



PLANNING COMMISSION AGENDA

NOTICE IS HEREBY GIVEN THAT THE CENTERVILLE PLANNING COMMISSION WILL HOLD A REGULAR MEETING AT 7:00 PM ON FEBRUARY 25, 2026 AT CENTERVILLE CITY HALL, 250 NORTH MAIN STREET, CENTERVILLE, UTAH.

Centerville City Planning Commission meetings are open to the public, unless otherwise closed for reasons allowed by law. Centerville City Planning Commission 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 Commission 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. CALL TO ORDER

- 1. ROLL CALL**
- 2. LEGISLATIVE PRAYER OR THOUGHT - Commissioner Mason Kjar**
- 3. PLEDGE OF ALLEGIANCE**

B. BUSINESS ITEMS

Business action or discussion items to be considered by the Planning Commission.

- Introduction of Michael Adamson to the Planning Commission
Opportunity to introduce new planning commissioner Michael Adamson, and allow time for Commissioner Adamson to share comments.
- Public Hearing - Zoning Code Text Amendments - Shorelands Commerce Park Zone, Permitted and Conditional Uses - CZC 12.47.090 - Legislative Decision
Consider text amendments to Section 12.47.090 of the Centerville Zoning Code regarding modifications to the allowed permitted and conditional uses within this zone, specifically regarding the sales and repair of certain motor vehicle types.

C. COMMUNITY DEVELOPMENT DIRECTORS REPORT

- Community Development Director's Report

D. MINUTES

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

- Minutes Review and Approval - January 28, 2026
Consideration of Planning Commission meeting minutes from January 28, 2026.

E. 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**



CENTERVILLE
PLANNING
COMMISSION

Staff Report
2/25/2026

Item No. 1.

Title: Introduction of Michael Adamson to the Planning Commission

Initiated By: Mike Eggett, Community Development Director

Staff Representative: Mike Eggett, Community Development Director

SUBJECT:

Opportunity to introduce new planning commissioner Michael Adamson, and allow time for Commissioner Adamson to share comments.

RECOMMENDATION:

BACKGROUND:

ATTACHMENTS:



CENTERVILLE
PLANNING
COMMISSION

Staff Report
2/25/2026

Item No. 2.

Title: Public Hearing - Zoning Code Text Amendments - Shorelands Commerce Park Zone, Permitted and Conditional Uses - CZC 12.47.090 - Legislative Decision

Initiated By: Tom Allred and Nathan Cook, Petitioners

Staff Representative: Sydney DeWees, Assistant Planner

SUBJECT:

Consider text amendments to Section 12.47.090 of the Centerville Zoning Code regarding modifications to the allowed permitted and conditional uses within this zone, specifically regarding the sales and repair of certain motor vehicle types.

RECOMMENDATION:

RECOMMEND APPROVAL OF ZONING TEXT AMENDMENT PROPOSAL TO CITY COUNCIL, WITH THE NEED TO DETERMINE THE USE CATEGORY (PERMITTED OR CONDITIONAL)

BACKGROUND:

In August of 2025, Nate Cook reached out to City staff to learn about the process of possibly getting a business permit to do limited repairs as a part of his Conditional Use Permitted business, Salto Moto. For the next 4 months, there were back and forth emails with staff about ideas and possibilities to do such. During this process, the applicant has been open to staff's direction and guidance. On January 26, 2026, Tom Allred, co-founder of Salto Moto applied for a zoning text amendment to add *Vehicle Rental or Sale, New, Limited* (definition exhibit H) to the Shorelands Commerce Park. Prior to submitting this application, Nate and Tom met with the city planner, city attorney, and community and economic development director to discuss the alteration of their application to also include amending the Shorelands Commerce Park zone by removing the *Vehicle and Equipment Rental or Sale* language (definition exhibit H). The applicant was willing to include this in their request submittal.

On January 22, 2025, Salto Moto (Nate Cook) received approval for his conditional use permit request to sell specialty motorcycles at 1231 N 1300 W in the Shorelands Commerce Park zone. The Planning Commission approved this conditional use permit with the conditions provided in exhibit G. Condition 4, states, "*No mechanical repair shall occur on the property, until such time that the Zoning Text Amendment to the Shorelands Commerce Park Zone is applied for by the applicant (or other property interest) and thereafter potentially approved by the City to include mechanical repairs within this zoning designation.*" By allowing for the use *Vehicle Rental or Sale, New, Limited* to be conditional or permitted as a use in the Shorelands Commerce Park, this zoning text amendment would satisfy the request.

The additional request to remove the category of *Vehicle and Equipment Rental or Sale* from the Shorelands zone was initiated following staff's recommendation, after reviewing six related use definitions (exhibit H) that

are similar in nature but lack clear logical distinction. When comparing each definition against the goals and vision of the Shorelands Commerce Park, inconsistencies became apparent. As a result, staff intends to bring forward a separate, City-sponsored zoning text amendment at a later date to comprehensively clarify and refine these six definitions. The City chose to keep these matters separate to avoid delaying the applicant's proposed zoning text amendment. The broader definition updates would be a City-initiated Zoning Text Amendment and not be directly tied to the primary objective of this specific request. Further explanation is provided below.

A public hearing was advertised for this proposed zoning code text amendment request. A public hearing notice was posted in accordance with State and City Code requirements, regarding the proposed zoning code text amendment as found in this documentation. No comments were received prior to the completion of the documentation and transmission to the Commission for this meeting.

ATTACHMENTS:

1. 2.25.26 PC Staff Report Zoning Text Amend - Shorelands Comm Park Uses [Final]
2. Exhibit A - Application
3. Exhibit B - Checklist
4. Exhibit C - Proposal For Zoning Amendment Change -NT
5. Exhibit D - Updated ZTA Redline
6. Exhibit E - Community Benefits Document Salto Moto Centerville SCP Zone
7. Exhibit F - Letters of Support
8. Exhibit G - PC Meeting CUP Approval 1.22.25
9. Exhibit H - Definitions
10. Exhibit I - Part 12-430 Commercial and Industrial Development
11. Exhibit J - Part 12-480-6 West Centerville Neighborhood Plan
12. Exhibit K - Centerville-General-Plan-Draft-PDF
13. Exhibit L - Pub Hear Notice - Shorelands Commerce Park Uses



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

STAFF REPORT – PLANNING COMMISSION
AGENDA ITEM 1 – ZONING TEXT AMENDMENT PROPOSAL

PETITIONER: TOM ALLRED
TOM@COOKBUILDERS.COM

NATHAN COOK
NATE@COOKBUILDER.COM

APPLICATION: ZONING CODE TEXT AMENDMENT

APPLICATION REQUEST: AMEND THE ZONING CODE TEXT
REGARDING USES ALLOWED IN THE
SHORELANDS COMMERCE PARK ZONE

RECOMMENDATION: RECOMMEND APPROVAL OF ZONING
TEXT AMENDMENT PROPOSAL TO
CITY COUNCIL, WITH THE NEED TO
DETERMINE THE USE CATEGORY
(PERMITTED OR CONDITIONAL)

BACKGROUND

In August of 2025, Nate Cook reached out to City staff to learn about the process of possibly getting a business permit to do limited repairs as a part of his Conditional Use Permitted business, Salto Moto. For the next 4 months, there were back and forth emails with staff about ideas and possibilities to do such. During this process, the applicant has been open to staff's direction and guidance. On January 26, 2026, Tom Allred, co-founder of Salto Moto applied for a zoning text amendment to add *Vehicle Rental or Sale, New, Limited* (definition exhibit H) to the Shorelands Commerce Park. Prior to submitting this application, Nate and Tom met with the city planner, city attorney, and community and economic development director to discuss the alteration of their application to also include amending the Shorelands Commerce Park zone by removing the *Vehicle and Equipment Rental or Sale* language (definition exhibit H). The applicant was willing to include this in their request submittal.

On January 22, 2025, Salto Moto (Nate Cook) received approval for his conditional use permit request to sell specialty motorcycles at 1231 N 1300 W in the Shorelands Commerce Park zone. The Planning Commission approved this conditional use permit with the conditions provided in exhibit G. Condition 4, states, “*No mechanical repair shall occur on the property, until such time that the Zoning Text Amendment to the Shorelands Commerce Park Zone is applied for by the applicant (or other property interest) and thereafter potentially approved by the City to include mechanical repairs within this zoning designation.*” By allowing for the use *Vehicle Rental or Sale, New, Limited* to be conditional or permitted as a use in the Shorelands Commerce Park, this zoning text amendment would satisfy the request.

The additional request to remove the category of *Vehicle and Equipment Rental or Sale* from the Shorelands zone was initiated following staff’s recommendation, after reviewing six related use definitions (exhibit H) that are similar in nature but lack clear logical distinction. When comparing each definition against the goals and vision of the Shorelands Commerce Park, inconsistencies became apparent. As a result, staff intends to bring forward a separate, City-sponsored zoning text amendment at a later date to comprehensively clarify and refine these six definitions. The City chose to keep these matters separate to avoid delaying the applicant’s proposed zoning text amendment. The broader definition updates would be a City-initiated Zoning Text Amendment and not be directly tied to the primary objective of this specific request. Further explanation is provided below.

A public hearing was advertised for this proposed zoning code text amendment request. A public hearing notice was posted in accordance with State and City Code requirements, regarding the proposed zoning code text amendment as found in this documentation. No comments were received prior to the completion of the documentation and transmission to the Commission for this meeting.

STAFF ANALYSIS AND COMMENTS

CZC 12.21.080(e) provides four factors to consider when reviewing a Zoning Code or Zoning Map Amendment Application. Only the first factor applies to Zoning Code Text Amendments. Factor number one considers “*whether the proposed Zoning Code or Zoning Map amendment is consistent with goals, objectives, and policies of the General Plan*”. There are two sections of the General Plan that are applicable to this request, as this proposed zoning code amendment is associated with commercial development areas within the West Centerville Neighborhood.

Current General Plan Review

(Last updated 1996)

Commercial development standards are referenced in “Part 12-430-3 Commercial and Industrial Development” of the current City General Plan, Exhibit I. The Plan states that highway

commercial, office development, business and research parks, light manufacturing, light industrial uses and permanent open space are suggested in this area of the City.

Staff Response: This current section of the General Plan was last updated in 1996, making it 30 years old. The suggested uses have guided the West Centerville Neighborhood to become a mix of industrial and commercial buildings. The proposed addition for the use, *Vehicle Rental or Sale, New, Limited*, is in alignment with this guidance. The proposed removal of the use, *Vehicle and Equipment Rental or Sale*, is also aligned with this use. So based on this, both use types would be recommended to be added/removed as identified Code uses in the Shorelands Commerce Park zone.

(Last updated in 2009)

West Centerville Neighborhood Plan standards are referenced in “Section 12-480-6” of the current City General Plan, Exhibit J. The vision for the west side is expressed using six (6) different topics. These topics are Future Land Use, Economic Development, Environmental Compatibility, Transportation Planning, Community Facilities and Services, and Annexation Issues (starts on page 6 of the Plan). Within the Shoreland Commerce Park, the Plan identifies 12 objectives and states “..the primary goal is to create a unique business park for continued economic growth for the city and to ensure compatibility of development with the purpose and intent of the Legacy Parkway & associated nature preserve.” (see page 13) While the objectives are about creating a unique district, the core objectives can be seen as a focus of adoption.

Objective 3.A Rezone or adopt a business park overlay zone to focus on establishing land uses such as manufacturing, high-technology industry, pharmaceutical and medical services, or other similar employment sectors.

Staff response: The use *Vehicle Rental or Sale, New, Limited* and *Vehicle and Equipment Rental or Sale* would both qualify for “other similar employment sectors.”

Objective 3.B Allow for the controlled establishment of secondary supportive land uses as a transition into Farmington City. This area is to complement the job creation market, such as small service commercial, mixed-use, and residential type uses.

Staff response: This zone has buildings set-up for mixed use development.

Objectives 3.C - 3.G;

Staff Response: The amendment to add *Vehicle Rental or Sale, New, Limited* to the uses permitted would not be of impact. The amendment to remove *Vehicle and Equipment Rental or Sale* would not be of impact.

Objective 3.H Buildings and parking lots are to be aligned and/or clustered in manner to allow for connectivity of differing open spaces. Fencing should be minimal or non-existent.

Staff Response: The amendment to add *Vehicle Rental or Sale, New, Limited* to the approved uses (permitted or conditional) would potentially cause an impact on the fencing standards that are minimally recommended. This is due to this use allowing for the sales of vehicles. So long as the displays are limited to indoor displays or allowing for limited fencing, then it likely would not be of significant impact. Possibly having this use subject to a conditional use review process would allow the City to make sure that a potential condition of approval be for a business to have no fences or to install minimal impact fencing. Having *Vehicle and Equipment Rental or Sale* be amended out of this portion of the area would be of benefit to the zone, due to fact that equipment and storage currently needing to be screened by way of fence and landscaping as part of the Shorelands Commerce Park current design standards.

Objective 3.I Establish appropriate business signing regulations to ensure they are compatible and make a visual contribution to architectural and landscaping themes of the Commerce Park.

Staff Response: The Shoreland Commerce Park zoning codes have strict design standards that would need to be met for property development therein. This proposed use would not create any more hindrance to meeting district sign standards than another use in this zone.

Objective 3.J Focus signing regulations on requiring externally lighted wall and monument type signing, utilizes decorative forms and materials and artistic mounting platforms, and prohibits the use of excessive freestanding sign heights, electronic display messaging, and other distractive advertising elements.

Staff Response: The amendment to add *Vehicle Rental or Sale, New, Limited* to the uses permitted would not be of impact to this standard. The amendment to remove *Vehicle and Equipment Rental or Sale* would not be of impact to this standard.

Objective 3.K Establish appropriate lighting regulations to control undesirable light splay or glare which would have detrimental effect on the visual appeal of the Shoreland Environment.

Staff Response: The amendment to add *Vehicle Rental or Sale, New, Limited* to the uses (permitted or conditional) would potentially have an impact on the lights splay in the area due to security lights typically needed for vehicle lot storage on site. Possibly having this use subject to a conditional use review would allow the City to make sure that a condition of approval would be to have no lighting or lower impact lighting after a period of time at night; maybe there could be a requirement that lighting must be downturned, or the business install minimal impact lighting. The

amendment to remove *Vehicle and Equipment Rental or Sale* would likely reduce the potential for similar lighting impacts typically associated with larger outdoor vehicles, trailers, and equipment display and storage areas.

Objective 3. L Focus lighting regulations on enhancement of architecture, pedestrian path and entryways, and for needed safety purposes and prohibit bright metal halide and flood type lighting and prohibit open or undirected or unneeded light splay or other forms of light pollution.

Staff Response: See Objective 3.K response.

Proposed General Plan Review (City Council currently reviewing)

Goals and Strategies West Side – Centerville’s Next Commercial Center (Page 118)

Strategy 1: Encourage redevelopment of aging properties by capitalizing on low commercial improvement values, creating opportunities for modern commercial and industrial growth.

Staff Response: The amendment to add *Vehicle Rental or Sale, New, Limited* to the uses (permitted or conditional) could allow businesses to sell newer vehicles in the Shorelands area, broadening the commercial potential in this area. The amendment to remove *Vehicle and Equipment Rental or Sale* would eliminate uses such as construction equipment rental yards, moving truck and trailer rental, and farm equipment and machinery sales and rental from this same area. While this could narrow the range of allowable commercial activities, it may also shift the area away from more industrial-style outdoor operations and toward higher-intensity commercial redevelopment aligned with long-term planning objectives.

Strategy 2: Leverage the largest commercially zoned vacant land in Centerville by attracting retail, office, and commercial developments to establish a thriving business hub.

Staff Response: The amendment to add *Vehicle Rental or Sale, New, Limited* to the uses (permitted or conditional) could potentially positively impact the area due to having newer vehicle sales that could drive more traffic to the Shorelands area. Typically, people who have expendable income to buy new vehicles also have expendable income to spend on other goods and services in a similar area; this could be a factor in attracting other businesses to come and open in this area of the City. The amendment to remove *Vehicle and Equipment Rental or Sale* would support economic development efforts in this area by having higher value new vehicle dealerships in this area and not used vehicles or rental uses that may not be of as much economic value to the City.

Strategy 3: 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.

Staff Response: The amendment to add *Vehicle Rental or Sale, New, Limited* to the uses (permitted or conditional) could potentially positively impact the area due to the allowance of sales of new recreation vehicles, furthering encouraging residents and other community members to come to Centerville to enjoy the trails and recreational aspects of the City. The amendment to remove *Vehicle and Equipment Rental or Sale* would not be of impact to this strategy.

Strategy 4: 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.

Staff Response: The amendment to add *Vehicle Rental or Sale, New, Limited* to the uses (permitted or conditional) could potentially positively impact this area of the City, see Strategy 3 response comments. The amendment to remove *Vehicle and Equipment Rental or Sale* would not have little to no impact on this strategy.

Strategy 5: Improve the infrastructure and visual appeal of gateways and entrances to this area.

Staff Response: The amendment to add *Vehicle Rental or Sale, New, Limited* to the uses (permitted or conditional) may enhance the visual character of key gateways and entrances by encouraging newer, showroom-oriented businesses with higher quality building designs and site improvements that better meet the intent of the Shorelands Commerce Park district. This type of development is typically more architecturally focused and may contribute positively to the overall appearance of the area (new car dealership over large construction vehicle/equipment sales and rental yards). The amendment to remove *Vehicle and Equipment Rental or Sale* would support the City's historical efforts to create more unique appeal and development use that the Shorelands Commerce Park is trying to achieve, by limiting uses that often involve extensive outdoor storage and display areas and reinforcing the community's vision for a cohesive and visually appealing commercial environment.

Current Businesses in the Shorelands Commerce Park

There are currently 11 registered businesses in the Shorelands Commerce Park zone, as of February 2026. The primary uses for these businesses, as identified on the business licenses, consist of three *Construction Sales and Service*, three *Personal Instruction Service*, one *Printing, General*, three *Retail, Specialty* (secondary use *Printing, General*), and one *Vehicle Rental or Sales, New, Limited*. Removing the use of *Vehicle and Equipment Rental or Sale* would not affect any existing businesses but would rather prevent the establishment of businesses that are not

aligned with the Shorelands Commerce Park vision and purpose. The noted list of businesses located within the Shorelands area is provided below.

Business	Address	Primary Use	Secondary Use	Description
Logo Concepts	1231 N 1300 W Ste B	Retail, specialty	Printing, General;	Promotional products and apparel sales
Cook Builders	1231 N 1300 W Ste A	Construction sales and service		Construction fleet
Salto Moto	1231 N 1300 W Ste D	Vehicle rental or sale, new, limited		Specialty Motorcycle sales
Salmon Mechanical LLC	1265 W 1275 N #7	Construction sales and service		HVAC installation, repair, and maintenance
Black Dimond Decorators	1265 W 1275 N # 4	Retail, specialty	Printing, General;	Corporate branding items (i.e. printing, promotional products, decorated apparel, wide format signage, etc.)
Apex Screen Print	1265 W 1275 N #3	Printing, general		Screen Printing Business
Project Move	1230 N 1300 W Ste # 1	Personal instruction service		Dance Studio
Kona Karate Centerville	1265 W 1275 N	Personal instruction service		Martial Arts Studio
Verlux	1230 N 1300 W	Retail, specialty	Printing, General;	Corporate branding items (i.e. printing, promotional products, decorated apparel, wide format signage, etc.)
Punisher Complex	1090 N 1300 W	Personal instruction service		Sports complex for youth, personal training on batting, throwing & ground balls. Teams of 10 to 12 youth can get personal training by appointment only
J & L Landscaping	1231 N 1300 W C	Construction sales and service		Landscape Construction and Maintenance

Staff Conclusion

Keeping in mind that the City is proposing to update the 6 Zoning Code definitions noted in Exhibit H, the City supports the proposed amendment to add *Vehicle Rental or Sale, New, Limited* to the

uses (permitted or conditional) and to remove *Vehicle and Equipment Rental or Sale* out of the list of uses allowed in the Shorelands Commerce Park area. Per CZC 12.68.101, the Shorelands Commerce Park needs to prioritize job creation for Centerville City and the South Davis communities as well as “function as iconic places where the urbanized environment interfaces with the natural shoreland environment.” By allowing *Vehicle Rental or Sale, New, Limited* within the Shorelands Commerce Park, the City would be supporting a business model that aligns with job creation goals while maintaining a higher end, indoor focused commercial presence that is more consistent with the vision of a business park environment. This use, as a permitted or conditionally permitted use, can function in a manner that emphasizes architecture, limited outdoor display, controlled lighting, and minimal fencing (elements that are critical to maintaining compatibility with the adjacent shorelands areas and the Legacy Parkway transit corridor).

In contrast, *Vehicle and Equipment Rental or Sale*, as currently defined, contemplates broader outdoor storage, larger equipment display areas, and operational characteristics that are more industrial in nature. These operational components can be more difficult to reconcile with the Shorelands Commerce Park’s adopted vision of a visually cohesive, architecturally enhanced, and environmentally sensitive employment district. Removing this broader use from the allowable list of uses in the Shorelands zoning would provide greater clarity moving forward and help ensure that future development proposals more closely align with the long-term planning objectives for this area.

It is also important to recognize that this request originated through compliance with an existing Conditional Use Permit condition placed upon the applicant in January 2025. The applicant has acted in good faith, worked collaboratively with staff over several months, and pursued the proper legislative process to address the zoning limitation. The proposed amendment is therefore not only consistent with planning policy direction but also represents fulfillment of a condition previously identified by decision of the Planning Commission.

As a result, City staff is supportive of the proposed amendments to Centerville Zoning Codes, as provided by the applicant, by adding *Vehicle Rental or Sale, New, Limited*, with the change for the use to be allowed a conditional use in the SCP Zone (and with the understanding that the applicant is requesting the use be allowed as a permitted use); and the removal of *Vehicle and Equipment Rental or Sale* as an allowable conditional use category in the SCP Zone, as recommended to the applicant to be modified by the City.

#1 – APPROVE

“I hereby make a motion to recommend City Council APPROVAL of Zoning Code Text Amendments to Centerville Zoning Code 12.47.090 regarding ‘SCP Zone, Permitted And Conditional Uses’, for the addition of the new conditional use category ‘Vehicle Rental or Sale, New, Limited’ to Centerville Zoning Code 12.47.090(b) , and removing the ‘Vehicle and

Equipment Rental or Sale’ use category from Centerville Zoning Code 12.47.090(b), based on the following reasons for action (findings):

- 1. The Planning Commission finds that the proposed text amendments are consistent with the goals, objectives, and policies of the General Plan.*
- 2. The Planning Commission finds that the proposed text amendments do not create detrimental or negative impacts to established zoning areas within Centerville City.*
- 3. The Planning Commission finds that the proposed text amendments are in the best interests of Centerville City.”*

(Planning Commission may include any additional findings that are deemed applicable)

#2 – APPROVE WITH ANY PROPOSED ADDITIONAL AMENDMENTS

“I hereby make a motion to recommend City Council APPROVAL of Zoning Code Text Amendments to Centerville Zoning Code 12.47.090 regarding ‘SCP Zone, Permitted And Conditional Uses’, for the addition of the new conditional use category ‘Vehicle Rental or Sale, New, Limited’ to Centerville Zoning Code 12.47.090(b), and removing the ‘Vehicle and Equipment Rental or Sale’ use category from Centerville Zoning Code 12.47.090(b), based on the following reasons for action (findings) , with the language amendment to the request (as provided by the Planning Commission) as follows _____, based on the following reasons for action (findings):”

(Use findings listed above for approval. The Planning Commission may include any additional findings that are deemed applicable)

#3 – TABLE

“I hereby make a motion to TABLE the proposed Zoning Code Text Amendments to Centerville Zoning Code 12.47.090 regarding ‘SCP Zone, Permitted And Conditional Uses’, for the addition of the new conditional use category ‘Vehicle Rental or Sale, New, Limited’ to Centerville Zoning Code 12.47.090(b), and removing the ‘Vehicle and Equipment Rental or Sale’ use category from Centerville Zoning Code 12.47.090(b),, until such a time as _____.”

#4 – DENY

“I hereby make a motion to recommend City Council DENIAL of Zoning Code Text Amendments to Centerville Zoning Code 12.47.090 regarding ‘SCP Zone, Permitted And Conditional Uses’, for the addition of the new conditional use category ‘Vehicle Rental or Sale, New, Limited’ to Centerville Zoning Code 12.47.090(b) , and removing the ‘Vehicle and Equipment Rental or

Sale' use category from Centerville Zoning Code 12.47.090(b),, based on the following reasons for action (findings):

- 1. The Planning Commission finds that the proposed text amendments are NOT consistent with the goals, objectives, and policies of the General Plan.*
- 2. The Planning Commission finds that the proposed text amendments may create detrimental or negative impacts to established zoning areas within Centerville City.*
- 3. The Planning Commission finds that the proposed text amendments are NOT in the best interests of Centerville City."*

(Planning Commission may include any additional findings that are deemed applicable)



Record Report for Zoning Text Amendment #ZTA-26-0001

Record Overview

Record Number: ZTA-26-0001
Record Type: Zoning Text Amendment
Record Status: In Progress
Record Submitted At: Monday January 26, 2026
Record Address: -
Record Owner: Sydney Dewees
Record Applicant: Tom Allred

Form Submission

Applicant:
Nathan Cook
nate@cookbuilder.com, (801) 897-7238

Preferred form of contact: Phone

What is the current code you are seeking to amend?:
12.47.090 SCP - add Vehicle rental and sales, new limited
12.47.090 SCP - take out Vehicle and Equipment rental or sale

Provide reasons supporting your request for an amendment:
Please see attached Document. Proposal For Zoning Amendment Change.

Have any outside agencies or codes adopted by the City been updated in a way that requires the City to amend its zoning code? : No

If yes, what ones? Please submit the updated agency code: -

Is there issue or concern is this proposed amendment intended to address?: Yes

Could the proposed amendment create negative impacts on health, safety, or general welfare?: No

Is the proposed amendment consistent with goals, objectives and policies of the General Plan?: Yes

How will the proposed amendment benefit the community as a whole, not just a single property owner or applicant?:

Please see attachment. "Community Benefits Document."

Are you proposing an amendment to the Hillside Overlay Zone?: No

Are you proposing an amendment to the Historic District?: No

Are you proposing an amendment in a Planned Development Overlay or Planned Unit Development?: No

By signing below, the applicant attests that the information contained in this application is true and correct.: Yes

Signature:

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke at the end.

Signed in GovWell: Wednesday February 4, 2026, 11:54am



CENTERVILLE CITY ZONING TEXT AMENDMENT CHECKLIST

Zoning Text Amendment – Completeness Checklist

The following application, information, fees, and documentation is required for a Zoning Text Amendment application completeness review.

Project Name: 12.47.090 SCP Zone, Permitted And Conditional Uses

Date: 2.12.26

TRACKING HISTORY:

Application Submitted: January 26, 2026

Completeness Checklist DRC Meeting (1): 1.26.26

Compliance Check Approval: 2.11.26



Application Requirement	Code Reference	Department	Comments	
Complete Online Application Form	12.21.080	Planning		✓
Application Fees	20.160	Planning	\$500.00 paid 2.11.26	✓
Provide a statement describing the proposed zoning text changes	12.21.080	Planning		✓
Chapter and section references and a draft of the proposed text	12.21.080	Planning/ Legal		✓
Reasons supporting the request that should include: <ul style="list-style-type: none"> ✓ How the proposed Zoning Text Amendment is consistent with goals, objectives and policies of the General Plan ✓ Whether the proposed Zoning Text Amendment is harmonious with the overall character of the city ✓ The extent to which the proposed Zoning Text Amendment may adversely affect residents 	12.21.080	Planning		✓
If the code needs to be changed due to an adopted code, such as count, state, national, IBC, ect.. provide a copy of the code.	Requested	Planning/ Legal		✓



Once the application is deemed complete, a letter will be sent out to you, the applicant, informing you of the Planning Commission and Public Hearing date. The Planning Commission will be giving recommendations to the City Council.

The applicant will get a notice of the City Council meeting and Public Hearing where the City Council will make a decision for the application.

Following the City Council meeting, a notice of decision shall be sent to the applicant, which notice shall include:

1. Decision

If approved,

2. Conditions of approval
3. Findings that support the approval

If denied,

2. Findings that support the denial

If tabled,

2. Reasoning for tabling the decision
3. Date of next meeting

Any person adversely affected by a final decision of the City Councils regarding the transfer, issuance, revocation or denial of a conditional use permit may appeal that decision to the Board of Adjustment as provided in CZC 12.21.200.

Dear Centerville Planning Commission and City Council,

I hope this message finds you well. I am writing to respectfully request your consideration of a proposed amendment to the Centerville Municipal Code related to zoning within the Shorelands Commercial Park (SCP). Specifically, we are seeking to amend the code to allow for Vehicle rental and sales, new limited to be permitted. With the cities guidance we will also be requesting to remove Vehicle and Equipment Rental or Sales.

This amendment would require updates to the following sections of the municipal code:

- 12.47.090 SCP Zone, Permitted And Conditional Uses

By including Vehicle rental and sales, new limited our business would be able ot operate in a fully compliant way with the city.

Salto Moto is a boutique motorcycle dealership specializing exclusively in Italian motorcycles. Our dealer agreement requires that we maintain an on-site service and repair department. This requirement is fundamental to our operation and reinforces Centerville’s reputation as a recreation-friendly city while supporting small business growth.

At Salto Moto, specialty repair and maintenance services are required per our dealer agreement. Because we specialize solely in Italian motorcycles, other repair shops are not equipped to perform proper manufacturer-recommended services, and therefore we are required to provide specialty dealer repair services on site. We understand that Vehicle and Equipment Repair, General and Vehicle Repair, Limited uses are not permitted within the SCP Mixed Node zone, and that this restriction reflects the direction of the Shorelands Commercial Park General Plan and the proposed General Plan update. The SCP area is intended to maintain a clean, modern industrial and commercial character, rather than accommodate traditional auto-oriented repair uses. The primary purpose of including “Vehicle rental and sales, new, limited” as a permitted use in the SCP is to allow businesses that focus on new vehicles to operate in this area. As noted previously, our dealer, as well as many other dealers, requires that very limited repairs or adjustments be allowed in order to sell these vehicles.

Salto Moto is not comparable to other repair shops in adjacent developments, as we service a completely different and far more specialized vehicle type, and there are no foreign motorcycle dealers nearby. There are significantly fewer motorcycles in existence and fewer owners overall, meaning the traffic generated from needed repairs is inherently lower. Our specialty motorcycle service is substantially less intrusive than a typical auto repair shop and aligns with the SCP’s evolving commercial focus. As a result, Salto Moto represents a high-end, specialty use that attracts a different demographic than existing uses in the area and supports the City’s goal of

fostering a well-curated, experience-driven commercial environment. This is why Salto Moto is a great example of the type of businesses that would be permitted if this amendment was passed.

Our mission is to provide affordable motorcycles and gear for riders of all ages and abilities while creating stable local jobs. This amendment would also allow us to expand into the rapidly growing electric motorcycle and e-bike market, an emerging segment that aligns with sustainability goals and recreational development. We focus on high-end off-road motorcycles, street bikes, and scooters, a niche that is currently underserved in the area. Our pricing and customer experience are intentionally welcoming and designed to promote a modern, community-oriented motorcycle shop environment. Our service department will focus on basic dealer-required maintenance such as fluid changes, post break-in inspections, bolt re-torquing, brake pad replacement, and limited accessory installations. All work will be performed indoors within our warehouse, and a mechanic will be on duty to ensure efficient turnaround times.

Retail uses benefit from specialty classifications that recognize reduced impacts, limited customer volume, and unique market needs. Extending this same framework to vehicular repair allows the zoning code to more accurately reflect modern business models while maintaining appropriate land-use protections.

We have included letters of support from neighboring tenants who recognize the value and demand for our services and who do not believe the proposed amendment would negatively affect their operations. Community feedback has consistently shown appreciation for the convenience, growth, and lifestyle enhancements Salto Moto brings to the area.

Closing, this zoning text amendment aligns closely with Centerville's Future Land Use vision by contributing to the city's unique character and promoting active, face-to-face community engagement. Additionally, this proposal supports Utah's broader outdoor recreation initiatives, including the goals outlined in HB90 – Outdoor Recreation Infrastructure Amendments, by supporting recreational access and infrastructure at the local level. Approving this amendment would demonstrate Centerville's collaborative approach to thoughtful development and its commitment to fostering win-win partnerships between local businesses, residents, and city leadership.

Thank you for your time and thoughtful consideration. I would welcome the opportunity to discuss this proposal further or provide any additional information you may require.

Sincerely,

Nate Cook

12.47.090 SCP Zone, Permitted And Conditional Uses

1. The following uses, as defined in CZC 12.12 (Definitions), shall be permitted uses in the SCP Zone:

- Accessory Use;
- Construction Sales and Service;
- Cultural Service;
- Government Service;
- Laundry Service;
- Manufacturing, General;
- Manufacturing, Limited;
- Media Services;
- Medical Service;
- Office, General;
- Park;
- Personal Instruction Service;
- Post Office;
- Printing, General;
- Protective Service;
- Research Service;
- Restaurant, Eatery;
- School, Vocational;
- Utility, Minor; and
- Wholesale and Warehousing, Limited.
- **Vehicle rental and sales, new limited**

2. The following uses, as defined in CZC 12.12 (Definitions), shall be conditional uses in the SCP Zone, as follows:

- Operations Center;
- Military Facility;
- Parking Garage;
- Public Utility Substation;
- Stables, Private (as an accessory use only);
- Stables, Public;
- Transportation Service;
- Wholesale and Warehousing, General; and
- ~~Vehicle and Equipment Rental or Sale.~~

Subject: Community Benefits - Vehicle Rental or Sale, New, Limited: in Shorelands Commercial Park – Salto Moto Specifically

Dear Members of the Planning Commission and Centerville City Council,

I am writing in strong support of the proposed zoning code amendment that would add Vehicle Rental or Sale, New, Limited as a permitted use in the Shorelands Commercial Park (SCP). This change would allow new vehicle dealerships to fully operate and service provider in a way that is consistent with the intent and character of the SCP Zone and beneficial to the Centerville City residents.

Community economic benefit:

High-quality, low-impact local business

1. Salto Moto is not a typical auto repair shop. It is a boutique European motorcycle dealership with a curated, highly specialized clientele.
2. The nature of this business inherently generates far less traffic, noise, and intensity than standard vehicle repairs, because there are simply fewer motorcycles in circulation and a smaller number of owners.
3. All work is performed inside the warehouse, maintaining a clean, orderly, and visually appealing environment consistent with the SCP design standards.
4. The SCP was created as a higher-quality, thoughtfully planned commercial/industrial area. Salto Moto's showroom, modern branding, and design contribution to the vision rather than detract from it.
5. We serve a very narrow, specialty market: Italian and European motorcycles and scooters (Piaggio Group, TM Moto, Fantic, Rieju, EM Moto, etc.).

Support for Centerville's recreational and outdoor vision

1. Centerville is increasingly recognized as a recreational-friendly community, and Salto Moto directly supports that identity by providing access to safe, well-maintained motorcycles and gear.
2. By focusing on high-end off-road bikes, street motorcycles, scooters, and the rapidly growing electric motorcycle and e-bike segment, Salto Moto aligns with Utah's broader emphasis on outdoor recreation infrastructure, as reflected in HB90 (Outdoor Recreation Infrastructure Amendments).
3. This specialized service encourages residents and visitors to enjoy surrounding trails and open spaces safely and responsibly, with proper maintenance and dealer-recommended service available locally instead of out of town.

Job creation and stable local investment

1. The amendment would allow Salto Moto to fully implement its business model: sales, required warranty/service work, and future amenities such as a small coffee component
2. This translates into local jobs, from mechanics and sales staff to support roles, and helps keep sales tax and service dollars in Centerville, rather than exporting them to other cities that have specialty dealerships.
3. The owners are committed long-term to the Shorelands Commercial Park and are investing in a professional, upscale storefront that improves the look and feel of the development.

Why a New “Vehicle Rental or Sale, New, Limited” Use Is Appropriate

We do not perform:

- Major engine or transmission rebuilding
- Bodywork, painting, or collision repair
- Heavy Equipment or fleet-style repairs
- Large-scale, high-volume auto-type services

Instead, the focus is on:

- New bike setup and post-break-in inspections
- Dealer- recommended fluid changes, bolt re-torquing, and general safety checks
- Limited, basic repairs such as brake pad replacements
- Installation of accessories and rider-safety gear

Compatibility With the SCP Vision and Future Land Use

The City’s Future Land Use vision emphasizes:

- Attractive, well-designed commercial corridors
- Businesses that add to the unique character of Centerville
- Environments that encourage face-to-face interaction and community building

Salto Moto advances all three:

1. A well-designed storefront and interior that look more like a modern retail gallery than a repair garage.
2. A customer base that is informed, niche, and engaged, often treating the store as a community hub rather than a transactional shop.
3. A long-term plan that includes a coffee element, creating an additional gathering place and adding another layer of commerce and social interaction to the Shorelands Commercial Park.

The result is a high end industrial-retail hybrid that enhances, rather than diminishes, the SCP’s intended character. This also demonstrate that Centerville is responsive and flexible when a local business have well-defined request. This also shows a strong commitment to “win-win” partnerships between city leaders and property owners. And it Reinforces Centerville’s role in the regional conversation about outdoor recreation, mobility, and quality of life, in line with statewide initiatives such as HB90.

For all these reasons, I respectfully urge you to approve the proposed zoning text amendment to add - Vehicle Rental or Sale, New, Limited as a permitted use in the Shorelands Commercial Park and related zones, thereby allowing Salto Moto to operate fully and responsibly in service of our community.

Thank you for your thoughtful consideration and for your continued work on behalf of Centerville's residents and businesses.

Sincerely,
Tom Allred
Co-Founder
Salto Moto LLC/ Moto Plex
801-361-3010

12/29/25

To Whom It May Concern,

We are neighbors and local stakeholders near 1231 W 1300 N Centerville, UT 84014.

We are writing in support of Salto Moto and their operation of a motorcycle dealership and performing repairs at 1231 W 1300 N Centerville, UT 84014.

Based on our knowledge of the area and our relationship as a neighboring business, we believe this use will be a positive addition to the neighborhood. In particular, we expect it will:

- Contribute to the safety and vitality of the Shorelands Commerce Park.
- Provide useful services to residents and local businesses.
- Support the overall health and stability of the local business community.

We understand that Salto Moto and its management will operate in a responsible, compliant, and neighborly manner and to remain responsive to any concerns that may arise.

For these reasons, we support approval of the requested zoning amendment for Salto Moto at 1231 W 1300 N Centerville, UT 84014.

Sincerely,

Business Name: Deco Depot

Address: 12650 1275 N #2

Contact Person: Randy Dambou

Title: Owner

Phone / Email: 801-631-6300

Signature: 

[12/29/25]

To Whom It May Concern,

As a nearby business located at 1231 N. 1300 W. Ste B, we are writing in support of Salto Moto and the proposed zoning amendment for Salto Moto at 1231 W 1300 N Centerville, UT 84014.

From a business perspective, we believe this use will:

- Increase positive foot traffic in the area.
- Strengthen the local customer base for existing businesses.
- Help fill a current gap in services available to residents and workers nearby.

We expect this project to complement, not conflict with, surrounding businesses and to contribute to the long-term stability of the commercial corridor. Based on our understanding from conversations with management, Salto Moto and its management staff are committed to operating in compliance with applicable regulations and to maintaining good communication with neighbors.

We therefore support the City's approval of the requested zoning amendment for Salto Moto at 1231 W 1300 N Centerville, UT 84014.

Sincerely,

Business Name: Service Master by Smith
Address: 1231 N. 1300 W. Ste B Centerville, UT 84014
Contact Person: Jenna Nickel
Title: Office Manager
Phone / Email: 801-972-4444
Signature: Jenna Nickel

[12/29/25]

To Whom It May Concern,

As a nearby business located at 1265 W 1275 N # 17 Centerville, VT, we are writing in support of Salto Moto and the proposed zoning amendment for Salto Moto at 1231 W 1300 N Centerville, UT 84014.

From a business perspective, we believe this use will:

- Increase positive foot traffic in the area.
- Strengthen the local customer base for existing businesses.
- Help fill a current gap in services available to residents and workers nearby.

We expect this project to complement, not conflict with, surrounding businesses and to contribute to the long-term stability of the commercial corridor. Based on our understanding from conversations with management, Salto Moto and its management staff are committed to operating in compliance with applicable regulations and to maintaining good communication with neighbors.

We therefore support the City's approval of the requested zoning amendment for Salto Moto at 1231 W 1300 N Centerville, UT 84014.

Sincerely,

Business Name: Salmon HVAC

Address: 1265 W 1275 N # 17 Centerville

Contact Person: Wade Marriott

Title: Owner/Manager

Phone / Email: 801-660-8227 wmarri@salmonhvac.com

Signature: [Handwritten Signature]

12/29/25

To Whom It May Concern,

We are neighbors and local stakeholders near 1231 W 1300 N Centerville, UT 84014.

We are writing in support of Salto Moto and their operation of a motorcycle dealership and performing repairs at 1231 W 1300 N Centerville, UT 84014.

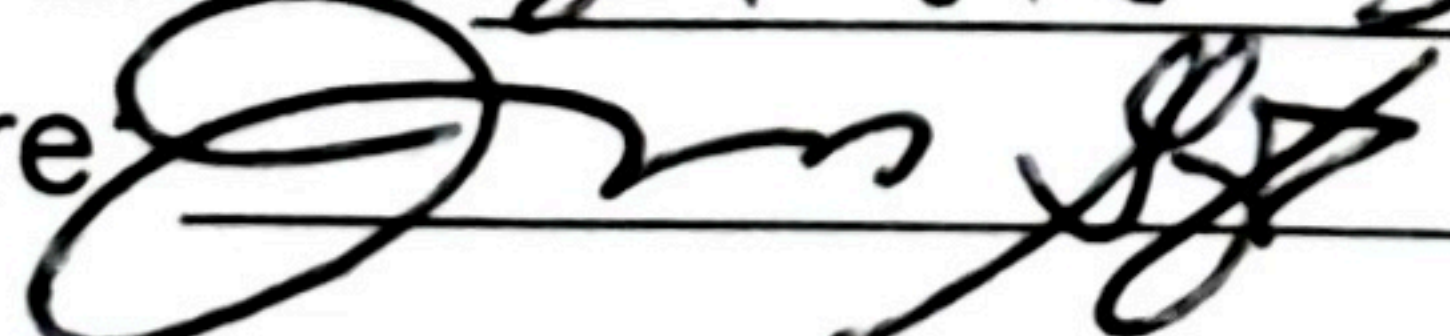
Based on our knowledge of the area and our relationship as a neighboring business, we believe this use will be a positive addition to the neighborhood. In particular, we expect it will:

- Contribute to the safety and vitality of the Shorelands Commerce Park.
- Provide useful services to residents and local businesses.
- Support the overall health and stability of the local business community.

We understand that Salto Moto and its management will operate in a responsible, compliant, and neighborly manner and to remain responsive to any concerns that may arise.

For these reasons, we support approval of the requested zoning amendment for Salto Moto at 1231 W 1300 N Centerville, UT 84014.

Sincerely,

Business Name: Salmon Mecht.
Address: 1230 N. 1300 W SUITE 5
Contact Person: JERIS
Title: V.P. CONSTRUCTION
Phone / Email: 801.815.3040 jgoff@salmonmech.com
Signature: 

NATHAN COOK
517 HOLLYBROOK WAY
FARMINGTON UT 84025
nate@cookbuilder.com

January 24, 2025

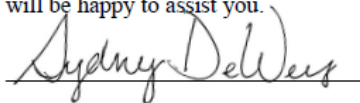
Re: Planning Commission Action

Dear Mr. Cook :

On January 22nd, 2025, the Centerville City Planning Commission APPROVED of the Conditional Use Permit for the property located at 1231 NORTH 1300 WEST, known as parcel number 06-416-0001, for the business of Salto Moto to conduct *Vehicle and Equipment Rental or Sale*. The following conditions will apply to the business:

1. This Conditional Use Permit approval shall not be transferred to another user unless approved by the city;
2. This Conditional Use Permit is only for the parcel 06-416-001;
3. The business operator shall schedule and pass a fire inspection conducted by the South Davis Metro Fire Department;
4. No mechanical repair shall occur on the property, until such time that the Zoning Text Amendment to the Shorelands Commerce Park Zone is applied for by the applicant(or other property interest) and thereafter potentially approved by the City to include mechanical repairs within this zoning designation;
5. Any trial or testing of motor vehicles occur during the business hours, may not be utilized during the hours from 9:00 PM to 6:00 AM, and shall only occur on parcel 06-416-0001
6. No mandatory parking stall shall be permitted to store, show, or park vehicles for sale;
7. Thirty-eight (38) parking stalls shall be available for the staff and general public to use;
8. The business operator shall obey all applicable local, state, and federal rules and regulations concerning conditional use permits and noise ordinances; and
9. Any deviation from these conditions will initiate the Conditional User Permit revocation process per City Zoning Code 12.21.100 (i)

If you have questions, please contact the Community Development Department at 801-292-3232 and we will be happy to assist you.



Sydney DeWees
City Planner

Vehicle: A properly licensed automobile, truck, trailer, boat or other device in which a person or thing is or can be transported from one place to another.

Vehicle and Equipment Rental or Sale: An establishment engaged in the retail or wholesale sale or rental, from the premises, of equipment or motorized vehicles, except motorcycles, automobiles, and light trucks, along with incidental service or maintenance. Typical uses include new and used truck sales and rental, boat sales, construction equipment rental yards, moving truck and trailer rental, and farm equipment and machinery sales and rental.

Vehicle Rental or Sale, New, Limited: An establishment engaged in the retail sale or rental, from the premises, of new motorcycles, automobiles, and/or light trucks, along with incidental service or maintenance. Typical uses include major dealers of new motorcycles, automobiles, and light trucks.

Vehicle Rental or Sale, Used, Limited: An establishment engaged in the retail sale or rental, from the premises, of used motorcycles, automobiles, and/or light trucks, along with incidental service or maintenance. Typical uses are small independent dealers of used motorcycles, automobiles, and light trucks.

Vehicle and Equipment Repair, General: An establishment primarily engaged in the major repair or painting of motor vehicles or heavy equipment, including auto body repairs, installation of major accessories and transmission and engine rebuilding services. Typical uses include major automobile repair garages, farm equipment repair and paint and body shops.

Vehicle Repair, Limited: An establishment providing motor vehicle repair or maintenance services within completely enclosed buildings, but not including paint and body shops or other general vehicle repair services. Typical uses include businesses engaged in the following activities: electronic tune-ups, brake repairs (including drum turning), air conditioning repairs, generator and starter repairs, tire repairs, front-end alignments, battery recharging, lubrication, and sales, repair and installation of minor parts and accessories such as tires, batteries, windshield wipers, hoses, windows, etc.

PART 12-430

COMMERCIAL AND INDUSTRIAL DEVELOPMENT

12-430-1. NEED FOR COMMERCIAL AND INDUSTRIAL DEVELOPMENT.

Communities are composed primarily of the residents who live in them. These residents need a variety of services to provide the things common to residential lifestyles. Such local services as grocery shopping, medical, banking, automotive, and a host of other needs can be serviced by local commercial developments.

Residents of communities also need a variety of municipal and government services: schools, water, sewers, road construction and maintenance, and police and fire protection are the most common. These services are generally paid for through local taxes such as property and sales taxes. Many studies have shown that residential properties alone generally do not generate the amount of revenue needed to sustain these necessary municipal services. Much of the needed revenue for high quality services comes from commercial and industrial property assessments. Sales tax from local commercial establishments is also an important component in local revenues.

To assist in the provision of revenues for high quality local services, and to provide needed personal and business services, Centerville City should provide for the establishment and viability of commercial and industrial services in designated areas of the community.

12-430-2. COMMERCIAL DEVELOPMENT POLICIES.¹

Several general commercial areas exist or are feasible in Centerville City. These areas should be protected from encroachment of other uses to preserve local commercial service capability and to enhance the City employment and tax base. These areas are generally identified as follows:

1. Pages Lane commercial area - The commercial area located on Pages Lane is a major retail business center of Centerville City and north Bountiful. This

¹ Amended Oct. 1, 1996, Ord. No. 96-24

area should be encouraged to continue as a major contributor to the economic base of Centerville City. Future growth and change in the area should be as attractive and functional as possible.

2. Main Street commercial area - The area on Main Street between 400 South (Porter Lane) and 400 North (Parrish Lane) has been regarded as the traditional commercial center of Centerville, though in reality it never became a strong focal point. The Main Street commercial area is old now and somewhat deteriorating, though a few new buildings have been constructed here in recent years. Restoration or revitalization should be encouraged.
3. Parrish Lane Commercial Corridor.² As access to and from the Interstate 15 interchange, Parrish Lane (400 North) is the major gateway to Centerville City. Commercial development on Parrish Lane from Main Street west to Interstate 15 has been strong and the area will continue to be the dominant commercial center of Centerville. Freeway and retail commercial development is intended along Parrish Lane west of Interstate 15.

As a major gateway to the city, the appearance of the Parrish Lane Commercial Area should be of utmost importance to the City. City officials and commercial developers should create a "gateway" impression of Parrish Lane. Such features as landscaping, bermed frontage areas, street lights, City identification monuments, and framing views of the city and the Wasatch Mountains should be used in development of properties along the commercial area of Parrish Lane, which is hereby designated as the Parrish Lane Commercial Gateway Corridor.

Specifically, elements of strip commercial development should be avoided along Parrish Lane, such as frequent curb cuts, lack of landscaping, large unattractive signs, expansive parking areas and pavement, and generally unappealing streetscapes. A thirty-foot (30') wide bermed and landscaped buffer strip should be required along properties fronting the commercial area of Parrish Lane. While freestanding signs may be

² Amended Oct. 6, 1998, Ord. No. 98-39

allowed in this area, monument signs are encouraged. Where allowed, freestanding signs should be limited to size, well designed and become gradually smaller in height and size the further away the sign is located from Interstate-15. All signs in this area should be tightly controlled and arranged to avoid clutter. Monument signs should be encouraged in bermed landscaped areas. Development of a few commercial centers is preferable to the subdividing of the Parrish Lane frontage into numerous individual commercial pads, each with its own sign and curb cuts. City monument signs and landscaped islands in Parrish Lane should be placed near the Interstate 15 interchange and any other future major traffic corridor interchange west of Interstate 15 to further create the gateway impression.

SECTION 12-430-3. COMMERCIAL/BUSINESS PARK POLICIES^{3,4,5}

In addition to the general commercial areas in Centerville City, there are areas that are suitable for up-scale planned highway commercial, office development, business and research parks and light industrial activities. Such developments not only add to the tax base of the community, they also provide significant sources of employment for area residents. Such areas are important to the overall well-being of Centerville City and should be carefully planned to provide attractive business, office, commercial and light industrial uses within the City.

1. South Frontage Road. A number of commercial and light industrial businesses have located over the years in the area between Porter Lane and Pages Lane along the Frontage Road. The development of commercial and light industrial districts west of Interstate 15 provide sufficient and more appropriate areas for such commercial and light industrial uses. Additional heavy commercial and industrial development east of Interstate 15 is no longer appropriate or needed. As existing heavy commercial and industrial uses in the

³ Amended April 5, 1988, Ord. No. 88-4

⁴ Amended March 19, 1996, Ord. No. 96-1

⁵ Amended Oct. 1, 1996, Ord. No. 96-24

South Frontage Road area are discontinued or moved, such should be replaced with more attractive, commercial and retail-oriented businesses. Any development should give appropriate consideration to the existing businesses and uses and should be carefully planned to minimize the impact on existing and future residential uses in the area. Access to businesses should be allowed only from the Frontage Road, and, under very limited circumstances, from Porter Lane, to avoid impacting the residential areas on 400 West and Porter Lane with commercial traffic. Future development in this area should also be carefully considered for its appearance from Interstate 15, as this is an important entrance to Centerville City.

2. West Centerville. Essential to Centerville's economy will be the effective use of lands west of Interstate 15. Environmental and geographic factors suggest that the best use of the land west of Interstate 15 in Centerville is for well-planned highway commercial, office development, business and research parks, light manufacturing, light industrial uses and permanent open space in addition to the existing heavier industrial and manufacturing uses already existing in the area. This area should, therefore, be reserved for well-planned business park, office park, highway commercial and light industrial uses only. Additional heavy industrial and manufacturing uses are not appropriate in this area except in the designated Industrial Development (I-D) Zone. Existing heavy industrial and manufacturing uses located outside the Industrial Development (I-D) Zone may continue in accordance with the City's Non-Conforming Use Ordinance. Careful consideration should be given to the appearance of future development from Interstate 15 and any other future transportation corridors west of Interstate 15. Minimizing the impact of new businesses on existing uses in the area, and vice versa, is a priority. Careful design and planning should be used to make adjoining land uses as compatible as possible, especially where there is a significant difference in the intensity of use. Residential development is not appropriate for this area. Commercial and retail-oriented businesses should be developed in the area along Parrish Lane

west of Interstate 15 as part of the Parrish Lane Commercial Gateway Corridor.

The widening and improvement of Parrish Lane and 1250 West is critical to the development potential and aesthetic appeal for this area and in providing proper access to development projects. These streets should be developed with an overall streetscape plan and bermed perimeter landscaping. In order to provide proper access and the delivery of services to properties not adjacent to these streets, loop street access shall be provided along 1250 West.

A. Background

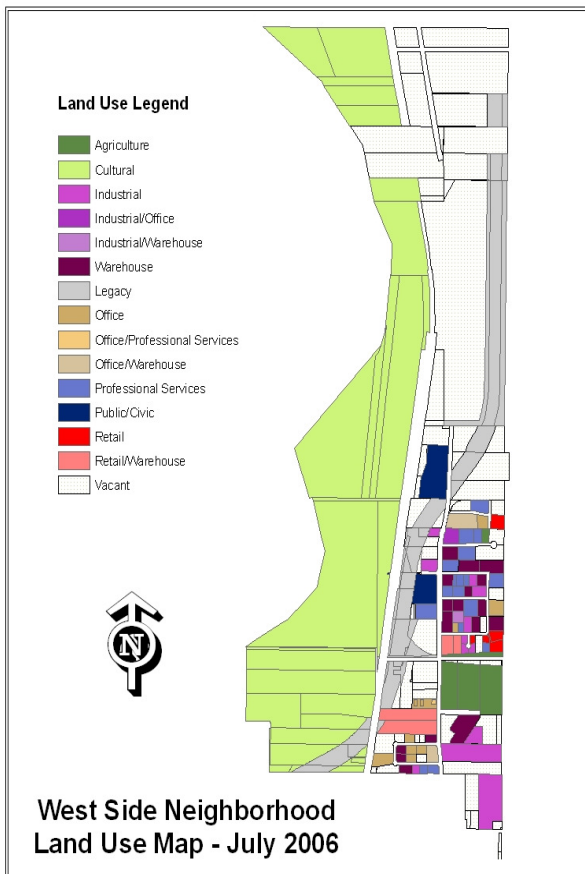
Located entirely west of Interstate 15, the West Centerville Neighborhood will be significantly influenced by the construction of the Legacy Parkway. Legacy Parkway is scheduled to be open in October of 2008. Essential to Centerville’s economic health and its quality of life will be the effective use of land and development west of the freeway. The following information is a brief summary of the information that was utilized to form a basis for updating the neighborhood plan.

1. Summary of Existing Land Use Breakdown by Acreage and Percent

The City’s Planning Staff performed a land use analysis using a windshield survey of the West Side neighborhood and entering

the data into the City’s GIS software. The classification system was created using a slight variation of the standard land use planning categories set by the general planning profession. A summary of the resulting analysis is provided below.

<u>Type of Land Use</u>	<u>Acreage</u>	<u>Percent</u>
Agriculture	30 ac	3.8%
Cultural (Preserve)	543 ac	51.0%
Industrial	32 ac	3.0%
Office	19 ac	1.7%
Professional Services	20 ac	1.8%
Public/Civic	16 ac	1.5%
Retail	20 ac	1.8%
Vacant	384 ac	35.4%
Total	1,064 ac	100%



Land Use Types of the West Side Neighborhood

2. General Synopsis of the Business Real Estate Market and Davis County Job Growth Summary

According to a 2006 mid-year CRG Commercial Real Estate report, a strong residential construction market coupled with population and job growth is fueling the engine for continued growth. The report also states that “Good steady activity, centered around big box stores, is keeping the retail segment moving at a consistent rate” (*Davis County Clipper Article*). Additionally, CRG states, in a separate article, that “Davis County is very popular” and that they “wish there was more product for [them] to be involved in. This area could well offer come of the best return in the West, when compared with California, Denver, or Phoenix,” (*Davis County Clipper Article*).

Recently, the Economic Department of Davis County promoted the need to “Preserve land for business so residents will

have jobs.” According to the County, there have been over 3,000 jobs added to the job market over the past year. However, Davis residents leave the County for about 26,000 jobs in other market areas (a net job export of 20%). The County indicates that “Growth needs to focus more on the manufacturing sector. For every 100 jobs created in manufacturing, 258 jobs are created in service, restaurants, and retail sectors” (*Deseret News Article*). In a separate article again quoting the County, its states that “it is important to diversify...it also includes high-tech jobs, pharmaceutical and medical jobs.” Also, it states that “Business parks in North Salt Lake and Clearfield have been successful...but housing developments are quickly swallowing up what prime business real estate remains” (*Standard-Examiner article*).

A third article quotes a warning from the Envision Utah Planning Director stating that “It will take courage for planning commissions and city councils to decline developers’ requests to fill all available land with residential neighborhoods and big-box retail stores and strip malls. The long-term financial health of [Davis] communities and the county will be sustained only if businesses with good jobs are added to the mix of residential and retail” (*Standard-Examiner article*).

The table below shows how much retail type development has recently been constructed or approved for development in the South Davis Area. This amount was compared to a previous 2004 Economic Analysis performed for Centerville City in 2004, which indicated at that time a potential demand of 467,668 square feet additional retail demand for the area.

<u>City</u>	<u>Sq Ft</u>
Bountiful	48,400
Farmington	0
West Bountiful	398,656
Woods Cross	5,433

Centerville	82,790
Total	535,279
2004 Est. Demand	467,668

3. General Environmental Issues Summary

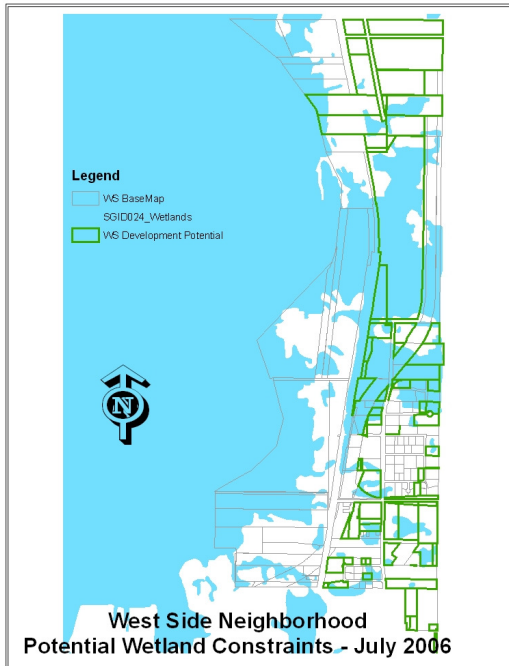
Generally, the West Side Neighborhood Plan update will need to consider three environmental issues. These issues consist of Wetlands, FEMA Mapped Floodplains, and the Great Salt Lake Shoreline. The general development constraints can be understood using existing data from federal, state, and county agencies. Each of these issues will be addressed below in this background section.

a. Wetlands

The City’s Planning Staff obtained data from the AGRC (state agency) and entered the data into the City’s GIS software. This data indicates that there may be substantial wetland concerns in the West Side Neighborhood, particularly with new development to the north and northwest of the new Legacy Parkway. In reviewing this information, it appears that there are two general processes that are contributing to the creation of these wetlands. The first is the natural water cycle involving stream and underground runoff. The second is the natural topographical or man-made berming or diking of these watercourses.

Natural Water Cycle – as water runoff occurs in our mountains to the east, water enters surface and sub-surface channels. These channels direct water to the west. As the natural terrain levels, water begins to either pool or re-surface over broad areas, which results in the creation of wetlands. Additionally, the Great Salt Lake’s elevation or shoreline fluctuates and over time these wetlands migrate east or west depending upon these fluctuating lake levels.

Berms/ Dikes – as the water flows down the natural water channels, it often encounters



Potential Wetland Constraints

barriers in the form of roadways and railroad beds. In the West Side Neighborhood the old DWRG railroad bed, Sheep Road, and the New Legacy Parkway have and/or will block the natural water flow. Therefore, the natural hydrology for the area is often interrupted, which results in the relocation and sometimes artificial creation of additional wetland areas.

To resolve this problem, culverts are installed to allow continued water flow out into the Great Salt Lake. However, these culverts have often become blocked and water is repeatedly redirected to other flat places, which have created and established some of these wetland areas of the West Side Neighborhood. Additionally in some cases, the natural flow channels to the far west have become overburdened with plant material (biomass) and water flow is re-directed to these other secondary locations.

b. FEMA Mapped Floodplains

The City has adopted a flood damage prevention ordinance (Chapter 9-5, Centerville City Municipal Code). This ordinance establishes “Areas of Special Flood

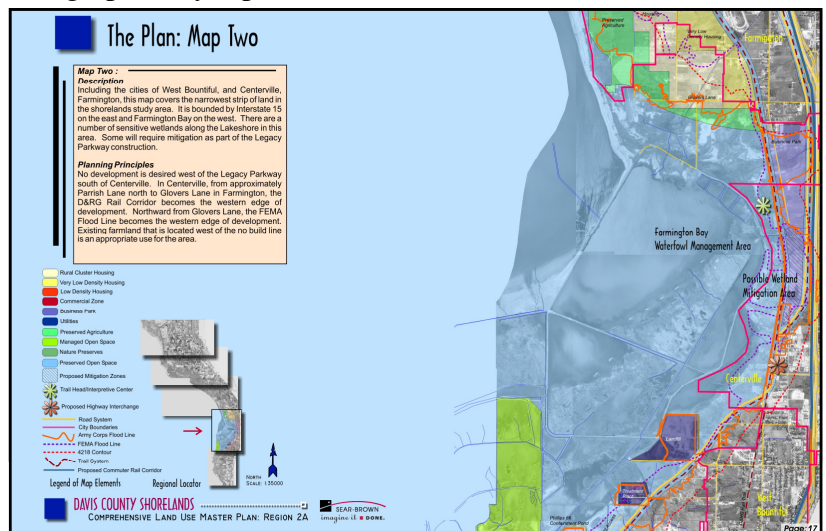
Hazards.” These areas are established using the Flood Insurance Rate Maps (FIRM) published by the Federal Emergency Management Agency. The purpose of the ordinance is to “minimize public and private losses due to flood conditions.” The West Side Neighborhood contains several of these flood hazards areas that may affect how property can be developed.

FIRM Map Updates – Currently FEMA is in the process of updating the FIRM documents. These updates are expected to be effective June 18, 2007. Preliminarily, staff believes that the area entirely west of Sheep Road will be placed in some type of flood hazard designation. Additionally, the existing designations in the area between I-15 and Sheep Road will likely be altered in some manner.

c. Davis County Shorelands Master Plan

Davis County has adopted a Shorelands Master Plan. The plan depicts the County desired uses along the shorelands of Davis County. The plan also encourages each city to adopt the plan as part of their general plan for their community.

The Shorelands Plan depicts five different areas. Each area is depicted by a map that graphically represents the desired land uses



Davis County Shorelands Plan – Centerville City Area

along these shoreland areas. Centerville City is depicted on Map 2 of the County's Shorelands Plan. Map 2 of the Plan depicts the following starting from the north and ending south in Centerville City:

- A community trail head/interpretive center west of Sheep Road in the Legacy Nature Preserve area.
- Business Park type development in the north area, west of Legacy Parkway.
- A possible wetland mitigation area located centrally between Legacy Parkway and the Preserve.
- The Parrish Lane/Legacy Parkway interchange.
- A continuation of the land uses in the existing industrial area south and east of the Legacy Parkway.

4. Summary of Other Existing Applicable General Plan Policies

Section 12-430-1 – Establish needed commercial and industrial service in designated areas of the City.

Section 12-430-3(2) – Land west of I-15 is suited best for well-planned highway commercial, office, business and research parks, light manufacturing, and permanent open space. Heavy industrial uses should be limited. The appearance of development west of I-15 is important. Residential uses are not appropriate. Commercial uses should be developed as an extension of the Parrish Lane Corridor. 1250 West Street should be looped to provide proper access.

Section 12-450-1 – Legacy Parkway classified as a major arterial street. 1250 West classified as a minor arterial street.

Section 12-450-2 – Parrish Lane/Legacy Parkway interchange and Parrish Lane/I-15 Interchange are major entrances (gateways). The visual qualities of these areas are important.

Section 12-450-3 – A Class I or II bikeway should be established connecting the east side of the City to the trail system of the proposed Legacy Parkway.

Section 12-450-5 – The route for Legacy Highway is the locally preferred alternative route (LPA) or modified “C” route (as currently being constructed at the present time).

Section 12-460-4(c) & 5 - The Bonneville Shoreline trail should be linked via other trails to the Legacy Parkway Trail. The land adjacent to the Great Salt Lake presents opportunities for studying nature and linking the area with hiking and biking pathways.

5. Legacy Parkway & Nature Preserve

Legacy Parkway & Nature Preserve will be a four-lane, limited-access, divided highway extending approximately 14 miles from Interstate 215 at 2100 North in North Salt Lake, northward to the junction of Interstate 15 and U.S. Highway 89 in Farmington. A multiple-use trail for pedestrians, bicyclists, and equestrians will parallel the highway. As mitigation for the Parkway's impact on 99 wetland acres, a 2,100-acre Legacy Nature Preserve has been established to protect precious wetlands and preserve wildlife habitat forever.

a. Legacy Parkway Alignment Through Centerville City

The Legacy Parkway generally parallels Interstate 15 west of the Union Pacific and commuter (i.e. Frontrunner) rail corridors along the northerly segment of the parkway. Upon reaching (southbound) approximately 1375 North Street, the parkway serpentine further to the west until it enters West Bountiful. As a result the parkway bisects the West Side neighborhood into two distinct north and south sections.

Upon completion of the parkway, these sections will be linked via a 1250 West overpass bridge with an additional future link tying in further west at Parrish Lane. The Legacy Parkway interchange will be constructed with the parkway being bridged over Parrish Lane, allowing for a future possible second access connection utilizing what is locally known as Sheep Road.

- Improve environmental quality through restoration and enhancement.
- Utilize forms, patterns, textures and colors that reflect and compliment the local landscape.
- Offer opportunities for travelers to interact with nature.
- Create and connect recreational opportunities in the community.



General Illustration of Legacy Parkway Corridor & Preserve

b. Legacy Parkway Design Concepts

The Legacy Parkway Design Team has established criteria to give the Parkway a unique look and feel by blending the project with the natural environment. The criteria established to describe the roadway design is as follows:

- Create a pastoral driving experience.
- Incorporate views of natural landscape and scenic resources.

The Parkway design includes gateways near the US 89 and the I-215 interchanges as a way of inviting motorists to the new driving experience. Gateway elements will include unique landscaping, signs and structures such as a cherry tree orchard in the Farmington area. In addition, the interchanges at Parrish Lane and 500 South will serve as gateways to surrounding communities along the corridor.

The Legacy Parkway will be landscaped with locally compatible or native plants. Landscaping will be consistent with the natural condition of the Legacy Nature Preserve, with some aesthetic enhancements. Fences will be designed to be functional and safe, yet they will also add to the overall visual experience. Trails and trailheads are integrated into the landscaping plan.

c. Legacy Parkway - A Western South Davis Inter-City Corridor Connection

With the development of the Legacy Corridor, new western north-south local roadway networks can now be developed. As mentioned earlier, the 1250 West Overpass will create an immediate connection to currently undeveloped land in the northwest area of the City. Additionally, Farmington City’s Master Roadway Plan depicts a

potential inter-city connection between Farmington and Centerville City.

This inter-city (regional) connection could be established using 650 West in Farmington or Sheep Road. This inter-city connection also becomes important as the North Legacy Project is developed. Due to constraints created by the Union Pacific and commuter rail lines, this connectivity from the north to Parrish Lane is likely needed to create future capacity for creating accesses to the Legacy Parkway.

B. Neighborhood Planning Process and Comment

Fundamentally, the vision was created and developed through an extensive public participation process. The general public was invited to two general open house meetings held at City Hall on September 20, 2006 and on December 06, 2006. At the first open house, a background report about the West Neighborhood area was presented and its conclusions were discussed. At the second open house, the ideas and statements of an ad-hoc steering committee were presented to the general public to allow them to express their level of agreement.

In between these open houses a Steering Committee, comprised of about 12 participants, met on three occasions, October 18, 2006, November 01, 2006 and November 21, 2006. Each participant was invited to express their ideas and concerns regarding the subjects that were presented in the background report. Additional issues were discussed and recorded as statements to assist with the policy creation of the West Centerville Neighborhood Plan.

In addition to involving the general public, many of the local and state entities that would be affected were also invited to each of these meetings.

C. West Centerville Neighborhood Vision

The West Centerville Neighborhood Vision establishes a comprehensive guide to future physical land use patterns and desired attributes that have been expressed by the neighborhood. Additional planning principles and concepts have also been included to help establish the policies of the overall Neighborhood Vision.

In the case of the West Centerville Neighborhood Plan, the **vision is expressed using six (6) different topics. These topics are Future Land Use, Economic Development, Environmental Compatibility, Transportation Planning, Community Facilities and Services, and Annexation Issues.** Each topic is addressed using goals, objectives, and a graphical map to express the ideas that were developed to create a vision for the West Centerville Neighborhood Plan. **These goals and objectives are to be considered as statements of policy and are to be used in the decision-making process for land use ordinance amendments, applicable land use application reviews, and/or related capital improvement programs.** Additionally, each goal may be accompanied by descriptive text that is intended to assist with understanding the purpose, intent, and interpretation of the goal.

In addition to the topics, the West Centerville Neighborhood is divided into five different districts. Each district plays a different and sometimes distinct role in how land uses patterns are to

develop in that particular area of the neighborhood. These districts are identified as follows:

- **Centerville City Business Park**
- **Parrish-Legacy Gateway Corridor**
- **Shorelands Commerce Park & Mixed Node**
- **Legacy Nature Preserve**
- **South Industrial District**

The Vision identifies Sixteen (16) overall Goals with a total Ninety-two (92) Objectives and at times graphical maps. These goals, objectives, and graphical maps for the West Centerville Neighborhood Vision are described on the remaining pages of this document.

FUTURE LAND USE***GOALS:*****1. Enhance the Centerville
City Business Park District**

The Business Park District consists of the existing developed area located mainly south and east of the Legacy Parkway Alignment.

The goal is primarily to maintain and eventually upgrade the conditions and appearance of the buildings and yard areas, while being sensitive to the needs of existing business and property owners.

Preserving the economic viability of a now aging development area is critical to the success of the neighborhood

OBJECTIVES:

- 1.A. Develop and maintain 1250 West as the primary focal corridor for the Business Park.
- 1.B. Maintain an architectural theme for all buildings along 1250 West. The theme is to be complimentary with regards to the use of materials, specifically utilizing the current predominance of split-face concrete masonry or tilt-up construction materials.
- 1.C. Establish and maintain a consistent landscaping theme along the street front of 1250 West.
- 1.D. Encourage property owners to maintain and eventually upgrade aging buildings and sites.
- 1.E. Ensure that all outside storage yards or areas are appropriately screened from view from a public street. Additionally, storage areas need to be screened along the Interstate corridors of I-15 and the Legacy Parkway.
- 1.F. Allow older buildings to be upgraded without making it economically unfeasible to a point that it would require a complete demolition of existing structures.

FUTURE LAND USE

GOALS:

- 1. Enhance the Centerville City Business Park District Cont...***

OBJECTIVES:

- 1.G. Allow metal buildings to remain or be constructed in the interior of the Business Park, although require additional use of materials to enhance the appearance of such structures.
- 1.H. ¹Limit land uses of the Business Park to light manufacturing, office, professional service and specialty retail type uses.
- 1.I. Reconfigure the Industrial Very High Zoning District in extreme southeast area and amend Section 12-36 Table of Land Uses (Zoning Ordinance) to allow the existing heavy industry uses, subject to a conditional use permit review.

¹ Amended by Ord. No. 2009-02, March 3, 2009

FUTURE LAND USE**GOALS:****2. Create and Develop the Parrish-Legacy Gateway Corridor District**

The gateway corridor district consists of the adjacent lands on either side of Parrish Lane, particularly at the four corners of the Parrish/1250 West intersection and along the south side of Parrish Lane from the Legacy Parkway Interchange to the Interstate 15 Interchange.

This area will function as a primary entryway into the City. The goal of this corridor is to create a positive visual experience or impression for arriving and leaving Centerville City. All street and streetscape improvements of this area are to serve as entry and gateway features. Special treatments such as lighting, landscaping, way-finding signing is to be designed into private and public improvements to the area.

The particular focus should also include the Interchanges, specifically the enhancement of the bridges, entrance/exit ramps, and related shoulder areas.

OBJECTIVES:

- 2.A. Ensure that zoning regulations encourage and support the proper development of this gateway corridor.
- 2.B. Ensure that this gateway falls under the review of the Parrish Lane Gateway Design Standards and/or establish a similar applicable development theme for future development inside this gateway corridor.
- 2.C. Consider limiting permitted land uses of the gateway corridor to small local area type commercial, mixed commercial/residential, and conditional uses for larger retail commercial serving the South Davis area. The residential component shall not exceed fifteen (15) units per acre when calculating the entire master planned area.
- 2.D. Consider setting a maximum permitted floor area ranging from of 50,000 to 100,000 square feet per single tenant space and/or 125,000 square feet per single use building.
- 2.E. Establish and maintain an entryway landscaping theme along Parrish Lane and at the four corners of Parrish Lane and 1250 West.

- 2.F. Focus on a landscaping theme that includes streetscape elements and public art that establishes a visual and recognizable identity for the corridor.

GOALS:

- 2. *Create and Develop the Parrish-Legacy Gateway Corridor Cont...*

FUTURE LAND USE***OBJECTIVES:***

- 2.G. Encourage UDOT and help support an entryway theme with design elements and landscaping to enhance the I-15 and Legacy Parkway and the Interchanges, including the bridges and ramp areas.
- 2.H. Establish appropriate business signing regulations to ensure they are compatible and make a visual contribution to gateway elements for the corridor.
- 2.I. Focus on signing regulations that are oriented to the gateway identification of businesses and not excessive heights that are focused towards freeway or pass-through traffic advertising.

FUTURE LAND USE***GOALS:*****3. Create and Develop the Shorelands Commerce Park District**

Located north and west of the Legacy Parkway, this area is largely undeveloped. Nonetheless, with the opening of the Legacy Parkway, access and placement of needed infrastructure will begin and there is great potential for continued growth and development for the City.

Due to a physical separation of this area by the construction of the parkway, the primary goal is to create a unique business park for continued economic growth for the city and to ensure compatibility of development with the purpose and intent of the Legacy Parkway & associated nature preserve.

Just as important as the parkway and preserve themes, this area should be preserved for the creation of a quality employment center for the South Davis Area.

OBJECTIVES:

- 3.A. Rezone or adopt a business park overlay zone to focus on establishing land uses such as manufacturing, high-technology industry, pharmaceutical and medical services, or other similar employment sectors.
- 3.B. Allow for the controlled establishment of secondary supportive land uses as a transition into Farmington City. This area is to compliment the job creation market, such as small service commercial, mixed-use, and residential type uses.
- 3.C. Develop an architectural theme for all buildings in the Commerce Park District. The theme is to be complimentary with regards to a shoreland type environment.
- 3.D. Develop an architectural theme that establishes a shoreland style and motif, creates variation to exterior wall or facade lengths, selects an appropriate color palate with textures, identifies proper roof shapes and materials, and sets forth window and door treatment styles.
- 3.E. Establish and maintain a consistent landscaping theme that is complimentary to the Legacy Parkway and...

FUTURE LAND USE***GOALS:******3. Create and Develop the Shorelands Commerce Park District Cont...******OBJECTIVES:***

(3.E. cont...) Legacy Nature Preserve features on either side of the Park.

- 3.F. Focus on a landscaping theme that establishes materials and plants that are native or complementary to the natural shoreland environment, creates informal transitions from the native or natural to the built environments, predominately uses shrubs, and low lying plant material, swales, and some berming for an appearance of openness, and trees for accenting formal or informal corridor features and buildings.
- 3.G. Create a sense of connectivity with the landscaped areas, wetlands, and floodways of differing developments.
- 3.H. Buildings and parking lots are to be aligned and/or clustered in manner to allow for connectivity of differing open spaces. Fencing should be minimal or non-existent.
- 3.I. Establish appropriate business signing regulations to ensure they are compatible and make a visual contribution to architectural and landscaping themes of the Commerce Park.

FUTURE LAND USE***GOALS:******3. Create and Develop the Shorelands Commerce Park District Cont...******OBJECTIVES:***

- 3.J. Focus signing regulations on requiring externally lighted wall and monument type signing, utilizes decorative forms and materials and artistic mounting platforms, and prohibits the use of excessive free-standing sign heights, electronic display messaging, and other distracting advertising elements.
- 3.K. Establish appropriate lighting regulations to control undesirable light splay or glare which would have detrimental effect on the visual appeal of the Shoreland Environment.
- 3.L. Focus lighting regulations on enhancement of architecture, pedestrian path and entryways, and for needed safety purposes and prohibit bright metal halide and flood type lighting, and prohibit open or undirected or unneeded light splay or other forms of light pollution.

FUTURE LAND USE***GOALS:*****4. Support and Enhance the Legacy Nature Preserve District**

As part of the construction of the Legacy Parkway, the area west of Sheep Road is permanently restricted from further development and has been placed in the Legacy Nature Preserve.

The goal of this District is to develop various public connections leading to and in some cases, where possible, access to the preserve for the enjoyment of this natural resource.

OBJECTIVES:

- 4.A. Develop a master trails and pathways plan to integrate the Legacy Parkway Trail, the UTA multiple-use corridor, and west side development as a primary enhancement to compliment and support the Preserve area.
- 4.B. Enhance the master trail and pathway plan by integrating the system with the Parrish/Legacy Trail Head Park and looping the system with east side frontage road trails between Glover's Lane and Parrish Lane.
- 4.C. Encourage and support the scenic by-way designation of the Legacy Parkway.
- 4.D. Enhance the by-way designation by integrating the master trail and pathway system through the use of interpretive programs and other activities that identify the natural or geologic processes, historical elements, Farmington Bay environment, and other related resources of the local area.
- 4.E. Support connection of the master trail and pathway system with the Preserve as future opportunities might allow.

GOALS:

FUTURE LAND USE

***4. Support and Enhance the
Legacy Nature Preserve
District Cont...***

OBJECTIVES:

- 4.F. Provide links connecting the Legacy Parkway trail with the Bonneville Shoreline via other city pathways and trails.

- 4.G. Establish a Class I or Class II bikeway that connects the east side area with the trail system of the Legacy Parkway.

FUTURE LAND USE

GOALS:

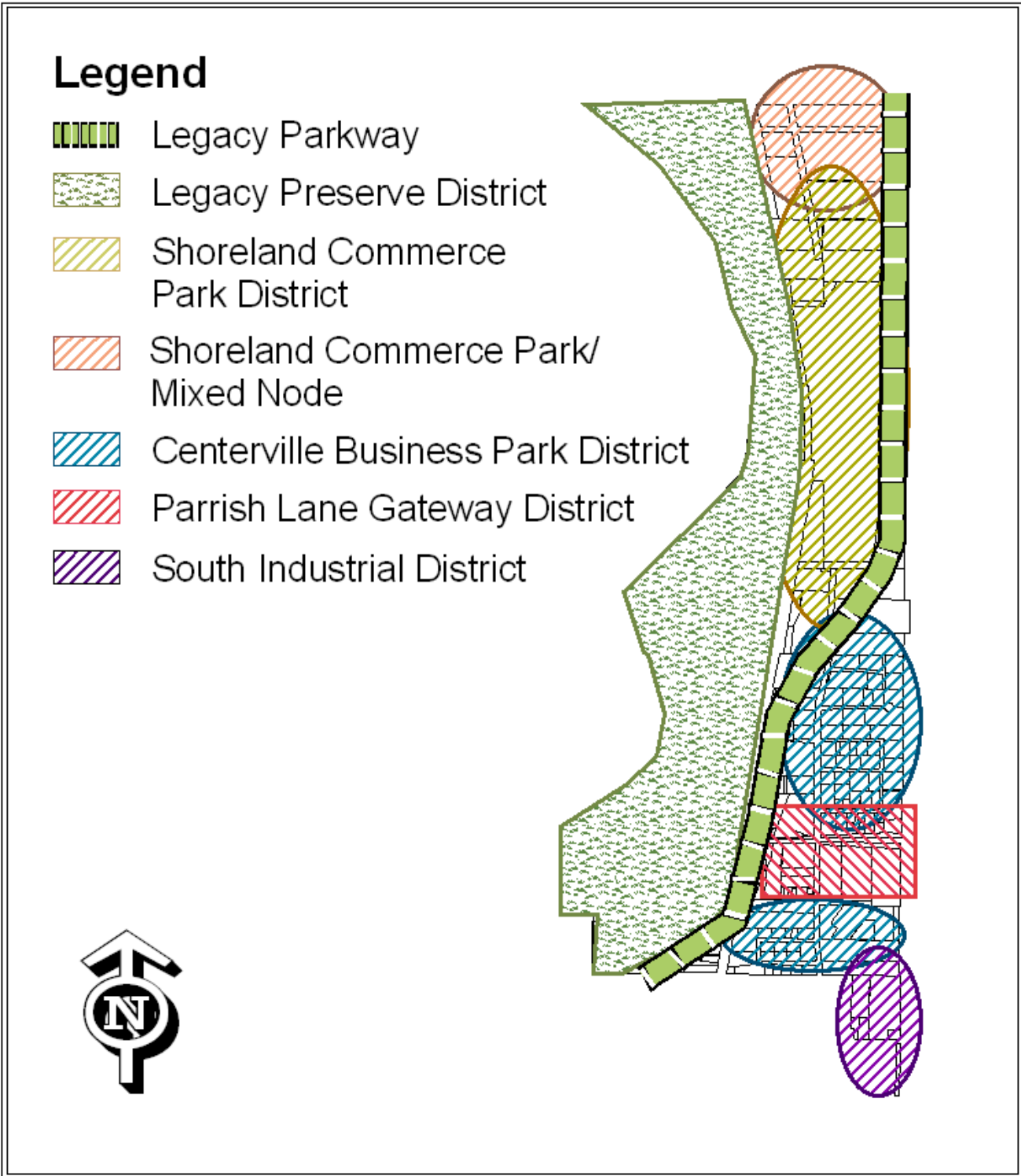
5. Buffer Differing Land Use Intensities with Appropriate Standards

Only uses in a same use intensity level or in an adjacent intensity level may be located next to each other. The goal of a hierarchy standard is to create at least 100 feet of separation before a use in another subsequent intensity level can be employed through zoning districts.

For example, a very-high intensity use cannot be located next to a medium intensity use unless there is a high intensity use that creates a minimum separation of 100 feet.

OBJECTIVES:

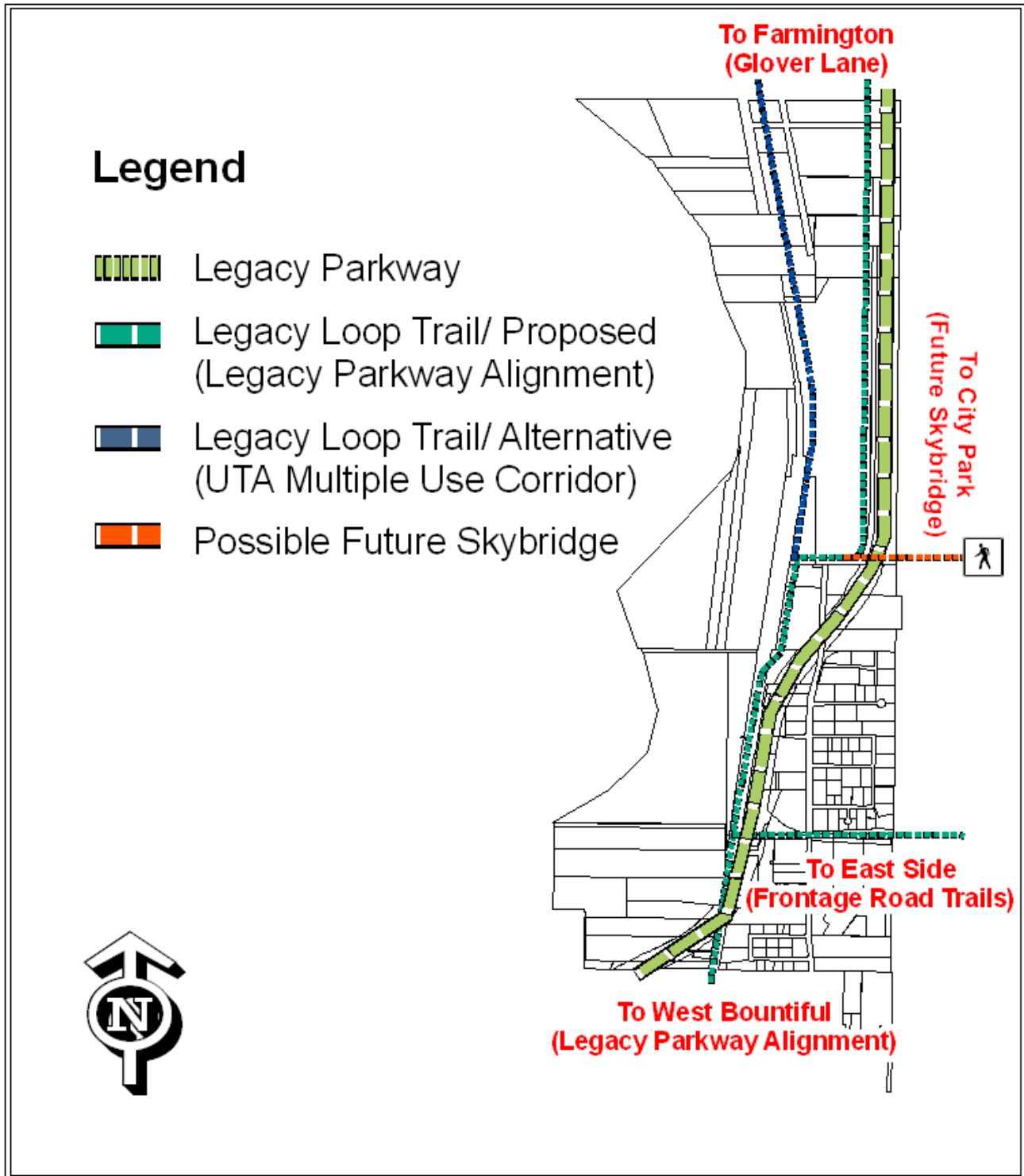
- 5.A. Make use of the Land Use Hierarchy Standards found in Section 12-480-5 of the City’s General Plan.
- 5.B. Establish a landscaping buffering standard of at least 30 feet where two incompatible intensities are located next to one another.
- 5.C. Strategically locate accessory buildings and uses of a higher intensity to assist with spatially buffering a lower intensity.



Future Land Use Map

Map 1 of 2

West Side Neighborhood



Future Land Use

Map 2 of 2

West Side Neighborhood

*GOALS:***6. Preserve and Develop the Area for Future Business and Job Growth**

Future development growth for the City needs to focus more on employment growth. The goal is to establish the long-term financial health of the City by preserving places for continued business growth with good jobs being added to the existing mix of residential and retail in other areas of the City.

ECONOMIC DEVELOPMENT*OBJECTIVES:*

- 6.A. Create and develop a strong and viable job creation and employment center in the West Centerville Neighborhood
- 6.B. Develop and/or support the construction of needed infrastructure with adequate capacities to attract businesses and companies to this area.
- 6.C. Limit big-box and other comparable retail development to the existing developed areas and to the east and west Parrish Lane Gateway Corridors.
- 6.D. Encourage and support Davis County, the local Chamber of Commerce, and State entities to actively market and pursue companies to locate here in the West Centerville Neighborhood.

***ENVIRONMENTAL
COMPATIBILITY***

GOALS:

7. Properly Manage Wetland Resources

Natural streams and drainage corridors need to be accommodated so that wetland resources can be managed and preserved.

The goal is to ensure that natural water courses are maintained to create needed flow to functional wetland areas and to prohibit the artificial creation of new wetlands through neglect or failure of the natural or human made drainage channels.

Additionally, there are several unnatural barriers that have or will change the hydrology of the West Side Neighborhood. These changes need to be managed in a manner to help prevent redirection or blocking water courses that result in water pooling in areas eligible for future development.

OBJECTIVES:

- 7.A. Support the preservation and, where possible, the enhancement of the Legacy Nature Preserve.
- 7.B. Encourage and support efforts to properly construct and maintain natural stream and drainage channels to preserve functional wetland areas and to prevent the artificial creation of wetland areas where development is to occur.
- 7.C. Encourage local, state, and federal agencies and entities to reclaim unnatural or non-functional wetland areas through wetland banking and other mitigation programs, particularly in the areas between Sheep Road and Legacy Highway.
- 7.D. Incorporate functional wetland areas into the design and layout of land development and ensure that needed water resources and flows are adequately supplied to these areas.
- 7.E. Integrate wetland areas to create a sense of connectivity from one site to another as part of the landscaping design of each development site.

***ENVIRONMENTAL
COMPATIBILITY***

GOALS:

8. Minimize Public and Private Losses Due to Flood Conditions

The City has adopted a flood damage prevention ordinance (Chapter 9-5, Centerville City Municipal Code). This ordinance establishes “Areas of Special Flood Hazards” through the use of FIRM (FEMA) Mapping program.

The West Side Neighborhood contains several of these flood hazard areas that may affect how property can be developed. The goal is to take needed precautionary steps to minimize public and private losses due to flood hazard conditions.

OBJECTIVES:

- 8.A. Require development to comply with all local, state, and federal regulations regarding flood hazard conditions.
- 8.B. Establish procedures and provide support for properly managing and enforcing the Municipal Code, or any other similar code or regulation, with regards to “Areas of Special Flood Hazards.”
- 8.C. Provide information technology resources to educate and employ tools to ensure compliance with applicable local, state, and federal regulations regarding flood hazard conditions.
- 8.D. Encourage and support efforts to properly construct and maintain natural stream and drainage channels to help minimize flooding conditions.
- 8.E. Minimize placement of flood channels, floodways and flood plains into underground structures. There should be an appearance of connectivity from one site to another as part of the landscaping design of surrounding developments.

***ENVIRONMENTAL
COMPATIBILITY***

GOALS:

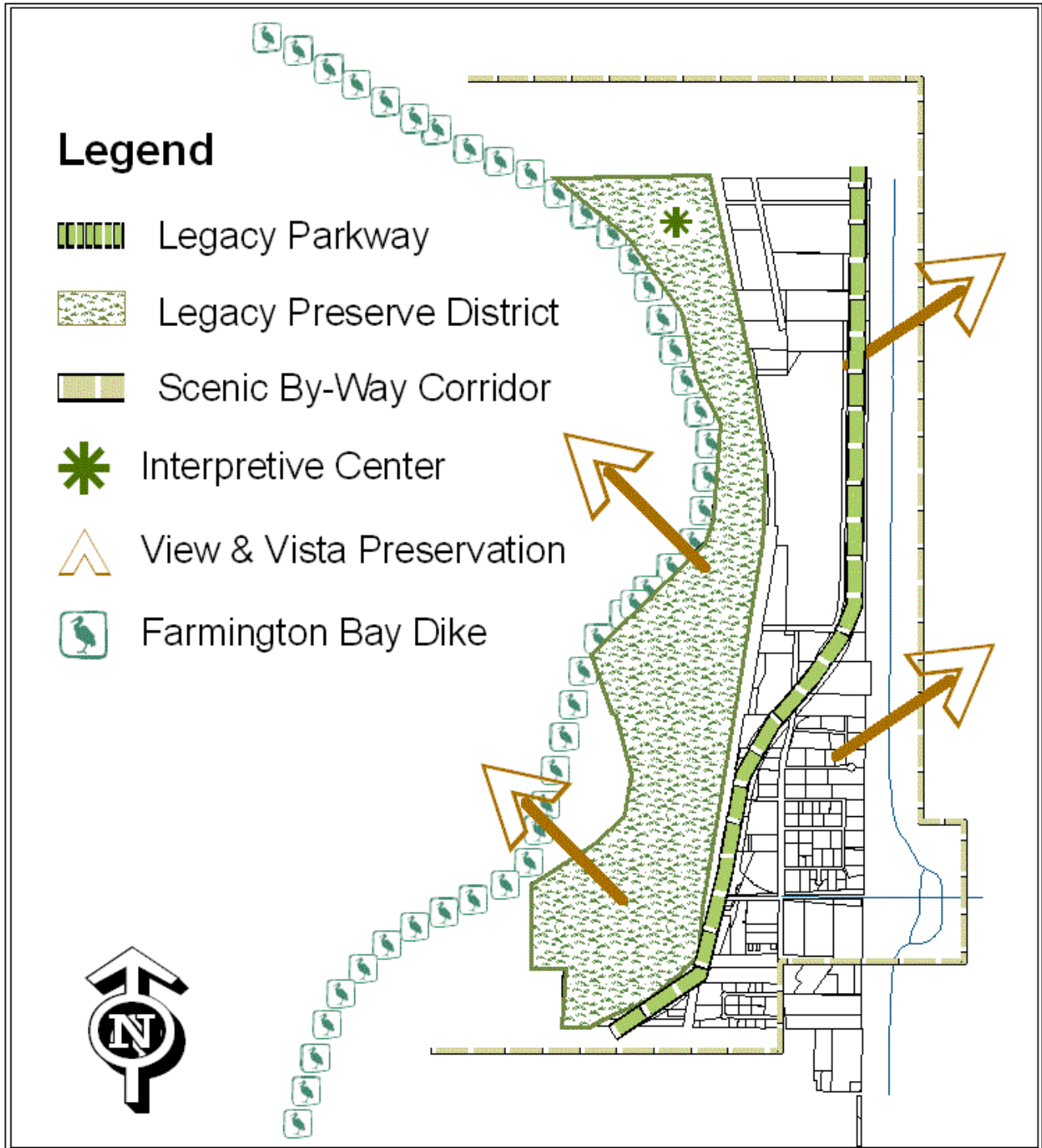
**9. Provide Support for the
Davis County Shorelands
Plan**

Davis County has adopted a Shorelands Master Plan. The plan depicts the County's desired uses along the shorelands of Davis County. The plan also encourages each city to adopt the plan as part of their general plan for their community.

The goal is to provide general support for the Davis County Shorelands Plan, however to adopt and/or modify particular items within the Plan to be more in line with the City's desired results for West Centerville Neighborhood.

OBJECTIVES:

- 9.A. Encourage and support the development of a community trail head/interpretive center west of Sheep Road as part of or adjacent to the Legacy Nature Preserve area.
- 9.B. Develop a business park type development in the northwest area, west of Legacy Parkway.
- 9.C. Encourage a context sensitive continuation of the land uses in the existing area south and east of the Legacy Parkway, particularly along the 1250 West corridor.
- 9.D. Integrate shoreland related features or art and utilize interpretive opportunities as part of the Parrish Lane/Legacy Parkway interchange area.
- 9.E. Protect and preserve view and vistas of the shoreland and mountain interface of this area by controlling visual pollution due to signing, lighting, outdoor storage, and other types of obstructions or appearances.



Environmental Compatibility Map

West Side Neighborhood

TRANSPORTATION PLANNING

GOALS:

10. Support Enhancement of the Interstate 15 and Legacy Parkway Roadways

The goal is to ensure that construction and reconstruction of these roadways, particularly with interchange areas, provide needed capacity to service the City.

Additionally, these interchange areas function as the identity or “first impression” for the City. Each interchange area ought to visually function as a “welcome mat” to the City.

OBJECTIVES:

- 10.A. Encourage and support the reconstruction of the interchange at Interstate 15 to provide capacity for existing and future needs of the City.
- 10.B. Encourage and support the enhancement of the interchange bridge, ramps, and shoulder areas, similar to what has been done in Utah and Washington Counties.
- 10.C. Support UDOT’s plan for Legacy Parkway Interchange with Legacy bridging Parrish Lane.
- 10.D. Encourage and support UDOT’s current plan to construct, on Parrish Lane, three (3) traffic lanes with a capacity to accommodate five (5) traffic lanes along Parrish Lane and underneath the Legacy Parkway.
- 10.E. Ask and support UDOT to maintain the existing access over the UTA multiple-use Corridor, from the Legacy Interchange west to Sheep Road, to help preserve a future opportunity to develop a major inter-city arterial connection via Sheep Road.

TRANSPORTATION PLANNING

GOALS:

11. Develop and Support Public Transit/Alternative Transportation Systems

The UTA Commuter Rail system stations are located north and south of the West Centerville Neighborhood. Another future public transit system is being considered connecting Salt Lake City with Farmington on the east side of the City.

The goal is to create a supportive or local transit system that will connect the West Centerville Neighborhood with these other public transit systems, thereby allowing workers to have alternative means of traveling to and from the existing and future business park districts.

OBJECTIVES:

- 11.A. Develop a future transit node as part of the Legacy Parkway Community Trail Head located just east of the Legacy Parkway northbound on ramp.
- 11.B. Encourage development of a local roadway access from 1250 West to the transit node/community trailhead area.
- 11.C. Develop and support a public transit system loop connecting the transit node with the future BRT/Light Rail system on the east side of the City, over to the Farmington Commuter Rail Station, and then back to the West Side Neighborhood.
- 11.D. Encourage UTA, Davis County, Wasatch Front Regional Council and other entities to adopt plans and assist with funding a localized public transit loop connecting the west side with the east side of the City.

TRANSPORTATION PLANNING

GOALS:

12. Develop 1250 West as a Major Boulevard Street for the Business Park

1250 West Street functions as the primary collector road for Centerville City Business Park District. Additionally upon completion of the Legacy Parkway, it will serve as the main entry access for the Shorelands Commerce District via the Bridge Overpass near 1275 North.

The goal is to maintain and enhance the appearance of its streetscape through the use of a boulevard roadway design or similar style. The desired outcome is to create a positive visual transition from one district to another district due to the separation of these areas by the Legacy Parkway.

OBJECTIVES:

- 12.A. Reconfigure the alignment of the intersection at 1250 West and Parrish Lane. Ensure that lanes are properly aligned and spaced.
- 12.B. Plan for and when appropriate install a traffic signal at the 1250 West and Parrish Lane intersection.
- 12.C. Enhance the visual appeal of the 1250 West corridor through use of landscaping and features to create a thematic boulevard appearance.
- 12.D. Enhancement should focus on use of a low-water design that utilizes rock beds, drought tolerant plants along the shoulders of the roadway. Features such as decorative monuments, street lamps, or metal banner pennants ought to be regularly spaced along the corridor.
- 12.E. Construct a visual barrier, where appropriate, such as fencing to be used as a backdrop for the 1250 West streetscape theme to screen the interior areas of the business park. Small kiosk marker signs could be used at the intersection corners for identifying businesses interior to the business park.

**TRANSPORTATION
PLANNING**

GOALS:

***12. Develop 1250 West as a
Major Boulevard Street for
the Business Park Cont...***

OBJECTIVES:

12.F. Develop a west Legacy Parkway frontage road from 1275 North Street to 650 West Street in Farmington City.

**TRANSPORTATION
PLANNING***GOALS:***13. Develop Sheep Road as a
Inter-city Arterial
Roadway***OBJECTIVES:*

- 13.A. Work with local and state agencies to construct Sheep Road as a major inter-city arterial connecting Centerville City (at Parrish Lane) north to Farmington City.
- 13.B. Encourage a context sensitive design standard to be employed in the construction of the roadway, specifically along the Shorelands Commerce Park District and the Legacy Preserve.
- 13.C. Integrate this roadway with future amenities of the Legacy Nature Preserve and provide secondary means of public access from the Shorelands Commerce Park District and the Nature Preserve area.
- 13.D. Encourage and develop a secondary access loop to improve emergency access by connecting 1250 West to 1275 North, crossing the UTA Corridor to Sheep Road, then connecting to Parrish Lane and back to 1250 West.

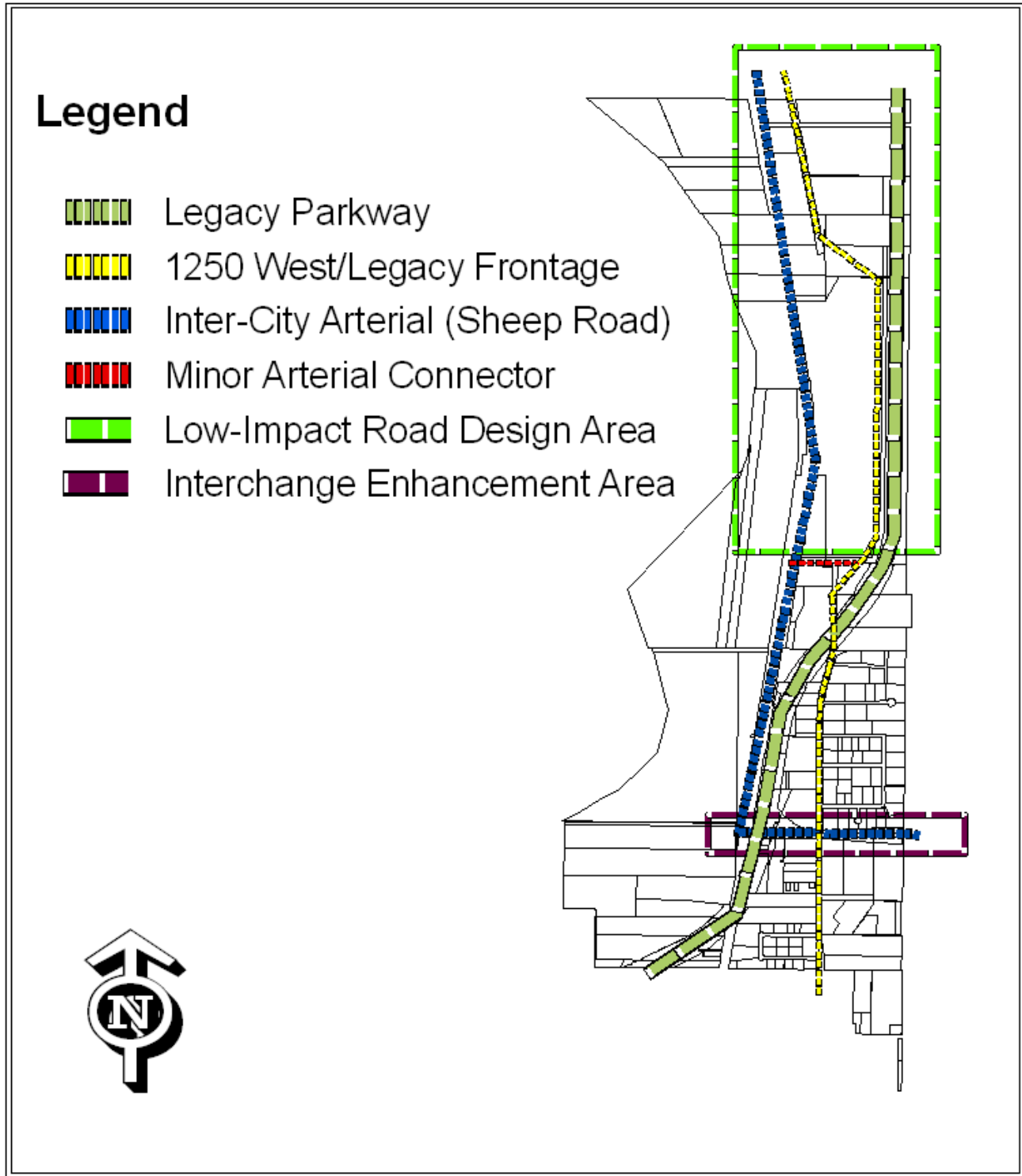
**TRANSPORTATION
PLANNING***GOALS:***14. Develop a context sensitive roadway design standard and network for the Shorelands Commerce Park District**

In conjunction with the criteria established for designing the Legacy Parkway, the local area network ought to also reflect this same look and feel, particularly with the Shorelands Commerce Park District.

The goal is to blend the roadway network with the natural environment by creating a pastoral driving experience, incorporating views of the natural landscape, utilize forms, patterns, and textures that reflect or compliment the local landscape, and offer opportunities for the users of the area to visually interact with nature.

OBJECTIVES:

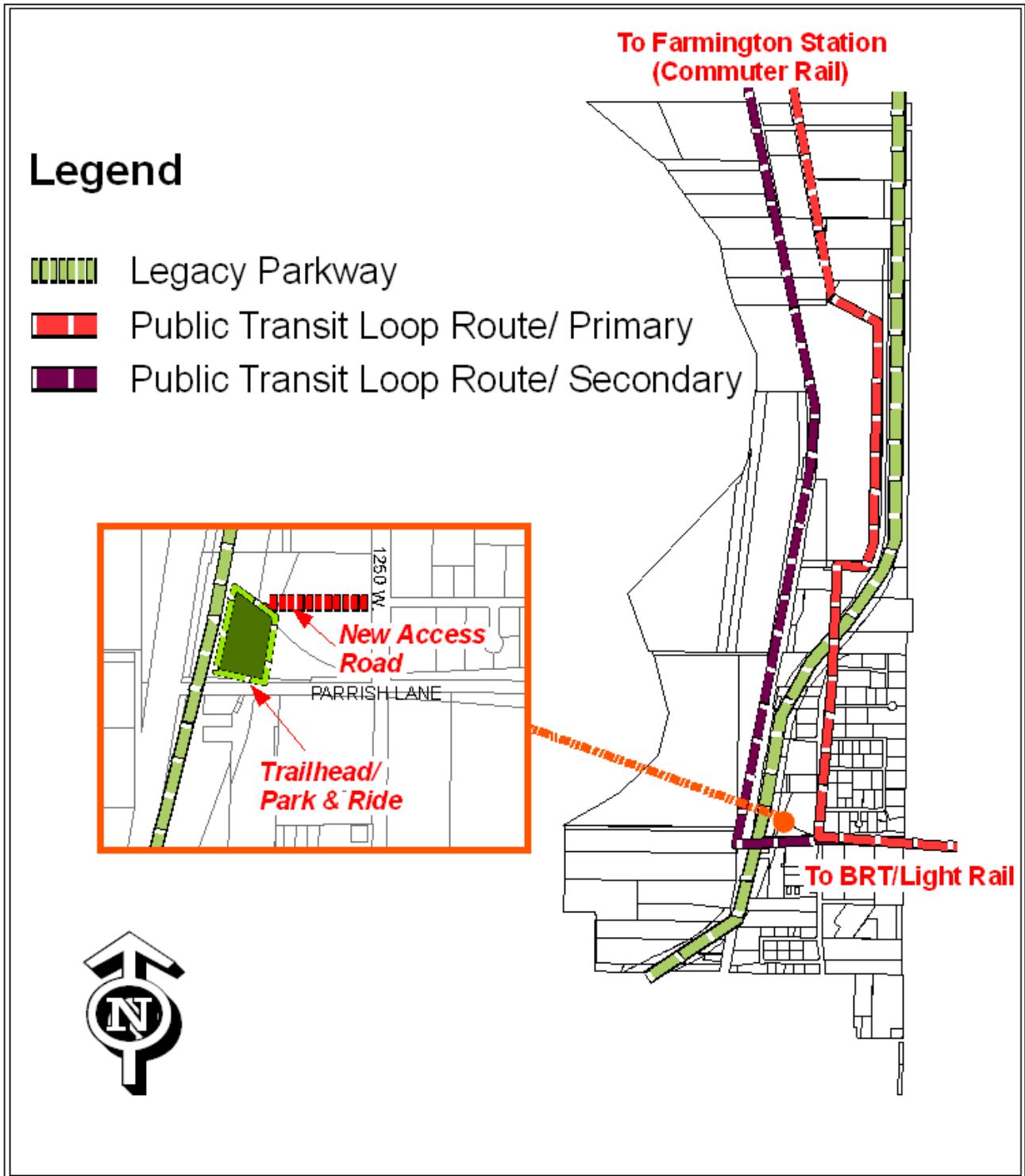
- 14.A. Utilize a less urban form of street cross section by adopting a low-impact roadway design standard to be employed specifically in the Shorelands Commerce Park District.
- 14.B. Focus of the low-impact design is to minimize the amount of roadway surface, eliminate or identify an alternate form to replace high-back curbing, utilizing the terrain and swales for storm water run-off, minimizing access points or curb-cuts, and blending sidewalk systems into the environment.
- 14.C. Employ the low-impact design standard beginning at 1275 North Street and ending at the City's north boundary.



Transportation Planning

Map 1 of 2

West Side Neighborhood



Transportation Planning

Map 2 of 2

West Side Neighborhood

**COMMUNITY FACILITIES
AND SERVICES**

GOALS:

15. Furnish the needed utility and service infrastructure to support proper development of the Neighborhood

There are significant areas of the neighborhood that lack the necessary infrastructure to properly service development. This is particularly a concern in the Shorelands Commerce Park District.

The goal is to provide and/or upgrade supportive infrastructure from a master system perspective rather than through piecemeal efforts of an individual by individual development basis.

OBJECTIVES:

- 15.A. Consider the use of special improvement districts, and local, state or federal funding sources, as appropriate, and where necessary impact fees to build needed roadway and utility services for proper development of the West Side Neighborhood.
- 15.B. Provide an adequate, quality water supply to all West Centerville properties that is also in compliance with the City Master Water Conservation Plan.
- 15.C. Encourage and support the development of an adequate, well-maintained, sanitary sewer system for all West Centerville properties.
- 15.D. Establish a Master Storm Water Management Plan and manage storm water runoff in a manner to protect personal and public property of the West Centerville area.
- 15.E. Establish an appropriate irrigation system that has the capacity to serve and maintain the landscaping of the West Centerville area.
- 15.F. Encourage the development technology infrastructure to serve the business needs of the West Centerville area.

ANNEXATION ISSUES*GOALS:*

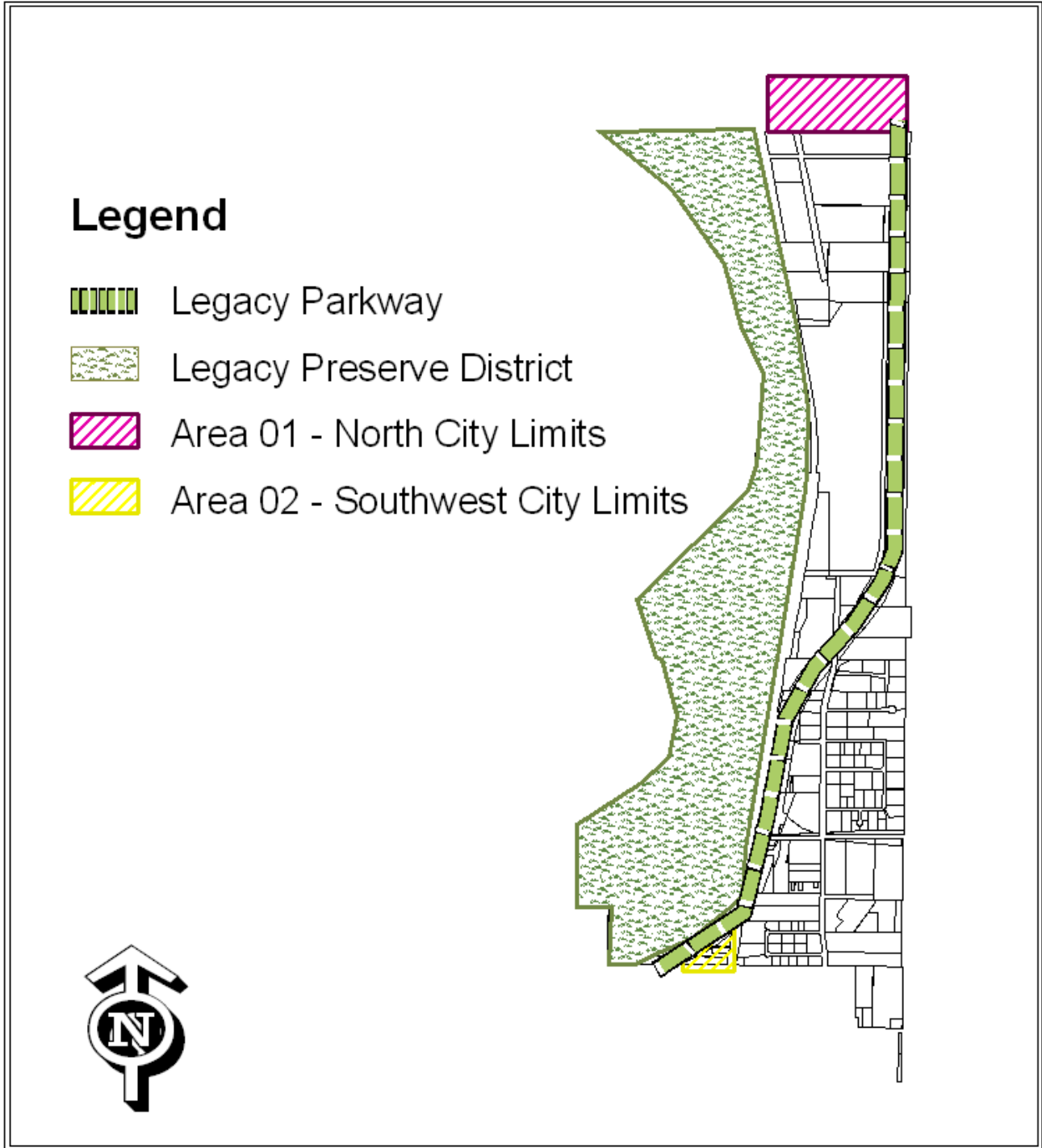
16. Create an Annexation Plan to address annexation and/or Boundary Adjustments for Select Properties of the West Centerville Neighborhood.

Annexation for the West Side Neighborhood will play a minor role in the future development of the City. However, there are a couple of issues that need to be addressed. The two issues addressed in the West Centerville Plan have very distinct and separate concerns or impacts to the City.

The goal is to identify the opportunities or constraints and set forth possible solutions or resolutions that are hopefully agreeable and advantageous to both the private property owners and the City.

OBJECTIVES:

- 16.A. Consider in the plan whether to annex property at the north end of the neighborhood, identified as Area 01 on the Annexation Issues Map.
- 16.B. Include Area 01 as part of the zoning for the Shorelands Commerce Park upon annexation into the City.
- 16.C. Integrate Area 01 wetlands and stream areas as public open space for the Commerce Park and the Legacy Parkway Trail after annexation into the City.
- 16.D. Consider in the Plan whether a boundary adjustment with West Bountiful is needed for Area 02, due to the limited ability to provide services and access to these properties.
- 16.E. Consider rezoning to residential or possible property acquisition for public open space, if Area 02 is to remain in Centerville City.

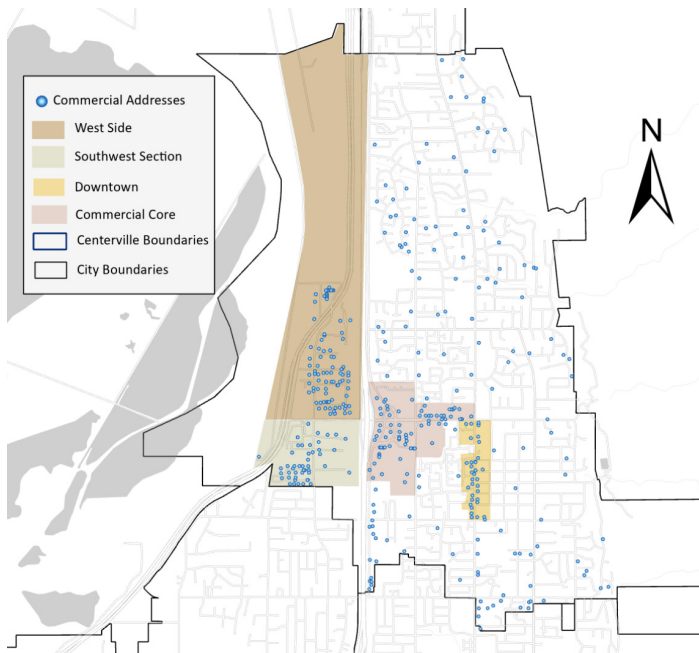


**Annexation
Issues Map**

West Side Neighborhood

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.





February 13th, 2026

Please see the following public hearing notices for February 25th, 2026

**CENTERVILLE CITY
NOTICE OF PUBLIC HEARING – ZONING CODE TEXT AMENDMENT**

Notice is hereby given that the Centerville City **Planning Commission** will hold a public hearing on **Wednesday, February 25th, 2026, at 7:00pm**, or as soon thereafter as the matter can be heard, at the Centerville City Hall, 250 North Main Street, Centerville, Utah, regarding a proposed **Zone Code Text Amendment to CZC 12.47 Shorelands Commerce Park And Mixed Node Zones, specifically section 12.47.090**. If you have questions regarding this matter or would like further information, please contact Centerville City Community Development, at 801.292.8232 or visit the City's website at <https://centervilleutah.gov>.

Community Development Department



CENTERVILLE
PLANNING
COMMISSION

Staff Report
2/25/2026

Item No. 1.

Title: Community Development Director's Report

Initiated By:

Staff Representative:

SUBJECT:

RECOMMENDATION:

BACKGROUND:

ATTACHMENTS:



CENTERVILLE
PLANNING
COMMISSION

Staff Report
2/25/2026

Item No. 1.

Title: Minutes Review and Approval - January 28, 2026

Initiated By: Jennifer Robison, City Recorder

Staff Representative:

SUBJECT:

Consideration of Planning Commission meeting minutes from January 28, 2026.

RECOMMENDATION:

BACKGROUND:

ATTACHMENTS:

1. 01-28-26 PC DRAFT [Final]

1 **PLANNING COMMISSION MINUTES OF MEETING**
2 **Wednesday, January 28, 2026**
3 **7:00 p.m.**
4

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

8 **MEMBERS PRESENT**

9 Mason Kjar, Chair
10 Gary Woodward
11 Layne Jenkins
12 Paul Mendenhall
13 Amanda Jorgensen
14

15 **MEMBERS ABSENT**

16 LaRae Patterson
17 Tyler Moss
18

19 **STAFF PRESENT**

20 Mike Eggett, Community Development Director
21 Sydney DeWees, Planner
22 Lisa Romney, City Attorney
23

24 **VISITORS**

25 Spencer Packer
26 Interested citizens
27

28 **LEGISLATIVE THOUGHT/PRAYER** Chair Kjar
29

30 **PLEDGE OF ALLEGIANCE**
31

32 **INTRODUCTION OF PAUL MENDENHALL TO THE PLANNING COMMISSION**
33

34 Community Development Director Mike Eggett introduced new Planning Commissioner
35 Paul Mendenhall, noting the City Council approved his appointment on January 6, 2026. Mr.
36 Eggett shared that Commissioner Mendenhall previously served on the Planning Commission in
37 the 1980s. Commissioner Mendenhall shared that he and his wife have lived in Centerville since
38 1973 and expressed his appreciation for the community and desire to serve again.
39

40 **PUBLIC HEARING – ZONING MAP AMENDMENTS – PACKER PROPERTY –**
41 **APPROX. 2000 NORTH 400 WEST – RESIDENTIAL-LOW (R-L) TO AGRICULTURAL-LOW**
42 **(A-L) – SPENCER PACKER – (LEGISLATIVE DECISION)**
43

44 Prior to staff presentation in this matter, Commissioner Mendenhall disclosed that Spencer
45 Packer had completed two home remodeling projects for him, stating he did not believe this would
46 require recusal from the matter under discussion.
47

48 Staff presented a zoning map amendment request from Spencer Packer to rezone
49 property from Residential Low (R-L) to Agricultural Low (A-L) to allow construction of a barn prior
50 to a primary residence. Staff explained that under R-L zoning, a barn is not permitted without a
51 main dwelling, while A-L zoning allows agricultural accessory buildings on parcels of 0.5 acres or
52 larger before a primary structure. Staff stated the request was consistent with both the current
53 and proposed general plans, compatible with surrounding development, and expected to have
54 minimal impact on adjacent properties, with utilities already available.
55

1 Commissioners raised questions about potential landlocking of parcels and whether a lot
2 line adjustment could avoid the need for rezoning, with staff noting the parcels would ultimately
3 be merged and that rezoning was the simpler approach. City Attorney Lisa Romney clarified that
4 agricultural zoning includes state-law carve-outs allowing agricultural buildings to be constructed
5 prior to a main building, provided the structure is used for agricultural purposes.
6

7 The applicant, Spencer Packer, addressed the Planning Commission and explained he
8 had owned the property for several years, intended to place an agricultural outbuilding on the site,
9 continue grazing the pasture, and eventually construct a single-level residence for himself.
10

11 Chair Kjar opened the public hearing. No comments were made, so he closed the public
12 hearing.
13

14 Commissioner Jenkins **moved** for the Planning Commission to recommend City Council
15 approval of the Zoning Map Amendment for the property located approximately at 2000 N 400 W,
16 known as parcel 07-072-0115, from Residential Low (R-L) zoning to Agricultural Low (A-L) zoning,
17 with the following findings for action. Chair Kjar seconded the motion which passed unanimously
18 (5-0).
19

20 Findings for Action
21

- 22 1. The proposed Zoning Map Amendment meets the goals and objectives of the General
23 Plan concerning Neighborhood 3 [CMC 12-480-4].
- 24 2. The proposed Zoning Map Amendment meets the use, standards, and applicability in the
25 City Zoning Code 12.31 Agriculture Zones and City Zoning Code 12.21.080(e).
- 26 3. Therefore, the Planning Commission recommends that the City Council grant approval of
27 this Zoning Map Amendment request.
28

29 **PUBLIC HEARING – ZONING CODE AND MUNICIPAL CODE AMENDMENTS –**
30 **COMPREHENSIVE LUDMA RENUMBERING – VARIOUS SECTIONS OF CODE –**
31 **(LEGISLATIVE DECISION)**
32

33 City Attorney Lisa Romney explained that in October 2025, the state legislature adopted
34 a comprehensive reorganization and renumbering of the Municipal Land Use Code, moving
35 provisions from Title 10, Chapter 9a to Title 10, Chapters 20 and 21 of the Utah Code. She noted
36 that while the transition was challenging after years of working with the former numbering system,
37 the reorganization was beneficial. The proposed amendments would update references
38 throughout Centerville’s municipal and zoning codes to align with the new state numbering.
39

40 Chair Kjar opened the public hearing. No comments were made, so he closed the public
41 hearing.
42

43 Commissioner Jorgensen **moved** to recommend approval of Ordinance No. 2026-01
44 amending various provisions of the Centerville Zoning Code and Centerville Municipal Code to
45 address comprehensive renumbering of the Utah Land Use, Development, and Management Act
46 from Title 10, Chapter 9a of the Utah Code to Title 10, Chapters 20 and 21, with staff being
47 delegated scrivener's powers to make adjustments. Commissioner Jenkins seconded the motion
48 which passed unanimously (5-0).
49

50 **COMMUNITY DEVELOPMENT DIRECTOR’S REPORT**
51

52 Mr. Eggett reported that both items recommended by the Planning Commission would be
53 forwarded to the City Council for consideration at the Tuesday meeting, and noted that the
54 February Planning Commission meeting would include a proposed zoning code text amendment.

1 He also encouraged commissioners to closely follow the current legislative session, highlighting
2 several bills that could impact land use, including potential amendments to HB 248 of 2025 related
3 to wildland urban interface mapping and ordinance updates, legislation allowing smaller
4 residential lots, and proposed tax code changes affecting city assessments.

5
6 **MINUTES REVIEW AND APPROVAL**

7
8 Minutes of the December 10, 2025 Planning Commission meeting were reviewed. Chair
9 Kjar **moved** to approve the minutes with suggested amendments from the City Attorney.
10 Commissioner Jenkins seconded the motion, which passed (4-0) with Commissioner Mendenhall
11 abstaining.

12
13 **ADJOURNMENT**

14
15 At 7:36 p.m., Commissioner Jorgensen **moved** to adjourn the meeting. Commissioner
16 Woodward seconded the motion which passed unanimously (5-0).

17
18
19 _____
20 Jennifer Robison, City Recorder

_____ Date Approved