a speed limit sign can be changed. He said
39 elements must be built first and then speed limit sign changes will follow. Mr. Fistrup said Main
40 Street is a busy road and is called a 3-lane facility. He said it may be possible to narrow the
41 travel lanes as suggested in order to stripe for a bike lane which would help create a safe

1 separation of traffic and pedestrians. He said UDOT will be performing routine maintenance and
2 restriping on Main Street in the near future. He said it may be possible to narrow the lanes and
3 stripe for bike lanes at that time at no cost to Centerville. He did caution the Commission to
4 consider all types of vehicles that travel Main Street to ensure that an 11-foot travel is sufficient
5 for all sized vehicles. He also cautioned that a striped bike lane can look like an acceptable on-
6 street parking lane. Mr. Fistrup explained UDOT's clear zone is 20-feet and that any elements
7 located within this clear zone simply need to be break-away. This means these elements should
8 break free of their location if hit by a vehicle. He said there is a greater risk of injury to a driver
9 who hits a fixed element then there is to a pedestrian who may be in the path of a break-away
10 element. He explained the likelihood of a pedestrian in the pathway of an element that has
11 broken free is minimal and that the majority of the energy from the collision is lost as the
12 element breaks free. He said UDOT is willing to work with Centerville and is amenable to public
13 space elements as long as they are break-away. Mr. Fistrup shared Mr. Hess' concerns with
14 putting public space elements in the private sector. He strongly suggested all public space
15 elements remain within the public right-of-way. He said public elements can have some height
16 variation as long as it does not hinder a driver's view of the pedestrian corridor and as long as
17 sight triangles are maintained. He said planter boxes, benches, and light poles are acceptable if
18 placed sporadically, maintaining visibility of the corridor for a driver. He said if these elements
19 were lined up blocking visibility then UDOT would be concerned. Mr. Fistrup said UDOT
20 requests trees remain under 3-inches in caliper if placed in the clear zone. If a tree exceeds this
21 caliper UDOT will require removal. He said this is the only item that may be acceptable to place
22 in the private sector where it can grow and mature as needed providing the envisioned canopy.

23
24 Mr. Hess agreed that placing trees behind the sidewalk within the private sector may be
25 acceptable. This would allow trees to grow and mature, providing complexity and interest to the
26 corridor, which in turn increases walkability. In this case, he suggested the City create a policy
27 stating the City will purchase, install, maintain, and replace trees as needed. He said this may
28 help with some of the concerns between public and private property.

29
30 Mr. Fistrup and Mr. Hess were asked about their experience with special improvement
31 districts. Mr. Hess said special improvement districts work best when they are timed along with
32 an extreme needed expense such as major utility placement, infrastructure needs, or roadway
33 construction. He said a special improvement district may not be the best idea for the SMSC plan,
34 but mentioned that Centerville does have access to Prop 1 money, which could be used for some
35 of these improvements. Mr. Fistrup said there are no major reconstruction plans for Centerville's
36 Main Street in the foreseeable future.

37
38 The work session was adjourned at 6:50 p.m.
39

1
2
3
4
5
6
7
8

David Hirschi, Chair

Date Approved

Kathleen Streadbeck, Recording Secretary

PLANNING COMMISSION MINUTES OF MEETING

Wednesday, May 11, 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
Becki Wright
David Hirschi, Chair
Gina Hirst
Logan Johnson
Cheylynn Hayman
Scott Kjar

STAFF PRESENT

Corvin Snyder, Community Development Director
Brandon Toponce, Assistant Planner
Kathy Streadbeck, Recording Secretary

STAFF ABSENT

Lisa Romney, City Attorney

VISITORS

Jennifer Turnblom	Gordon Pedersen	Linda Martin
Amanda Cannon	Noel Pedersen	Connie Davies
Luke Druyon	Lisa Buckmiller	Clark Cannon
Margaret Ihrig	Alice Roberts	Elisa Ray
Chad Morris	Chuck & Conni Madsen	

PLEDGE OF ALLEGIANCE

OPENING COMMENT/LEGISLATIVE PRAYER

Scott Kjar

MINUTES REVIEW AND APPROVAL

The minutes of the Planning Commission meeting held April 27, 2016 were reviewed and amended. Commissioner Daly made a **motion** to approve the minutes as amended. The motion was seconded by Commissioner Johnson and passed by unanimous vote (5-0). Commissioners Hayman and Kjar abstained as they were not present at this meeting.

PUBLIC HEARING | PAGES LANE RAINBOW SNOW SHACK | 199 E PAGES -
Consider the proposed Conditional Use Permit for the Pages Lane Rainbow Snow
temporary seasonal snow cone shack, to be located on property at 199 East Pages Lane.
Gordon Pedersen, Pages Lane Rainbow Snow, LLC, Applicant.

Cory Snyder, Community Development Director, reviewed the history of the Rainbow Snow shack that is located on Pages Lane. The applicant desires to re-open this snow shack for the summer season. Since the business license for this use expired in 2014 the applicant is required to apply for a new business license along with a conditional use permit for the temporary use. Mr. Snyder reviewed the site. The applicant has received permission from the property owner to continue this use on the current site. The site meets the applicable development standards and has sufficient services including parking, access, utilities, and power. The applicant is required to secure a permit from the Health Department, a written parking agreement from the property owner, and a restroom use agreement with a local business for employees. The proposed temporary use is allowed May-October. Overall, staff is comfortable with the proposed use and recommends approval.

Cory Petersen, applicant, said he purchased this Rainbow Snow for his son to work. He said parking is not an issue and he will submit the required agreement. He said they have already secured a permit from the Health Department and an agreement with Deseret Industries for restroom use. He said there is adequate power to the site through Rocky Mountain Power which he has already set up in his name. He said the site will remain open from May-October as allowed per the Health Department permit. He said he plans to keep the Rainbow Snow at its current location unless the property is sold, then he would relocate. He provided some history stating that Rainbow Snow shacks started in Salt Lake City in the 1980s. He said they plan to keep the traditional image and flavors.

Chair Hirschi opened the public hearing.

Jennifer Turnblom said this Rainbow Snow has been around since the early 80s. She said it is a fun use and a part of Centerville's history. She said it would be sad to see this great icon leave and hopes it will remain.

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

Commissioner Wright made a **motion** for the Planning Commission to approve a conditional use permit for a temporary shaved ice stand, located at 199 East Pages Lane, subject to the following conditions.

Conditions:

1. The conditional use permit shall be in effect from the approval date by the Planning Commission and shall expire on October 31, 2016.

2. The placement of the shaved ice stand shall be located and operated, as depicted on the site plan, and as submitted to the Planning Commission.
3. Any temporary signage use shall comply with temporary sign allowances of Chapter 12-54 of the Zoning Ordinance.
4. The structure and site shall be free from unnecessary decorative items such as flags, pennants, or any other temporary items that may blow away from the structure or site.
5. A garbage can shall be provided for workers and customer use and shall be emptied regularly and the area be kept clear from trash and debris.
6. The applicant shall provide additional information and be deemed acceptable to City staff, prior to issuance of any business license, which addresses the following:
 - The use of electricity and any connections, which shall be approved by the building official or other applicable entity.
 - The provision of restroom facilities for workers and patrons, unless expressly exempted from Davis County Health Regulations.
 - Written permission from the property owner allowing use of the on-site parking stalls.
7. The use shall be subject to and comply with the existing adopted City "Noise Ordinance," which regulates noise between the hours of 10:00 p.m. to 6:00 a.m.
8. Following the expiration date, the applicant shall have seven (7) days to remove all items from the property and restore the site to its prior condition.

Reasons for the Action (findings):

- a. Chapter 12-54 allows for a temporary retail sales use consisting of less than 200 square feet.
- b. A temporary use not meeting the permitted use development standards of Section 12-56-050 is required to receive a Conditional Use Permit [Section 12-56-060].
- c. The applicant desires to exceed the permitted use time limits, as listed in Section 12-56-050.g.
- d. All applicable standards for the Conditional Use Permit have been reviewed and the use is deemed acceptable, subject to the conditions of approval [Section 12-21-100(e)(3)(A-D), Section 12-21-100(e)(5)(A-K)].

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

At 7:25 p.m. Commissioner Hirst left the meeting.

PUBLIC HEARING | 347 SUBDIVISION | 347 NORTH 400 EAST - Consider the proposed Small Subdivision Waiver/Flag Lot on property located at 347 North 400 East, for the purpose of creating 2 residential building lots. Chad Morris, Property Owner & Applicant.

1 Due to an ongoing personal friendship with this applicant Commissioner Daly recused
2 himself from this matter.

3
4 Brandon Toponce, Assistant Planner, reported the applicant desires to subdivide his
5 property and create two (2) additional lots, one traditional lot and one flag lot. At this time, the
6 applicant is seeking a small subdivision waiver/flag lot approval and then, at a later date, will
7 decide what type of dwelling is desired for the rear lot and what additional approvals may be
8 needed. The proposed rezone is consistent with the General Plan and the Residential-Medium
9 (R-M) Zone. Mr. Toponce reviewed the criteria for a small subdivision waiver and the criteria
10 for a flag lot stating the proposed subdivision complies with both and is appropriate. The
11 proposed flag lot meets the criteria of last resort for development. He reviewed the lot layout,
12 dimensions, and access. All development standards have been satisfied. Mr. Toponce explained
13 the City Engineer is currently reviewing the site for drainage, sewer, and utility needs. The
14 applicant will continue to work with the City Engineer on these items. The applicant will also be
15 required to follow all South Davis Metro Fire standards for the flag-lot stem pole clearance. The
16 Sewer District has approved a shared sewer lateral for this location. In addition, the City
17 Attorney has requested a number of corrections for the final plat.

18
19 Chad Morris, applicant, said there is an existing home on the property which will remain.
20 He said the Fire Marshal has approved the stem pole and no turn-around is necessary. He said he
21 has been working with the City for some time trying to come to a good division. He believes this
22 plan will bring some new homes and appropriate development to this area.

23
24 Chair Hirschi opened the public hearing.

25
26 Lisa Buckmiller said the existing home on this property was built in 1943 and falls within
27 the Centerville Deuel Creek Historic District. She said this historic home could be part of the
28 historic registry and she is happy to hear it won't be demolished. She said the majority of the
29 homes in this area have larger lots. She is concerned with what could be developed on this
30 property. She hopes it is compatible with the surrounding area. She said she is not a proponent of
31 flag lots. She would like to see some standards created to ensure appropriate compatible
32 development.

33
34 Jennifer Turnblom expressed concern with subdividing this property before a conceptual
35 plan is presented. She believes if there is a plan it would be easier to determine its compatibility
36 with the area. She is concerned a large structure will be built which will impose a negative
37 impact on its surroundings.

38
39 Linda Martin asked why the applicant is requesting a lot split. She asked what benefit the
40 applicant will gain from this subdivision. She said the neighbors were not aware that this lot was
41 zoned for multi-family and asked when this happened. She said if these lots are developed are

1 there standards on building height. She said a lower profile home would be the most compatible.
2 She said allowing this subdivision will create over-crowding in the area. She expressed concern
3 with drainage. She said this property is the high spot in the neighborhood and all run-off will
4 affect the neighbors. She said the existing home already shares a sewer lateral with her home.
5 She is concerned another shared situation will cause problems. She said she would like all the
6 sewer laterals separated as code dictates. She no longer wants the burden of another home on her
7 system. She was ensured that any new development would require their own sewer lateral.

8
9 Margaret Ihrig said she is also concerned with a shared sewer lateral. She is concerned
10 the sewer in this whole area is out dated and believes any new homes added to the line will cause
11 additional problems.

12
13 Chuck Madsen said this lot has several trees and open space. As a neighboring property
14 he has enjoyed this open space and landscaping for many years. He is concerned the landscaping
15 will be demolished with development and replaced with an unsightly stem pole driveway. He
16 asked if the property will be fenced or a retaining wall installed on this property line. He is
17 concerned their visual aesthetica will be lost.

18
19 Seeing no one else wishing to speak, Chair Hirschi closed the public hearing.

20
21 At 7:50 p.m. Commissioner Gina Hirst returned to the meeting.

22
23 Chad Morris said he is unsure what trees will remain and which will need to be removed.
24 He hopes many of the trees along the stem pole will remain, but he is unsure. He said the stem
25 pole requires a 20-foot right-of-way. He plans to sell the lots and is unsure what a new property
26 owner may choose to develop. He said a fence may be installed if desired. He understands the
27 desire to maintain aesthetics. He said he has been working with the sewer district who has
28 ensured him that the required sewer lateral is sufficient and virtually indestructible for up to ten
29 (10) homes on the same line. He said the Sewer District actually explained the benefits of more
30 than one home on a line, saying it helps keep a constant flow. He said he has already paid for the
31 upgraded sewer lateral. He explained he has upgraded the existing home with new roof, carpet,
32 bathroom, shutters, etc. He has no intention of demolishing the existing home.

33
34 Cory Snyder, Community Development Director, reviewed the zoning history for this
35 area. This property has been zoned R-M for many years. The City considered rezoning this
36 property back to single-family in 2003 as part of a city-side rezoning project, but ultimately was
37 kept as R-M because of existing R-M and public facility uses in the area. He said this lot, under
38 the current zoning, is eligible for three (3) units whether the subdivision is approved or not. The
39 R-M Zone allows multi-family dwellings, including duplexes and triplexes or a single-family
40 home, either option requires a conditional use permit. Mr. Snyder explained the flag-lot option
41 will allow the property owner to sell the lot to another owner making the dwelling an owner

1 occupied residence. He said a multi-family use would require a rental/lease situation forcing the
2 current property owner to keep the dwelling and manage the property.

3
4 Mr. Toponce confirmed this site is within the Centerville Deuel Creek Historic District.
5 He said the home is historic and would likely be eligible for the incentive program but reminded
6 the Commission that the Centerville Deuel Creek Historic District program is voluntary. The
7 applicant is not required to maintain this home on a historic register. He also clarified that the
8 City does not have a demolish policy with regard to the Centerville Deuel Creek Historic
9 District. If another owner bought the property and chose to demolish the home, it could be
10 done. Mr. Toponce explained the City Engineer will require a drainage plan that will handle all
11 drainage on site. It is never the intention to have water drain onto another property. He also
12 explained the building height for all homes within the R-M Zone is consistent throughout the
13 city.

14
15 Commissioner Johnson questioned if there are any codes that require trees or landscaping
16 standards for a single-family lot. He also asked if the Commission can require a conceptual plan
17 prior to a subdivision. Commissioner Wright said there is a UTA bus stop where the stem pole is
18 proposed. Mr. Snyder said there is no minimum landscaping requirement for trees for a single-
19 family development. The only requirement is a percentage for pervious vs. impervious surface,
20 but no type of landscaping is dictated. He also explained the Commission cannot require a
21 conceptual plan for a subdivision approval. The subdivision approval requires proof of buildable
22 area and development standards, which the applicant has provided. However, any development
23 on the proposed lots will require a conditional use permit, which allows the Commission to
24 assess and mitigate possible negative impacts, not including aesthetics. Mr. Snyder said the bus
25 stop will simply be moved to another location on 400 East.

26
27 Commissioner Johnson made a **motion** to reopen the public hearing. The motion was
28 seconded by Commissioner Kjar and passed by unanimous roll-call vote (6-0).

29
30 Linda Martin said she is surprised and confused why this lot would be allowed three (3)
31 units. She said this lot is too small and too narrow to allow this subdivision. She said this
32 subdivision will overcrowd the lot and the neighborhood. She said any development will eat up
33 all the beautiful nature on this lot which will diminish the neighbor's quality of life. She said she
34 does not believe a shared sewer line is acceptable and demanded to know how this is possible
35 when code requires independent lines. She said this is frustrating and ridiculous. She said she has
36 a right to an independent line. She said if the trees and landscaping are sacrificed for
37 development then she will lose her privacy and this will create a greater drainage issue. She said
38 all the neighbors are very upset with this subdivision. She said they bought their lots to have
39 large spacious property and this is now being taken away. She expressed concern with parking
40 and the amount of hard surface that will be installed with three dwellings. She said if parking
41 becomes a concern it will push parking onto 400 East.

1 Conni Madsen expressed concern with parking and circulation. She said it will be
2 difficult for vehicles visiting the flag lot to turn around. She believes the front lot is too small and
3 will not support appropriate development. She said the stem pole will be unsightly. She said
4 neighbors are not in favor of this subdivision, it is too much. She expressed concern with
5 relocation of the bus stop. She said the removal of trees on this site will diminish her privacy.
6 She is also concerned that heavy construction equipment will further damage the site and crack
7 neighboring foundations.

8
9 Chuck Madsen said he is concerned with aesthetics. He said if there are no requirements
10 for landscaping this area will be left completely bare. He asked the Commission to require a
11 privacy fence.

12
13 Chair Hirschi closed the public hearing.

14
15 Mr. Snyder responded to questions from the Commission. He explained the City does not
16 require landscaping for single-family homes including grass, flowers, or trees. The only
17 requirement the City holds is that weeds need to be kept to a minimum. He said nobody has a
18 right to another person's landscaping. If a property owner chooses to install or remove
19 landscaping they have that right, a neighbor cannot dictate that right. However, he said, a
20 conditional use permit would allow the Commission to require a privacy screening or buffer if a
21 negative impact is perceived. He reminded the Commission that setbacks and development
22 standards are set to help provide this buffer. He also explained a traffic/parking study could
23 possibly be required as part of a conditional use permit. Mr. Snyder explained density is set using
24 a gross density calculation. He explained the applicant has a right to submit a layout for a
25 subdivision to be considered. It is not the Commission's position to reconfigure the layout, but
26 rather to verify the proposed layout is appropriate and follows current applicable standards. Mr.
27 Snyder said the City does not have a sewer code. The sewer laterals are reviewed and approved
28 by the South Davis Sewer District. The City follows the Sewer District's recommendations. Mr.
29 Snyder said sidewalks, curb and gutter are sometimes damaged during construction but are easily
30 replaced. It is not likely a neighbor foundation would be affected.

31
32 Mr. Morris said the lot is large enough to accommodate the proposed plan. He said he
33 plans to build a garage for the existing home. He said he anticipates some of the trees will remain
34 and many will be trimmed to accommodate access. He believes this is a great utilization of this
35 lot.

36
37 Commissioner Hayman made a **motion** for the Planning Commission to approve the
38 Small Subdivision Waiver/Flag Lot for the project located at 347 North 400 East, with the
39 following conditions:

40

Conditions:

1. The applicant shall address with City staff the type of residential development that is desirable on the property and seek a Conditional Use Permit approval by the Planning Commission. This shall be accomplished prior to any building permit being issued on the site.
2. A plat note shall be added stating: Since the property is zoned Residential-Medium (R-M), any new development within the flag portion of the lot, on Lot 2, shall be required to receive a Conditional Use Permit or amended by the City
3. The location of all future structures shall be indicated on the site plan with the Conditional Use Permit. All buildings shall be located within the flag portion of Lot 2.
4. All future buildings shall meet the Development Standards for a flag lot within the R-M Zone as found within Section 15-5-102(a) of the Subdivision Ordinance and within Table 12-31-1 of the Zoning Ordinance.
5. All applicable utility provider sheets shall be submitted prior to recording of the subdivision.
6. The following engineering concerns shall be addressed by the applicant prior to recording of the subdivision:
 - a. Show new 20' hard surface driveway with cross section.
 - b. Show water meter size.
 - c. Provide plan and profile of new 8" diameter drain line including 48" diameter manhole for connection in 300 North Street.
 - d. Provide detention calculations and detail of inlet box in detention basin with orifice plate and oil/water separator.
 - e. Provide verification that sewer district will allow connection to existing sewer lateral to adjacent home to the south.
 - f. The sidewalk on 400 East is in decent shape but there may be some sections that need to be removed and replaced.
7. The need of a fire hydrant shall be reviewed and addressed by the City Engineer and Public Works Director to ensure City Standards have been satisfied.
8. The following fire safety items shall be addressed by the applicant as part of the development and construction process:
 - a. The following fire lane requirements for this project shall start at 400 East and continue west until it reaches Lot 2 on the northeast corner.
 - b. This project shall include a 20-foot fire lane with an all-weather driving surface that is able to support a fire apparatus (75,000 pounds).
 - c. The fire lane shall be clearly marked with approved signs on both sides of the road indicating that no parking is allowed on any portion of the dedicated fire lane.

- d. The road length is less than 150 feet from 400 East to Lot 2 on the northeast corner, so there is no need for the developer to provide a turnaround or a hammerhead for fire department access.
- e. These requirements are based on the largest building that may be built on Lot 2, and the setback requirements from Centerville City. If a smaller structure is built on Lot 2, then the fire lane access may not be required to continue as far down the access road to Lot 2
 - Stem/Pole Addressing Area: An area fronting the public street is required to have a permanent address sign or marker. The sign may not be higher than 3 feet and no larger than 12 square feet. It must be visible, yet still meet the standards found in Section 12-55-230, Visual Obstruction Standards.
9. An area fronting the public street shall be required to have a permanent addressing sign or marker. This sign shall not exceed 3 feet in height and be larger than 12 square feet. It shall be visible, yet still meet the Visual Obstruction Standards as found in Section 12-55-230 of the Zoning Ordinance. This addressing shall be completed prior to the final inspection and receiving a Certificate of Occupancy.
10. The following items shall be addressed and reviewed by the City Attorney prior to recording of the plat:
 - a. Correct spelling of "State" in second line of Surveyor's Certificate.
 - b. Add street addresses for each lot.
 - c. Show fire access easement on plat per Fire Department requirements.
 - d. Add owner's signature line for Chad S. Morris along with proper acknowledgement for individual.
 - e. Add owner's signature line and proper acknowledgment for Mortgage Electronic Registration Systems, Inc. (MERS) as beneficiary of Deed of Trust shown on title report or get trust deed released and provide updated title report.
 - f. Add plat note: "All coordinates shown are based on Davis County Surveyor's Office Datum."
 - g. Add plat note: "Approval of this subdivision plat by Centerville City does not constitute any representation as to the adequacy of sub-surface soil condition nor the location or depth of groundwater tables."
 - h. Pay off delinquent property taxes in amount of \$110.67 and submit revised title report showing cleared.
 - i. Update date on plat in heading when submit final paper plat or mylar.
 - j. Submit updated title report current within 30 days when submit final paper plat or mylar.
 - k. Submit signed Improvements Agreement and bond when submit final paper plat or mylar.
 - l. Pay development and impact fees when submit final paper plat or mylar.

Reasons for the Action (findings):

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

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

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

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

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

Cory Snyder, Community Development Director, said a work session with the City Council is appropriate but suggested the Commission prepare their recommendation and response to the Council's request prior to a work session. He said a design specialist may not be the best option at this point. He said it is important for the Commission to review the information they have received, hold the required public hearing, and provide their educated recommendation. He reminded the Commission that the Council has specifically asked them to review two (2) public space elements, the removal of planter boxes and the relocation of light

poles to the private sector. He said the Commission needs to decide if this request is acceptable, if the request should be modified, or if an alternative should be proposed.

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

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

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

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

Reasons for the Action (findings):

1. Bike lanes on Main Street are part of Centerville's Trail Master Plan.
2. Bike lanes on Main Street are supported by the Trails Committee.

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

The motion was seconded by Commissioner Johnson.

Commissioner Hirst said she is in favor of bike lanes but mentioned they could cause slowing of traffic and cause frustration for drivers. Commissioner Kjar agreed but said bikers already use this corridor regularly which is nothing new for drivers.

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

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT

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

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

David Hirschi, Chair

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**

**PROPERTY OWNER/
APPLICANT:** **GREG PACK
489 WEST FORGOTTEN LANE
WANSHIP, UT 84017**

EMAIL: **BOATPACK@GMAIL.COM**

PROPERTY: **144 EAST 1200 SOUTH
PARCEL #03-001-0058**

ACREAGE: **.24 ACRES**

ZONING: **RESIDENTIAL-MEDIUM (R-M)**

APPLICATION: **REZONE TO COMMERCIAL-HIGH (C-H)**

RECOMMENDATION: **RECOMMEND APPROVAL OF THE REZONE TO THE
CITY COUNCIL**

BACKGROUND

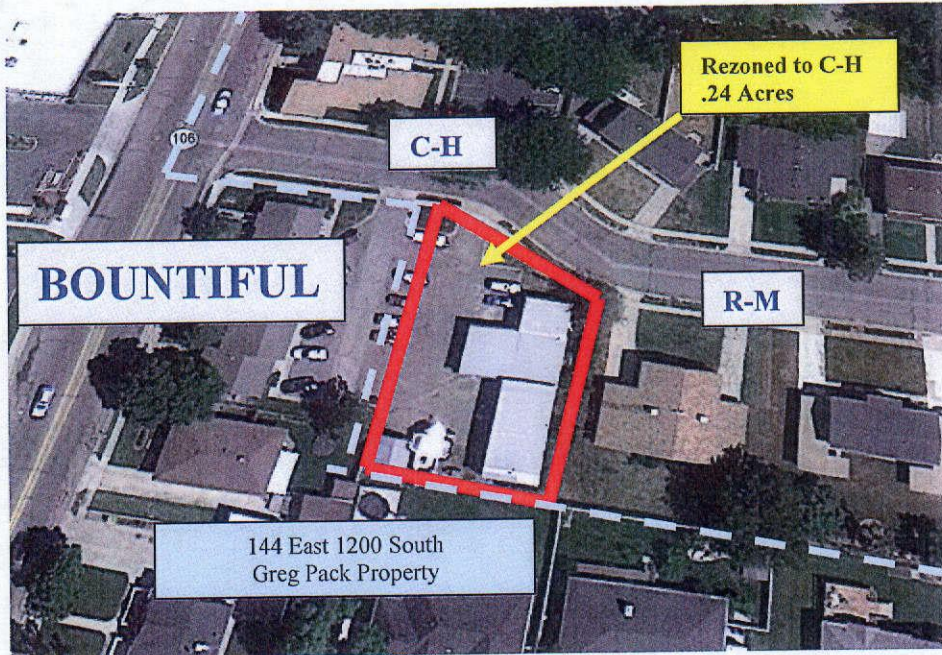
Greg Pack desires to rezone his property located at 142 & 144 East 1200 South, from Residential-Medium (R-M) to Commercial-High (C-H). This property was used for commercial purposes in the past, however, because it has remained empty for the past two years, it is now considered abandoned and has to convert to the current Zoning Ordinance [Section 12-22-100(a)(1)]. The property owner believes the lot is more suited to commercial and desires to amend the zoning in order to continue with commercial uses on the property and not residential.

History

This property is on the very edge of Centerville and to the south and west is Bountiful. The property actually shares a parking lot with a Bountiful business complex located to the west. In looking at the historical Zoning Maps it appears the property was originally zoned C-1 and then was changed to C-2, which are both commercial zoning classifications. However, in 2003 when the current Zoning Map was approved, the lot became R-M (Residential-Medium). Staff believes this may have been an oversight, since the lot was clearly commercial in 2003. In addition, the lot is small in nature and if looking at the property from the street, it appears to be located in Bountiful. Staff believes this request is fixing a situation that may have occurred in error, back in 2003.

PROPOSED ZONE MAP AMENDMENT

Proposed Area for Rezone



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:** The General Plan indicates the proposed lot is located within Neighborhood 1, Southeast and is further designated as the Extreme South Main Street Area [12-480-2(1)(d)]. The goal for this area states:

"The extreme south Main Street area should be developed with appropriate medium or low density residential development, or with commercial uses. Any development in this area should be carefully designed to be compatible with existing development in the area..."

By rezoning this parcel of land to C-H, it is compatible with the development to the north and west. It also creates an appropriate transition from a medium intensity zone to a higher intensity zone.

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

- **Staff Response:** The property to the north is zoned Commercial-High and to the west, although in Bountiful, is also commercial. However, the property to the east is zoned Residential-Medium. Staff believes by rezoning the property to C-H, it will become a well-balanced transition from residential in Centerville to commercial along north Main Street in Bountiful. Since this lot shares a parking lot with the adjacent commercial business to the west, it would be more in harmony if it remained as a commercial development.

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

- **Staff's Response:** Staff does not believe any negative impacts would be created as a result of rezoning the property. This amendment would allow the property owner to utilize his property in a more efficient way and to utilize the existing building, parking and lot configuration.

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

- **Staff Response:** This is an existing building with all utilities being brought into the property from 1200 South or along the property line to the south.

PLANNING STAFF RECOMMENDATIONS

PROPOSED ACTION: I hereby make a motion for the Planning Commission to accept the Zone Map Amendment for the property located at 142 & 144 East 1200 South from Residential-Medium (R-M) to Commercial-High (C-H), and to recommend approval to the City Council, with the following findings:

Suggested Reasons for the Action (Findings):

- a. The proposed amendment meets the requirements found in Section 12-21-080(4)(e).
- b. The proposed Zone Map Amendment meets the goals and objectives of the General Plan concerning Neighborhood 1 [Section 12-480-2(1)(d)].
- c. Historic Zoning Maps indicate this property to have been zoned commercial as far back as 1961 until 2003. In addition, the use found on the property has also been commercial since the property was developed.

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

**STAFF REPORT
AGENDA: ITEM 2**

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

APPLICATION: **ZONING CODE TEXT AMENDMENTS**

APPLICANT REQUEST: **AMEND THE SOUTH MAIN STREET CORRIDOR
OVERLAY ZONE/PUBLIC SPACE PLAN, AS FOLLOWS:**

- *REMOVING BENCHES, PLANTERS, AND DROUGHT TOLERANT GRASSES*
- *CHANGE IN POSITION OF THE LIGHTING (i.e. decorative pedestrian street lamps)*

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

BACKGROUND

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

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

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

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

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

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

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

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

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

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

PLANNING COMMISSION RECOMMENDATION (STAFF ASSISTED DRAFTING)

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

"I hereby make a motion for the Planning Commission to recommend to the City Council that they retain the subject elements of SMSC Public Space Plan (a denial of the Council's directive of January 19, 2016). Furthermore, the Planning Commission recommends that the SMSC Public Space Plan be amended to include the following:

1. *Provide illustration and language for Main Street Traffic Striping changes, as discussed with UDOT on May 11, 2016, which consists of:*
 - i. *Re-striping of Main Street, from Parrish Lane to Pages Lane*
 - ii. *Reduction of travel lane widths to 11 feet*
 - iii. *Reduction of center turn lane width to 11 feet*
 - iv. *Addition of a shoulder stripe to allow for a formal bike lane for both north and south directions*

Suggested Reasons for Action (Findings):

- a. The Planning Commission reviewed the changes using the Zone Text Amendment provisions of Section 12-21-080 and finds that preserving the subject elements accomplishes the following:
 - i. Preserves and enhances mobility throughout the Main Street Corridor, and "accommodations" for all types of users – see **SMSC Plan, Goal 2.**
 - ii. Enhances and promoted the [SMSC] as the setting for attractive, convenient, active, safe, and enjoyable destination and place of residence – see **SMSC Plan, Goal 3.**
 - iii. Develops and implements a coordinated standard for streetscape improvements along the entire [SMSC]. Improvements should include street lighting, landscaping, street furnishings, and signage and other amenities... - see **SMSC Plan, Objective 3.A.**
 - iv. Other relevant or related goals and objectives that were considered:
 - ✓ **Objective 2.D & 7.H** – width of sidewalks
 - ✓ **Objective 7.I** – use of street trees
 - ✓ **Objective 5.G** – use of landscaping and hardscaping
 - ✓ **Objective 2.B** – motorist/pedestrian conflicts and safety, lower speed limits
 - ✓ **Objective 8.A** – continuity of streetscape into the residential district
- b. The Planning Commission believes that the planter boxes, benches, and light poles are fundamental to the SMSC Public Space Plan and to the walkability of the corridor because they provide human scale and complexity, which is a critical component for considering the inclusion of various users of the Main Street.

- c. The Planning Commission finds that both UDOT and WFRC strongly suggested all public space elements remain in the public right-of-way, with the possible exception of trees.
- d. The Planning Commissions finds that UDOT seems to be surprisingly adaptable to the SMSC Public Space Plan and the proposed elements with the currently adopted Public Space Plan.
- e. The Planning Commission believes that it is important to prepare and adopt local master plans and maps to improve the coordination between local and regional Complete Streets Policies.

Cory Snyder

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

Cheylynn,

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

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

Thank you and best regards,

Spencer

--

SPENCER SUMMERHAYS
Partner - Project Executive

THE BOYER COMPANY
101 South 200 East, Suite 200
Salt Lake City, UT 84111
www.boyercompany.com
ssummerhays@boyercompany.com

T 801.521.4781
D 801.366.7161
C 801.230.3335

Cory Snyder

From: Megan Wells <megan.wells@gmail.com>
Sent: Wednesday, April 13, 2016 2:41 PM
To: mayor@centervilleut.net; Gina Hirst; Cheylynn Hayman; Logan Johnson; kevindaly78@gmail.com; centerville.becki@gmail.com; Wm Scott Kjar; citycouncil@centervilleut.net
Subject: Public Hearing Tonight, South Main Street Corridor

City Council, Mayor and Planning Commission,

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

Thank you,
Megan Wells

Cory Snyder

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

Members of the Planning Commission-

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

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

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

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

Thank you,
Rebekah Pierce

Cory Snyder

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

Hi to all,

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

Thank you.

Sincerely,

Joanne McGarry

Cory Snyder

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

Paul Cutler
801-390-3444

Begin forwarded message:

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

Centerville City Council,

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

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

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

Thanks for your time,

Elisa Ray
(801) 294-0158

Cory Snyder

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

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

Alice Roberts

Cory Snyder

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

Members of the Planning Commission,

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

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

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

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

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

Regards,

Matthew Pierce
Concerned Centerville Citizen
801-403-3897

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

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

Cory Snyder

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

Sent from my iPad

Begin forwarded message:

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

Hi to all,

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

Thank you.

Sincerely,

Joanne McGarry

Cory Snyder

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

FYI

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

CONFIDENTIALITY NOTICE: This electronic message transmission may contain confidential and/or privileged information for the named recipient(s) only. If you received this email by mistake, please delete the email and notify me immediately. Thank you.
This email should not be relied upon as a formal opinion on any tax related matters.

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

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

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

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

RuthAnn Fisher

498 North Main St

Cory Snyder

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

FYI

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

A PRACTICE DIVISION OF

HIRSCHI STEELE & BAER  **Davis Miles**
McGuire Gardner

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

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

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

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

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

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

Connie Davies
560 N. 100 E.

kevinconniedavies@msn.com
801-529-8459

Cory Snyder

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

Dear City Planners,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Connie Davies
560 N 100 E. Centerville

Cory Snyder

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

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

Heidi Peterson ☯

The Conservative Investor

Leaked Wall Street Software Turns \$1,500 Savings Into \$2.7 Million Fortune
<http://thirdpartyoffers.juno.com/TGL3141/572a78d7d13fe78d62040st02duc>

Cory Snyder

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

For the record

Sent from my iPad

Begin forwarded message:

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

Dear City Planners,

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

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

Many Thanks,

Connie Davies

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

Dear City Planners,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Connie Davies

560 N 100 E. Centerville

Cory Snyder

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

For the record.

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

A PRACTICE DIVISION OF

HIRSCHI STEELE & BAER  **Davis Miles**
McGuire Gardner

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

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

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

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

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

Jolene and Jeff Keate

Cory Snyder

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

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

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

Contact: Elected

First and
Last Name: Colleen Fisher

Address: 569 North 400 East

Phone: 801-284-4806

Email: colleentfisher@gmail.com

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

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

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

Submitted
On: 2016-05-06 22:32:28
IP Address: 172.56.39.228

Cory Snyder

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

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

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

Respectively yours

Jim and Sue Hanni
43 W Centerville Commons Way.

Cory Snyder

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

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

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

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

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

RuthAnn Fisher

498 North Main St

Cory Snyder

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

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

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

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

Alice Roberts

Cory Snyder

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

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

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

Contact: CityManager

First and Last Name: Lisa Heaton

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

Phone: 801-529-6206

Email: lisaheaton@gmail.com

Dear Mr. Thacker,

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

Comments:

Sincerely,

Lisa Heaton

Centerville resident 1984-2004, 2012-present

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

Cory Snyder

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

Dear Centerville City Planers,

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

Thank you,

Jennifer Djambov

CENTERVILLE
PLANNING COMMISSION
Staff Backup Report
5/25/2016

Item No. 3

Short Title: Discuss Transition of Zoning Code to Online Version

Initiated By: City Attorney

Scheduled Time: 8:00

SUBJECT

Discuss transition of Centerville Zoning Code to online version as hosted by Municipal Code Online, Inc.

RECOMMENDATION

BACKGROUND

As part of the Fiscal Year 2015-16 Budget, the City Council approved funding to transition the Municipal Code, Zoning Code and General Plan to an online version to be hosted by Municipal Code Online, Inc. The Zoning Code is first "book" to be uploaded onto the online platform and a sample beta version of the online code is now available for City review. The City Attorney would like to provide the Planning Commission with a brief introduction and training session on the new online code.

As part of the transition to the online code, a number of formatting, numbering, code references, and other changes have been made to the Zoning Code. These amendments to the entire Zoning Code will have to be reviewed by the Planning Commission and adopted by the City Council prior to going live with the online code. These proposed amendments to the Zoning Code will be presented to the Planning Commission and scheduled for a public hearing at the next Planning Commission meeting on June 8, 2016.