



TREE BOARD AGENDA

NOTICE IS HEREBY GIVEN THAT THE CENTERVILLE TREE BOARD WILL HOLD A REGULAR MEETING AT 8:00 PM ON DECEMBER 17, 2025 AT CENTERVILLE CITY HALL CONFERENCE ROOM, 250 NORTH MAIN STREET, CENTERVILLE, UTAH.

Centerville Tree Board meetings are open to the public, unless otherwise closed for reasons allowed by law. Centerville Tree Board meetings may be conducted via electronic means pursuant to Utah Code § 52-4-207. In compliance with the Americans with Disabilities Act, individuals needing special accommodations due to a disability may contact the City Recorder at (801) 295-3477, at least 24 hours in advance of the meeting. The Committee reserves the right to modify the sequence of agenda items in order to facilitate special needs or provide greater efficiency.

The full agenda packet and backup materials can be found on the Centerville City website at:

<https://centervilleutah.gov/129/Agendas-Minutes>

A. ROLL CALL

B. MINUTES

Minutes of prior meetings may be reviewed and accepted. Minutes review and approval shall comply with the Centerville City Minutes Approval Policy.

1. Minutes Review and Approval
November 19, 2025 Tree Board Minutes

C. BUSINESS ITEMS

Business action or discussion items to be considered.

1. Discussion - General Plan Update
Discuss proposed General Plan Amendments and considerations for trees in the Plan

D. ADJOURNMENT

CERTIFICATE OF POSTING

I hereby certify that this notice and agenda was posted at Centerville City Hall, published on the Utah Public Notice Website, and provided to a newspaper or media correspondent in accordance with the requirements of the Utah Open and Public Meetings Act, including, but not limited to, provisions of Utah Code § 52-4-202.

**Jennifer Robison
Centerville City Recorder**

1 Minutes of the Centerville City Tree Board meeting held Wednesday, November 19, 2025 at 8:00
2 p.m. at Centerville City Hall, 250 North Main Street, Centerville, Utah.

3
4 **MEMBERS PRESENT**

5 Barbara Allen
6 Brandon Henderson
7 Sara Stettler
8 Heather Taylor, Chair

9
10 **MEMBERS ABSENT**

11 Keith Roper

12
13 **STAFF PRESENT**

14 Brian Plummer, City Council Liaison
15 Mike Higgins, Parks Supervisor
16 Connie Larson, Recording Secretary

17
18 **MINUTES REVIEW AND APPROVAL**

19
20 Minutes of the September 17, 2025 meeting were reviewed. Heather Taylor made a **motion**
21 to approve the minutes as amended. Barbara Allen seconded the motion, which was passed by
22 unanimous vote (4-0).

23
24 **DISCUSS TREES AFFECTED BY PAST STREETS PROJECTS ON 400 WEST**
25 **AND PEACH TREE DRIVE**

26
27 Heather Taylor reported this project has already started. Heather has spoken to people who
28 were able to keep their trees, and Barbara Allen has talked with people who could not keep their
29 trees. She said some of the residents wondered why they could not keep their trees when other
30 neighbors were able to keep their trees. If the trees are causing damage to the utility lines, the city
31 is responsible to have the trees removed. If a sidewalk is damaged by tree roots, the homeowner is
32 liable if someone is injured.

33
34 Lisa Romney, City Attorney, and Marc Marchant previously said “may not,” “must,” or
35 “shall” means the city is giving themselves the option of suing the homeowner if someone is
36 injured by a damaged sidewalk. Brian Plummer, City Council Liaison, said this is a public relations
37 situation, and maybe the mayor could be more involved if there is a document that was signed by
38 the homeowner that states the homeowner would be responsible for liability if someone is injured
39 by a damaged sidewalk. Heather Taylor will contact Marc Marchant to verify if this is accurate.

40
41 Barbara Allen reported she went to six homes on 400 West, and she was able to talk to four
42 residents. There was a total of eleven trees removed from the six homes. Heather reported there
43 were 18 trees on Peach Tree Drive that were removed, and eleven residents asked for a tree
44 voucher. Heather Taylor asked Tree Board members to try and finish contacting residents soon so
45 that the vouchers can be given back to Marc Marchant.

1 Barbara Allen said three of the residents told her they were not told they could have a voucher.
2 Mike Higgins reported Marc Marchant did reissue vouchers to the three residents who said they
3 did not get a voucher.
4

5 **PARRISH LANE UDOT PROJECT**
6

7 Heather Taylor reported she went to the last City Council meeting and talked during the
8 public open session. She expressed her concern about the damage done to the trees by UDOT on
9 Parrish Lane. Parrish Lane is the entrance to Centerville, and eight trees on Zions Bank property
10 are dead, and there are trees by IHOP and America First Credit Union that might need to be
11 removed. The trees were not pruned properly and some of the trees have damaged roots that could
12 be the cause of their not growing. Heather also talked about the rock landscaping, and how the
13 rocks fall onto the sidewalk. The City Manager told Heather she can contact the businesses about
14 their trees if she wants to.
15

16 Heather Taylor said Rick Bangerter told her he is proud of the business relationships he
17 has made, and he told her he could talk to the business owners about their business being the gate-
18 way to the city. Robin Mecham suggested the City Council could offer tree vouchers to these
19 businesses. Brian Plummer said the city cannot force private owners to plant trees when they are
20 in compliance with the landscaping ordinance. Brandon Henderson suggested the Tree Board make
21 a plan on how to replace the trees that are dead or dying before talking to the business owners.
22 Brian Plummer suggested doing a survey of the property owners on Parrish Lane to see if they
23 would like to improve the gateway to Parrish Lane.
24

25 **FRONTAGE ROAD EXPANSION**
26

27 Heather Taylor said she wants to catch the window of all the trees that will be taken out
28 along the Frontage Road as part of the I-15 expansion. UDOT has imminent domain, and they
29 have purchased the property already where the trees need to be removed.
30

31 **DISCUSS TREE INFORMATION TO BE DISSEMINATED THROUGH THE**
32 **CITY**
33

34 Heather Taylor explained the city has Brandon Henderson's Tree Care Guide, but staff
35 must proof anything the Tree Board wants to send out first. Haley Turner is back from maternity
36 leave, and she has a link on Urban Forestry that will be put on the Tree Board website and the city
37 newsletter.
38

39 **SCHEDULE WORK SESSION WITH CITY COUNCIL REGARDING TREE**
40 **VOUCHERS**
41

42 Heather Taylor said she would like to have a work session with the City Council regarding
43 the vouchers. Brian Plummer, City Council Liaison, said the Tree Board needs to advocate for
44 more trees through the City Council.

1 Brian Plummer said a work session should be held in the future to present a plan on how more
2 trees can be added before the budget talks begin. He also said 2026 will be the 250-year anniversary
3 of American independence, and promoting trees could be a part of the celebration.

4
5 **REVIEW ACTION ITEMS**
6

7 Heather asked the Tree Board to review the draft of the General Plan. The General Plan is
8 a guideline for the city for the next 20 to 30 years. Brian Plummer, City Council Liaison, explained
9 a contractor was hired to develop the General Plan. He took surveys and studied Centerville, and
10 he put together the General Plan draft. There has been public input to make it more appropriate for
11 Centerville. When the Planning Commission approves the General Plan draft, the City Council
12 will hold a public hearing to get comments from the citizens. It will then be approved, or edits will
13 be made before it is approved. Brian Plummer suggested Tree Board members and members of all
14 the committees and boards read the General Plan section that pertains to their committee, and then
15 give suggestions to the Planning Commission.

16
17 Peach Tree Drive and 400 West street project.

18
19 **NEXT MEETING**
20

21 The next Tree Board meeting will be tentatively scheduled for Wednesday, December 17,
22 2025 sometime during the day to view Parrish Lane and discuss possible options for the entrance
23 to the city.

24
25 The first meeting of next year will be held on Wednesday, January 21, 2026 at 8:00 p.m.
26 at City Hall.

27
28 **ADJOURN**
29

30 At 9:20 p.m., Barbara Allen made a **motion** to adjourn the meeting. Brandon Henderson
31 seconded the motion, which was passed by unanimous vote (4-0).
32
33
34
35

36 _____
Jennifer Robison, City Recorder

_____ Date Approved

37
38
39
40 _____
41 Connie Larson, Recording Secretary



CENTERVILLE

2025 GENERAL PLAN

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ACKNOWLEDGMENTS

STAKEHOLDER GROUP

Mayor & City Council

Mayor Clark Wilkinson
Cheylynn Hayman
Gina Hirst
Robyn Mecham
Brian Plummer
Spencer Summerhays

Planning Commission

Mason Kjar, Chair
Shawn Hoth
Layne Jenkins
Amanda Jorgensen
Tyler Moss
LaRae Patterson
Gary Woodward

City Staff

Brant Hanson
Michael Eggett
Sydney DeWees
Bryce King
Haley Turner
Bruce Cox
Mike Carlson
Allen Ackerson

PROJECT TEAM

Psomas

Chris Hupp
Christian Kirkham
Trevor Allen
Tanner Snow
Eli Staggs

Wall Consultant Group (WCG)

Jeremy Searle
Shawn Seager
Kyle Horton
Connor Stone

Zion's Bank Public Financing

Susie Becker
Aaron Sanborn
Ryan Smith

SPECIAL THANKS

Survey and Open House Event Participants

Thank you to all the residents, workers, property owners, and employers that participated in interviews and with the interactive map, surveys, and open houses. We appreciate the feedback and have incorporated it into all aspects of the project.





INTRODUCTION

Introduction to the General Plan



What is a General Plan?

A General Plan serves as a community's blueprint for the future, guiding decisions about land use, transportation, housing, economic development, and quality of life. As required by Utah State Code, it represents the collective vision of residents and stakeholders, by providing a framework for city leaders to make informed decisions about growth and development. The General Plan ensures that day-to-day decisions align with long-term community goals while balancing preservation of cherished characteristics with necessary adaptation to changing needs.

The last formal update of Centerville's General Plan was in October of 1995, with some modifications to sections as required by state law since then. After nearly three decades, this comprehensive update reflects Centerville's evolution from a growing suburban community to an established city facing different opportunities and challenges.



The primary purpose of this 2025 Centerville City General Plan Update is to establish a current, resident-driven vision for the city's future over the next decade, thus ensuring that growth and change enhance rather than diminish the qualities that make Centerville a special place to live, work, and visit.

Brief History of Centerville City

Centerville was first settled in 1847 by Thomas Grover. As new settlers made this area home, it took on the names of some of the more prominent families. After the Deuel Brothers came to the community it became known as the Deuel Creek, then Cherry Creek. In 1850, a survey found that the town lay perfectly between Farmington and Bountiful, naturally taking on the name of Centerville.

As the community continued to grow, structures became more robust, shifting from log construction to adobe, and then to the abundant rock found in many of the historic homes today.



Early settlers of the community were industrious and constructed several shops. These shops included grocery stores, mills, nurseries, a meat market, blacksmith, shoemakers, carpenters, tailors, cabinetmakers, and a cooperage.

Most notable of these shops was the Centerville Co-op established in 1869, which was located on the northeast corner of Main Street and Center Street. The co-op stayed in operation for over 70 years, finally closing in 1940. Since then, the building that was built in 1903 has been used for many different purposes.

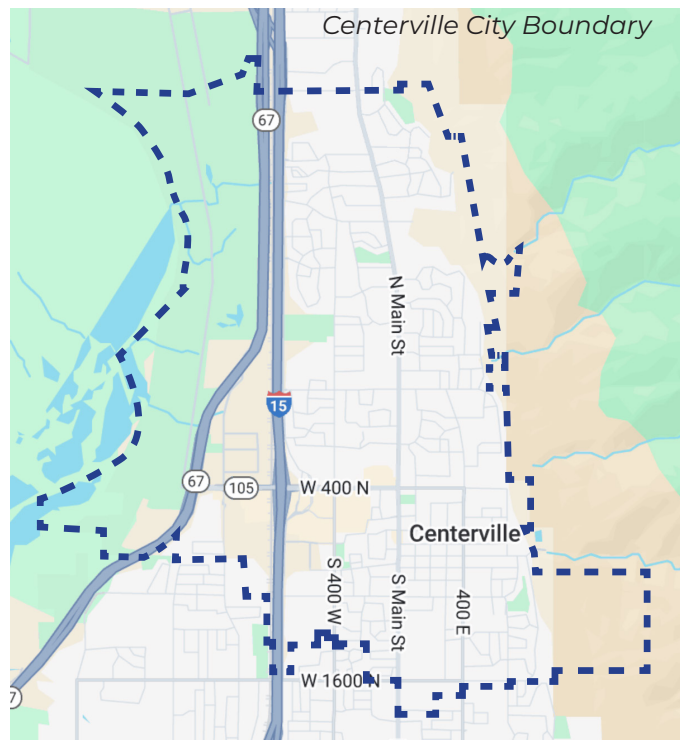
In 1866, a stagecoach station was built for the Wells Fargo Company, connecting Centerville to the broader regional transportation network. This building was later converted to the Elkhorn Hall, which served as a vital community center and church following the completion of the Utah Central Railroad.



Former Centerville Co-op Building

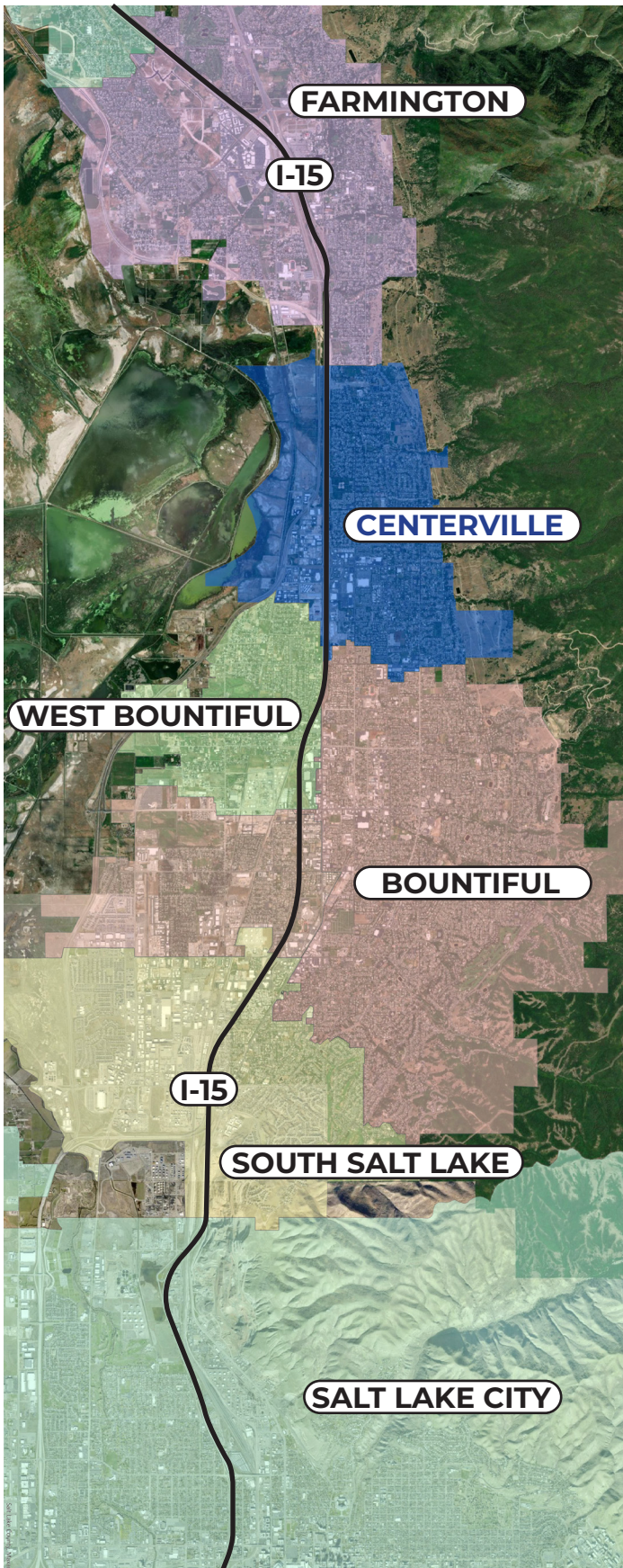
The arrival of the railroad marked a significant shift in Centerville's development, transitioning from an isolated agricultural settlement to a connected community with access to Salt Lake City and points north. These transportation improvements attracted new residents and businesses, establishing patterns of growth that continue to influence the city today.

Centerville City was officially incorporated in 1915. Since then, the city has grown as a bedroom community supporting the greater Salt Lake Metropolitan area. It has maintained its diversity of commercial uses, deep historic roots, strong community-centric mentality, and a general small-town feel.



The sense of pride in Centerville's rich heritage is intact with wide support for upholding the culture, quality of life, and proximity to goods and services. Today the city sits at over 16,000 residents and looks to forge a new chapter of Centerville's history by updating its general plan.





Regional Context

Centerville, Utah, located in Davis County, is positioned between Farmington to the north and Bountiful to the south, within the Wasatch Front region. Centerville benefits from its proximity to Salt Lake City, approximately 15 miles to the south. Major roadway transportation systems include Interstate 15 (I-15), which runs through Centerville, providing easy access to both Salt Lake City and Ogden; Legacy Parkway (SR-67), a scenic alternative route; and Main Street, the key state road connection between communities.

Centerville has public transit options provided by the Utah Transit Authority (UTA), with several bus routes connecting to other parts of Davis County and the greater Salt Lake City area. The nearest FrontRunner commuter rail stations, located in Farmington and Woods Cross, offer convenient commuting options. Centerville features popular trails such as the Legacy Parkway Trail and the Bonneville Shoreline Trail, which connect with regional trail systems.

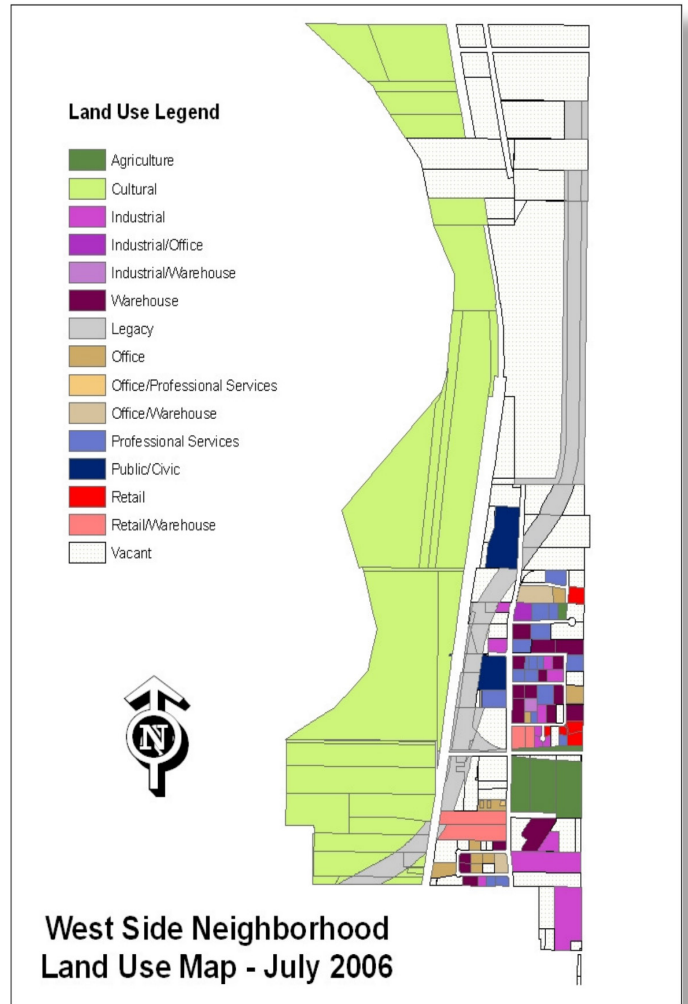
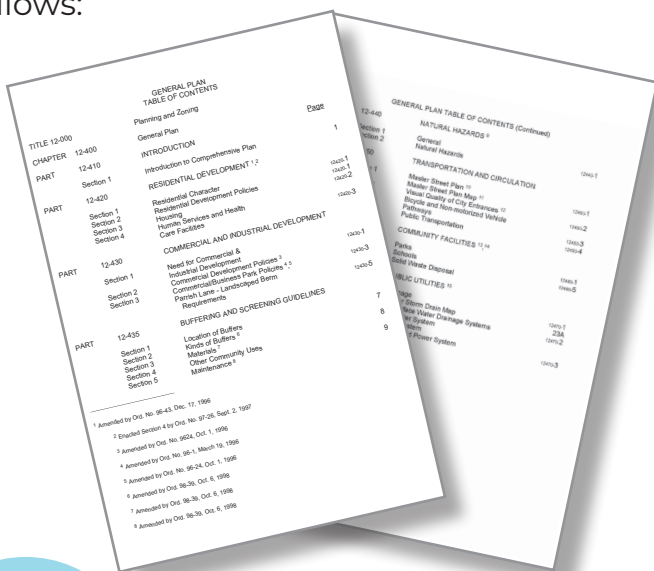
This strategic location provides residents with exceptional access to employment, education, and recreation throughout the Wasatch Front. Major employers, universities, and world-class outdoor recreation options are all within a 30-minute radius, allowing residents to enjoy small-town living while maintaining easy access to urban amenities. This unique positioning has made Centerville an increasingly desirable location for families seeking the perfect balance between community character and regional connectivity.

Existing Plans & Codes

Building upon previous planning efforts ensures continuity of community vision while adapting to changing circumstances. Reviewing past studies provides essential context for understanding how Centerville has evolved, which strategies have proven successful, and which challenges persist.

These documents represent years of community input, professional analysis, and strategic thinking that inform current planning decisions. By synthesizing insights from multiple plans across different time periods and focus areas, this General Plan Update creates a comprehensive framework that honors past commitments while charting a path forward that reflects contemporary needs and opportunities.

Several past city studies have been reviewed which add context and background for this General Plan Update. The project team reviewed these studies and other data to further understand the vision, needs, and desires of residents. Those existing studies and plans for the city were reviewed and synthesized as follows:



Centerville General Plan (1995-2023)

The existing general plan evolved over nearly three decades, with its foundation established in 1995 and various sections updated through 2023 to address changing state requirements and community needs. The plan accurately predicted substantial growth, forecasting Centerville’s transformation from approximately 12,000 residents in 1995 to over 16,000 by 2020. Despite recognizing approaching build-out conditions, the plan anticipated continued growth pressures requiring strategic infill development.

This comprehensive document’s twelve elements addressed residential development with neighborhood character



zones, commercial and industrial growth along major corridors, and natural hazards including hillside protection policies. Infrastructure elements covered transportation networks, community facilities, and public utilities that have served the city well but now require updates. The plan established strong traditions of citizen participation through neighborhood planning policies and provided framework for orderly growth through annexation guidelines.

The moderate-income housing element, added in 2019 and updated in 2023, represents the most recent addition, addressing state mandates and regional affordability challenges that have intensified significantly since the original adoption. While many policies remain relevant, changing demographics, technology, and development patterns necessitate this comprehensive update.



Moderate Income Housing Plan (2023)

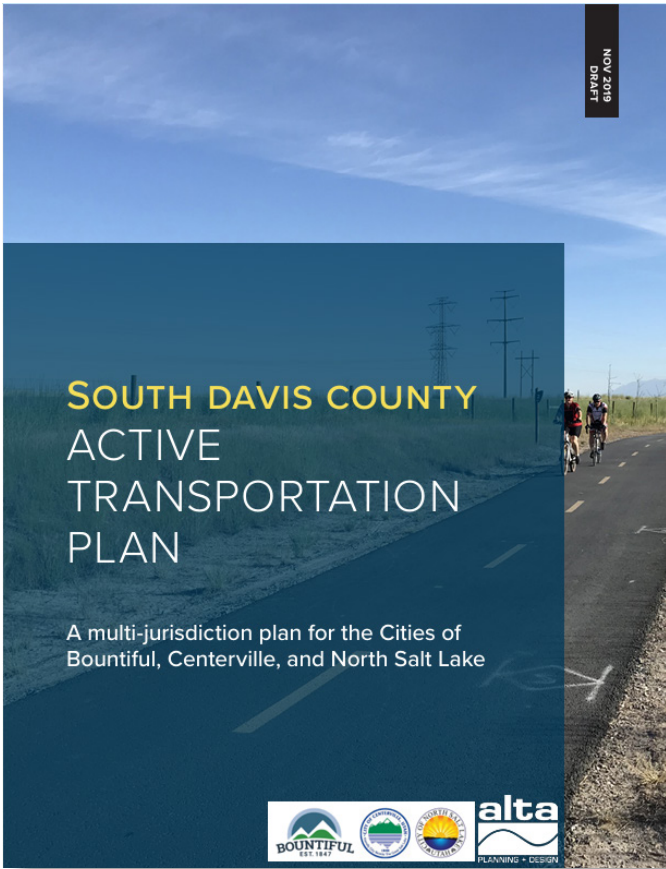
The moderate-income housing plan was the most recent addition to the general plan in 2023. Utah State Code requires that every municipality adopt a plan for moderate-income housing within the community.

The plan must address the following five issues:

1. An estimate of the existing supply of moderate-income housing located within the municipality.
2. An estimate of the need for moderate-income housing in the municipality for the next five years as revised biannually.
3. A survey of total residential land use.
4. An evaluation of how existing land uses and zones affect opportunities for moderate-income housing; and
5. A description of the municipality's program to encourage an adequate supply of moderate-income housing.

In response to these State requirements, Centerville created their Moderate-Income Housing Plan to address the city's affordable housing needs. The plan highlights the study's findings, such as the predominance of single-family homes and the limited availability of new affordable housing. Strategies include rezoning, density bonuses, and flexible zoning classifications to encourage diverse housing types. Implementation efforts have led to various developments, including apartment complexes and mixed-use projects.

The plan emphasizes the need for regular updates, efficient use of existing infrastructure, and collaboration with other local entities to meet future housing demands. The guiding principles focus on good design, sustainable neighborhoods, and providing housing options for different income levels and life stages.



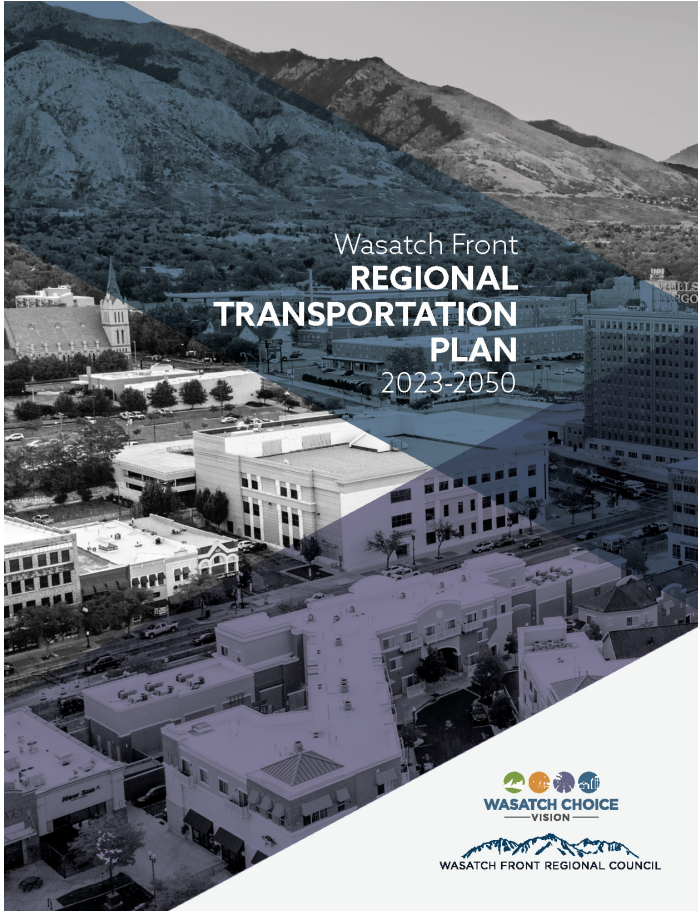
South Davis County Active Transportation Plan (2020)

The South Davis County Active Transportation Plan is a multi-jurisdictional effort between Bountiful, Centerville, and North Salt Lake, completed in January 2020. This collaborative plan addresses the growing demand for safe, connected bicycle and pedestrian infrastructure across municipal boundaries, identifying existing facilities and gaps while providing a prioritized list of improvements to create a seamless system for all users.

For Centerville specifically, the plan identifies two priority projects: buffered bike lanes along 400 West and separated bike lanes on 400 East, both critical north-south corridors. The plan emphasizes creating “walkable centers” around key activity nodes, particularly near schools, parks, and commercial

districts, with recommendations including enhanced crosswalk treatments, sidewalk gap closures, and trail connections to the Legacy Parkway Trail and Bonneville Shoreline Trail systems.

Implementation strategies focus on coordinating improvements with roadway projects for cost efficiency, pursuing grant funding, and establishing consistent design standards across jurisdictions. By taking a regional approach, the plan ensures that investments in one community complement neighboring cities, creating an integrated network that encourages walking and biking as viable transportation options throughout South Davis County.



The WFRC 2019-2050 Regional Transportation Plan (2019)



WFRC's long-range transportation plan provides a comprehensive roadmap for transportation investments impacting Centerville. This federally-required plan balances projected growth with transportation needs while considering air quality, fiscal constraints, and regional connectivity. The plan employs a three-phased approach:

Phase 1 (2019-2030), Phase 2 (2031-2040), Phase 3 (2041-2050)

These phases reflect project readiness, funding availability, and regional priorities established through public engagement and technical analysis. Notable projects impacting Centerville include:

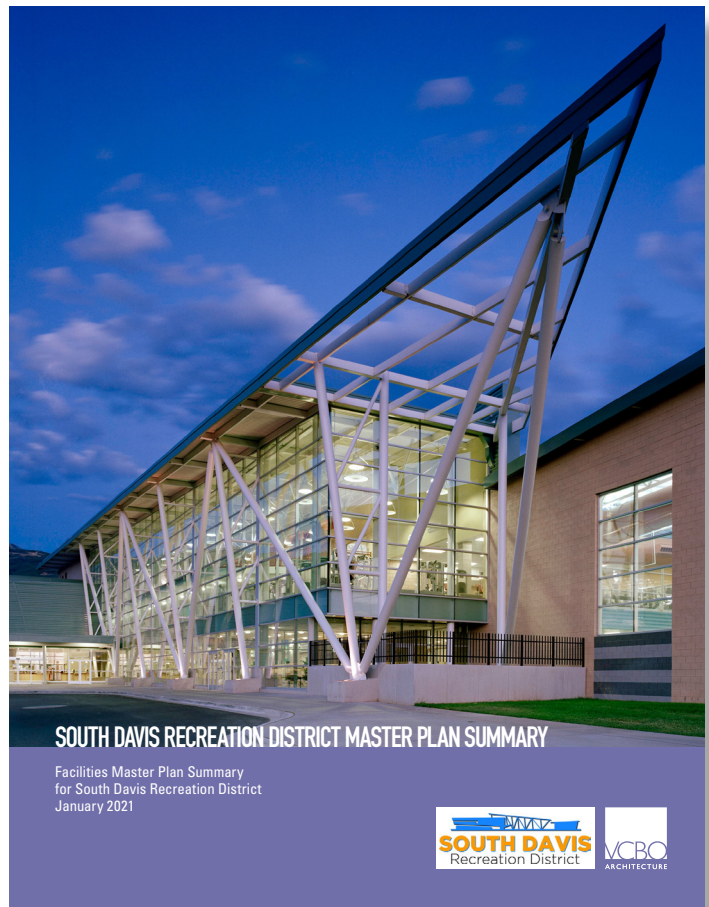
Transit: FrontRunner double-tracking (Phase 1) will increase commuter rail frequency and reliability for residents using the nearby Farmington station

Roadway: I-15 widening through Davis County (Phase 1) addresses current congestion while accommodating projected growth

Roadway: Legacy Parkway capacity improvements (Phase 2) will manage increasing traffic volumes on this important alternative route

Transit: Enhanced bus service from Clearfield to Woods Cross (Phase 2) improves east-west connectivity across Davis County

These regional investments complement Centerville's local transportation priorities while ensuring the city remains well-connected within the broader Wasatch Front transportation network.



South Davis Recreation District Master Plan (2020)

The South Davis Recreation District Master Plan was created in conjunction with Bountiful, North Salt Lake, Woods Cross, and West Bountiful to address regional recreation needs. The plan covers all types of recreation facilities including parks, recreation centers, aquatic facilities, sports complexes, and trails.

Through public engagement and needs assessment, it identifies service gaps and establishes priorities for capital improvements. Although not officially adopted by City Council, the plan provides valuable data relevant to Centerville, including recommendations for trail connectivity, park renovations, and potential cost-sharing agreements for joint facility development.

Public Engagement

The Centerville General Plan update process prioritized extensive community engagement to ensure the plan reflects residents' vision for their city's future.

The project team conducted stakeholder interviews with city staff, decision makers, public officials, developers, and key community members to gather diverse perspectives.

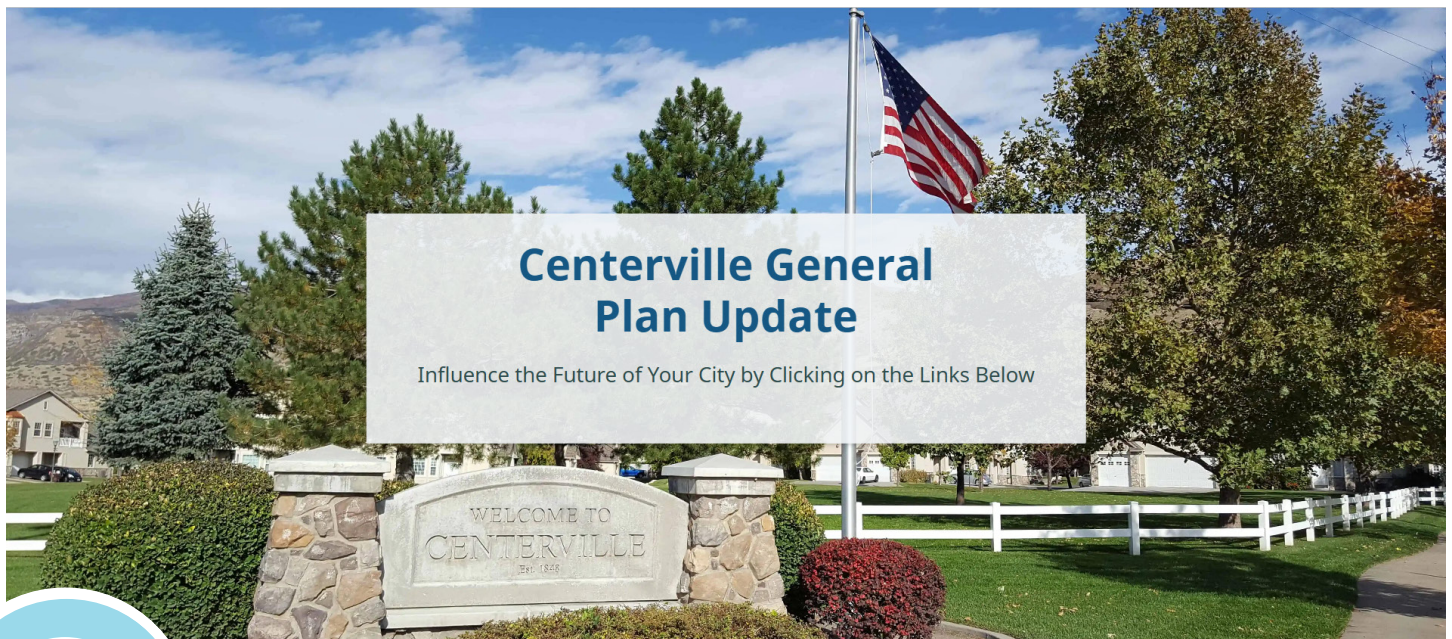
To maximize accessibility, the General Plan team attended popular community events including the Movie in the Park (Summer 2024), July 4th Celebration, Christmas Tree Lighting Event (December 2, 2024), and hosted presentations at City Hall (January 30, 2025) and a Spring Event (March 2025). Interactive boards and maps at these events encouraged hands-on participation.

Digital engagement also played a crucial role through an informative story map website and multiple virtual surveys, including a Visual Preference Survey, Maps Survey, and Interactive Feedback Map.



This multi-faceted approach ensured broad community participation across all neighborhoods and demographics, resulting in clear priorities: maintaining Centerville's culture and quality of life, preserving hillside open space, improving parks, beautifying Main Street, and creating a cohesive plan for the west side.

The overwhelming consensus (83.5% of respondents) identified west of I-15 as the preferred location for moderate income housing, demonstrating unified community vision for growth management.



Story map website: <https://tinyurl.com/2rf2ha84>



Public Engagement Results

Significant efforts have been made throughout Centerville's 2025 General Plan Update to involve residents and stakeholders. This report reviews the Resident Feedback Survey and General Plan Map Survey sent out to residents over the course of the study. Here are some significant findings from these survey results:

1. **418 out of 419 responses were submitted by Centerville residents**, residing in all areas of the city.
2. Residents responded that their top 5 priorities for the General Plan update are to:
 - **Maintain Centerville's existing culture**, history, and quality of life.
 - **Preserve the city's hillside** for open space and recreation opportunities.
 - Creating, maintaining, and **improving city parks**.
 - **Fostering city beautification practices** throughout the city and along Main Street.
 - Create a **cohesive plan for the west side** of the city.
3. The overwhelming majority of Residents agreed that the **best location for Moderate Income Housing within the city is west of I-15**.
4. The Urban Design/Streetscape elements that received the most support were **Uniform Streetscapes, Street Trees / Raised Planters, Outdoor Dining, and Plaza Space**.



5. 82.9% of Residents expressed a **desire for Main Street improvements**, with 41% of those respondents preferring both a Shared Use Path & a Pedestrian Safety Island.
6. Residents support the proposed update to the city's **Historic Walking/Biking Tour**.

In addition to this report, please reference the raw data collected from respondents to see individual comments and feedback (Appendix A).

Vision & Goals

Centerville stands at a pivotal moment—a thriving community of over 16,000 residents that has successfully maintained its small-town character while becoming an integral part of the Wasatch Front. Our vision embraces this duality: honoring our pioneer heritage while thoughtfully planning for the future.

This vision, shaped by extensive community engagement, imagines a city where families can find housing throughout all stages of life, where local businesses thrive alongside regional destinations, where trails and parks connect every neighborhood, and where sustainable practices protect our resources.

We will preserve our scenic hillsides, revitalize historic Main Street, develop the west side with its own unique identity, and transform aging commercial areas into vibrant gathering places.

The General Plan’s seven interconnected elements—Land Use, Transportation, Housing, Open Space & Recreation, Public Facilities, Conservation & Preservation, and Economic Development—provide the framework to achieve this vision while meeting state requirements under Utah Municipal Code 10-9a-403.

Through strategic action and continued collaboration, Centerville will demonstrate that growth and preservation work together to create an exceptional community. Our commitment is clear: ensuring future generations inherit a Centerville that is more connected, more sustainable, and more vibrant, while remaining unmistakably Centerville.



Land Use



Transportation



Housing



Open Space & Recreation



Public Facilities



Conservation & Preservation



Economic Development

The seven elements of the Centerville General Plan

The Ten Goals:

Goal #1: Maintain Centerville’s Culture and Quality of Life

Centerville residents cherish their small-town, community-first atmosphere and convenient access to services. The city will protect its historic buildings, support community events, and preserve the unified small-town feel that defines Centerville’s character.

Goal #2: Preserve the Hillside for Open Space & Recreation

The foothills and mountain areas will be protected from development beyond the base of the foothills. This preservation safeguards against landslides, fires, and habitat loss while maintaining valuable recreation opportunities for current and future residents.





Goal #3: Create, Maintain, and Improve City Parks

Existing parks will be enhanced with modern amenities while new park spaces will be strategically developed in underserved areas. This includes updating playgrounds, adding sports courts, and creating gathering spaces that serve residents of all ages and abilities.

Goal #4: Foster City Beautification Along Main Street

Main Street will be transformed through thoughtful streetscape improvements including uniform design standards, street trees, planters, and pedestrian amenities. These enhancements will create a cohesive identity and welcoming atmosphere throughout the corridor.

Goal #5: Create Plan for the West Side

The area west of I-15 will be developed with a clear identity and purpose, integrating better with the rest of the city through improved connectivity, amenities, and mixed-use development that creates a vibrant, walkable community.

Goal #6: Improve Connectivity and Active Transportation

A comprehensive network of trails, bike lanes, and pedestrian pathways will connect neighborhoods, parks, and commercial areas. Priority connections include linking Centerville Community Park to Legacy Parkway and improving east-west connectivity across I-15.

Goal #7: Facilitate Smart Family-Centered Housing Options

Diverse housing types will ensure residents can remain in Centerville through all life stages. This includes townhomes, apartments, and senior housing options that maintain affordability while preserving neighborhood character.

Goal #8: Encourage Quality Dining and Entertainment

New sit-down restaurants, family entertainment venues, and gathering spaces will be recruited to enhance Centerville's appeal as a destination. These amenities will serve residents while generating economic vitality.

Goal #9: Strategic Redevelopment of Key Areas

Underutilized properties, particularly in the CenterPoint/Parrish Lane area and along Main Street, will be revitalized through mixed-use development, creating vibrant town centers that blend commerce, housing, and public spaces.

Goal #10: Implement Water Conservation & Environmental Stewardship

The city will lead by example in water-wise practices, promoting drought-resistant landscaping, efficient irrigation systems, and sustainable development practices that protect our natural resources for future generations.



CHAPTER 1 LAND USE

Introduction & Background

Since its 1915 incorporation by the State of Utah, Centerville has developed into a primarily residential community with commercial areas and some agricultural land. The city has significant undeveloped land opportunities west of I-15 and some redevelopment or infill opportunities throughout. This chapter emphasizes planning for key areas where beautification and sound development practices can occur, thus preserving the remainder of the city’s character.

Centerville’s population grew from 15,335 in 2010 to 16,884 in 2020 (10.1% increase). This growth is expected to continue, though newer residential developments may be more compact than historical development due to multiple factors like cost of living and land availability. The State mandated moderate-income housing requirements (outlined in the Housing Element) is set to help alleviate this issue.

With most land east of I-15 built out, new development occurs primarily on the west side, though infill and redevelopment opportunities exist on the east side. While growth is necessary, it’s possible to preserve the city’s existing character through smart planning practices that maintain the city’s vision while satisfying state housing mandates.

Residents identified Parrish Lane as the current heart of the city and expressed strong desire for creating a “more unified” Centerville through improving streetscape elements and creating a memorable downtown. This element focuses on that ideal and the city’s vision, promoting thoughtful, equitable, and accessible distribution of different land uses.

Land use planning envisions each area’s future, addresses location-specific issues, and interacts with all other plan elements.

Principles & Best Practices

The public engagement process revealed several key community sentiments and corresponding best practices:



1. Preserve Centerville’s Character

The community strongly desires to preserve Centerville’s existing character, history, and heritage. While change is inevitable, careful planning can accommodate growth without altering the city’s essence by:

- Preserving existing neighborhoods and historical sites
- Identifying areas suitable for future growth
- Thoughtfully planning development to maintain Centerville’s unique charm



2. Create Unifying Town Centers

Town Centers should serve as vibrant community hubs with varied primary purposes:

Commercial Centers: Economic hubs with retail, offices, and dining, enhanced by pedestrian-friendly spaces and mixed residential units.

Historic Centers: Celebrate cultural heritage while offering modern amenities like cafes, boutiques, and cultural venues.

Mixed-Use Centers: Combine residential, commercial, and recreational uses in walkable environments.



Essential Elements for All Town Centers:

- Pedestrian-friendly design with walkable blocks and sidewalks
- Architectural diversity promoting street activity
- Public amenities (parks, plazas, community centers)
- Strong connectivity through trails, bike paths, and transit
- Sustainable practices prioritizing people over cars



3. Balance Commercial and Residential Development

Achieving balance is crucial for quality of life and commercial vitality. This is measured by commercial square footage per resident, considering:

- Population size, demographics, and income levels
- Trade area requirements (e.g., grocery stores need 7,000-10,000 residents within 1 mile its location)
- Regional context extending beyond municipal boundaries



4. Maintain Family-Centered Housing Options

Centerville's family-oriented nature requires diverse housing options to:

- Allow multiple generations to remain in the community
- Lower living costs and reduce ownership barriers
- Meet state requirements for moderate-income housing near transit and employment centers
- Increase density efficiently while preserving quality of life



Additional Land Use Best Practices:

- Focus intensity around major intersections and infrastructure
- Maximize infrastructure efficiency at development nodes
- Buffer incompatible uses and facilitate compatible ones
- Step down intensities away from major nodes
- Ensure multi-modal access and context-appropriate development
- Provide recreation opportunities near residents
- Balance uses based on demographics, infrastructure, and market trends



Key Takeaways:

By following these principles, Centerville can grow strategically—creating vibrant town centers, diversifying housing options, and meeting state mandates—while protecting the neighborhoods and small-town character residents value most.

Existing Land Use

Centerville’s existing land use patterns reflect its evolution from a small agricultural settlement to a mature residential suburb with strategic commercial corridors. The city displays a clear geographical division created by Interstate 15, which fundamentally shapes development patterns on both sides of the freeway.

East of I-15: The Established Residential Core

The majority of Centerville’s developed area lies east of I-15, dominated by detached single-family residential neighborhoods that comprise the largest land use category. The oldest homes cluster around the original townsite near Main Street with its traditional gridiron street pattern, while newer subdivisions with curvilinear streets and larger lots extend eastward toward the foothills. Attached residential developments concentrate along major corridors, particularly near Parrish Lane and Main Street, providing housing diversity within the predominantly single-family character.

Commercial Development Patterns

Commercial uses follow a linear pattern along three primary corridors. Parrish Lane has emerged as the dominant commercial center, featuring big-box retailers and restaurants that benefit from excellent I-15 access. Main Street maintains a more traditional commercial character with smaller-scale retail and professional offices, while Porter Lane includes some community commercial uses. Regional commercial development concentrates near the I-15 interchange, taking advantage of high visibility and accessibility.

Community Facilities and Open Space

Civic uses including schools, churches, and government facilities distribute throughout residential neighborhoods, with concentrations near major intersections. Natural open space dominates the eastern edge where development meets the Wasatch foothills, creating a distinct urban boundary. The western areas contain significant open space associated with the Legacy Nature Preserve and wetland areas.

West of I-15: Employment and Future Growth

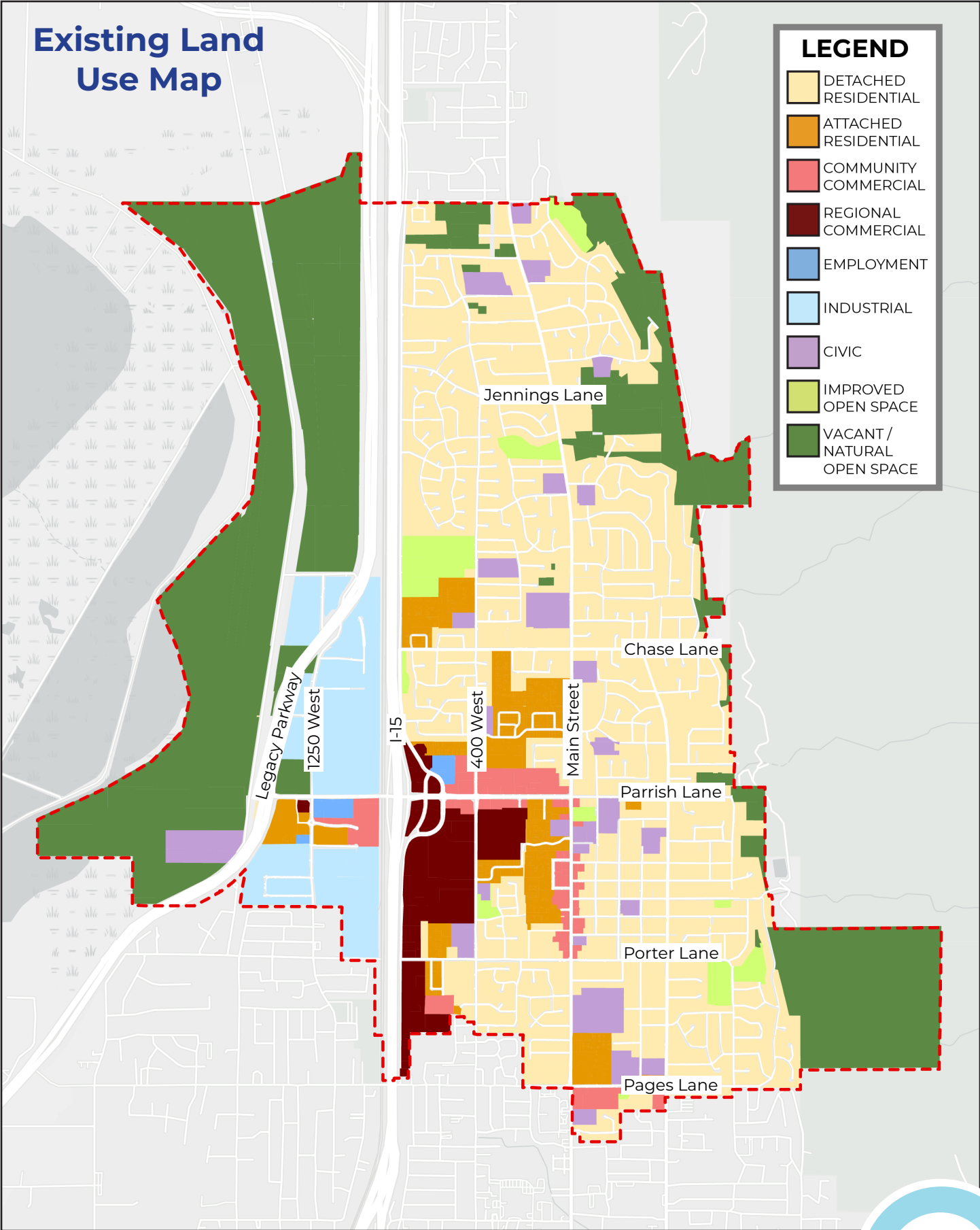
Land west of I-15 presents a markedly different character, with substantial employment uses including office parks, light industrial facilities, and business parks that leverage proximity to regional transportation corridors. This area contains significantly vacant agricultural land, representing opportunities for future development. The existing land use pattern reflects Centerville’s identity as a family-oriented residential community with supporting commercial services and emerging employment centers, all while preserving natural areas that contribute to the quality of life of the community.



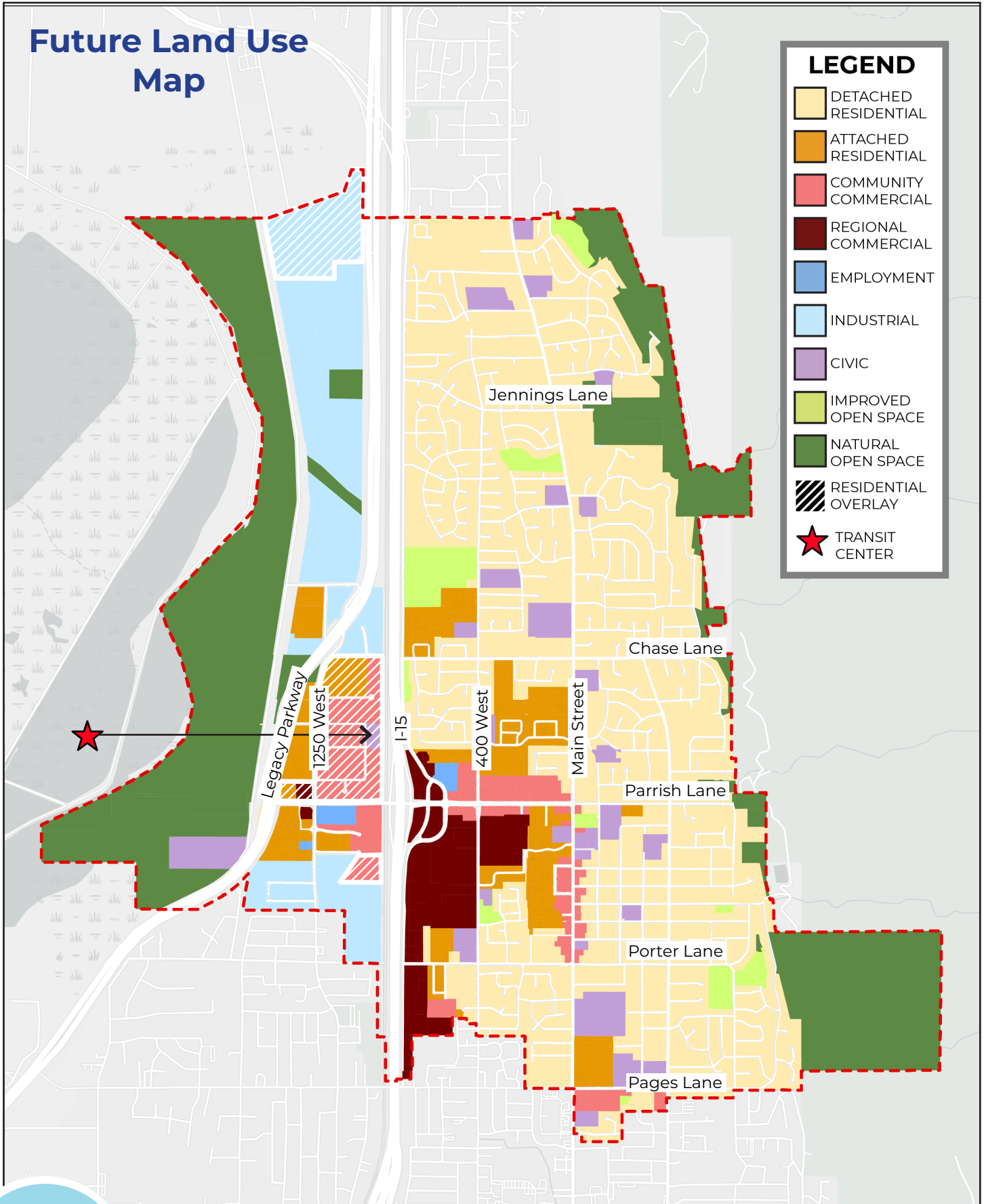
Existing Land Use Map

LEGEND

- DETACHED RESIDENTIAL
- ATTACHED RESIDENTIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL
- EMPLOYMENT
- INDUSTRIAL
- CIVIC
- IMPROVED OPEN SPACE
- VACANT / NATURAL OPEN SPACE



Future Land Use Map



LEGEND

- DETACHED RESIDENTIAL
- ATTACHED RESIDENTIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL
- EMPLOYMENT
- INDUSTRIAL
- CIVIC
- IMPROVED OPEN SPACE
- NATURAL OPEN SPACE
- RESIDENTIAL OVERLAY
- TRANSIT CENTER



Future Land Use

The general land use vision from residents was to keep Centerville relatively the same with potential increases in preserved open space and amenities. The changes shown in the future land use map are based on public engagement feedback, existing and proposed plans, and state requirements for “higher density or moderate-income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers.”

The land uses delineated on the future use map are meant to indicate the general development type for each area within the city and correspond to the existing zoning designations. These land use designations are listed for information purposes, and do not give a property owner the right to rezone their property to any of the associated zones that fit within the land use as notated below, without prior approval from the Planning Commission and City Council.

Land Use Categories

Detached Residential:

Single-family homes on individual lots that form the foundation of Centerville’s established neighborhoods. This category preserves the traditional residential character while allowing for appropriate infill development that maintains neighborhood compatibility and quality of life.



Attached Residential:

Townhomes, duplexes, and similar housing types that provide homeownership opportunities at various price points. These units offer efficient land use while maintaining residential scale and character, supporting the city’s goal of providing diverse housing options for all life stages.

Community Commercial:

Neighborhood-serving retail, services, and offices that meet daily needs of residents. These areas feature businesses such as grocery stores, pharmacies, restaurants, and professional services located at key intersections and designed to be accessible by multiple transportation modes.





Regional Commercial:

Large-scale retail, entertainment, and service destinations that draw customers from throughout the region. These areas capitalize on highway access and high visibility locations, contributing significantly to the city’s tax base while providing shopping and employment opportunities.

Employment:

Office parks, research facilities, and professional services that provide quality jobs for residents. These areas emphasize campus-like settings with enhanced landscaping and design standards that create attractive work environments while minimizing impacts on adjacent uses.



Industrial:

Light manufacturing, warehousing, distribution, and flex-space facilities that support the regional economy. These areas are strategically located with excellent transportation access while being appropriately buffered from residential neighborhoods.

Civic:

Public and institutional uses including schools, government facilities, churches, and community centers that serve residents’ educational, spiritual, and civic needs. These facilities function as community anchors and gathering places that strengthen Centerville’s social fabric.



Improved Open Space:

Developed parks, recreation facilities, and programmed outdoor spaces that provide active and passive recreation opportunities. These areas include playgrounds, sports courts, trails, and community gathering spaces that enhance quality of life for all residents.



Natural Open Space:

Preserved hillsides, wetlands, and undeveloped lands that protect sensitive environments and natural hazards areas. These spaces maintain Centerville's scenic backdrop, provide wildlife habitat, and offer opportunities for trails and nature-based recreation.

Residential Overlay:

Special planning areas where additional design standards or density allowances apply to achieve specific community objectives. These overlays facilitate moderate-income housing, senior housing, or mixed-use development in appropriate locations.



Focus Areas (Town Centers):

Strategic locations identified for coordinated planning and development efforts. These areas represent opportunities for creating vibrant town centers, enhancing community identity, and achieving multiple general plan goals through integrated development approaches.

Town Centers

Based on extensive stakeholder and public feedback, we have identified three key locations to serve as Centerville’s town centers. These centers are essential to creating a more unified city identity and providing residents with vibrant, accessible community gathering spaces. Each location offers unique opportunities to enhance quality of life, support local businesses, and strengthen neighborhood connections.

The three designated town centers are:

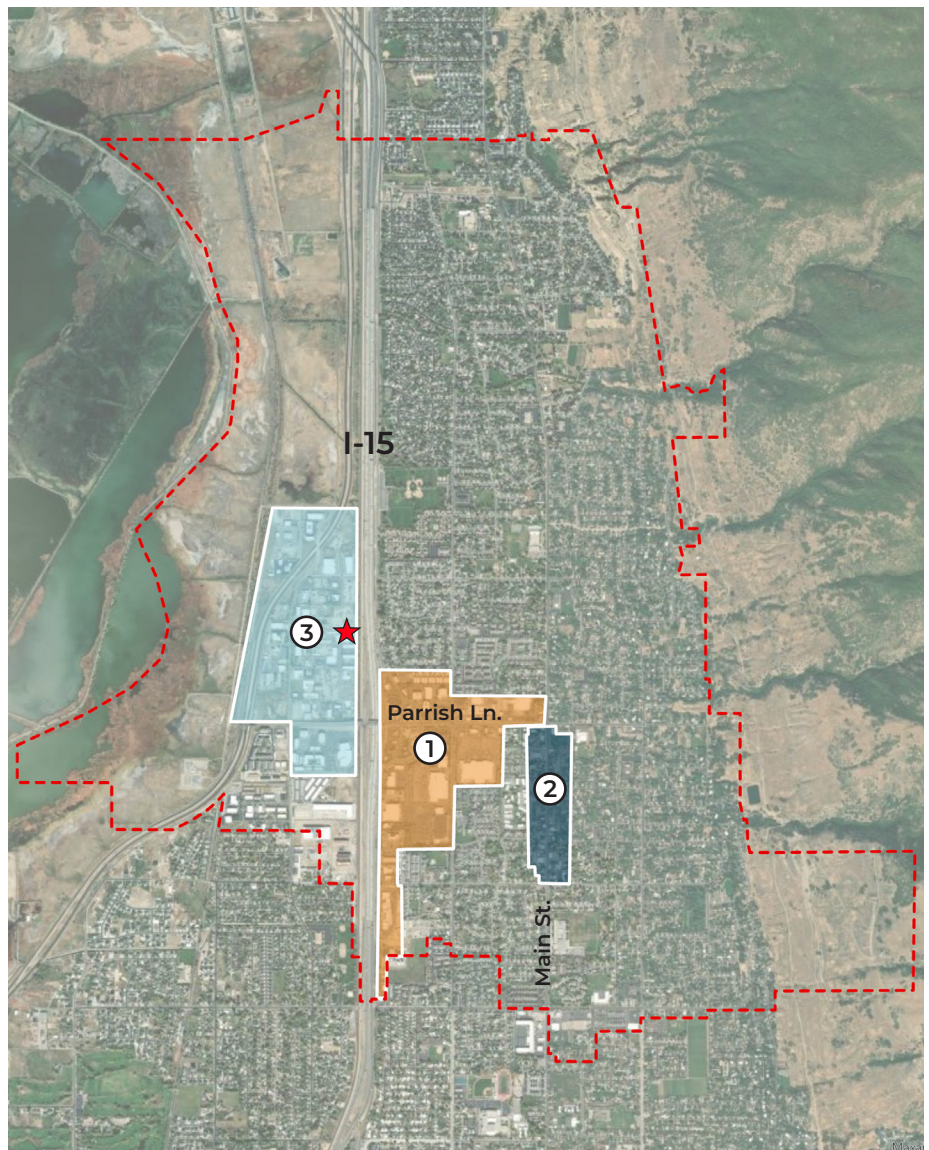
- 1. CenterPoint/Parrish Lane** - Commercial & Entertainment heart
- 2. Civic Center/Main Street** - Historic core
- 3. West Side** - Emerging mixed-use district

Each center plays a unique role in fostering community cohesion and vibrancy. All will feature commercial services, public spaces, and housing variety while preserving neighborhood stability. A detailed neighborhood plan should guide future development in each location.

A potential FrontRunner train station (noted by the star on the map) has ideal spacing between existing stations for an additional stop. This station would help economic vitality, reduce congestion, and increase transportation opportunities for the city.



CenterPoint Theater



Map of designated Town Centers

1. CenterPoint & Parrish Lane

Centerville's commercial hub houses the majority of retail and economic activity, anchored by the CenterPoint Theater. While successful, the area's large parking lots and auto-oriented design present opportunities for creating a more vibrant, walkable district. Infill specifically focused on arts, entertainment would help increase the vitality of the area as a regional draw.

Enhancement Opportunities:

- Create pedestrian-friendly pathways and connections
- Develop mixed-use residential/commercial projects
- Transform underutilized parking into retail, housing, or mixed-use spaces
- Add family dining and entertainment options
- Incorporate plaza spaces, green areas, and public art
- Enhance landscaping, street design, and beautification



2. Main Street & Civic Center

This historic corridor from Parrish to Porter Lane contains City Hall, Ron's Service Station, William R. Smith Park, Whitaker Museum, and dozens of Historic Register homes. Despite these assets, the area feels disjointed due to inconsistent design and lacks the cohesive feel of a true town center.

Enhancement Opportunities:

- Implement consistent design standards and signage
- Coordinate landscaping areas
- Improve pedestrian pathways
- Add public seating and enhanced lighting
- Create gathering spaces for events
- Preserve and highlight historical elements
- Support existing boutique retail and offices

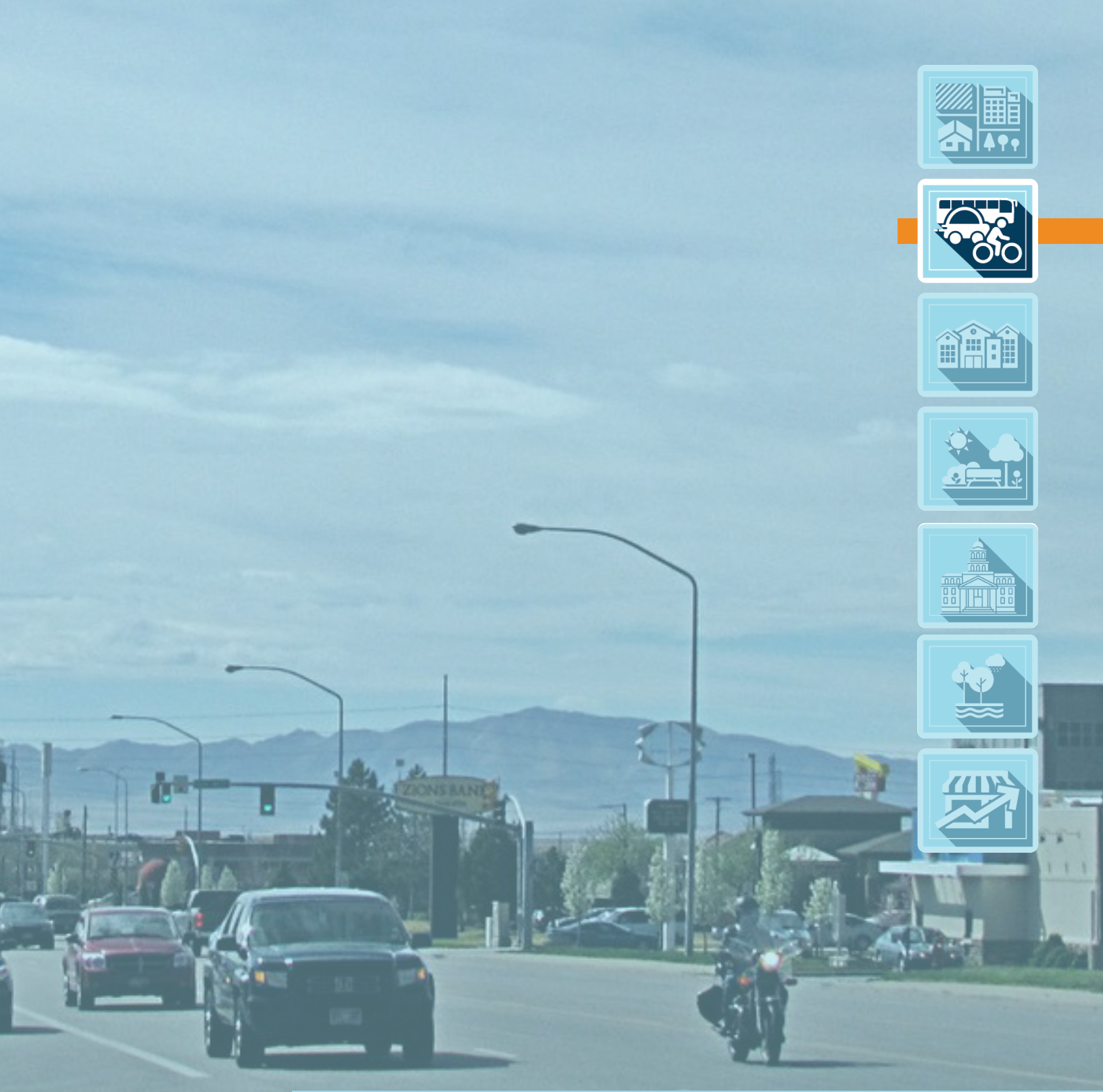


3. The West Side

Located west of I-15, this area contains most multi-family housing plus significant commercial and industrial uses, anchored by the LHM Megaplex Theater. There is significant opportunity for a passenger rail station in this area, which should be studied further.

Enhancement Opportunities:

- Build walkable, mixed-use neighborhoods
- Plan for potential future transit station and supporting development
- Install bike lanes and pedestrian ways
- Incorporate public art and signage
- Improve street lighting and seating
- Develop family-friendly gathering spaces
- Create community event venues
- Street improvements to Parrish Lane.



CHAPTER 2 TRANSPORTATION

Transportation Goals & Objectives

The transportation section of this general plan will be a guide for the Centerville City to properly plan, budget and maintain a safe and efficient transportation network into the future by:

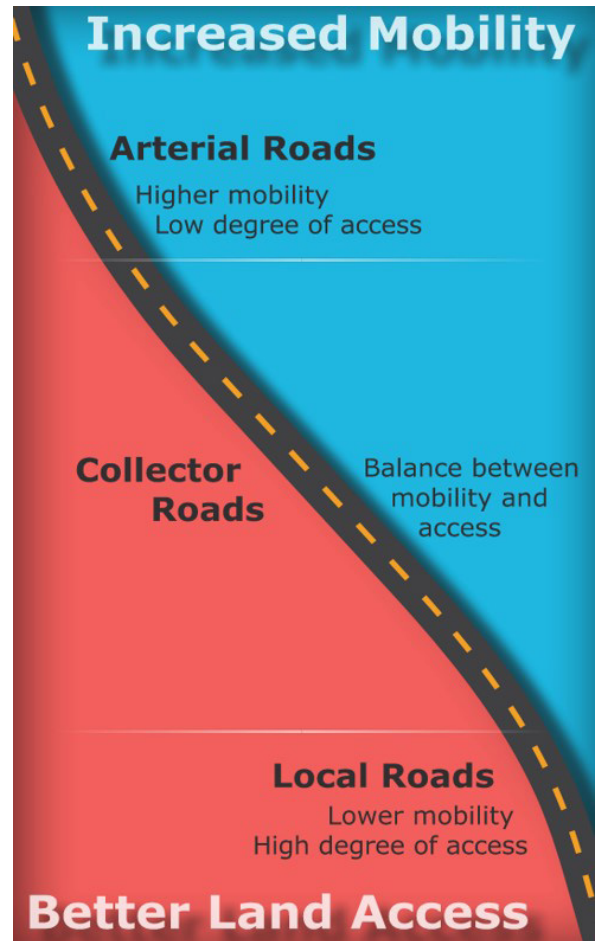
- Creating an all-inclusive, multi-modal transportation network
- Developing a connected roadway grid network
- Increasing and enhancing transportation safety within the city
- Planning and designing a Main Street that is a multi-modal corridor that serves as a beautiful landmark representing the community’s heritage
- Engaging and coordinating with the community and stakeholders through the planning process



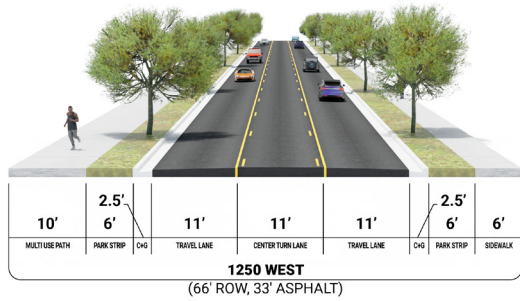
Street Master Plan Roadway Functional Classification

The roadway functional classification system has a hierarchy based on roadway attributes such as speed and access. The higher the street classification, the more mobility it provides with limited access. Lower street classifications have less mobility, but more access.

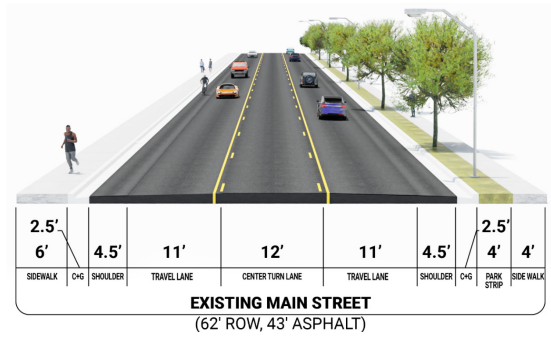
The functional classification of a roadway indicates the road’s function within the transportation system, which in turn helps determine when increased travel demand or change in the road’s use could lead to negative impacts on its intended function in terms of speed, capacity, and relationship to existing and future land use (FHWA, 2013).



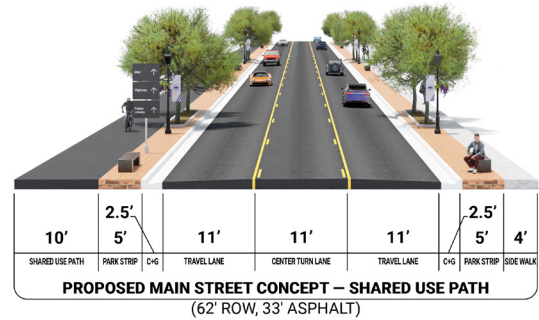
The functional classifications of Centerville roadways include major arterial, minor arterial, major collector, minor collector, and local roads. The Centerville Standard Details includes the dimensions of key elements of the standard roadway section based on functional classification. Existing and future functional classification are summarized below. A cross section was also developed for the planned 1250 West roadway and is shown in the following figure.



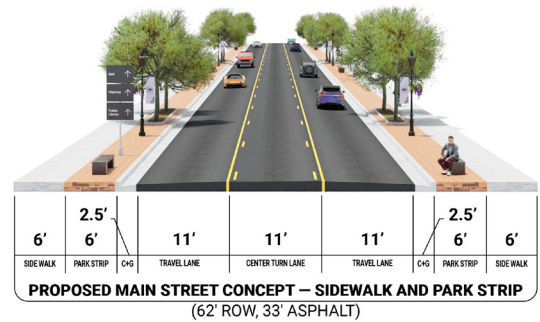
1250 West Cross Section



Existing Main Street Cross Section



Proposed Main Street Concept - Shared Use Path



Proposed Main Street Concept - Sidewalk and Park Strip

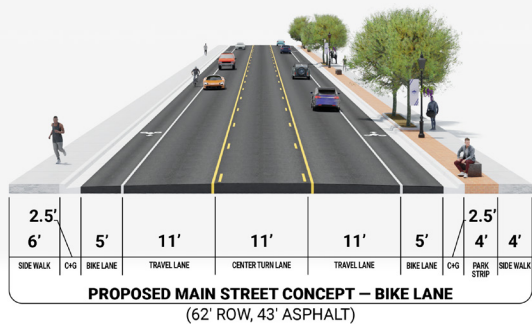
Main Street

There are several ways that Main Street in Centerville could be improved to create a more welcoming and safer environment. The existing main street cross section is shown in the figure below. The project team has developed several alternatives that are to be evaluated by the city and stakeholders to determine which alternative may best fit the needs of the city. Concept level project cost estimates for each alternative are shown in the table below. When calculating the cost estimates, it was assumed that the projects would extend eight blocks along Main Street from Porter Lane (400 South) to Parrish Lane (400 North). It was assumed that all options would fit within the existing ROW, and a 20% contingency is included. Proposed cross sections for each alternative are shown below.

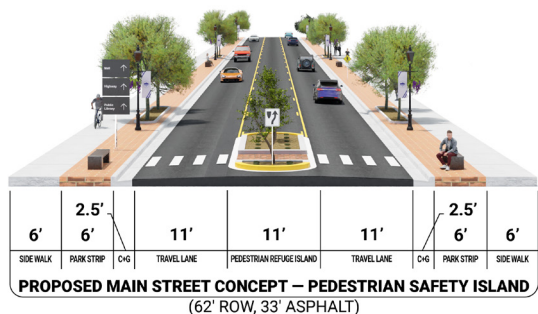
Main Street Concept Level Project Cost Estimates

	Concept Alternative			
	Shared Use Path	Sidewalk and Park Strip	Pedestrian Safety Island (x4)	Bike Lane
Concept Level Project Cost Estimate	\$3,400,000	\$4,000,000	\$4,100,000	\$1,310,000





Proposed Main Street Concept - Bike Lane

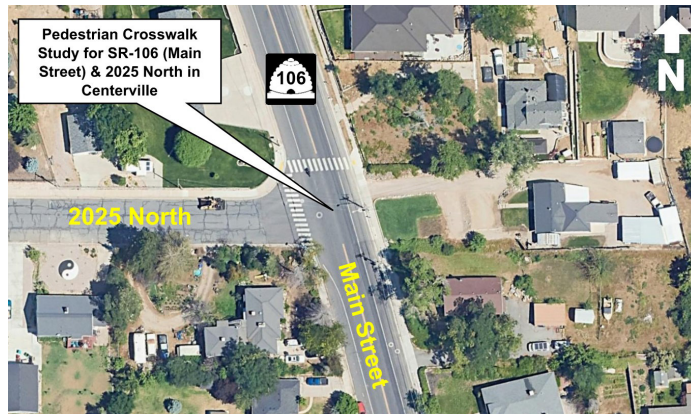


Proposed Main Street Concept - Pedestrian Safety Island

A Pedestrian Crosswalk Study was conducted by UDOT at SR-106 (Main Street) & 2025 North in Centerville. The Division of Traffic and Safety studied the intersection to determine if additional treatments are warranted at the existing school crosswalk based on pedestrian demand outside of school hours. The study found that a pedestrian hybrid beacon (PHB) or overhead school-pedestrian assembly is NOT warranted outside school hours. However, given the speed of the roadway and the demand outside of school hours, low-level enhancements could be considered.

Although the study intersection is not located along the section of Main Street where cross section adjustments would be made, several pedestrian crossings with similar characteristics are located along

Main Street from Porter Lane (400 South) to Parrish Lane (400 North). Thus a cross section alternative such as the 'Proposed Main Street Concept - Pedestrian Safety Island' may best provide low-level pedestrian crossing improvements as mentioned in the UDOT study.



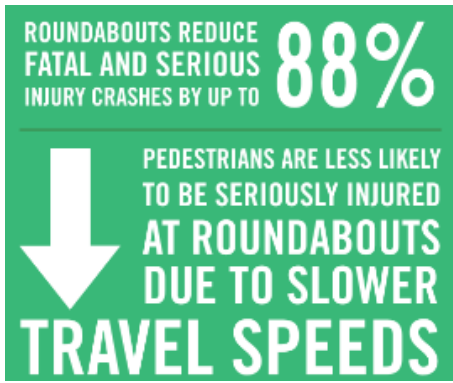
Intersection Control

Intersection control is the type of traffic control used at an intersection. Signals, stop-control, and roundabouts are all types of intersection control currently in use in Centerville. The existing and future intersection control is shown below.

Roundabouts

At unsignalized intersections that are projected to operate at a poor level of service, it is recommended that the city evaluate roundabouts as a mitigation measure over the installation of traffic signals. According to FHWA, many international studies have found that one of the most significant benefits of a roundabout installation is the improvement in overall safety performance.

Specifically, it has been found that single-lane roundabouts operate more safely than two-way stop-controlled intersections. The frequency of crashes as well as the severity of injuries are usually significantly reduced. UDOT Safety Countermeasure Fact Sheets (February 2021)



Roundabouts excel in areas where traffic is evenly dispersed in all directions due to their design, which promotes a continuous flow of vehicles without the need for traffic signals or stop signs. When traffic is evenly distributed, vehicles can enter and exit the roundabout smoothly, minimizing congestion and delays. However, if one direction experiences significantly higher traffic volume than the others, it can overwhelm the roundabout, disrupting the flow and causing congestion. This occurs because vehicles from the high-traffic direction need more time to enter and exit the roundabout, leading to longer queues and delays for other directions. As a result, the efficiency of the roundabout diminishes, and traffic may come to a standstill, resulting in failure.



Mini-roundabouts AKA traffic circles are a type of roundabout characterized by a small diameter and traversable islands (central island and splitter islands). Mini-roundabouts offer most of the benefits of regular roundabouts with the added benefit of a smaller footprint. As with roundabouts, mini-roundabouts are a type of intersection rather than merely a traffic calming measure, although they may produce some traffic calming effects. They are best suited to environments where speeds are already low and environmental constraints would preclude the use of a larger roundabout with a raised central island.

Signals

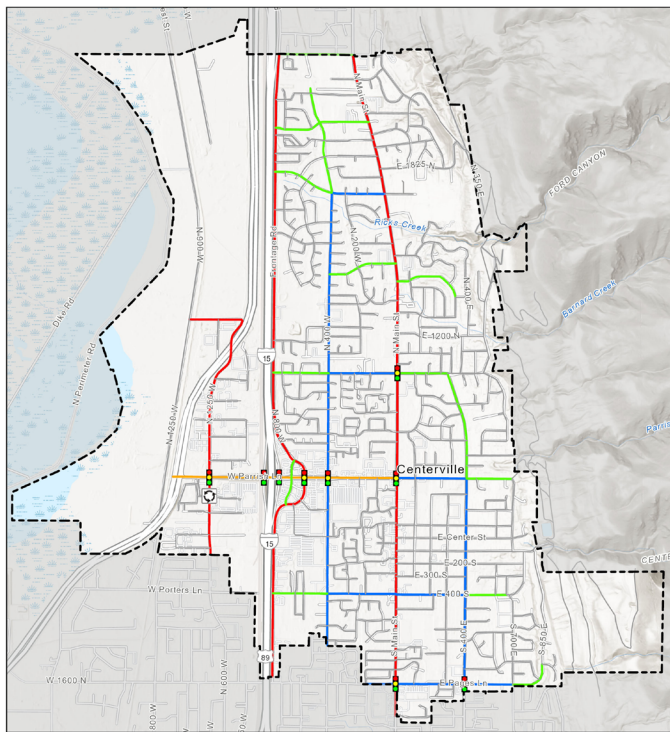
The need for new traffic signals is based on warrants contained in the Manual on Uniform Traffic Control Devices (MUTCD) and any additional warrants established by the National Committee on Uniform Traffic Control Devices. In determining the location of a new signal, traffic progression is of paramount importance. Generally, a minimum spacing of one-half mile for all signalized intersections should be maintained. This spacing is usually desirable to achieve good speed, capacity, and optimum signal progression. The one-half mile signal spacing standard may be relaxed on lower volume collector streets where an engineering study shows that traffic progression can be maintained. Pedestrian movements must be considered in the evaluation and adequate pedestrian clearance provided in the signal cycle split assumptions.

To provide flexibility for existing conditions and ensure optimum two-way signal progression, an approved traffic engineering analysis must be made to properly locate all proposed accesses that may require signalization. The section of roadway to be analyzed for signal

progression will be determined by the city and will include all existing and possible future signalized intersections. A traffic control signal should only be installed if and when the warrant criteria outlined in Chapter 4C of the MUTCD are met.

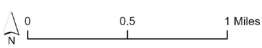
Stop Control

Wherever possible, the city is encouraged to use roundabouts to control traffic on low to medium volume roadways. In cases where this is not feasible, due to financial constraints or sight distance concerns, stop-control may be an appropriate intersection treatment. A four-way stop-control should be avoided on Collector streets and prohibited on arterial streets where possible. In all cases, stop-controlled intersections should follow the guidelines and warrants set forth in the MUTCD.

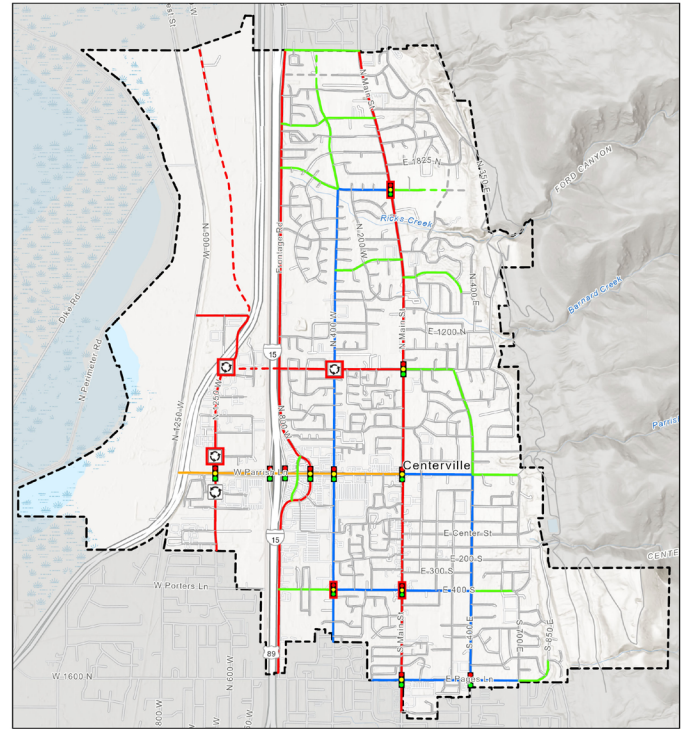


Existing Functional Classification and Intersection Control

- Centerville City Boundary
- Existing Intersection Control
- Existing Roundabout
- Existing Signal
- Existing Functional Class
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

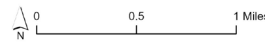


Existing Roadway Functional Classification and Intersection Control
(See Appendix G for large images & transportation connectivity barriers)



Future Functional Classification and Intersection Control

- Centerville City Boundary
- Future Intersection Control
- Existing Roundabout
- Existing Signal
- Future Roundabout
- Future Signal
- Future Functional Class
- Major Arterial
- Future Minor Arterial
- Major Collector
- Future Major Collector
- Minor Collector
- Future Minor Collector
- Local
- Future Local



Future Roadway Functional Classification and Intersection Control

Intersections of Concern

Porter Lane (400 South) & 400 West - The intersection is currently stop-controlled in the eastbound and westbound direction and flows freely in the southbound and northbound direction. A signal is planned to be installed at the intersection. The intersection currently does not warrant a signal due to low east/west volumes. Improvements to be considered at the intersection include a Rectangular Rapid Flashing Beacon (RRFB), curb extensions and directional ramps. After a review of the crash history between 2019 and 2023 at this intersection, it was found that there were two possible injury crashes and five property-damage-only (PDO) crashes.



Most of these crashes were due to a failure to obey a traffic control device on the part of east- or westbound vehicles, with a few rear-end crashes due to northbound vehicles failing to stop when traffic slowed. One of these latter crashes involved driver distraction. All occurred during daylight hours. It is evident that sight distance is an issue, particularly for the westbound approach looking north, and the eastbound approach looking south. Efforts should be made to trim back vegetation on these approaches. A mini-roundabout could also be considered in lieu of a future signal.

- **Issues:** Sight distance, failure to obey traffic devices
- **Possible Mitigation Measures:** Rectangular Rapid Flashing Beacon (RRFB), curb extensions, directional ramps, and mini-roundabout



Porter Lane (400 South) & Main Street - This intersection is currently stop-controlled in the eastbound and westbound direction and flows freely in the southbound and

northbound direction. A signal may be installed in the future, but is not currently warranted due to low east/west volumes. A review of the crash history between 2019 and 2023 was conducted, which found that there was one serious injury crash, one minor injury crash, three possible injury crashes, and nine PDO crashes. The serious injury crash involved an eastbound motor vehicle disregarding the stop sign and pulling out in front of a southbound motorcycle. The disregard of traffic control devices was a major trend among the rest of the crashes, with the few exceptions being instances of drivers failing to see pedestrians in the crosswalk while attempting to turn onto Main Street.

Improvements to be considered at the intersection include a RRFB, curb extensions and directional ramps. A mini-roundabout could also be considered in lieu of a future signal.



- **Issues:** Failure to obey traffic devices, failure to see pedestrians in the crosswalk
- **Possible Mitigation Measures:** Rectangular Rapid Flashing Beacon (RRFB), curb extensions, directional ramps, mini-roundabout

Parish Lane (400 North) & 400 East - This intersection is currently stop-controlled in the eastbound and westbound direction and flows freely in the southbound and northbound direction. The city frequently receives complaints about sight distance, particularly for the eastbound left movement due to the presence of foliage and the topography of the southbound approach. After a review of the crash history between 2019 and 2023, the primary trend is that of southbound vehicles conflicting with either eastbound or northbound vehicles, with one minor injury crash, two possible injury crashes, and seven PDO crashes.

There are also a few crashes involving conflicts between eastbound and westbound vehicles, where there was confusion about who has the right-of-way at the two-way stop. There were no crashes involving active transportation users. A proactive approach should be taken to mitigate these crashes and ensure that community concerns are met. This could include adding stop control to the northbound and southbound legs or removing the intersection sight distance obstruction on the northwest property.



A roundabout has also been discussed for this intersection and would certainly alleviate safety concerns for turning movements, but would also be more resource-intensive for the city.

- **Issues:** Sight distance, safety issues
- **Possible Mitigation Measures:** 4-way stop, remove sight distance obstruction, roundabout

Chase Lane & 400 West - This intersection is currently stop-controlled in the eastbound and westbound direction and flows freely in the southbound and northbound direction. This intersection sees a large volume of pedestrians due to the nearby elementary school, and safe crossing is a major concern for the community. Currently there are advance warning markers on the northbound approach, as well as yield markers and school zone markings on both the northbound and southbound approaches.

There is a RRFB crossing on the north leg, and no pedestrian crossing on the south leg. The stop signs on the east- and west-bound approaches have flashers for improved visibility at night. After a review of the crash history between 2019 and 2023, it was found that there were two minor injury crashes, two possible injury crashes, and four PDO crashes at this intersection. There was a crash where a vehicle had to stop suddenly for a child in the crosswalk and was rear-ended by another vehicle following too closely. All other crashes were due to vehicles from the east- and westbound directions failing to yield to cross traffic.

To improve safety for those crossing the street and encourage more awareness, it is recommended that the city change the crosswalk pattern on the north leg from a transverse lines style to the higher-visibility longitudinal

bars style, matching the east and west-bound approaches. Intersection curb extensions would shorten the necessary crossing distance while managing speeds and further encouraging stopping or yielding for all approaches. In addition, the city should add advance warning markings on the North leg to be consistent with the south leg.



- **Issues:** School crossing, pedestrian safety
- **Possible Mitigation Measures:** Striping changes (transverse crossing, advance warning markings on north leg), curb extensions, crossing guard before/after school

1250 North & 400 West - The city is concerned about pedestrian safety at the mid-block crossing on 400 West due to the high usage by school children to/from Stewart Elementary School. It is recommended that the city monitor the location as a potential spot for a pedestrian hybrid beacon (PHB). It is also recommended that the city consider curb extensions and ensure a crossing guard before and after school is in session.

- **Issues:** School crossing, pedestrian safety
- **Possible Mitigation Measures:** Crossing guard before/after school, PHB, curb extensions

UDOT I-15 Reconstruction Project - Between Farmington & Salt Lake City

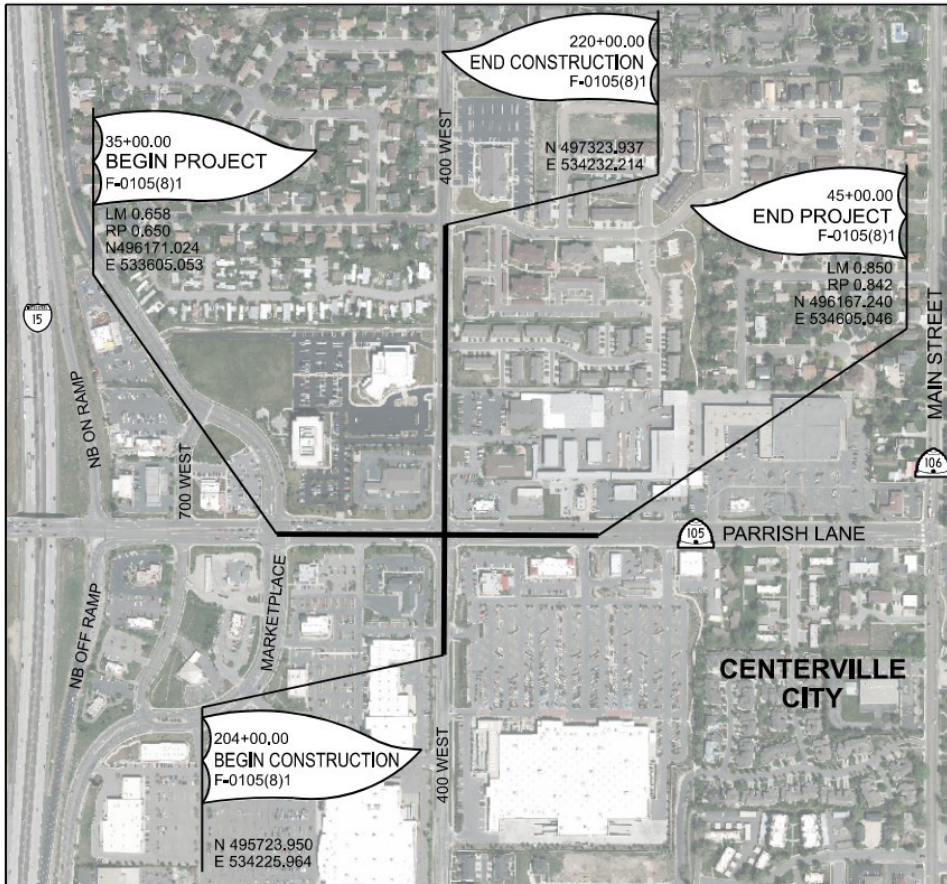
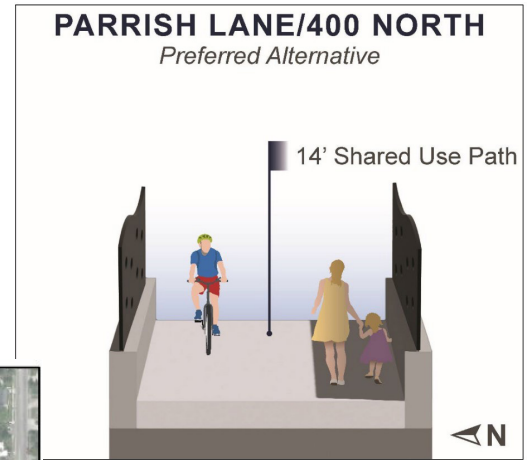
UDOT is planning improvements along I-15 from Salt lake City to Farmington. At the Parrish Lane/400 North I-15 interchange improvements are aimed at improving traffic operations at the interchange and increasing east to west pedestrian connectivity across I-15. The scope of improvements as identified in the I-15 Environmental Impact Statement: Farmington to Salt Lake City are shown in the following:





Parrish Lane / 400 North

- A SPUI configuration at Parrish Lane
- A pedestrian overpass at Community Park
- A shared-use path on the north side of Parrish Lane
- A pedestrian overpass south of the interchange



UDOT has plans to construct “operational and safety improvements” at the Parrish Lane/Marketplace Drive and Parrish Lane /400 West intersections. Improvements include the addition of a westbound travel lane between 400 West and Marketplace Drive, dual eastbound left-turn lanes at 400 West, and dual northbound left-turn lanes at 400 west. There will also be some updates with the signals and signal timings to accommodate the different lane configurations.

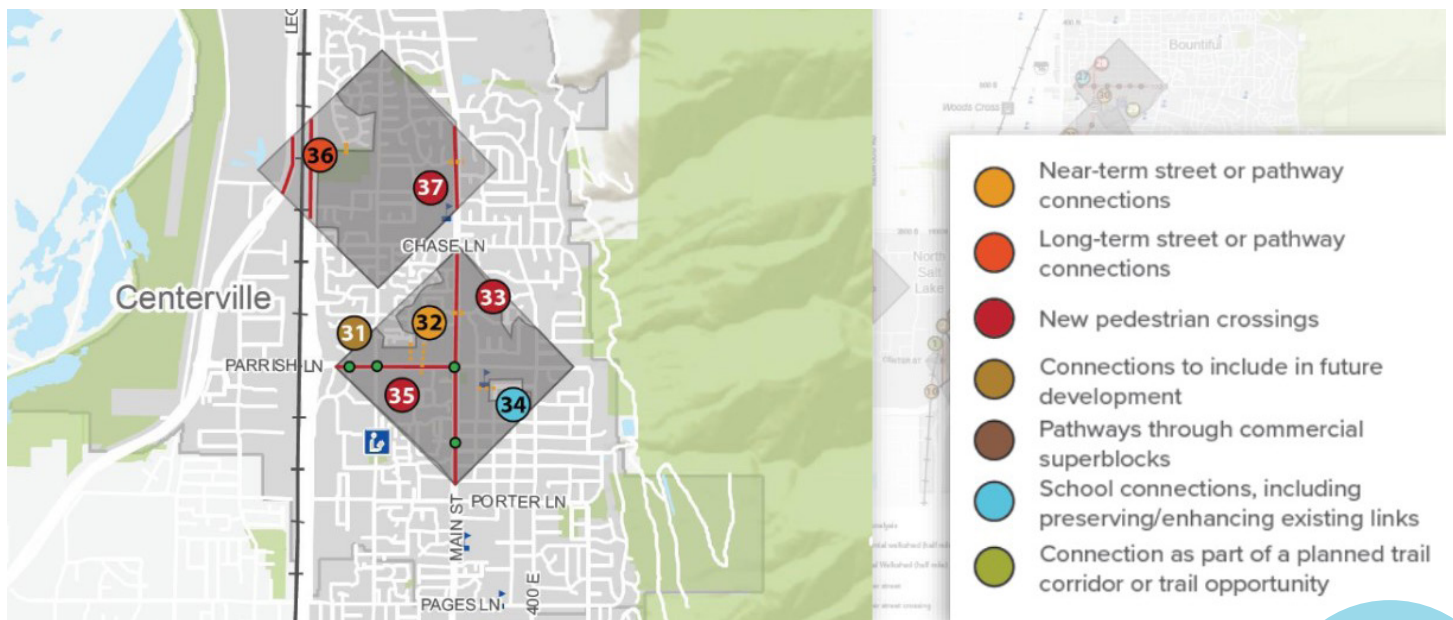
I-15 & Parrish Lane/400 North EIS Action Alternative



Active Transportation

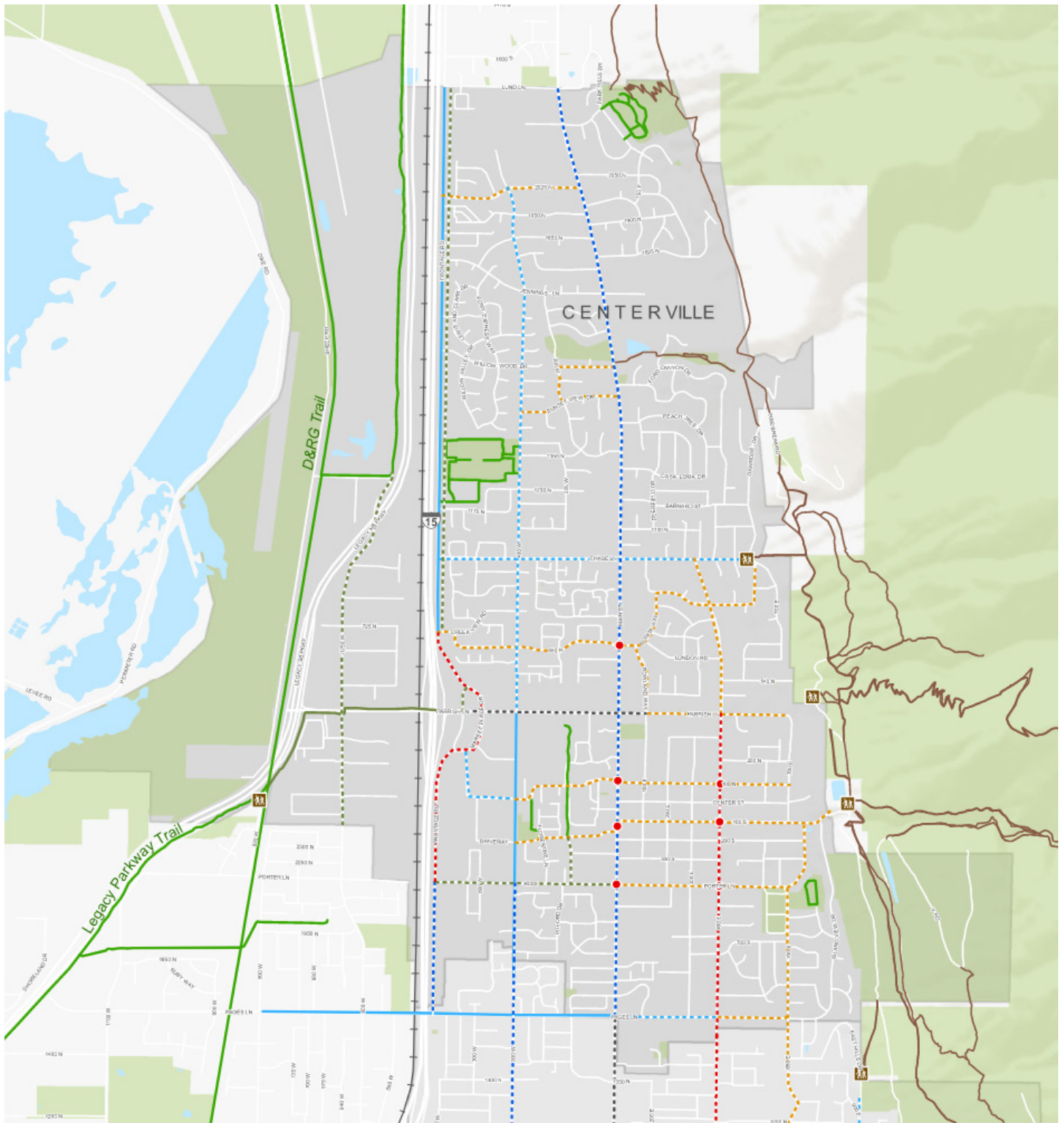
Active transportation includes any form of non-motorized transportation such as walking or biking. Greater participation in active transportation can positively impact public health, street safety, environmental quality, economics, and overall quality of life. These benefits occur because active transportation reduces vehicle emissions, encourages physical activity, and creates more vibrant, pedestrian-friendly communities.

The South Davis County Active Transportation Plan is a multi-jurisdictional plan for the cities of Bountiful, Centerville, and North Salt Lake. The plan identifies existing active transportation facilities and makes recommendations for improvements to the active transportation network and lists improvements to walkable centers. Priority projects from the ATP include the 400 West buffered bike lanes and the 400 East separated bike lanes. Implementation of these priority projects will help create continuous, safe corridors for cyclists and pedestrians throughout the region.



South Davis ATP - Walkable Centers





- Existing Destinations + Boundaries**
- Trailhead
 - FrontRunner station
 - City limits
 - County limits

- Existing | Proposed Facilities**
- Separated bike lane
 - Buffered bike lane
 - Bike lane
 - Neighborhood byway
 - Shared use path
 - Sidepath
 - Future study, TBD
 - Natural surface trail

- Spot Improvements**
- Street crossing



Data provided by the Cities of Bountiful, Centerville, and North Salt Lake; Davis County; the Utah AGRC; UDOT; UTA; and WFRM
 Map produced August 2019 by Alta Planning + Design

46 *South Davis ATP*
 - Recommended Network

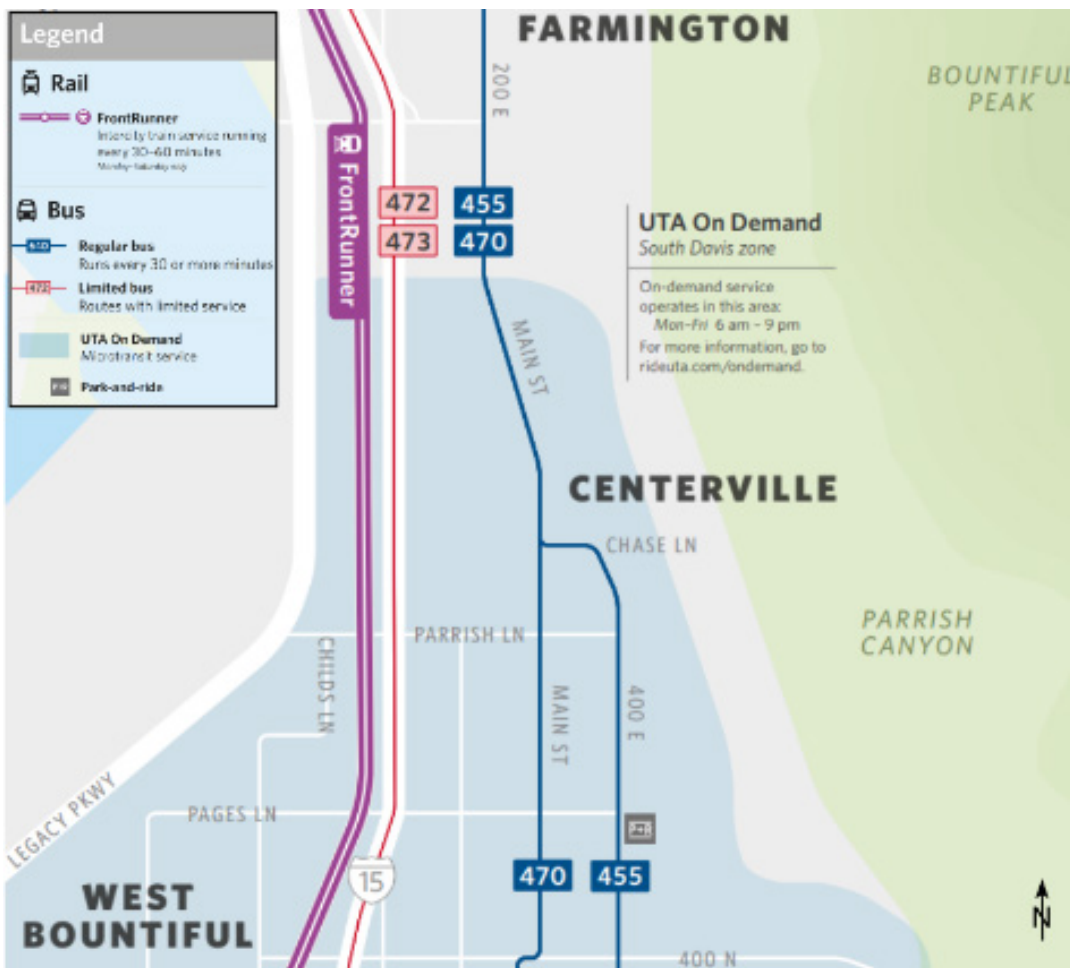


Transit

Public transit service is provided by Utah Transit Authority (UTA). UTA operates bus service, light rail, commuter rail, rideshare by VIA trolley shuttle routes etc. The FrontRunner Commuter Rail is an intercity train service running every 30-60 minutes from Monday through Saturday. It runs north to south through the city, with the closest stop being in Farmington. Bus route 455 operates every 30 or more minutes and runs north to south through the city along Main Street and 400 East. Bus route 470 operates every 30 or more minutes and runs north to south through the city along Main Street. Bus routes 472 and 473 pass through the city boundaries on I-15 and operate with limited service.

The project team met with UTA on August 12, 2024, to discuss future transit service in Centerville. UTA is currently in the process of updating their five-year service plan and it is currently in draft form. The five-year service plan is expected to be completed by the end of the 2024 year. One major transit improvement that was mentioned by UTA, is the replacement of the current 470 line with the 470 X express bus line with 15-minute frequency. The 470 X bus line is not expected to have its own lanes through Centerville, but will likely have a dedicated bus lane on other areas of the route. The five-year service plan also shows transit service along Parrish Lane to the west of I-15.

Existing transit service is shown below:



A well-developed transit system reduces traffic congestion, lowers emissions, and fosters economic growth by improving access to jobs and services. It provides cost savings for individuals and cities, promotes social equity by offering mobility to all, and enhances public health through better air quality and increased physical activity. Centerville City should be actively involved in working with UTA, UDOT, and WFRC to support transit as a viable and efficient transportation mode in the city. Planning efforts will help procure funds to support the development and maintenance of a sustainable transit system.

To increase viability of a reliable transit system two options for express fixed guideway routes are outlined in the map on the left. Option 1 is the existing proposed route which follows Main Street through the city. This route passes small-scale commercial, City Hall, William R. Smith Park, Smoot Park, and three schools. This route avoids the majority of residential intensity areas, major civic uses, and regional commercial centers.

Option 2 would shift the route along 400 West (200 W Bountiful) until Chase Lane then connect back on Main Street going north. This route would pass the South Davis Recreation Center, regional commercial, CenterPoint Theater, two schools, Davis County Library, and Smoot Park. It also pass the majority of the residential intensity areas.

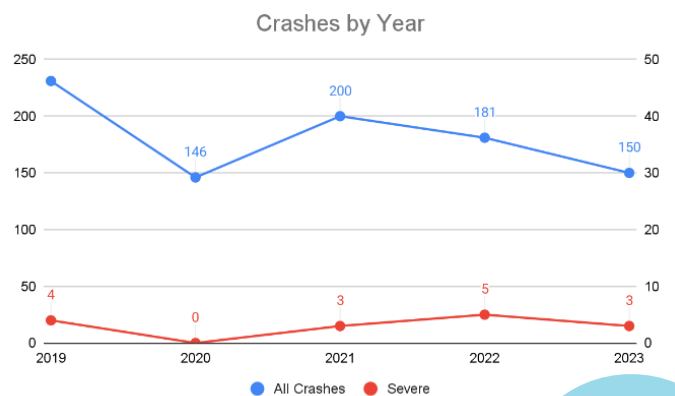


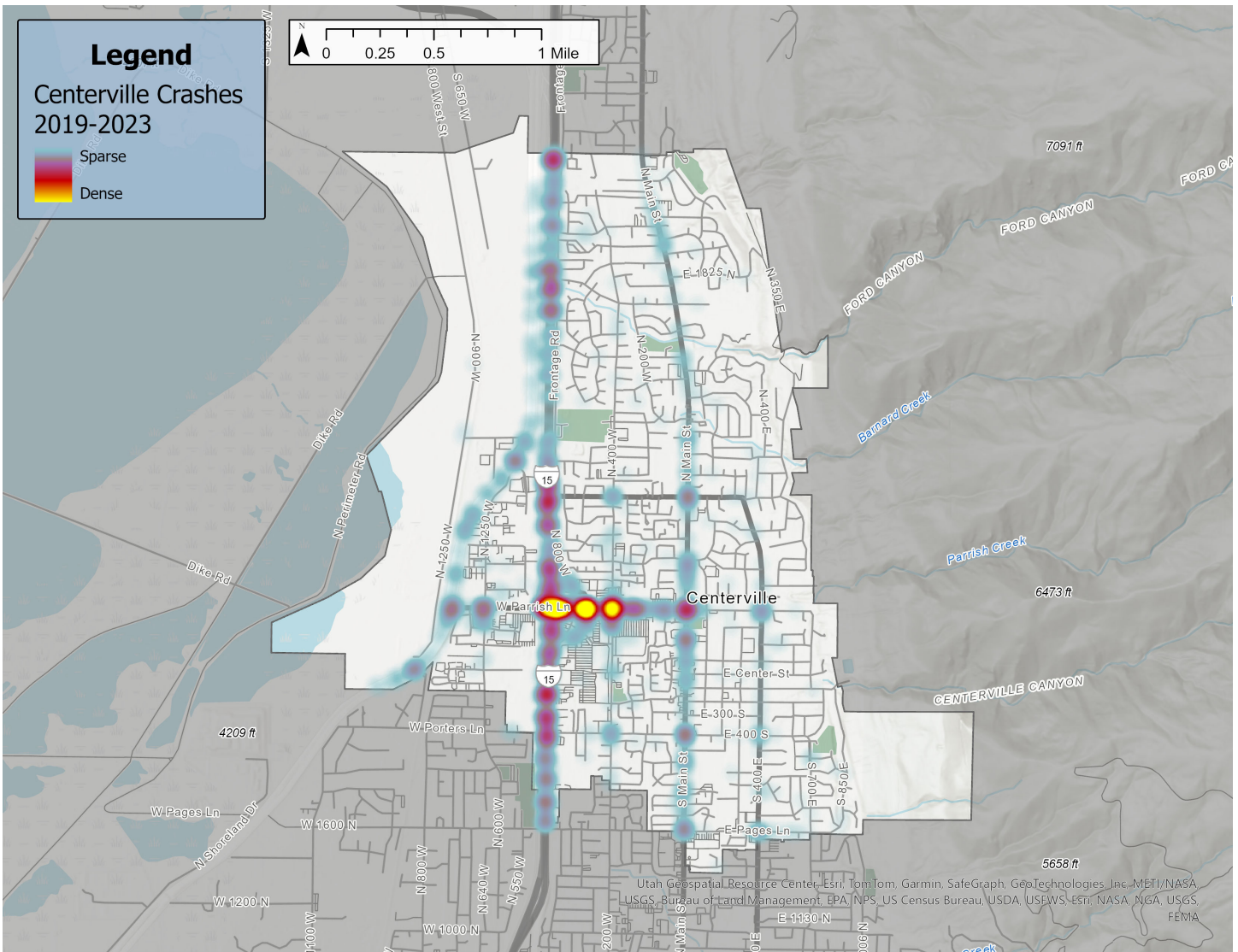
Option 2 would be the route that serves Centerville residents most effectively.

Safety

A safety analysis was performed for all roadways within Centerville City. The most recent five years of available crash data (January 1, 2019 to December 31, 2023) from UDOT Traffic & Safety were used to perform the analysis. Historic crash patterns were analyzed within Centerville to develop project and policy recommendations. For all analysis, crashes that occurred on freeways and expressways were not included so that results could be focused on roads the city has influence over.

In total there were 908 crashes reported within Centerville City between January 1, 2019 and December 31, 2023. Of these, 13 (1.4%) involved suspected serious injuries and 2 (0.2%) were fatal. The figure below shows the total for all crashes and severe crashes year-over-year. Notably, there were 5 severe crashes in 2022. 2020 saw a significant drop in total crashes relative to 2019, and though the number has jumped back up a bit since that drop, a clear downward trend is visible since the pre-pandemic year due to decreased total traffic volumes as we recovered from the pandemic and returned to the workplace. Trends in the causes for severe crashes have been reviewed in detail below.





as compared to 68.4% for the County and 69.0% for Utah as a whole.

As expected, most crashes occur at intersections with the highest traffic volumes. The roadways with the highest crash rates are Parrish Lane (SR-105) and Main Street (SR-106) in the central business district near the freeway. These are roadways with high speeds and high volumes, wide rights-of-way, and many access points. For city roads, 400 West saw the highest prevalence of crashes. The city's crashes tend to be less severe than those of Davis County or the State, with 78.7% of crashes in Centerville being property-damage-only (PDO)

Active transportation-involved crashes made up a slightly higher percentage of all crashes as compared to the County, at 3.4% versus 3.2%. There were 5 severe crashes involving active transportation users during the analysis period.

Crash severity is reported according to a five-category scale ranging from no injury (PDO) to fatality. UDOT, like many other agencies, has taken on the goal of Zero Fatalities - a goal to eliminate fatalities on our roadways. This Zero Fatalities approach is guided by the Safe System framework.





Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.



Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.



Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.



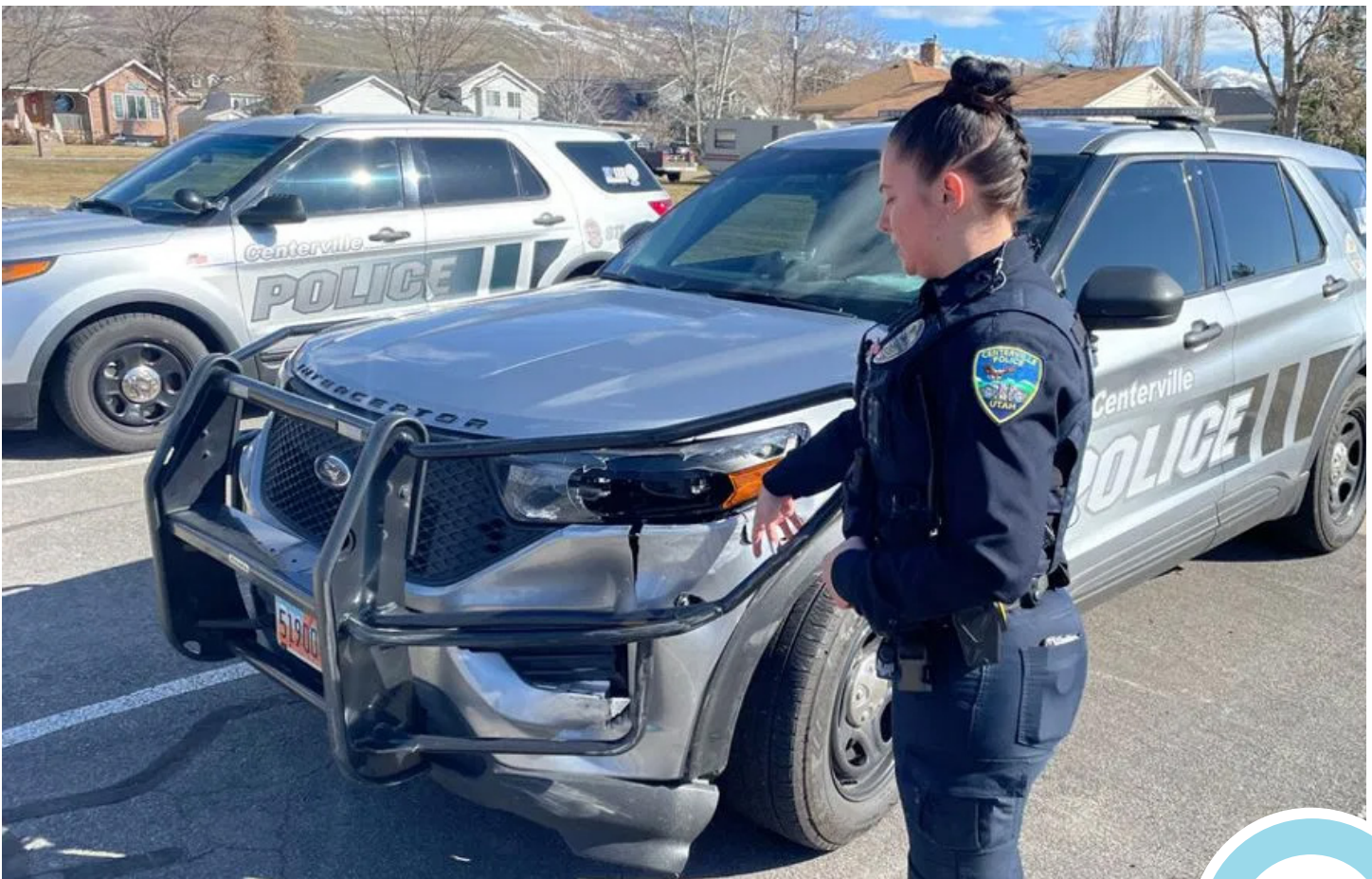
Safe Roads

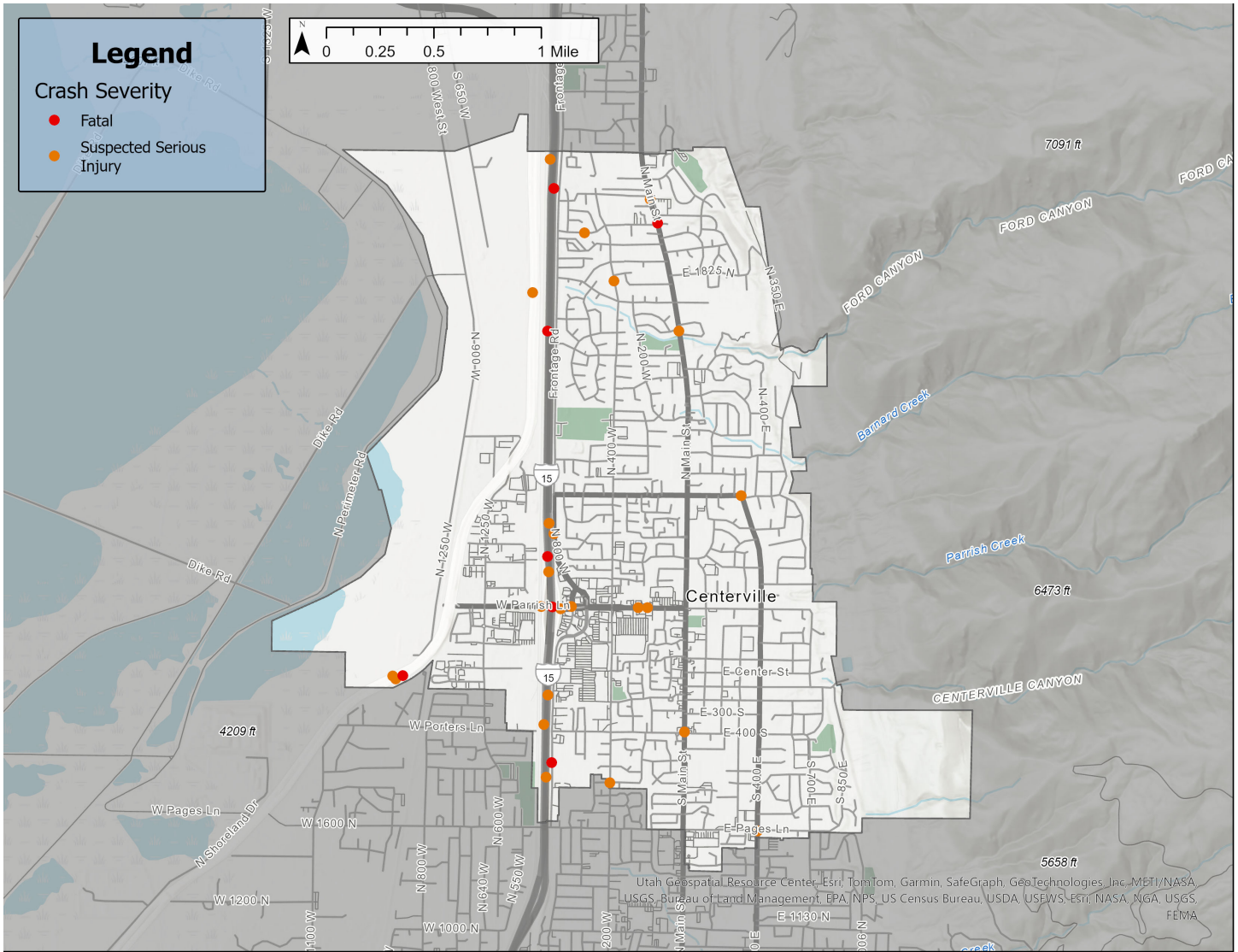
Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.



Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.





The Safe System approach consists of the following five elements:
 Given these goals, and the significant cost of severe crashes (both fatal and suspected serious injury), these crash types are the focus of the analysis.

Above is a heatmap showing the density of crashes at each point in Centerville City. The figure above plots the serious injury and fatal crashes individually. For the analysis period, there were 2 crashes with a fatality and 13 crashes with suspected serious injuries. Of these 15 severe crashes, 8 occurred on UDOT roadways and 7 occurred on Centerville City roadways.

After reviewing the data, focusing particularly on severe crashes, a number of intersections and road segments were identified as areas of concern. The following recommendations are made based on these findings:

Parrish Lane:

There were 9 crashes along Parrish Lane during the analysis period that involved active transportation users. One of these involved a suspected serious injury, and three involved minor injuries. The serious injury occurred when a vehicle struck a pedestrian outside of a crosswalk at night at about 205 West. This location is located about 900 feet from the nearest crosswalk



in either direction, which is well outside the preferred range for pedestrians to walk to access a safe crossing.

To improve connectivity and encourage safe crossing behavior, the city should work with UDOT to study the location for a pedestrian hybrid beacon (PHB) with a refuge island in the center median to provide added comfort and safety. A PHB is a traffic control device designed to help pedestrians safely cross busy streets. Unlike regular traffic signals, the PHB is only activated when a pedestrian presses a button.

Another concerning trend on this road is the number of crashes attributed to turning vehicles failing to yield to oncoming traffic or active transportation users in the crosswalk. There were 75 crashes involving left turns that occurred at either the Marketplace Drive intersection or the 400 West intersection. There was one instance of a vehicle turning right into a pedestrian at the Marketplace Drive intersection, and 2 such instances at 400 West. To address these crashes, the following treatments are recommended for these two intersections:

- Leading pedestrian intervals can help pedestrians and bicyclists establish their presence in the sidewalk before vehicles begin attempting to turn across the crosswalk.
- Left turn phases can be changed to protected-only, which would ensure that vehicles turning left don't have any potential conflicts from pedestrians or oncoming vehicles. This is most justified if peak hour through volumes are high enough that very few acceptable gaps exist, which may make vehicles take more risks when attempting to turn during a permitted phase, and also means that permitted phases don't

facilitate enough turning volumes to be worth the safety issues.

- MUTCD Sign R10-15 L (shown below) should be used to remind drivers to check for pedestrians in the crosswalk.



R10-15 (L/R) Turning Vehicles Yield to Peds (Either Direction, Source: MUTCD)

Tobe Drive and 400 West

There was a serious injury here involving a left-turning vehicle from the side street failing to yield to a cyclist on 400 West. To mitigate crashes like this in the future, the city should stripe the available space on the shoulder of 400 West as a bike lane, including dashed markings across intersections and major driveways to remind drivers turning in and out of these accesses that there is a conflicting bike lane. Further visibility can be provided at key locations by supplementing these dashed lines with green-colored pavement. These standards should be applied at other collectors and minor arterials, like Main Street.

100 North / 115 North and Main Street

This offset intersection saw 8 crashes during the analysis period, 2 that resulted in suspected minor injuries and 6 that were PDO crashes.

One of the injury-causing crashes resulted when a vehicle attempted to turn left from eastbound 115 North while a southbound vehicle was turning right, but didn't see a second vehicle passing the turning vehicle. The other injury crash was the result of a vehicle waiting at a stop sign failing to see a cyclist crossing their leg of the intersection. As this intersection does not have striped crosswalks on either of the minor legs, it is recommended that crosswalks be striped across 115 North and 100 North. It is also recommended that the crossing of Main Street at 50 South be improved with a RRFB and curb extensions, as it is a school crossing and can serve this business area.

2025 North and Main Street

In 2022 there was a fatality at this intersection involving a pedestrian in the crosswalk on Main Street and a vehicle traveling southbound. Though it was daylight, it was raining and that may have played a factor in the visibility of the pedestrian. To mitigate the risk of this happening again, the city should work with UDOT to install a RRFB at this crosswalk, with a painted line to provide clear

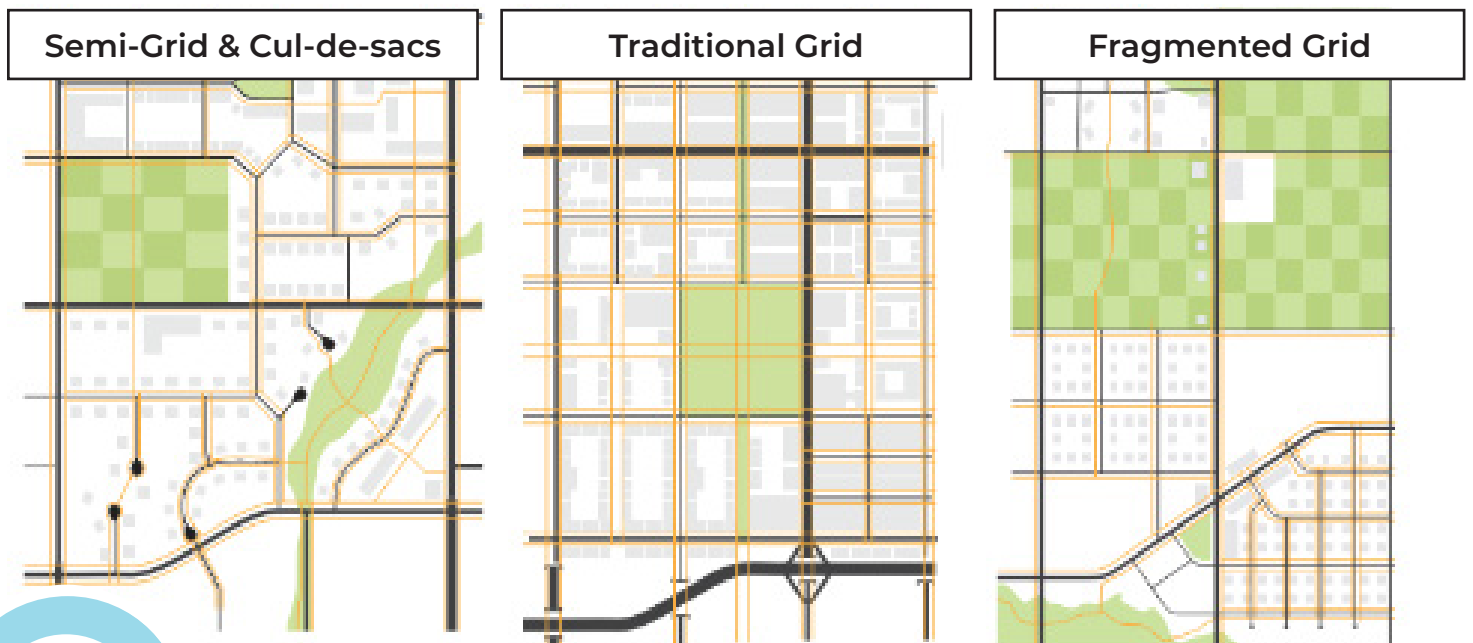
indication on the northbound approach of where to stop for pedestrians, and advance warning markers on both approaches to increase awareness for approaching vehicles.

Main Street Near Casa Loma Drive

There were two crashes here relating to drivers becoming confused by temporary traffic control during road work and losing control. One resulted in a possible injury, and the other resulted in a minor injury. The fact that there were two crashes relating to temporary traffic controls is concerning, and the city should be aware of this issue for the future and work with UDOT to ensure that temporary traffic control devices clearly indicate where drivers should go well in advance of road work.

Connectivity

A roadway system with excellent connectivity allows people multiple options when traveling between points within a city. Grid-like connectivity patterns offer drivers the most options for routing within a city has shown in the figure below:



Connectivity Patterns



Strong collector and arterial road connectivity distributes traffic between corridors, and a well-connected local street network allows short-trips to be completed on local roadways rather than relying on regional collectors and arterials. A connected road network improves access and reduces travel times for all users and can reduce the need for future roadway widening. Good network connectivity also improves emergency access and response times, and allows multiple exit routes during emergencies.

Centerville has very good connectivity in the north-south direction with frequent collector or arterial roadways. However, there is a lack of east-west connectivity, due in large part to I-15. The city should explore alternatives for an east-west overpass to connect the city to any future development west of I-15, such as at Chase Lane. It is recommended that east-west connectivity be improved as development continues. Along with this, the use of cul-de-sacs should be minimized where possible and infill projects should connect to all possible stub roads. Disconnected streets, which often include cul-de-sacs and dead ends, are a major factor in increasing auto dependency and traffic on collectors and arterials.

Access Management

Access management balances land access with traffic flow and safety through controlled driveway spacing, signal spacing, and corner clearance.

This systematic approach helps corridors operate efficiently without costly widening projects.

Different road types serve different functions - freeways prioritize mobility with controlled access, while residential streets emphasize access at lower speeds. Centerville's access management standards reflect these functional differences.

Intersection or driveway access may be restricted to right-in/right-out movements when safety or congestion concerns arise, including documented crashes, poor sight distance, LOS D conditions, or left-turn queuing that blocks through traffic.

Access Management Standards

	Minimum Signal Spacing (ft)	Public Roadways / Major Driveways*			Minor Driveways**			
		Minimum Unsignalized Full Access Spacing (ft)	Minimum Right-in / Right-out Spacing (ft)	Offset Intersection Spacing (ft)	Minimum Unsignalized Full Access Spacing (ft)	Minimum Right-in / Right-out Spacing (ft)	Offset Intersection Spacing (ft)	Corner Distance (ft)
Major Arterial	2640	1320	660	1320	N/A	N/A	N/A	100
Minor Arterial	2640	660	330	660	N/A	660	N/A	100
Major Collector	1320	660	330	660	N/A	330	N/A	100
Minor Collector	1320	300	150	150	150	150	75	50
Local Commercial	1320	200	100	100	100	100	50	50
Local Residential	1320	200	100	100	-	-	-	25

*Major driveways carry 200 vehicles per day or more; minor driveways carry less than 200 vehicles per day

N/A - not allowed under normal circumstances

1. UDOT and County regulations may impose greater minimum spacing requirements on roadways under their jurisdiction.
2. Spacing shall be measured centerline to centerline.
3. As determined by the City Engineer, engineering judgement shall override the requirements in this table if warranted by specific traffic conditions.
4. Existing driveways on arterials and major collectors shall be maintained until significant development is proposed.





CHAPTER 3 HOUSING

Executive Summary

Centerville, located in the heart of Davis County, is a city that has successfully balanced its historic charm with thoughtful development. With a total population of 18,159 (2024) projected to reach 18,745 by 2030, Centerville faces unique housing challenges and opportunities that require strategic planning to maintain affordability while accommodating growth. A detailed analysis of Centerville’s housing, with its accompanying data is found in Appendix A.

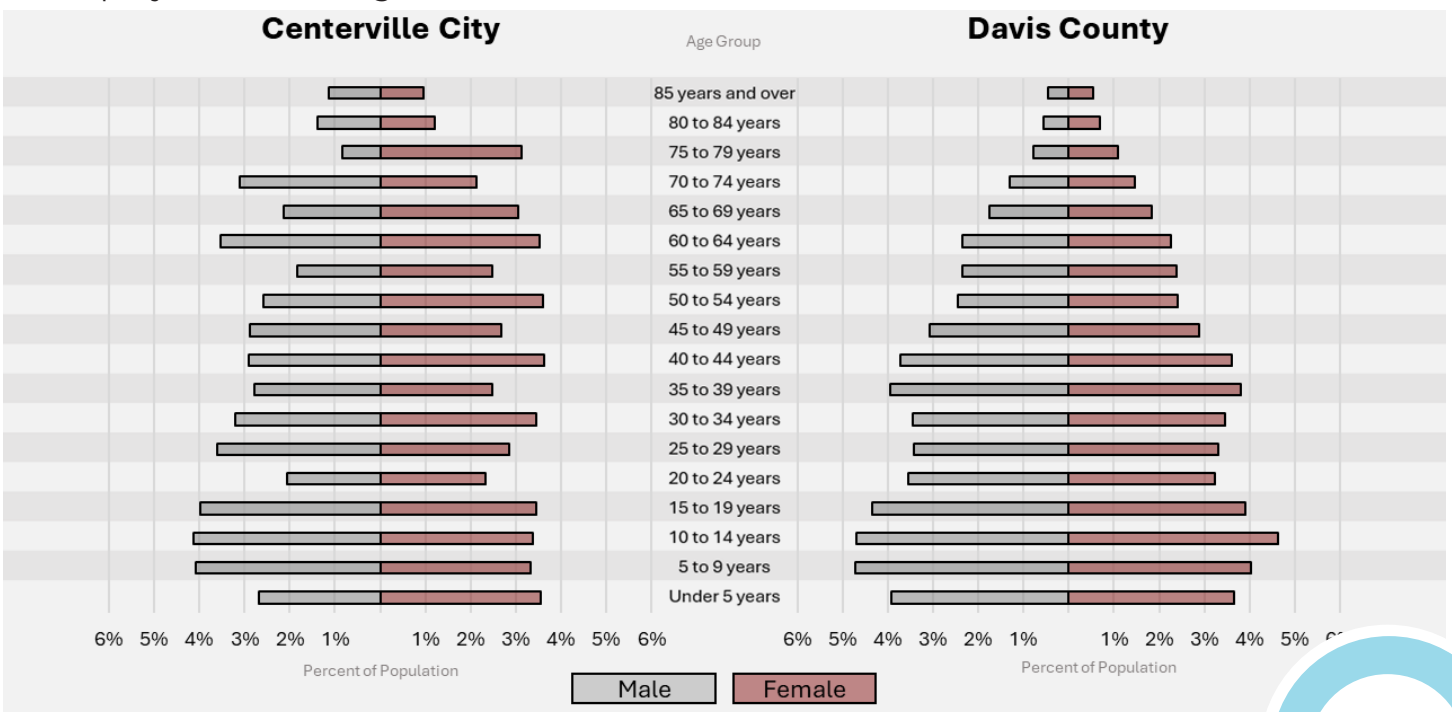


Population Growth and Demographics

Centerville’s population has grown steadily from 15,335 in 2010 to an estimated 18,159 in 2024. The Wasatch Front Regional Council projects continued growth to 18,745 by 2030, with 6,779 households expected by that time. However, recent building permit trends averaging just 30 units annually indicating that the city is not on track to meet projected housing needs.

The city’s demographic profile reveals:

- A mature population with 35.4% of households having someone 65 or older (compared to 23.1% countywide)
- Lower percentage of households with children (34.8% vs. 44.3% countywide)
- Median household income of \$113,697, higher than Davis County’s \$101,285
- Average household size of 2.94 persons



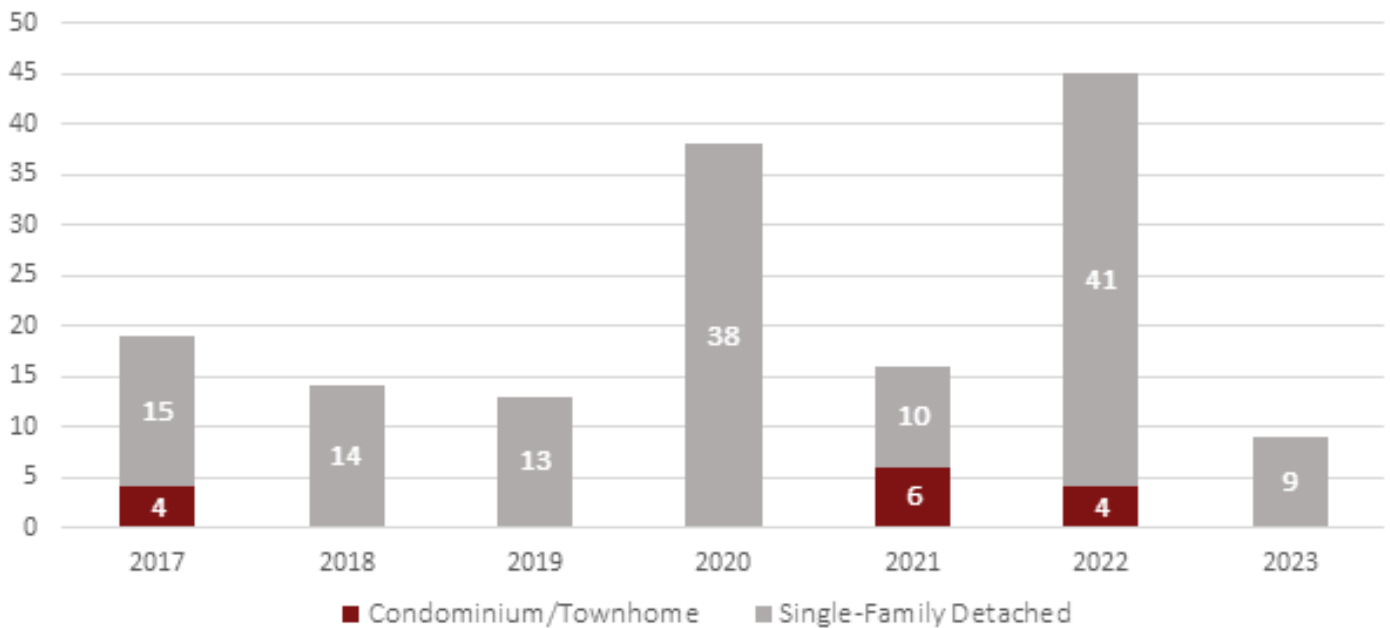
Housing Inventory and Market Conditions

Centerville’s housing stock consists predominantly of single-family homes (83%), with limited multi-family options (17%).

The housing market reflects limited inventory with homes typically priced above first-time buyer ranges, creating barriers for younger families and moderate-income households.

Key characteristics include:

- Home Values: Over 53% of homes valued between \$250,000-\$499,000
- Size: 83.2% of homes have 3+ bedrooms; average single-family home is 2,033 sq ft
- Age: Majority built between 1970-1999 (59.8%)
- Tenure: 86.6% owner-occupied (compared to 77.7% countywide)



New Housing Units by Type & Year Issued

Type	2017	2018	2019	2020	2021	2022	2023	Total	Avg.
Condo, Townhome									
Permit Count	4				6	4		14	2
Unit Count	19				30	20		69	10
Single-Family Detached									
Permit Count	15	14	13	38	10	41	9	140	20
Unit Count	15	14	13	38	10	41	9	140	20
Total Permits	19	14	13	38	16	45	9	154	22
Total Units	34	14	13	38	40	61	9	209	30



Housing Affordability Analysis

Using HUD’s definition of cost-burdened households (spending >30% of income on housing), Centerville shows relatively strong affordability metrics:

- Only 19.1% of households are cost-burdened (vs. 22.5% countywide)
- 34.1% of renters are cost-burdened (vs. 43% countywide)

However, the city faces a significant shortage of affordable units:

- Current deficit of 1,549 units for households below 80% Average Median Income (AMI)
- Greatest shortage at extremely low-income levels (<30% AMI): 386-unit deficit

By 2030, the total affordable housing need will reach 1,894 units



	Existing Households	Naturally Occurring Affordable Units	Surplus (Shortage)
< 30% AMI	535	148	(386)
30-50% AMI	418	164	(254)
50-80% AMI	941	876	(65)
80-100% AMI	890	1,459	569
Total Below 100% AMI	2,784	2,647	(137)
Total Below 80% AMI	1,894	1,188	(706)

Housing Gap Analysis 2022

Future Housing Needs

Centerville must address both current deficits and future demand:

- Aging population will require expanded senior housing options
- Only 16 licensed beds for nursing/rehabilitation services currently exist
- Need for diverse housing types to accommodate various income levels
- Focus on workforce housing to support local employment

Financial Tools and Affordability Mechanisms

To address housing challenges, Centerville can implement various strategies under Utah Code requirements. As a specified municipality, Centerville must select and implement moderate income housing strategies:

Highlighted Priority Strategies:

- Infrastructure Investment: Demonstrate investment in roads and utilities on the west side where multi-family development is most likely (B)
- Allow higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors (G)
- Demonstrate utilization of a moderate income housing set aside from a community reinvestment agency, redevelopment

agency, or community development and renewal agency to create or subsidize moderate income housing (P)

- Home Ownership Promotion Zones (HOPZ): Create zones for the west side to promote homeownership (Y)
- First Home Investment Zones (FHIZ): Establish zones to assist with creating town centers on the west side (Z)



Key Economic Development Tools:

First Home Investment Zones (FHIZ)

- 10-100 acre zones with 30 units/acre minimum density
- 51% must be residential, 50% owner-occupied
- 12% affordability requirement inside zone, 20% outside
- 60% tax increment capture for 25 years

Home Ownership Promotion Zones (HOPZ)

- Maximum 10 acres, minimum 6 units/acre
- 60% affordable units requirement
- 5-year deed restriction minimum
- 60% tax increment capture for 15 years

Community Reinvestment Areas (CRA)

- 10% of increment must support affordable housing
- Funds can be used throughout the city or transferred to housing agencies
- Can be used in combination with other tools to leverage greater affordability impact

Implementation

Successful implementation of these housing strategies will require coordinated efforts between city departments, the Planning Commission, City Council, and community partners. The city should prioritize strategies that can be implemented in the near term, particularly those affecting the west side where development potential is greatest. Regular monitoring of housing production, affordability metrics, and demographic shifts will be essential to ensure strategies remain effective and responsive to changing conditions.

The city should establish an annual review process to track progress on moderate income housing goals and adjust strategies as needed. This includes monitoring building permit data, affordability levels, and the utilization of financial tools like CRA set-asides and tax increment financing. Partnerships with housing agencies, developers, and regional organizations will be critical to maximize resources and achieve meaningful affordability outcomes.

Conclusion

Centerville stands at a critical juncture in its housing future. While the city enjoys strong economic conditions and high quality of life, rising home prices and limited housing diversity threaten to exclude younger families, essential workers, and seniors on fixed incomes.

By implementing the strategies outlined in this chapter—particularly those focused on infrastructure investment, density shifts through zoning consideration, impact fee reductions, and innovative financing tool efforts—Centerville can preserve its character while ensuring housing opportunities for all residents.

The path forward requires deliberate action, community support, and a commitment to creating a more inclusive and sustainable housing market that serves residents across all income levels and life stages.



CHAPTER 4 OPEN SPACE & RECREATION

INTRODUCTION & BACKGROUND

The Open Space and Recreation chapter outlines the vision, goals, and strategies for open space and recreation in Centerville. Open space comprises undeveloped land, parks, preserves, trails, golf courses, and sport fields. Recreation includes activities in both indoor and outdoor spaces. These amenities are vital for improving quality of life and environmental sustainability. This chapter provides a comprehensive inventory to ensure the community maintains desired open space as it grows, outlining best practices for protecting, acquiring, and integrating these facilities throughout the city.

BEST PRACTICES

Key practices for open space and recreation placement, programming, and design:

- Encourage open space development during neighborhood planning phases
- Catalogue existing spaces by type, amenities, and size
- Provide open space within 1/4 mile of residents for maximum use*
- Place open space adjacent to roadways with pedestrian lighting for safety and access
- Preserve and enhance cultural and natural amenities
- Design spaces with resident input and surrounding context in mind
- Diversify recreation opportunities for all abilities
- Preserve areas based on current and projected demographics
- Plan trail networks with connections to regional systems
- Connect all open spaces with multi-use pathways where feasible

*The National Recreation and Park Association (NRPA) states that “the typical park and recreation agency has 10.4 acres of parkland for every 1,000 residents.”

ELEMENT

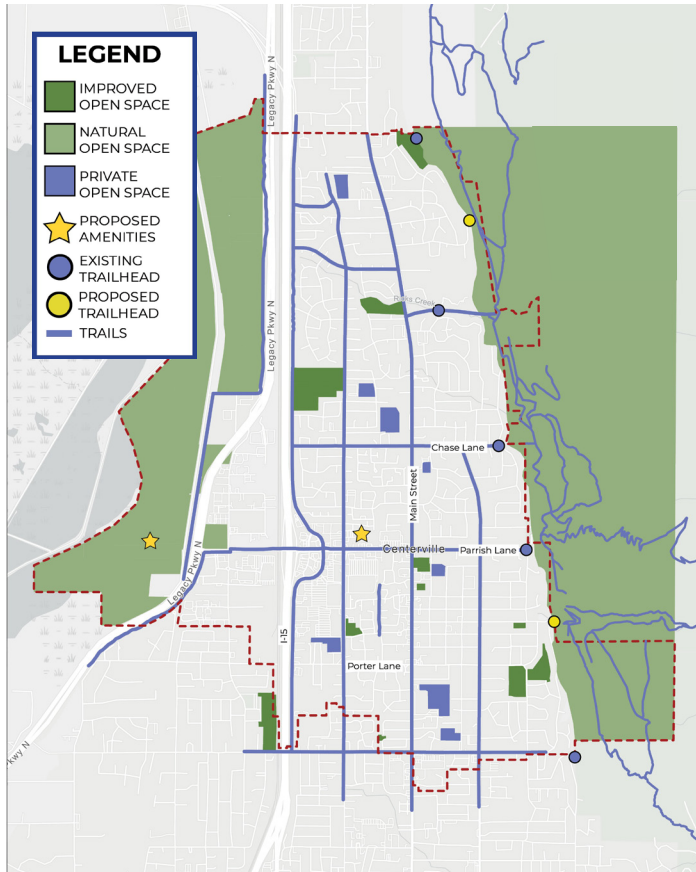
A diverse, and integrated open space network is critical for creating vibrant, healthy neighborhoods. Centerville’s open space falls into two main classifications: public and private, thereby denoting access availability. Most open spaces are public, ensuring better resident access.

Open space brings people together and encourages healthy lifestyles. As of 2024, Centerville has approximately 119 acres of developed public parks and 305 total acres of open space land within city limits. This includes parks, school facilities, the cemetery, trails, and undeveloped mountainside areas. Public schools and churches provide additional open space and recreation facilities for their members, sometimes accessible to nearby residents.



EXISTING OPEN SPACE FACILITIES & TRAILS

The following section and maps show the existing open space facilities and trail networks in and around Centerville. Due to Centerville’s built-out nature, some open spaces are privately owned by schools or churches, providing crucial recreational space where public land is unavailable.



Trails Network

Centerville features an extensive trail system connecting neighborhoods to open spaces and regional amenities. The existing trail network includes:

- Multiple trailheads along the eastern foothills providing access to trails
- North-south connections linking residential areas to parks

- East-west corridors connecting to the Legacy Parkway Trail system
- Proposed trail connections to enhance connectivity, including critical links over I-15 to Legacy Parkway

The city’s trails serve both recreation and transportation needs, with established routes along major corridors and through natural areas. Future trail development focuses on closing gaps in the network and improving connections between the city’s east and west sides.

ACCESSIBILITY TO OPEN SPACE

Analysis reveals several residential areas fall outside the desired 1/4-mile radius of open space, creating service gaps throughout Centerville. The following map illustrates these underserved areas with shaded buffers showing both 1/4-mile and 1/2-mile access zones.

Due to the city’s built-out nature, addressing these gaps requires creative solutions including:

- Designating and striping bike lanes on existing streets
- Maintaining high-quality sidewalks for safe pedestrian access
- Establishing trails to connect underserved areas to existing facilities
- Partnering with schools and churches to enhance community access

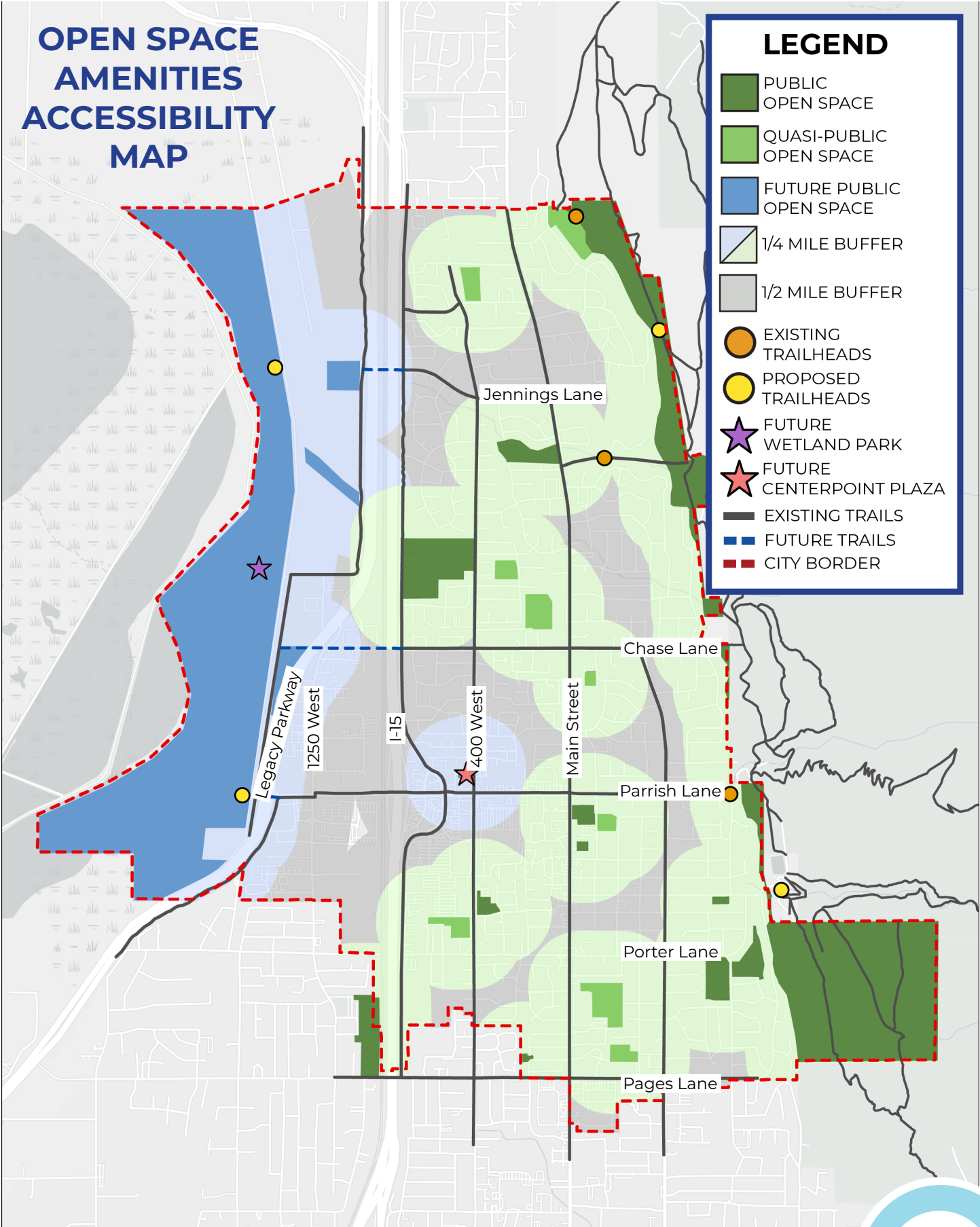
The eastern border of the city is mountainside and the open space there offers significant recreation potential that could be enhanced through improved trails and facilities. The western boundary along the Great Salt Lake presents opportunities for wetland preservation and nature-based recreation.



OPEN SPACE AMENITIES ACCESSIBILITY MAP

LEGEND

- PUBLIC OPEN SPACE
- QUASI-PUBLIC OPEN SPACE
- FUTURE PUBLIC OPEN SPACE
- 1/4 MILE BUFFER
- 1/2 MILE BUFFER
- EXISTING TRAILHEADS
- PROPOSED TRAILHEADS
- FUTURE WETLAND PARK
- FUTURE CENTERPOINT PLAZA
- EXISTING TRAILS
- FUTURE TRAILS
- CITY BORDER



AMENITY GAPS

Based on public feedback and the amenity gap analysis map, residents identified the following top 10 desired amenities:

1. **Improved Trails** - Enhanced mountain trails and completion of the Legacy Parkway connection from Centerville Community Park
2. **Nature Playgrounds** - Updated playgrounds incorporating natural elements and universal accessibility
3. **Sports Courts** - Additional pickleball courts to meet surging demand (some recently added at Community Park)
4. **Splash Pad** - Family-friendly water feature (none currently exist in or near Centerville)
5. **Dog Park** - Designated off-leash area (potentially at Community Park's open fields)
6. **Pump/Cycle Track** - Bike park facility (would be first in Davis County)
7. **Community Event Space** - Enhanced venues for gatherings and programs
8. **Native Wetland Access** - Improved access to Great Salt Lake wetlands



9. **Farmers Market** - Venue for local produce sales (closest is in Bountiful)
10. **Hammock Parks** - Low-cost amenity requiring only trees or posts

The amenity gap map shows proposed locations for several of these features, with stars indicating potential sites for new facilities based on geographic distribution and available space.

IMPLEMENTATION

Upon approval of the General Plan Update, the following implementation steps should be prioritized:

1. Park Renovation Program

Establish dedicated funding for systematic upgrades to existing parks. Conduct facility assessments and community visioning sessions to prioritize improvements based on condition, usage, and equity considerations.

2. Trail Connectivity

Complete the proposed trail connections shown on the Open Space map, particularly:

- The pedestrian bridge connecting Community Park to Legacy Parkway (currently in planning)
- Mountain trail improvements and new connections
- Bike lane implementation on designated streets

3. Amenity Feasibility Study

Evaluate the addition of identified amenity gaps through:

- Site suitability analysis for each proposed amenity
- Cost-benefit evaluation including maintenance requirements



- Phased implementation plan based on funding availability
- Consideration of regional facilities that may reduce local demand

4. Open Space Acquisition Strategy

Despite limited opportunities, pursue strategic acquisitions or partnerships to serve areas outside the 1/4-mile service radius through:

- Joint-use agreements with schools and churches
- Conservation easements on private property
- Pocket park development on infill sites
- Trail easements to improve connectivity



FUNDING SOURCES

Multiple funding opportunities exist for open space preservation and development:

State Sources:

- Utah Outdoor Recreation Grant (UORG) - Annual grants up to \$150,000 for outdoor recreation infrastructure
- Recreational Trails Program (RTP) - Federal funds administered by Utah State Parks for trail development
- LeRay McAllister Fund - Critical lands conservation funding through Utah Department of Natural Resources

Regional Sources:

- Wasatch Front Regional Council TLC Program - Transportation and land use planning grants (funded this General Plan update)
- Davis County Tourism Grant - Funding for projects that enhance recreation and tourism

Federal Sources:

- Land and Water Conservation Fund (LWCF) - 50/50 matching grants for outdoor recreation projects
- Community Development Block Grants - For projects serving low-to-moderate income areas

Other Sources:

- Utah Open Lands - Conservation easements and agricultural preservation
- National Recreation and Park Association - Various grant programs for innovative park projects
- Private foundations - Including recreation-focused philanthropic organizations



CHAPTER 5 PUBLIC FACILITIES

Introduction & Background

The Public Facilities element catalogs existing community facilities and identifies future plans for major facilities that serve Centerville residents. This element ensures that adequate public services and infrastructure are maintained to support the city’s current population and accommodate future growth while preserving the quality of life that makes Centerville a desirable place to live.

Element

Existing Facilities

Public Safety

Police Services: The Centerville Police Department, located at 250 North Main Street, provides law enforcement services to the community. The department has achieved accreditation through the Utah Chiefs of Police Association (UCOPA), demonstrating its commitment to professional standards and excellence in service delivery.

Fire and Emergency Services: South Davis Metro Fire provides fire suppression, emergency medical services, and disaster response to Centerville and surrounding communities including Bountiful, North Salt Lake, West Bountiful, and Woods Cross. The agency operates from strategically located stations throughout the service area to ensure rapid response times.

Education

The Davis School District serves Centerville’s educational needs through the following facilities:

Elementary Schools:

- Centerville Elementary
- J.A. Taylor Elementary
- Jenny P. Stewart Elementary
- Reading Elementary

Junior High School: Centerville Junior High

High School: Viewmont High School (located in Bountiful, serving Centerville students)

Utilities and Infrastructure

Water Services: Centerville operates its own culinary water system, with ongoing capital improvements planned to meet growing demand. The city’s water master plan guides the expansion and enhancement of the system.

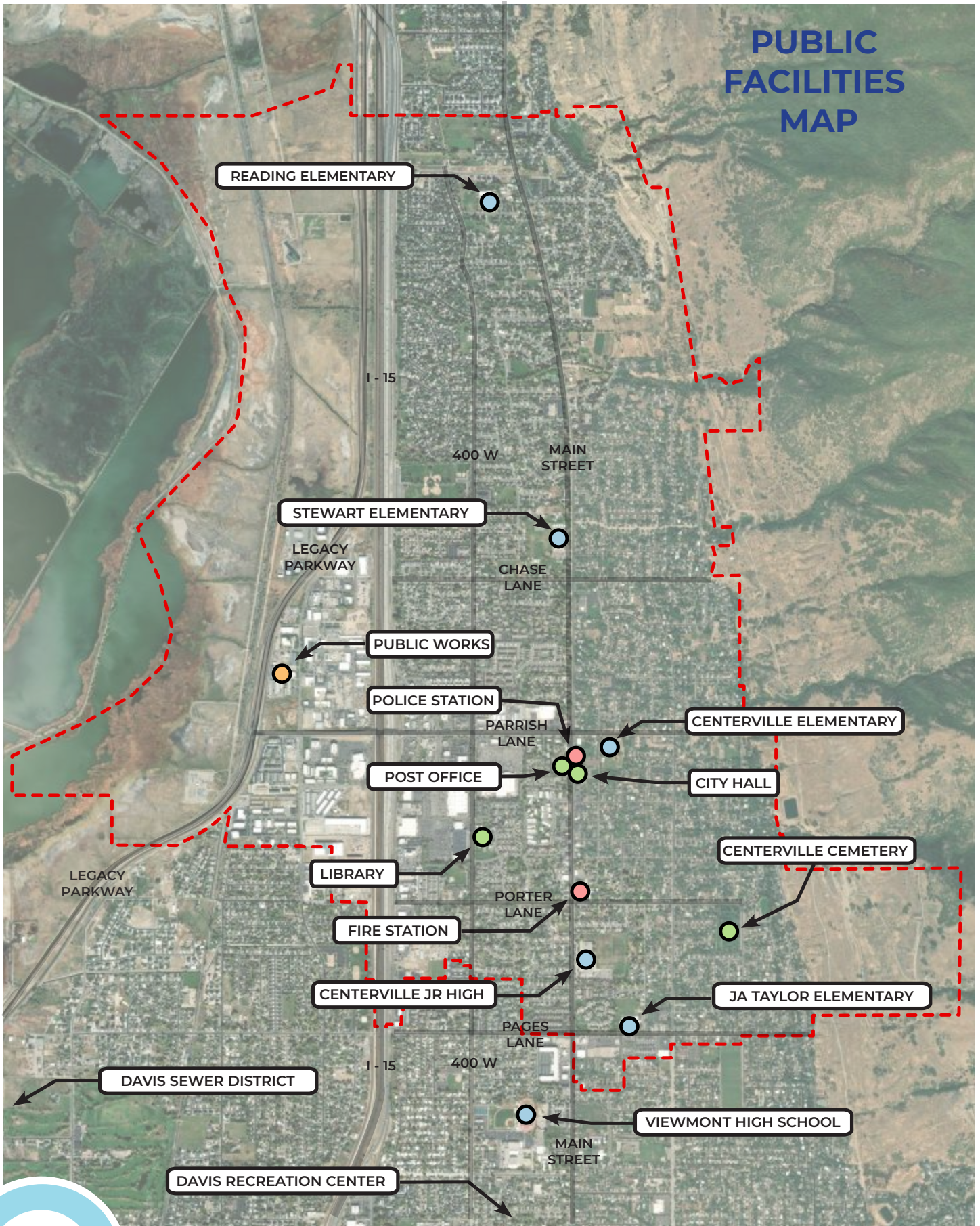
Sewer Services: The South Davis Sewer District, established in 1959, provides wastewater collection and treatment services to Centerville and neighboring communities. The district recently began construction on upgrades at its North Plant facility.

Storm Drainage: The city maintains a comprehensive storm drainage system, though aging infrastructure in some areas requires attention, particularly where coordination with Davis County and UDOT is necessary for improvements to major drainage channels and I-15 culvert crossings.

Community Facilities

- Centerville City Hall (250 North Main Street)
- Whitaker Museum
- Centerville Cemetery
- Community parks and recreation facilities

PUBLIC FACILITIES MAP



Proposed/Planned Facilities

Infrastructure Improvements

- Continued implementation of the city's Capital Facilities Plan for culinary water system expansion
- Storm drainage system improvements, particularly addressing areas affected by high water tables
- Coordination with utility providers for infrastructure upgrades in areas of planned development

Education Facilities

As Centerville's population approaches the projected build-out of 20,000 residents, coordination with Davis School District will be essential to:

- Identify potential sites for new school facilities
- Ensure schools are located in areas accessible to residential neighborhoods
- Maximize joint-use opportunities for school facilities to serve community recreation and activity needs



Transportation Infrastructure

- Implementation of the city-wide bike lane plan
- Pedestrian improvements, particularly in the Parrish Gateway area
- Enhanced trail connections, including improved access to Legacy Parkway Trail

Future Cemetery Planning

As Centerville approaches build-out population, the need for additional cemetery space has become a priority. The existing Centerville Cemetery has limited remaining capacity, prompting the city to evaluate potential sites for future cemetery development.

Potential Cemetery Sites

The city has identified several potential locations for future cemetery facilities, as shown on the following map. These sites were selected based on several criteria:

- Appropriate topography and soil conditions
- Accessibility from major roads
- Compatibility with surrounding uses
- Availability of utilities
- Distance from residential areas while maintaining convenient access

The potential sites are distributed throughout the city to provide options that could serve different areas of the community:

- Sites in the northern portions of the city near undeveloped foothill areas
- Central locations that could provide convenient access from established neighborhoods
- Eastern sites that take advantage of natural hillside settings
- Western locations near existing open space areas



Site Evaluation Considerations

The final selection of cemetery sites will require detailed evaluation of:

- Environmental factors including drainage, slope stability, and soil permeability
- Transportation access and parking requirements
- Visual impact and landscaping opportunities
- Phasing potential to allow for long-term expansion
- Acquisition costs and development feasibility
- Community input and neighborhood compatibility

Implementation

The following steps should be taken to ensure adequate public facilities for current and future residents:



1. Update Capital Facilities Plans

- Review and update annually based on condition assessments and growth projections
- Identify and secure funding sources for priority projects

2. Monitor Service Levels

- Track police and fire response times, utility capacity, and school enrollment
- Address service gaps before they impact residents

3. Plan for Future Facilities

- Reserve sites in developing areas for public facilities
- Design new facilities with expansion capabilities
- Explore co-location opportunities for efficiency

4. Implement Cemetery Planning

- Conduct feasibility studies on priority sites
- Engage community in location discussions
- Develop cemetery master plan with design standards
- Consider innovative options like columbariums* to maximize space

Through proactive planning and regular evaluation, Centerville will continue providing high-quality public services that meet the needs of current and future residents.

***Columbarium** – a room or building with individual spaces for funeral urns to be stored.



CHAPTER 6

CONSERVATION & PRESERVATION

Introduction

This element addresses the conservation of agricultural land, hillside protection, wetlands, floodways, low impact development (LID), water-wise development, and historic preservation.

While many Utah communities address some of these issues, Centerville must plan comprehensively for all of them. Additionally, Centerville must consider the preservation of the Great Salt Lake, which forms much of the city's western border.

Agriculture & Conservation Land

Land desired for conservation in growing areas often presents the most cost-effective development opportunity due to its "development-ready" characteristics. In Centerville, most existing agricultural land lies west of I-15 between the interstate and the Great Salt Lake, with small personal farms scattered throughout the city. Several programs exist to preserve agricultural land:

Conservation Programs:

- Conservation & Farmland Preservation Easements – Voluntary legal agreements that permanently limit land use for agricultural and open space purposes
- Agriculture Conservation Easement Purchase Program (ACEP) – Federal funding to protect sensitive lands, working farms, and ranches through conservation easements
- Private Land Trusts and Easements – Legal entities that purchase and manage property for preservation
- Utah Open Lands Program – A land trust that permanently protects Utah land through title acquisition or conservation easements

- Bureau of Land Management (BLM) – Federal agency managing thousands of acres for public use
- United States Forest Service (USFS) – Federal agency maintaining national forests and grasslands

Additional programs that may have limited applicability in Centerville include Transfer of Development Rights (TDR) programs, TDR Banks, Conservation Subdivisions, Greenbelts, and Historic Preservation designations.



Hillside & Slope Protection

Centerville's eastern boundary encompasses approximately 550 acres of mountainside land, with 61% privately owned, 30% city-owned, and 9% owned by the County or other entities. The proximity to the Wasatch Fault and the composition of loose soils make these hillsides susceptible to earthquakes and landslides.

To minimize landslide risk, three primary techniques can be implemented:

1. Geometric Techniques

- Reduce slope percentages through recontouring
- Remove weight from slope tops

- Eliminate unstable soil sections
- Construct berms for stability
- Introduce free-draining materials
- Re-compact slip debris

2. Hydrological Techniques

- Install drainage systems
- Implement inverted filters
- Apply thermal techniques (ground freezing/heating)

3. Mechanical Techniques

- Install soil nails and grouting
- Build retaining structures
- Construct gabion walls and embankments
- Install anchors and rock bolts
- Establish vegetation for erosion control

Residents have expressed strong desire to preserve the foothills from development. The city discourages development on slopes greater than 30% or at elevations above 4,900 feet.

Floodways & Wetlands

Centerville’s proximity to the Great Salt Lake and mountain runoff areas results in significant floodplain coverage and high water tables throughout the city. Development near floodways requires careful consideration of:

Design Requirements:

- Optimal floodway dimensions based on 500-year flood events
- Appropriate channel crossing designs and materials
- Armoring and scour protection measures including:

- Concrete protection
- Cutoff walls
- Rock fills
- Cement-stabilized slopes
- Bituminous seals



Water Conservation, Preservation, & Low Impact Development

As required by Utah State Code Section 73-10-32, Centerville must address water conservation through comprehensive planning. The city’s semi-arid climate demands careful water management regardless of precipitation levels.

Water Conservation Strategies:

- **Water System Management** – Regular evaluation of infrastructure to reduce leakage, including monitoring distribution systems, upgrading aging pipes, and implementing pressure management programs to minimize water loss throughout the network.
- **Metering** – Individual meters with conservation rate structures that incentivize efficient use through tiered pricing, along with advanced metering



infrastructure to provide real-time usage data to residents and city staff.

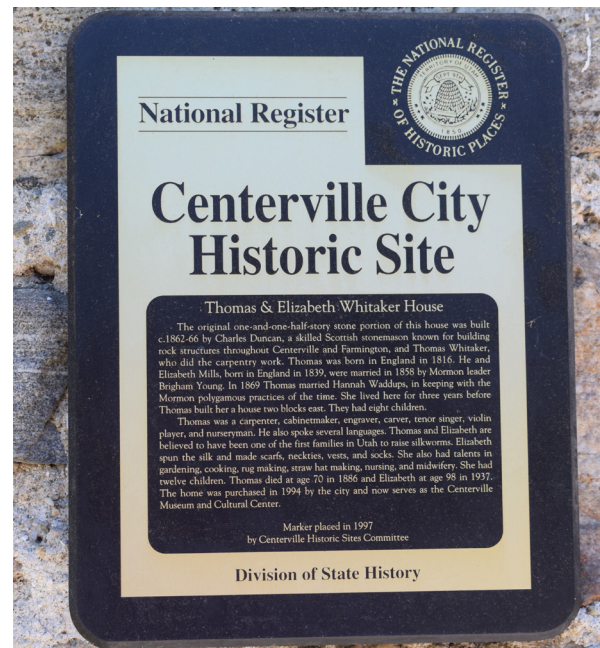
- **Rainwater Harvesting** – Up to 2,500 gallons per residential unit annually, with proper collection, storage, and distribution systems that can supplement outdoor irrigation needs while reducing demand on the municipal water supply.
- **Sustainable Practices** – Smart irrigation controllers that adjust watering schedules based on weather conditions and soil moisture, water-efficient appliances and fixtures, proper watering schedules that align with plant needs and seasonal variations, and public education programs on water conservation techniques.
- **Water-wise Landscaping** – Drought-tolerant native and adapted plants that require minimal supplemental watering, efficient drip irrigation systems, reduced turf areas in favor of low-water alternatives that improve water retention and reduce runoff.
- **Greywater Systems** – Water reuse systems for landscape irrigation that capture and treat wastewater from sinks, showers, and washing machines, reducing both water consumption and wastewater treatment demands.
- **Low Impact Development** – Green infrastructure including bioswales for natural stormwater filtration, rain gardens that capture and infiltrate runoff, permeable pavements that reduce surface runoff and recharge groundwater, expanded urban tree canopy for natural cooling and stormwater management, and constructed wetlands that provide both water treatment and habitat benefits.

Historic Preservation

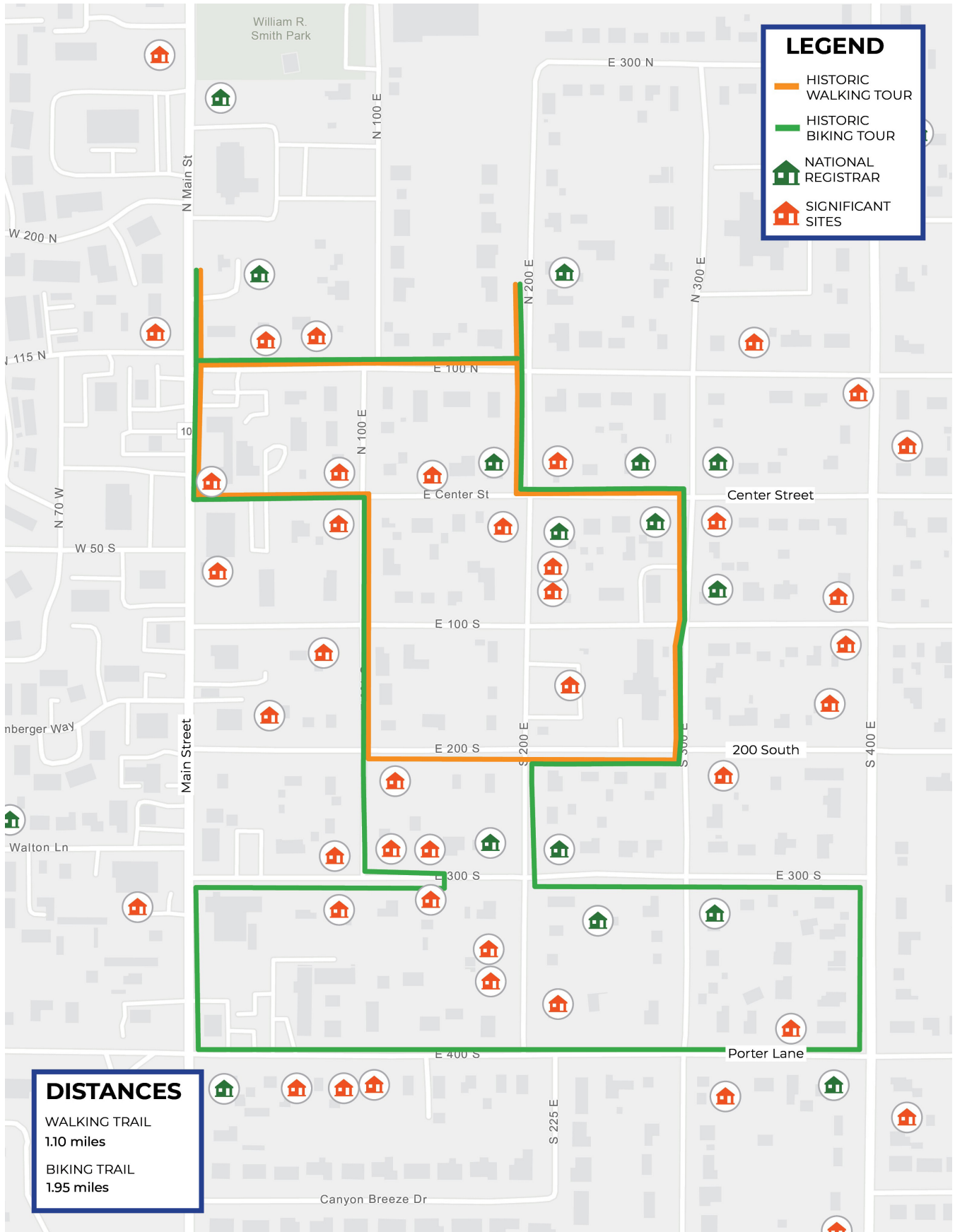
Historic preservation is fundamental to maintaining Centerville’s identity and cultural heritage. The city contains numerous historic sites, including the Roots Service Station, Whitaker Museum, and many homes listed on the National Register of Historic Places.

Benefits of Historic Preservation:

- Fosters community identity
- Enhances the city’s aesthetic character
- Stimulates economic development through heritage tourism
- Creates educational opportunities for residents and visitors



Updated Historic Walking & Biking Tours have been developed that guide residents and visitors through (25 / 43 respectively) historically significant sites, including 8 / 12 sites on the National Register of Historic Places. The walking tour is 1.1-miles and the biking tour is 1.95-miles, both starting and ending at the Whitaker Museum. These updated tours should feature informational signage and have accompanying audio at each historic location.



LEGEND

-  HISTORIC WALKING TOUR
-  HISTORIC BIKING TOUR
-  NATIONAL REGISTRAR
-  SIGNIFICANT SITES

DISTANCES

WALKING TRAIL
1.10 miles

BIKING TRAIL
1.95 miles

Centerville Historic Walking Tour Route





The above historic structure is currently a residence and is a stop on the existing Centerville Historic Walking Tour. The city's historic walking tour incorporates 20 structures and other important markers which add rich context to the city's heritage and history.

(For more details visit: <https://tinyurl.com/CentervilleWalkingTour>)

Historic District Framework

The Deuel Creek Historic District serves as the cornerstone of Centerville's preservation efforts, encompassing the original Old Townsite and extending beyond to preserve historic built structures reflecting early settlement patterns. This district includes residential housing styles showcasing local architectural evolution, the original Main Street commercial corridor, City Hall, and Founders Park.

The district maintains low-density, single-family residential character while allowing contextually sensitive infill development. The Old Townsite represents Centerville's historic core with its gridiron street pattern and small blocks originally developed with stone homes. Citizens strongly support preserving the single-family nature of this area to avoid dense development that could compromise historic character.

Preservation Goals and Implementation

The city has established comprehensive goals for historic preservation including the creation of a Historic Preservation Commission, expansion of local and national historic site designations, and the introduction of additional historic districts throughout Centerville. Implementation strategies include conducting reconnaissance-level surveys to identify potential historic resources, working with property owners to establish criteria and guiding principles for proposed historic districts, and creating positive approaches to historic preservation through public education that makes districts more of a celebratory listing rather than a regulatory burden.



To support property owners within historic areas, the city provides information about federal tax credits, benefits for National Register listing, preservation resources, and zoning incentives that promote historic designation. The city also advocates for restoration, preservation, and adaptive reuse before considering demolition of historic structures, while creating excitement among citizens about historic places through continual outreach programs, educational initiatives, and visual presentations that celebrate the community's rich heritage.

Best Practices:

- Maintain and restore historic buildings using period-appropriate materials and techniques
- Promote adaptive reuse of historic structures
- Engage the community through education and participation
- Develop interpretive materials for historic sites

The city should enhance its historic resources by updating the walking tour with modern amenities such as audio guides, wayfinding signage, and informational plaques along the designated route.

This historic structure is currently a residence and is a stop on the Centerville Historic Walking Tour. The city’s historic walking tour incorporates 20 structures and other important markers which add rich context to the city’s heritage and history.

(For more details visit: <https://tinyurl.com/CentervilleWalkingTour>)

Implementation

Conservation Land Preservation

- Partner with Utah Open Lands and other conservation organizations
- Educate landowners about conservation easement opportunities
- Consider establishing a local land conservation program

Hillside Protection

- Conduct geotechnical assessments of high-risk areas
- Implement slope stability measures where needed

- Maintain strict development standards for hillside areas
- Establish monitoring programs for slope movement

Floodplain Management

- Update floodplain maps regularly
- Enforce strict development standards in flood-prone areas
- Coordinate with regional flood control agencies
- Implement green infrastructure for stormwater management

Water Conservation Implementation

- Continue partnership with Weber Basin Water Conservancy District
- Promote “Flip Your Strip” and other rebate programs through utility bills
- Update landscaping ordinances to require water-wise design
- Investigate partnerships for water reclamation programs

Historic Preservation

- Update the historic walking tour with modern interpretive elements
- Establish design guidelines for historic districts
- Create incentives for historic building restoration
- Develop educational programs about local history



Existing City Measures

Current Water Conservation Efforts:

- Drought resiliency project for enhanced water reliability
- Time-of-day watering restrictions (6 PM to 10 AM only) per CZC 12.51.070(h)
- Required drought-resistant landscaping for commercial properties per CZC 12.51.070(h)
- Recommended water-wise landscaping for residential properties per CZC 12.51.070(d)



Weber Basin Water Conservancy District Programs Available to Residents:

- Free water audits
- Water conservation learning garden classes
- Smart irrigation controller rebates
- Toilet replacement rebates
- Secondary water metering
- Gardening classes
- “Slow the Flow” professional water checks

Water System Infrastructure and Protection

Centerville operates and maintains nine water well sites throughout the city, each protected by established source



protection zones that indicate estimated groundwater travel times to the wellhead sites. The city has implemented a comprehensive Capital Facilities Plan that guides the financing and development of the culinary water system to ensure orderly expansion as the community grows.

Additionally, the city protects its water sources through careful management of the natural drainage systems, including the major creek corridors of Ricks Creek, Barnard Creek, Parrish Creek, and Deuel Creek, which carry essential snowmelt and surface water from the mountains while serving as sources for secondary irrigation throughout the valley.

Conservation Goals:

The city has adopted Weber Basin Water Conservancy District’s conservation goals and continues to work toward the state’s regional water conservation targets as outlined at conservewater.utah.gov.

Through these comprehensive conservation and preservation efforts, Centerville demonstrates its commitment to protecting natural resources, preserving its heritage, and ensuring a sustainable future for generations to come.



CHAPTER 7 ECONOMIC DEVELOPMENT

Introduction

Centerville occupies a unique geographic position between the Wasatch Mountains and Great Salt Lake, with Interstate 15 providing direct regional connectivity. This strategic location offers opportunities for focused business development while maintaining the city’s strong sense of community and established role as a regional retail destination.

This chapter analyzes Centerville’s current and anticipated economic development opportunities across four key commercial areas: Downtown, Commercial Core, West Side, and Southwest Section. For comprehensive data, detailed analysis, and additional maps, please refer to the full Economic Development section in the appendix.



Goals and Strategies

Citywide Goal: Establish and maintain a sustainable economic base with a mix of residential, retail, office, and business park development.

Key Strategies by Area:

West Side – Centerville’s Next Commercial Center

- Transform vacant land into a vibrant retail and employment center
- Leverage the largest commercially zoned vacant land in Centerville
- Create a unique recreational and outdoor business district
- Enhance connectivity with a north-south roadway linking to Farmington
- Improve infrastructure and visual appeal of gateways

Southwest Section – Modernizing Industry

- Foster a balanced mix of businesses supporting commercial, industrial, and flex office spaces
- Revitalize underutilized commercial lots
- Enhance connectivity to link Southwest Section with Centerville’s residential neighborhoods

Commercial Core – Supporting Centerville’s Economic Center

- Modernize the Commercial Core through improved retail mix
- Target business recruitment toward retail categories with high sales leakage
- Leverage Centerville’s strong retail base to attract complementary businesses

Downtown – Main Street Revitalization

- Restore Main Street as the community’s heart through historic preservation and facade improvements
- Encourage redevelopment and pedestrian-friendly infrastructure
- Capture through-traffic to increase foot traffic and support local businesses

Socioeconomics

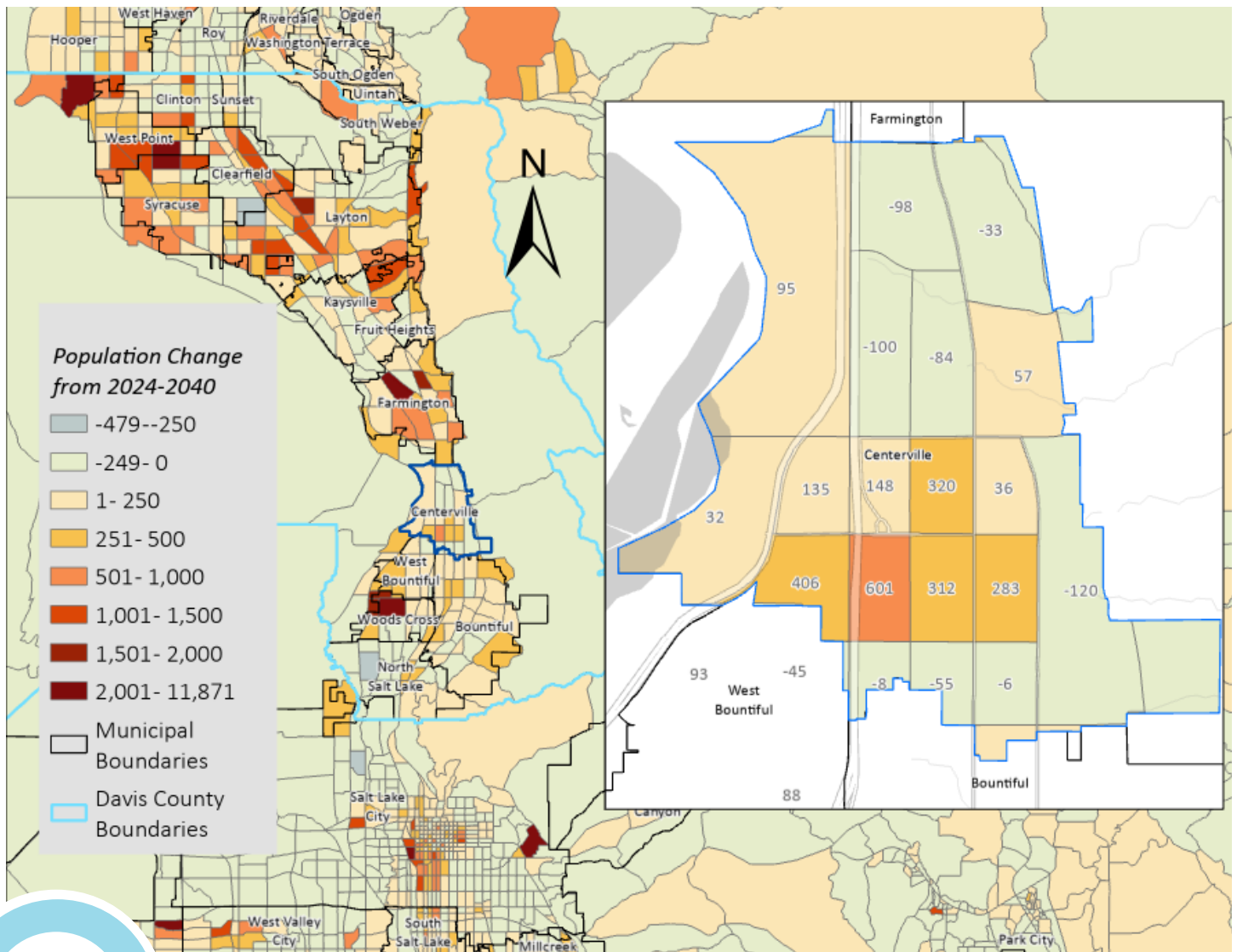
Centerville’s population is projected to grow from 18,159 (2024) to 18,745 by 2030. The city benefits from regional growth, with its strategic location attracting sales from surrounding communities. Key economic indicators include:

- **Retail Space Demand:** Population growth could support 13 acres of new retail development by 2040
- **Employment:** Strong presence in retail trade (23.2%), construction (18.1%), and professional services

- **Commuting Patterns:** Most working residents (7,201) commute outside the city, while only 519 employees work within city boundaries

*Centerville and Surrounding Regions
Employment Change Projections from
2024-2040*

*Source: Wasatch Front Regional Council,
TAZ Data*



Sales Leakage and Capture Rates

Centerville demonstrates strong retail performance with a net positive leakage of \$183,889,029 and total capture rate of 151% in 2024. Key findings:

Strong Capture Categories:

- Building Material & Garden Equipment: 384% capture rate
- General Merchandise Stores: 304% capture rate
- Other Services: 229% capture rate
- Food Services & Drinking Places: 141% capture rate
- Motor Vehicle & parts Dealers: 139%

Leakage Opportunities:

- Clothing & Clothing Accessories: 36% capture rate
- Electronics & Appliance Stores: 73.1% capture rate
- Media, Entertainment & Recreation: 78% capture rate

(*Includes NAICS sectors 51-Information and 71-Arts, Entertainment, and Recreation, and covers industries such as publishing, motion pictures, amusement, gambling, recreation, and other entertainment- and media-related activities.)



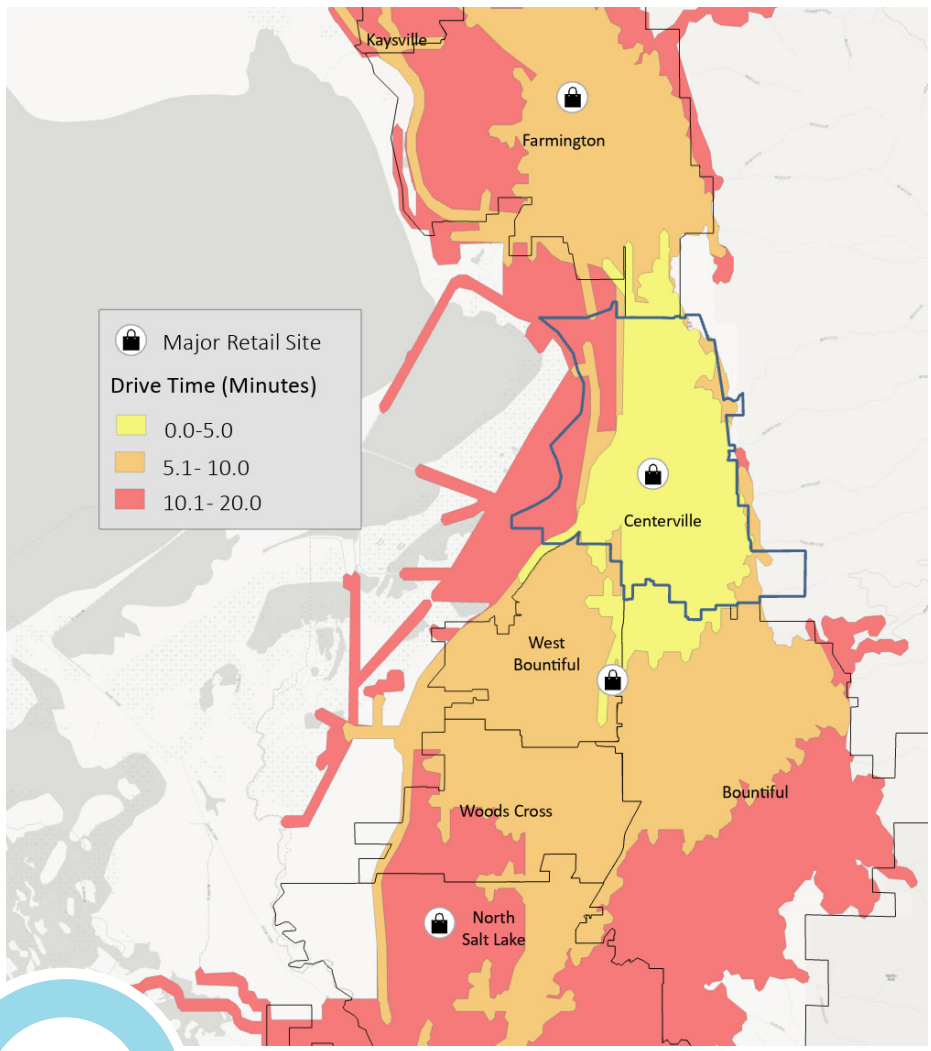
Category	2024 Surplus Leakage	2024 Capture Rate
General Merchandise Stores	\$100,558,617	304%
Building Material and Garden Equipment and Supplies Dealers	\$79,582,190	384%
Motor Vehicle & Parts Dealers	\$19,733,876	139%
Food Services and Drinking Places	\$16,277,240	141%
Other Services - Except Public Administration	\$15,571,542	229%
Sporting Goods, Hobby, Book, and Music Stores	\$2,022,490	127%
Gasoline Stations	\$1,432,599	115%
Non-store Retailers	\$50,168	100%
Miscellaneous Store Retailers	(\$772,912)	94%
Electronics and Appliance Stores	(\$1,539,724)	78%
Furniture and Home Furnishings Stores	(\$2,765,558)	55%
Health and Personal Care Stores	(\$3,125,032)	34%
Media, Entertainment, and Recreation*	(\$5,810,728)	78%
Clothing and Clothing Accessories Stores	(\$8,039,779)	36%
Food and Beverage Stores	(\$12,740,131)	62%
Accommodation	(\$16,545,830)	2%
TOTAL	\$183,889,029	151%

Major Retail Sites: Proximity and Competition

Centerville sits within a competitive regional retail landscape. Within a 10-minute drive, buying power reaches \$253.3 million, growing to \$260.1 million by 2040. Key competitors include:

- Farmington Station: \$196.1 million in buying power (regional leader)
- West Bountiful: \$283.8 million
- North Salt Lake: \$30.5 million

Despite strong competition, Centerville’s immediate buying power of \$57.2 million and strategic location position it well for targeted retail development.



Commercial Focus Areas

Centerville’s four commercial areas collectively generated over \$488 million in retail sales in 2023, each serving unique market needs and offering distinct development opportunities:

West Side: Produces less than \$500,000 per business due to industrial nature. Represents the city’s greatest opportunity with:

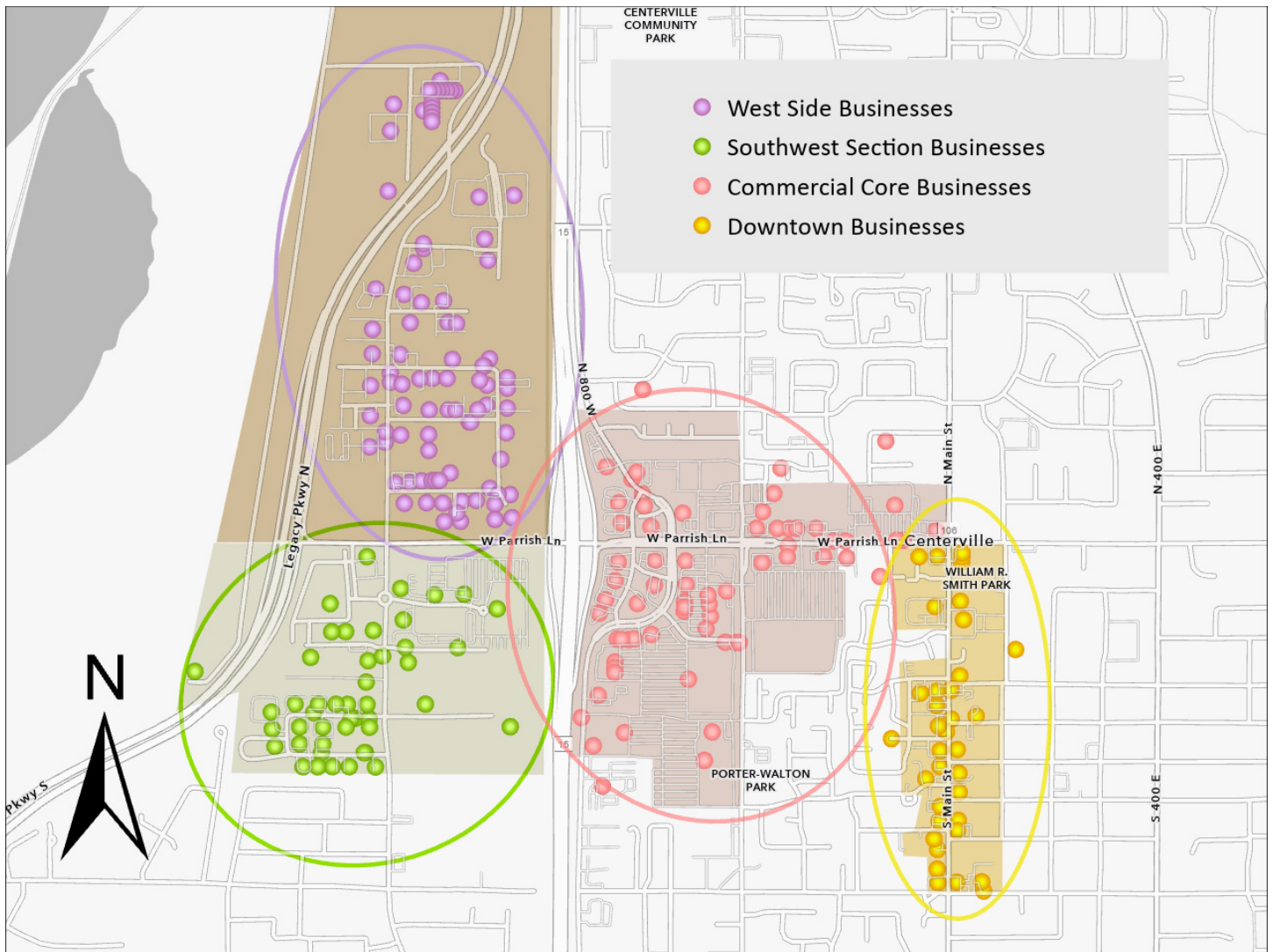
- Low commercial improvement values enabling cost-effective redevelopment
- Extensive vacant land suitable for retail clusters and mixed-use development
- Proximity to parks and open space for recreation-oriented businesses

- Potential for unique outdoor business district capitalizing on natural amenities

Commercial Core: Generates nearly \$6 million in sales per business

- Strategic location just east of I-15 and Parrish Lane intersection
- Strong retail mix including general merchandise and building supplies
- Serves as regional draw with established anchor retailers
- Opportunity for enhanced retail diversity to capture leakage in underperforming categories. (Specifically potential to enhance the CenterPoint Theater Area for a higher capture rate in the media, entertainment, and recreation category.)





Business Clusters within Focus Areas, 2024

Downtown: Historic commercial district with unique character

- Average Daily Traffic Counts: 16,315 on Main Street
- Mix of single-family, multifamily, and commercial uses
- Prime location between 100 North and 300 South for commercial intensification
- Potential to capture pass-through traffic with pedestrian improvements and experiential retail

Southwest Section: Balances industrial and commercial uses, producing \$2 million per business

- Located along southern boundary with established industrial base
- Recent growth in flex office and mixed commercial development
- Strong transportation access near I-15 corridor
- Opportunities for modernization and business diversification to serve both local and regional markets

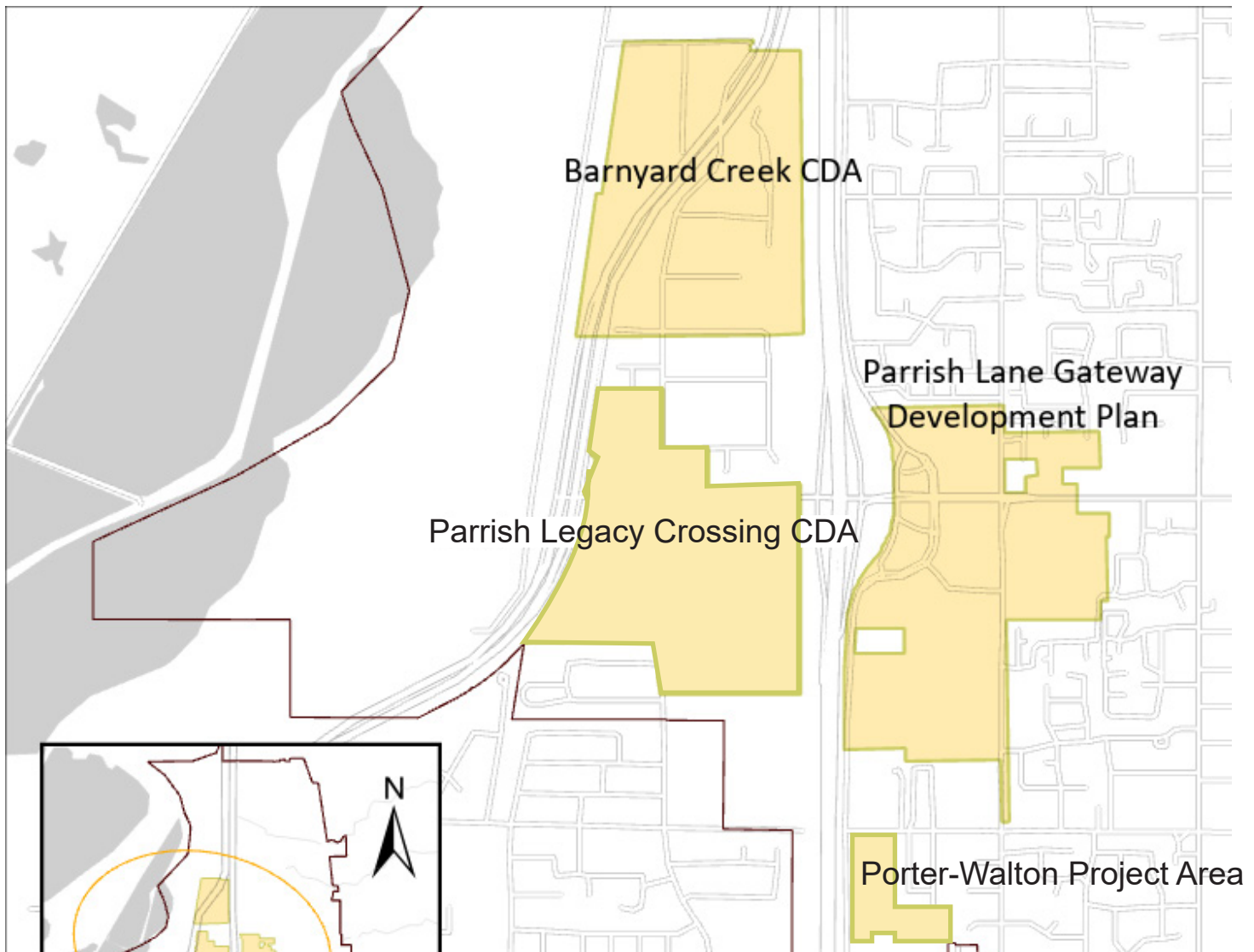
Implementation

Successful economic development requires coordinated efforts across city departments, business community, and regional partners.

Priority implementation strategies include:

1. Infrastructure Investment: Focus initial improvements on the West Side, including the north-south roadway connection to Farmington and utility enhancements

- 2. Business Recruitment: Target sectors with high sales leakage, or areas with particularly high potential arts/entertainment, clothing, and specialty retail
- 3. Development Incentives: Utilize existing CRA areas and explore new tools like business improvement districts
- 4. Transportation Improvements: Enhance connectivity between commercial areas and reduce traffic congestion through strategic infrastructure investments
- 5. Marketing and Branding: Develop cohesive identity for each commercial district while promoting Centerville’s overall economic advantages



Centerville Community Reinvestment Areas

The city should establish quarterly reviews with the Economic Development Director and the Redevelopment Administration to track key performance indicators including sales tax revenue by district, new business permits, vacancy rates, and progress on infrastructure projects.

Annual updates to the City Council should assess market conditions and adjust strategies accordingly. Partnership opportunities with the Davis County Economic Development Department, Utah Governor’s Office of Economic Development, and local business associations should be actively pursued to maximize resources and regional coordination.



Conclusion

Centerville stands at a pivotal moment in its economic development trajectory. With over \$180 million in net positive sales leakage and a 152.9% capture rate, the city has proven its ability to draw regional consumers while maintaining its community character. The path forward requires strategic action across all four commercial districts, with particular emphasis on transforming the West Side into a vibrant mixed-use destination that complements the established Commercial Core.

By leveraging existing strengths—including excellent regional access via I-15, a mature retail base, and proximity to both recreational amenities and employment centers—Centerville can address current market gaps while preparing for future growth. The strategies outlined in this chapter provide a roadmap for sustainable economic development that balances business expansion with community values. Success will require continued collaboration between public and private sectors, strategic infrastructure investments, and a commitment to creating diverse commercial environments that serve residents, workers, and visitors alike. With thoughtful implementation of these strategies, Centerville can strengthen its position as a regional commercial hub while ensuring economic vitality for generations to come.

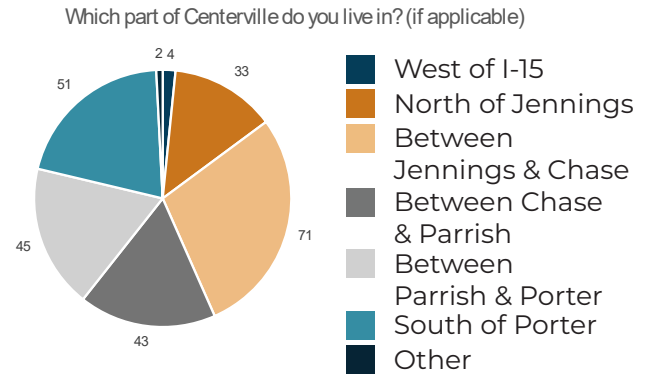
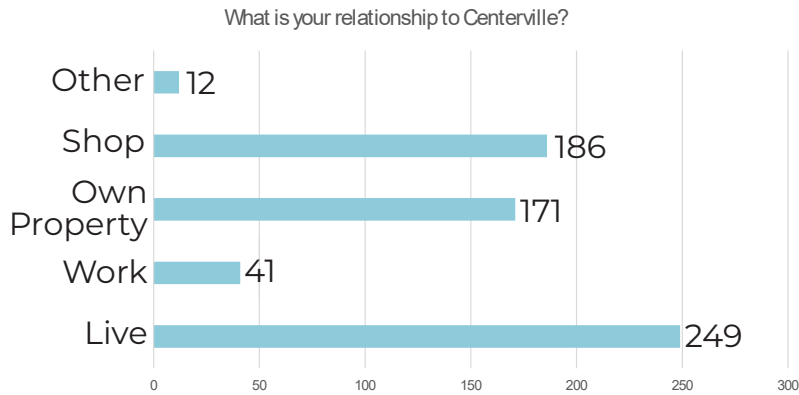


APPENDIX

Appendix A: Public Engagement Survey Data Results

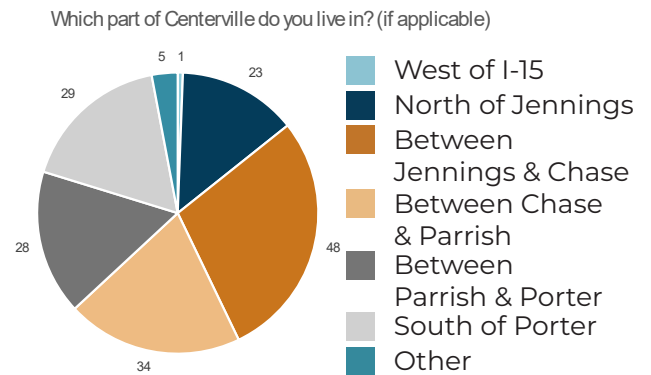
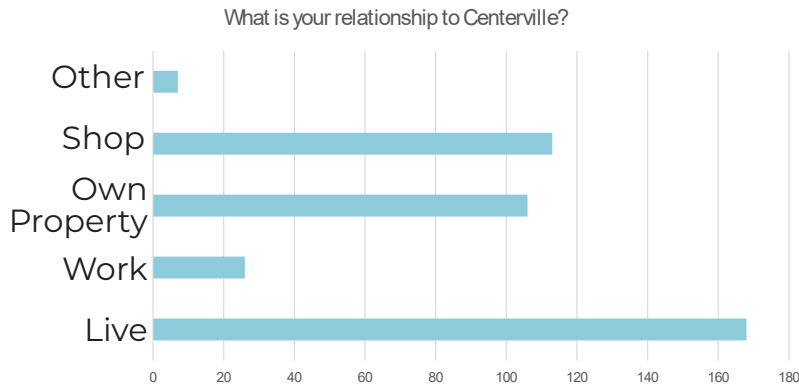
Resident Feedback Survey

- 250 Total Respondents (249 were Centerville Residents)
- 121 Responses with General Feedback



Maps Survey

- 169 Total Respondents (All 169 were Centerville Residents)
- 75 Responses with General Feedback

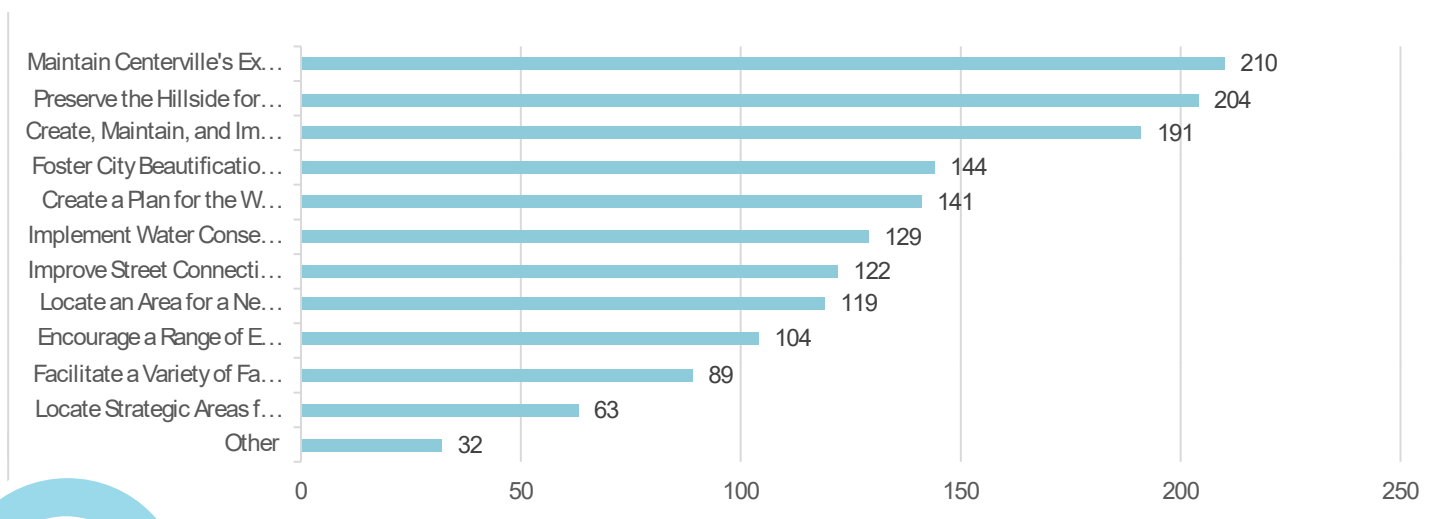


Select all of the resident proposed city goals that you agree with.

If there is something you do not agree with, please leave it unchecked.

If you wish to provide additional feedback, please see question 6 below.

- Maintain Centerville's Existing Culture, History, & Quality of Life1
- Preserve the Hillside for Open Space & Recreation Opportunities (No new non-recreational developments)2
- Foster City Beautification Practices, Including Along Main Street (Placemaking, Branding, Right-of-Way I.....4
- Improve Street Connectivity, Trails, Public & Active Transportation throughout the City7
- Create a Plan for the West Side (IE Flood Control, Land Uses, Commercial, Housing, Industrial, etc.).....5
- Facilitate a Variety of Family Centered Housing Options (Senior Housing, Starter Homes, ADU's, etc.)10
- Encourage a Range of Entertainment & Restaurant options9
- Create, Maintain, and Improve City Parks3
- Locate Strategic Areas for Redevelopment11
- Locate an Area for a New Cemetery8
- Implement Water Conservation & Environmental Stewardship Practices6
- Other.....12



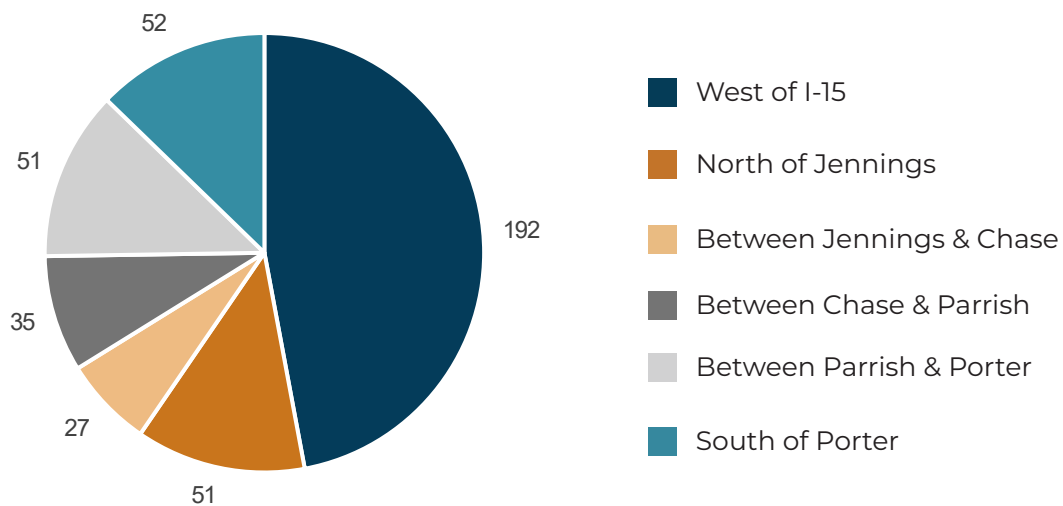
Where in Centerville Should Moderate Income Housing Be Built? (Select all that apply)

The State of Utah requires municipalities to select and implement at least 5 Moderate Income Housing strategies out of 26 total options. Implementation includes planning and carrying out the strategies. **Reporting and implementing these strategies is tied to eligibility for state funds (10-9a-408).** Lack of state funding would greatly affect the city and would likely lead to an increase in taxes.

One strategy Centerville has elected to implement is to "encourage an adequate supply of moderate-income housing." There is currently a deficit of 706 Moderate Income Housing units in the city.

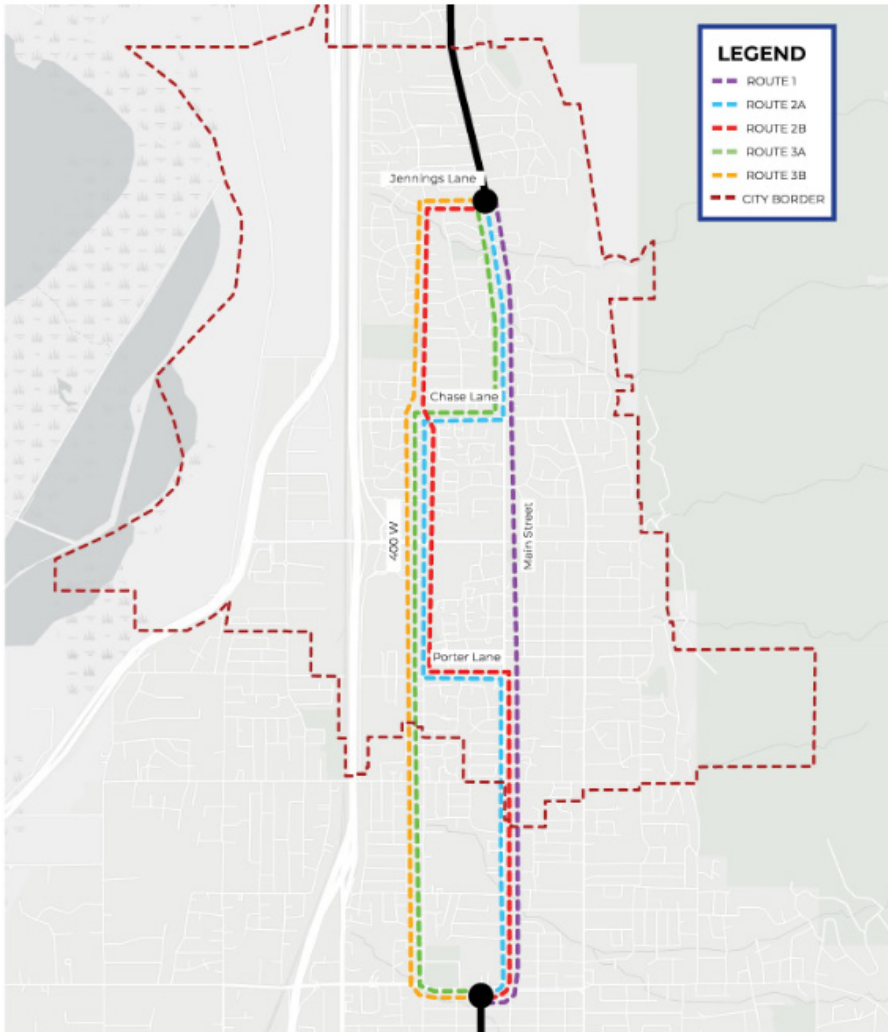
Typical best practices for Moderate Income Housing include placing it around major roadways and intersections and around commercial centers or other areas of higher intensity. This helps to better utilize existing infrastructure without causing undue burden on local and other transportation networks. It also provides increased opportunities for walking and biking.

Understanding these state requirements, best practices, and the city's additional goals and deficit, where in Centerville do you believe is most appropriate for Moderate Income Housing to be built?



- This question was multiple choice, allowing respondents to select multiple locations.
- Of the 230 Respondents who completed this question, **192 selected West of I-15 (83.5%)**

Which potential Express Bus route(s) do you prefer?



Route 1 (Proposed UTA) - Purple

- City Hall
- William R. Smith Park
- 3 Schools
- Local Commercial
- Smoot Park

Route 2A - Blue

- 3 Schools
- Library
- Regional Commercial
- CenterPoint Theater
- Smoot Park

Route 2B - Red

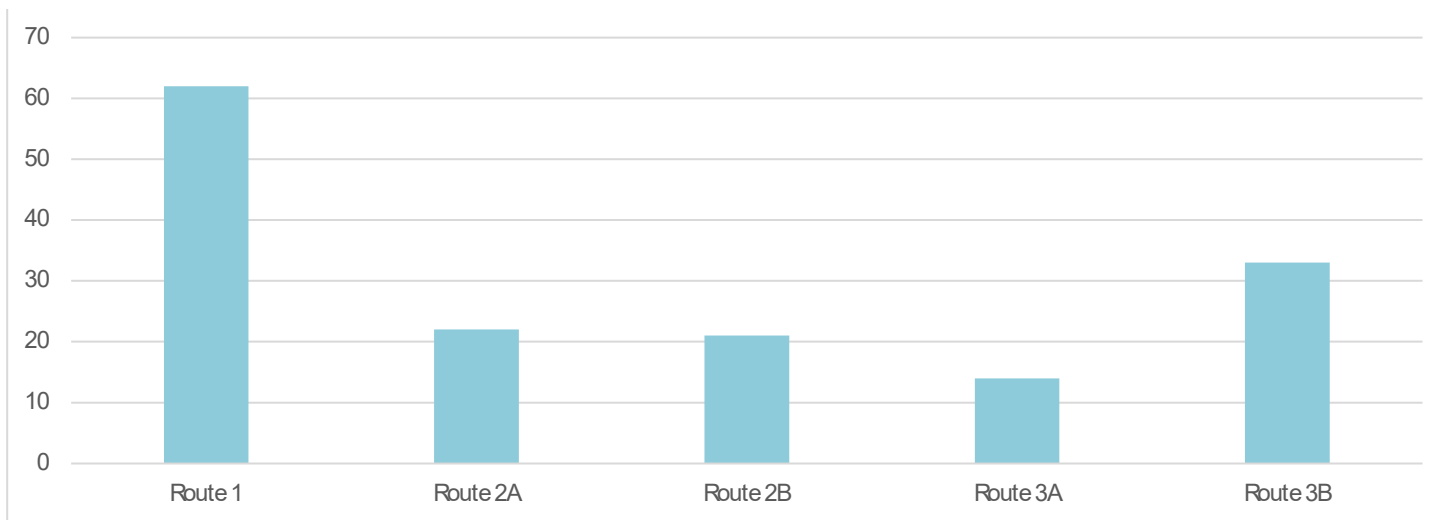
- 2 Schools
- Library
- Regional Commercial
- CenterPoint Theater
- Community Park

Route 3A - Green

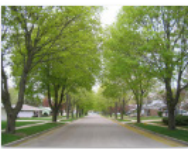















- South Davis Recreation Center
- 2 Schools
- Regional Commercial
- CenterPoint Theater
- Smoot Park

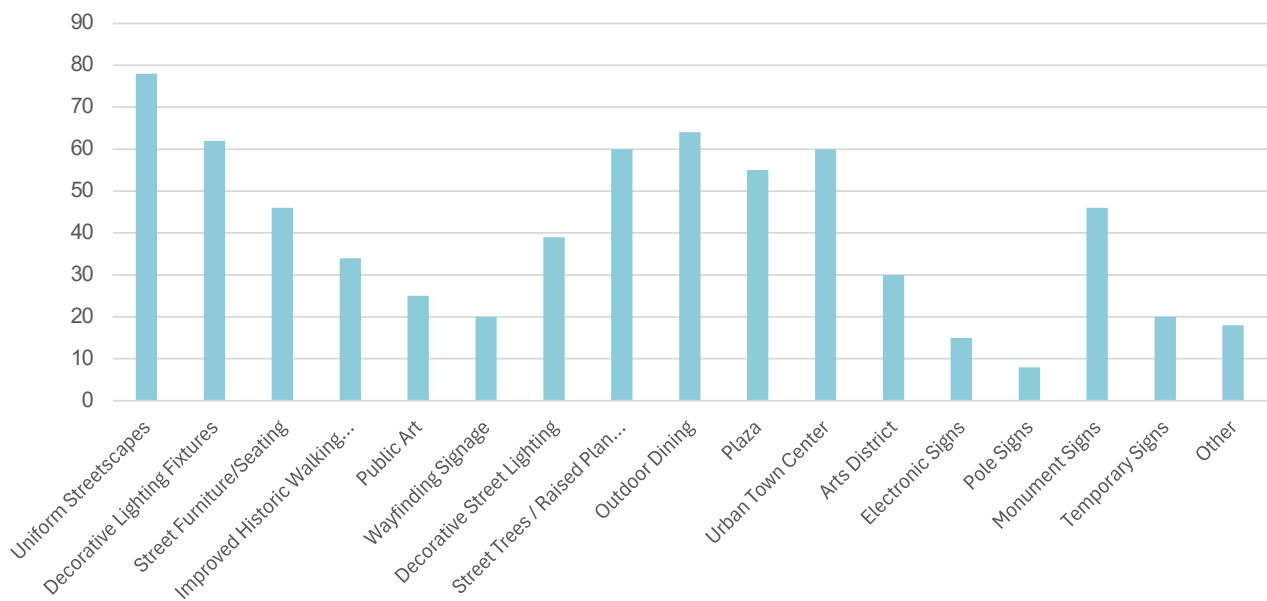
Route 3B - Orange

- South Davis Recreation Center
- 1 School
- Regional Commercial
- CenterPoint Theater
- Community Park

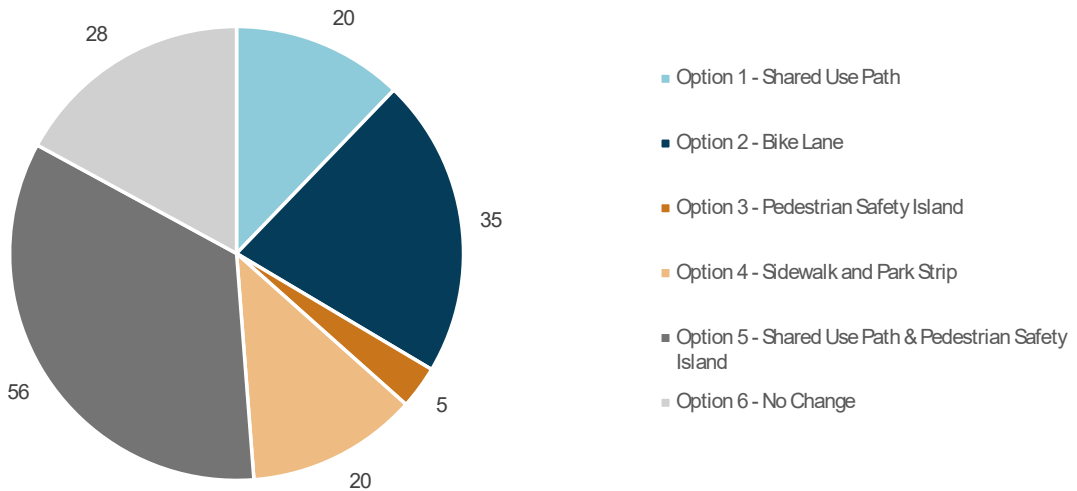
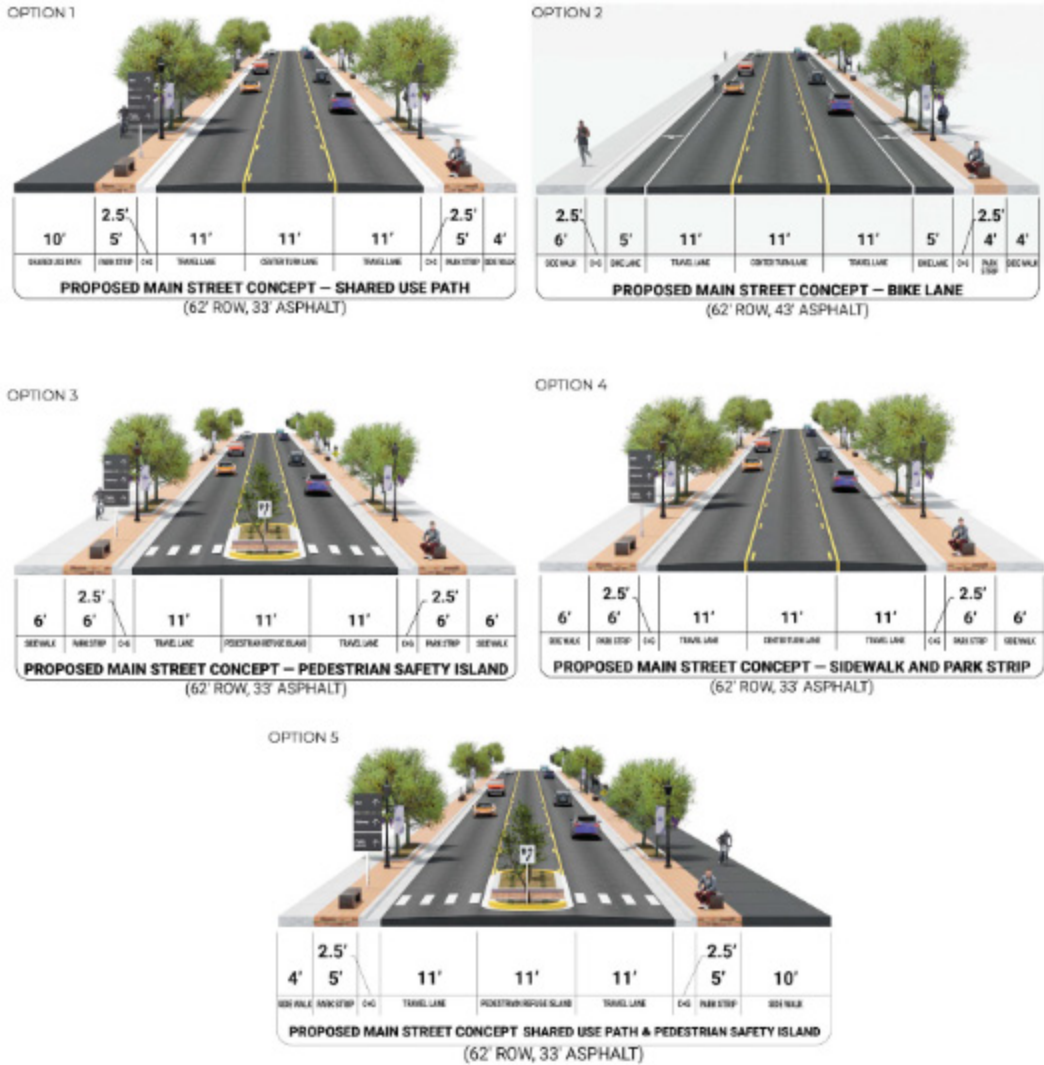


Choose the Urban Design/Streetscape Amenities You Would **Most Like** to see on major city streets (excluding main street and residential streets)?

<input type="checkbox"/> Uniform Streetscapes 	<input type="checkbox"/> Public Art 	<input type="checkbox"/> Outdoor Dining 	<input type="checkbox"/> Electronic Signs 
<input type="checkbox"/> Decorative Lighting Fixtures 	<input type="checkbox"/> Wayfinding Signage 	<input type="checkbox"/> Plaza 	<input type="checkbox"/> Pole Signs 
<input type="checkbox"/> Street Furniture/Seating 	<input type="checkbox"/> Decorative Street Lighting 	<input type="checkbox"/> Urban Town Center 	<input type="checkbox"/> Monument Signs 
<input type="checkbox"/> Improve Historic Walking Trail 	<input type="checkbox"/> Street Trees / Raised Planters 	<input type="checkbox"/> Arts District 	<input type="checkbox"/> Temporary Signs 



If the city were to pursue enhancements (with state & grant funding) on Main Street, which street cross section would you prefer?



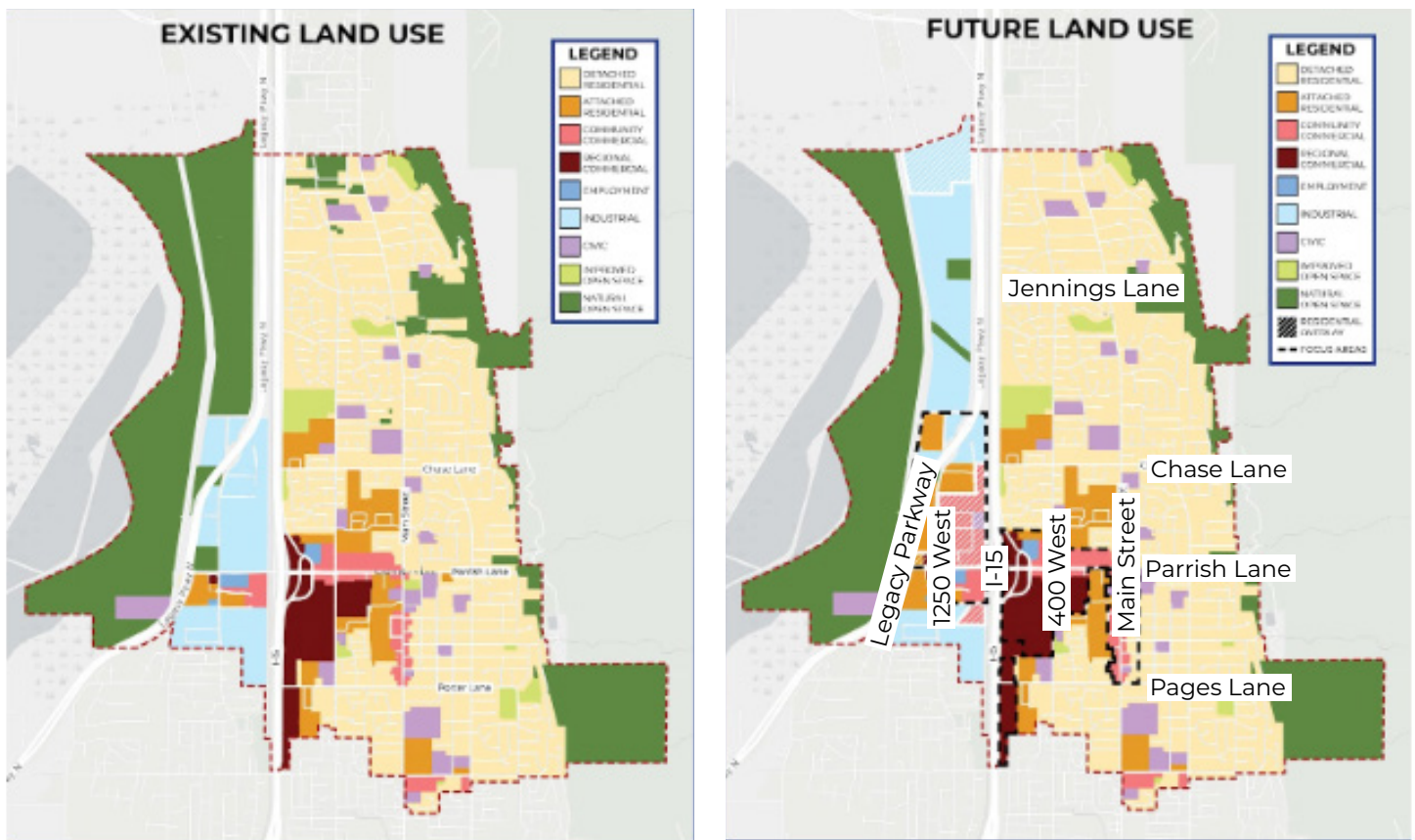
The image below highlights Centerville's existing land use composition (left) and the proposed future land use map (right).

The differences between the two include:

- 1) A redeveloped West Side with shifted industrial and mixed commercial & residential uses.
- 2) Small-scale detached residential development in the Ford's Canyon area.
- 3) 2150 N Neighborhood as all single family detached residential.

*Note - This is a Future Land Use Map, NOT a zoning map. That means this guides decision making in the future if development were to occur within that area. It does not mean the zoning will change today.

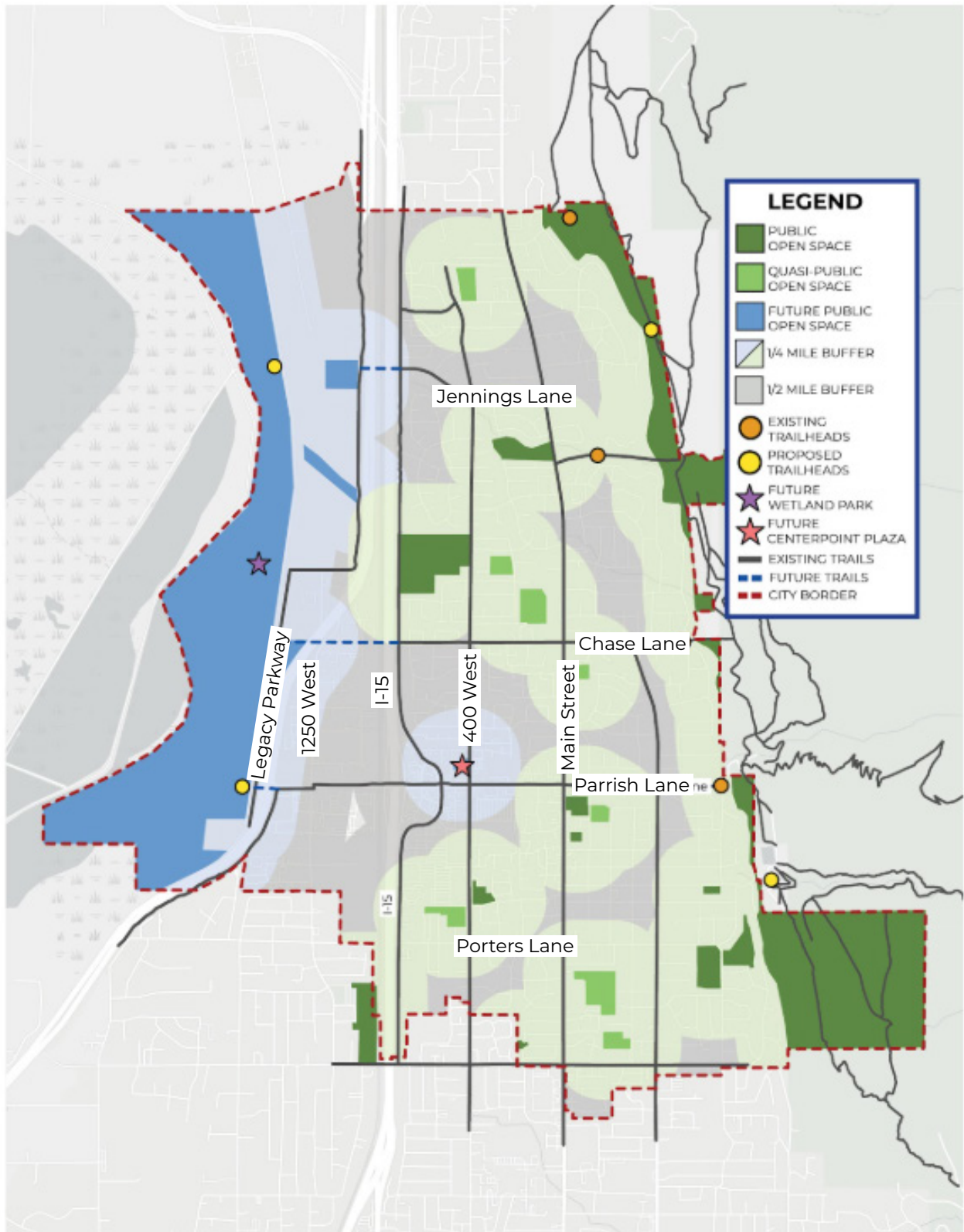
What feedback do you have on this proposed plan, if any?



109 Comments

For detailed maps see pages 18-19.

What feedback do you have on the **Open Space and Trails** plan, if any?



87 Comments



The Historic Walking & Biking tours will guide Centerville Residents and visitors to many of the historically significant sites throughout the city. The existing walking tour passes 10 sites.

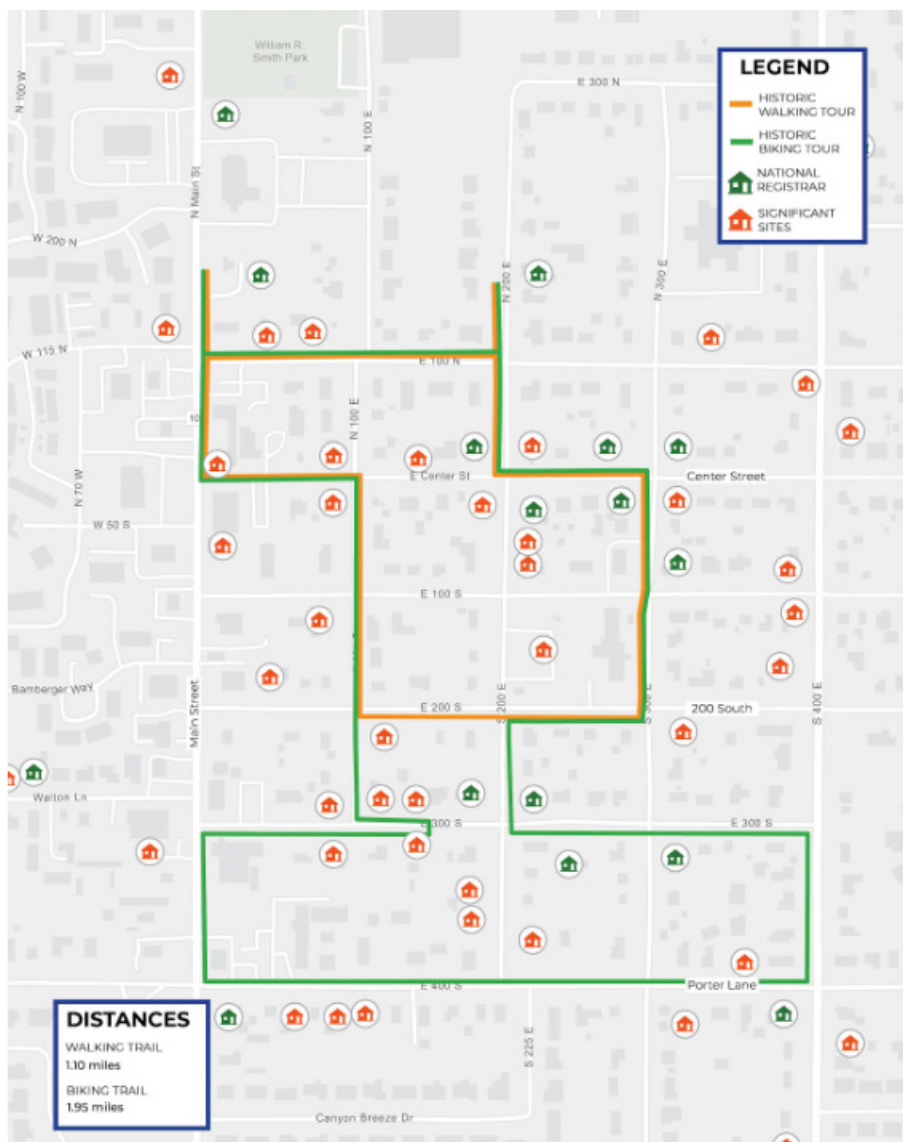
The updated 1.1 Mile walking trail passes 8 sites on the National Registrar, and 17 other significant sites (25 Total).

The new 1.95 Mile biking trail passes an additional 4 sites on the registrar, and 14 other significant sites (43 Total).

Tours will start and end at the Whitaker Museum.

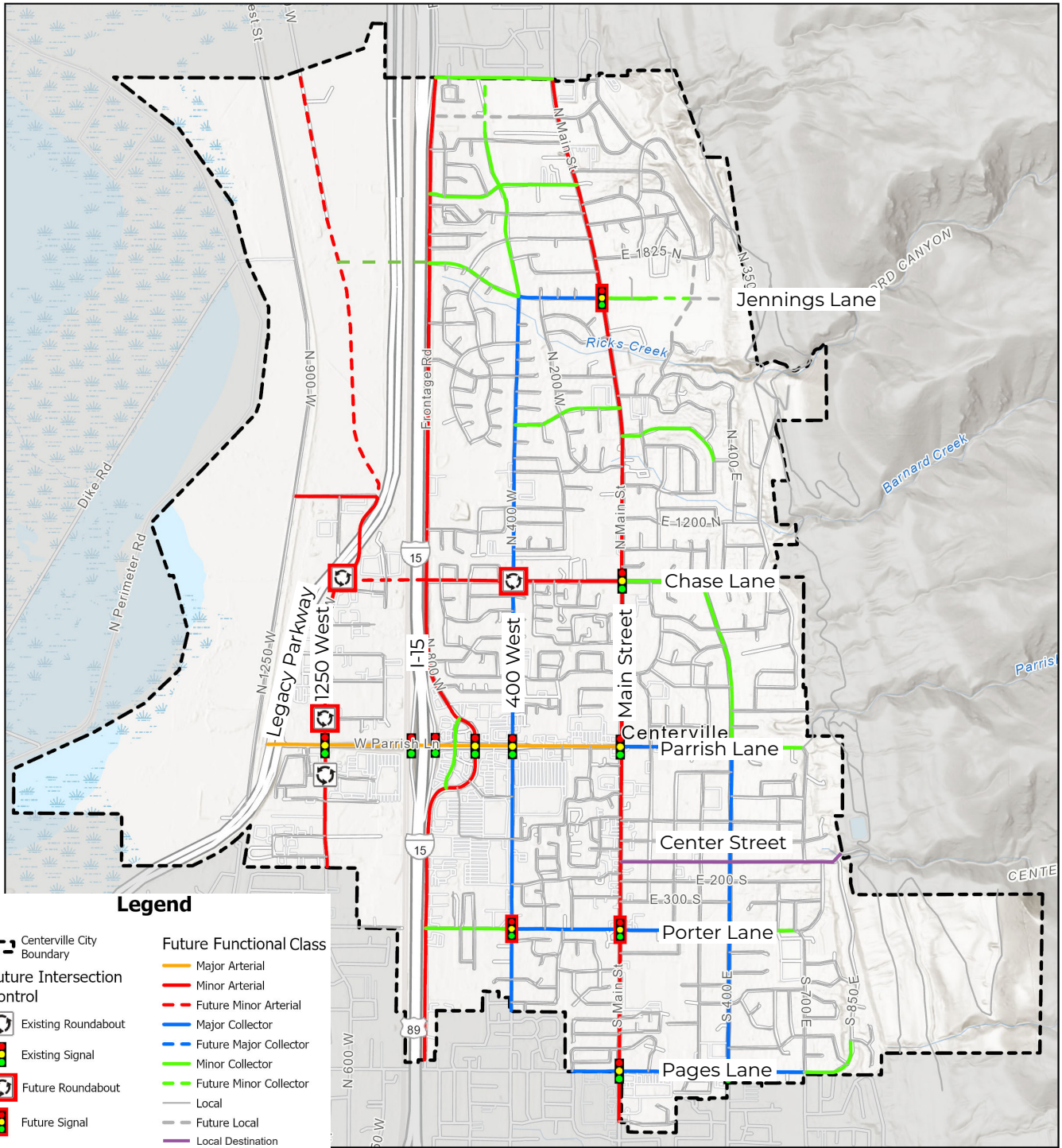
Signage is also proposed at each historic site along the trail.

What feedback do you have on the Historic Walking and Biking Trails map, if any?



76 Comments

What feedback do you have on the future transportation map, if any?



76 Comments



Appendix B: Housing Summary

Centerville, located in the heart of Davis County, is a city known for its scenic backdrop of the Wasatch Mountains and a community-rich atmosphere. Founded in the mid-1800s, Centerville has grown steadily over the decades, maintaining its charm while fostering thoughtful development. The city boasts a blend of historic homes and modern residences, reflecting its balance of heritage and progress. Incorporating well-kept neighborhoods with over 300 acres of parks and open space, a strong school system, and easy access to Salt Lake City, Centerville presents an inviting mix of suburban charm and urban convenience. Centerville faces challenges related to housing affordability, life-cycle housing, and cost burden. As of April 2024, mortgage rates exceeding seven percent have left many homeowners “locked-in” at lower rates, with little incentive to move. Additionally, Centerville’s population aged 65 and older is nearly double that of Davis County, with many aging in place, contributing to low housing turnover and sustained high prices. However, only 34 percent of Centerville’s renters are cost burdened, which is lower than the Davis County average of 43 percent. Meanwhile, 17 percent of Centerville’s homeowners are cost burdened, identical to the County average. This Housing Report analyzes Centerville’s current and anticipated socioeconomic and housing needs, with a focus on present and future housing affordability. Financial tools and strategies to support housing affordability amid projected growth are also discussed.

Growth

Centerville’s population is estimated at 18,159 for 2024 and is projected to reach

18,745 by 2030. The city is estimated to have 6,312 households in 2024 and is projected to have 6,779 by 2030. Projections from the Wasatch Front Regional Council anticipate 6,779 households by 2030 — equating to growth of 118 households per year. However, recent permit trends show that residential construction is not on track to capture expected growth; just 30 units were permitted annually, on average, from 2017 through 2023.

Socioeconomic and Household Conditions

Centerville has a similar working-age population as Davis County (53 percent of city versus 56 percent of County). However, the city differs from the County with a smaller percentage of children under 18 living at home (35 percent of city households versus 44 percent of County) and nearly double the percentage of adults aged 65 and over (19 percent compared to 11 percent). Overall, Centerville’s median household income (\$113,697) is slightly higher than that of Davis County (\$101,285) and Centerville’s per capita income (\$45,588) is well above the County (\$39,218).

Housing Inventory

Centerville’s housing stock consists of 83 percent single-family homes and 17 percent multi-family residences. The average size of both single-family homes (2,033 ft²) and multi-family units (1,040 ft²) in Centerville is considerably larger than the average in Davis County, where single-family homes average 1,870 ft² and multi-family residences average 966 ft². Additionally, Centerville has a higher proportion of homes with four or more bedrooms and comparatively fewer units with two or three bedrooms. Most Centerville homes (60 percent) were built between 1970 and 1999, a relatively young housing

stock in comparison to Davis County homes overall. Almost three quarters (71 percent) of Centerville single-family homes and condos affordable to households at or below 80 percent of the Ogden-Clearfield Metro Area Median Income (AMI) were built before 1949 and located predominantly in southern neighborhoods of Centerville. In contrast, homes priced at 100 percent AMI are spread more evenly across the city in terms of location and age, with approximately half constructed before 1949 and half after.

Home Values

Centerville’s housing market is dominated by mid-market single-family homes priced between \$250,000 and \$499,000, comprising over 53 percent of total units and appealing to middle-income families and second-time homebuyers. High-value properties over \$800,000 are limited, suggesting a smaller luxury market, while homes under \$200,000 are scarce, potentially restricting options for first-time buyers and lower-income residents. The city exhibits a varied landscape of home values, with both older, renovated homes and newer developments contributing to diverse property assessments. Notably, older homes in the southeastern neighborhoods of Centerville retain their value, reflecting well-kept properties and desirable locations.

Housing Affordability Gap Analysis

Centerville’s housing stock includes 1,188 units affordable for low-to-moderate-income households (households earning less than 80 percent of the Ogden-Clearfield Area Median Income). With 1,894 low-to-moderate-income households in Centerville, the city is slightly short of its affordable housing needs. Not surprisingly, the greatest shortage (386 units) occurs for extremely low-

income households (roughly 30 percent of AMI). Occupancy of low-cost units from somewhat higher-income households could increase the shortage even further

	Existing Households	Naturally Occurring Affordable Units	Surplus (Shortage)
< 30% AMI	535	148	(386)
30-50% AMI	418	164	(254)
50-80% AMI	941	876	(65)
80-100% AMI	890	1,459	569
Total Below 100% AMI	2,784	2,647	(137)
Total Below 80% AMI	1,894	1,188	(706)

Housing Gap Analysis 2022

Source: U.S. Census Bureau, ACS 2018-2022; ZPFI Calculation based on HUD Data and Definitions

Nearly three quarters (74 percent) of units affordable for moderate to extremely low-income households are owner occupied or for-sale units. The remaining quarter (26 percent) of affordable options in Centerville are rentals. No rental units are available for households making less than 30 percent of AMI.

	Naturally Occurring Affordable Rental Units	Naturally Occurring Affordable Owner Occupied/For-Sale Units	% Rental of Total Affordable Units	% Owner Occupied/For Sale of Total Affordable Units
< 30% AMI	0	148	0.0%	100.0%
30-50% AMI	93	71	56.7%	43.3%
50-80% AMI	412	464	47.0%	53.0%
80-100% AMI	177	1,282	12.1%	87.9%
% of Total Affordable Units	25.8%	74.2%		

Affordability by AMI Category and Tenure

Source: U.S. Census Bureau, ACS 2018-2022; ZPFI Calculation based on HUD Data and Definitions

Future Affordable Housing Needs

The need for affordable units for low-income households will grow along with Centerville’s overall population, reaching a shortage of 1,549 units affordable for households below 80 percent of AMI by



2030 assuming similar proportions of affordable units to households as in 2022.

	30% AMI	50% AMI	80% AMI	100% AMI	Total Below 100% AMI	Total Below 80% AMI
Current Surplus (Shortage)	(386)	(254)	(65)	569	(137)	(706)
2030 Additional Surplus (Shortage)	(461)	(304)	(78)	680	(163)	(843)
Total Surplus (Shortage) in 2030	(847)	(558)	(144)	1,249	(300)	(1,549)

*Housing Gap, Current and Future Need
Source: U.S. Census Bureau, ACS 2018-2022; ZPFI
Calculation based on HUD Data and Definitions*

Future Special Housing Needs

Centerville’s older adult population is nearly twice that of Davis County, yet the percentage of residents living in assisted facilities is only half of that in Davis County. Centerville’s older adult population creates growing demand for residential care facilities. The city has only 16 licensed beds for nursing and rehabilitation services, falling short of current and projected needs. This limited capacity, combined with an aging population and the desire of many older adults to age in place, underscores the importance of expanding residential care options and planning for specialized care needs groups.

Population and Households

The latest Decennial Census recorded Centerville’s population at 16,884 in 2020 and is estimated at 18,159 for 2024. Development of remaining vacant lots and infill enable projected growth to 18,745 persons by 2030 and 20,081 persons by 2040, according to projections from the Wasatch Front Regional Council (WFRC) 2023-2050 Regional Transportation Plan.

Centerville City	Year	Population
Historical Population Estimates (Decennial Census)	2010	15,335
	2020	16,884
Projected Population (WFRC)	2030	18,745
	2040	20,081

*Population, Historical and Projected
Source: U.S. Census Bureau, Decennial Census 2010, 2020; Wasatch Front Regional Council, 2024*

The most recent Decennial Census reported Centerville’s population as 16,884 in 2020. Given recent housing growth, the city’s households are estimated at 6,312 for 2024. Centerville will reach 6,779 households by 2030 and 7,651 households by 2040, according to projections from the Wasatch Front Regional Council (WFRC) 2023-2050 Regional Transportation Plan.

Centerville City	Year	Number of Households
Historical Household Estimates (Decennial Census)	2010	4,881
	2020	5,597
Projected Households (WFRC)	2030	6,779
	2040	7,651

*Households, Historical and Projected
Source: U.S. Census Bureau, Decennial Census 2010, 2020; Wasatch Front Regional Council, 2024*

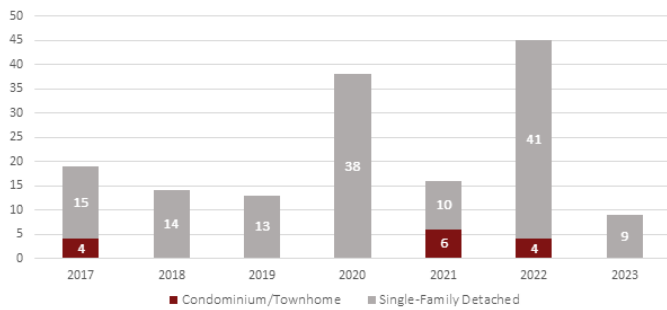
From 2017 through 2023, an average of 30 units per year were permitted. At that rate, a total of 300 units would be permitted from 2020 through 2030. As of the 2020 Decennial Census, Centerville had 160 vacant units. Based on this recent pace of permitting, and assuming full absorption of vacant units,



the city will have capacity to house an additional 460 households by 2030 — insufficient to meet projected growth of 1,182 households from 2020 to 2030. The following section further examines permit trends in recent years.

Permits

In 2023, Centerville issued permits for only 9 residential units, reflecting a dip in new housing development. Between 2017 and 2023, the city averaged nearly 30 residential permits annually. Since 2017, most of the new housing units in Centerville have been single-family detached homes, accounting for 140 out of 209 total units, or 67 percent.



Residential Units Permitted by Type and Year
Source: Ivory-Boyer Construction Database
Centerville Residential Building Permits & Unit

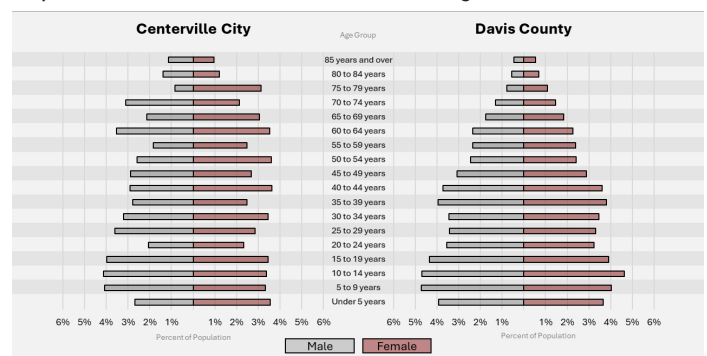
Type	2017	2018	2019	2020	2021	2022	2023	Total	Avg.
Condo, Townhome									
Permit Count	4				6	4		14	2
Unit Count	19				30	20		69	10
Single-Family Detached									
Permit Count	15	14	13	38	10	41	9	140	20
Unit Count	15	14	13	38	10	41	9	140	20
Total Permits	19	14	13	38	16	45	9	154	22
Total Units	34	14	13	38	40	61	9	209	30

Count, 2017 – 2023
Source: Ivory-Boyer Construction Database

Socioeconomic Conditions

Age and Working Population

Centerville’s age-dependency ratio is similar to that of Davis County, with 53 percent of residents in the working-age group (ages 20 to 64), compared to 56 percent in the County. However, Centerville stands out for having fewer children and a much larger share of residents aged 65 and older. The city’s school-aged population (0 to 19) makes up 29 percent, which is lower than the County’s 34 percent, while its older adult population is nearly twice as large, representing 19 percent compared to 11 percent in Salt Lake County.



Population Pyramids for Centerville City and Davis County
Source: U.S. Census Bureau, ACS 2018-2022; ZPFI Visualization

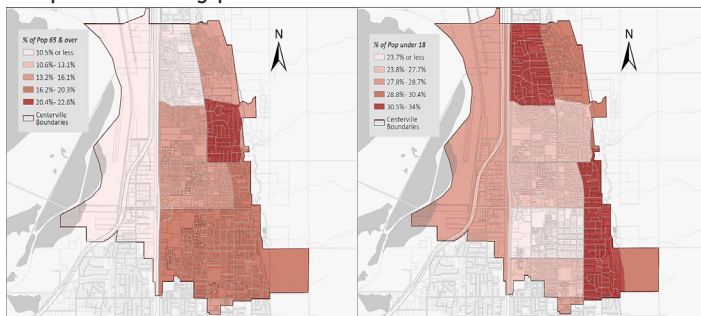
When comparing the age characteristics of households in Centerville City and Davis County, there are notable differences. Davis County tends to have more households with children, indicating a younger population, while Centerville City has a higher percentage of households with older adults, suggesting an older demographic. In fact, Centerville has approximately 1.5 times more households with people aged 65 and older compared to Davis County, whereas Davis County has approximately 1.3 times more households with children under 18 compared to Centerville.



	Centerville	Davis County
% of households with children under 18 years living at home	34.8%	44.3%
% of households with one or more people 65 years or older	35.4%	23.1%

Selected Age Characteristics of Household Population, County Comparison

In the geographic analysis below, populations aged 65 and over tend to reside in geographically distinct neighborhoods compared to populations under 18. This spatial separation is often attributed to the cycling of neighborhoods and the timing of when development first occurred in that part of Centerville as well as product type.



Percent of Population 65 and over (left) compared to Percent of Population under 18 (right)

Source: U.S. Census Bureau, ACS 2018-2022

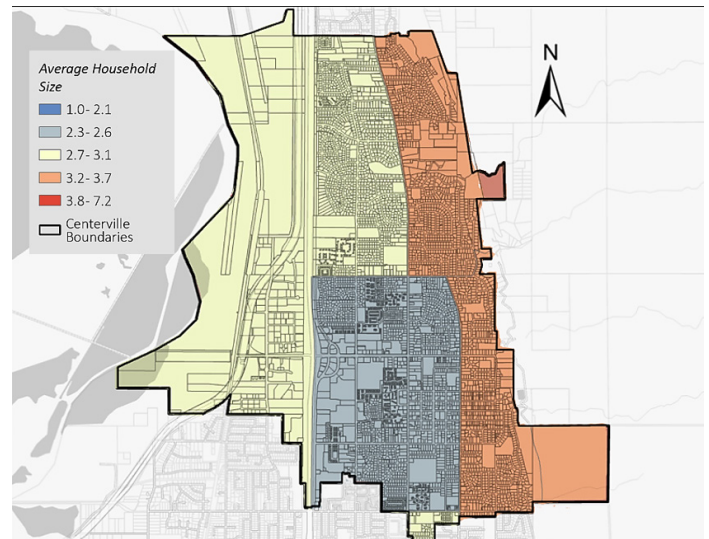
Household and Family Size

Households consist of anyone living together in a housing unit (including families and unrelated roommates) while families consist only of related individuals living together. Centerville's average household size is slightly larger than Davis County, whereas the family size is slightly smaller than that of the County.

	Centerville	Davis County
Household Size	2.94	2.76
Family Size	3.39	3.64

Household Size, County Comparison
Sources: U.S. Census Bureau, ACS 2018-2022

Centerville's neighborhoods showcase a variety of household sizes, with larger households predominantly found east of North Main Street and 400 East. In the central southern areas, like Williams West and Pitford Acres, smaller homes coincide with a higher population of residents aged 65 and over, and fewer individuals under age 18.



Average Household Size by Census Tract, MapSource: U.S. Census Bureau, ACS 2018-2022

Tenure (Own v. Rent)

The following table provides an overview of housing occupancy in Centerville compared to Davis County. Nearly nine out of ten households in Centerville (86.6 percent) are owner-occupied, indicating a strong preference for homeownership within the city. This is higher than Davis County, where just over three-quarters of households (77.7 percent) are owner-occupied.

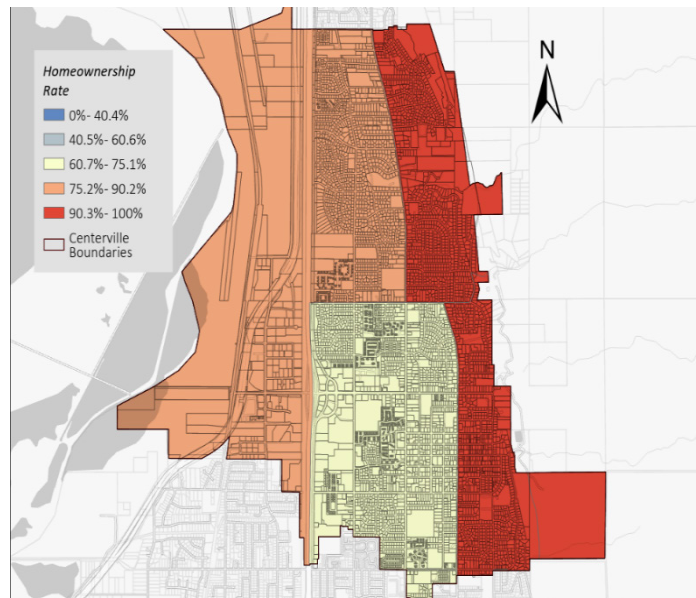
In contrast, renter-occupied housing is less prevalent in Centerville, making up only 13.4 percent of households, while Davis County has a larger share of rental units at 22.3 percent. Centerville's higher rate of homeownership and lower proportion of rental housing, suggests a more stable residential base in the city.

Type	Centerville	Davis County
Owner-Occupied	86.6%	77.7%
Renter-Occupied	13.4%	22.3%

Tenure (Own v. Rent)

Source: U.S. Census Bureau, ACS 2018-2022

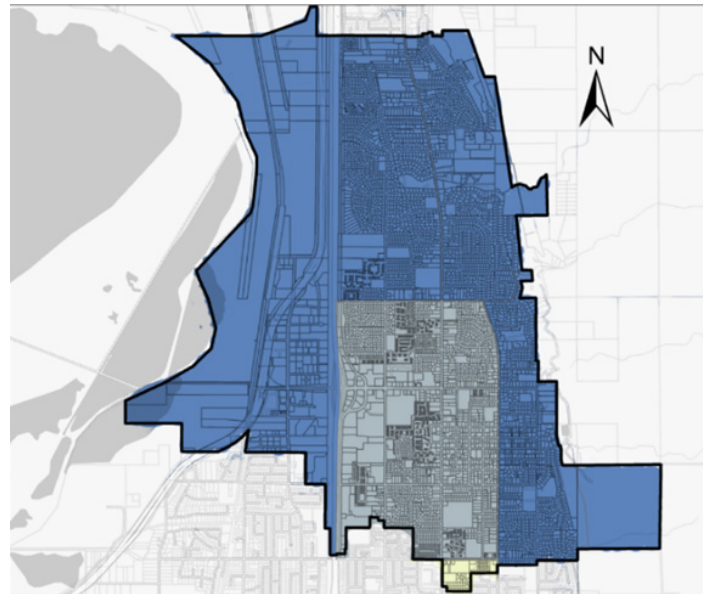
The following maps illustrate Centerville's high homeownership and low renter rates. The figure above, shows the percentage of owner-occupied housing units, or overall homeownership rate. Centerville's eastern neighborhoods exhibit more than 90.3 percent home ownership. In comparison, the percent of renter occupied housing units show an overall average below 21.1 percent displayed on the following page.



Percent Owner-Occupied Units by Census Tract

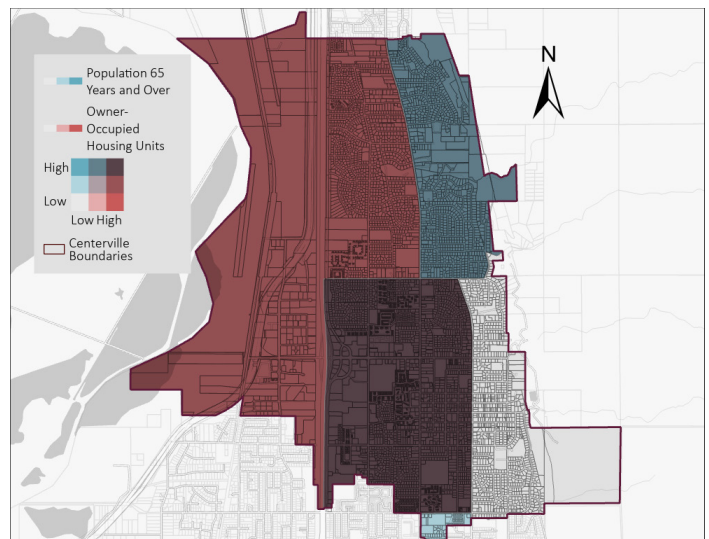
Source: U.S. Census Bureau, ACS 2018-2022

Renter Occupied Units by Census Tract



Source: U.S. Census Bureau, ACS 2018-2022

In Centerville, households with older adults are geographically correlated with owner occupied housing. For every household with someone aged 65 years or older, the likelihood of that household being owner-occupied increases by a factor of 2.24. The southern-central neighborhoods have the highest concentration of older adults and homeowners.



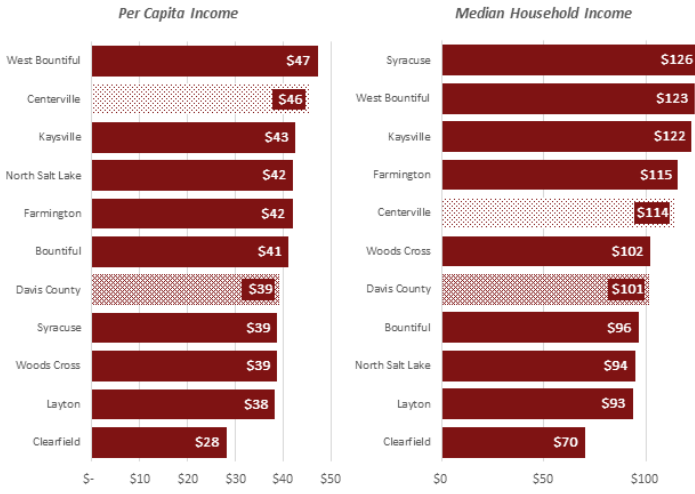
Bivariate Map of Population 65 years and over and Owner-Occupied Housing by Census Tract

Source: U.S. Census Bureau, ACS 2018-2022



Income

Compared to nearby Davis County cities, Centerville's per capita income is among the highest at \$45,888 and well above the Davis County average per capita of \$39,218. While Centerville's median household income is \$114,000, positioning it in the mid-to-upper range among its neighboring cities and remains notably higher than the Davis County average of \$101,000.

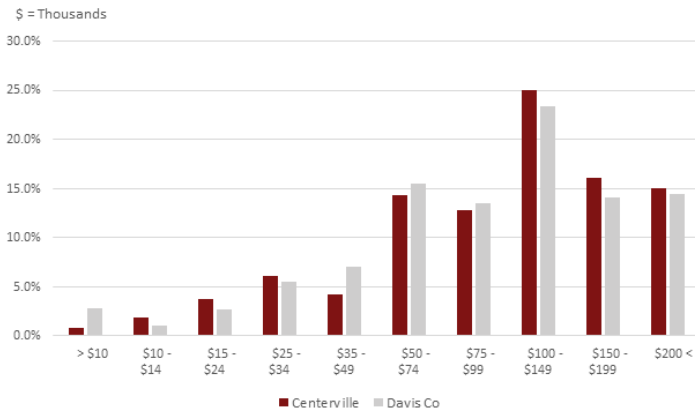


Per Capita and Household Incomes (2023 Inflation Adjusted) Comparison with Selected Cities
 Source: U.S. Census Bureau, ACS 2018-2022

Centerville has a generally more affluent household profile compared to Davis County, with fewer households in lower income ranges and a higher proportion in upper-income categories. For 2018-2022, 16.8 percent of Centerville households had incomes below \$50,000 versus 19.1 percent of County households. In Centerville 31.2 percent of households have incomes of \$150,000 or more, compared to 28.6 percent in the County.

City	Centerville % of Households in Range	Davis County: % of Households in Range
Less than \$10,000	0.8%	2.8%
\$10,000 to \$14,999	1.9%	1.0%
\$15,000 to \$24,999	3.8%	2.7%
\$25,000 to \$34,999	6.1%	5.5%
\$35,000 to \$49,999	4.2%	7.1%
\$50,000 to \$74,999	14.3%	15.5%
\$75,000 to \$99,999	12.8%	13.5%
\$100,000 to \$149,999	25.0%	23.4%
\$150,000 to \$199,999	16.1%	14.1%
\$200,000 or more	15.1%	14.5%

Households by Income Bracket
 Source: U.S. Census Bureau, ACS 2018-2022



Households by Income Bracket

Source: U.S. Census Bureau, ACS 2018-2022

Housing Inventory

Units by Type

A large majority (83.2 percent) of units in Centerville are single-family residential homes, composed mostly of single-family detached units (69.1 percent) as well as townhomes (14.1 percent). Only 16.8 percent of homes are multi-family units (including duplexes, condos, and apartments). Multifamily rental units in complexes of three or more units, with all units generally owned by a single entity, are the most common type of multi-family housing in Centerville, comprising 9.6 percent of the total housing stock. Multifamily condo units in complexes of three or more units, usually owner-occupied, with each unit under separate ownership, comprise 5.8 percent of total units. Almost 1.4 percent of total units are duplexes - twin homes that may consist of one owner and one renter household, two owner households, or two renter households. There are 24 accessory dwelling units (ADUs) within the city, and there are no mobile home parks within the Centerville’s housing stock.

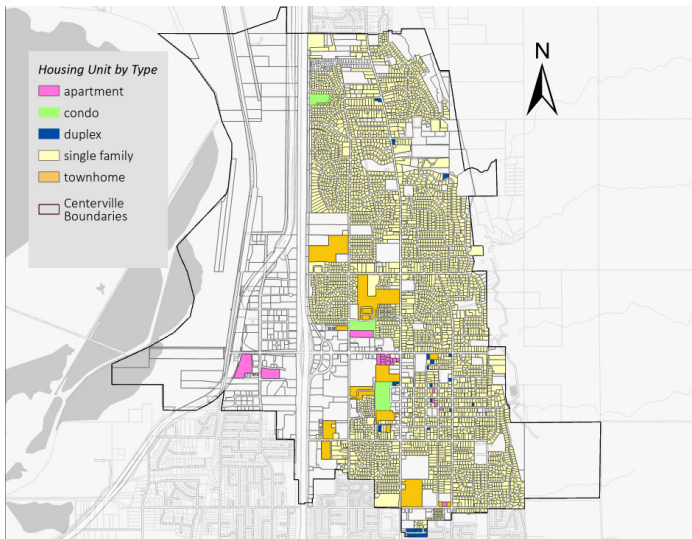
Type	# of Units	% of Units	Avg. Acres	Avg. Ft ²	Median Value
Single-family Residential	4,812	83.2%	0.30	2,033	\$460,000
Single-family Detached	3,996	69.1%	0.30	2,036	\$461,000
Townhome	816	14.1%	0.11	1,325	\$217,546
Multi-family Residential	971	16.8%	0.10	1,040	\$170,750
Apartment	555	9.6%	0.06	861	\$108,850
Condo	334	5.8%	0.10	1,121	\$189,811
Duplex	82	1.4%	0.12	1,126	\$192,000
Other	0	0.0%	0.00	0	-
ADU (on shared lot)	0	0.0%	0.00	0	-
Mobile Home Park	0	0.0%	0.00	0	-
Overall	5,783	100.0%	0.29	2,017	\$457,000

Housing Units by Type (excluding Group Homes)

Source: UGRC/WFRC Utah Housing Unit Inventory, April 2024

There is a notable clustering of multi-family units including apartments, condos, and duplexes in the southern half of the city near the major thoroughfares, providing increased access to transit and commercial hubs. The central and northern portions of Centerville appear to be predominantly composed of single-family housing, suggesting that these areas cater towards low density and family-oriented communities with larger lot sizes. The presence of townhomes and duplexes in varied locations throughout the city points to efforts to diversify housing stock, providing alternative homeownership options beyond single-family residences.





Housing Units by Type (excluding Group Homes), Map
 Source: UGRC/WFRC Utah Housing Unit Inventory, April 2024

Unit Size and Bedrooms

For both single-family and multi-family residences, Centerville’s homes are substantially larger than those of Davis County. In general, single-family homes tend to be twice as large as multi-family units.

Type	Centerville	Davis County
Single-family Residential	2,033 ft ²	1,870 ft ²
Multi-family Residential	1,040 ft ²	966 ft ²

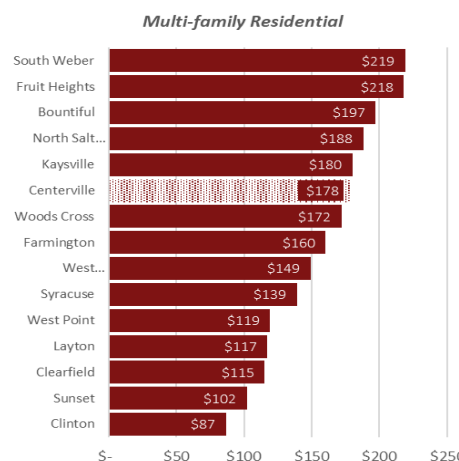
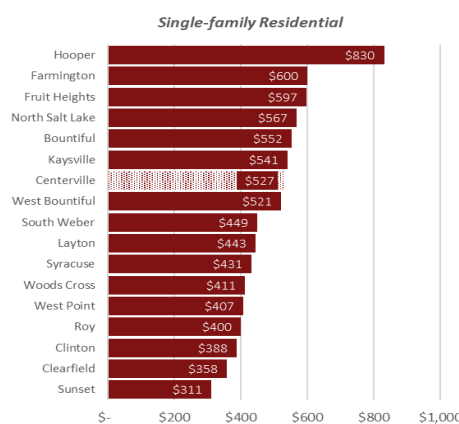
Average Unit Size, County Comparison
 Source: UGRC/WFRC Utah Housing Unit Inventory, April 2024

In addition to Centerville’s homes having relatively more square feet, the city’s homes are slightly more expensive than the Davis County average.

Type	Centerville	Davis County
Single-family Residential	\$527,415	\$474,070
Multi-family Residential	\$177,759	\$161,257

Average Value Per Unit by Type, County Comparison
 Source: UGRC/WFRC Utah Housing Unit Inventory, April 2024

Below is an average value distribution of single-family and multi-family residential properties within Davis County, highlighting Centerville’s distinct market position. For single-family homes, Centerville’s average value of \$527,000 places it in the middle tier or 63rd percentile among County cities, ranking it below more expensive markets like Hooper and Farmington, but above others such as Layton and Syracuse. Similarly, Centerville’s multi-family residential properties show mid-range values above the county median, with a 64th percentile rank.



Average Value Distribution of Single-family (left) & Multi-family(right) by city within Davis County
 Source: UGRC/WFRC Utah Housing Unit Inventory, April 2024



A little over half of homes in Centerville (56.8 percent) have four or more bedrooms, likely because 83.2 percent of the city’s housing stock consists of single-family residences. Centerville and Davis County have almost identical distributions of bedroom counts within homes.

Bedrooms	Centerville:	Davis County:	Centerville:	Davis County:
	% of Units	% of Units	Cumulative %	Cumulative %
No bedroom	0.0%	1.0%	0.0%	1.0%
1 bedroom	4.6%	3.5%	4.6%	4.5%
2 or 3 bedrooms	38.6%	38.8%	43.2%	43.3%
4 or more bedrooms	56.8%	56.7%	100.0%	100%

Percentage of Housing Units by Bedroom Count, County Comparison

Source: U.S. Census Bureau, ACS 2018-2022

Square Footage	Units	% of Units	Cumulative %
999 or less	604	10.4%	10.4%
1000 – 1499	1,832	31.7%	42.1%
1500 – 1999	1,682	29.1%	71.2%
2000 – 2499	907	15.7%	86.9%
2500 – 2999	350	6.1%	92.9%
3000 or more	408	7.1%	100.0%

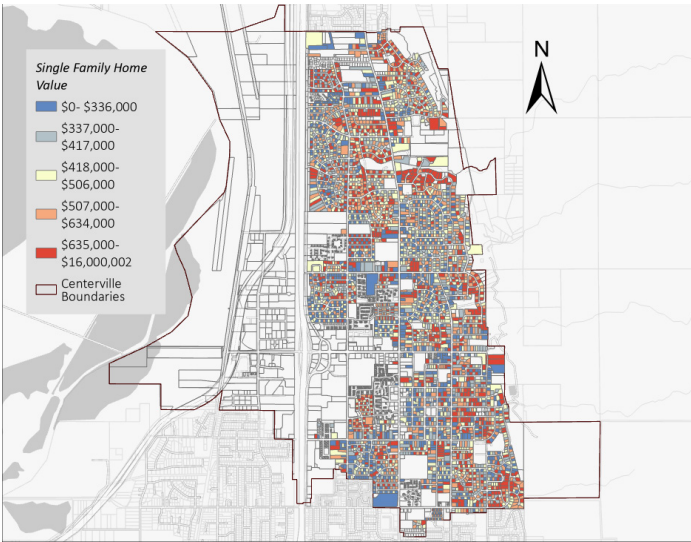
A majority of homes within Centerville (60.8 percent) are above 1,000 feet and below 2,000 feet. Only 13.1 percent of homes are above 2,500 feet, and only 10.4 percent of homes are below 999 feet. The table below shows the distribution of homes in Centerville by square footage.

Square Footage	Units	% of Units	Cumulative %
999 or less	604	10.4%	10.4%
1000 – 1499	1,832	31.7%	42.1%
1500 – 1999	1,682	29.1%	71.2%
2000 – 2499	907	15.7%	86.9%
2500 – 2999	350	6.1%	92.9%
3000 or more	408	7.1%	100.0%

Percentage of Housing Units by Square Footage
Source: UGRC/WFRC Utah Housing Unit Inventory, April 2024

While the majority of homes in Centerville fall within the 1,000 to 2,000 square foot range, multi-family units tend to have fewer square feet on average. Smaller units (below 1,296 square feet) are more prevalent in multi-family and denser housing zones, particularly in areas closer to main roads and commercial hubs. The map reveals mild, but still prevalent clustering, with neighborhood blocks often sharing similar average unit sizes, such as the blocks in the north-eastern section with higher square footage. Notably, the southern neighborhoods of Centerville show a mix of medium to larger homes, indicating transitional residential areas that might combine older housing stock with new developments.





Housing Units by Square Footage, Map
 Source: UGRC/WFRC Utah Housing Unit Inventory, April 2024

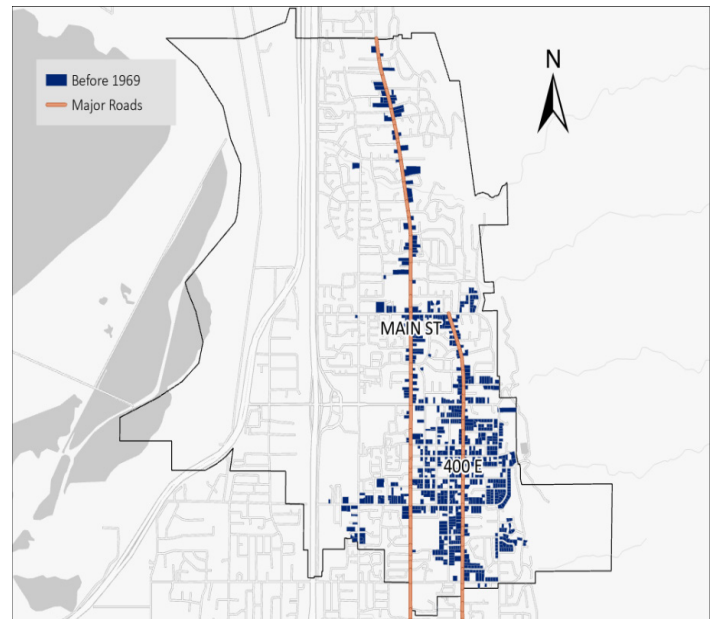
Year Built

On average, Centerville homes are much newer than Davis County homes overall. More than half of homes in Davis County were built before 1970 in comparison to only 12.8 percent of homes in Centerville. The majority of Centerville homes (59.8%) were built between 1970 and 1999 as shown below.

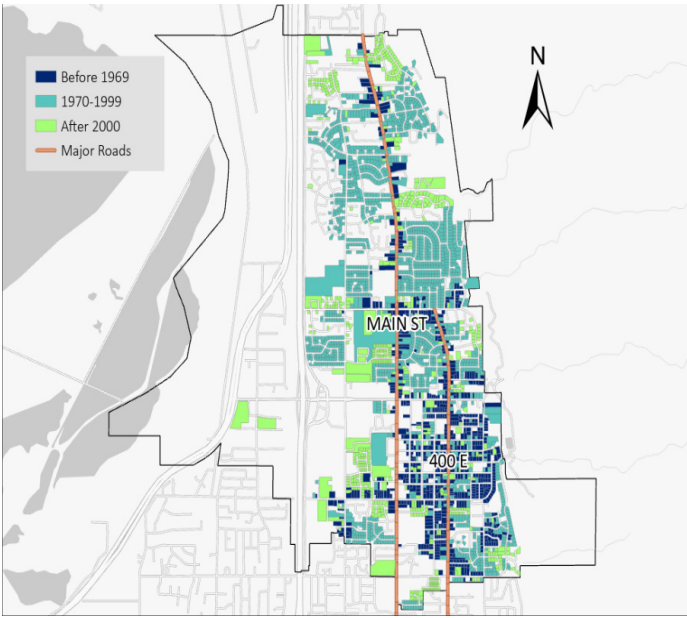
Decade	Centerville: Units	Davis County: Units	Centerville: % of Units	Davis County: % of Units	Centerville: Cumulative	Davis County: Cumulative
1939 or earlier	162	2,244	2.8%	0.7%	2.8%	0.7%
1940 to 1949	86	62,035	1.5%	19.1%	4.3%	19.8%
1950 to 1959	235	59,660	4.1%	18.4%	8.3%	38.2%
1960 to 1969	259	53,852	4.5%	16.6%	12.8%	54.8%
1970 to 1979	1,392	45,731	24.1%	14.1%	36.9%	68.9%
1980 to 1989	873	33,908	15.1%	10.4%	52.0%	79.3%
1990 to 1999	1,194	26,467	20.6%	8.2%	72.6%	87.5%
2000 to 2009	845	20,219	14.6%	6.2%	87.2%	93.7%
2010 to 2020	657	17,357	11.4%	5.3%	98.6%	99.0%
2020 or later	82	3,103	1.4%	1.0%	100.0%	100.0%

Percentage of Housing Units by Year Built, County Comparison
 Source: UGRC/WFRC Utah Housing Unit Inventory, April 2024

Early development (before 1960) in Centerville began in the south-eastern neighborhoods abutting the mountains and extending north along the major roads, Main Street and 400 East. Centerville experienced an uptick in home development starting around the mid-1960s and the majority of Centerville homes (59.8 percent) were built between 1970 and 1999. From the 1960s to 1980s, homes were built filling out gradually along the eastern side of Main Street Lane or abutting the mountains. From the 1980s to 2000s, large residential developments in the northern neighborhoods began venturing south of Main Street. From the 2000s onward, established neighborhoods approached full build-out and larger multi-family complexes were built, comprising 27.4 percent of the city’s total growth to date.



Housing Units Built Before 1969
 Source: UGRC/WFRC Utah Housing Unit Inventory, April 2024



Housing Units By Year Built
 Source: UGRC/WFRC Utah Housing Unit Inventory, April 2024

Home Values

The majority of single-family homes in Centerville fall within the \$250,000 to \$499,000 range, which together make up over 53.1 percent of total housing units. This suggests a strong presence of mid-market homes that cater to a broad section of middle-income households, such as second time homebuyers and families. Properties priced over \$800,000 constitute 7.5 percent of the market. Finally, units under \$200,000 make up less than 6.7 percent of the total housing market. This scarcity may indicate a limited supply of entry-level or more affordable single-family homes, potentially impacting first-time home buyers or lower-income residents seeking homeownership.

Distribution of Home Values in Centerville
 Source: UGRC/WFRC Utah Housing Unit Inventory, April 2024; Salt Lake County Assessor, 2023

Square Footage	Units	% of Units	Cumulative % of Units
Under \$100,000	115	2.5%	2.5%
\$100,000 - \$149,999	34	0.7%	3.2%
\$150,000 - \$199,999	164	3.5%	6.7%
\$200,000 - \$249,999	391	8.4%	15.0%
\$250,000 - \$299,999	556	11.9%	26.9%
\$300,000 - \$349,999	549	11.7%	38.7%
\$350,000 - \$399,999	439	9.4%	48.1%
\$400,000 - \$449,999	444	9.5%	57.5%
\$450,000 - \$499,999	496	10.6%	68.1%
\$500,000 - \$549,999	416	8.9%	77.0%
\$550,000 - \$599,999	274	5.9%	82.9%
\$600,000 - \$649,999	193	4.1%	87.0%
\$650,000 - \$699,999	131	2.8%	89.8%
\$700,000 - \$749,999	123	2.6%	92.5%
\$800,000 - \$849,999	67	1.4%	93.9%
\$850,000 - \$899,999	53	1.1%	95.0%
\$900,000 - \$949,999	37	0.8%	95.8%
\$950,000 - \$999,999	37	0.8%	96.6%
Over \$1,000,000	159	3.4%	100.0%
Total	4,678	100.0%	

Home Values in Centerville
 Source: UGRC/WFRC Utah Housing Unit Inventory, April 2024; Salt Lake County Assessor, 2023

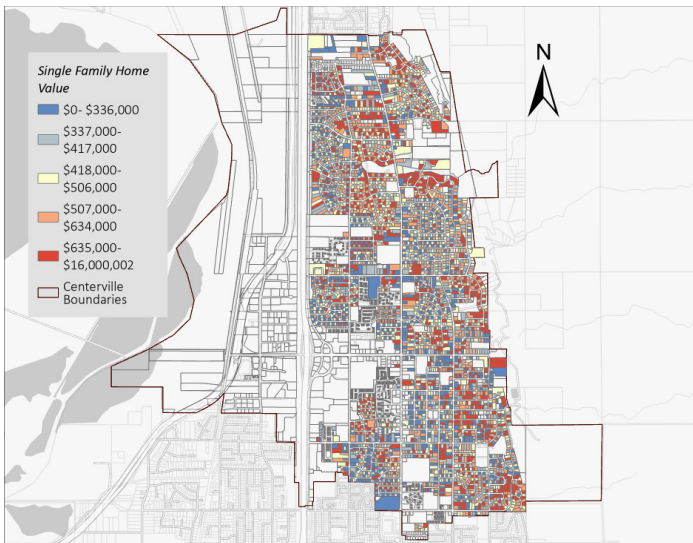


Centerville is a geographically diverse checkerboard of single home values. Even within the same neighborhood, a mix of high and low values could reflect a blend of older, renovated properties coexisting with newer developments, leading to varied home value assessments. Despite the presence of older homes in the southeastern part of Centerville, their prices remain resilient as price appreciation has occurred at all price levels. This could suggest well-maintained properties and desirable locations.

Affordability Analysis

Cost Burden

The U.S. Department of Housing and Urban Development (HUD) defines cost-burdened households as those who pay more than 30 percent of their income on housing. Approximately 19.1 percent of Centerville's households are cost-burdened, which is smaller than Davis County (22.5 percent). In addition, a greater majority (62.0 percent) of Centerville's population spends less than 20 percent of monthly income on housing in comparison to Davis County (54.8 percent).



Single-Family Detached Home Values in Centerville, Map
 Source: UGRC/WFRC Utah Housing Unit Inventory, April 2024



Percent of Monthly Income Spent on Housing	Centerville: Percent of Households	Davis County: Percent of Households
Less than 20 percent	62.0%	54.8%
20 to 29 percent	18.9%	22.7%
30 percent or more (cost burdened)	19.1%	22.5%

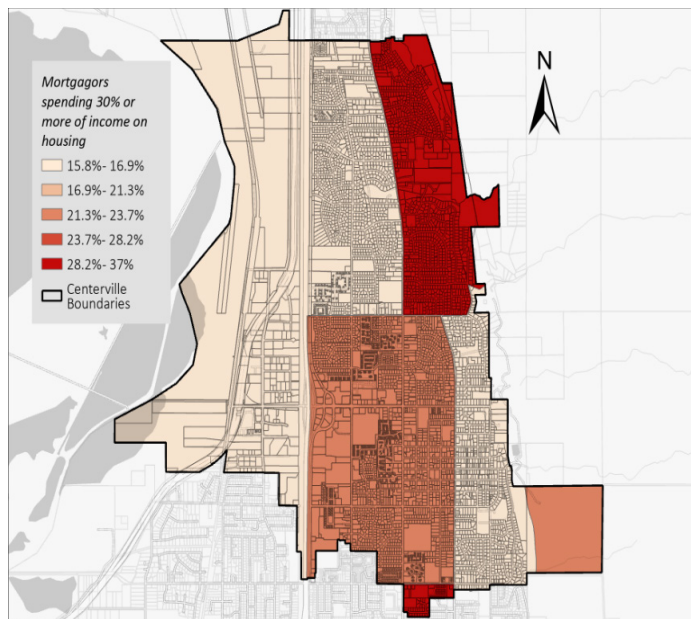
Percent of Monthly Income Spent on Housing Costs
Source: U.S. Census Bureau, ACS 2018-2022

Generally, owner households spend a much lower proportion of their income on housing as compared to renter households. About 34.1 percent of Centerville renter households are cost-burdened, versus 16.8 percent of owner households. Additionally, 44.1 percent of Centerville’s renters spend less than 20 percent of their income on rent in comparison to 31.1 percent of renters in Davis County.

Percent of Monthly Income Spent on Housing	Centerville: Percent of Owner/Renter Households	Davis County: Percent of Owner/Renter Households
Owner-Occupied		
Less than 20 percent	64.8%	61.6%
20 to 29 percent	18.4%	21.6%
30 percent or more (cost burdened)	16.8%	16.8%
Renter-Occupied		
Less than 20 percent	44.1%	31.1%
20 to 29 percent	21.8%	26.6%
30 percent or more	34.1%	42.3%

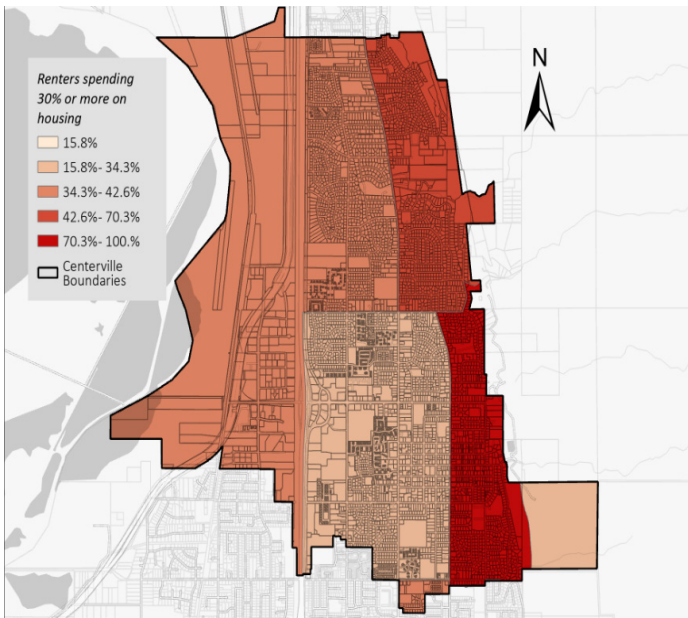
Percent of Monthly Income Spent on Housing Costs by Tenure (Own v. Rent)
Source: U.S. Census Bureau, ACS 2018-2022

The impact of cost burden varies by tenure (renting versus homeownership) and by geographic area. Displayed in the figure below, the northeastern neighborhoods and southern-central neighborhoods show areas of possible cost burden (above 30 percent) or slightly below. The remaining neighborhoods are paying between 15.8-16.9 percent of income on mortgage.



Mortgagors Spending 30% or more of Household Income on Housing, Map
Source: U.S. Census Bureau, ACS 2018-2022

Renters throughout the city’s neighborhoods face higher rates of cost burden compared to homeowners. Only a handful of Census tracts in Centerville show less than a quarter of renters with housing costs below 35 percent of their household income displayed in the figure below.



Renters Spending 30% or more of Household Income on Housing, Map
 Source: U.S. Census Bureau, ACS 2018-2022

Area Median Income – HUD Income Limits

The U.S. Department of Housing and Urban Development (HUD) sets “income limits” at various income levels based on a metropolitan area’s median family income. These exist to govern Section 8 eligibility; however, this “area median income” measure has become popular among local and state governments, as well as the private and non-profit sectors, to analyze housing affordability. Centerville falls within the Ogden-Clearfield, UT HUD Metro area, for which the median family income limits are provided in the table below. The row corresponding with a 3-person family household is highlighted to reflect the average family size in Davis County.

Family Size	30% AMI	50% AMI	80% AMI	100% AMI
1 person	\$23,200	\$38,650	\$61,850	\$77,280
2 persons	\$26,500	\$44,200	\$70,650	\$88,320
3 persons	\$29,800	\$49,700	\$79,500	\$99,360
4 persons	\$33,100	\$55,200	\$88,300	\$110,400
5 persons	\$36,580	\$59,650	\$95,400	\$119,232
6 persons	\$41,960	\$64,050	\$102,450	\$128,064
7 persons	\$47,340	\$68,450	\$109,500	\$136,896
8 persons	\$52,720	\$72,900	\$116,600	\$145,728

Ogden-Clearfield Metro Area 2024 HUD Median Family Income Limits by Family Size
 Source: U.S. Department of Housing and Urban Development

Almost half (49.1 percent) of Centerville households earn less than the Davis County median family income, and a third (33.4 percent) fall into a low-income category (at or below 80 percent AMI).

	30% AMI	50% AMI	80% AMI	100% AMI
% of Centerville Households	9.40%	7.40%	16.60%	15.70%
Cumulative %	9.40%	16.8%	33.4%	49.1%

Share of Households by AMI Categories
 Source: U.S. Census Bureau, ACS 2018-2022; ZPFI
 Calculation based on HUD Data and Definitions

Affordable Housing Costs

The most common measurement of housing affordability considers total monthly housing costs - including rent, mortgage, taxes, insurance, utilities, and fees - not exceeding 30 percent of a household’s monthly income to be affordable. HUD uses this definition of affordability to calculate income limits and affordable rents for subsidized housing units. Households paying over 30 percent of income towards housing are considered “cost-burdened,” as discussed previously. The table on the following page, lists home prices affordable for households of various incomes,

depending on the mortgage rate. Example occupations are provided, corresponding with the household income range and number of working household members. The calculations assume a 10 percent down payment, a \$300 monthly budget for utilities, and include estimated taxes and fees. For reference, the annual mean wage for all occupations in the Salt Lake Metro area is \$65,880 annually, and the current value of a typical Centerville home is \$561,955.

Based on the HUD definition of affordability, the following table provides the maximum affordable monthly housing allowance at various levels of AMI.

	30% AMI	50% AMI	80% AMI	100% AMI
Monthly Housing Allowance (Including \$300 in Utilities)	\$745	\$1,243	\$1,988	\$2,760
Monthly Housing Allowance (less \$300 in Utilities)	\$445	\$943	\$1,688	\$2,460

Affordable Monthly Housing Payments by AMI Categories

Source: U.S. Census Bureau, ACS 2018-2022; ZPFI Calculation based on HUD Data and Definitions

Household Income	Occupations in Household Income Range by Number of Workers in Household	Affordable Home Price Range							
		5.5% Mortgage		6.5% Mortgage		7.5% Mortgage			
		1 worker	2 workers	Low	High	Low	High	Low	High
Less than \$14,999	1 full-time worker at \$7.25 hourly	2 half-time workers at \$7.25 hourly	-	\$13.0k	-	\$11.9k	-	\$10.8k	
\$15,000 to \$24,999	1 full-time worker at \$12.00 hourly	1 full-time + 1 half-time at \$7.25 hourly	\$13.0k	\$56.6k	\$11.9k	\$51.5k	\$10.8k	\$47.0k	
\$25,000 to \$34,999	Pre-K Teacher, Barber, Manicurist, Janitor, Lifeguard, Receptionist	2 full-time workers at \$7.25 hourly	\$56.6k	\$100k	\$51.5k	\$91.1k	\$47.0k	\$83.2k	
\$35,000 to \$49,999	Housekeeper, Dental Assistant, Bus Driver, Veterinary Technician	2 full-time workers at \$12.00 hourly	\$100k	\$165k	\$91.1k	\$150k	\$83.2k	\$137k	
\$50,000 to \$74,999	Electrician, Firefighter, Police, Paramedic; Avg. of All Occupations	Pre-K Teacher, Barber, Manicurist, Janitor, Lifeguard, Receptionist	\$165k	\$274k	\$150k	\$249k	\$137k	\$228k	
\$75,000 to \$99,999	Dental Hygienist, Accountant, Nurse/RN, Physical Therapist	Housekeeper, Dental Assistant, Bus Driver, Veterinary Technician	\$274k	\$383k	\$249k	\$348k	\$228k	\$318k	
\$100,000 to \$149,999	Scientist, Construction Manager, Physician Assistant, Lawyer	Electrician, Firefighter, Police, Paramedic; Avg. of All Occupations	\$383k	\$601k	\$348k	\$546k	\$318k	\$499k	
\$150,000 to \$199,999	General Physician, Pathologist, IT Manager, Pediatrician	Dental Hygienist, Accountant, Nurse/RN, Physical Therapist	\$601k	\$819k	\$546k	\$744k	\$499k	\$680k	
\$200,000 or more	Specialized Physician, Chief Executive, Airline Pilot, Psychiatrist	Scientist, Construction Manager, Physician Assistant, Lawyer	\$819k	-	\$744k	-	\$680k	-	

The table above provides the maximum affordable home price for various levels of AMI, assuming a 6.32 percent mortgage rate and \$300 monthly utility cost. These calculations account for estimated taxes and fees, including mortgage insurance, and assume a 10 percent down payment.

	30% AMI	50% AMI	80% AMI	100% AMI
Household Income Limit (3 persons)	\$29,800	\$49,700	\$79,500	\$110,400
Affordable Home Price (6.32% mortgage, \$300 utilities)	\$71,680	\$151,817	\$271,821	\$396,254

Maximum Affordable Home Prices by AMI Categories

Source: ZPFI Calculation based on HUD Data and Definitions

Affordable Monthly Housing Payments by AMI Categories

Source: Bureau of Labor Statistics' May 2023 Occupational Employment and Wage Estimates for the Salt Lake Metropolitan Area; ZPFI Calculation based on HUD Data and Definitions



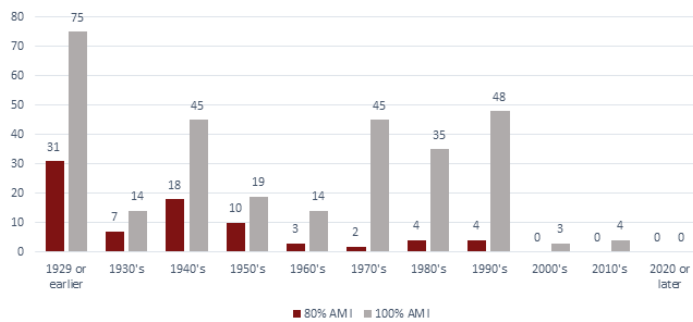
Affordable Housing Inventory

The following table shows the affordable inventory of for-sale and owner-occupied units in Centerville across various levels of AMI.

	30% AMI	50% AMI	80% AMI	100% AMI
Household Income Limit (3 persons)	\$29,800	\$49,700	\$79,500	\$110,400
Affordable Monthly Rent (excluding utilities)	\$445	\$943	\$1,688	\$2,460
# of Affordable Rentals (Rented and For-Rent)	0	93	412	177
Cumulative #	0	93	504	681
% of Centerville Rentals	0.0%	12.8%	56.9%	24.4%
Cumulative %	0.0%	12.8%	69.7%	94.2%

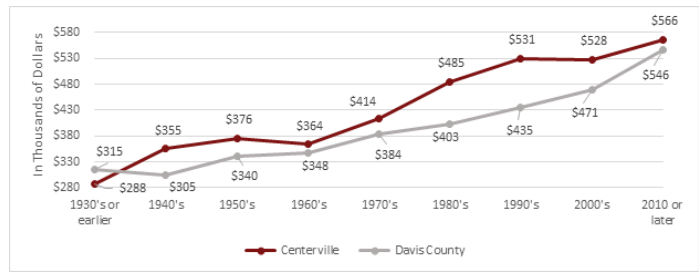
Number of Affordable For-Sale and Owner-Occupied Units in Centerville by AMI Income Category

Almost three quarters (70.9 percent) of Centerville single-family homes and condos affordable to households at or below 80 percent AMI were built before 1949. Whereas Centerville’s for sale and owner-occupied affordable units for 100 percent AMI are distributed more equally, with half of 100 percent AMI homes built before 1949 (50.7 percent), and a little less than half (49.3 percent) built afterwards.



Count of Affordable For-Sale and Owner-Occupied Units by AMI and Decade

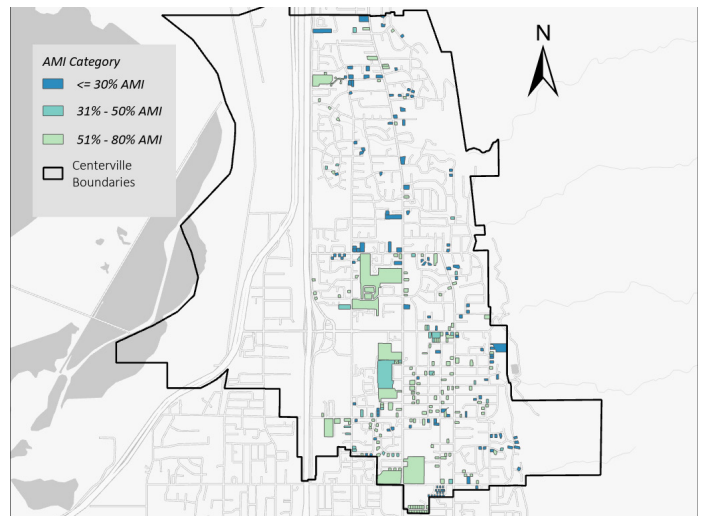
Additionally, Centerville consistently ranks higher in overall median home value through the years compared to Davis County.



Median Value of Owner-Occupied Homes by Decade Built, Centerville & Davis County Comparison

U.S. Census Bureau, ACS 2018-2022

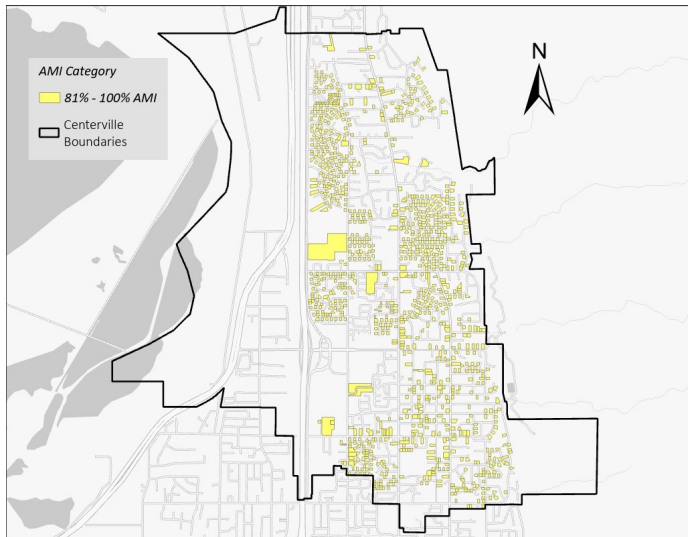
This analysis of affordability by AMI assumes a 6.32 percent mortgage rate and \$300 monthly utility cost. The following figures visualize where affordable homes are located in Centerville, excluding rental units.



Affordable For-Sale and Owner-Occupied Units, 30% - 80% of AMI, Map

Source: UGRC/WFRC Utah Housing Unit Inventory, April 2024

Affordable options for homeownership in Centerville are available but sparse. Existing options are clustered in the southern half of the city. Single-family detached homes, along with condos, duplexes, and available townhomes are an important piece of that affordability.



Affordable For-Sale and Owner-Occupied Units, 81-100% of AMI, Map
 Source: UGRC/WFRC Utah Housing Unit Inventory, April 2024

Homes affordable to those who make the median income are well distributed throughout the city.

The majority (69.7 percent) of apartments in Centerville are affordable to households with incomes at 80 percent AMI, while 94.2 percent are affordable to households with incomes at 100 percent AMI. Despite this, many renter households remain cost-burdened, largely due to the absence of units available below 30 percent AMI (0 available units). However, some of these cost-burdened households receive assistance from HUD subsidies.

	30% AMI	50% AMI	80% AMI	100% AMI
Household Income Limit (3 persons)	\$29,800	\$49,700	\$79,500	\$110,400
Affordable Monthly Rent (excluding utilities)	\$445	\$943	\$1,688	\$2,460
# of Affordable Rentals (Rented and For-Rent)	0	93	412	177
Cumulative #	0	93	504	681
% of Centerville Rentals	0.0%	12.8%	56.9%	24.4%
Cumulative %	0.0%	12.8%	69.7%	94.2%

Number of Affordable Rentals in Centerville by AMI Categories, 2018-2022

Source: U.S. Census Bureau, ACS 2018-2022; ZPFI
 Calculation based on HUD Data and Definitions

Affordable Housing Gap Analysis

A “housing gap” analysis considers the difference between households across income ranges currently living in Centerville and the housing inventory affordable to these households. If the number of households in a given AMI range exceeds the units affordable in that range, then this indicates a tight housing market. For low- to moderate-income households (those with incomes below 80 percent of AMI), the current shortage is 706 units. This “shortage” is comprised of renter and owner households that are already cost burdened or would potentially be cost burdened if they were to purchase or re-purchase at current rates. This does not necessarily mean that the city needs an additional 706 low-income housing units. Moreover, a surplus in a particular income range does not imply vacancy of those units, as they may be occupied by a cost-burdened household or a higher-income household.



Housing Gap Analysis 2022

Source: U.S. Census Bureau, ACS 2018-2022; ZPFI
Calculation based on HUD Data and Definitions

The overall gap analysis considers the entire household population, consisting of renters and homeowners alike, in comparison with the total housing inventory — including for-sale, owner-occupied, for-rent, and renter-occupied units. To analyze housing attainability for renters and homeowners in closer detail, the following tables consider renter and owner housing options separately. The rental housing gap analysis, below, considers renter households in comparison with for-rent and renter-occupied units. Overall, the city has sufficient units for its low-to-moderate-income renter population; however, there is a shortage of units affordable for very-low- and extremely-low- income renters (0 to 50 percent of AMI).

	Existing Renter Households	Affordable Rental Units	Surplus (Shortage)
< 30% AMI	119	0	(119)
30-50% AMI	98	93	(5)
50-80% AMI	278	412	134
80-100% AMI	116	177	61
Total Below 100% AMI	611	681	70
Total Below 80% AMI	495	504	9

Rental Housing Gap Analysis 2022

Source: U.S. Census Bureau, ACS 2018-2022; ZPFI
Calculation based on HUD Data and Definitions

The owner housing gap analysis, below, considers homeowner households in comparison with for-sale and owner-occupied units. With a shortage of units affordable for homeowners in all income categories less than 80 percent of AMI, the city faces bottlenecks in housing turnover and risks elevated housing cost burden for low-income homeowners. However, the city has sufficient ownership units for moderate-income buyers earning between 80 and 100 percent of AMI.

	Existing Owner Households	Affordable Owner Units	Surplus (Shortage)
< 30% AMI	416	148	(268)
30-50% AMI	320	71	(249)
50-80% AMI	663	464	(199)
80-100% AMI	774	1,282	508
Total Below 100% AMI	2,173	1,966	(207)
Total Below 80% AMI	1,399	683	(716)

Owner Housing Gap Analysis 2022

Source: U.S. Census Bureau, ACS 2018-2022; ZPFI
Calculation based on HUD Data and Definitions

Future Affordable and Special Housing Needs

Assuming the distribution of households by income groups remains similar, the table below projects the growth of low-to-moderate income households by AMI categories.



	30% AMI	50% AMI	80% AMI
2022 % of Households	9.4%	7.4%	16.6%
2022 Households	535	418	941
2030 Households	639	499	1,124

*Projected Households by AMI Income Categories
Source: U.S. Census Bureau, ACS 2018-2022;
Wasatch Front Regional Council, 2024; ZPFI
Calculation based on HUD Data and Definitions*

There is a current and growing need for housing options for households at or below 100 percent of AMI. Below shows a gap analysis that considers existing and future housing needs for low-to-moderate income households.

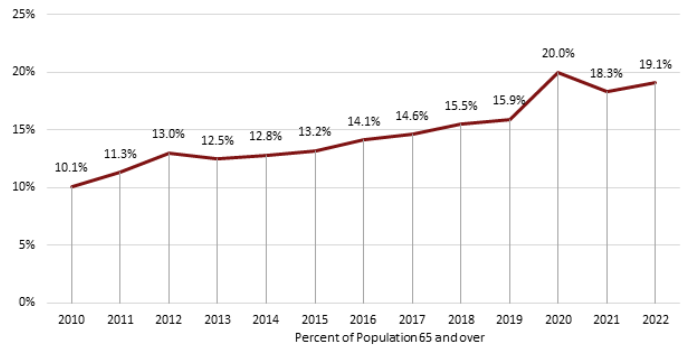
	30% AMI	50% AMI	80% AMI	100% AMI	Total Below 100% AMI	Total Below 80% AMI
Current Surplus (Shortage)	(386)	(254)	(65)	569	(137)	(706)
2030 Additional Surplus (Shortage)	(461)	(304)	(78)	680	(163)	(843)
Total Surplus (Shortage) in 2030	(847)	(558)	(144)	1,249	(300)	(1,549)

*Housing Gap, Current and Future Need
Source: U.S. Census Bureau, ACS 2018-2022; ZPFI
Calculation based on HUD Data and Definitions*

The future housing gap shown above does include 20 HUD Housing Subsidy units. If the housing market continues status quo, then in 2030 the total shortage for low- to moderate-income households (those with incomes below 80 percent of AMI) will grow to 1,549 units.

Future Housing Needs for Special Needs Groups

Between 2010 and 2022, Centerville experienced rapid population growth in adults aged 65 and over. These adults comprised only 10.1 percent of Centerville’s population in 2010 and nearly doubled by 2020 to reach 20.0 percent, before declining slightly to 19.1 percent in 2022. Centerville’s 65 and older population is 1.7 times larger than Davis County and the largest older adult population of any city within the County.



*Centerville’s Rapid 65 and Over Population Growth
Source: U.S. Census Bureau, ACS 2018-2022*

As Centerville’s population grows, so too will residential care needs. Other special needs groups, including individuals needing mental health, substance abuse, or injury recovery rehabilitation, are also likely to grow along with the overall population.

The total supply of residential care beds in Centerville likely does not meet current or future demand, with only 16 licensed beds across nursing homes, retirement homes, and rehabilitation centers. Additionally, Centerville’s 65 and over population living in an assisted facility is non-proportional to the total older adult population. Centerville’s older adult population is 1.5 times larger than Davis County yet their 65 and over population living in an assisted facility is half that of Davis County. According to the 2018-2022 American Community Survey (ACS),



99.1 percent of Centerville’s older adult population live in regular housing units. Older adults in Centerville are less likely to live in residential care facilities as compared to their counterparts in Davis County, whether due to preferences or due to limited availability of facilities.

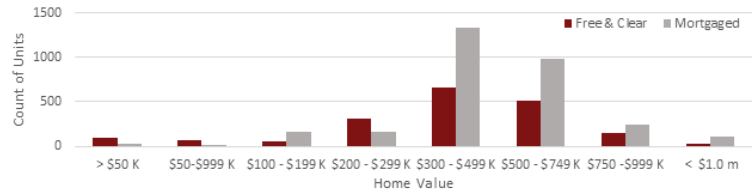
	Centerville	Davis County
% of population 65 & over	16.3%	10.7%
% of 65 & over in an assisted facility	0.15%	0.29%

Older Adult Population Living in an Assisted Facility, County-City Comparison

Free-and-Clear Homeowners and the Lock-in Effect

Due to high mortgage rates and price growth, homeowners often have monthly payments significantly lower than the cost to re-purchase at current rates and prices. In turn, many homeowners feel reluctant or unable to sell. This is often referred to as the “lock-in effect.” According to Fannie Mae’s 2023 Q1 National Housing Survey®, 29 percent of owners plan to stay in their home longer than originally intended.

More than a third (38.3 percent) of homeowners in Centerville own their homes free-and-clear with no monthly mortgage payments. The following table compares homeowners with a mortgage and outright (“free-and-clear”) owners across the home value range, revealing a strong presence of free-and-clear homeowners in Centerville. While these homeowners have equity to put toward a new down payment, many enjoy low monthly housing costs by remaining in place. High rates disincentivizes moving, leading to a bottleneck in the market that challenges first-time, move-up, and downsizing buyers.



Distribution of Mortgaged and Free-and-Clear Owner-Occupied Homes by Home Value
Source: US Census Bureau, ACS 2018-2022

The table below compares mortgagees with free-and-clear owners overall and for homeowners age 65 or over, revealing that older adults are much more likely to own their homes outright.

	Mortgagees	Free-and-Clear Owners
% of Total Home-owners	61.7%	38.3%
% of Homeowners Aged 65 or over	36.0%	64.0%

Distribution of Mortgaged and Free-and-Clear Owner-Occupied Homes by Home Value
Source: US Census Bureau, ACS 2018-2022

AARP’s 2021 Home and Community Preferences Survey shows that most adults wish to age in place - including 80 percent of adults 50 and older, who make up the majority of free-and-clear homeowners. The combination of preferences to age in place, comparatively high costs to re-purchase in the current market, and low availability of residential care facilities contribute to slow turnover of Centerville homes.

Financial Tools and Affordability Mechanisms

First Home Investment Zones (FHIZ)

SB268, passed by the Utah Legislature in 2024, allows cities to use tax increment to create a town center, with owner-occupied units, in areas not covered by HTRZs.



There must be a minimum of ten acres and a maximum of 100 acres in a FHIZ. As established with the RDA, a committee needs to be created to aid in the approval process for a FHIZ, and HTRZ. The remainder of the approval process for the FHIZ is similar to that of HTRZs, requiring committee approval.

There is a per-acre minimum residential density requirement of 30 units per acre, and 51 percent of the developable acres in the FHIZ zone must be residential development. However, up to half of these homes can be outside the FHIZ zone. Homes within the zone must be 25 percent owner occupied and homes outside must be 100 percent owner occupied. At least 12 percent of homes inside the FHIZ zone, and at least 20 percent of homes outside the zone must be affordable. Owner-occupied homes are defined to be affordable at 80 percent of the county median sales price; rental homes are affordable at 80 percent AMI. New homes outside the FHIZ zone, but within the proposing city (“extraterritorial homes”), can count towards the requirement of 30 units per acre if they are owner-occupied for at least 25 years and meet other requirements: minimum of six units per acre, single-family owner-occupied, and 80 percent detached units.

If a FHIZ is approved, the municipality can receive up to 60 percent of property tax increment capture from all taxing entities inside the zone for 25 out of 45 years, with a maximum of three tax increment phases. Increment can be used for project and system infrastructure costs for the benefit of the FHIZ and related homes outside the zone.

Community Reinvestment Areas (CRA) Housing Fund

In a CRA area, ten percent of tax increment revenue to the Agency that exceeds \$100,000 in a given year must be set aside for affordable housing. These funds can be used anywhere in the city or transferred to housing agencies.

A CRA is a defined area, created under Utah Code 17C-5-104, that allows for the tax increment generated by new development, over a specified period of time, to be set aside to the city’s redevelopment agency for specific purposes within the CRA, including the creation of affordable housing. As the city creates additional CRA areas, it will also generate additional housing funds.



Description	CRA Requirements
Geographic Limitations	Limited to municipal boundaries (or any defined portion therein)
Funding Mechanism	Tax Increment Financing
Taxing Entity Participation	Beneficial to gain the support of the other taxing entities within the defined project area
State of Utah Participation	No
Governing Body	Municipal Redevelopment Agency
Committee Formation Required	No
State Approval Required	No, but documentation filing is required
Area of Expenditure	Within defined boundaries or for improvements that benefit the area
Zoning and Use Requirements	No requirements
Affordable Housing Requirements	Ten percent affordable set-aside for CRAs generating more than \$100,000 in increment annually
Other Economic Development and Housing Tools	Can be used in combination with other tools

CRA Utah Code 17C-5-104 Requirements Limited to Municipal Boundaries (or any defined portion therein)

Deed Restrictions

Deed restrictions are recorded covenants against a property that “run with the land,” remaining in effect upon repeated sale or transfer. Cities across Utah use deed restrictions to maintain affordable rents, limit property value growth, restrict ownership to certain levels of income, and control property uses (example: Park City). A city may record a deed restriction on land it owns, or through an agreement with a private landowner.

A deed restriction is a non-legislative requirement on landowners without the creation of new laws or changes to code. To record a deed restriction on private property, restrictions need to be counterbalanced with incentives for the landowner. Alternatively, the city could record deed restrictions against land it purchases or currently owns without the need for incentives. However, doing so could lower the asset value by reducing its income and/or profit potential. Once a deed restriction is recorded, the party filing the covenant (i.e., the city) bears the burden of enforcement. This involves dedicating personnel to track compliance and handle non-compliant landowners. Deed restriction is a tool to ensure the affordability of a residential property in perpetuity, but it comes at a price: the cost of incentivizing acceptance of the covenant or mitigating loss of asset value, cost of tracking compliance, and cost of legal enforcement.

Home Ownership Promotion Zones (HOPZ)

HOPZs were enacted by the Utah Legislature in its 2024 session in SB168. The basic requirements for a HOPZ are as follows:

Can be established directly by a municipality;

- Must be 10 acres or less;
- Must be zoned for at least 6 units per acre;
- 60 percent of the housing units must be affordable (less than 80 percent of the median county home price);
- Housing must be deed-restricted for at least five years;

And more provisions are in the bill – details; and, if created, the municipality can receive 60 percent of the tax increment for 15 years.

Appendix C: Moderate-Income Housing Requirements

As a result of the rising statewide housing prices, the Utah State Legislature passed SB34 in the 2019 Legislative Session stipulating strategies that municipalities shall take to encourage and facilitate affordable housing, requiring three or more from a list of possible strategies. This year the legislation did not include funding, but may in future years; State transportation funds, however, are tied to this requirement.

The following is the list of required strategies from Utah Code 10-9a-403. The city must choose at least three strategies:

(A)	rezone for densities necessary to facilitate the production of moderate income housing;
(B)	demonstrate investment in the rehabilitation or expansion of infrastructure that facilitates the construction of moderate income housing;
(C)	demonstrate investment in the rehabilitation of existing uninhabitable housing stock into moderate income housing;
(D)	identify and utilize general fund subsidies or other sources of revenue to waive construction related fees that are otherwise generally imposed by the municipality for the construction or rehabilitation of moderate income housing;
(E)	create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones;
(F)	zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers;
(G)	amend land use regulations to allow for higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors;
(H)	amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident's own vehicle, such as residential development near major transit investment corridors or senior living facilities;
(I)	amend land use regulations to allow for single room occupancy developments;
(J)	implement zoning incentives for moderate income units in new developments;

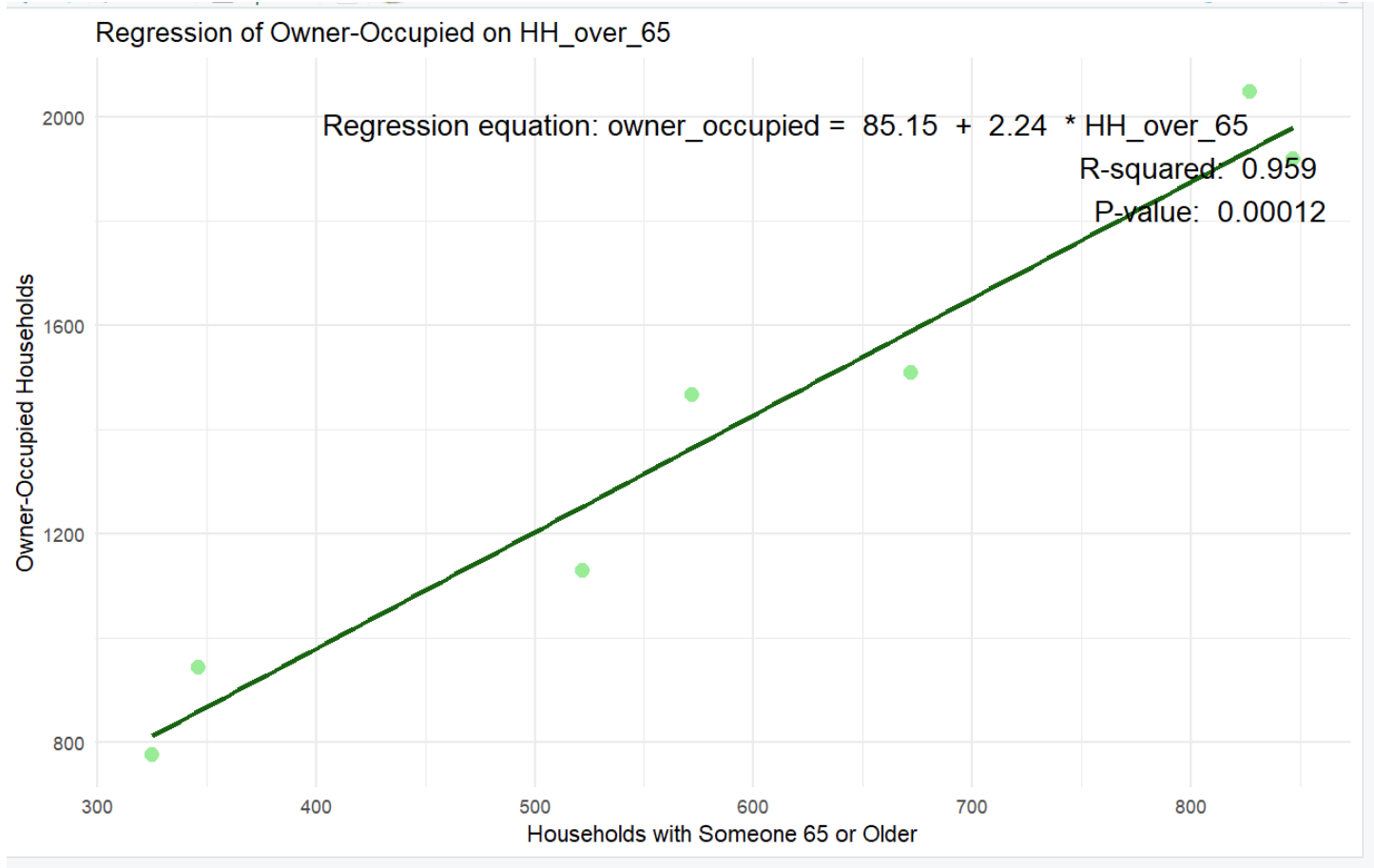


(K)	preserve existing and new moderate income housing and subsidized units by utilizing a landlord incentive program, providing for deed restricted units through a grant program, or, notwithstanding Section 10-9a-535 , establishing a housing loss mitigation fund;
(L)	reduce, waive, or eliminate impact fees related to moderate income housing;
(M)	demonstrate creation of, or participation in, a community land trust program for moderate income housing;
(N)	implement a mortgage assistance program for employees of the municipality, an employer that provides contracted services to the municipality, or any other public employer that operates within the municipality;
(O)	apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of moderate income housing, an entity that applies for programs offered by the Utah Housing Corporation within that agency's funding capacity, an entity that applies for affordable housing programs administered by the Department of Workforce Services, an entity that applies for affordable housing programs administered by an association of governments established by an interlocal agreement under Title 11, Chapter 13, Interlocal Cooperation Act, an entity that applies for services provided by a public housing authority to preserve and create moderate income housing, or any other entity that applies for programs or services that promote the construction or preservation of moderate income housing;
(P)	demonstrate utilization of a moderate income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing;
(Q)	create a housing and transit reinvestment zone pursuant to Title 63N, Chapter 3, Part 6, Housing and Transit Reinvestment Zone Act;

(R)	create a home ownership promotion zone pursuant to Part 10, Home Ownership Promotion Zone for Municipalities;
(S)	eliminate impact fees for any accessory dwelling unit that is not an internal accessory dwelling unit as defined in Section 10-9a-530 ;
(T)	create a program to transfer development rights for moderate income housing;
(U)	ratify a joint acquisition agreement with another local political subdivision for the purpose of combining resources to acquire property for moderate income housing;
(V)	develop a moderate income housing project for residents who are disabled or 55 years old or older;
(W)	develop and adopt a station area plan in accordance with Section 10-9a-403.1 ;
(X)	create or allow for, and reduce regulations related to, multifamily residential dwellings compatible in scale and form with detached single-family residential dwellings and located in walkable communities within residential or mixed-use zones;
(Y)	create a first home investment zone in accordance with Title 63N, Chapter 3, Part 16, First Home Investment Zone Act;
(Z)	demonstrate implementation of any other program or strategy to address the housing needs of residents of the municipality who earn less than 80% of the area median income, including the dedication of a local funding source to moderate income housing or the adoption of a land use ordinance that requires 10% or more of new residential development in a residential zone be dedicated to moderate income housing.

Appendix D: Supplementary Housing Analysis & Data

Regression of Owner-Occupied Households on 65 and Over Households
Source: US Census Bureau, ACS 2018- 2022, ZPFI Calculation and Analysis



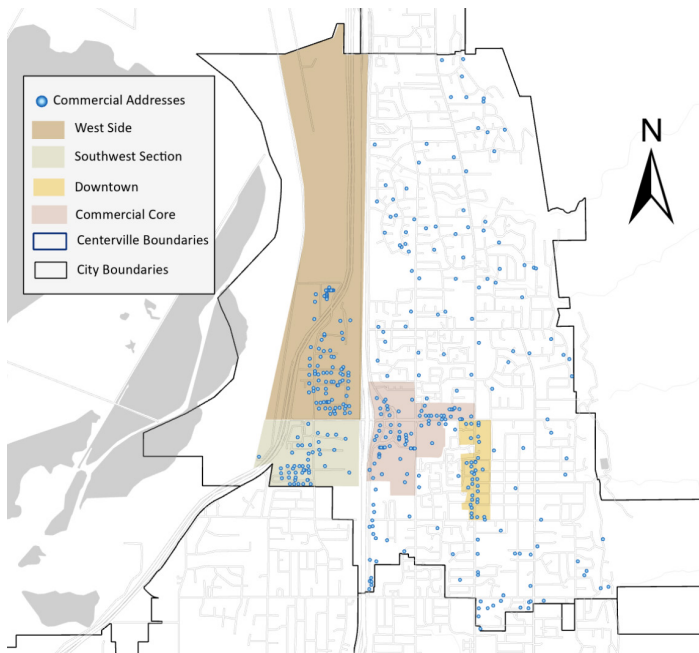
There is a positive correlation between the number of households with one or more residents aged 65 or older and the number of owner-occupied homes, suggesting that areas with a larger older adult population are likely to have higher rates of homeownership. The coefficient for households with someone aged 65 and over is 2.24, indicating that for each additional household with an individual aged 65 or older, the number of owner-occupied homes is expected to rise by approximately 2.24 units. With an R-squared value of 0.959, around 95.9% of the variation in homeownership can be explained by the presence of older adult households. The model's

P-value of 0.00012, which is below 0.05, confirms that the result is statistically significant and unlikely due to random chance. However, this analysis is based on averages from 2018-2022 ACS census tract data and involves a relatively small sample size, which could limit the statistical power of the results. While other independent variables such as households with children under 18, median household income, owner-occupied and renter-occupied housing, and average household size were tested, only the presence of households with individuals aged 65 and over showed a statistically significant impact with a reasonable model fit.



Appendix E: Economic Data

Centerville, Utah, occupies a unique geographic position between the Wasatch Mountains to the east and the Great Salt Lake to the west, with Interstate 15 providing direct regional connectivity. This strategic location offers residents access to diverse employment hubs while fostering opportunities for focused business development. Though constrained by natural and urban boundaries, Centerville’s strength lies in its connectivity and proximity to key economic centers, established neighborhoods with a strong sense of community and its solid tax base and role as a regional retail destination. This chapter of the General Plan analyzes Centerville’s current and anticipated economic development opportunities, with a focus on four existing key commercial areas. The four areas are the Downtown area, the Commercial Core, the West Side and the Southwest Section.



Commercial Focus Areas with Commercial Addresses

Source: Davis County Tax Commission, Psomas, ZPFI 2024

Goals and Strategies Citywide – Balanced and Sustainable

Goal: Establish and maintain a sustainable economic base with a mix of residential, retail, office and business park development.

Strategies:

- Use economic development tools such as tax increment to encourage the type of development desired at key economic sites.
- Allow for mixed used development that creates vibrant and active commercial and residential destinations as well as a healthy mix of property and sales tax revenues.
- Focus on employment opportunities that will reduce the outflow of commuters to jobs outside of city boundaries.

West Side – Centerville’s Next Commercial Center

Goal: Transform the West Side’s vacant land into a vibrant retail and employment center that serves both local and regional needs.

Strategies:

- Encourage redevelopment of aging properties by capitalizing on low commercial improvement values, creating opportunities for modern commercial and industrial growth.
- Leverage the largest commercially zoned vacant land in Centerville by attracting retail, office, and commercial developments to establish a thriving business hub.
- Create a unique recreational and outdoor business district by capitalizing on the area’s

proximity to extensive parks and open space, enhancing residential appeal and supporting outdoor lifestyle industries.

- Enhance regional connectivity and retail potential by supporting the development of a north-south roadway linking the West Side to Farmington, positioning it as the next prime commercial destination.
- Improve the infrastructure and visual appeal of gateways and entrances to this area.

Southwest Section – Modernizing Industry

Goal: Establish the Southwest Side as a thriving commercial and industrial hub through strategic redevelopment and enhanced business opportunities.

Strategies:

- Foster a balanced mix of businesses by supporting commercial, industrial, and flex office spaces that complement existing movie theaters, retail, and multi-family developments.
- Revitalize underutilized commercial lots by leveraging synergies with nearby developments, such as the Larry H. Miller/Megaplex area, to attract new industries and boost economic activity.
- Enhance connectivity and accessibility by improving road infrastructure to better link the Southwest Section with Centerville’s residential neighborhoods and surrounding business districts.

Commercial Core – Supporting Centerville’s Economic Center

Goal: Modernize and enhance the Commercial Core by promoting redevelopment, upgrading aging commercial spaces, and attracting destination retailers to further

establish this as a retail destination and improve sales tax capture.

Strategies:

- Target business recruitment efforts toward retail categories with high sales leakage, such as, clothing, electronics, and arts and entertainment.
- Leverage Centerville’s strong retail base to attract businesses that complement existing high-performing sectors while diversifying the shopping experience.

Downtown – Main Street Revitalization

Goal: Restore Main Street as the heart of the community by enhancing its historic charm, supporting local businesses, and creating a welcoming, pedestrian-friendly destination.

Strategies:

- Encourage redevelopment and facade improvements by restoring storefronts, and popularizing features like Centerville’s History Walk, to celebrate Centerville’s first developments.
- Capture through traffic and increase foot traffic by enhancing pedestrian-friendly infrastructure, adding a dedicated street bikeway along Main Street, and activating storefronts to create a more walkable and connected Historic Downtown.



Socioeconomics

Population Change

A significant portion of Davis County's population growth from 2020 to 2040 is anticipated in communities such as Syracuse and West Point, as projected by the Wasatch Front Regional Council. Although Centerville's growth rate is expected to be lower than some neighboring areas, the city can still attract sales and benefit from regional growth due to its strategic location along a major commuter and travel route, and its well-established Commercial Core near I-15 exit 319 (Parrish Lane). Furthermore, Centerville's population growth hotspots are predicted to be in the Commercial Core, Downtown, and Southwest Section, where substantial commercial expansion is also expected.

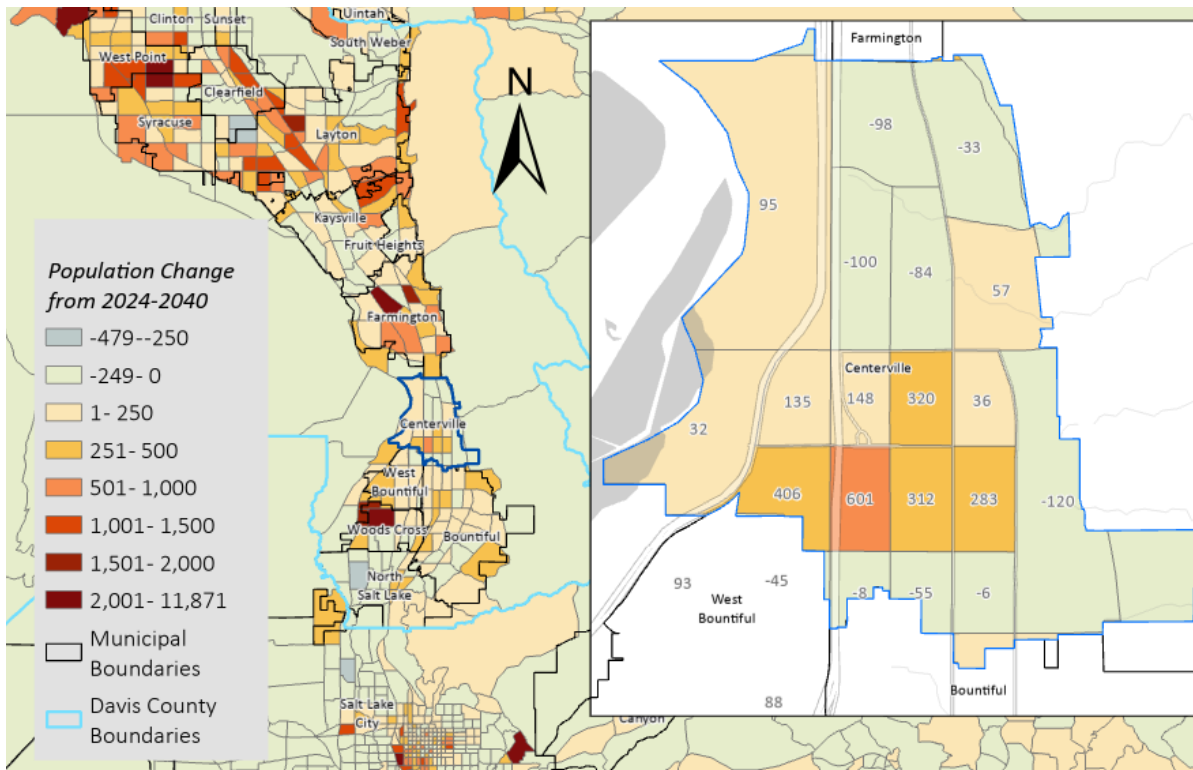
Retail Space Supported by Population Growth:

Based on trends in retail square feet per capita and Centerville's population, it is expected that the city could absorb roughly 13 acres of retail development by 2040 from its internal population growth alone. To better capture the interconnected nature of the region, the population growth of West Bountiful and Bountiful are also considered.

Centerville Retail Space Supported by Population Growth by 2040	
Average Sales Per Capita	\$24,764.50
Centerville Population Growth, 2020-2040	3,197
Growth in Buying Power Sales/ SF	\$79,164,430.10 \$400.00
Supportable SF	197,911
Floor Area Ratio (FAR)	0.35
Retail Square Feet Per Acre	15,246
Total Acres Supported	13.0

Additional Retail Space Supported by Population Growth

Source: Utah State Tax Commission, U.S. Census Bureau, ACS 2018-2022; ZPFI Calculation



Centerville and Surrounding Regions Population Change Projections from 2024-2040

Source: Wasatch Front Regional Council, TAZ Data, 2024

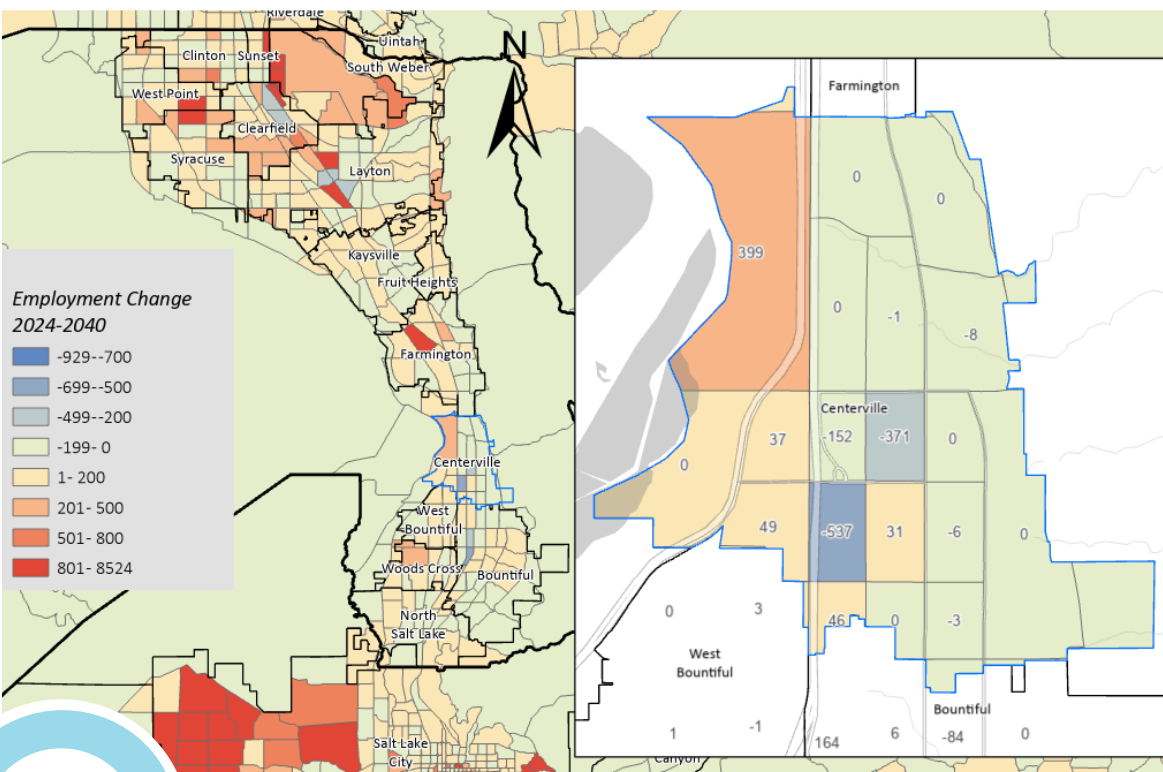
Centerville, West Bountiful, & Bountiful Retail Space Supported by Population Growth by 2040

Average Sales Per Capita	\$24,764.50
Centerville, West Bountiful, & Bountiful Population Growth, 2020-2040	7,494
Growth in Buying Power	\$185,595,565.40
Sales/ SF	\$400.00
Supportable SF	463,989
Floor Area Ratio (FAR)	0.35
Retail Square Foot Per Acre	15,246
Total Acres Supported	30.4

Tri-City Retail Space Supported by Population Growth

Source: Utah State Tax Commission, U.S. Census Bureau, ACS 2018-2022; ZPFI Calculation

This buying power growth projection represents the likely amount of retail acreage that could be supported by projected population growth in both Centerville and surrounding cities. In addition, Centerville could capture some of the leakage that now occurs in surrounding cities, such as in Bountiful and Woods Cross.



Employment Patterns

As the population continues to grow in Davis County, so too will the demand for new employment in the region. While many regional jobs are tied to Hill Air Force Base and the contractors who support its function, the region does have other large manufacturing and administrative employers that include a range of health care businesses, manufacturing ranging from aerospace to recreational products, and retail entities.

Centerville and Surrounding Regions Employment Change Projections from 2024-2040

Source: Wasatch Front Regional Council, TAZ Data

Most of the employment growth in Centerville is projected to take place on the city’s Southwest and West Sides where vacant land is still available and where the city currently has a cluster of industrial and flex offices. This growth, while not as rapid as some other regions in the County, is expected to add roughly 25 new jobs per year from 2024 to 2040. Projections for job growth in the Commercial Core and Downtown are negative or muted, though

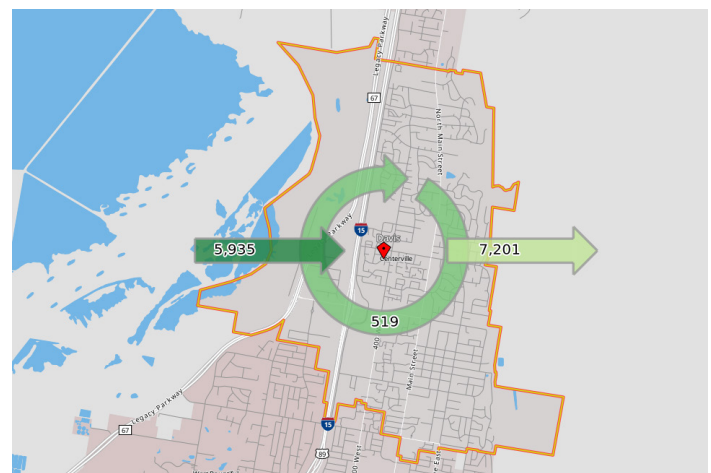
there are developments taking place that will add a modest number of jobs. The types of jobs added in this area are likely to follow the patterns already exhibited in the region. the latest Community data, the shares in retail trade



NAICS Industry Sector	Job Count – Centerville	Job Share – Centerville	Job Count – Davis County	Job Share – Davis County
Agriculture, Forestry, Fishing and Hunting	2	0.0%	561	0.4%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	106	0.1%
Utilities	0	0.0%	344	0.3%
Construction	1,166	18.1%	11,734	9.3%
Manufacturing	297	4.6%	14,125	11.1%
Wholesale Trade	252	3.9%	2,992	2.4%
Retail Trade	1,498	23.2%	16,933	13.4%
Transportation and Warehousing	13	0.2%	6,432	5.1%
Information	161	2.5%	1,656	1.3%
Finance and Insurance	333	5.2%	2,970	2.3%
Real Estate and Rental and Leasing	152	2.4%	1,749	1.4%
Professional, Scientific, and Technical Services	352	5.5%	9,939	7.8%
Management of Companies and Enterprises	149	2.3%	783	0.6%
Administration & Support, Waste Management and Remediation	353	5.5%	7,512	5.9%
Educational Services	295	4.6%	12,979	10.2%
Health Care and Social Assistance	251	3.9%	15,766	12.4%
Arts, Entertainment, and Recreation	186	2.9%	3,390	2.7%
Accommodation and Food Services	717	11.1%	10,099	8.0%
Other Services (excl. Public Administration)	222	3.4%	3,745	3.0%
Public Administration	55	0.9%	2,994	2.4%

(23.2 percent), construction (18.1 percent), and accommodation and food services (11.1 percent). These industries collectively account for more than half of the job share in the city, suggesting that future job growth will likely mirror this distribution. It is anticipated that jobs added in the city will continue to follow these trends, with a focus on sectors that align with existing strengths and community needs.

When comparing Centerville to Davis County, distinct strengths and weaknesses emerge in the job market. Centerville demonstrates notable strengths in construction as well as accommodation and food services, with job shares of 18.1 percent and 11.1 percent respectively, exceeding Davis County’s averages of 9.3 percent and 8.0 percent in these sectors. In retail trade, Centerville’s share of 23.2 percent nearly doubles Davis County’s 13.4 percent, underscoring the city’s strong focus on consumer-facing businesses. However, the city exhibits weaknesses in high-skill sectors such as manufacturing (4.6 percent) and professional, scientific, and technical services (5.5 percent), both of which fall below Davis County’s averages of 11.1 percent and 7.8 percent, respectively.



Workforce Flow In and Out of Centerville
 Source: United States Census Bureau, Longitudinal Employer Household Dynamics, 2022

Employment by Industry by Job Site Location, City & County Comparison (2022)
 Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics, 2022

Addressing this gap may require targeted economic development to attract businesses in high-skill, knowledge-driven industries, thereby diversifying Centerville’s job base.

Centerville has a strong employment base, but the city suffers from spatial mismatch. Most working residents (7,201) commute to employment centers outside the city, while only 519 employees or 5.9 percent work within city boundaries. Similarly, employers within the city rely heavily on commuters (5,935 employees) to fill their roles. Focusing on strategies to reduce spatial mismatch, such as the co-location of employment and housing opportunities, could facilitate a host of benefits to the city. Mixed-use development that locates housing and employment in close proximity may lead to reduced traffic congestion and infrastructure costs as well as reduced transportation costs for residents.

Transportation

The following map identifies these areas along with year 2022 traffic counts on major roadways within the city. By strategically placing focus areas along major roadways or connection points, Centerville can stimulate economic growth, improve infrastructure, and enhance community development.

Nearby Interstate 15 saw an average of 149,338 AADT trips (average annual daily traffic - AADT) as of 2022, while Legacy Parkway saw 38,899 AADT, serving to alleviate I-15 traffic. Within Centerville, major roadways include Main Street, capturing as much as 16,315 AADT; Parrish Lane, with 18,192 AADT; 400 W, with 9,254 AADT; and 400 E, with 6,146 AADT. Based on these traffic counts, the top two major intersections within Centerville are located along Main Street, running through Downtown, and Parrish Lane, passing through the Commercial Core and Southwest Section.

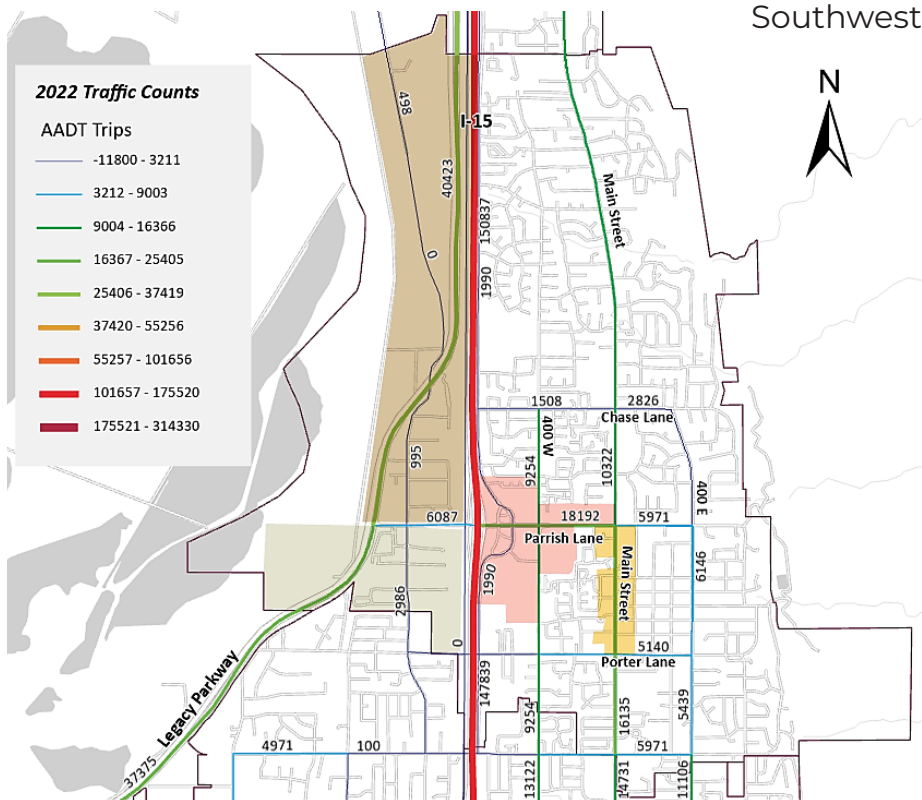


Figure 5: Traffic Counts and Focus Areas

Sources: WFRC Travel Demand Model RTP 2023; UGRC



Sales Leakage & Capture Rates

Table 4 highlights the city’s retail performance in 2024, revealing both areas of strength and opportunities for growth. Overall, the city shows net positive leakage of \$183,889,029 and a total capture rate of 151 percent, indicating a net inflow of retail spending from outside the city.

Category	2024 Surplus Leakage	2024 Capture Rate
General Merchandise Stores	\$100,558,617	304%
Building Material and Garden Equipment and Supplies Dealers	\$79,582,190	384%
Motor Vehicle & Parts Dealers	\$19,733,876	139%
Food Services and Drinking Places	\$16,277,240	141%
Other Services - Except Public Administration	\$15,571,542	229%
Sporting Goods, Hobby, Book, and Music Stores	\$2,022,490	127%
Gasoline Stations	\$1,432,599	115%
Non-store Retailers	\$50,168	100%
Miscellaneous Store Retailers	(\$772,912)	94%
Electronics and Appliance Stores	(\$1,539,724)	78%
Furniture and Home Furnishings Stores	(\$2,765,558)	55%
Health and Personal Care Stores	(\$3,125,032)	34%
Media, Entertainment, and Recreation*	(\$5,810,728)	78%
Clothing and Clothing Accessories Stores	(\$8,039,779)	36%
Food and Beverage Stores	(\$12,740,131)	62%
Accommodation	(\$16,545,830)	2%
TOTAL	\$183,889,029	151%

Table 4: Sales Tax Leakage 2023
Source: Utah State Tax Commission, ZPFI Analysis

Categories such as general merchandise stores and building material and garden equipment supplies and dealers lead in positive leakage, generating \$100,558,617 and \$79,582,190, respectively. These sectors exhibit strong capture rates of 304 percent and 384 percent, affirming the city’s role as a regional hub for these industries. The table also identifies considerable leakage in specific sectors, which presents opportunities for targeted development. Accommodations shows the highest loss, with \$16,545,830 in leakage and a capture rate of only 2 percent, followed by food and beverage stores at \$12,740,131 in leakage and a capture rate of 62 percent. Clothing and clothing accessories stores also exhibit significant leakage, losing \$8,039,779 with a 36 percent capture rate. Another sector that could be targeted is the media, entertainment, and recreation exhibiting significant leakage, losing \$5,810,728 with a 78 percent capture rate. The CenterPoint theater area could help increase and turn this sector into a positive for the city. Generally these gaps indicate that residents are traveling outside the city to meet these needs, representing untapped economic potential. Addressing leakage in these categories could further diversify the city’s economy and enhance its appeal as a destination for both residents and visitors. Continued economic development may also sustain the momentum of the city’s high-performing sectors.

Regional Sales Leakage & Per Capita Comparisons

Regional sales leakage and per capita comparisons serve to benchmark Centerville’s retail performance against nearby cities, comparing Group One cities (Farmington, Kaysville,



Layton, and Bountiful) with Group Two cities (North Salt Lake, West Bountiful, and Woods Cross). The Group One cities, with mixed-use destination retail sites like Station Park in Farmington and Layton’s retail base, largely serve central and northern Davis County. Group Two cities, with increased accessibility to the Salt Lake County market, capture interregional demand but currently lack destination retail sites. Centerville, geographically situated between these two groups, has the potential to capture increased sales not only from its own population growth but from its accessibility to surrounding areas. The following comparison offers insights into Centerville’s competitive position amongst regional cities as well as potential areas for growth or investment.

Group One Cities: Sales Leakage & Per Capita Comparison

Centerville ranks first among Group One cities with an overall per capita capture rate of 152.9 percent, outperforming Farmington (119.1 percent), Layton (112.9 percent), Bountiful (71.6 percent), and Kaysville (62.3 percent) using 2023 Group One Cities data. Similar is assumed given year over year outcomes.

Centerville’s dominance is particularly evident in building material and garden equipment & supplies, with a capture rate of 427.2 percent and per capita sales of \$6,789, far exceeding its neighbors. Its general merchandise stores also achieve a high capture rate (312.7 percent) and per capita sales of \$9,031, reinforcing its position as a regional retail hub.

	Center-ville	Farm-ington	Kays-ville	Layton	Bounti-ful
Population	16,502	25,660	32,761	82,601	44,481
Motor vehicle & parts dealers	\$3,562	\$3,104	\$3,104	\$3,104	\$3,104
Furniture & home furnishings stores	\$166	\$400	\$400	\$400	\$400
Electronics & appliance stores	\$331	\$453	\$453	\$453	\$453
Building material & garden equip. & supplies	\$6,789	\$1,701	\$1,701	\$1,701	\$1,701
Food & beverage stores	\$1,267	\$1,995	\$1,995	\$1,995	\$1,995
Health & personal care stores	\$97	\$290	\$290	\$290	\$290
Gasoline stations	\$651	\$588	\$588	\$588	\$588
Clothing & clothing accessories stores	\$265	\$757	\$757	\$757	\$757
Sporting goods, hobby, book, & music stores	\$586	\$467	\$467	\$467	\$467
General merchandise stores	\$9,031	\$2,888	\$2,888	\$2,888	\$2,888
Miscellaneous store retailers	\$811	\$802	\$802	\$802	\$802
Non-store retailers	\$2,406	\$2,371	\$2,371	\$2,371	\$2,371
Arts, entertainment & recreation	\$30	\$397	\$397	\$397	\$397
Accommodation	\$15	\$995	\$995	\$995	\$995
Food services & drinking places	\$3,316	\$2,323	\$2,323	\$2,323	\$2,323

Table 5: Regional Per Capita Sales - Group 1 Cities
Source: Utah State Tax Commission, ZPFI Analysis

However, Centerville is roughly in the upper middle half of Group One Cities in performance within in the arts, entertainment, and recreation, with a capture rate of 78 percent, compared to Farmington’s 1,034.6 percent. The CenterPoint theater and Megaplex theater help provide some capture within this category, but more could be done to further emphasize these areas in terms of capture rate. The city also has limited offerings in accommodation, with a capture rate of only 1.5 percent. These gaps present opportunities to diversify its economy while maintaining its strength in core retail categories.



	Centerville	Farmington	Kaysville	Layton	Bountiful
Motor vehicle & parts dealers	114.7%	54.5%	79.9%	122.1%	158.6%
Furniture & home furnishings stores	41.4%	33.9%	15.4%	346.0%	34.3%
Electronics & appliance stores	73.1%	230.9%	53.3%	45.7%	129.9%
Building material & garden equip. & supplies	427.2%	11.5%	23.1%	127.9%	5.6%
Food & beverage stores	63.5%	173.5%	28.5%	101.2%	112.0%
Health & personal care stores	33.6%	190.7%	352.4%	86.3%	112.6%
Gasoline stations	110.7%	53.0%	345.1%	53.8%	42.0%
Clothing & clothing accessories stores	35.0%	534.3%	47.2%	103.0%	48.8%
Sporting goods, hobby, book, & music stores	125.5%	305.1%	65.4%	99.2%	40.3%
General merchandise stores	312.7%	7.3%	10.0%	144.8%	10.3%
Miscellaneous store retailers	101.1%	62.8%	52.9%	105.1%	53.3%
Non-store retailers	101.5%	128.5%	107.1%	95.0%	92.8%
Arts, entertainment, & recreation	78.0%	1034.6%	79.0%	45.0%	39.5%
Accommodation	1.5%	32.3%	2.1%	38.1%	4.0%
Food services & drinking places	142.8%	109.2%	41.1%	130.1%	62.0%
Other services - except public administration	0.0%	70.0%	86.7%	85.2%	117.6%
Overall Per Capita Capture Rate	152.9%	119.1%	62.3%	112.9%	71.6%

Table 6: Regional Per Capita Capture Rate – Group 1 Cities, 2023

Source: Utah State Tax Commission, ZPFI Analysis

	Centerville	North Salt Lake	West Bountiful	Woods Cross
Population	16,502	22,537	5,888	11,487
Motor vehicle & parts dealers	\$3,562	\$5,020	\$5,365	\$17,865
Furniture & home furnishings stores	\$166	\$200	\$850	\$552
Electronics & appliance stores	\$331	\$315	\$62	\$1,661
Building material & garden equip. & supplies	\$6,789	\$927	\$5,517	\$1,480
Food & beverage stores	\$1,267	\$1,177	\$1	\$5,084
Health & personal care stores	\$97	\$83	\$372	\$371
Gasoline stations	\$651	\$1,316	\$382	\$174
Clothing & clothing accessories stores	\$265	\$278	\$3,361	\$279
Sporting goods, hobby, book, & music stores	\$586	\$177	\$900	\$516
General merchandise stores	\$9,031	\$228	\$33,991	\$439
Miscellaneous store retailers	\$811	\$438	\$1,630	\$1,373
Non-store retailers	\$2,406	\$2,450	\$2,047	\$2,457
Arts, entertainment & recreation	\$30	\$223	\$276	\$19
Accommodation	\$15	\$222	\$425	\$578
Food services & drinking places	\$3,316	\$1,312	\$5,100	\$2,627

Group 2 Cities: Sales Leakage & Per Capita Comparison

Table 7: Sales Leakage Regional Per Capita - Group 2 Cities, 2023

Source: Utah State Tax Commission, ZPFI Analysis

	Centerville	North Salt Lake	West Bountiful	Woods Cross
Motor vehicle & parts dealers	139%	161.7%	172.8%	575.4%
Furniture & home furnishings stores	41.4%	49.8%	212.3%	137.8%
Electronics & appliance stores	73.1%	69.4%	13.6%	366.3%
Building material & garden equip. & supplies	427.2%	54.5%	324.4%	87.0%
Food & beverage stores	63.5%	59.0%	0.1%	254.9%
Health & personal care stores	33.6%	28.8%	128.6%	128.2%
Gasoline stations	110.7%	223.7%	65.0%	29.6%
Clothing & clothing accessories stores	35.0%	36.7%	444.0%	36.8%
Sporting goods, hobby, book, & music stores	125.5%	38.0%	192.6%	110.5%
General merchandise stores	312.7%	7.9%	1176.9%	15.2%
Miscellaneous store retailers	101.1%	54.6%	203.1%	171.2%
Non-store retailers	101.5%	103.3%	86.3%	103.6%
Arts, entertainment, & recreation	78.0%	56.0%	69.5%	4.9%
Accommodation	1.5%	22.3%	42.7%	58.1%
Food services & drinking places	142.8%	56.5%	219.5%	113.1%
Other services - except public administration	229.0%	257.8%	43.8%	929.8%
Total	152.9%	79.8%	299.6%	207.2%

This juxtaposition reveals that while Centerville excels among its Group One neighbors, it faces stiffer competition in retail and sales from its smaller but more specialized Group 2 counterparts.

Centerville ranks last among Group 2 neighbors in the following sales categories: motor vehicle and parts dealers; furniture and home furnishings stores; clothing and clothing accessories stores. These trends suggest Centerville maintains strongholds in core retail categories but has opportunities to expand into experiential and specialized sectors to better compete with its Group Two peers.

Table 8: Regional Per Capita Capture Rate - Group 2 Cities, 2023

Source: Utah State Tax Commission, ZPFI Analysis

When compared to its Group 2 neighbors, Centerville's standing is more modest. West Bountiful leads the group with an exceptional overall per capita capture rate of 299.6 percent, followed by Woods Cross with 207.2 percent. Centerville places third among Group 2 cities, still ahead of North Salt Lake's 79.8 percent.



Major Retail Sites - Proximity and Competition

When looking at potential retail sites, brokers and developers consider surrounding business locations in the region to determine where there is growth in buying power and gaps in services that could be filled by large retail pads. Centerville is located within a 20-minute drive of several large retail centers that all have good visibility from main throughways, excellent access, large space for development, and enough households or “doors” driving demand to justify the expense of building.

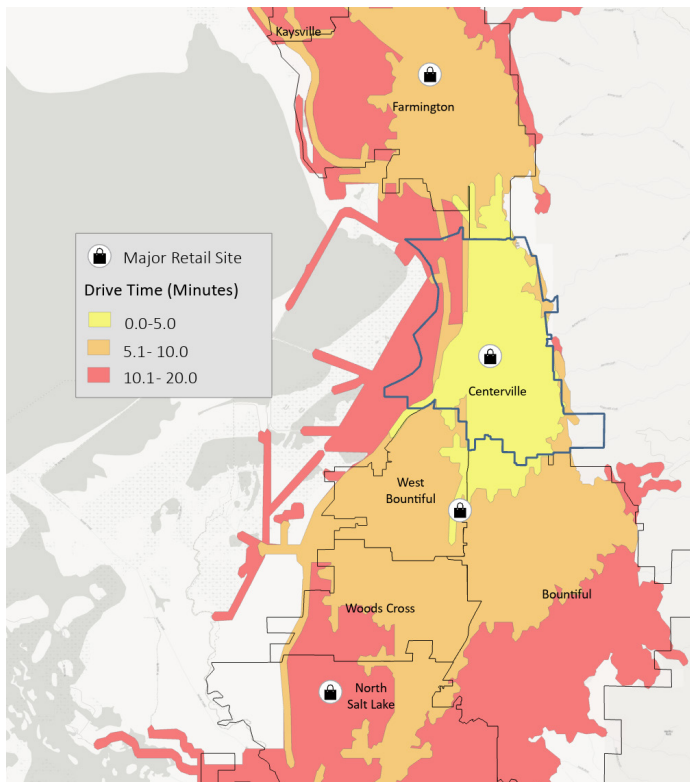


Figure 6: Major Retail Sites by Drive Time from Centerville

Source: Utah Geospatial Resource Center, 2024; U.S. Census Bureau, 2022

Below, Table 9 illustrates the projected growth in buying power by 2030 and 2040 within five, ten, and twenty minutes of Centerville. Within five minutes of Centerville, buying power will grow nearly 7.7 percent to reach \$61.6 million by 2040. The ten-minute range grows marginally, around 2.7 percent, reaching \$260.1 million by 2040.

Commercial Site	Driving Time	Growth in Buying Power (In Millions of Dollars)	
		2030	2040
Centerville	5 Minutes	\$57.20	\$61.60
	10 Minutes	\$253.30	\$260.10

Table 9: Major Retail Sites by Drive Time & Growth in Buying Power

Source: Utah State Tax Commission, U.S. Census Bureau, ACS 2018-2022; ZPFI Visualization

The chart above highlights the projected buying power within proximity of major commercial centers, including Centerville, Farmington and West Bountiful by 2030. Centerville’s immediate buying power within a five-minute drive is projected to grow by \$57.2 million, comparable to West Bountiful’s buying power growth and significantly higher than North Salt Lake’s \$30.5 million. However, Farmington emerges as the regional leader, growing by \$196.1 million in buying power within the same radius. Within a ten-minute drive, Centerville’s buying power grows to \$68.3 million, yet it is notably outpaced by West Bountiful’s \$283.8 million and Farmington’s \$253.3 million.

These numbers reflect Centerville’s role as a smaller but steadily growing hub within the competitive landscape of Northern Utah’s retail market.

Land Use

Centerville’s existing land use is a diverse mix of residential, commercial, and open spaces, with key distinctions across different areas of the city. Residential areas dominate the eastern and central portions, while commercial properties, including retail, office, and mixed use or commercial apartment and condos, are concentrated along major corridors like Parrish Lane and Main Street that run through the Commercial Core and Downtown. Parks and open spaces are interspersed throughout the city, enhancing community livability. The Southwest Section is primarily dominated by industrial properties, highlighting its role as a hub for industrial activity and potential business expansion. Industrial and vacant commercial land, particularly on the West Side, represents opportunities for future development and economic growth. Centerville’s land use supports both residential and business needs while offering potential for strategic growth.

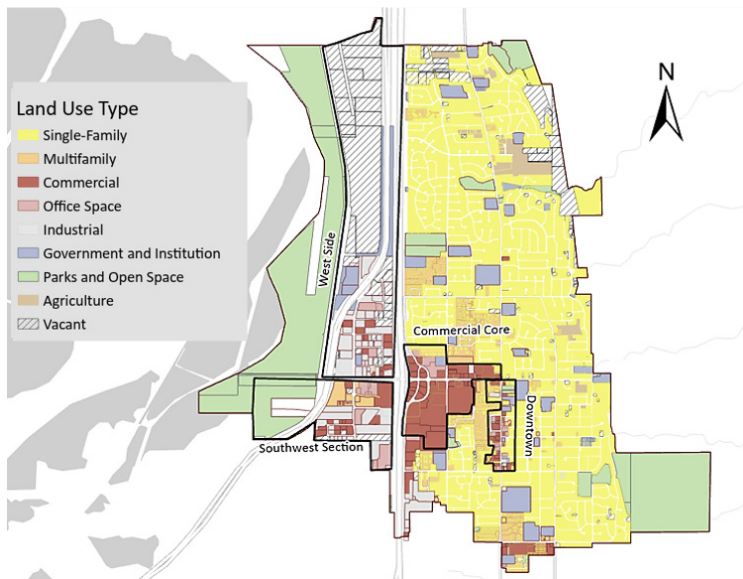


Figure 8: Existing Land Use
Source: Davis County Assessor’s Office, Psomas, ZPFI, 2024

Commercial Focus Areas

While businesses are distributed throughout Centerville’s boundaries (Figure 9, below), a few key areas account for most of the city’s retail sales as well as retail square feet: the Commercial Core, Downtown, and Southwest area. The West Side stands as a key focus for future commercial development.

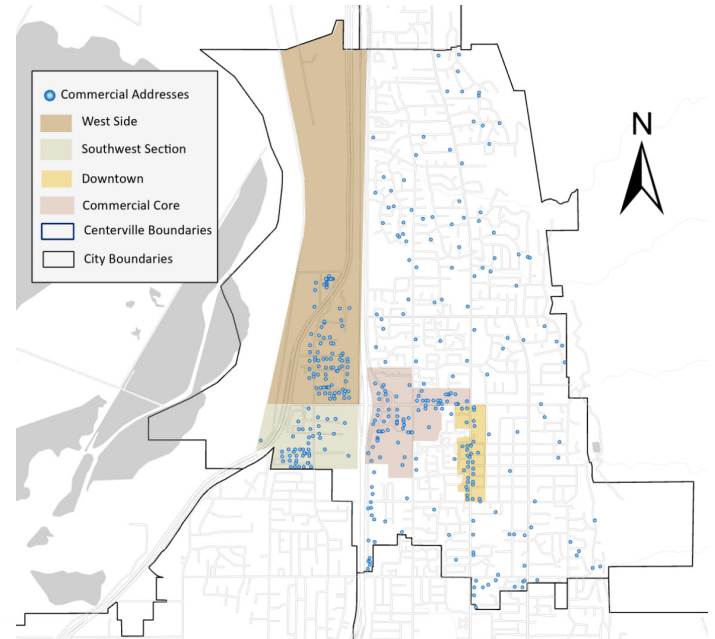


Figure 9: Commercial Focus Areas and Commercial Addresses in Centerville, 2024
Source: Davis County Assessor’s Office, Psomas, ZPFI, 2024

To understand the economic dynamics of these areas, the total retail sales for each focus area is analyzed. These insights inform targeted strategies for growth and development tailored to the distinct characteristics of Centerville’s commercial landscape.

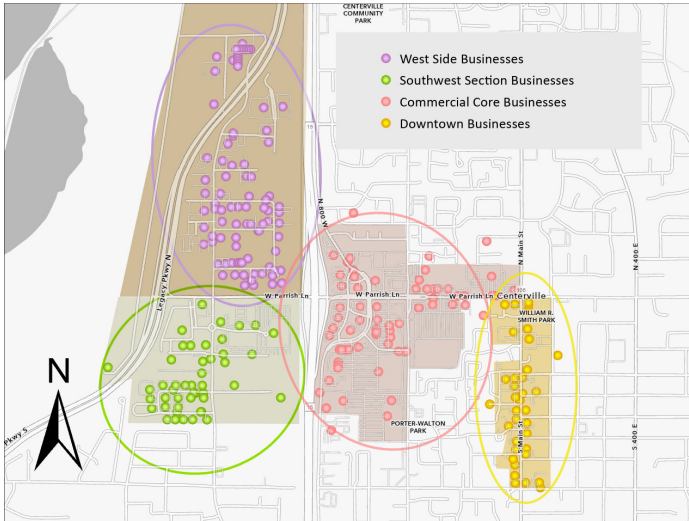


Figure 10: Business Clusters within Focus Areas, 2024

Source: Davis County Tax Commission, ZPFI 2024

	West Side	Southwest Section	Commercial Core	Downtown
Total Sales	\$51,662,057	\$101,748,534	\$498,019,722	\$22,480,649
Number of Businesses	106	53	104	46
Average Sales Per Business	\$487,378	\$1,919,784	\$8,884,240	\$488,710
Growth in Business Units Since 2021	44	28	14	14
Growth in Businesses Relative to 2021	71.0%	112.0%	28.0%	43.8%

Table 10: Total Retail Sales per Business Node

Source: Davis County Tax Commission, U.S. Bureau of Labor & Statistics, Consumer Price Inflation Index, ZPFI 2024

West Side – Centerville’s Next Commercial Center

The West Side produces less than \$500,000 per business because businesses are not retail oriented and therefore do not produce sales tax revenues. Many of them are more industrial in nature and produce good property tax revenues from both their real property and personal property investments. It is important for the city to have a good mix of both property and sales tax revenues as sales tax revenues are more variable with changes in the economy.

Encourage Redevelopment of Aging Properties

The West side of Centerville presents a fair share of low commercial improvement values, as shown on the map. These lower values indicate properties that are less developed or underutilized, which creates significant opportunities for developers to pursue redevelopment projects. By targeting these sites, developers can modernize and upgrade commercial and industrial spaces while avoiding costly demolition or renovation of existing high-value improvements.

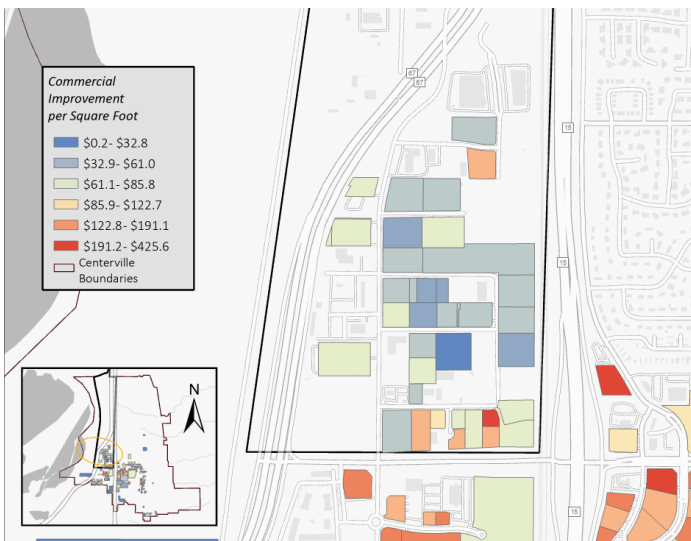


Figure 11: Commercial Improvement Value per Square Foot of West Side
Source: Davis County Assessor’s Office, ZPFI

Leverage the Largest Commercially Zoned Vacant Land in Centerville

Although the West Side accounts for the majority of Centerville’s vacant commercial land, it faces challenges in attracting retail and office development. Businesses are often drawn to the city’s established retail nodes, where they can benefit from shared infrastructure, customer traffic, and complementary services. Investments in transportation improvements and other infrastructure could increase the viability of commercial development outside of established clusters. A north-south connection to Farmington could enable the vacant land in this area, over time, to duplicate some of the success of Farmington Station.

Enhance Regional Connectivity and Retail Potential

Recent efforts to establish a north-south road are underway in this area (see figure 12 below), aiming to improve access to the city’s west side and through to Farmington, supporting its potential as a future commercial destination.

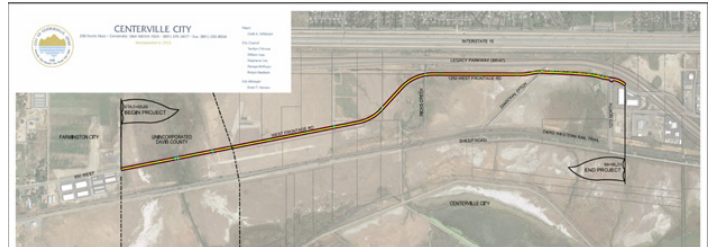


Figure 12: Proposed Extension of 1250 West Frontage Road in Centerville
Source: Centerville City

Create a Unique Recreational and Outdoor Business District

As shown in the Land Use map, the West Side is bordered by extensive parks and open space, which presents both opportunities and constraints. The proximity to open space enhances the area’s appeal for residential development and lifestyle-oriented businesses, creating the potential for a unique niche in recreational, retail, entertainment or nature-focused enterprises.

Southwest Section – Modernizing Industry

With land uses dominated by industrial and flex office properties, the Southwest Section tends to generate lower sales revenue as compared to its eastern counterparts. Southwest Section produces an average of nearly \$2 million in sales revenue per business

Despite challenges in attracting new development to the city’s southwest side, Southwest Section experienced substantial growth in new businesses in recent years. Since 2021, the Southwest Section added 44 new businesses — growing 112 percent. Addressing concerns and limitations regarding new development, such as through transportation and other infrastructure improvements, may help to promote continued business growth and generate additional property and sales tax revenue.



Enhance Connectivity and Accessibility

Based on 2022 Average Daily Trip Traffic counts, the segment of Parrish Lane east of I-15 running through the Commercial Core sees a notably larger AADT (18,192), with 76.2 percent of drivers exiting onto I-15, rather than continuing to the Southwest Section with only 6,087 AADT (see Figure 13). Limited transportation access to the Southwest Side, which relies heavily on Parrish Lane, poses challenges for business development, particularly for retail businesses requiring robust customer access.

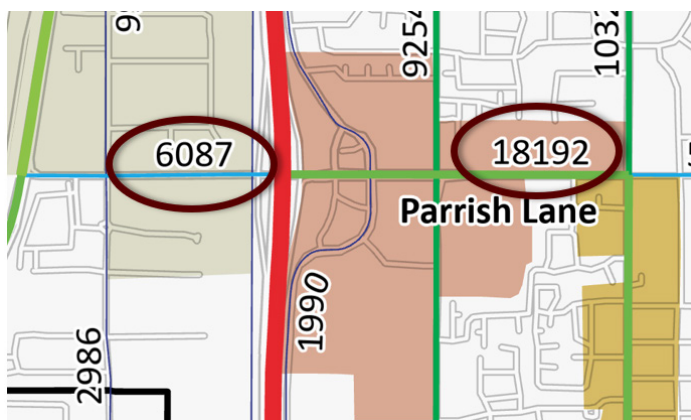


Figure 13: Traffic Counts Comparison between Commercial Core & Southwest Side
Sources: WFRC Travel Demand Model RTP 2023; UGRC

Expanding through roads and enhancing public transit options would help mitigate these challenges by improving connectivity, reducing congestion on Parrish Lane, and making the Southwest Section more accessible to both consumers and employees. Increased mobility options could also attract a more diverse business mix and support future economic growth in the area.

Develop Underutilized Commercial Lots

Southwest Section businesses present a balanced mix of commercial and industrial uses, such as movie theaters, smaller-scale

retail, multi-family residential buildings, electric industrial suppliers, and some flex office spaces. Along the southern border with West Bountiful, there are vacant commercial lots suitable for flex office use and potential synergies with the Larry H. Miller / Megaplex development.

Recruiting other industries to the area is possible, and given the flexible nature of flex office, it's possible to target recruitment to multiple industries. Furthermore, this area has great access to major transportation corridors such as I-15 and I-80, as well as proximity to the Salt Lake International Airport.

Flex office space, which can occupy smaller parcels than traditional offices, is ideal for small businesses or startups looking to reduce overhead expenses. Within the Southwest Section, flex office space would complement existing business operations and diversify the business mix. Its light impact and flexible nature make it suitable for areas near multifamily housing, allowing for commercial development with minimal impact on residents. While much of the flex office space in Centerville is aging, new, tastefully constructed flex offices could enhance the city's image. The Southwest Section is particularly suited for flex office use, as it is already the primary use for the site and small vacant lot sizes.

Commercial Core – Strengthening Centerville's Economic Center

Just east of I-15 and off Parrish Lane, is Centerville's "Commercial Core" which produces the majority (73.9 percent) of city sales revenue. These areas are characterized by established retail businesses, with little-to-no growth in business units but strong and sustained sales revenue. The Commercial Core, the most accessible to I-15 of the

focus areas, generates nearly \$6 million in sales revenue per business. As businesses continue east along Parrish Lane, average sales revenue diminishes to just under \$3 million per business, demonstrating the importance of accessibility and transportation infrastructure in generating sales.

Leverage Centerville’s Strong Retail Base

The Commercial Core serves as Centerville’s retail hub, with general merchandise stores and building material and garden equipment suppliers generating substantial positive sales leakage of \$101,363,788 and \$83,963,903, respectively. These sectors achieve capture rates exceeding 300 percent, reinforcing the city’s role as a regional draw for these industries. Leveraging this strong retail base presents an opportunity to attract complementary businesses that enhance the shopping experience while diversifying the commercial landscape.

Target Business Recruitment Efforts

The Commercial Core has a significant opportunity to expand its retail mix by addressing sales leakage in key sectors. With clothing and clothing accessories, electronics, arts and entertainment showing sales leakage, recruiting supportive businesses in these categories can help retain spending within the city. The clothing sector captures only 35 percent of potential revenue, indicating a strong demand for fashion retail. Similarly, arts, entertainment, and recreation capture 78 percent, suggesting the need for additional venues and attractions that serve both residents and visitors. Strengthening these sectors within the Commercial Core can enhance its role as a regional economic hub and destination, reduce retail leakage, and create a more dynamic shopping and entertainment environment.

Downtown – Main Street Revitalization

Encourage redevelopment and facade improvements

The Downtown Commercial District of Centerville is home to the city’s oldest commercial and office buildings, with many structures dating back before the 1960s and a few before 1912 (see Figure 14). Preserving and enhancing Main Street’s historic character is essential to maintaining its unique charm while promoting economic vitality. Improving facades, restoring storefronts, and incorporating pedestrian-friendly design elements will help revitalize the area while respecting its historic integrity. Additionally, popularizing features like the History Walk—which highlights Centerville’s first developments and key landmarks—can further engage visitors, celebrate the city’s heritage, and attract more foot traffic to local businesses.

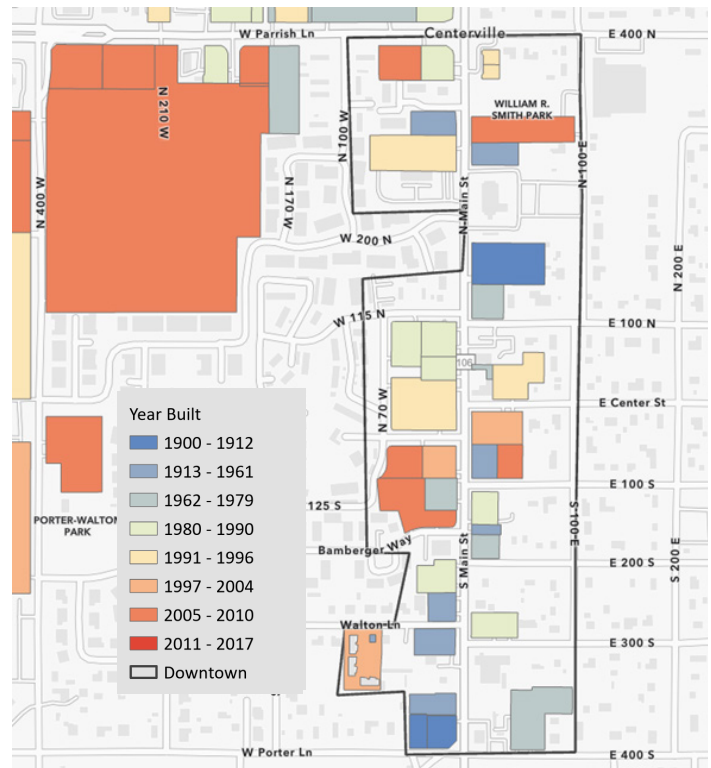


Figure 14—Commercial Parcels Year Built—Downtown

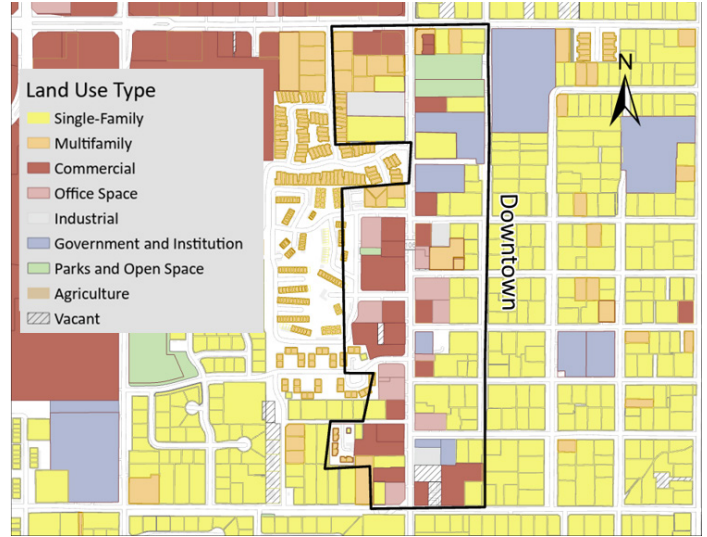
Source: Davis County Assessor’s Office, ZPFI



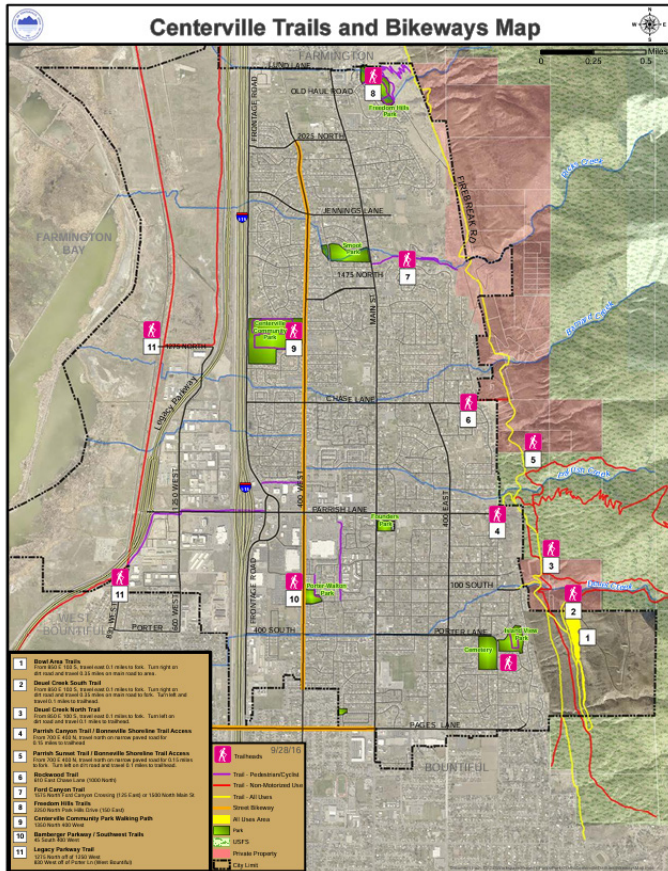
Capture through traffic and increase foot traffic

Centerville's Historic Downtown has a unique opportunity to capture through traffic and increase foot traffic by leveraging its position as the second busiest corridor in the city, with Main Street carrying up to 16,315 AADT in 2023. Capitalizing on this steady flow of vehicles by enhancing pedestrian-friendly infrastructure, activating storefronts, and promoting local businesses can transform Downtown into a more vibrant destination. Improving accessibility through a dedicated street bikeway along Main Street would further integrate Downtown with existing pedestrian, hiking, and cycling routes (see Figure 15), making it more attractive for commuters and recreational users. These efforts will not only support local businesses but also strengthen Downtown's identity as a walkable, engaging community hub.

A land use map of downtown shows a mix of single-family, multifamily and commercial uses. In general, three to four blocks of commercial uses are considered necessary to establish a commercial core and walkable downtown. The most promising stretch appears to be between 100 North and 300 South.



Existing Property Class Map - Downtown
Source: Davis County Assessor's Office, 2024



Centerville Trails and Bikeways Map
Source: Centerville City, 2025

Appendix F: Open Space Types

Delineating open space types helps distinguish the general use of each open space and increases usable open space as the types differentiate end goals of each amenity. The delineation of open space also increases the diversity of open space offerings available further ensuring that each demographic of the city is met with amenities that appeal to them as opposed over allocating amenities to single demographic groups (Ex. playgrounds supporting children under 10). Specific amenities may also fit into multiple open space types. Descriptions of each open space type are as follows:

- **Aesthetic** – this open space type is meant to preserve views, maintain historic or rural character, increase community interest, or signify entrance of a location.
- **Recreational** – this open space type is for active and passive recreation uses.
- **Historical** – historical open space types are meant to protect or promote historic locations, buildings, and features.
- **Connective Link** – this type is specific to connectivity of various modes and is intended to join source locations to destination locations.
- **Buffer** – this open space type's primary use is to separate non-compatible land uses or establish boundaries for development.
- **Environmental** – the environmental open space type is established to conserve wetlands, agricultural land, critical habitats, wildlife preserves, and other sensitive lands.

OPEN SPACE CATEGORIES

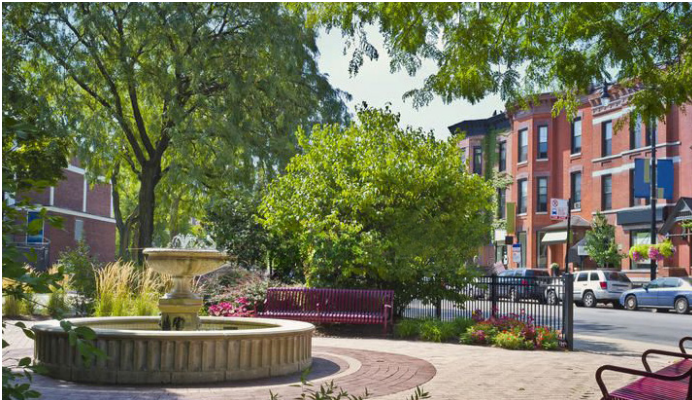
The open space categories below illustrate how the Open Space/ Recreation Preference Survey amenities are categorized and give an overview of their general character, type, classification, location, size, and spacing.



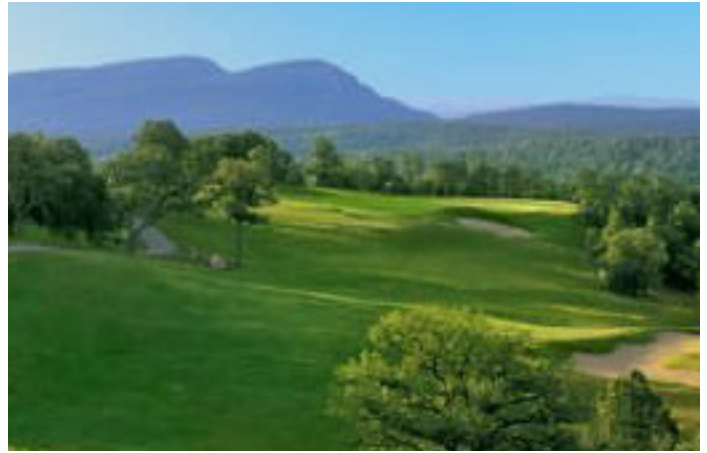
- **Plaza** – A plaza is a more urbanized public community space that offers opportunities for civic gathering. Plazas add to the vibrancy of streets within the more urban, higher intensity areas. They create formal community spaces available for civic purposes and commercial activity. These spaces are typically defined by building frontages and contain a mix of hardscape and planting areas with various types of seating and trees provided for shade.



- **Square** – A square is a public community space available for civic purposes, commercial activity, unstructured recreation and other passive uses. The square should have an urban, formal character and be defined by the surrounding building frontages or adjacent tree-lined streets. All buildings adjacent to the square should front onto the square, with adjacent streets lined with appropriately scaled trees. Shaded areas for seating should be provided, with the potential addition of a civic element or small structure such as an open shelter, pergola, monument or fountain.



- **Courtyard** – A courtyard is a developed space that offers a variety of opportunities for public, semi-public and private gatherings. Courtyards provide a more intimate spatial experience apart from the streets within the more urban, higher intensity areas. They can be formal, paved spaces framed by buildings or restful, garden spaces that can be experienced visually from within building spaces such as offices, retail shops or residences. Building frontages, walls or fences typically define these spaces with a mix of hardscape and planting surfaces dependent upon location and expected use patterns. Shade and heating units should be provided to extend the seasonal use for gatherings or dining, with various forms of seating.



- **Green** – A Green is a public community space available for civic purposes, commercial activity, unstructured recreation and other passive uses. Greens are primarily naturally landscaped with many shaded places to sit. The space may include thoughtful open lawn areas, paths, civic elements, fountains or open shelters. Greens are typically adjacent to a public right of way and are spatially defined by buildings which front onto this space.



- **Pocket Park** – Small and frequently dispersed throughout the community, these infill spaces support passive recreation that ensures walkable green space access for everyone within the immediate neighborhood. They may contain specialized facilities that serve a specific demographic or limited population or group such as younger children, pets or senior citizens.

Thematic elements and uses may be determined by the needs of the target demographic or the nature of the location within the community. Pocket Parks must be adjacent to a public right of way and be fully developed and maintained as finished recreational open spaces. Native landscapes and natural areas do not constitute a Pocket Park.



- **Neighborhood Park** – The neighborhood park remains the basic unit of the local open space system and serves as the recreational and social focus of the neighborhood. The focus is on informal active and passive recreation. The park should be centrally located within the neighborhood and may function as the recreational hub of adjacent neighborhoods. These parks are frequently developed adjacent to civic uses such as an elementary school. Parks should be connected to the greater community through multi-use pathways or trails. Parks should also be adjacent to a public right of way on at least one side, with a minimum of 25% of the total park perimeter on a street.



- **Regional Park** – Regional parks are diverse in nature, serving a broader purpose than the neighborhood or pocket park. While there may be overlap in amenities within these park categories, the focus of a regional park is meeting regionally based recreation, athletic, and open space needs. These parks should be centrally located within the greater region and should function as the recreational hub for the region. Regional parks should be connected to the region through multi-use pathways, trails, and streets with a minimum of 50% of the total park perimeter on a street.



- **Community Garden** – Space programmed specifically for edible or ornamental gardening. Located in the center of a neighborhood to

provide convenient and safe access. Oftentimes, community gardens may be included in pocket parks and parks. They are a valued asset in urban or higher intensity areas where residential yards are rare. Community orchards and vineyards may also be included in this category of open space as long as they are operated as a non-profit organization that provides produce to the local community and they are not a commercial or agricultural use. Appropriate irrigation sources must be provided, and the garden must be locally managed and maintained. Seasonal farmer's markets may occur in these spaces.



- **Paseo** – Pedestrian passages or paseos are linear public community spaces that connect one street to another at through-block locations. Pedestrian passages create linkages through buildings or lots at designated locations. These pathways may provide direct pedestrian access to residential, commercial, office, or educational addresses. Pedestrian passages allow for social and commercial activity to spill into the public realm and should consist of a hardscape pathway with landscaped edges and must be connected to public paths or thoroughfares at both ends of the corridor.



- **Special Use** – This category covers a range of parks and recreation facilities oriented toward single purpose uses. Special uses fall into three categories: Historic/Cultural/Social Sites (ex. Historic areas, performing arts parks, arboretums, ornamental gardens, indoor theaters, churches, public buildings and amphitheaters). Recreation facilities (i.e., either specialized or single-purpose facilities) fall into this category, for example, community centers, senior centers, hockey arenas, golf courses, campgrounds, skate and water parks. Community buildings and recreational facilities are usually located within parks.

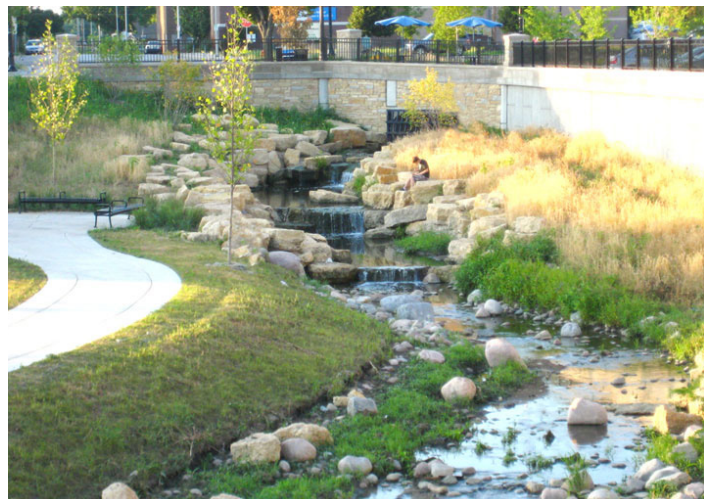




- **Multi-Use Path** – A multi-use path is an improved linear public transportation and recreation corridor that accommodates two or more users on the same, undivided pathway. Path users could include pedestrians, bicyclists, skaters, etc. A multi-use path frequently provides an important place for active recreation and creates a connection to regional paths and biking trails. Multi-use paths should be clearly defined with refined paving materials that provide for safe use and low maintenance. Pedestrian amenities add to recreational opportunities, and may include drinking fountains, scenic viewpoints, fitness stations, bike repair stations, and directional signs. These elements may be spread along the pathway or grouped in high use areas.



- **Trail** – A trail is an unimproved, or semi-improved, linear public transportation and recreation corridor that traverses more natural areas or connecting corridors. Trails could include pedestrians, bicyclists, and equestrian users. A trail provides an important place for active recreation and serves as the backbone for regional non-vehicular connectivity. Pedestrian amenities add to recreational opportunities, and may include drinking fountains, scenic viewpoints, fitness stations, bike repair stations, parks, and directional signs. These elements may be spread along the pathway or grouped in high use areas.



- **Stream/River Channel or Canal** - Linear space defined by a waterway. The space should serve as a pedestrian connection or recreational opportunity, enhancing adjacent property values (waterfront property). It can serve as a secondary connection to a natural open space or a greenway. Paths and trails that parallel a water course may also serve as maintenance easements. Riverwalks fall under this category.



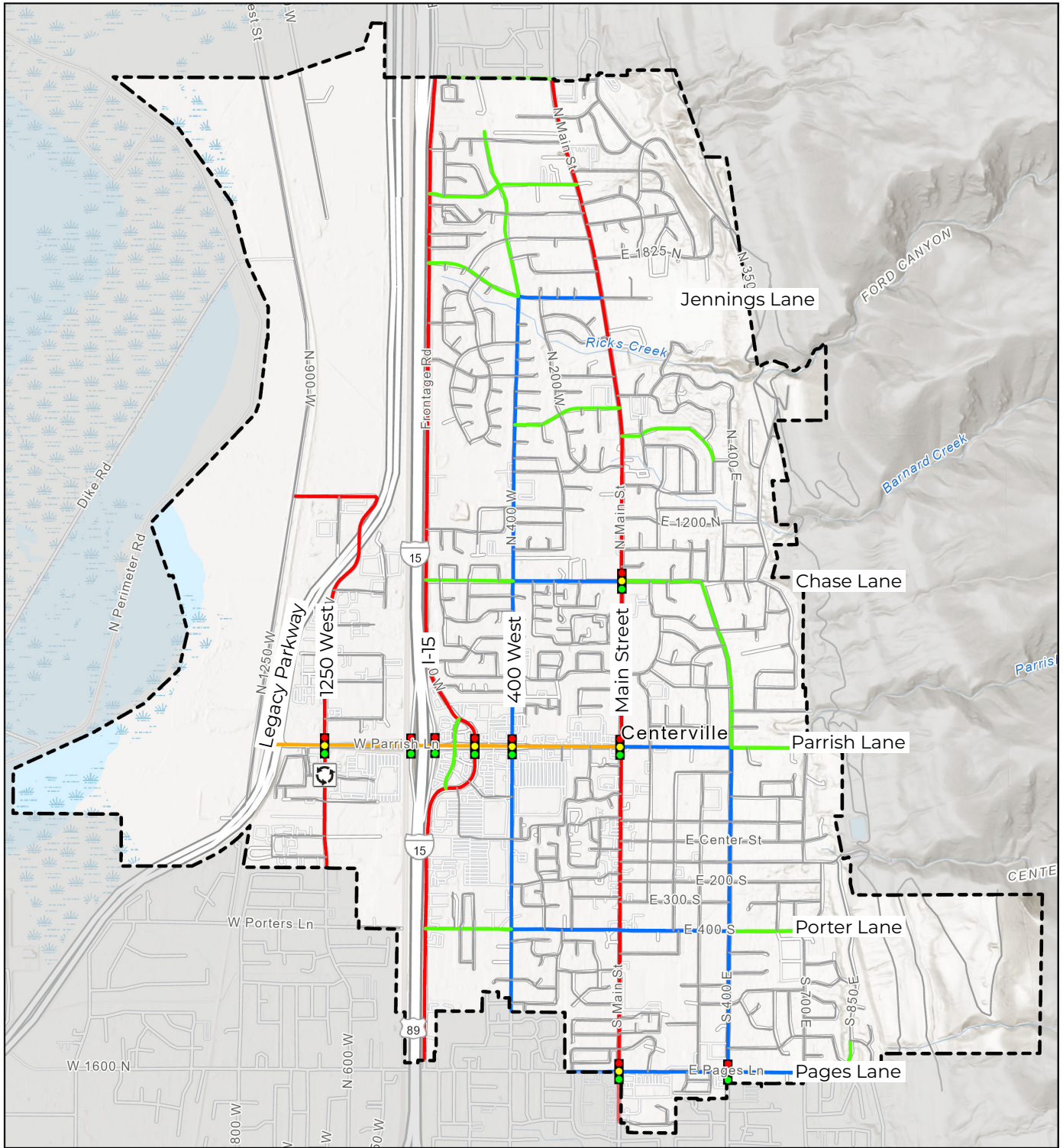
- **Natural Open Space & Greenway**
– Natural open space or greenway areas may occur at the edges of rural neighborhoods or serve as boundaries to development. These may be areas of hillsides, forests, rangelands, or agricultural land that lies outside of the development limits. Selection of an area for preservation may not be required by legislation or ordinance but may be preserved through formal open space or preservation easements or within a development agreement. Trails or raised trails may occur in these areas with low impact paving materials so there is minimal disturbance to the existing landforms and vegetated patterns. Developed trailheads at key locations may contain parking and other facilities to support recreational opportunities.



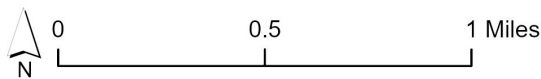
- **Sensitive Lands** – Sensitive Lands contain elements that can influence or limit development through physical or regulatory restrictions. The types of lands represented in this typology may include steep slopes, wetlands, critical habitats, stream corridors, ridgelines, and unique vegetation patterns. Non-physical, locational characteristics, such as critical view sheds and highway corridor buffers, may also be factors that determine the extent of sensitive land designations. Additional elements may relate to historic or culturally significant landforms or existing development patterns or structures. Preservation of these areas in a natural state may be based on regulatory controls, cost controls or amenity-based strategies.



Appendix G: Transportation Maps



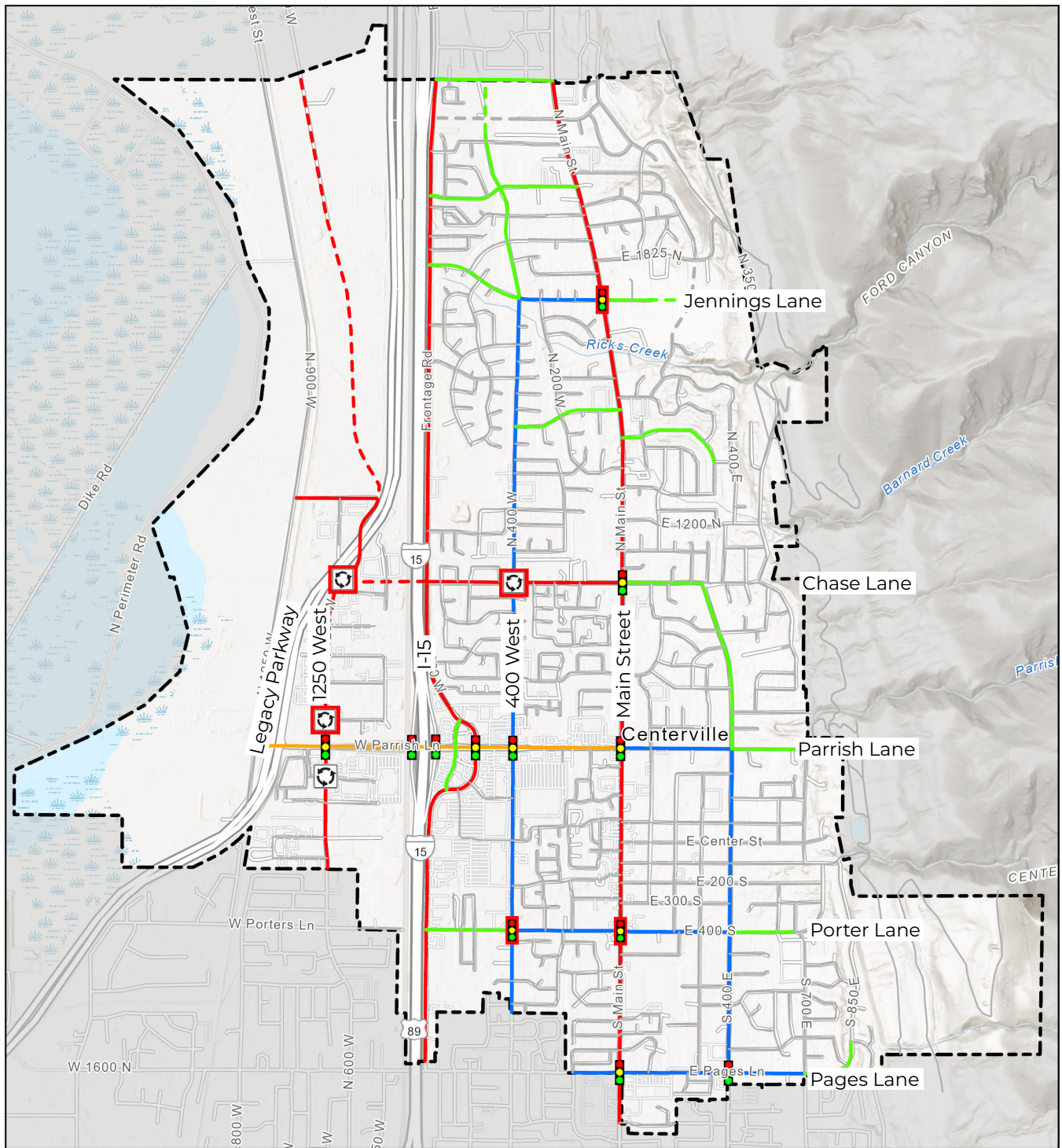
Existing Functional Classification and Intersection Control



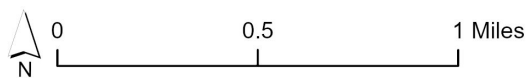
Legend

- | | |
|-------------------------------|----------------------------------|
| Centerville City Boundary | Existing Functional Class |
| Existing Intersection Control | Major Arterial |
| Existing Roundabout | Minor Arterial |
| Existing Signal | Major Collector |
| | Minor Collector |
| | Local |





Future Functional Classification and Intersection Control



Legend

- | | |
|-----------------------------|--------------------------------|
| Centerville City Boundary | Future Functional Class |
| Future Intersection Control | Major Arterial |
| Existing Roundabout | Minor Arterial |
| Existing Signal | Future Minor Arterial |
| Future Roundabout | Major Collector |
| Future Signal | Future Major Collector |
| | Minor Collector |
| | Future Minor Collector |
| | Local |
| | Future Local |

Transportation Connectivity Barriers

Centerville has a few impediments which limit general transportation connectivity for the city. This section will outline these general connectivity barriers holistically as transportation and active transportation improvements are pursued by the city. These barriers or impediments include:

- **The I-15 corridor** bisects the city limiting east west active and vehicular connectivity for the city. This specifically creates a barrier for the following proposed projects:
 - A pedestrian bridge connecting the residents west of I-15 to the Centerville Community Park.
 - An additional multi-modal bridge connecting Chase Lane and 1250 W
 - A proposed Bus Rapid Transit Connector to the potential future Centerville FrontRunner Station
- **The FrontRunner Rail Line** also bisects the city limiting east west active and vehicular connectivity for the city compounding the existing I-15 barrier mentioned above.
 - Additionally Centerville has no direct access to the FrontRunner line and must use limited bus services, active transportation routes, or personal vehicle to access the Woods Cross or Farmington Stations.
- **The Legacy Parkway Corridor** is also a limiting factor to connectivity in Centerville widening the gap between the east side and west side in central and northern Centerville by 700 - 800'. This causes significant additional cost for bridging across the combination of Legacy Parkway, I-15, and the FrontRunner Rail line.
- **Main Street** is also a barrier for multimodal access through the center of Centerville City. Main Street is a state owned road with significant limits to active transportation access across the north south roadway. There are 8 crossings for the approximately 17,000 linear feet of roadway running the length of the city. Roughly .4 miles between crossings. The lack of crossings causes traffic incidents along the corridor between varying modes of transportation and vehicular incidents.
 - The lack of bus service west of Main Street is another barrier to public transportation. The largest destinations within the city in terms of trip generation manual are all west of Main Street along 400 West and west of I-15, however there are no existing or proposed routes that service this area limiting the functional use of the existing routes.

