WORK SESSION AGENDA

NOTICE IS HEREBY GIVEN THAT THE CENTERVILLE CITY COUNCIL WILL HOLD ITS WORK SESSION MEETING AT 5:30 PM ON APRIL 7, 2026 AT CENTERVILLE CITY HALL, 250 NORTH MAIN STREET, CENTERVILLE, UTAH.

Centerville City Council meetings are open to the public, unless otherwise closed for reasons allowed by law. Centerville City Council 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 Mayor and Council reserve the right to modify the sequence of agenda items in order to facilitate special needs or provide greater efficiency.

The full agenda packet and backup materials can be found on the Centerville City website at:
https://centervilleutah.gov/129/Agendas-Minutes

A. ROLL CALL

B. BUSINESS ITEMS
Business action or discussion items to be considered.

1. FY2027 Budget Discussion
   FY2027 Budget Discussion
2. Discussion - General Plan - Comprehensive Update
   First review of Centerville General Plan Comprehensive Update efforts and documentation.

C. CLOSED SESSION
The City Council may vote to discuss matters in a closed session for reasons allowed by law, including, but not limited to, the provisions of Utah Code § 52-4-205 of the Open and Public Meetings Act, and for attorney-client matters that are privileged pursuant to Utah Code § 78B-1-137.

D. ADJOURNMENT

CERTIFICATE OF POSTING

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

Jennifer Robison

CENTERVILLE

CITY COUNCIL

Staff Report
4/7/2026

Item No. 1.
Title: FY2027 Budget Discussion
Initiated By: Brant Hanson, City Manager
Staff Representative: Brant Hanson, City Manager, Nate Plaizier, Finance Director

SUBJECT:

FY2027 Budget Discussion

RECOMMENDATION:

BACKGROUND:

This is an opportunity to provide feedback on the Fiscal Year (FY) 2027 budget proposals.

City Council held a Budget Retreat on March 18-19, 2026, where the proposals for the FY 2027 budget were presented and discussed. The FY2027 Tentative Budget will be presented on May 5, 2026.

While this discussion is open to any topic relating to the FY2027 budget, Staff would like to address these specific items:

- Mayor/City Council compensation
- Property Tax increase
- Coordinate a potential date and time for a Truth-In-Taxation hearing
    - Staff is proposing August 25th at 6:00 PM for the Truth-In-Taxation hearing.

ATTACHMENTS:

1. FY 2027 Tentative Budget for Budget Retreat
2. Centerville Property Tax Rate History
3. 2025 Davis County Property Tax Rate Comparison

CENTERVILLE CITY
BUDGET RETREAT
FISCAL YEAR 2027

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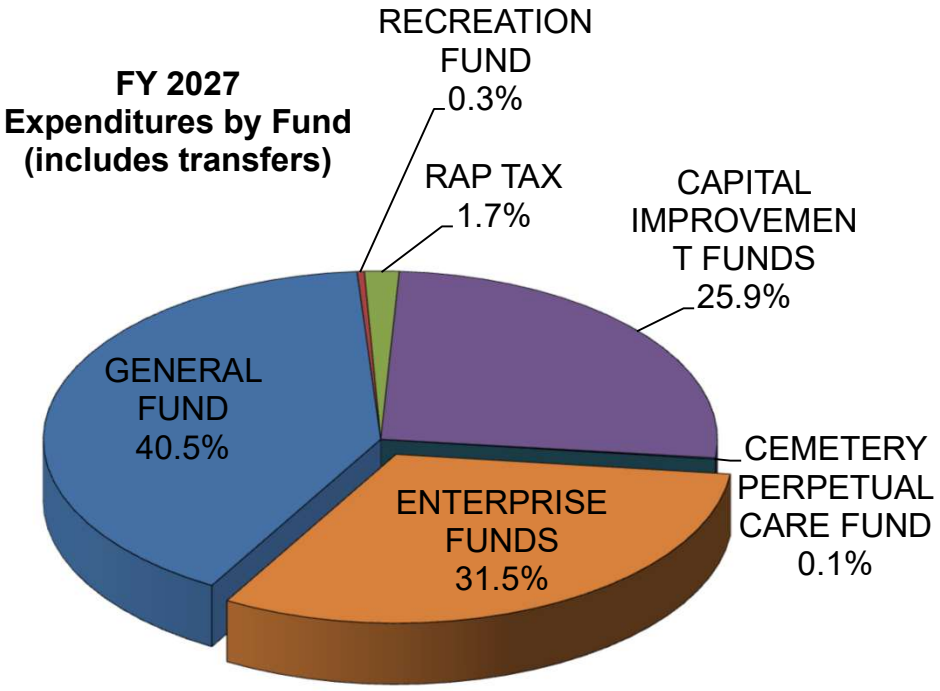
BUDGET SUMMARY - ALL FUNDS (excluding RDA)

Fund	Dept. Request Budget	Tentative Budget	Adopted Budget
Revenues			
General Fund	$14,176,387	$13,955,179	$0
Recreation Fund	$122,343	$119,493	$0
RAP Tax	$570,000	$570,000	$0
Capital Improvement Funds	$9,424,456	$8,908,456	$0
Cemetery Perpetual Care Fund	$35,000	$35,000	$0
Enterprise Funds	$10,544,220	$10,832,487	$0
Total Revenues	$34,872,406	$34,420,615	$0
Expenditures			
General Fund	$14,176,387	$13,955,179	$0
Recreation Fund	$122,293	$119,493	$0
RAP Tax	$570,000	$570,000	$0
Capital Improvement Funds	$9,424,456	$8,908,456	$0
Cemetery Perpetual Care Fund	$35,000	$35,000	$0
Enterprise Funds	$10,544,220	$10,832,487	$0
Total Expenditures	$34,872,356	$34,420,615	$0

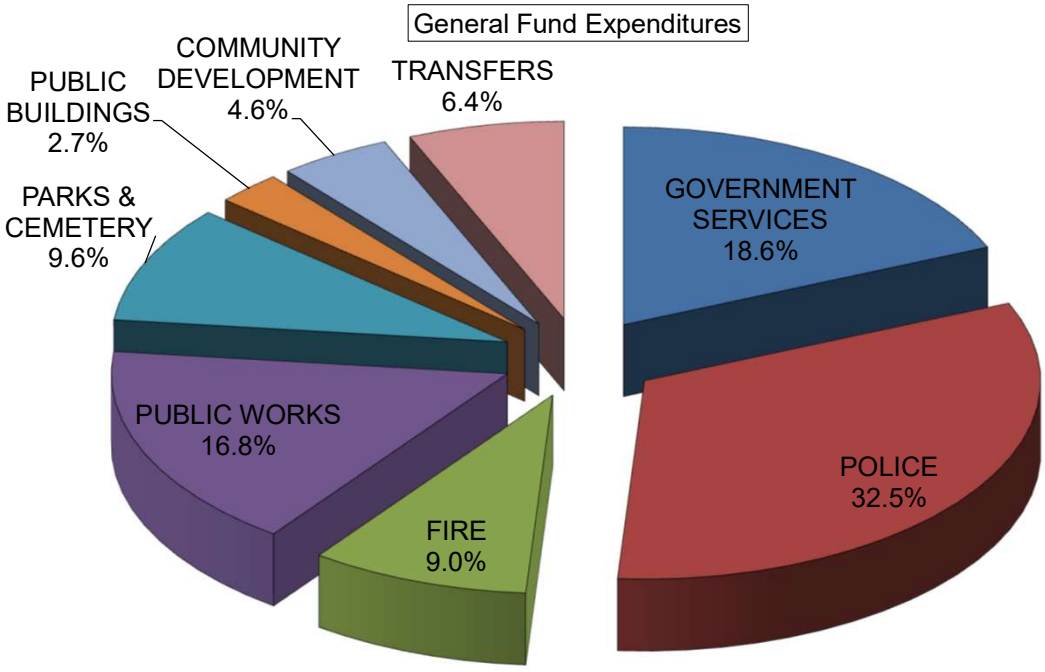


GENERAL FUND SUMMARY

Acct Description	Actual FY 2024	Prior Year Actual FY 2025	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
Revenues							
Taxes	$9,295,015	$9,337,641	$0	$9,155,249	$9,656,007	$9,627,364	$0
Licenses & Permits	$355,126	$351,879	$0	$319,230	$338,230	$338,230	$0
Intergovernmental	$114,105	$68,552	$0	$81,100	$86,800	$86,800	$0
Charges for Services	$2,497,530	$2,650,308	$0	$2,877,845	$3,146,040	$2,968,475	$0
Fines	$286,687	$366,359	$0	$350,000	$375,000	$375,000	$0
Miscellaneous	$484,963	$355,489	$0	$582,710	$426,210	$411,210	$0
Contributions & Transfers	$142,765	$145,429	$0	$132,300	$148,100	$148,100	$0
Total General Fund Revenues	$13,176,191	$13,275,657	$0	$13,498,434	$14,176,387	$13,955,179	$0
Use of Restricted Fund Balance	$0	$0	$0	$0	$0	$0	$0
Use of Unrestricted Fund Balance	$0	$0	$0	$0	$0	$0	$0
Total Sources of Revenues	$13,176,191	$13,275,657	$0	$13,498,434	$14,176,387	$13,955,179	$0
Expenditures							
Government Services	$2,200,690	$2,215,683	$0	$2,473,219	$2,631,543	$2,592,718	$0
Police	$3,766,407	$3,993,750	$0	$4,229,551	$4,579,716	$4,536,344	$0
Fire	$1,152,901	$1,182,619	$0	$1,216,997	$1,277,847	$1,249,204	$0
Public Works	$2,073,544	$2,128,895	$0	$2,259,504	$2,363,744	$2,337,627	$0
Parks & Cemetery	$1,224,937	$1,241,991	$0	$1,318,052	$1,390,815	$1,335,054	$0
Public Buildings	$345,040	$322,139	$0	$333,772	$403,582	$374,655	$0
Community Development	$456,923	$605,761	$0	$624,458	$659,482	$640,382	$0
Transfers/Non-Departmental	$2,174,829	$1,505,961	$0	$1,042,881	$869,658	$889,195	$0
Funds yet to be allocated							
Total General Fund Expenditures	$13,395,271	$13,196,799	$0	$13,498,434	$14,176,387	$13,955,179	$0

GENERAL FUND EXPENDITURES

Acct Description	Actual FY 2024	Prior Year Actual FY 2025	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
Government Services	$ 2,200,690	$ 2,215,683	$ 2,473,219	$ 2,631,543	$ 2,592,718	$ -
Police	3,766,407	3,993,750	4,229,551	4,579,716	4,536,344	-
Fire	1,152,901	1,182,619	1,216,997	1,277,847	1,249,204	-
Public Works	2,073,544	2,128,895	2,259,504	2,363,744	2,337,627	-
Parks & Cemetery	1,224,937	1,241,991	1,318,052	1,390,815	1,335,054	-
Public Buildings	345,040	322,139	333,772	403,582	374,655	-
Community Development	456,923	605,761	624,458	659,482	640,382	-
Transfers	2,174,829	1,505,961	1,042,881	869,658	889,195	-
Total General Fund Expenditures	**$ 13,395,271**	**$ 13,196,799**	**$ 13,498,434**	**$ 14,176,387**	**$ 13,955,179**	**$0**



GENERAL FUND REVENUE

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	TAX REVENUES									
10-31-100000	PROPERTY TAXES	2,363,819	2,325,572	1,824,788		2,330,249	2,711,007	2,682,364		15%
10-31-120000	FEE IN LIEU OF TAXES	133,867	138,225	69,344		110,000	130,000	130,000		18%
10-31-200000	PROPERTY TAXES - DUE	9,999	12,264	110,755		50,000	50,000	50,000		0%
10-31-300000	SALES TAX - GENERAL	5,603,855	5,717,048	2,902,709		5,500,000	5,600,000	5,600,000		2%
10-31-410000	FRANCHISE TAX - POWER	615,774	714,786	308,417		600,000	600,000	600,000		0%
10-31-420000	FRANCHISE TAX - NATURAL GAS	427,652	293,167	60,762		425,000	425,000	425,000		0%
10-31-430000	FRANCHISE TAX - TELECOMM.	69,791	72,322	34,727		70,000	70,000	70,000		0%
10-31-440000	FRANCHISE TAX - CATV	70,258	64,257	31,485		70,000	70,000	70,000		0%
	TOTAL TAX REVENUE	9,295,015	9,337,641	5,342,987	0	9,155,249	9,656,007	9,627,364	0	5%
	LICENSES AND PERMITS									
10-32-100000	BUSINESS LICENSES	66,198	64,569	20,355		60,000	64,000	64,000		7%
10-32-110000	BUILDING FEES	208,112	191,681	142,796		185,000	200,000	200,000		8%
10-32-120000	PLAN CHECK FEES	66,935	81,682	43,211		60,000	60,000	60,000		0%
10-32-130000	ELECTRICAL FEES	3,705	4,480	2,660		4,000	4,000	4,000		0%
10-32-140000	PLUMBING FEES	1,750	1,960	840		2,500	2,500	2,500		0%
10-32-150000	MECHANICAL FEES	6,021	6,440	3,710		5,000	5,000	5,000		0%
10-32-160000	STATE SURCHARGE FEE	321	297	762		500	500	500		0%
10-32-200000	APPROACH FEES (STREET & CURB)	1,944	630	945		2,000	2,000	2,000		0%
10-32-220000	BICYCLE LICENSES	0	40	0		10	10	10		0%
10-32-230000	CHICKEN & RABBIT PERMITS	140	100	0		120	120	120		0%
10-32-240000	ZONING CODE VIOLATION FEES	0	0	150		100	100	100		0%
	TOTAL LICENSES AND PERMITS	355,126	351,879	215,429	0	319,230	338,230	338,230	0	6%
	INTERGOVERNMENTAL REVENUE									
10-33-202000	FEDERAL GRANTS	0	0	0		0	0	0		#DIV/0!
10-33-440000	STATE GRANTS	6,000	0	0		0	0	0		#DIV/0!
10-33-580000	STATE GRANTS - LIQUOR LAW	26,618	26,199	0		26,000	26,600	26,600		2%
10-33-610000	SCHOOL RESOURCE OFFICER	24,550	29,200	0		29,200	29,200	29,200		0%
10-33-620000	STATE GRANT - HISTORIC	10,000	0	0		0	0	0		#DIV/0!
10-33-630000	PUBLIC SAFETY GRANTS	46,937	13,153	24,000		25,900	31,000	31,000		20%
10-33-700000	GRANTS - OTHER LOCAL UNITS	0	0	0		0	0	0		#DIV/0!
10-36-880000	FEMA WIND REIMBURSEMENT	0	0	0		0	0	0		#DIV/0!
	TOTAL INTERGOVERNMENTAL	114,105	68,552	24,000	0	81,100	86,800	86,800	0	7%
	CHARGES FOR SERVICES									
10-34-120000	SUBDIV INSPECT FEES	28,492	106,326	36,101		100,000	100,000	100,000		0%
10-34-130000	ZONING SUB FEES	23,350	25,145	9,029		100,000	25,000	25,000		-75%
10-34-140000	BUILDING INSPECTION FEES	0	6,336	554		1,000	1,000	1,000		0%
10-34-150000	SALE OF MAPS & PUBLICATIONS	0	0	0		50	50	50		0%
10-34-190000	BOARD OF ADJUSTMENT FEE	0	0	250		0	250	250		#DIV/0!
10-34-310000	STREET EXCAVATION FEES	16,388	30,480	1,363		4,000	10,000	10,000		150%
10-34-330000	STREET LIGHTING FEES	4,114	4,152	2,074		4,140	4,140	4,140		0%
10-34-340000	STREET SIGN CHARGES	911	75	0		50	50	50		0%
10-34-730000	PARK RENTAL FEES	9,495	5,880	2,860		7,000	7,000	7,000		0%
10-34-740000	PARK USE AGREEMENTS	4,825	6,999	1,175		7,000	7,000	7,000		0%
10-34-750000	PARK FEES - CONCESSION LEASE	0	500	0		0	0	0		#DIV/0!
10-34-800000	CEMETERY LOTS -E	0	900	0		0	0	0		#DIV/0!
10-34-810000	CEMETERY LOTS -ABCD	-1,000	5,000	100		0	0	0		#DIV/0!
10-34-830000	GRAVE OPENING CHARGES	29,800	34,400	22,400		34,000	34,000	34,000		0%
10-34-840000	NICHE WALL	0	2,410	1,900		3,000	3,000	3,000		0%
10-34-900000	ADMIN OVERHEAD - WATER FUND	1,216,584	1,241,136	679,767		1,380,758	1,567,324	1,457,066		6%
10-34-910000	ADMIN OVERHEAD - SANITATION	211,324	208,977	112,037		227,327	270,454	251,913		11%
10-34-920000	ADMIN OVERHEAD - DRAINAGE/DRAINAGE SW/	640,003	648,318	341,238		688,477	764,282	726,080		5%
10-34-940000	ADMIN OVERHEAD - RDA/RDA Board	308,728	319,109	158,500		315,543	347,490	336,926		7%
10-34-950000	ADMIN OVERHEAD - TELECOMM	4,516	4,165	0		5,500	5,000	5,000		-9%
	TOTAL CHARGES FOR SERVICES	2,497,530	2,650,308	1,369,348	0	2,877,845	3,146,040	2,968,475	0	3%
	FINES AND FORFEITURES									
10-35-110000	CITY COURT	286,687	366,359	201,522		350,000	375,000	375,000		7%
	TOTAL COURT	286,687	366,359	201,522	0	350,000	375,000	375,000	0	7%

	MISCELLANEOUS REVENUE								
10-36-100000	BANK & INVEST INTEREST	358,265	213,239	92,271		250,000	200,000	200,000	-20%
10-36-230000	BANKING/ZIONS BANK INT INCOME	8,651	3,206	1,389		3,000	3,000	3,000	0%
10-36-250000	RENTAL CHARGES/COMMUNITY CNT	135	220	80		250	250	250	0%
10-36-270000	SECURITY DEPOSIT/COMM. CENTER	0	0	0		50	50	50	0%
10-36-280000	MUSEUM/GARDEN FEES	4,520	5,215	360		7,000	5,500	5,500	-21%
10-36-290000	SALE OF HISTORIC MAPS	0	0	0		10	10	10	0%
10-36-400000	SALE OF FIXED ASSETS	90,425	108,584	79,615		305,000	201,000	186,000	-39%
10-36-800000	WITNESS FEES	241	258	93		350	350	350	0%
10-36-810000	INSURANCE REIMBURSEMENT	7,505	0	4,397		0	0	0	#DIV/0!
10-36-820000	CITIZEN'S ACADEMY	1,050	900	450		1,000	0	0	-100%
10-36-830000	POLICE COMMUNITY PROGRAMS	4,975	0	0		1,000	1,000	1,000	0%
10-36-840000	SEX OFFENDER REGISTRY FEE	0	0	0		50	50	50	0%
10-36-900000	SUNDRY REVENUE	9,196	23,867	58,296		15,000	15,000	15,000	0%
	TOTAL MISCELLANEOUS	484,963	355,489	236,951	0	582,710	426,210	411,210	0 -29%
	CONTRIBUTIONS AND TRANSFERS								
10-39-200000	TRANSFER FROM OTHER FUNDS	53,951	43,491	14,700		55,500	55,500	55,500	0%
10-38-200000	TRANSFER FROM RDA - HOMELESS	45,910	64,027	32,232		75,000	75,000	75,000	0%
10-38-340000	CONTRIBUTION/JULY 4TH	8,526	8,020	4,850		1,000	1,000	1,000	0%
10-38-450000	MISC. CONTRIBUTIONS/GRANTS	500	5,725	300		0	600	600	#DIV/0!
10-38-470000	POLICE CONTRIBUTIONS	23,048	18,961	600		0	0	0	#DIV/0!
10-38-500000	CONTRIBUTIONS-CENTENNIAL BOOK	330	-520	0		0	0	0	#DIV/0!
10-38-700000	CONTRIBUTIONS/PREPAREDNESS FAIR	10,500	5,725	0		0	15,000	15,000	#DIV/0!
10-38-750000	GUN RANGE DEPOSIT	0	0	1,600		800	1,000	1,000	25%
	TOTAL CONTRIBUTIONS & TRANS	142,765	145,429	54,282	0	132,300	148,100	148,100	0 12%
	TOTAL REVENUES & CONTRIB.	13,176,191	13,275,657	7,444,519	0	13,498,434	14,176,387	13,955,179	0 3%
10-39-250000	**USE OF UNRESTRICTED FUND BALANCE**								#DIV/0!
	TOTAL FUND BALANCE /OTHER	0	0	0	0	0	0	0	0 #DIV/0!
	TOTAL GENERAL FUND REVENUE	**13,176,191**	**13,275,657**	**7,444,519**	**0**	**13,498,434**	**14,176,387**	**13,955,179**	**0** 3%

GENERAL FUND - GOVERNMENTAL SERVICES SUMMARY

	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
MAYOR AND CITY COUNCIL								
PERSONNEL	$53,263	$48,799	$25,009	$0	$58,371	$58,371	$58,171	$0
OPERATIONS	$32,112	$34,216	$17,566	$0	$44,039	$53,589	$53,589	$0
TOTAL MAYOR & CITY COUNCIL	**$85,375**	**$83,015**	**$42,575**	**$0**	**$102,410**	**$111,960**	**$111,760**	**$0**
JUSTICE COURT								
PERSONNEL	$277,733	$285,813	$148,469	$0	$304,243	$319,891	$319,891	$0
OPERATIONS	$35,841	$39,776	$30,152	$0	$45,635	$59,050	$58,450	$0
TOTAL JUSTICE COURT	**$313,574**	**$325,589**	**$178,621**	**$0**	**$349,878**	**$378,941**	**$378,341**	**$0**
ADMINISTRATION								
PERSONNEL	$588,993	$615,305	$333,313	$0	$643,555	$692,572	$691,047	$0
OPERATIONS	$78,109	$111,276	$53,274	$0	$105,935	$133,950	$127,950	$0
EMPLOYEE RECOGNITION/ASSISTAN	$19,808	$21,203	$14,939	$0	$35,600	$51,500	$37,500	$0
COMMUNITY OUTREACH	$5,752	$33,328	$7,716	$0	$39,000	$44,000	$33,000	$0
INFORMATION TECHNOLOGY	$189,655	$123,170	$66,209	$0	$138,500	$110,200	$104,700	$0
TOTAL ADMINISTRATION	**$882,317**	**$904,282**	**$475,451**	**$0**	**$962,590**	**$1,032,222**	**$994,197**	**$0**
ATTORNEY								
PERSONNEL	$209,184	$221,924	$115,056	$0	$230,179	$247,486	$247,486	$0
OPERATIONS	$21,474	$7,694	$14,309	$0	$28,375	$37,975	$37,975	$0
TOTAL ATTORNEY	**$230,658**	**$229,618**	**$129,365**	**$0**	**$258,554**	**$285,461**	**$285,461**	**$0**
FINANCE								
PERSONNEL	$472,036	$413,058	$212,292	$0	$510,286	$537,869	$537,869	$0
OPERATIONS	$90,699	$154,440	$71,435	$0	$103,884	$117,250	$117,050	$0
INSURANCE	$33,373	$27,343	$35,649	$0	$72,311	$74,677	$74,677	$0
TOTAL FINANCE	**$596,108**	**$594,841**	**$319,376**	**$0**	**$686,481**	**$729,796**	**$729,596**	**$0**
EMERGENCY MANAGEMENT								
OPERATIONS	$24,100	$10,443	$2,254	$0	$5,750	$20,750	$20,750	$0
CAPITAL	$2,874	$2,296	$0	$0	$3,000	$3,000	$3,000	$0
TOTAL EMERGENCY MANAGEMENT	**$26,974**	**$12,739**	**$2,254**	**$0**	**$8,750**	**$23,750**	**$23,750**	**$0**

ELECTIONS

OPERATIONS	$0	$0	$10,661	$0	$37,100	$0	$0	$0
TOTAL ELECTIONS	**$0**	**$0**	**$10,661**	**$0**	**$37,100**	**$0**	**$0**	**$0**

YOUTH COUNCIL

OPERATIONS	$11,404	$12,925	$143	$0	$12,650	$12,650	$12,650	$0
TOTAL YOUTH COUNCIL	**$11,404**	**$12,925**	**$143**	**$0**	**$12,650**	**$12,650**	**$12,650**	**$0**

WHITAKER

PERSONNEL	$37,495	$38,240	$20,199	$0	$40,661	$42,218	$42,418	$0
OPERATIONS	$16,785	$14,434	$6,092	$0	$14,145	$14,545	$14,545	$0
TOTAL WHITAKER HOME	**$54,280**	**$52,674**	**$26,291**	**$0**	**$54,806**	**$56,763**	**$56,963**	**$0**

TOTAL GOVERNMENTAL SERVICES	**$2,200,690**	**$2,215,683**	**$1,184,737**	**$0**	**$2,473,219**	**$2,631,543**	**$2,592,718**	**$0**

MAYOR AND CITY COUNCIL

Centerville City operates under a Six-Member Council form of Government. Under this form of government, the powers of municipal government are vested in a council consisting of six members, one of which is a mayor. The mayor is, except in limited circumstances, a nonvoting member. The mayor is the chief executive officer, meaning all employees report to him or her. Council is the legislative body of the City and exercises the legislative powers and performs the legislative duties and functions of the municipality. Mayor and Councilmembers are part-time elected officials who serve a four-year term and are elected in a nonpartisan election.

STAFFING	Prior Year Actual FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
Elected Officials	6.00	6.00	6.00	
	6.00	6.00	6.00	-

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PERSONNEL									
10-4111-120.0	WAGES - ELECTED	47,525	43,871	22,200		51,900	51,900	51,900		0%
10-4111-130.0	FICA	3,828	3,388	1,744		3,971	3,971	3,971		0%
10-4111-135.0	WORKERS COMPENSATION	710	354	465		1,300	1,300	1,100		-15%
10-4111-141.0	TRANSPORTATION ALLOWANCE	1,200	1,186	600		1,200	1,200	1,200		0%
	SUBTOTAL	53,263	48,799	25,009	0	58,371	58,371	58,171	0	0%
	OPERATIONS									
10-4111-200.0	UNIFORM PURCHASE	0	182	0		1,200	800	800		-33%
10-4111-210.0	ULC&T	14,622	15,107	7,534		15,069	15,069	15,069		0%
10-4111-211.0	CHAMBER OF COMMERCE MEMBERS	1,000	0	0		1,000	1,000	1,000		0%
10-4111-217.0	CONTRIBUTIONS	0	0	3,000		3,000	3,000	3,000		0%
10-4111-231.0	MAYOR LUNCHEON	0	0	42		600	600	600		0%
10-4111-240.0	OFFICE SUPPLIES	0	0	107		100	100	100		0%
10-4111-264.0	IT SERVICES AND LICENSES	1,115	1,062	1,062		1,170	1,120	1,120		-4%
10-4111-310.0	RECORDER SERVICES	2,264	347	248		600	600	600		0%
10-4111-314.0	COMPUTER SERVICES	1,341	0	1,498		3,000	3,000	3,000		0%
10-4111-330.0	EDUCATION & TRAINING	2,134	5,082	1,090		4,000	12,000	12,000		200%
10-4111-480.0	MISC SUPPLIES	283	214	413		300	300	300		0%
10-4111-481.0	MEETING MEALS	5,746	6,475	2,372		4,000	6,000	6,000		50%
10-4111-510.0	SPECIAL CONTINGENCY	3,607	5,747	200		10,000	10,000	10,000		0%
	SUBTOTAL	32,112	34,216	17,566	0	44,039	53,589	53,589	0	22%
	TOTAL MAYOR & CITY COUNCIL	**85,375**	**83,015**	**42,575**	**0**	**102,410**	**111,960**	**111,760**	**0**	9%

JUSTICE COURT

The Centerville Municipal Justice Court serves as the judicial branch of the government. The Justice Court has been serving the citizens of Centerville since 1916, with the current format of the Court being established in 1972. The Centerville Municipal Justice Court provides the citizens with an open, fair, efficient, and independent system for the advancement of justice under the law. It is an independent branch of government constitutionally entrusted with the fair and just resolution of disputes in order to preserve the rule of law and to protect the rights and liberties guaranteed by the Constitution and laws of the United States and the State of Utah. Court Bailiff services are provided by the Police Department.

STAFFING	Prior Year Actual FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
Judge	0.50	0.50	0.50	
Court Administrator	1.00	1.00	1.00	
Judicial Assistant II	1.25	1.25	1.25	
	2.75	2.75	2.75	-

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PERSONNEL									
10-4120-110.0	SALARY AND WAGES	118,185	125,089	65,220		129,547	135,345	135,345		4%
10-4120-111.0	OVERTIME PAY	120	487	292		1,000	500	500		-50%
10-4120-120.0	WAGES - JUDGE	60,825	60,349	30,921		61,171	64,171	64,171		5%
10-4120-122.0	PART-TIME - OFFICE	12,352	12,705	6,336		15,957	16,738	16,738		5%
10-4120-130.0	FICA	14,539	14,476	7,671		15,888	16,582	16,582		4%
10-4120-131.0	RETIREMENT	33,482	31,250	15,501		35,243	36,784	36,784		4%
10-4120-132.0	MEDICAL INSURANCE	36,778	40,469	21,554		43,337	47,671	47,671		10%
10-4120-134.0	LONG TERM DISABILITY	400	422	220		600	600	600		0%
10-4120-135.0	WORKERS COMPENSATION	1,052	566	754		1,500	1,500	1,500		0%
	SUBTOTAL	277,733	285,813	148,469	0	304,243	319,891	319,891	0	5%
	OPERATIONS									
10-4120-200.0	UNIFORM PURCHASE	0	394	0		0	300	300		#DIV/0!
10-4120-240.0	OFFICE SUPPLIES	331	692	335		1,000	1,000	1,000		0%
10-4120-241.0	PRINTING	0	198	0		300	300	300		0%
10-4120-242.0	POSTAGE	931	952	326		1,000	1,000	1,000		0%
10-4120-260.0	EQUIP MAINT SUPPLIES	0	0	0		100	100	100		0%
10-4120-262.0	COPIER SUPPLIES	159	178	115		400	400	400		0%
10-4120-264.0	IT SERVICES AND LICENSES	0	740	740		685	750	750		9%
10-4120-311.0	PROFESSIONAL SERVICES	730	475	456		700	750	750		7%
10-4120-314.0	COMPUTER SERVICES	38	0	0		900	900	300		-67%
10-4120-315.0	PROSECUTING ATTORNEY SERVICES	22,922	24,757	24,239		28,000	40,000	40,000		43%
10-4120-320.0	PUBLIC DEFENDER SERVICES	8,244	6,555	2,970		8,000	9,000	9,000		13%
10-4120-330.0	EDUCATION & TRAINING	470	817	541		1,000	1,000	1,000		0%
10-4120-350.0	CONTRACT SERVICES - JUDGES	0	0	0		250	250	250		0%
10-4120-480.0	MISC SUPPLIES	220	278	184		250	250	250		0%
10-4120-621.0	WITNESS FEES	0	0	0		250	250	250		0%
10-4120-623.0	JURY FEES	0	0	0		300	300	300		0%
10-4120-624.0	INTERPRETOR	1,796	3,740	246		2,500	2,500	2,500		0%
	SUBTOTAL	35,841	39,776	30,152	0	45,635	59,050	58,450	0	28%
	TOTAL JUSTICE COURT	**313,574**	**325,589**	**178,621**	**0**	**349,878**	**378,941**	**378,341**	**0**	8%

ADMINISTRATION

The Administration Department oversees the administrative operations of the City, including (but not limited to) maintaining public records and City documents, elections, human resources, grant administration, and information technology services.

STAFFING	Prior Year Actual FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
City Manager	1.00	1.00	1.00	
City Recorder	1.00	1.00	1.00	
Administrative Services Director	1.00	1.00	1.00	
Information Technology Manager	1.00	1.00	1.00	
Intern	-	0.50	0.50	
	4.00	4.50	4.50	-

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PERSONNEL									
10-4130-110.0	SALARY AND WAGES	413,675	437,138	234,794		448,240	475,397	475,397		6%
10-4130-120.0	PART-TIME WAGES	0	0	0		0	10,000	10,000		#DIV/0!
10-4130-111.0	OVERTIME PAY	4,266	3,810	559		5,000	3,000	3,000		-40%
10-4130-130.0	FICA	31,368	31,496	17,603		34,673	37,363	37,363		8%
10-4130-131.0	RETIREMENT	74,768	72,187	36,304		76,915	81,184	81,184		6%
10-4130-132.0	MEDICAL INSURANCE	56,666	63,499	39,007		69,002	75,903	75,903		10%
10-4130-134.0	LONG TERM DISABILITY	1,383	1,480	773		900	900	900		0%
10-4130-135.0	WORKERS COMPENSATION	2,617	1,470	2,123		4,625	4,625	3,100		-33%
10-4130-141.0	TRANSPORTATION ALLOWANCE	4,250	4,225	2,150		4,200	4,200	4,200		0%
	SUBTOTAL	588,993	615,305	333,313	0	643,555	692,572	691,047	0	7%
	OPERATIONS									
10-4130-200.0	UNIFORM PURCHASE	0	1,147	135		1,000	1,200	1,200		20%
10-4130-210.0	BOOKS AND SUBSCRIPTIONS	660	626	339		1,000	3,500	1,000		0%
10-4130-211.0	MEMBERSHIPS	2,936	4,096	1,582		4,000	4,000	4,000		0%
10-4130-213.0	MUNICIPAL CODE SERVICES	0	0	0		1,950	2,050	2,050		5%
10-4130-220.0	PUBLIC NOTICES	0	0	0		700	700	700		0%
10-4130-230.0	MILEAGE REIMBURSEMENT	488	597	113		1,000	1,000	1,000		0%
10-4130-240.0	OFFICE SUPPLIES	2,128	6,082	1,209		2,500	2,500	2,500		0%
10-4130-241.0	PRINTING	0	0	0		600	600	600		0%
10-4130-242.0	POSTAGE	191	398	294		1,400	1,400	1,400		0%
10-4130-250.0	VEHICLE MAINTENANCE	2,382	743	355		2,500	2,000	2,000		-20%
10-4130-260.0	EQUIP MAINT & SUPPLIES	195	266	333		2,700	2,700	2,700		0%
10-4130-264.0	IT SERVICES AND LICENSES	5,858	3,607	3,327		7,500	7,500	7,500		0%
10-4130-280.0	TELEPHONE AND DATA	2,794	3,602	1,227		3,800	4,200	4,200		11%
10-4130-290.0	GASOLINE	0	1,558	406		2,000	2,000	2,000		0%
10-4130-310.0	PROFESSIONAL SERVICES	30,703	61,677	28,335		47,000	30,500	27,000		-43%
10-4130-314.0	COMPUTER SERVICES	0	0	0		0	35,000	35,000		#DIV/0!
10-4130-330.0	EDUCATION AND TRAINING	29,601	24,882	13,783		25,000	30,600	30,600		22%
10-4130-480.0	MISC SUPPLIES	173	1,725	1,048		1,000	2,200	2,200		120%
10-4130-512.0	INSURANCE - AUTO LIABILITY	0	270	788		285	300	300		5%
	SUBTOTAL	78,109	111,276	53,274	0	105,935	133,950	127,950	0	21%
	EMPLOYEE RECOGNITION/ASSISTANCE									
10-4130-481.0	EMPLOYEE - TUITION	3,428	2,256	822		8,000	8,000	8,000		0%
10-4130-482.0	EMPLOYEE - SERVICE	4,031	2,587	1,750		6,000	6,000	6,000		0%
10-4130-483.0	EMPLOYEE - DINNER	9,656	10,633	11,167		10,000	11,000	11,000		10%
10-4130-484.0	EMPLOYEE - WELLNESS	2,460	2,736	600		5,000	6,000	6,000		20%
10-4130-487.0	VOLUNTEER SERVICE RECOGNITION	233	2,991	600		3,800	4,000	4,000		5%
10-4130-488.0	RISK MANAGEMENT SAFETY	0	0	0		2,800	16,500	2,500		-11%
	SUBTOTAL	19,808	21,203	14,939	0	35,600	51,500	37,500	0	5%
	CITIZEN OUTREACH									
10-4130-485.0	MARKETING	2,679	28,891	3,471		27,000	31,000	20,000		-26%
10-4130-486.0	NEWSLETTER - PRINTING/POSTAGE	3,073	4,437	4,245		12,000	13,000	13,000		8%
	SUBTOTAL NEWSLETTERS	5,752	33,328	7,716	0	39,000	44,000	33,000	0	-15%
	INFORMATION TECHNOLOGY									
10-4130-740.0	I.T. EQUIPMENT	14,042	17,909	2,849		8,500	8,500	8,500		0%
10-4130-745.0	NETWORK EQUIPMENT/LICENSING	166,082	90,820	44,233		105,000	87,000	87,000		-17%
10-4130-755.0	WEBSITE	9,531	14,441	19,127		25,000	14,700	9,200		-63%
	SUBTOTAL	189,655	123,170	66,209	0	138,500	110,200	104,700	0	-24%
	TOTAL ADMINISTRATION	**882,317**	**904,282**	**475,451**	**0**	**962,590**	**1,032,222**	**994,197**	**0**	3%

ATTORNEY

The City Attorney is responsible for representing the Mayor, City Council, City departments, and Boards and Commissions in handling the legal business of the City. The City Attorney acts as legal advisor to the City in all matters pertaining to contracts with or by the City or questions of legality arising out of any law, ordinance or otherwise, and advises all City officers in relation to their official duties.

STAFFING	Prior Year Actual FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
City Attorney	1.00	1.00	1.00	
Intern	0.25	0.25	0.25	
	1.25	1.25	1.25	-

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PERSONNEL									
10-4135-110.0	SALARY AND WAGES	159,325	171,448	86,628		171,367	179,769	179,769		5%
10-4135-120.0	PART TIME WAGES	0	0	2,515		5,000	10,400	10,400		108%
10-4135-130.0	FICA	12,327	12,646	6,707		13,493	14,548	14,548		8%
10-4135-131.0	RETIREMENT	28,543	27,389	13,684		29,081	30,507	30,507		5%
10-4135-132.0	MEDICAL INSURANCE	8,279	9,775	5,088		10,238	11,262	11,262		10%
10-4135-134.0	LONG TERM DISABILITY	528	562	291		700	700	700		0%
10-4135-135.0	WORKERS COMPENSATION	182	104	143		300	300	300		0%
	SUBTOTAL	209,184	221,924	115,056	0	230,179	247,486	247,486	0	8%
	OPERATIONS									
10-4135-210.0	BOOKS AND SUBSCRIPTIONS	3,745	2,476	1,615		5,000	5,000	5,000		0%
10-4135-211.0	MEMBERSHIPS	1,654	1,874	0		1,500	1,500	1,500		0%
10-4135-215.0	FILING FEES & COSTS	0	0	0		100	100	100		0%
10-4135-230.0	MILEAGE REIMBURSEMENT	374	0	0		500	500	500		0%
10-4135-240.0	OFFICE SUPPLIES	96	80	0		500	500	500		0%
10-4135-242.0	POSTAGE	0	0	0		25	25	25		0%
10-4135-264.0	IT SERVICES AND LICENSES	140	209	209		250	250	250		0%
10-4135-280.0	TELEPHONE AND DATA	423	419	213		500	600	600		20%
10-4135-311.0	ATTORNEY SERVICES	12,045	1,100	11,534		10,000	20,000	20,000		100%
10-4135-314.0	COMPUTER SERVICES	689	329	72		1,500	1,500	1,500		0%
10-4135-330.0	EDUCATION & TRAINING	2,308	1,149	575		3,000	2,500	2,500		-17%
10-4135-480.0	MISC SUPPLIES	0	3	91		500	500	500		0%
10-4135-650.0	SPEC. PROJECT	0	0	0		5,000	5,000	5,000		0%
	SUBTOTAL	21,474	7,694	14,309	0	28,375	37,975	37,975	0	34%
	TOTAL CITY ATTORNEY	**230,658**	**229,618**	**129,365**	**0**	**258,554**	**285,461**	**285,461**	**0**	10%

FINANCE

The Finance Department is responsible for they systems and proceedures that assure the sound and efficient management of the City's financial resources. The Finance Department is also responsible for maintaining and managing all accounts and investments, preparing financial reports and budgets, monitoring expenditures, and advising the City Manager and Council on financial matters. In addition, the Finance Department is responsible for the duties of the City Treasurer, which includes the receipting of all monies payable to the City, and oversees the billing and collection of utility services provided by the City.

STAFFING	Prior Year Actual FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
Finance Director	1.00	1.00	1.00	
Treasurer	1.00	1.00	1.00	
Utility Billing Clerk	1.00	1.00	1.00	
Accounting Technician II	1.00	0.50	0.50	
HR Specialist	-	0.50	0.50	
	4.00	4.00	4.00	-

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PERSONNEL									
10-4140-110.0	SALARY AND WAGES	267,916	225,014	115,353		272,592	285,941	285,941		5%
10-4140-111.0	OVERTIME PAY	0	475	310		2,000	1,500	1,500		-25%
10-4140-120.0	PART TIME WAGES	65,506	74,377	40,247		79,683	83,592	83,592		5%
10-4140-130.0	FICA	25,053	21,150	11,256		27,103	28,385	28,385		5%
10-4140-131.0	RETIREMENT	58,718	48,003	23,789		60,121	62,965	62,965		5%
10-4140-132.0	MEDICAL INSURANCE	53,587	43,117	20,643		66,987	73,686	73,686		10%
10-4140-134.0	LONG TERM DISABILITY	861	733	380		1,200	1,200	1,200		0%
10-4140-135.0	WORKERS COMPENSATION	395	189	314		600	600	600		0%
	SUBTOTAL	472,036	413,058	212,292	0	510,286	537,869	537,869	0	5%
	OPERATIONS									
10-4140-200.0	UNIFORM PURCHASE	0	976	0		1,000	1,000	800		-20%
10-4140-210.0	BOOKS & SUBSCRIPTION	199	0	0		150	150	150		0%
10-4140-211.0	MEMBERSHIPS	948	449	159		1,000	1,000	1,000		0%
10-4140-220.0	PUBLIC NOTICES	0	0	0		100	100	100		0%
10-4140-230.0	MILEAGE REIMBURSEMENT	376	315	106		500	500	500		0%
10-4140-240.0	OFFICE SUPPLIES	3,534	3,728	1,858		2,000	2,000	2,000		0%
10-4140-241.0	PRINTING	401	1,982	0		1,000	1,000	1,000		0%
10-4140-242.0	POSTAGE	3,187	4,158	2,049		3,000	4,000	4,000		33%
10-4140-260.0	EQUIP MAINT & SUPPLIES	1,197	745	378		1,000	1,000	1,000		0%
10-4140-262.0	COPIER SUPPLIES	706	885	473		1,400	1,400	1,400		0%
10-4140-264.0	IT SERVICES AND LICENSES	745	1,157	1,043		1,200	1,100	1,100		-8%
10-4140-280.0	TELEPHONE AND DATA	903	930	413		900	900	900		0%
10-4140-310.0	PROFESSIONAL SERVICES	990	1,040	144		1,100	1,100	1,100		0%
10-4140-311.0	RETIREMENT ADMINISTRATION FEES	1,116	1,425	318		1,500	1,500	1,500		0%
10-4140-312.0	FINANCE SERVICES - CONTRACT	23,880	32,360	19,320		22,000	22,000	22,000		0%
10-4140-313.0	AUDIT SERVICES	21,900	20,600	21,300		25,300	26,000	26,000		3%
10-4140-314.0	COMPUTER SERVICES	5,684	7,828	3,694		8,334	15,100	15,100		81%
10-4140-315.0	FLEX SPENDING SERVICES	1,200	1,700	600		1,200	1,200	1,200		0%
10-4140-320.0	BANKING SERVICES	13,510	19,168	15,557		15,000	20,000	20,000		33%
10-4140-327.0	CASH BOND INTEREST EXPENSE	1,414	45,814	2,820		5,000	5,000	5,000		0%
10-4140-330.0	EDUCATION AND TRAINING	7,367	8,401	974		10,000	10,000	10,000		0%
10-4140-480.0	MISC SUPPLIES	1,442	779	229		1,200	1,200	1,200		0%
	SUBTOTAL	90,699	154,440	71,435	0	103,884	117,250	117,050	0	13%
	INSURANCE									
10-4140-511.0	INSURANCE - LIABILITY	32,423	27,343	35,649		47,311	49,677	49,677		5%
10-4140-515.0	LIABILITY DEDUCTIBLE	950	0	0		25,000	25,000	25,000		0%
	SUBTOTAL	33,373	27,343	35,649	0	72,311	74,677	74,677	0	3%
	TOTAL FINANCE	**596,108**	**594,841**	**319,376**	**0**	**686,481**	**729,796**	**729,596**	**0**	6%

EMERGENCY MANAGEMENT

The Emergency Management Division oversees the coordinated response during times of emergency or natural disasters. The Emergency Management Division also coordinates the South Davis Preparedness Fair.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	OPERATIONS									
10-4150-261.0	EQUIPMENT MAINTENANCE	0	250	0		250	250	250		0%
10-4150-320.0	PREP FAIR	4,730	14,458	0		0	15,000	15,000		#DIV/0!
10-4150-330.0	EDUCATION & TRAINING	3,260	7,085	1,611		3,000	3,000	3,000		0%
10-4150-350.0	CITIZEN CORP	200	500	0		500	500	500		0%
10-4150-480.0	MISC SUPPLIES	2,253	1,807	643		2,000	2,000	2,000		0%
	SUBTOTAL	10,443	24,100	2,254	0	5,750	20,750	20,750	0	261%
	CAPITAL									
10-4150-740.0	CAPITAL EQUIPMENT/PROJECTS	2,296	2,874	0		3,000	3,000	3,000		0%
	SUBTOTAL	2,296	2,874	0	0	3,000	3,000	3,000	0	0%
	TOTAL EMERGENCY MANAGEMENT	**12,739**	**26,974**	**2,254**	**0**	**8,750**	**23,750**	**23,750**	**0**	171%

Did you know the City participates in the South Davis Emergency Preparedness Fair?

This event will be held in September 2026 free to the public. Expenses of the fair are covered through contributions and sponsorships from local businesses.

ELECTIONS

The City Recorder oversees the coordinating of the City's municipal elections. Currently, the City contracts with Davis County to provide elections services for Centerville City.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	OPERATIONS									
10-4170-480.0	ELECTION SERVICES	0	0	10,661		37,100	0	0		-100%
	SUBTOTAL	0	0	10,661	0	37,100	0	0	0	-100%
	TOTAL ELECTIONS	**0**	**0**	**10,661**	**0**	**37,100**	**0**	**0**	**0**	-100%

YOUTH COUNCIL

Each year, new Centerville Youth City Council members are selected to serve the youth of Centerville. The Youth Council informs the City government of the needs and interests of the youth. They also plan and impement a variety of activities, including charitable, cultral, educational, recreational, and social activities.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	OPERATIONS									
10-4180-480.0	MISCELLANEOUS	5,433	8,265	143		5,000	5,000	5,000		0%
10-4180-486.0	SPRING CONFERENCE	5,707	4,440	0		7,100	7,100	7,100		0%
10-4180-640.0	4TH OF JULY FLOAT	0	0	0		250	250	250		0%
10-4180-645.0	EASTER EGG HUNT	264	220	0		300	300	300		0%
	TOTAL YOUTH COUNCIL	**11,404**	**12,925**	**143**		**12,650**	**12,650**	**12,650**	**0**	0%

WHITAKER

The Whitaker Museum houses volumes of documents, histories, and artifacts deemed significant to Centerville's heritage. Listed on the National Register of Historic Places, the Whitaker home is one of only eleven stone houses built in the 1860's. The home was purchased by Centerville City December 1, 1994 to create a museum and gathering place for the benefit of the community.

STAFFING	Prior Year Actual FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
Museum Director	0.50	0.50	0.50	
	0.50	0.50	0.50	-

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PERSONNEL									
10-4190-120.0	PART TIME WAGES	29,400	30,623	16,105		32,226	33,476	33,476		4%
10-4190-130.0	FICA	2,294	2,287	1,219		2,466	2,561	2,561		4%
10-4190-131.0	RETIREMENT	5,367	5,087	2,544		5,469	5,681	5,681		4%
10-4190-135.0	WORKERS COMPENSATION	434	243	331		500	500	700		40%
	SUBTOTAL	37,495	38,240	20,199	0	40,661	42,218	42,418	0	4%
	OPERATIONS									
10-4190-200.0	UNIFORM PURCHASE	0	0	0		0	100	100		
10-4190-211.0	MEMBERSHIPS	886	1,061	98		980	980	980		0%
10-4190-240.0	OFFICE SUPPLIES	309	332	9		300	300	300		0%
10-4190-264.0	IT SERVICES AND LICENSES	140	209	209		425	425	425		0%
10-4190-280.0	TELEPHONE AND DATA	241	239	121		240	240	240		0%
10-4190-310.0	RECORDING SERVICES	394	242	247		400	400	400		0%
10-4190-312.0	PUBLIC RELATIONS	2,432	2,558	1,076		2,500	2,500	2,500		0%
10-4190-316.0	EVENT SUPPLIES	6,679	8,068	4,241		7,000	7,300	7,300		4%
10-4190-330.0	EDUCATION & TRAINING	1,105	650	91		1,200	1,200	1,200		0%
10-4190-368.0	KEEPING THE STORIES ALIVE	462	1,075	0		1,100	1,100	1,100		0%
10-4190-475.0	SMALL EQUIPMENT	3,985	0	0		0	-	-		#DIV/0!
10-4190-480.0	MISC SUPPLIES	152	0	0		0	-	-		#DIV/0!
	SUBTOTAL	16,785	14,434	6,092	0	14,145	14,545	14,545	0	3%
	TOTAL CITY WHITAKER	**54,280**	**52,674**	**26,291**	**0**	**54,806**	**56,763**	**56,963**	**0**	4%

The Whitaker Museum hosts events year-round for all ages. Many of these events are free to the public!

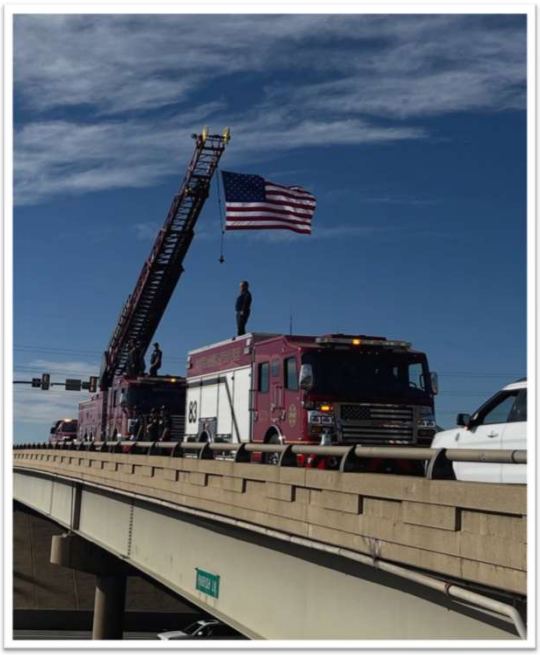
GENERAL FUND - FIRE SERVICES SUMMARY

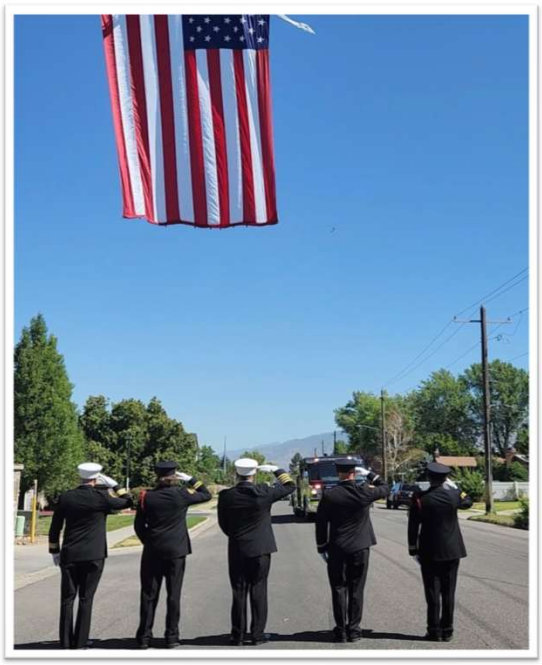
	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
SOUTH DAVIS FIRE	$1,152,901	$1,182,619	$608,499	$0	$1,216,997	$1,277,847	$1,249,204	$0
TOTAL FIRE SERVICES	$1,152,901	$1,182,619	$608,499	$0	$1,216,997	$1,277,847	$1,249,204	$0

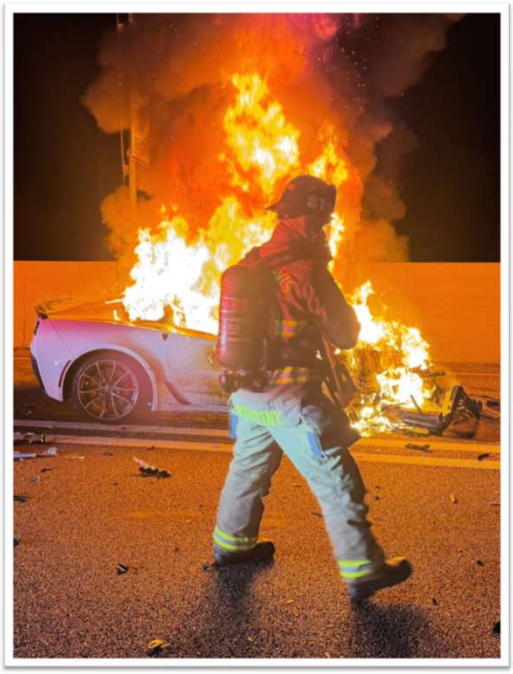
FIRE SERVICES

Centerville City is part of the South Davis Metro Fire District, which provides fire and ambulance services to the City. Each participating member of the District is required to pay an annual assessment for these services.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	OPERATIONS									
10-4155-323.0	SOUTH DAVIS FIRE DISTRICT ASSESSMENT	1,152,901	1,182,619	608,499		1,216,997	1,277,847	1,249,204		3%
	TOTAL FIRE SERVICES	**1,152,901**	**1,182,619**	**608,499**	**0**	**1,216,997**	**1,277,847**	**1,249,204**	**0**	3%







GENERAL FUND - POLICE SUMMARY

	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
POLICE								
PERSONNEL	$3,174,338	$3,421,760	$1,765,256	$0	$3,639,846	$3,969,452	$3,950,721	$0
OPERATIONS	$433,074	$430,936	$207,178	$0	$455,668	$475,562	$450,921	$0
CAPITAL	$21,124	$17,170	$3,852	$0	$0	$0	$0	$0
TOTAL POLICE	**$3,628,536**	**$3,869,866**	**$1,976,286**	**$0**	**$4,095,514**	**$4,445,014**	**$4,401,642**	**$0**
BEER TAX								
PERSONNEL	$1,321	$0	$494	$0	$8,900	$8,900	$8,900	$0
OPERATIONS	$4,554	$3,201	$2,240	$0	$3,500	$3,500	$3,500	$0
CAPITAL	$27,719	$13,365	$0	$0	$13,600	$14,200	$14,200	$0
TOTAL BEER TAX	**$33,594**	**$16,566**	**$2,734**	**$0**	**$26,000**	**$26,600**	**$26,600**	**$0**
SCHOOL CROSSING								
PERSONNEL	$89,298	$95,456	$48,613	$0	$93,437	$93,502	$93,502	$0
OPERATIONS	$1,070	$598	$707	$0	$2,100	$2,100	$2,100	$0
TOTAL SCHOOL CROSSING	**$90,368**	**$96,054**	**$49,320**	**$0**	**$95,537**	**$95,602**	**$95,602**	**$0**
K-9 PROGRAM								
OPERATIONS	$9,461	$7,093	$971	$0	$7,500	$7,500	$7,500	$0
TOTAL K-9	**$9,461**	**$7,093**	**$971**	**$0**	**$7,500**	**$7,500**	**$7,500**	**$0**
D.A.R.E. PROGRAM								
PERSONNEL	$0	$0	$0	$0	$0	$0	$0	$0
OPERATIONS	$4,448	$4,171	$0	$0	$5,000	$5,000	$5,000	$0
TOTAL D.A.R.E.	**$4,448**	**$4,171**	**$0**	**$0**	**$5,000**	**$5,000**	**$5,000**	**$0**
TOTAL POLICE	$3,766,407	$3,993,750	$2,029,311	$0	$4,229,551	$4,579,716	$4,536,344	$0

POLICE

The mission of the Centerville Police Department is to enhance the quality of life in our community through preventing, detecting, and controlling crime, preserving the peace, and securing a safe environment to all residents, businesses, and guests of Centerville. The Police Department also oversees the School Crossing, D.A.R.E., and K-9 programs.

STAFFING	Prior Year Actual FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
Chief of Police	1.00	1.00	1.00	
Lieutenant	1.00	1.00	1.00	
Sergeant	4.00	4.00	4.00	
Master Officer	2.00	4.00	4.00	
Police Officer I-III	12.00	11.00	11.00	
Emergency Management Assistant/Admin. Asst./Court Liason	1.00	1.00	1.00	
Dispatcher Lead	-	1.00	1.00	
Dispatcher I-II	2.00	1.00	1.00	
	23.00	24.00	24.00	-

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PERSONNEL									
10-4210-110.0	SALARY AND WAGES	1,957,596	2,170,357	1,079,778		2,180,984	2,386,769	2,386,769		9%
10-4210-111.0	OVERTIME PAY	75,348	45,796	19,871		88,000	92,400	75,000		-15%
10-4210-112.0	OVERTIME PAY - WARRANT SERVICE	0	0	0		0	0	0		#DIV/0!
10-4210-115.0	OVERTIME PAY-BAILIFF	0	0	0		1,000	1,000	1,000		0%
10-4210-130.0	FICA	157,516	157,980	82,865		173,654	189,733	188,402		8%
10-4210-131.0	RETIREMENT	599,416	609,968	320,515		671,666	727,501	727,501		8%
10-4210-132.0	MEDICAL INSURANCE	362,483	412,473	236,517		475,067	522,574	522,574		10%
10-4210-133.0	UNEMPLOYMENT	0	0	0		0	0	0		#DIV/0!
10-4210-134.0	LONG TERM DISABILITY	6,830	7,041	3,662		7,690	7,690	7,690		0%
10-4210-135.0	WORKERS COMPENSATION	11,149	16,145	22,048		39,785	39,785	39,785		0%
10-4210-137.0	LINE OF DUTY	4,000	2,000	0		2,000	2,000	2,000		0%
	SUBTOTAL	3,174,338	3,421,760	1,765,256	0	3,639,846	3,969,452	3,950,721	0	9%
	OPERATIONS									
10-4210-200.0	UNIFORM PURCHASE	15,416	11,274	4,223		13,800	16,800	15,800		14%
10-4210-201.0	UNIFORM CLEANING	1,326	1,215	400		1,500	1,575	1,575		5%
10-4210-210.0	BOOKS & SUBSCRIPTIONS	287	214	107		580	580	580		0%
10-4210-211.0	MEMBERSHIPS	1,424	1,503	738		2,250	2,250	2,250		0%
10-4210-220.0	PUBLIC NOTICES	254	160	19		350	350	350		0%
10-4210-235.0	EVIDENCE SUPPLIES	2,572	296	50		1,600	1,600	1,600		0%
10-4210-240.0	OFFICE SUPPLIES	3,674	5,146	2,074		5,280	5,280	5,280		0%
10-4210-241.0	PRINTING	1,756	2,626	430		3,000	3,000	2,700		-10%
10-4210-242.0	POSTAGE	467	140	105		300	300	150		-50%
10-4210-250.0	VEHICLE MAINTENANCE - MISC	8,510	11,897	5,522		16,000	16,000	16,000		0%
10-4210-252.0	VEHICLE MAINTENANCE - BODY RPR	21,749	-2,585	0		5,000	5,000	5,000		0%
10-4210-253.0	VEHICLE MAINTENANCE - TIRES	6,554	4,783	3,081		7,800	8,200	7,200		-8%
10-4210-254.0	VEHICLE MAINT - PREVENTATIVE	8,785	9,935	3,472		11,000	10,550	10,550		-4%
10-4210-255.0	RADAR MAINTENANCE	2,560	0	0		2,500	1,000	1,000		-60%
10-4210-256.0	DRONE MAINTENANCE	0	0	4,518		5,000	10,800	10,800		116%
10-4210-260.0	EQUIPMENT MAINTENANCE	6,677	3,177	319		5,000	5,000	4,000		-20%
10-4210-261.0	RADIO MAINTENANCE	4,026	19,654	893		4,000	5,500	3,000		-25%
10-4210-262.0	COPIER MAINTENANCE	410	303	150		300	300	300		0%
10-4210-263.0	OFFICE EQUIPMENT MAINTENANCE	571	471	260		500	500	500		0%
10-4210-264.0	IT SERVICES AND LICENSES	11,504	11,047	5,171		12,000	12,550	12,550		5%
10-4210-265.0	CRIME PREVENTION	60,739	1,492	713		2,500	2,500	2,500		0%
10-4210-267.0	WEAPONS MAINTENANCE	803	585	74		650	650	650		0%
10-4210-270.0	TELEPHONE AND DATA	6,757	6,461	1,339		7,000	6,300	7,000		0%
10-4210-282.0	DATA - LAPTOPS	10,114	8,762	3,455		10,100	9,450	9,000		-11%
10-4210-290.0	GASOLINE	62,643	54,710	21,870		75,000	68,250	65,000		-13%
10-4210-310.0	PROFESSIONAL SERVICES	3,456	656	17,620		22,000	5,500	3,000		-86%
10-4210-320.0	POLICE RECORD SOFTWARE	19,935	25,772	13,388		13,825	14,240	14,240		3%
10-4210-330.0	EDUCATION & TRAINING	34,649	39,008	19,632		27,000	47,212	44,481		65%
10-4210-340.0	LEXIPOL P&P	9,111	9,658	12,564		10,300	10,610	10,610		3%
10-4210-475.0	SMALL EQUIPMENT	0	43,650	17,799		24,000	29,130	29,130		21%
10-4210-480.0	MISC SUPPLIES	16,189	4,730	2,717		6,200	6,500	6,500		5%
10-4210-481.0	PHOTOGRAPHY SUPPLIES	1,207	0	0		1,000	1,000	750		-25%
10-4210-482.0	AMMUNITION	7,895	7,265	0		8,000	8,400	8,400		5%
10-4210-483.0	INVESTIGATION SUPPLIES	4,666	32,402	1,411		34,100	36,500	34,100		0%
10-4210-484.0	MEDICAL SUPPLIES	186	494	71		500	525	500		0%
10-4210-511.0	INSURANCE - LIABILITY	0	0	931		0	1,000	1,000		#DIV/0!
10-4210-512.0	INSURANCE - AUTO LIAB.	15,355	14,843	16,360		13,119	15,000	15,000		14%
10-4210-610.0	CITIZEN ACADEMY	1,561	978	0		0	0	0		#DIV/0!
10-4210-620.0	EMPLOYEE - RECOGNITION	2,134	337	238		2,000	2,000	2,000		0%
10-4210-621.0	METRO TASK FORCE	14,858	14,858	14,858		15,000	15,000	15,000		0%
10-4210-623.0	EMPLOYEE - WELLNESS	12,910	28,697	4,084		31,314	32,785	25,000		-20%
10-4210-625.0	DISPATCH SERVICES	48,887	53,972	26,374		53,800	55,375	55,375		3%
10-4210-730.0	DEER MITIGATION FUNDS	497	350	148		500	500	500		0%
	SUBTOTAL	433,074	430,936	207,178	0	455,668	475,562	450,921	0	-1%
	CAPITAL									
10-4210-740.0	CAPITAL EQUIPMENT	5,186	0	0		0	0	0		#DIV/0!
10-4210-752.0	GRANT/DONATION PURCHASES	15,938	17,170	3,852		0	0	0		#DIV/0!
	SUBTOTAL	21,124	17,170	3,852	0	0	0	0	0	#DIV/0!
	TOTAL POLICE	**3,628,536**	**3,869,866**	**1,976,286**	**0**	**4,095,514**	**4,445,014**	**4,401,642**	**0**	7%

BEER TAX

Each year, the City receives a distribution from the Alcoholic Beverage and Substance Abuse Enforcement and Treatment Restricted Account, more commonly known as "Beer Tax". The spending of these funds by the City is restricted to "*promoting the reduction of the harmful effects of substance abuse, overconsumption of alcoholic products by an adult, and alcohol consumption by minors, by exclusively funding programs or projects related to prevention, treatment, detection, prosecution, and control of violations of this title and other offenses in which alcohol or substance abuse is a contributing factor*". [Utah Code 32B-2-403(2)(a)]

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PERSONNEL									
10-4218-110.0	SALARY & WAGES *	1,222	0	494		8,125	8,125	8,125		0%
10-4218-130.0	FICA	94	0	0		625	625	625		0%
10-4218-135.0	WORKERS COMPENSATION	5	0	0		150	150	150		0%
	SUBTOTAL	1,321	0	494	0	8,900	8,900	8,900	0	0%
	OPERATIONS									
10-4218-330.0	EDUCATION & TRAINING	3,908	2,862	2,290		3,000	3,000	3,000		0%
10-4218-480.0	MISC SUPPLIES	646	339	-50		500	500	500		0%
	SUBTOTAL	4,554	3,201	2,240	0	3,500	3,500	3,500	0	0%
	CAPITAL									
10-4218-740.0	CAPITAL EQUIPMENT	27,719	13,365	0		13,600	14,200	14,200		4%
	SUBTOTAL	27,719	13,365	0	0	13,600	14,200	14,200	0	4%
	TOTAL LIQUOR LAW	**33,594**	**16,566**	**2,734**	**0**	**26,000**	**26,600**	**26,600**	**0**	2%

* Some Wages reimbursed by State of Utah for DUI check points.

Did you know Centerville had 38 DUI arrests in 2025?

SCHOOL CROSSING PROGRAM

The School Crossing Program is staffed by part-time crossing guards who assist school aged children cross the roads safely. Each school day, crossing guards staff 8 different crosswalks throughout the City.

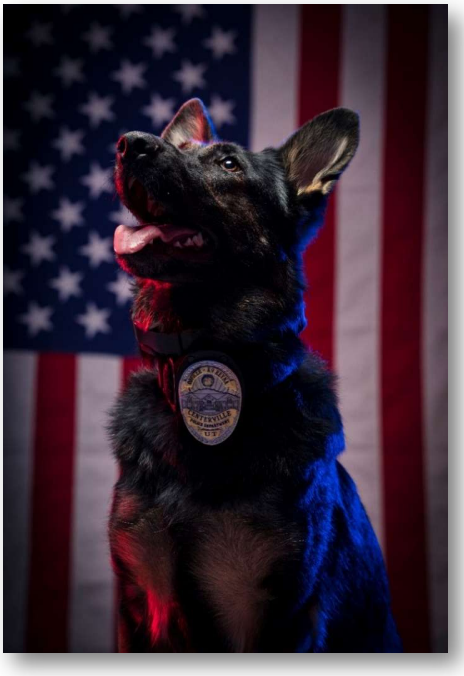
Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PERSONNEL									
10-4219-120.0	PART TIME WAGES	81,631	88,033	44,256		85,450	85,510	85,510		0%
10-4219-130.0	FICA	6,413	6,689	3,404		6,537	6,542	6,542		0%
10-4219-135.0	WORKERS COMPENSATION	1,254	734	953		1,450	1,450	1,450		0%
	SUBTOTAL	89,298	95,456	48,613	0	93,437	93,502	93,502	0	0%
	OPERATIONS									
10-4219-271.0	UTILITIES - POWER	268	189	62		300	300	300		0%
10-4219-480.0	MISC SUPPLIES	802	409	645		1,800	1,800	1,800		0%
	SUBTOTAL	1,070	598	707	0	2,100	2,100	2,100	0	0%
	TOTAL SCHOOL CROSSING PROGRAM	**90,368**	**96,054**	**49,320**	**0**	**95,537**	**95,602**	**95,602**	**0**	0%

Retired Crossing Guard Debra Harvey was recognized after crossing students for 12 years!

K-9

Centerville Police Department have two K-9's as part of their force; a Blood Hound (Maia) and a German Shepard (Reyna).

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	OPERATIONS									
10-4223-310.0	PROFESSIONAL SERVICES	3,385	1,510	132		2,000	2,000	2,000		0%
10-4223-330.0	EDUCATION & TRAINING	4,054	3,617	0		2,700	3,000	3,000		11%
10-4223-480.0	MISC SUPPLIES	2,022	1,966	138		500	500	500		0%
10-4223-481.0	FOOD & VITAMINS	0	0	701		2,300	2,000	2,000		-13%
	SUBTOTAL	9,461	7,093	971	0	7,500	7,500	7,500	0	0%
	TOTAL K-9	**9,461**	**7,093**	**971**	**0**	**7,500**	**7,500**	**7,500**	**0**	0%



K-9 Officer Reyna

K-9 Officer Maia

D.A.R.E. Program

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	OPERATIONS									
10-4225-241.0	PRINTING	0	460	0		500	500	500		0%
10-4225-330.0	TRAINING & EDUCATION	934	522	0		500	500	500		0%
10-4225-480.0	MISC SUPPLIES	3,514	3,189	0		4,000	4,000	4,000		0%
	SUBTOTAL	4,448	4,171	0	0	5,000	5,000	5,000	0	0%
	TOTAL D.A.R.E.	**4,448**	**4,171**	**0**	**0**	**5,000**	**5,000**	**5,000**	**0**	0%

Did you know Officer Scott teaches D.A.R.E. and Law Related Education courses in Centerville's local schools?

GENERAL FUND - PUBLIC WORKS SUMMARY

	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
ADMINISTRATION								
PERSONNEL	$670,411	$694,914	$376,366	$0	$727,179	$770,675	$772,728	$0
OPERATIONS	$33,087	$34,209	$21,511	$0	$39,419	$46,314	$45,444	$0
TOTAL ADMINISTRATION	**$703,498**	**$729,123**	**$397,877**	**$0**	**$766,598**	**$816,989**	**$818,172**	**$0**
STREETS								
PERSONNEL	$478,291	$503,021	$266,979	$0	$534,705	$568,108	$571,108	$0
OPERATIONS	$350,656	$344,261	$131,083	$0	$395,519	$389,109	$358,109	$0
STREET LIGHTING	$138,773	$135,371	$68,623	$0	$137,000	$152,860	$152,860	$0
CAPITAL	$2,198	$0	$0	$0	$0	$0	$0	$0
TOTAL STREETS	**$969,918**	**$982,653**	**$466,685**	**$0**	**$1,067,224**	**$1,110,077**	**$1,082,077**	**$0**
GIS								
PERSONNEL	$145,938	$153,667	$80,057	$0	$164,332	$173,558	$174,258	$0
OPERATIONS	$18,075	$20,820	$4,063	$0	$22,900	$24,620	$24,620	$0
TOTAL GIS	**$164,013**	**$174,487**	**$84,120**	**$0**	**$187,232**	**$198,178**	**$198,878**	**$0**
ENGINEERING								
OPERATIONS	$236,115	$242,632	$42,536	$0	$238,450	$238,500	$238,500	$0
TOTAL ENGINEERING	**$236,115**	**$242,632**	**$42,536**	**$0**	**$238,450**	**$238,500**	**$238,500**	**$0**
TOTAL PUBLIC WORKS	**$2,073,544**	**$2,128,895**	**$991,218**	**$0**	**$2,259,504**	**$2,363,744**	**$2,337,627**	**$0**

Public Works Administration

The Public Works Department is responsible for maintaining public properties and public improvements of the City including, but not limited to, streets, drainage facilities, and water systems of the City. There is established within the Public Works Department a Street Division, GIS Division, Water Division, and Drainage Division.

STAFFING	Prior Year Actual FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
Public Works Director	1.00	1.00	1.00	
Deputy Public Works Director	1.00	1.00	1.00	
Administrative Assistant	1.00	1.25	1.25	
Master Mechanic	1.00	1.00	1.00	
Journey Mechanic	1.00	1.00	1.00	
	5.00	5.25	5.25	-

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PERSONNEL									
10-4405-110.0	SALARY AND WAGES	461,130	474,726	252,557		480,888	504,569	504,569		5%
10-4405-111.0	OVERTIME PAY	174	180	0		3,000	3,000	2,000		-33%
10-4405-120.0	PART-TIME WAGES	0	0	0		0	2,200	2,200		#DIV/0!
10-4405-130.0	FICA	35,213	33,940	18,699		37,018	38,998	38,921		5%
10-4405-131.0	RETIREMENT	80,458	75,814	38,542		82,116	86,135	85,965		5%
10-4405-132.0	MEDICAL INSURANCE	84,848	104,720	60,281		116,157	127,773	127,773		10%
10-4405-134.0	LONG TERM DISABILITY	1,488	1,555	821		1,700	1,700	1,700		0%
10-4405-135.0	WORKERS COMPENSATION	7,100	3,979	5,466		6,300	6,300	9,600		52%
	SUBTOTAL	670,411	694,914	376,366	0	727,179	770,675	772,728	0	6%
	OPERATIONS									
10-4405-200.0	UNIFORM PURCHASE	1,745	1,681	1,882		2,000	2,000	2,000		0%
10-4405-210.0	BOOKS & SUBSCRIPTIONS	36	0	0		200	200	200		0%
10-4405-211.0	MEMBERSHIPS	284	289	0		500	800	800		60%
10-4405-220.0	PUBLIC NOTICES	0	0	0		100	100	100		0%
10-4405-230.0	MILEAGE REIMBURSEMENT	0	0	0		100	100	100		0%
10-4405-240.0	OFFICE SUPPLIES	1,705	2,814	1,495		2,800	2,800	2,800		0%
10-4405-241.0	PRINTING	0	131	0		200	200	200		0%
10-4405-242.0	POSTAGE	0	0	0		600	600	250		-58%
10-4405-250.0	VEHICLE MAINTENANCE	0	0	0		0	1,000	1,000		#DIV/0!
10-4405-262.0	COPIER SUPPLIES	32	0	0		300	300	300		0%
10-4405-264.0	IT SERVICES AND LICENSES	605	948	948		1,600	1,200	1,200		-25%
10-4405-280.0	TELEPHONE AND DATA	3,107	2,543	839		2,720	2,720	2,200		-19%
10-4405-310.0	PROFESSIONAL SERVICES	725	915	400		400	400	400		0%
10-4405-314.0	COMPUTER SERVICES	0	0	0		0	7,800	7,800		#DIV/0!
10-4405-330.0	EDUCATION AND TRAINING	5,956	8,055	2,728		8,500	8,500	8,500		0%
10-4405-480.0	MISC SUPPLIES	2,125	1,930	793		1,500	3,100	3,100		107%
10-4405-482.0	TOOLS	15,195	14,556	10,650		16,000	12,500	12,500		-22%
10-4405-512.0	INSURANCE - AUTO LIABILITY	1,572	347	1,776		1,899	1,994	1,994		5%
	SUBTOTAL	33,087	34,209	21,511	0	39,419	46,314	45,444	0	15%
	TOTAL PW ADMINISTRATION	**703,498**	**729,123**	**397,877**	**0**	**766,598**	**816,989**	**818,172**	**0**	7%

Streets

The Streets Division of Public Works maintains all streets in a safe, clean, and usable condition. The Division performs preventative maintenance on all streets and street signs, and works with the City Engineer to oversee asphalt overlays and street reconstruction. The Streets Division is also responsible for snow removal.

STAFFING	Prior Year Actual FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
Streets Supervisor	1.00	1.00	1.00	
Street Lead Maintenance Operator	1.00	1.00	1.00	
Street Maintenance I-III	3.00	3.00	3.00	
	5.00	5.00	5.00	-

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PERSONNEL									
10-4410-110.0	SALARY AND WAGES	311,329	331,113	174,777		333,352	351,974	351,974		6%
10-4410-111.0	OVERTIME	1,483	2,599	182		7,000	7,000	7,000		0%
10-4410-130.0	FICA	23,588	23,940	12,963		26,037	27,462	27,462		5%
10-4410-131.0	RETIREMENT	56,999	54,938	27,622		57,758	60,918	60,918		5%
10-4410-132.0	MEDICAL INSURANCE	78,183	86,092	46,431		101,958	112,154	112,154		10%
10-4410-134.0	LONG TERM DISABILITY	1,055	1,120	588		1,000	1,000	1,000		0%
10-4410-135.0	WORKERS COMPENSATION	5,654	3,219	4,416		7,600	7,600	10,600		39%
	SUBTOTAL	478,291	503,021	266,979	0	534,705	568,108	571,108	0	7%
	OPERATIONS									
10-4410-200.0	UNIFORM PURCHASE	1,946	2,379	2,043		2,375	2,375	2,375		0%
10-4410-256.0	VEHICLE MAINTENANCE	96,938	76,178	31,158		62,000	65,000	65,000		5%
10-4410-261.0	RADIO MAINTENANCE	45	0	0		100	100	100		0%
10-4410-264.0	IT SERVICES AND LICENSES	276	551	1,720		575	700	700		22%
10-4410-265.0	FIRE EXTINGUISHER	491	0	0		550	600	600		9%
10-4410-280.0	TELEPHONE AND DATA	4,695	5,233	1,514		5,000	5,000	5,000		0%
10-4410-290.0	GASOLINE & DIESEL FUEL	32,071	32,168	11,890		40,000	40,000	35,000		-13%
10-4410-314.0	COMPUTER SERVICES	0	0	0		125	125	125		0%
10-4410-330.0	EDUCATION & TRAINING	9,205	11,955	4,055		9,600	9,600	9,600		0%
10-4410-478.0	SIGNAL UPGRADES	492	8,070	0		4,300	4,300	4,300		0%
10-4410-479.0	HAULING CONSTRUCTION MATERIAL	74	428	720		700	2,000	2,000		186%
10-4410-480.0	MISC SUPPLIES	6,373	5,219	1,849		6,000	6,000	6,000		0%
10-4410-481.0	SNOW REMOVAL	57,217	57,515	0		86,000	86,000	60,000		-30%
10-4410-482.0	ASPHALT	30,056	36,452	15,170		32,000	32,000	32,000		0%
10-4410-484.0	MEDICAL SUPPLIES	320	351	82		350	350	350		0%
10-4410-485.0	TOOLS	1,791	1,597	0		2,500	2,500	2,500		0%
10-4410-486.0	PAINT STRIPING MATERIALS	20,330	14,177	1,552		40,250	40,000	40,000		-1%
10-4410-488.0	SIGNS	36,638	42,709	9,874		39,500	30,500	30,500		-23%
10-4410-489.0	ROAD BASE	1,341	704	0		1,300	1,300	1,300		0%
10-4410-494.0	STREET SWEEPING CONTRACT	23,543	33,215	27,481		40,000	40,000	40,000		0%
10-4410-512.0	INSURANCE	11,040	12,867	21,975		7,294	7,659	7,659		5%
10-4410-520.0	MISCELLANEOUS SERVICES	15,774	2,493	0		15,000	13,000	13,000		-13%
	SUBTOTAL	350,656	344,261	131,083	0	395,519	389,109	358,109	0	-9%
	STREET LIGHTING									
10-4410-610.0	STREET LIGHT POWER	80,256	88,789	37,834		81,000	90,860	90,860		12%
10-4410-620.0	STREET LIGHT REPAIRS	58,517	46,582	30,789		56,000	62,000	62,000		11%
	SUBTOTAL	138,773	135,371	68,623	0	137,000	152,860	152,860	0	12%
	CAPITAL									
10-4410-740.0	CAPITAL EQUIPMENT	2,198	0	0		0	0	0	0	0%
	SUBTOTAL	2,198	0	0	0	0	0	0	0	0%
	TOTAL STREETS	**969,918**	**982,653**	**466,685**	**0**	**1,067,224**	**1,110,077**	**1,082,077**	**0**	1%

Did you know the Streets Division is responsible for the maintenance of 72 miles of streets?

That's as far as driving from Centerville to Logan!

Geographic Information System (GIS)

The GIS Division maintains an integrated collection of computer software and data used to view, manage, and analyze geographically related information. This Division creates and maintains mapping applications, complete with attributed data that is used for management and planning activities, and to meet the needs of citizen requests.

STAFFING	Prior Year Actual FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
GIS Specialist	1.00	1.00	1.00	
	1.00	1.00	1.00	-

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PERSONNEL									
10-4470-110.0	SALARY AND WAGES	98,512	104,736	54,559		107,941	113,220	113,220		5%
10-4470-111.0	OVERTIME PAY	0	0	0		1,000	1,000	1,000		0%
10-4470-130.0	FICA	6,510	7,338	3,875		8,334	8,738	8,738		5%
10-4470-131.0	RETIREMENT	17,983	17,128	8,618		18,488	19,384	19,384		5%
10-4470-132.0	MEDICAL INSURANCE	21,158	23,297	11,709		26,469	29,116	29,116		10%
10-4470-134.0	LONG TERM DISABILITY	333	351	183		400	400	400		0%
10-4470-135.0	WORKERS COMPENSATION	1,442	817	1,113		1,700	1,700	2,400		41%
	SUBTOTAL	145,938	153,667	80,057	0	164,332	173,558	174,258	0	6%
	OPERATIONS									
10-4470-200.0	UNIFORM PURCHASE	309	418	405		400	400	400		0%
10-4470-211.0	MEMBERSHIPS	0	0	0		150	150	150		0%
10-4470-240.0	OFFICE SUPPLIES	550	1,345	479		2,000	2,200	2,200		10%
10-4470-255.0	VEHICLE MAINTENANCE	778	757	290		350	550	550		57%
10-4470-262.0	MAINTENANCE & SUPPLIES	83	479	323		500	500	500		0%
10-4470-264.0	IT SERVICES AND LICENSES	140	209	209		200	220	220		10%
10-4470-280.0	TELEPHONE AND DATA	919	840	373		500	500	500		0%
10-4470-282.0	DATA - GPS	768	878	724		1,200	1,200	1,200		0%
10-4470-310.0	PROFESSIONAL SERVICES	0	199	1,018		1,300	1,300	1,300		0%
10-4470-320.0	SOFTWARE SUPPORT	9,429	10,572	0		12,300	12,400	12,400		1%
10-4470-330.0	EDUCATION AND TRAINING	1,498	4,204	222		3,000	3,200	3,200		7%
10-4470-475.0	SMALL EQUIPMENT	2,602	0	0		0	0	0		#DIV/0!
10-4470-480.0	MISC SUPPLIES	999	919	20		1,000	2,000	2,000		100%
	SUBTOTAL	18,075	20,820	4,063	0	22,900	24,620	24,620	0	8%
	TOTAL GIS	**164,013**	**174,487**	**84,120**	**0**	**187,232**	**198,178**	**198,878**	**0**	6%

Engineering Services

The Engineering Division provides engineering review and support for the Community Development and Building & Zoning Inspection Division permit issuance including residential and commercial subdivision review, approval, inspections and construction oversight to ensure projects are constructed in accordance with City codes and standards. The costs of these services are offset with fees charged to the developer. The Engineering Division also provides survey and design services for various Parks and Cemetery projects. Additionally, the Engineering Division provides transportation planning, road, signal and intersection design, traffic management and studies and oversees survey, design, bidding and construction of capital improvement program (CIP) projects. The Division also provides storm water management, planning and design, and construction oversight of large CIP storm drain projects. The costs for these services are allocated to the respective fund.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	OPERATIONS									
10-4490-316.0	ENG SERVICES - COMMUNITY DEV.	200,380	174,822	29,658		200,000	200,000	200,000		0%
10-4490-317.0	ENG SERVICES - INSPECTION	19,735	34,623	2,553		30,450	30,500	30,500		0%
10-4490-321.0	ENG SERVICES - PARKS & CEMETERY	0	6,048	350		1,000	1,000	1,000		0%
10-4490-322.0	ENG SERVICES - MISCELLANEOUS	4,945	25,489	9,975		7,000	7,000	7,000		0%
10-4490-323.0	CEMETERY EXPANSION	11,055	1,650	0		0	0	0		#DIV/0!
	TOTAL ENGINEERING SERVICES	**236,115**	**242,632**	**42,536**	**0**	**238,450**	**238,500**	**238,500**	**0**	0%

GENERAL FUND - PARKS & RECREATION SUMMARY

	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
PARKS								
PERSONNEL	$795,296	$799,837	$452,662	$0	$799,444	$854,227	$799,202	$0
OPERATIONS	$275,972	$262,674	$125,544	$0	$329,253	$337,085	$337,085	$0
TOTAL PARKS	**$1,071,268**	**$1,062,511**	**$578,206**	**$0**	**$1,128,697**	**$1,191,312**	**$1,136,287**	**$0**
RECREATION COMMITTEES								
PARKS & RECREATION COMMITTEE	$146	$201	$115	$0	$840	$840	$840	$0
TRAILS COMMITTEE	$581	$2,428	$2,120	$0	$1,440	$2,940	$2,940	$0
TREE BOARD	$459	$882	$229	$0	$940	$940	$940	$0
TOTAL RECREATION COMMITTEES	**$1,186**	**$3,511**	**$2,464**	**$0**	**$3,220**	**$4,720**	**$4,720**	**$0**
COMMUNITY SERVICES								
PERSONNEL	$84,516	$96,986	$44,337	$0	$97,760	$102,430	$101,694	$0
OPERATIONS	$8,771	$6,234	$720	$0	$20,375	$9,353	$9,353	$0
COMMUNITY EVENTS	$59,196	$72,749	$58,248	$0	$68,000	$83,000	$83,000	$0
TOTAL COMMUNITY SERVICES	**$152,483**	**$175,969**	**$103,305**	**$0**	**$186,135**	**$194,783**	**$194,047**	**$0**
TOTAL PARKS & RECREATION	**$1,224,937**	**$1,241,991**	**$683,975**	**$0**	**$1,318,052**	**$1,390,815**	**$1,335,054**	**$0**

Parks

The Parks Department is responsible for maintaining and managing public properties of the City, including City parks and trails, as well as the City Cemetery. The Parks Department also oversees playground maintenance, and provides support for special event preparations. The Parks Department employs seasonal staff to assist with landscaping of City properties.

STAFFING	Prior Year Actual FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
Parks Director	1.00	1.00	1.00	
Parks Supervisor	1.00	1.00	1.00	
Parks Maintenance Lead	1.00	1.00	1.00	
Parks Maintenance	2.00	2.00	2.00	
Parks Mechanic	0.50	0.50	0.50	
	5.50	5.50	5.50	-

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PERSONNEL									
10-4510-110.0	SALARY AND WAGES	394,772	417,719	210,534		417,496	433,635	433,635		4%
10-4510-111.0	OVERTIME	8,042	10,106	2,878		10,000	10,000	10,000		0%
10-4510-120.0	TEMPORARY AND PART TIME WAGE	183,194	175,910	126,375		160,000	185,000	135,000		-16%
10-4510-130.0	FICA	44,181	43,003	26,583		44,944	48,091	44,266		-2%
10-4510-131.0	RETIREMENT	72,648	68,320	33,110		76,226	79,145	79,145		4%
10-4510-132.0	MEDICAL INSURANCE	82,154	78,269	44,910		75,778	83,356	83,356		10%
10-4510-134.0	LONG TERM DISABILITY	1,727	1,832	933		1,600	1,600	1,600		0%
10-4510-135.0	WORKERS COMPENSATION	8,578	4,678	7,339		13,400	13,400	12,200		-9%
	SUBTOTAL	795,296	799,837	452,662	0	799,444	854,227	799,202	0	0%
	OPERATIONS									
10-4510-200.0	UNIFORM PURCHASES	2,872	3,167	810		3,500	3,500	3,500		0%
10-4510-211.0	MEMBERSHIPS	0	0	0		150	150	150		0%
10-4510-220.0	PUBLIC NOTICES	0	0	0		100	100	100		0%
10-4510-240.0	OFFICE SUPPLIES	394	698	355		500	2,500	2,500		400%
10-4510-242.0	POSTAGE	0	23	20		50	50	50		0%
10-4510-250.0	VEHICLE MAINT & SUPPLIES	8,216	9,187	1,268		10,000	10,000	10,000		0%
10-4510-260.0	MISC EQUIPMENT SUPPLIES	9,048	6,679	1,089		9,000	9,100	9,100		1%
10-4510-264.0	IT SERVICES & LICENSES	416	759	759		7,800	2,900	2,900		-63%
10-4510-268.0	MOWER MAINTENANCE	8,042	12,680	6,782		13,000	13,000	13,000		0%
10-4510-269.0	PARK MAINTENANCE	25,328	23,909	0		60,000	55,000	55,000		-8%
10-4510-270.0	UTILITIES - WATER WEBER BASIN	30,320	34,219	38,614		38,614	41,317	41,317		7%
10-4510-271.0	UTILITIES - DEUEL CREEK WATER	57,026	30,242	0		32,725	35,016	35,016		7%
10-4510-274.0	UTILITIES - POWER	7,645	8,656	4,274		8,500	8,548	8,548		1%
10-4510-277.0	UTILITIES - SEWER	1,824	2,592	1,296		2,696	2,804	2,804		4%
10-4510-280.0	TELEPHONE AND DATA	2,198	2,145	915		2,200	2,200	2,200		0%
10-4510-290.0	GASOLINE	14,074	14,828	6,223		18,000	16,000	16,000		-11%
10-4510-310.0	PROFESSIONAL SERVICES	14,640	11,756	7,418		15,000	15,000	15,000		0%
10-4510-330.0	EDUCATION & TRAINING	3,065	3,550	751		4,500	4,500	4,500		0%
10-4510-475.0	SMALL EQUIPMENT	0	6,422	205		5,500	5,500	5,500		0%
10-4510-480.0	MISC SUPPLIES	30,467	28,959	14,530		31,000	31,000	31,000		0%
10-4510-481.0	FERTILIZERS - WEED CONTROL	27,173	27,652	8,675		27,500	27,700	27,700		1%
10-4510-482.0	PLANTINGS	6,086	8,937	4,834		9,000	11,000	11,000		22%
10-4510-483.0	SPRINKLER REPAIR	18,060	9,459	9,458		15,000	15,000	15,000		0%
10-4510-484.0	HOLIDAY LIGHTING	6,031	6,026	6,279		7,000	7,000	7,000		0%
10-4510-485.0	FIELD PREPARATION	448	1,613	0		1,500	1,700	1,700		13%
10-4510-486.0	CURB & GUTTER REPAIR	0	0	481		3,000	5,000	5,000		67%
10-4510-512.0	INSURANCE	2,416	7,935	10,135		2,918	11,000	11,000		277%
10-4510-752.0	CITIZEN PARTICIPATION PROJECTS	183	581	373		500	500	500		0%
	SUBTOTAL	275,972	262,674	125,544	0	329,253	337,085	337,085	0	2%
	TOTAL PARKS	**1,071,268**	**1,062,511**	**578,206**	**0**	**1,128,697**	**1,191,312**	**1,136,287**	**0**	1%

Did you know Centerville has 7 parks and a cemetery?

That is over 93 acres of dedicated open space!

Parks Committees

The boards and committees below act as advisory committees to the City Council regarding issues related to parks and recreation, public trails, and trees on public property.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PARKS & RECREATION COMMITTEE									
10-4511-310.0	PROFESSIONAL/RECORDING SERVICES	146	201	115		440	440	440		0%
10-4511-480.0	MISC SUPPLES	0	0	0		400	400	400		0%
	SUBTOTAL	146	201	115	0	840	840	840	0	0%
	TRAILS COMMITTEE									
10-4512-310.0	RECORDER SERVICES	280	333	20		440	440	440		0%
10-4512-480.0	MISC SUPPLIES	301	2,095	2,100		1,000	2,500	2,500		150%
	SUBTOTAL	581	2,428	2,120	0	1,440	2,940	2,940	0	104%
	TREE BOARD									
10-4513-310.0	RECORDER SERVICES	333	414	229		440	440	440		0%
10-4513-480.0	MISC SUPPLIES	126	468	0		500	500	500		0%
	SUBTOTAL	459	882	229	0	940	940	940	0	0%
	TOTAL PARKS COMMITTEES	**1,186**	**3,511**	**2,464**	**0**	**3,220**	**4,720**	**4,720**	**0**	47%

Community Services

The Community Services Division is responsible for providing oversight on all City events, and assists with maintaining the City's website and social media accounts. Additionally, the Community Services Manager also oversees the Recreation and Youth Council programs.

STAFFING	Prior Year Actual FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
Community Services Manager	1.00	1.00		
	1.00	1.00	-	-

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PERSONNEL									
10-4560-110.0	SALARY AND WAGES	66,090	76,692	35,139		76,142	79,881	79,881		5%
10-4560-130.0	FICA	4,933	5,792	2,655		5,825	6,111	6,111		5%
10-4560-131.0	RETIREMENT	11,853	12,585	5,530		12,922	13,556	13,556		5%
10-4560-132.0	MEDICAL INSURANCE	88	96	45		110	121	121		10%
10-4560-134.0	LTD	219	257	118		325	325	325		0%
10-4560-135.0	WORKERS COMPENSATION	1,333	1,564	850		2,436	2,436	1,700		-30%
	SUBTOTAL	84,516	96,986	44,337	0	97,760	102,430	101,694	0	4%
	OPERATIONS									
10-4560-200.0	UNIFORM PURCHASE	0	0	0		0	300	300		#DIV/0!
10-4560-211.0	MEMBERSHIPS	0	0	0		0	153	153		#DIV/0!
10-4560-240.0	OFFICE SUPPLIES	545	0	49		300	400	400		33%
10-4560-242.0	POSTAGE	0	0	0		50	50	50		0%
10-4560-260.0	EQUIP MAINT & SUPPLIES MISC.	0	0	0		50	50	50		0%
10-4560-264.0	IT SERVICES AND LICENSES	140	1,209	209		250	250	250		0%
10-4560-280.0	TELEPHONE AND DATA	0	0	178		525	900	900		71%
10-4560-310.0	PROFESSIONAL SERVICES	495	544	284		15,000	1,400	1,400		-91%
10-4560-314.0	COMPUTER SERVICES	0	2,356	0		0	550	550		#DIV/0!
10-4560-330.0	EDUCATION & TRAINING	3,739	2,125	0		4,200	5,300	5,300		26%
10-4560-480.0	MISC SUPPLIES	3,852	0	0		0	0	0		#DIV/0!
	SUBTOTAL	8,771	6,234	720	0	20,375	9,353	9,353	0	-54%
	COMMUNITY EVENTS									
10-4560-482.0	CHRISTMAS LIGHTING	1,076	7,056	1,260		2,000	2,000	2,000		0%
10-4560-621.0	4TH OF JULY CELEBRATION	52,997	58,789	51,582		55,000	70,000	70,000		27%
10-4560-645.0	EASTER EGG HUNT	1,396	2,004	0		2,000	2,000	2,000		0%
10-4560-646.0	CONCERTS IN THE PARK	0	450	1,150		2,000	2,000	2,000		0%
10-4560-647.0	NEIGHBORHOOD NIGHTS	0	942	193		800	200	200		-75%
10-4560-648.0	FALL FESTIVAL	0	0	2,277		2,000	2,300	2,300		15%
10-4560-750.0	MOVIES IN THE PARK	3,727	3,508	1,786		4,200	4,500	4,500		7%
	SUBTOTAL	59,196	72,749	58,248	0	68,000	83,000	83,000	0	22%
	TOTAL COMMUNITY SERVICES	**152,483**	**175,969**	**103,305**	**0**	**186,135**	**194,783**	**194,047**	**0**	4%

GENERAL FUND - PUBLIC BUILDINGS SUMMARY

	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
PARKS & REC FACILITY								
OPERATIONS	20,520	22,397	8,874	0	22,947	32,359	32,359	0
TOTAL PARKS & REC FACILITY	**20,520**	**22,397**	**8,874**	**0**	**22,947**	**$32,359**	**$32,359**	**$0**
PUBLIC WORKS FACILITY								
OPERATIONS	$61,018	$72,038	$27,535	$0	$57,744	$73,776	$73,776	$0
TOTAL PUBLIC WORKS FACILITY	**$61,018**	**$72,038**	**$27,535**	**$0**	**$57,744**	**$73,776**	**$73,776**	**$0**
CITY HALL								
PERSONNEL	$70,855	$68,659	$32,705	$0	$85,069	$74,831	$10,104	$0
OPERATIONS	$128,553	$123,158	$52,551	$0	$116,270	$167,540	$203,340	$0
TOTAL CITY HALL	**$199,408**	**$191,817**	**$85,256**	**$0**	**$201,339**	**$242,371**	**$213,444**	**$0**
PUBLIC WORKS STORAGE/DECANT								
OPERATING EXPENDITURES	$16,308	$10,073	$5,913	$0	$16,094	$19,377	$19,377	$0
TOTAL PUBLIC WORKS STORAGE/DEC	**$16,308**	**$10,073**	**$5,913**	**$0**	**$16,094**	**$19,377**	**$19,377**	**$0**
WHITAKER HOME								
OPERATING EXPENDITURES	$6,634	$5,370	$2,711	$0	$8,148	$8,199	$8,199	$0
CAPITAL	$41,152	$20,444	$13,095	$0	$27,500	$27,500	$27,500	$0
TOTAL WHITAKER HOME	**47,786**	**25,814**	**15,806**	**0**	**35,648**	**$35,699**	**$35,699**	**$0**
TOTAL PUBLIC BUILDINGS	**$345,040**	**$322,139**	**$143,384**	**$0**	**$333,772**	**$403,582**	**$374,655**	**$0**

Parks & Recreation Facility

The purpose of this budget is to provide funding needed to maintain the facilities needed to support all City functions. For administrative purposes, custodial personnel costs for all public buildings is listed in the City Hall budget. The Parks & Recreation Facility is located at 655 N 1250 W.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	OPERATIONS									
10-4595-271.0	UTILITIES - POWER	4,702	4,395	2,263		5,000	5,500	5,500		10%
10-4595-276.0	UTILITIES - GAS	5,648	4,009	542		7,000	7,000	7,000		0%
10-4595-277.0	UTILITIES - SEWER	228	324	162		356	400	400		12%
10-4595-310.0	PROFESSIONAL SERVICES	5,069	7,846	2,840		5,000	8,500	8,500		70%
10-4595-480.0	MISC SUPPLIES	136	120	34		250	300	300		20%
10-4595-481.0	JANITORIAL SUPPLIES	278	235	251		500	650	650		30%
10-4595-482.0	MAINTENANCE & REPAIR	3,321	4,127	78		3,500	8,600	8,600		146%
10-4595-514.0	INSURANCE	1,138	1,341	2,704		1,341	1,409	1,409		5%
	SUBTOTAL	20,520	22,397	8,874	0	22,947	32,359	32,359	0	41%
	TOTAL PARKS & REC FACILITY	**20,520**	**22,397**	**8,874**	**0**	**22,947**	**32,359**	**32,359**	**0**	41%

Public Works Facility

The purpose of this budget is to provide funding needed to maintain the facilities needed to support all City functions. For administrative purposes, custodial personnel costs for all public buildings is listed in the City Hall budget. The Public Works Facility is located at 655 N 1250 W.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	OPERATIONS									
10-4596-271.0	UTILITIES - POWER	10,474	11,385	6,774		10,500	11,500	11,500		10%
10-4596-276.0	UTILITIES - GAS	8,375	8,329	1,787		9,900	10,500	10,500		6%
10-4596-277.0	UTILITIES - SEWER	1,072	1,553	648		1,748	1,800	1,800		3%
10-4596-280.0	TELEPHONE SERVICE & EQUIPMENT	12,801	12,732	6,338		13,000	13,000	13,000		0%
10-4596-310.0	PROFESSIONAL SERVICES	684	2,357	1,444		1,000	5,000	5,000		400%
10-4596-475.0	SMALL EQUIPMENT	4,380	0	0		0	0	0		#DIV/0!
10-4596-480.0	MISC SUPPLIES	0	3,769	3,385		2,000	4,000	4,000		100%
10-4596-481.0	JANITORIAL SUPPLIES	1,570	1,687	1,127		2,000	2,750	2,750		38%
10-4596-482.0	MAINTENANCE & REPAIR	19,455	27,665	2,216		15,000	22,500	22,500		50%
10-4596-514.0	INSURANCE	2,207	2,561	3,816		2,596	2,726	2,726		5%
	SUBTOTAL	61,018	72,038	27,535	0	57,744	73,776	73,776	0	28%
	TOTAL PUBLIC WORKS FACILITY	**61,018**	**72,038**	**27,535**	**0**	**57,744**	**73,776**	**73,776**	**0**	28%

City Hall

The purpose of this budget is to provide funding needed to maintain the facilities needed to support all City functions. For administrative purposes, custodial personnel costs for all public buildings is listed in the City Hall budget. The Centerville City Hall is located at 250 N Main St.

STAFFING	Prior Year Actual FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
Custodian	1.00	1.00	1.00	
Assistant Custodian	0.50	0.50	0.50	
Building Supervisor	0.25	0.25	0.25	
	1.75	1.75	1.75	-

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PERSONNEL									
10-4597-120.0	PART TIME WAGES	56,932	55,996	26,488		71,455	64,417	9,200		-87%
10-4597-130.0	FICA	4,424	4,181	2,112		5,467	4,928	704		-87%
10-4597-131.0	RETIREMENT	8,661	8,034	3,547		6,897	4,236	0		-100%
10-4597-135.0	WORKERS COMPENSATION	838	448	558		1,250	1,250	200		-84%
	SUBTOTAL	70,855	68,659	32,705	0	85,069	74,831	10,104	0	-88%
	OPERATIONS									
10-4597-230.0	MILEAGE REIMBURSEMENT	0	0	0		50	50	50		0%
10-4597-264.0	IT SERVICES AND LICENSES	45	114	228		120	120	120		0%
10-4597-271.0	UTILITIES - POWER	30,235	33,694	16,235		30,810	35,000	35,000		14%
10-4597-276.0	UTILITIES - GAS	14,361	10,160	2,616		16,000	17,000	17,000		6%
10-4597-277.0	UTILITIES - SEWER	912	1,296	648		1,700	1,800	1,800		6%
10-4597-280.0	TELEPHONE SERVICE & EQUIPMENT	12,801	12,732	6,338		13,000	13,000	13,000		0%
10-4597-310.0	PROFESSIONAL SERVICES	8,783	12,961	3,942		10,000	18,000	60,000		500%
10-4597-320.0	ELEVATOR CONTRACT	1,298	2,213	0		1,700	1,700	1,700		0%
10-4597-321.0	MECHANICAL SERVICE	15,112	17,081	7,602		15,000	25,000	25,000		67%
10-4597-480.0	MISC SUPPLIES	9,260	5,912	3,220		4,300	4,500	4,500		5%
10-4597-481.0	JANITORIAL SUPPLIES	3,269	4,384	405		4,000	5,000	5,000		25%
10-4597-482.0	MAINTENANCE & REPAIR	22,622	11,150	898		8,000	34,200	28,000		250%
10-4597-514.0	INSURANCE	9,855	11,461	10,419		11,590	12,170	12,170		5%
	SUBTOTAL	128,553	123,158	52,551	0	116,270	167,540	203,340	0	75%
	TOTAL CITY HALL	**199,408**	**191,817**	**85,256**	**0**	**201,339**	**242,371**	**213,444**	**0**	6%

Public Works Storage/Decant

The purpose of this budget is to provide funding needed to maintain the facilities needed to support all City functions. For administrative purposes, custodial personnel costs for all public buildings is listed in the City Hall budget. The Public Works Storage and Decant Facility is located at 655 N 1250 W.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	OPERATIONS									
10-4598-276.0	UTILITIES - GAS	9,659	5,611	649		9,300	9,500	9,500		2%
10-4598-480.0	MISC SUPPLIES	0	119	0		150	150	150		0%
10-4598-482.0	MAINTENANCE & REPAIR	5,253	2,758	4,590		5,000	8,000	8,000		60%
10-4598-514.0	INSURANCE	1,396	1,585	674		1,644	1,727	1,727		5%
	SUBTOTAL	16,308	10,073	5,913	0	16,094	19,377	19,377	0	20%
	TOTAL PW Storage/Decant	**16,308**	**10,073**	**5,913**	**0**	**16,094**	**19,377**	**19,377**	**0**	20%

Whitaker Home

The purpose of this budget is to provide funding needed to maintain the facilities needed to support all City functions. For administrative purposes, custodial personnel costs for all public buildings is listed in the City Hall budget. The Whitaker Home is located at 168 N Main St. Capital projects for the Whitaker Home are funded through RAP Tax.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	OPERATIONS									
10-4599-271.0	UTILITIES - POWER	1,407	1,211	647		1,800	1800	1800		0%
10-4599-276.0	UTILITIES - GAS	980	657	138		1,000	1,000	1,000		0%
10-4599-277.0	UTILITIES - SEWER	228	324	162		330	330	330		0%
10-4599-318.0	CUSTODIAL SUPPLIES	937	97	485		1,000	1,000	1,000		0%
10-4599-482.0	BUILDING MAINT & REPAIR	2,217	1,862	296		3,000	3,000	3,000		0%
10-4599-514.0	INSURANCE - PROPERTY	865	1,219	983		1,018	1,069	1,069		5%
	SUBTOTAL	6,634	5,370	2,711	0	8,148	8,199	8,199	0	1%
	CAPITAL									
10-4599-750.0	CAPITAL PROJECTS	41,152	20,444	13,095		27,500	27,500	27,500		0%
	SUBTOTAL	41,152	20,444	13,095	0	27,500	27,500	27,500	0	0%
	TOTAL WHITAKER HOME	**47,786**	**25,814**	**15,806**	**0**	**35,648**	**35,699**	**35,699**	**0**	0%

The Whitaker Home is one of only eleven stone houses built in the 1860's.
Tours of the home are free to the public.

GENERAL FUND - COMMUNITY DEVELOPMENT SUMMARY

	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
COMMUNITY DEVELOPMENT								
PERSONNEL	$357,698	$393,601	$209,294	$0	$489,908	$511,132	$509,932	$0
OPERATIONS	$15,036	$38,868	$37,934	$0	$54,500	$65,300	$47,400	$0
CAPITAL	$37,949	$123,285	$12,960	$0	$0	$3,000	$3,000	$0
TOTAL COMMUNITY DEVELOPMENT	**$410,683**	**$555,754**	**$260,188**	**$0**	**$544,408**	**$579,432**	**$560,332**	**$0**
BOARDS & COMMISSIONS								
PLANNING COMMISSION	$3,419	$3,293	$1,978	$0	$7,600	$7,600	$7,600	$0
BOARD OF ADJUSTMENT	$572	$125	$0	$0	$550	$550	$550	$0
LANDMARKS COMMISSION	$0	$0	$0	$0	$100	$100	$100	$0
TOTAL BOARDS & COMMISSIONS	**$3,991**	**$3,418**	**$1,978**	**$0**	**$8,250**	**$8,250**	**$8,250**	**$0**
BUILDING & ZONING INSPECTION								
OPERATIONS	$42,249	$46,589	$16,614	$0	$71,800	$71,800	$71,800	$0
TOTAL BUILDING INSPECTION	**$42,249**	**$46,589**	**$16,614**	**$0**	**$71,800**	**$71,800**	**$71,800**	**$0**
TOTAL COMMUNITY SERVICES	**$456,923**	**$605,761**	**$278,780**	**$0**	**$624,458**	**$659,482**	**$640,382**	**$0**

Community Development

The Community Development Department is responsible for the administration of planning and zoning policies of the City and oversees and regulates all building, construction, and development activities within the City. The Community Development Department is also responsible for business licensing and regulation.

STAFFING	Prior Year Actual FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
Community Development Director	1.00	1.00	1.00	
Planner I	1.00	1.00	1.00	
Planning & Zoning Technician	1.00	1.00	1.00	
Code Enforcement Officer	0.50	0.50	0.50	
	3.50	3.50	3.50	-

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PERSONNEL									
10-4610-110.0	SALARY & WAGES	258,250	282,545	149,693		294,871	307,062	307,062		4%
10-4610-111.0	OVERTIME PAY	0	143	0		3,000	3,000	3,000		0%
10-4610-120.0	PART-TIME WAGES	0	0	0		45,000	45,240	45,240		1%
10-4610-130.0	FICA	19,919	20,319	11,111		26,230	27,181	27,181		4%
10-4610-131.0	RETIREMENT	43,749	46,015	23,832		58,186	60,295	60,295		4%
10-4610-132.0	MEDICAL INSURANCE	33,488	42,982	23,179		57,321	63,054	63,054		10%
10-4610-134.0	LONG TERM DISABILITIES	809	941	507		1,100	1,100	1,100		0%
10-4610-135.0	WORKERS COMPENSATION	1,483	656	972		4,200	4,200	3,000		-29%
	SUBTOTAL	357,698	393,601	209,294	0	489,908	511,132	509,932	0	4%
	OPERATIONS									
10-4610-200.0	UNIFORM PURCHASES	0	0	0		0	300	300		#DIV/0!
10-4610-210.0	BOOKS & SUBSCRIPTIONS	124	0	0		200	200	200		0%
10-4610-211.0	MEMBERSHIPS	101	0	0		1,000	1,000	1,000		0%
10-4610-220.0	PUBLIC NOTICES	0	0	0		500	300	300		-40%
10-4610-240.0	OFFICE SUPPLIES	1,743	967	150		1,600	1,600	1,600		0%
10-4610-241.0	PRINTING	0	140	180		500	500	500		0%
10-4610-242.0	POSTAGE	779	6	19		800	800	800		0%
10-4610-246.0	IT SERVICES AND LICENSES	5,820	18,556	26,146		38,800	0	0		-100%
10-4610-260.0	VEHICLE MAINTENANCE	154	227	499		500	700	700		40%
10-4610-262.0	EQUIPMENT MAINT & SUPPLIES	1,411	1,458	584		1,500	1,500	1,500		0%
10-4610-264.0	~~COMPUTER MAINTENANCE~~ IT SERVICES AND LICENSES	0	0	0		600	800	800		33%
10-4610-280.0	TELEPHONE AND DATA	453	861	201		1,000	1,100	1,100		10%
10-4610-290.0	GASOLINE	173	43	54		200	700	700		250%
10-4610-310.0	PROFESSIONAL SERVICES	0	15,193	8,973		0	18,000	100		#DIV/0!
10-4610-314.0	COMPUTER SERVICES	0	0	0		0	30,000	30,000		#DIV/0!
10-4610-315.0	RECORDING FEES - DAVIS COUNTY	0	206	370		0	500	500		#DIV/0!
10-4610-330.0	EDUCATION & TRAINING	4,278	941	488		7,000	7,000	7,000		0%
10-4610-512.0	INSURANCE - AUTO LIABILITY	0	270	270		300	300	300		0%
	SUBTOTAL	15,036	38,868	37,934	0	54,500	65,300	47,400	0	-13%
	CAPITAL									
10-4610-752.0	GENERAL PLAN STUDY	37,949	123,285	12,960		0	3,000	3,000		#DIV/0!
	SUBTOTAL	37,949	123,285	12,960	0	0	3,000	3,000	0	#DIV/0!
	TOTAL COMMUNITY DEVELOPMENT	**410,683**	**555,754**	**260,188**	**0**	**544,408**	**579,432**	**560,332**	**0**	3%

Boards & Commissions

The Boards and Commissions below act as advisory boards to the City Council on issues relating to planning, zoning, and historical sites.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	PLANNING COMMISSION									
10-4611-305.0	MEMBER ATTENDANCE	2,735	3,045	1,730		5,500	5,500	5,500		0%
10-4611-310.0	RECORDER SERVICES	684	248	248		600	600	600		0%
10-4611-330.0	EDUCATION & TRAINING	0	0	0		1,500	1,500	1,500		0%
	TOTAL PLANNING COMMISSION	3,419	3,293	1,978	0	7,600	7,600	7,600	0	0%
	BOARD OF ADJUSTMENT									
10-4612-305.0	MEMBER ATTENDANCE	350	125	0		400	400	400		0%
10-4612-310.0	RECORDER SERVICES	222	0	0		150	150	150		0%
	TOTAL BOARD OF ADJUSTMENT	572	125	0	0	550	550	550	0	0%
	LANDMARKS COMMISSION									
10-4613-310.0	RECORDER SERVICES	0	0	0		100	100	100		0%
	TOTAL LANDMARK COMMISSION	0	0	0	0	100	100	100	0	0%
	TOTAL BOARDS & COMMISSIONS	**3,991**	**3,418**	**1,978**	**0**	**8,250**	**8,250**	**8,250**	**0**	0%

Building & Zoning Inspection

The Building & Zoning Inspection Division provides plan review and inspections of the adopted building codes and issues building permits.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	OPERATIONS									
10-4650-210.0	BOOKS & SUBSCRIPTIONS	0	0	0		1,200	1,200	1,200		0%
10-4650-211.0	MEMBERSHIPS	0	0	0		150	150	150		0%
10-4650-260.0	EQUIPMENT MAINTENANCE	0	54	0		200	200	200		0%
10-4650-264.0	IT SERVICES AND LICENSES	45	114	114		250	250	250		0%
10-4650-316.0	BUILDING INSPECTION SERVICES	42,204	46,421	16,500		70,000	70,000	70,000		0%
	SUBTOTAL	42,249	46,589	16,614	0	71,800	71,800	71,800	0	0%
	TOTAL INSPECTIONS	**42,249**	**46,589**	**16,614**	**0**	**71,800**	**71,800**	**71,800**	**0**	0%

GENERAL FUND - TRANSFERS OUT/NON-DEPARTMENTAL SUMMARY

	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
TRANSFERS OUT	$2,174,829	$1,505,961	$363,941	$0	$907,881	$734,658	$754,195	$0
NON-DEPARTMENTAL	$0	$0	$0	$0	$135,000	$135,000	$135,000	$0
TOTAL TRANSFERS OUT/NON-DEPARTMENTAL	$2,174,829	$1,505,961	$363,941	$0	$1,042,881	$869,658	$889,195	$0

Transfers Out/Non-Departmental

The Transfers Out/Non-Departmental budget includes transfer of funds from the General Fund to other funds. It also includes personnel contingency funds for payouts relating to retirements, resignations, and other unanticipated personnel costs.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
	TRANSFERS OUT									
10-4710-810.0	TRANSFERS TO CAPITAL PROJECTS FUNDS	1,741,737	1,006,162	140,307		280,613	103,108	125,495		-55%
10-4710-820.0	TRANSFER TO RECREATION FUND	17,500	0	9,838		19,676	23,958	21,108		7%
10-4710-900.0	TRANSFER TO REDEVELOPMENT AGENCY FUND	0	84,207	0		180,000	180,000	180,000		0%
10-4710-920.0	TRANSFER TO DRAINAGE FUND	0	0	6,000		12,000	12,000	12,000		0%
10-4710-952.0	TRANSFER TO TRANSPORATION FUND	415,592	415,592	207,796		415,592	415,592	415,592		0%
	SUBTOTAL	2,174,829	1,505,961	363,941	0	907,881	734,658	754,195	0	-17%
	NON-DEPARTMENTAL									
10-4710-990.0	CONTINGENCY - PERSONNEL ADJUSTMENTS	0	0	0		135,000	135,000	135,000		0%
	SUBTOTAL	0	0	0	0	135,000	135,000	135,000	0	0%
	TOTAL TRANSFERS OUT/NON-DEPARTMENTAL	**2,174,829**	**1,505,961**	**363,941**	**0**	**1,042,881**	**869,658**	**889,195**	**0**	-15%

RECREATION FUND SUMMARY

	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
SUMMER RECREATION								
SUMMER RECREATION FEES	17,970	20,105	730	0	19,000	20,000	20,000	0
ADULT LEAGUE FEES	0	295	0	0	0	2,560	2,560	0
TRANSFER FROM GENERAL FUND	17,500	0	9,838	0	19,676	23,958	21,108	0
SUMMER RECREATION REVENUES	$35,470	$20,400	$10,568	$0	$38,676	$46,518	$43,668	$0
PERSONNEL	22,120	23,385	12,232	0	11,040	25,120	25,120	0
OPERATIONS	14,847	6,474	4,070	0	17,500	16,300	16,300	0
SUMMER RECREATION EXPENDITURES	$36,967	$29,859	$16,302	$0	$28,540	$41,420	$41,420	$0
OFF SEASON RECREATION								
OFF SEASON RECREATION FEES	20,400	21,710	28,385	0	22,000	27,625	27,625	0
OFF SEASON REVENUES	20,400	21,710	28,385	0	22,000	27,625	27,625	0
OPERATIONS	17,789	17,744	250	0	18,500	27,275	27,275	0
OFF SEASON EXPENDITURES	17,789	17,744	250	0	18,500	27,275	27,275	0
YOUTH BASEBALL								
BASEBALL FEES	36,840	59,395	12,660	0	40,000	40,000	40,000	0
BASEBALL DONATIONS	6,447	10,453	250	0	8,200	8,200	8,200	0
YOUTH BASEBALL REVENUES	$43,287	$69,848	$12,910	$0	$48,200	$48,200	$48,200	$0
PERSONNEL	11,850	11,625	6,370	0	26,036	16,348	16,348	0
OPERATIONS	32,661	35,806	21,834	0	35,800	34,450	34,450	0
YOUTH BASEBALL EXPENDITURES	$44,511	$47,431	$28,204	$0	$61,836	$50,798	$50,798	$0
CONCESSIONS								
CONSESSION SALES	1,595	0	0	0	0	0	0	0
CONCESSIONS REVENUES	$1,595	$0	$0	$0	$0	$0	$0	$0
PERSONNEL	0	0	0	0	0	0	0	0
OPERATIONS	1,110	4,102	195	0	0	2,800	0	0
CONCESSIONS EXPENDITURES	$1,110	$4,102	$195	$0	$0	$2,800	$0	$0
TOTAL TRANSFERS IN	17,500	0	9,838	0	19,676	23,958	21,108	0
TOTAL PROGRAM REVENUES	83,252	111,958	42,025	0	89,200	98,385	98,385	0
TOTAL EXPENDITURES	100,377	99,136	44,951	0	108,876	122,293	119,493	0
REV. OVER/UNDER EXP.	$375	$12,822	$6,912	$0	$0	$50	$0	$0

RECREATION FUND

The Recreation Division is focused on providing the residents with recreational and fitness related activities to promote a healthy and active community. The program is heavily supported by seasonal part-time staff.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
REVENUES										
25-34-100000	SUMMER RECREATION FEES	17,970	20,105	730		19,000	20,000	20,000		5%
25-34-300000	OFF SEASON RECREATION FEES	20,400	21,710	28,385		22,000	27,625	27,625		26%
25-34-400000	YOUTH BASEBALL/SOFTBALL FEES	36,840	59,395	12,660		40,000	40,000	40,000		0%
25-34-500000	ADULT PROGRAMS	0	295	0		0	2,560	2,560		#DIV/0!
25-36-000000	CONCESSION SALES	1,595	0	0		0	0	0		#DIV/0!
25-38-750000	DONATIONS & FUNDRAISER	6,447	10,453	250		8,200	8,200	8,200		0%
25-39-100000	TRANSFER FROM GENERAL FUND	17,500	0	9,838		19,676	23,958	21,108		7%
	TOTAL RECREATION REVENUE	**100,752**	**111,958**	**51,863**	**0**	**108,876**	**122,343**	**119,493**	**0**	10%
EXPENDITURES										
	SUMMER RECREATION									
25-4000-120.0	PART TIME WAGES	20,279	21,605	10,960		10,000	23,000	23,000		130%
25-4000-130.0	FICA	1,528	1,603	985		765	1,760	1,760		130%
25-4000-135.0	WORKERS COMPENSATION	313	177	287		275	360	360		31%
25-4000-220.0	PUBLIC NOTICES	40	0	0		0	0	0		#DIV/0!
25-4000-242.0	POSTAGE	9	68	0		0	0	0		#DIV/0!
25-4000-310.0	MEDICAL EXAMS	0	0	55		500	500	500		0%
25-4000-314.0	COMPUTER SERVICES	4,774	2,459	2,778		5,000	2,800	2,800		-44%
25-4000-320.0	BANKING SERVICES	0	0	0		0	3,500	3,500		#DIV/0!
25-4000-330.0	EDUCATION & TRAINING	0	0	0		0	0	0		#DIV/0!
25-4000-480.0	MISC SUPPLIES	10,024	3,947	1,237		12,000	9,500	9,500		-21%
	SUBTOTAL - SUMMER REC	36,967	29,859	16,302	0	28,540	41,420	41,420	0	45%
	OFF SEASON RECREATION									
25-4200-120.0	PART TIME WAGES	0	0	0		0	800	800		
25-4200-130.0	FICA	0	0	0		0	62	62		
25-4200-135.0	WORKERS COMPENSATION	0	0	0		0	16	16		
25-4200-260.0	EQUIP MAINT & SUPPLIES	0	4,650	0		0	0	0		#DIV/0!
25-4200-310.0	INSTRUCTORS	9,500	10,000	0		9,500	14,333	14,333		51%
25-4200-480.0	TRANSPORTATION & MISC SUPPLIES	8,289	3,094	250		9,000	12,942	12,942		44%
	SUBTOTAL - OFF SEASON RECREATION	17,789	17,744	250	0	18,500	27,275	27,275	0	47%
	BASEBALL									
25-4300-120.0	PART TIME WAGES	10,841	10,679	5,793		24,000	15,000	15,000		-38%
25-4300-130.0	FICA	830	850	443		1,836	1,148	1,148		-37%
25-4300-135.0	WORKERS COMPENSATION	179	96	134		200	200	200		0%
25-4300-260.0	EQUIP MAINT & SUPPLIES	643	0	3,095		8,600	3,000	3,000		-65%
25-4300-310.0	UMPIRES - CONTRACTED	850	2,222	675		750	1,000	1,000		33%
25-4300-311.0	PROFESSIONAL SERVICES	6,192	3,900	2,995		2,450	450	450		-82%
25-4300-480.0	MISC SUPPLIES	24,976	29,684	15,069		24,000	30,000	30,000		25%
	SUBTOTAL - BASEBALL	44,511	47,431	28,204	0	61,836	50,798	50,798	0	-18%
	CONCESSIONS									
25-4900-120.0	PART TIME WAGES	0	0	0		0	0	0		#DIV/0!
25-4900-130.0	FICA	0	0	0		0	0	0		#DIV/0!
25-4900-135.0	WORKERS COMPENSATION	0	0	0		0	0	0		#DIV/0!
25-4900-240.0	OFFICE SUPPLIES	0	0	0		0	0	0		#DIV/0!
25-4900-260.0	EQUIP MAINT & SUPPLIES	60	539	0		0	2,800	0		#DIV/0!
25-4900-310.0	PROFESSIONAL SERVICES	1,050	2,936	195		0	0	0		#DIV/0!
25-4900-480.0	MISC SUPPLIES	0	627	0		0	0	0		#DIV/0!
	SUBTOTAL - CONCESSIONS	1,110	4,102	195	0	0	2,800	0	0	#DIV/0!
	TOTAL RECREATION EXPEND.	**100,377**	**99,136**	**44,951**	**0**	**108,876**	**122,293**	**119,493**	**0**	10%
	EXCESS REVENUES OVER (UNDER) EXPENDITURES	375	12,822	6,912	0	0	50	0	0	

RAP TAX FUND SUMMARY

	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
TOTAL REVENUES	$628,530	$631,948	$312,028	$0	$570,000	$570,000	$570,000	$0
TRANSFERS OUT	$551,177	$1,148,807	$281,318	$0	$570,000	$570,000	$570,000	$0
TOTAL EXPENDITURES	$551,177	$1,148,807	$281,318	$0	$570,000	$570,000	$570,000	$0
TOTAL REVENUES	$628,530	$631,948	$312,028	$0	$570,000	$570,000	$570,000	$0
TOTAL EXPENDITURES	$551,177	$1,148,807	$281,318	$0	$570,000	$570,000	$570,000	$0
REV OVER/UNDER EXP.	$77,353	-$516,859	$30,710	$0	$0	$0	$0	$0

RAP TAX FUND

Centerville City submitted an opinion to the residents of the City at the municipal general election held on November 3, 2015, providing each resident an opportunity to express the resident's opinion on the reauthorization of a local sales and use tax of one-tenth of one percent (0.10%) on certain qualifying transactions within the City to fund recreational facilities and cultural facilities and organizations for the City (2015 RAP Tax). A majority of the City's registered voters voting on the opinion question voted in favor of imposing the 2015 RAP Tax. The monies collected from the 2015 RAP Tax shall be used for financing recreational and cultural facilities, to finance ongoing operating expenses of recreational facilities or cultural organizations, and for any other eligible facilities or organizations provided by law as approved by the City Council.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
REVENUES										
27-31-350000	RAP TAX	565,111	576,579	296,468		550,000	550,000	550,000		0%
27-36-100000	INTEREST INCOME	63,419	55,369	15,560		20,000	20,000	20,000		0%
27-39-250000	USE OF FUND BALANCE	0	0	0		0	0	0		#DIV/0!
	TOTAL REVENUES	**628,530**	**631,948**	**312,028**	**0**	**570,000**	**570,000**	**570,000**	**0**	0%
EXPENDITURES										
	TRANSFERS OUT									
27-5000-710.0	Parks	491,136	1,098,555	251,998		487,500	487,500	487,500	0	0%
27-5000-750.0	Whitaker	31,151	28,531	14,700		27,500	27,500	27,500	0	0%
27-5000-800.0	DCPA	28,890	21,721	14,620		27,500	27,500	27,500	0	0%
27-5000-850.0	TBD	0	0	0		27,500	27,500	27,500	0	0%
	TOTAL EXPENDITURES	**551,177**	**1,148,807**	**281,318**	**0**	**570,000**	**570,000**	**570,000**	**0**	0%

CEMETERY PERPETUAL CARE FUND

The purpose of the Perpetual Care Fund is for providing perpetual care funding for the maintenance, care, and operation of the City Cemetery.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
REVENUES										
30-34-820000	PERPETUAL CARE FEE	28,500	13,700	5,700		30,000	30,000	30,000		0%
30-34-821000	MONUMENT PERMIT FEE	3,800	5,000	3,200		3,000	3,000	3,000		0%
30-36-100000	INTEREST INCOME	2,358	2,202	1,023		2,000	2,000	2,000		0%
	TOTAL REVENUES	**34,658**	**20,902**	**9,923**	**0**	**35,000**	**35,000**	**35,000**	**0**	0%
EXPENDITURES										
30-4710-810.1	TRANSFER TO GENERAL FUND	22,800	14,960	0		28,000	28,000	28,000	0	0%
30-4710-980.0	CONTRIBUTION TO FUND BALANCE	0	0	0		7,000	7,000	7,000		0%
	TOTAL EXPENDITURES	**22,800**	**14,960**	**0**	**0**	**35,000**	**35,000**	**35,000**	**0**	0%

Did you know the first burials in the Cemetery happened in the 1850's?

CAPITAL IMPROVEMENT FUNDS SUMMARY

	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026		Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
PARK FUND									
REVENUE	$588,918	$1,645,233	$319,016	$0	$574,079	#	$651,500	$547,500	$0
SUB TOTAL	$588,918	$1,645,233	$319,016	$0	$574,079		$651,500	$547,500	$0
EXPENDITURES	$741,934	$1,858,703	$81,478	$0	$574,079	#	$651,500	$547,500	$0
SUB TOTAL	$741,934	$1,858,703	$81,478	$0	$574,079		$651,500	$547,500	$0
CAPITAL PROJECTS FUND									
REVENUE	$1,858,597	$1,236,595	$256,618	$0	$1,476,109	#	$1,969,861	$1,557,861	$0
SUB TOTAL	$1,858,597	$1,236,595	$256,618	$0	$1,476,109		$1,969,861	$1,557,861	$0
EXPENDITURES	$1,033,328	$931,805	$569,217	$0	$1,476,109	#	$1,969,861	$1,557,861	$0
SUB TOTAL	$1,033,328	$931,805	$569,217	$0	$1,476,109		$1,969,861	$1,557,861	$0
TRANSPORTATION FUND									
REVENUE	$1,838,665	$1,837,823	$946,729	$0	$1,834,800	#	$6,237,817	$6,237,817	$0
SUB TOTAL	$1,838,665	$1,837,823	$946,729	$0	$1,834,800		$6,237,817	$6,237,817	$0
EXPENDITURES	$2,304,366	$1,879,577	$847,052	$0	$1,834,800	#	$6,237,817	$6,237,817	$0
SUB TOTAL	$2,304,366	$1,879,577	$847,052	$0	$1,834,800		$6,237,817	$6,237,817	$0
UTOPIA FUND									
REVENUE	$603,038	$542,442	$192,793	$0	$553,272	#	$565,278	$565,278	$0
SUB TOTAL	$603,038	$542,442	$192,793	$0	$553,272		$565,278	$565,278	$0
EXPENDITURES	$532,674	$543,327	$276,636	$0	$553,272	#	$565,278	$565,278	$0
SUB TOTAL	$532,674	$543,327	$276,636	$0	$553,272		$565,278	$565,278	$0

PARK FUND

The Parks Fund is dedicated to the capital improvement of the City's park system infrastructure. RAP Tax is generally the primary source of funding for the Parks Fund.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
REVENUES										
45-34-700000	PARK IMPACT FEES	55,623	37,297	60,249		40,000	40,000	40,000		0%
45-34-920000	TRANSFER IN - RAP TAX	491,136	1,098,555	251,998		487,500	487,500	487,500		0%
45-33-700000	GRANT REVENUE	0	400,000	0		0	0	0		#DIV/0!
45-36-100000	INTEREST INCOME	42,159	32,246	6,519		46,579	20,000	20,000		-57%
45-38-450000	MISC. CONTRIBUTIONS	0	14,135	250		0	0	0		#DIV/0!
45-39-250000	USE OF FUND BALANCE	0	0	0		0	104,000	0		#DIV/0!
	TOTAL REVENUES	**588,918**	**1,645,233**	**319,016**	**0**	**574,079**	**651,500**	**547,500**	**0**	-5%
EXPENDITURES										
45-4810-100.0	CAPITAL PROJECTS	277,410	410,260	40,500		172,600	651,500	547,500		217%
ITEM 1	Community Park Infield Fencing						21,500	21,500		
ITEM 2	Freedom Hills Asphalt Path Replacement						30,000	30,000		
ITEM 3	Community Park Restrooms (expansion fields)						130,000	130,000		
ITEM 4	Wetland mitigation						50,000	50,000		
ITEM 5	Bike Lanes - 1250 W						20,000	20,000		
ITEM 6	Future Projects TBD						-	296,000		
ITEM 7	~~West Side Trail Head, Bathrooms, Parking~~						~~400,000~~	-		
45-4810-120.0	SMITH PARK	0	3,398	24,199		0	0	0		#DIV/0!
45-4810-180.0	REC DISTRICT LEASE PAYMENT	0	0	0		0	0	0		0%
45-4810-181.0	SDRD INTEREST	0	0	0		0	0	0		0%
45-4860-181.0	ISLAND VIEW PRINCIPAL	381,000	405,000	0		391,000	0	0		-100%
45-4860-182.0	ISLAND VIEW INTEREST	31,544	21,333	5,239		10,479	0	0		-100%
45-4860-250.0	COMMUNITY PARK PICKLEBALL COURTS	51,980	1,018,712	11,540		0	0	0		#DIV/0!
	TOTAL EXPENDITURES	**741,934**	**1,858,703**	**81,478**	**0**	**574,079**	**651,500**	**547,500**	**0**	-5%
	REVENUE OVER EXPENDITURES	-153,016	-213,470	237,538	0	0	0	0	0	

RAP Tax is a primary funding source for the Parks Fund. They allow the City to provide new park infrastructure, such as this playground at Community Park.

CAPITAL PROJECTS FUND

The Capital Projects Fund is dedicated for the use of purchasing capital equipment and intrastructure for the City's governmental funds.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
REVENUES										
47-34-100000	TRANSFER IN - GENERAL FUND	1,741,737	1,006,162	140,307		280,613	103,108	125,495		-55%
47-36-100000	INTEREST INCOME	116,860	230,433	116,311		100,000	200,000	200,000		100%
47-38-450000	MISC. CONTRIBUTIONS	0	0	0		0	0	0		#DIV/0!
	SALE OF FIXED ASSETS						45,000	0		#DIV/0!
47-39-250000	USE OF FUND BALANCE	0	0	0		1,095,496	1,621,753	1,232,366		12%
	TOTAL REVENUES	**1,858,597**	**1,236,595**	**256,618**	**0**	**1,476,109**	**1,969,861**	**1,557,861**	**0**	6%
EXPENDITURES										
Courts										
47-4120-740.0	CAPITAL EQUIPMENT	0	0	0		0	0	0		#DIV/0!
Administration										
47-4130-740.0	CAPITAL EQUIPMENT	267,090	64,014	0		0	56,000	5,000		#DIV/0!
47-4130-750.0	CAPITAL PROJECTS	0	0	0		0	0	0		#DIV/0!
ITEM 1	PTZ - Oakridge Tank						5,000	5,000		
ITEM 2	~~Truck~~						~~51,000~~	-		
Police										
47-4210-740.0	CAPITAL EQUIPMENT	214,332	365,909	0		472,569	275,100	275,100		-42%
ITEM 1	Vehicles (3)						179,022	179,022		
ITEM 2	Computers						22,500	22,500		
ITEM 3	Radios						22,188	22,188		
ITEM 4	Bi-Directional Amplifier						51,390	51,390		
Public Works Admin										
47-4405-740.0	CAPITAL EQUIPMENT	7,675	0	102,101		104,500	0	0		-100%
Streets										
47-4410-740.0	CAPITAL EQUIPMENT	402,777	234,382	327,924		584,800	884,000	759,000		30%
47-4410-750.0	CAPITAL PROJECTS	0	0	0		0	0	0		#DIV/0!
CAPITAL EQUIPMENT DETAIL										
ITEM 1	10-Wheel Body/Plow Equipment						410,000	410,000		
ITEM 2	Bobtail w/ Plow Equipment						290,000	290,000		
ITEM 3	Cat Asphalt Roller						59,000	59,000		
ITEM 4	~~F-550 w/ Plow Equipment~~						~~125,000~~	-		
GIS										
47-4470-740.0	CAPITAL EQUIPMENT	0	0	0		14,500	5,500	5,500		-62%
CAPITAL EQUIPMENT DETAIL										
ITEM 1	Laptop w/ Parallels						5,500	5,500		
Parks										
47-4510-740.0	CAPITAL EQUIPMENT	81,185	210,789	139,051		139,540	154,761	154,761		11%
47-4510-750.0	CAPITAL PROJECTS	24,786	1,284	0		0	94,500	-		#DIV/0!
CAPITAL EQUIPMENT DETAIL										
ITEM 1	Tow Aerial Lift						54,761	54,761		
ITEM 2	Tractor Snowmachine						48,000	48,000		
ITEM 3	Truck						52,000	52,000		
CAPITAL PROJECTS DETAIL										
ITEM 1	~~Community Park Baseball Field LED Lights~~						~~80,500~~	-		
ITEM 2	~~Smoot Park Tennis Court LED Lights~~						~~14,000~~	-		
Parks & Recreation Facility										
47-4595-740.0	CAPITAL EQUIPMENT	0	14,480	0		7,800	-	-		-100%
47-4595-750.0	CAPITAL PROJECTS	8,371	0	0		0	14,000	6,500		#DIV/0!
CAPITAL PROJECT DETAIL										
ITEM 1	A/C Furnace						6,500	6,500		
ITEM 2	~~Records Room~~						~~7,500~~	-		

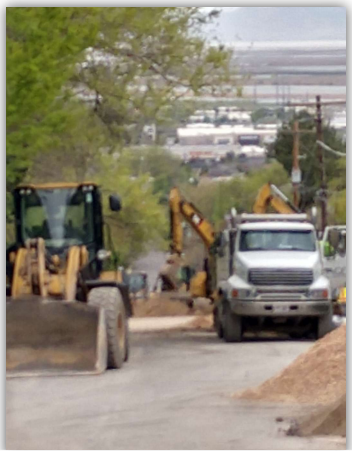
Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
Public Works Facility										
47-4596-740.0	CAPITAL EQUIPMENT	4,875	24,936	141		11,000	-	-		-100%
47-4596-750.0	CAPITAL PROJECTS	0	0	0		0	165,000	53,000		#DIV/0!
	CAPITAL PROJECT DETAIL									
	ITEM 1 Asphalt Repair (in front of salt shed)						40,000	40,000		
	ITEM 2 HVAC Upgrade						30,000	13,000		
	ITEM 3 ~~Electrical Disconnect~~						~~95,000~~	-		
City Hall										
47-4597-740.0	CAPITAL EQUIPMENT	0	15,153	0		141,400	-	-		-100%
47-4597-750.0	CAPITAL PROJECTS	13,537	0	0		0	262,000	240,000		#DIV/0!
	CAPITAL PROJECTS DETAIL									
	ITEM 1 Electrical Disconnect						145,000	145,000		
	ITEM 2 Transfer Switches						95,000	95,000		
	ITEM 3 ~~Replace SE Sidewalk~~						~~22,000~~	-		
Public Works Storage/Decant										
47-4598-750.0	CAPITAL PROJECTS	8,700	858	0		0	59,000	59,000		#DIV/0!
	CAPITAL PROJECTS DETAIL									
	ITEM 1 Upsize Water Line, Hot Water, Gas Connect, Presser Washer						30,000	30,000		
	ITEM 2 Door Openers						20,000	20,000		
	ITEM 3 Shop Heaters						9,000	9,000		
	TOTAL EXPENDITURES	**1,033,328**	**931,805**	**569,217**	**0**	**1,476,109**	**1,969,861**	**1,557,861**	**0**	6%
	REVENUE OVER EXPENDITURES	825,269	304,790	-312,599	0	0	0	0	0	

Vehicle and equipment replacement is an important part of providing services to the citizens and businesses while reducing risk.

TRANSPORATION FUND

The Transporation Fund is dedicated for the use of improving the City's transporation infrastrucure. The City receives a share of State sales tax dedicated to Class C road maintenance. A portion of the City's property tax revenue is another primary funding source for the Transporation Fund.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
REVENUES										
48-31-300000	SALES TAX	507,032	515,752	264,019		500,000	500,000	500,000		0%
48-33-430000	CLASS C ROADS	742,814	860,082	451,892		725,000	725,000	725,000		0%
48-33-450000	GRANTS	106,345	0	0		0	3,925,960	3,925,960		#DIV/0!
48-36-100000	INTEREST	66,882	46,397	23,022		50,000	50,000	50,000		0%
48-34-800000	TRANSFER - GENERAL FUND	415,592	415,592	207,796		415,592	415,592	415,592	0	0%
48-39-250000	USE OF FUND BALANCE	0	0	0		144,208	621,265	621,265		331%
	TOTAL REVENUE	**1,838,665**	**1,837,823**	**946,729**	**0**	**1,834,800**	**6,237,817**	**6,237,817**	**0**	240%
EXPENDITURES										
48-4000-310.0	PROFESSIONAL SERVICES	12,000	12,000	6,432		12,000	12,000	12,000		0%
48-4000-316.0	ENGINEERING - GENERAL	20,418	76,882	9,890		37,800	37,800	37,800		0%
48-4000-710.0	CAPITAL PROJECTS	1,752	25,660	1,351		0	0	0		#DIV/0!
48-4000-736.0	1250 W RESCONST-PARRISH TO 200N	5,986	0	0		0				
48-4000-756.0	400 E STREET RECONSTRUCTION	0	0	0		0	4,194,175	4,194,175		
48-4000-756.1	400 E STREET REBUILD - ENGINEE	30,223	86,153	6,216		0				
48-4000-756.2	400 E STREET REBUILD - CONSTRU	0	0	0		0				
48-4000-756.3	400 E STREET REBUILD - MATERIA	0	0	0		0				
48-4000-757.0	400 S (PORTER LN) WIDENING	0	0	0		0	1,368,842	1,368,842		
48-4000-757.1	400 S (PORTER LN) WIDENING - ENGINEERING	0	6,425	17,150		0				
48-4000-757.2	400 S (PORTER LN) WIDENING - CONSTRUCTION	0	0	0		0				
48-4000-757.3	400 S (PORTER LN) WIDENING - MATERIAL	0	0	0		0				
48-4000-795.0	PARRISH LANE - INTERSECTIONS	473	0	0		0				
48-4000-800.0	NOLA DRIVE 1350 N TO 1680 N	0	12,271	0		0				
48-4000-815.0	LONDON ROAD REBUILD	26,550	0	0		0				
48-4000-820.0	RAWLINS CIRCLE & 400 WEST	4,476	0	0		0				
48-4000-825.0	Cottonwood Dr Street Rebuild	26,214	0	0		0				
48-4000-827.0	DEERFIELD DR STREET REBUILD	397,868	0	0		0				
48-4000-828.0	LINDA LOMA STREET REBUILD	248,147	0	0		0				
48-4000-829.0	WILMAR PLACE CIR STREET REBUILD	243,039	0	0		0				
48-4000-830.0	PEACH TREE DR STREET REBUILD	51,220	64,414	3,331		0				
48-4000-831.0	BRIARWOOD DR STREET REBUILD	50,921	455,773	21,319		0				
48-4000-832.0	1250 W MULTI-USE TRAIL	12,209	457	0		0				
48-4000-833.0	PARRISH LN/LEGACY TRAIL	12,381	24,344	3,996		0				
48-4000-834.1	1250 N STREET REBUILD - ENGINEERING	22,748	54,215	0		0				
48-4000-834.2	1250 N STREET REBUILD - CONSTRUCTION	0	339,944	17,892		0				
	ARIANE WAY REBUILD						200,000	200,000		
48-5000-760.0	STREET OVERLAY PROJECTS	905,646	141,694	608,522		1,360,000	0	0		-100%
48-5000-770.0	STREET CRACK SEAL PROJECTS	0	71,668	34,566		75,000	75,000	75,000		0%
48-5000-780.0	STREET SLURRY SEAL PROJECTS	0	212,293	43,886		225,000	225,000	225,000		0%
48-5000-800.0	SIDEWALK REPAIR / ACTIVE TRANSPORTATION	232,095	295,384	72,501		125,000	125,000	125,000		0%
	TOTAL EXPENDITURES	**2,304,366**	**1,879,577**	**847,052**	**0**	**1,834,800**	**6,237,817**	**6,237,817**	**0**	240%
	REVENUE OVER EXPENDITURES	-465,701	-41,754	99,677	0	0	0	0	0	



UTOPIA FUND

The City entered into a Pledge and Loan Agreement with the Utah Telecommunication Open Infrastructure Agency (UTOPIA). UTOPIA is an interlocal cooperative created to finance, construct and operate a system of fiber optic communication lines in various cities in the state. UTOPIA leases use of the fiber optic system to retail vendors of telephone, video, and internet services. The pledge commits the City to set aside and deposit funds as security in a debt service fund for the portion of the project related to the City.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
REVENUES										
49-33-110000	UTOPIA REBATE	146,202	156,856	0		167,686	179,692	179,692		7%
49-34-850000	TRANSFER - TAX INCREMENT	456,836	385,586	192,793		385,586	385,586	385,586		0%
	TOTAL REVENUE	**603,038**	**542,442**	**192,793**	**0**	**553,272**	**565,278**	**565,278**	**0**	2%
EXPENDITURES										
49-4000-800.0	PLEDGE PAYMENTS	532,674	543,327	276,636		553,272	565,278	565,278		2%
	TOTAL EXPENDITURES	**532,674**	**543,327**	**276,636**	**0**	**553,272**	**565,278**	**565,278**	**0**	2%
	REVENUE OVER EXPENDITURES	70,364	-885	-83,843	0	0	0	0	0	

ENTERPRISE FUND SUMMARY

	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
WATER FUND								
REVENUES	$4,561,426	$4,342,883	$2,414,338	$0	$5,898,260	$6,498,260	$6,798,260	$0
TOTAL REVENUES	$4,561,426	$4,342,883	$2,414,338	$0	$5,898,260	$6,498,260	$6,798,260	$0
PERSONNEL	$480,864	$592,530	$260,801	$0	$584,700	$626,761	$618,785	$0
OPERATIONS	$2,597,337	$2,559,455	$1,564,525	$0	$2,767,002	$2,987,591	$2,877,333	$0
DEBT SERVICE	$29,731	$26,900	$98,010	$0	$108,966	$110,234	$110,234	$0
CAPITAL	$101,683	$51,565	$51,979	$0	$2,937,592	$3,273,674	$3,691,908	$0
TOTAL EXPENDITURES	$2,631,976	$2,625,180	$1,674,983	$0	$5,898,260	$6,498,260	$6,798,260	$0
(note less depreciation)	$577,639	$605,270	$300,332	$0	$500,000	$500,000	$500,000	$0
SANITATION FUND								
REVENUES	$1,393,862	$1,483,706	$740,026	$0	$1,458,400	$1,575,462	$1,556,921	$0
TOTAL REVENUES	$1,393,862	$1,483,706	$740,026	$0	$1,458,400	$1,575,462	$1,556,921	$0
OPERATIONS	$1,327,958	$1,353,034	$631,079	$0	$1,458,400	$1,575,462	$1,556,921	$0
TOTAL EXPENDITURES	$1,327,958	$1,353,034	$631,079	$0	$1,458,400	$1,575,462	$1,556,921	$0
DRAINAGE FUND								
REVENUES	$1,432,971	$1,894,268	$1,081,612	$0	$2,036,000	$2,370,298	$2,377,106	$0
TOTAL REVENUES	$1,432,971	$1,894,268	$1,081,612	$0	$2,036,000	$2,370,298	$2,377,106	$0
PERSONNEL	$112,891	$173,909	$121,809	$0	$246,110	$263,171	$263,181	$0
OPERATIONS	$1,108,946	$1,208,254	$604,795	$0	$1,320,483	$1,421,035	$1,427,833	$0
DEBT SERVICE	$6,803	$6,132	$27,644	$0	$30,734	$31,092	$31,092	$0
CAPITAL	$20,284	$5,338	$108,702	$0	$558,673	$775,000	$775,000	$0
TOTAL EXPENDITURES	$1,089,124	$1,225,801	$779,703	$0	$2,036,000	$2,370,298	$2,377,106	$0
(note less depreciation)	$159,800	$167,832	$83,247	$0	$120,000	$120,000	$120,000	$0
TELECOMMUNICATIONS UTILITY								
REVENUES	$105,608	$93,703	$43,524	$0	$110,200	$100,200	$100,200	$0
TOTAL REVENUES	$105,608	$93,703	$43,524	$0	$110,200	$100,200	$100,200	$0
EXPENDITURES	$104,952	$94,340	$42,607	$0	$110,200	$100,200	$100,200	$0
TOTAL EXPENDITURES	$104,952	$94,340	$42,607	$0	$110,200	$100,200	$100,200	$0

WATER FUND

The Water Fund is used to account for the activities of the City's culinary water system. The Centerville City Public Works Water Division has a proud heritage of providing high quality culinary water to Centerville residents at affordable rates. Over the years, the Water Division has been honored with numerous awards ranging from safety to taste tests! We strive to offer the best service and are constantly finding innovative methods of improving the water system.

STAFFING	Prior Year Actual FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
Water Supervisor	1.00	1.00	1.00	
Water Department Lead Worker	-	1.00	1.00	
Electrician	1.00	1.00	1.00	
Water Maintenance I-II	4.00	3.00	3.00	
	6.00	6.00	6.00	-

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
REVENUES										
51-33-202000	FEDERAL GRANTS	0	0	141,185		1,500,000	0	0		-100%
51-34-400000	WATER IMPACT FEES	100,838	34,442	30,907		60,000	60,000	60,000		0%
51-34-450000	WATERLINE CONST FEES - NEW SUB.	636,287	321,248	83,760		75,000	75,000	75,000		0%
51-36-100000	BANKING & INVEST. - INTEREST	68,264	39,065	17,320		50,000	50,000	50,000		0%
51-36-200000	MISCELLANEOUS	200	3,605	0		0	0	0		#DIV/0!
51-37-110000	WATER SALES	3,648,084	3,884,643	2,076,723		4,127,760	4,127,760	4,427,760		7%
51-37-130000	WATER YOKES AND METERS	9,705	11,330	7,449		10,000	10,000	10,000		0%
51-37-150000	WTR LATERAL FEES - NEW SBD	3,910	0	0		0	0	0		#DIV/0!
51-37-160000	HYDRANT WATER SALES	13,427	5,279	179		3,500	3,500	3,500		0%
51-37-200000	DELINQUENT PENALTY	30,560	12,279	1,265		12,000	12,000	12,000		0%
51-37-300000	GAIN ON SALE OF FIXED ASSET	50,151	30,992	55,550		60,000	160,000	160,000		167%
51-37-500000	CDBG PROCEEDS/400 WEST PROJECT	0	0	0		0				#DIV/0!
51-38-100010	SPECIAL PROJECT REVENUE	0	0	0		0				#DIV/0!
51-38-100000	TRANSFER DRAINAGE/LOAN REPAY	0	0	0		0				#DIV/0!
	TRANSFER IN - CAPITAL PROJECTS FUND/LOAN	0	0	0		0	2,000,000	2,000,000		#DIV/0!
51-39-250000	USE OF FUND BALANCE	0	0	0		0	0	0		#DIV/0!
	TOTAL REVENUE	**4,561,426**	**4,342,883**	**2,414,338**	**0**	**5,898,260**	**6,498,260**	**6,798,260**	**0**	15%
EXPENDITURES										
	PERSONNEL									
51-4000-110.0	SALARY AND WAGES	324,095	370,126	169,594		353,121	378,256	371,856		5%
51-4000-111.0	OVERTIME PAY	6,702	8,387	2,377		5,000	5,000	5,000		0%
51-4000-120.0	TEMPORARY & PART-TIME WAGES	7,939	10,192	5,316		20,000	20,000	20,000		0%
51-4000-130.0	FICA	25,530	27,099	13,238		28,927	30,850	30,360		5%
51-4000-131.0	RETIREMENT	45,895	76,631	27,174		60,774	65,039	63,953		5%
51-4000-132.0	MEDICAL INSURANCE	63,604	95,571	38,482		107,378	118,116	118,116		10%
51-4000-134.0	LONG TERM DISABILITY	991	1,192	579		1,400	1,400	1,400		0%
51-4000-135.0	WORKERS COMPENSATION	6,108	3,332	4,041		8,100	8,100	8,100		0%
	SUBTOTAL PERSONNEL	480,864	592,530	260,801	0	584,700	626,761	618,785	0	6%
	OPERATIONS									
51-4000-200.0	UNIFORM PURCHASE	2,470	2,646	2,240		2,850	2,850	2,850		0%
51-4000-205.0	BANK PROCESSING CHARGES -XPRESS	36,076	41,467	19,316		27,000	27,000	27,000		0%
51-4000-210.0	BOOKS & SUBSCRIPTIONS	0	0	0		300	300	300		0%
51-4000-211.0	MEMBERSHIPS	2,046	2,046	0		2,800	2,800	2,800		0%
51-4000-220.0	PUBLIC NOTICES	0	190	0		500	500	500		0%
51-4000-240.0	OFFICE SUPPLIES	1,257	1,022	355		1,000	1,000	1,000		0%
51-4000-241.0	PRINTING	13,581	7,379	6,888		9,500	9,500	9,500		0%
51-4000-242.0	POSTAGE	7,105	14,615	1,169		11,500	11,500	11,500		0%
51-4000-250.0	VEHICLE MAINT & SUPPLIES	23,521	19,886	10,259		16,000	14,000	14,000		-13%
51-4000-260.0	LAND USE AGREEMENT - FOREST SERVICE	1,471	1,392	0		2,100	2,100	2,100		0%
51-4000-261.0	EQUIPMENT MAINTENANCE - RADIO	0	0	0		500	500	500		0%
51-4000-263.0	EQUIPMENT MAINTENANCE - OFFICE	955	659	760		500	500	500		0%
51-4000-264.0	IT SERVICES AND LICENSES	379	665	665		700	920	920		31%
51-4000-265.0	FIRE EXTINGUISHER	287	0	0		400	400	400		0%
51-4000-266.0	METER READING MAINTENANCE	2,335	3,700	200		2,300	2,300	2,300		0%
51-4000-275.0	UTILITIES - PUMPS AND WELLS	71,063	75,351	30,950		66,000	69,000	69,000		5%
51-4000-280.0	TELEPHONE AND DATA	3,458	3,512	915		3,200	3,200	3,200		0%
51-4000-286.0	TELEMETERING	25,345	42,688	2,998		19,000	19,000	19,000		0%
51-4000-290.0	GASOLINE & DIESEL SERVICES	21,408	17,133	6,343		22,000	22,000	22,000		0%
51-4000-310.0	PROFESSIONAL SERVICES	23,834	14,242	10,547		54,000	22,800	22,800		-58%
51-4000-314.0	COMPUTER SUPPORT	5,684	7,828	3,694		7,734	10,100	10,100		31%
51-4000-316.0	ENGINEER	48,520	61,315	106,339		6,000	6,000	6,000		0%
51-4000-330.0	EDUCATION AND TRAINING	6,682	6,427	990		9,500	9,500	9,500		0%
51-4000-340.0	CERTIFICATIONS - EXAMS	730	796	576		1,500	1,500	1,500		0%
51-4000-478.0	COMMERCIAL WATER METERS	3,245	6,701	0		7,500	7,500	7,500		0%
51-4000-479.0	HAULING CONSTRUCTION MATERIAL	489	0	0		1,500	1,500	1,500		0%
51-4000-480.0	MISC SUPPLIES	52,795	42,049	11,653		40,000	40,000	40,000		0%
51-4000-481.0	METER REPAIRS	7,475	9,643	969		10,500	10,500	10,500		0%
51-4000-483.0	NEW METERS - REPLACEMENT	0	0	3,758		0	0	0		#DIV/0!
51-4000-484.0	WATER MAIN SUPPLIES	36,279	40,001	34,441		43,000	48,000	48,000		12%
51-4000-485.0	BLUE STAKES	5,337	4,158	1,854		6,700	6,700	6,700		0%

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
51-4000-486.0	ASPHALT	1,667	5,976	0		12,000	12,000	12,000		0%
51-4000-487.0	ROAD BASE	3,952	3,255	1,109		5,000	8,000	8,000		60%
51-4000-488.0	SAND	1,001	1,718	268		2,000	5,000	5,000		150%
51-4000-489.0	CHLORINE	12,595	12,139	12,608		17,000	17,000	17,000		0%
51-4000-490.0	WEBER BASIN PURCHASES	128,271	141,689	74,575		170,945	195,470	195,470		14%
51-4000-491.0	INSTALL LATERALS	774	0	0		0	0	0		#DIV/0!
51-4000-492.0	FLOURIDATION	9,841	11,051	1,077		35,000	35,000	35,000		0%
51-4000-493.0	NEW METERS	18,817	9,589	4,784		40,000	40,000	40,000		0%
51-4000-495.0	WATER RIGHTS	0	0	0		2,000	2,000	2,000		0%
51-4000-496.0	BACKFLOW PROGRAM	1,060	1,495	995		2,000	2,000	2,000		0%
51-4000-510.0	WATERLINE MAINTENANCE AND REPAIRS	192,966	51,963	191,190		180,000	205,000	205,000		14%
51-4000-511.0	INSURANCE - LIABILITY	8,143	8,117	8,468		18,819	19,760	19,760		5%
51-4000-512.0	INSURANCE - AUTO LIABILITY	2,433	2,590	4,993		515	541	541		5%
51-4000-513.0	INSURANCE - WELLS & PUMPS	2,481	2,926	22,491		2,881	3,026	3,026		5%
51-4000-621.0	WATER TESTING	15,245	33,051	3,989		21,000	21,000	21,000		0%
51-4000-630.0	UNCOLLECTABLE ACCOUNTS	41	-21	0		1,000	1,000	1,000		0%
51-4000-640.0	GENERAL FUND ADMIN. SERVICE	1,216,584	1,241,136	679,767		1,380,758	1,567,324	1,457,066		6%
51-4000-910.0	DEPRECIATION EXPENSE	577,639	605,270	300,332		500,000	500,000	500,000		0%
	SUBTOTAL OPERATIONS	2,597,337	2,559,455	1,564,525	0	2,767,002	2,987,591	2,877,333	0	4%
	DEBT SERVICE									
51-4000-810.0	SERIES 2012 REVENUE BONDS	0	0	0		0				
51-4000-850.0	UWFA - BOND PAYMENT	29,731	26,900	98,010		108,966	110,234	110,234		1%
	SUBTOTAL DEBT SERVICE	29,731	26,900	98,010	0	108,966	110,234	110,234	0	1%
	CAPITAL									
51-5154-740.0	CAPITAL EQUIPMENT	96,183	29,450	0		21,500	416,500	416,500	0	1837%
51-5154-750.0	CAPITAL PROJECTS	5,500	22,115	51,979		2,916,092	2,857,174	3,275,408	0	12%
	SUBTOTAL CAPITAL	101,683	51,565	51,979	0	2,937,592	3,273,674	3,691,908	0	26%
	CAPITAL EQUIPMENT DETAIL									
	ITEM 1 Scada Computer						3,500	3,500		
	ITEM 2 Truck Replacement (2)						110,000	110,000		
	ITEM 3 Scada Replacement						18,000	18,000		
	ITEM 4 Backhoe						130,000	130,000		
	ITEM 5 Vac Trailer						155,000	155,000		
							416,500	416,500	0	
	CAPITAL PROJECTS DETAIL									
	PROJECT 1 Main St Waterline Replacement (Chase Ln to 1700 N)						2,500,000	2,500,000		
	PROJECT 2 New Well Site Land						275,000	275,000		
	PROJECT 3 550 South Cul-de-sac/400 E						72,000	72,000		
	PROJECT 4 Future Projects TBD						10,174	428,408		
							2,857,174	3,275,408	0	
	TOTAL EXPENDITURES	**3,209,615**	**3,230,450**	**1,975,315**	**0**	**6,398,260**	**6,998,260**	**7,298,260**	**0**	14%

Did you know over 463 millon gallons flowed through Centerville City's waterlines last year?

The City owns 9 wells and 6 storage tanks to provide all that water!

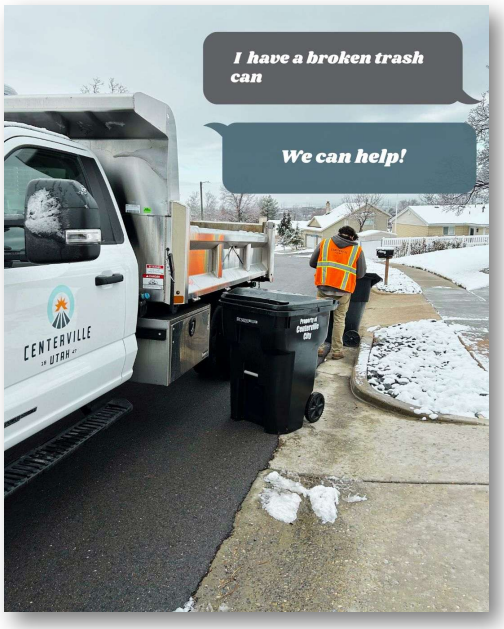
Construction of the Oakridge Tank is expected to be completed in Summer 2026.

This new storage tank will hold 1 million gallons of drinking water!

SANITATION FUND

The Sanitation Fund is used to account for the activities of the City's solid waste (garbage), recycling, and green waste collection. The current service contractor for the City is ACE Disposal. The City owns the garbage and green waste containers and contracts for collection services.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
REVENUES										
52-36-100000	INTEREST INCOME	3,759	6,457	4,521		3,000	5,000	5,000		67%
52-36-200000	FALL CLEANUP REVENUE	360	720	180		400	400	400		0%
52-36-900000	SUNDRY REVENUE	198	73,758	30,794		72,000	72,000	72,000		0%
52-37-100000	REFUSE COLLECTION CHARGES	947,565	956,011	479,295		941,000	992,600	992,600		5%
52-37-200000	RECYCLING REVENUES	243,245	245,833	123,387		243,000	243,000	243,000		0%
52-37-250000	GREEN WASTE CHARGES	191,560	194,689	99,482		192,000	192,000	192,000		0%
52-37-300000	CONTAINER ADVANCE LEASE PAYMT	7,175	6,238	2,367		7,000	7,000	7,000		0%
52-36-250000	USE OF FUND BALANCE	0	0	0		0	63,462	44,921		#DIV/0!
	TOTAL REVENUE	**1,393,862**	**1,483,706**	**740,026**	**0**	**1,458,400**	**1,575,462**	**1,556,921**	**0**	7%
EXPENDITURES										
52-4000-205.0	BANKING & INV/INTEREST EXPENSE	5,050	5,050	2,525		5,050	5,050	5,050		0%
52-4000-241.0	PRINTING	6,791	3,690	3,444		3,200	3,200	3,200		0%
52-4000-242.0	POSTAGE	2,783	6,686	0		7,000	7,000	7,000		0%
52-4000-314.0	COMPUTER SUPPORT	5,684	7,828	3,694		7,734	10,100	10,100		31%
52-4000-320.0	GREEN WASTE COLLECTION	96,371	101,157	45,239		104,160	109,368	109,368		5%
52-4000-321.0	COLLECTION	284,344	295,880	130,040		307,020	322,371	322,371		5%
52-4000-322.0	DISPOSAL & TIPPING FEES	480,841	484,774	244,009		500,000	570,000	570,000		14%
52-4000-324.0	RECYCLING COLLECTION	189,187	196,977	86,335		205,065	215,319	215,319		5%
52-4000-325.0	GLASS RECYCLING COLLECTION	0	3,953	1,639		3,200	5,500	5,500		72%
52-4000-480.0	MISC SUPPLIES	242	121	0		100	100	100		0%
52-4000-485.0	FLYER POSTAGE/FALL/SPG PICKUP	0	0	0		500	0	0		-100%
52-4000-486.0	SPRING CLEANUP	8,283	11,140	0		20,000	20,000	20,000		0%
52-4000-510.0	GENERAL LIABILITY INSURANCE	2,036	3,778	2,117		5,569	4,000	4,000		-28%
52-4000-640.0	GF ADMIN SERVICES	211,324	208,977	112,037		227,327	270,454	251,913		11%
52-4000-750.0	CONTAINERS	35,022	23,023	0		62,475	33,000	33,000		-47%
	TOTAL EXPENDITURES	**1,327,958**	**1,353,034**	**631,079**	**0**	**1,458,400**	**1,575,462**	**1,556,921**	**0**	7%



Did you know the City receives a rebate when you recycle properly?

The City receives over $6,000 per month from the diversion incentive. This helps keep your rate low!

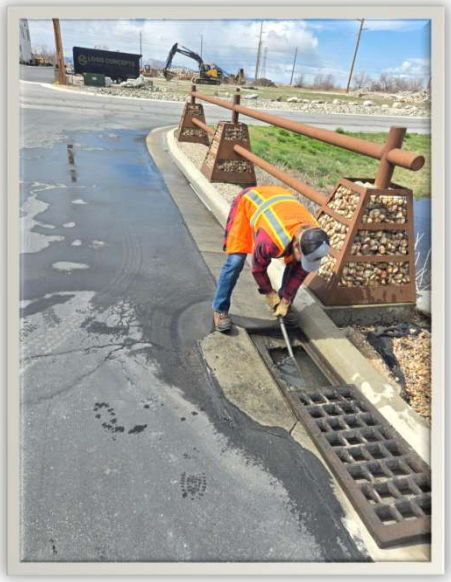
DRAINAGE FUND

The Drainage Fund is used to account for the activities of the City's storm water system. The Drainage Utility Division maintains the City owned stormwater facilities to prevent public and private property from flood damage. The Division also oversees and administers the City's floodplain.

STAFFING	Prior Year Actual FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
Drainage Utility Supervisor	1.00	1.00	1.00	
Stormwater Coordinator	1.00	1.00	1.00	
	1.00	1.00	1.00	-

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
REVENUES										
53-34-400000	DRAINAGE IMPACT FEE	66,174	0	12,867		30,000	30,000	30,000		0%
53-34-500000	VIDEO INSPECTION FEE	0	0	150		9,000	9,000	9,000		0%
53-36-100000	INTEREST INCOME	20,611	7,935	9,612		25,000	25,000	25,000		0%
53-36-900000	MISCELLANEOUS	0	150	0		0	0	0		#DIV/0!
53-37-100000	DRAINAGE CHARGES	879,366	1,357,688	741,889		1,470,000	1,470,000	1,470,000		0%
53-37-300000	SUB DRAIN CHARGES	466,820	528,495	279,994		460,000	460,000	460,000		0%
53-37-400000	SALE OF FIXED ASSETS	0	0	31,100		30,000	30,000	30,000		0%
53-39-700000	TRANSFERS FROM OTHER FUNDS	0	0	6,000		12,000	12,000	12,000	0	0%
53-36-250000	USE OF FUND BALANCE	0	0	0		0	334,298	341,106		#DIV/0!
	TOTAL REVENUE	**1,432,971**	**1,894,268**	**1,081,612**	**0**	**2,036,000**	**2,370,298**	**2,377,106**	**0**	16%
EXPENDITURES										
	PERSONNEL									
53-4000-110.0	SALARY & WAGES	73,202	110,978	76,674		152,872	160,350	160,359		5%
53-4000-111.0	OVERTIME PAY	29	0	196		500	1,000	1,000		100%
53-4000-130.0	FICA	5,309	7,239	5,570		11,733	12,344	12,344		5%
53-4000-131.0	RETIREMENT	10,348	19,883	12,078		26,028	27,382	27,383		5%
53-4000-132.0	MEDICAL INSURANCE	22,690	34,673	25,472		53,177	58,495	58,495		10%
53-4000-134.0	LONG TERM DISABILITY	242	338	257		400	400	400		0%
53-4000-135.0	WORKERS COMPENSATION	1,071	798	1,562		1,400	3,200	3,200		129%
	SUBTOTAL PERSONNEL	112,891	173,909	121,809	0	246,110	263,171	263,181	0	7%
	OPERATIONS									
53-4000-200.0	UNIFORM PURCHASE	391	606	777		950	950	950		0%
53-4000-205.0	BANKING & INV/INTEREST EXPENSE	5,050	5,050	2,525		5,050	5,050	5,050		0%
53-4000-220.0	PUBLIC NOTICES	0	0	0		200	200	200		0%
53-4000-240.0	OFFICE SUPPLIES	633	883	0		1,000	1,000	1,000		0%
53-4000-241.0	PRINTING	6,790	3,690	3,444		8,000	8,000	8,000		0%
53-4000-242.0	POSTAGE	2,783	6,686	0		9,500	9,500	9,500		0%
53-4000-250.0	VEHICLE MAINTENANCE	3,948	2,478	646		2,500	2,500	2,500		0%
53-4000-264.0	IT SERVICES AND LICENSES	140	209	417		425	425	425		0%
53-4000-280.0	TELEPHONE AND DATA	903	1,013	313		1,460	1,460	1,460		0%
53-4000-290.0	GASOLINE	1,654	755	501		3,000	3,000	3,000		0%
53-4000-310.0	PROFESSIONAL SERVICES	17,010	12,000	7,169		42,000	24,200	24,200		-42%
53-4000-314.0	COMPUTER SUPPORT	13,784	15,958	8,734		25,000	25,000	25,000		0%
53-4000-316.0	ENGINEERING	35,875	95,714	10,758		40,000	40,000	40,000		0%
53-4000-322.0	DAVIS COUNTY STORM WATER	4,297	4,297	4,796		7,000	7,000	7,000		0%
53-4000-330.0	EDUCATION & TRAINING	2,850	288	1,054		5,000	5,000	5,000		0%
53-4000-352.0	FRONTAGE ROAD SWALE - Transfer to GF	60,000	60,000	30,000		60,000	60,000	60,000		0%
53-4000-353.0	STREET SWEEPING	32,028	33,448	0		40,000	40,000	40,000		0%
53-4000-368.0	VIDEO INSPECTION	3,889	742	2,290		9,000	9,000	9,000		0%
53-4000-371.0	UTILITIES-FRONTAGE ROAD PUMP	694	904	525		1,500	2,500	2,500		67%
53-4000-374.0	SYSTEM MAINTENANCE & REPAIRS	0	25,491	15,149		20,000	30,000	75,000		275%
53-4000-375.0	CONTRACT MAINTENANCE	166,409	169,484	112,521		225,000	225,000	225,000		0%
53-4000-479.0	DECANT HAULING & MAINTENANCE	5,187	6,010	5,324		15,000	30,000	30,000		100%
53-4000-480.0	MISC SUPPLIES	2,792	3,483	333		4,500	4,500	4,500		0%
53-4000-481.0	FLOOD MITIGATION	0	0	0		10,000	10,000	10,000		0%
53-4000-510.0	GENERAL LIABILITY INSURANCE	2,036	2,915	3,034		30,921	32,468	32,468		5%
53-4000-515.0	LIABILITY RESERVE	0	0	0		5,000	5,000	5,000		0%
53-4000-640.0	GF ADMINISTRATIVE SERVICES	580,003	588,318	311,238		628,477	719,282	681,080		8%
53-4000-900.0	DEPRECIATION EXPENSES	159,800	167,832	83,247		120,000	120,000	120,000		0%
	SUBTOTAL OPERATIONS	1,108,946	1,208,254	604,795	0	1,320,483	1,421,035	1,427,833	0	8%
	DEBT SERVICE									
53-4000-740.0	DEBT SERVICE	6,803	6,132	27,644		30,734	31,092	31,092		1%
	SUBTOTAL DEBT SERVICE	6,803	6,132	27,644	0	30,734	31,092	31,092	0	1%

	CAPITAL									
53-4000-745.0	CAPITAL EQUIPMENT	0	5,338	99,677		100,000	25,000	25,000	0	-75%
53-4000-750.0	CAPITAL PROJECTS	20,284	0	9,025		458,673	750,000	750,000	0	64%
	SUBTOTAL CAPITAL	20,284	5,338	108,702	0	558,673	0 775,000	775,000	0	39%
	CAPITAL EQUIPMENT DETAIL									
	ITEM 1 Roll-off Dumpster						25,000	25,000		
							25,000	25,000	0	
	CAPITAL PROJECTS DETAIL									
	ITEM 1 Ariane Way Subdrain Replacement						750,000	750,000		
							750,000	750,000	0	
	TOTAL EXPENDITURES	**1,248,924**	**1,393,633**	**862,950**	**0**	**2,156,000**	**2,490,298**	**2,497,106**	**0**	16%



The Drainage Division currently oversees the maintenance and repair of:

1,413 manholes
973 catch basins
29 miles of storm drain
18 miles of sub drain
1 mile of culvert
1 mile of swale
5 miles of open ditches
133 outfalls (connections to the County creeks)

TELECOMMUNICATIONS UTILITY FUND

The Telecommunications Utility Fund is used to account for the activities of the UTOPIA fiber connection fees. The activity of this fund is strictly a pass-through to another interlocal agency.

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
REVENUES										
54-36-100000	INTEREST INCOME	181	317	143		200	200	200		0%
54-37-100000	UTILITY SERVICE CHARGES	105,427	93,386	43,381		110,000	100,000	100,000		-9%
	TOTAL REVENUE	**105,608**	**93,703**	**43,524**	**0**	**110,200**	**100,200**	**100,200**	**0**	-9%
EXPENDITURES										
54-4000-320.0	CONTRACT SERVICES - UIA	100,436	90,175	42,607		104,700	95,200	95,200	0	-9%
54-4000-640.0	ADMINISTRATIVE SERVICES	4,516	4,165	0		5,500	5,000	5,000	0	-9%
	TOTAL EXPENDITURES	**104,952**	**94,340**	**42,607**	**0**	**110,200**	**100,200**	**100,200**	**0**	-9%

RDA FUND SUMMARY

	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027
REDEVELOPMENT AGENCY								
REVENUES	$2,081,445	$2,340,305	$124,313	$0	$2,363,000	$2,363,000	$2,363,000	$0
OPERATING EXPENDITURES	$724,268	$928,713	$147,901	$0	$1,437,414	$1,777,414	$1,777,414	$0
TRANSFERS OUT	$456,836	$385,586	$192,793	$0	$385,586	$385,586	$385,586	$0
CAPITAL EXPENDITURES	$64,016	$10,239	$492,883	$0	$540,000	$200,000	$200,000	$0
TOTAL EXPENDITURES	$1,245,120	$1,324,538	$833,577	$0	$2,363,000	$2,363,000	$2,363,000	$0

REDEVELOPMENT AGENCY

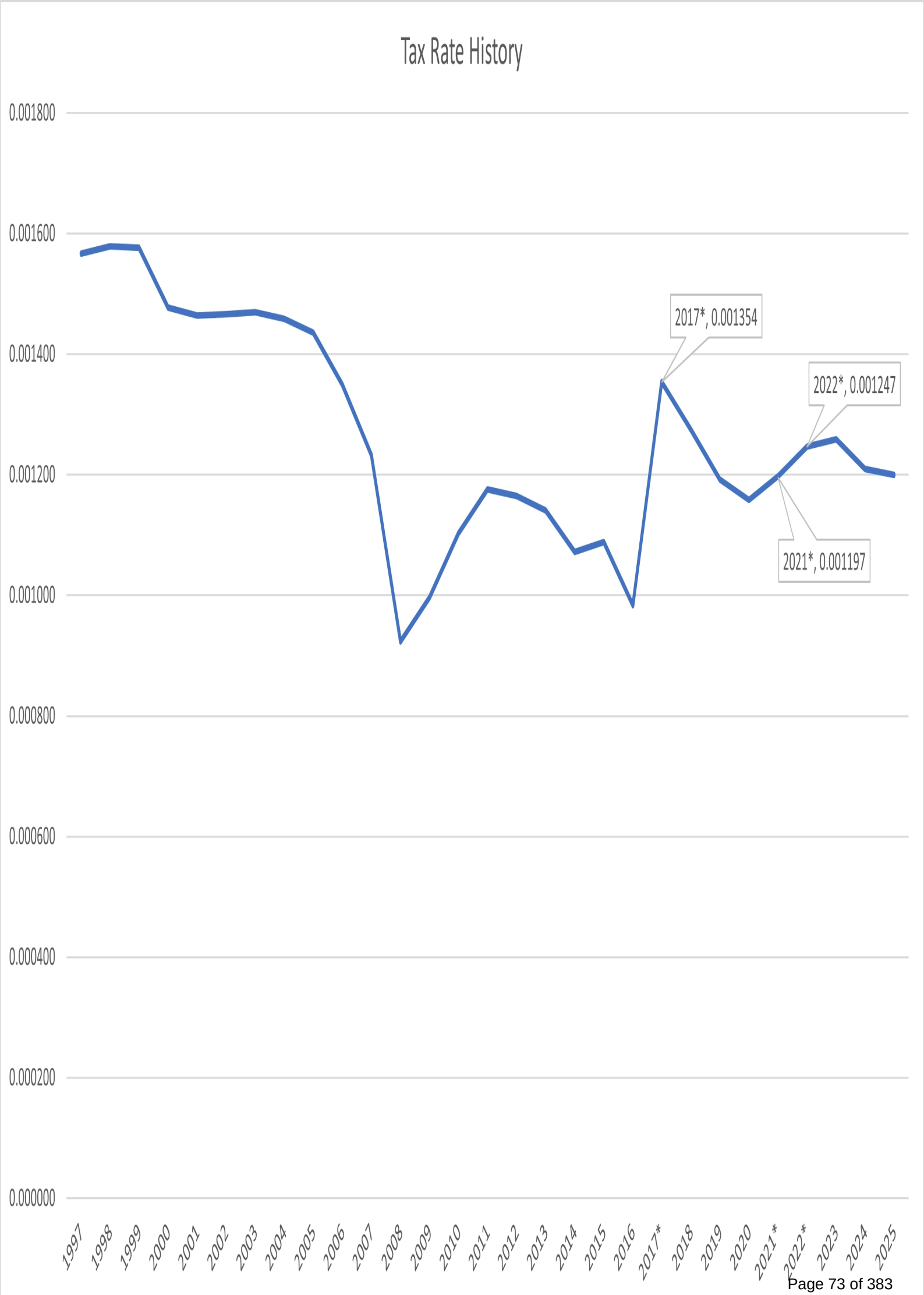
The Redevelopment Agency (RDA) is an agency authorized under State Law Title 17C known as the Limited Purpose Local Government Entities-Community Development and Renewal Agencies. The purpose of the RDA is to facilitate redevelopment efforts in a designated community and to administer projects/programs to assist in economic development, community development and renewing urban areas. The RDA's governing body consists of the current members of the City Council.

The RDA promotes economic development by encouraging private and public investment in previously developed areas that are underutilized or blighted; and by working with businesses to increase jobs available in the community and the state as a whole.

The RDA currently has four Project Areas:

1) Parrish Lane Gateway Project Area (traditional Redevelopment Area or RDA);
2) Legacy Crossing at Parrish Lane Project Area (Community Development Area or CDA);
3) Barnard Creek Project Area (CDA); and
4) Porter-Walton Area (Community Reinvestment Area or CRA).

Acct #	Acct Description	Actual FY 2024	Prior Year Actual FY 2025	6 Month Actual FY 2026	12 Month Estimate FY 2026	Amended Budget FY 2026	Dept. Request Budget FY 2027	Tentative Budget FY 2027	Adopted Budget FY 2027	Change
REVENUES										
20-31-100000	TAX INCREMENT - PARRISH LANE	1,109,895	1,222,244	0		1,222,000	1,222,000	1,222,000		0%
20-31-150000	TAX INCREMENT - LEGACY XING	403,768	404,588	0		404,000	404,000	404,000		0%
20-31-160000	TAX INCREMENT - BARNARD CREEK	321,807	371,635	0		322,000	322,000	322,000		0%
20-31-170000	TAX INCREMENT - PORTER WALTON	0	0	0		75,000	75,000	75,000		0%
20-36-100000	INTEREST INCOME	101,941	122,462	53,283		50,000	50,000	50,000		0%
20-38-750000	DCPA LEASE PAYMENT	144,034	143,401	71,030		110,000	110,000	110,000		0%
20-39-200000	TRANSFER IN - GENERAL FUND	0	84,207	0		180,000	180,000	180,000	0	0%
	TOTAL REVENUE	**2,081,445**	**2,340,305**	**124,313**	**0**	**2,363,000**	**2,363,000**	**2,363,000**	**0**	0%
EXPENDITURES										
	OPERATIONS									
20-4000-210.0	PUBLIC NOTICES	0	0	0		100	100	100		0%
20-4000-310.0	PROFESSIONAL SERVICES	29,627	64,916	11,532		56,000	56,000	56,000		0%
20-4000-315.0	TRF - ELIGIBLE EXPENSES	0	0	1,343		1,000	72,000	72,000		7100%
20-4000-316.0	ENGINEERING	5,875	1,720	0		1,000	1,000	1,000		0%
20-4000-420.0	OTHER OBLIGATIONS	578	0	0		422,603	658,147	668,711		58%
20-4000-430.0	CONTRACTUAL - LEGACY CROSSING	215,347	206,606	0		216,000	216,000	216,000		0%
20-4000-435.0	CONTRACTUAL - RIMINI	0	0	0		0	0	0		#DIV/0!
20-4000-440.0	CONTRACTUAL - BARNARD CREEK	47,948	58,345	0		58,000	58,000	58,000		0%
20-4000-445.0	CONTRACTUAL - H S LLC	21,250	18,961	0		19,000	19,000	19,000		0%
20-4000-450.0	CONTRACTUAL - YOUNG POWERSPORTS	0	143,166	-84,207		240,000	240,000	240,000		0%
20-4000-480.0	MISC SUPPLIES	24,352	23,395	500		3,000	3,000	3,000		0%
20-4000-511.0	INSURANCE - LIABILITY AND PROPERTY	24,653	28,468	28,001		30,168	31,677	31,677		5%
20-4710-810.0	AFFORDABLE HOUSING TRANSFER TO GF	45,910	64,027	32,232		75,000	75,000	75,000		0%
20-4000-620.0	ADMINISTRATIVE SERVICES	308,728	319,109	158,500		315,543	347,490	336,926		7%
	SUBTOTAL OPERATIONS	724,268	928,713	147,901	0	1,437,414	1,777,414	1,777,414	0	24%
	TRANSFERS OUT									
20-4710-830.0	TRANSFER - ADDITIONAL INCREM	456,836	385,586	192,793		385,586	385,586	385,586		0%
	SUBTOTAL TRANSFERS OUT	456,836	385,586	192,793	0	385,586	385,586	385,586	0	0%
	CAPITAL									
20-4000-750.0	CAPTIAL PROJECTS	0	0	0		0	200,000	200,000		#DIV/0!
20-5000-100.0	TRAFFIC SIGNAL - 400 W	64,016	5,448	492,883		500,000	0	0		-100%
20-5000-150.0	RDA IMPROVEMENTS - Economic Development Plan	0	4,791	0		40,000	0	0		-100%
	SUBTOTAL CAPITAL	64,016	10,239	492,883	0	540,000	200,000	200,000	0	-63%
	TOTAL EXPENDITURES	**1,245,120**	**1,324,538**	**833,577**	**0**	**2,363,000**	**2,363,000**	**2,363,000**	**0**	0%


Tax Rate History
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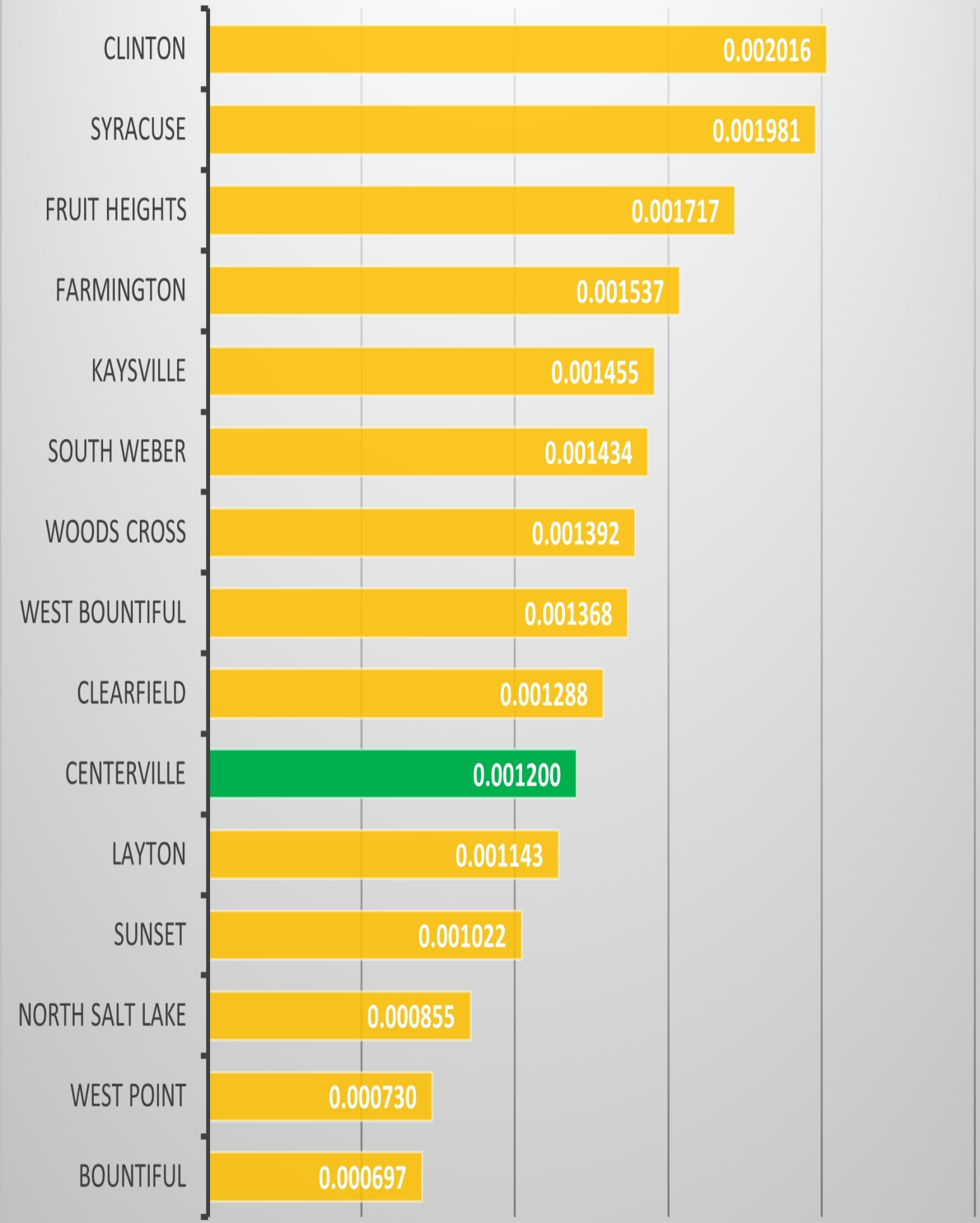
2025 Property Tax Rates



CENTERVILLE

CITY COUNCIL

Staff Report

4/7/2026

Item No. 2.
Title: Discussion - General Plan - Comprehensive Update
Initiated By: Mike Eggett, Community Development Director, Chris Hupp, Psomas
Staff Representative: Mike Eggett, Community Development Director

SUBJECT:

First review of Centerville General Plan Comprehensive Update efforts and documentation.

RECOMMENDATION:

The Planning Commission submitted a favorable recommendation to the City Council for approval of the proposed Centerville City Comprehensive General Plan Update, with an advisement to review and discuss key categories/topics of information within the proposed Comprehensive General Plan Update document. The Planning Commission advised that these key topics of information be reviewed, amended if desired, and thereafter supported by the Council prior to completing any approval consideration. Noted points of the Planning Commission identified information review have been outlined in the associated summary and attached minutes.

BACKGROUND:

This work session item is a continuation of the discussion regarding the proposed General Plan Comprehensive Update draft document, following the March 3, 2026, public hearing and Council presentation/discussion of the proposed General Plan Update draft document. The previous reporting material is provided below as a reference point and the attached documentation is the same as was provided for the March 3rd Council meeting.

PREVIOUS REPORTING BELOW - MARCH 3, 2026

Provided in this packet is the most updated proposed draft Comprehensive General Plan Update document. This updated draft documentation was provided to City staff on January 15, 2026. There was also an alternative version of the draft document provided to the City at the same time regarding the Moderate Income Housing (MIH) strategies within the proposed General Plan draft (specifically pages 51-52); the alternative approach taken for this draft recommends removing the First Home Investment Zones (FHIZ) from the proposed MIH strategies and replaces it with strategy (E) which is connected to allowing for and reducing City Code regulations that support the development of internal or detached accessory dwelling units in residential zones. These alternative pages could be implemented and replace pages 51-52 in the current draft of the Comprehensive General Plan Update document, if directed by the Council.

Additionally, written comments provided by the public during the Planning Commission review, discussion, and consideration time period, have been provided within this action item packet of documentation. The summarized dates relative to these public comment documents are: November 12, 2025; December 4, 2025; and December 8, 2025. These written comments reflect many similar comments communicated to the

Planning Commission during the two public hearings on this draft Comprehensive General Plan update.

Please note that this action item on the agenda is the first of a series of anticipated additional City Council discussions regarding the proposed Comprehensive General Plan Update documentation as provided by Psomas. The expectation of City staff is that the City Council will desire to review in detail the contents of the draft proposed Comprehensive General Plan Update documentation to assure that it reflects the future goals, programming, planning, and development direction for Centerville City. Additionally, future public hearings regarding the proposed Comprehensive General Plan Update discussion and potential consideration are anticipated.

In order to assist the City Council with the Work Session discussion, summaries of the meeting history with the Planning Commission regarding their review and commentary, the history of the General Plan Update document processing and creation, and the history regarding Psomas sponsored public engagement activities have been provided below.

Below is a brief summary of the previous meeting discussions with the Planning Commission regarding the proposed Comprehensive General Plan Update documentation and public hearings:

On October 22, 2025, a public hearing was scheduled and held for this draft Comprehensive General Plan Update, and public commentary was provided to the Planning Commission during this meeting. At the conclusion of the public commentary, the Planning Commission discussed the comments and the draft Comprehensive General Plan Update documentation. Following the Planning Commission discussion on this matter, the Planning Commission approved a motion to continue the public hearing to November 12, 2025, to readvertize for the public hearing, and advised the public that written commentary could be provided to City planning staff prior to the next meeting and public hearing on this matter. Further, the Planning Commission then noted that written comments would be provided to the Planning Commission for their review as part of the next meeting discussion on November 12, 2025.

On November 12, 2025, there was a second public hearing held for this draft Comprehensive General Plan Update and public commentary was provided to the Planning Commission during the meeting. The November 12, 2025, public hearing was advertised for the proposed Comprehensive General Plan Amendments in accordance with State and City Code requirements. At the conclusion of the public commentary, the Planning Commission discussed the comments and the draft Comprehensive General Plan Update documentation. Following the Planning Commission review and discussion of the draft plan and public comments, the Planning Commission approved a motion to table the matter for further review and discussion on December 10, 2025, in order to allow the public more time to provide written comments to include with the packet (with a deadline for comments to be accepted up to December 4) for the December 10, 2025, Planning Commission meeting.

Per Planning Commission direction and discussion during the November 12, 2025, meeting, the Psomas group provided City staff with an updated Comprehensive General Plan draft document in an effort to resolve Commission-noted errors and identified language amendments. The updated version of the proposed draft Comprehensive General Plan document was included with the December 10, 2025, packet for this consideration item. Public commentary received between November 13, 2025, and December 4, 2025, was also included in the packet for this item, per direction of the Planning Commission in the November 12, 2025, meeting.

On December 10, 2025, the Planning Commission discussed the written comments as provided by the public, and then reviewed the most recently provided draft of the Comprehensive General Plan Update documentation. Following the Planning Commission review and discussion of the draft plan and public comments, the Planning Commission approved a motion to submit a favorable recommendation to the City Council regarding the proposed Comprehensive General Plan Update documentation with noted advice that was provided by the Planning Commission. A summary of the Commission's advised and specified categories of review, within the proposed draft General Plan Update documentation, is provided within the attached Planning Commission approved minutes (on page two of the approved minutes document), as attached to this packet. Staff was also directed by the

Commission to work with Psomas to resolve any scrivener's errors identified by City staff and, per discussion regarding the documentation, to resolve a factual substantive error referencing the active transportation plan. Staff acknowledged this expectation and indicated they would work with the Psomas representative, Chris Hupp, to resolve these identified errors and issues. The updated version of the proposed Comprehensive General Plan document is provided in this packet.

As shown in the provided Planning Commission approved minutes, the Planning Commission approved the motion to submit the favorable recommendation to the City Council by a voting record of 4 to 1 in favor of the motion. Commissioners Woodward, Patterson, Jenkins, and Hoth voted in favor of the motion, as outlined in the above paragraph. Chair Kjar dissented regarding this approved motion.

Below is a brief summary of the proposed Centerville Comprehensive General Plan Update process and documentation creation as shared with the Planning Commission during previous meetings on this matter.

Since June 2024, Centerville City has been working on various stages of a Comprehensive General Plan Update for the City. Psomas (represented by Chris Hupp), has been the City's selected contractor group who has been working on this process since the beginning and has now completed a final draft document reflecting the proposed Comprehensive General Plan Update. This final draft document is a collection of the research comments received through multiple public engagement activities, including a survey mailer to all households in the City, and many conversations with City staff, the Planning Commission, and City Council since the start date in 2024. This draft document is in the final stages of the Comprehensive General Plan update process, but can still be modified if there are any identified comments or areas of potential amendment to the final draft document that may need to be communicated to Psomas in order to further refine this final draft. This most recent draft version of the General Plan Update document is found in the packet for further review, discussion, and consideration of this proposed General Plan update.

As a summary of the public engagement opportunities, the following opportunities were provided by Psomas, in working with the City staff, to provide the public with multiple opportunities to participate in the Comprehensive General Plan Update commentary process:

- Three City-sponsored public events were attended by Psomas staff in order to receive community input during these public engagement opportunities (Movie in the Park, 4th of July Celebration, and Christmas Tree Lighting events).
- A multiple-week (one and a half weeks) presentation of the proposed Centerville Comprehensive General Plan Update was provided to the public in the form of display boards and engagement surveys as provided at City Hall in January 2025.
- On January 30, 2025, a Public Open House was advertised by City staff and then provided for the public to provide additional input to the City and Psomas regarding the General Plan Update. This Public Open House opportunity was well attended by members of the public.
- A Residential Feedback Survey and General Plan Map Survey were mailed out to all residential households in April 2025. Data received from that survey was then compiled by Psomas and included in the appendix of the proposed Comprehensive General Plan Update documentation.
- Since the beginning of this General Plan update initiative, there has been made available to the public an online active website to collect public commentary regarding land use maps, transportation maps, parks and recreation maps, and other associated maps and documents tied to the General Plan Update process.

Please note that a public hearing has been advertised for the March 3, 2026, regular meeting of the City Council, in accordance with State and City Code requirements and standards. At the time of the writing of this summary, no public comments have been provided to City staff (verbal or written). Any public commentary received by City staff prior to the City Council meeting on March 3rd, will be shared with the City Council at, or before, the meeting.

Following discussion of this matter, the City Council may opt to (1) approve the proposed Comprehensive General Plan Update documentation; (2) approve the General Plan Update documentation with identified modifications and changes to the document; (3) table the discussion and consideration of the General Plan Update documentation for a later date; or (4) deny approval of the proposed General Plan Update

documentation. As with any motion to approve or deny a proposal, please be sure to include supporting findings to warrant the decision (if any approval or denial action to do such is taken at the conclusion of the item discussion).

ATTACHMENTS:

1. Centerville_General_Plan_Document CC Update 20260115
2. Centerville General Plan Proposed Pages 51-52 -Alt Option
3. Comb Centerville GPDraft Comm - 20251112 PC Mtg
4. Comb Centerville GPDraft Comment - 20251204
5. Nancy Smith GP Draft Redline Comments - 12-8-2025
6. Comp Gen Plan Update CC Notice - 20260303
7. 12-10-25 PC Minutes Approved

CENTERVILLE

2025
GENERAL PLAN

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ACKNOWLEDGMENTS

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Brian Plummer
Spencer Summerhays

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Wall Consultant Group (WCG)

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Shawn Seager
Kyle Horton
Connor Stone

Zion's Bank Public Financing

Susie Becker
Aaron Sanborn
Ryan Smith

SPECIAL THANKS

Survey and Open House Event Participants

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

INTRODUCTION

Introduction to the General Plan

What is a General Plan?

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

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

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

Brief History of Centerville City

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

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

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

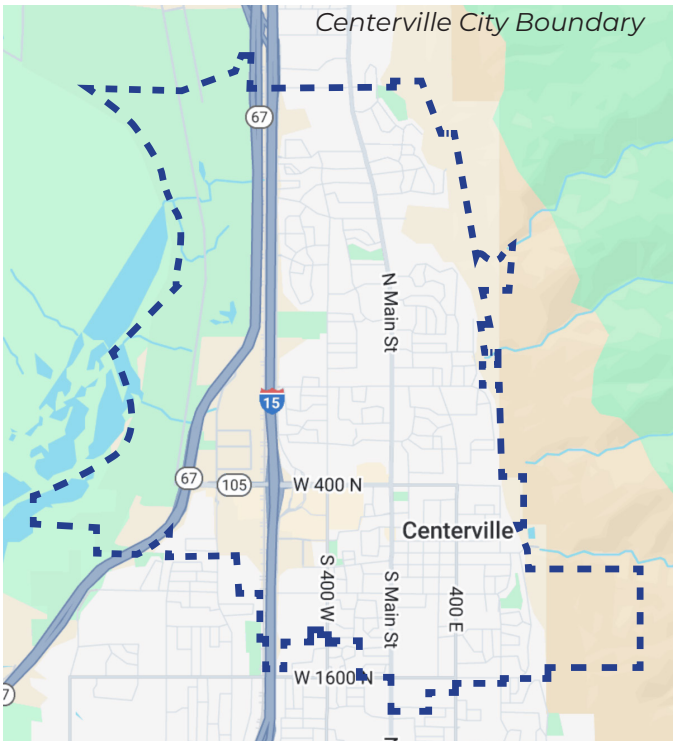
Most notable of these shops was the Centerville Co-op established in 1869, which was located on the northeast corner of Main Street and Center Street. The co-op stayed in operation for over 70 years, finally closing in 1940. Since then, the building that was built in 1903 has been used for many different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

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

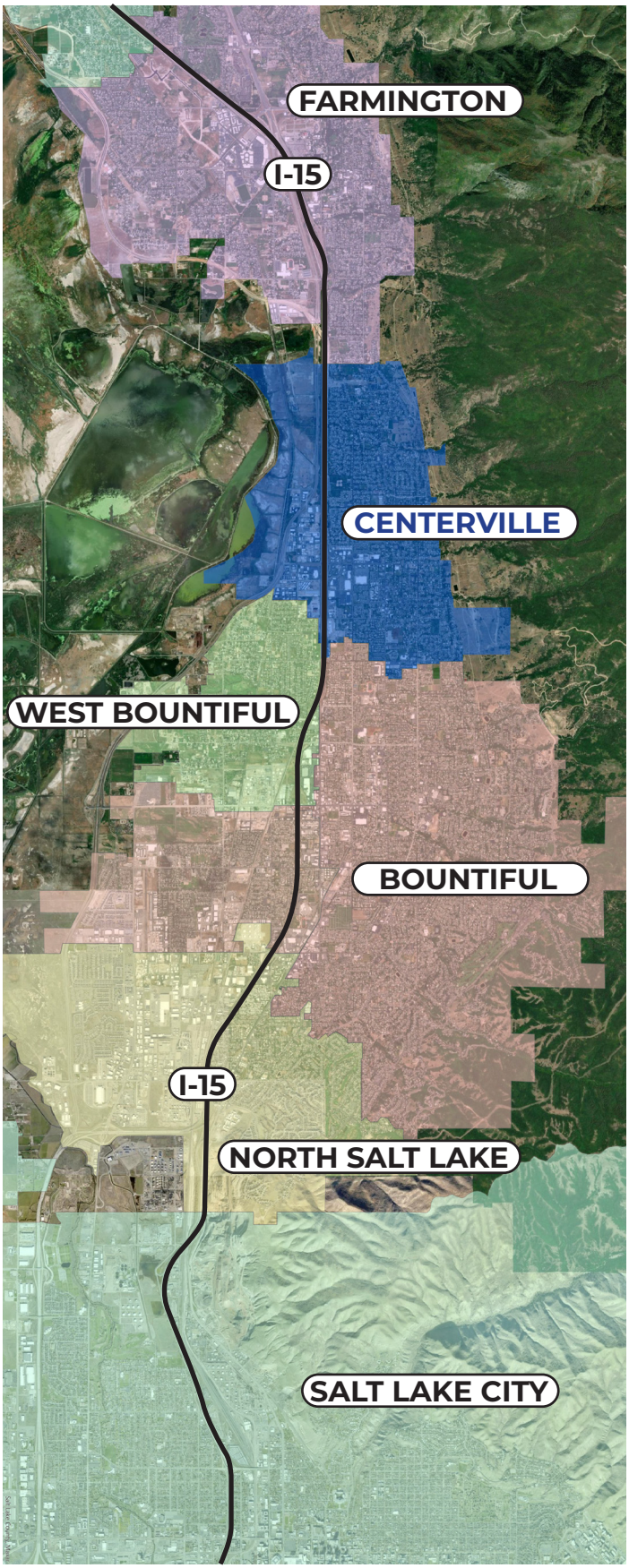
Former Centerville Co-op Building

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

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



The sense of pride in Centerville's rich heritage is intact with wide support for upholding the culture, quality of life, and proximity to goods and services. Today the city sits at over 18,000 residents and looks to forge a new chapter of Centerville's history by updating its general plan.



Regional Context

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

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

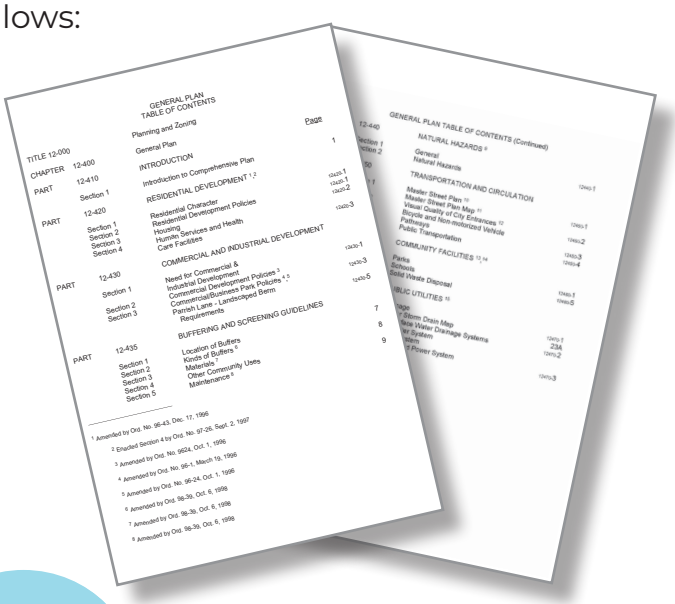
This strategic location provides residents with exceptional access to employment, education, and recreation throughout the Wasatch Front. Major employers, universities, and world-class outdoor recreation options are all within a 30-minute radius, allowing residents to enjoy small-town living while maintaining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

Existing Plans & Codes

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

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

Several past city studies have been reviewed which add context and background for this General Plan Update. The project team reviewed these studies and other data to further understand the vision, needs, and desires of residents. Those existing studies and plans for the city were reviewed and synthesized as follows: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[1] Amended by Ord. No. 96-43, Dec. 17, 1996

[2] Enacted Section 4 by Ord. No. 97-26, Sept. 2, 1997

[3] Amended by Ord. No. 9604, Oct. 1, 1996

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

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

[6] Amended by Ord. 96-39, Oct. 6, 1996

[7] Amended by Ord. 96-39, Oct. 6, 1996

[8] Amended by Ord. 96-39, Oct. 6, 1996

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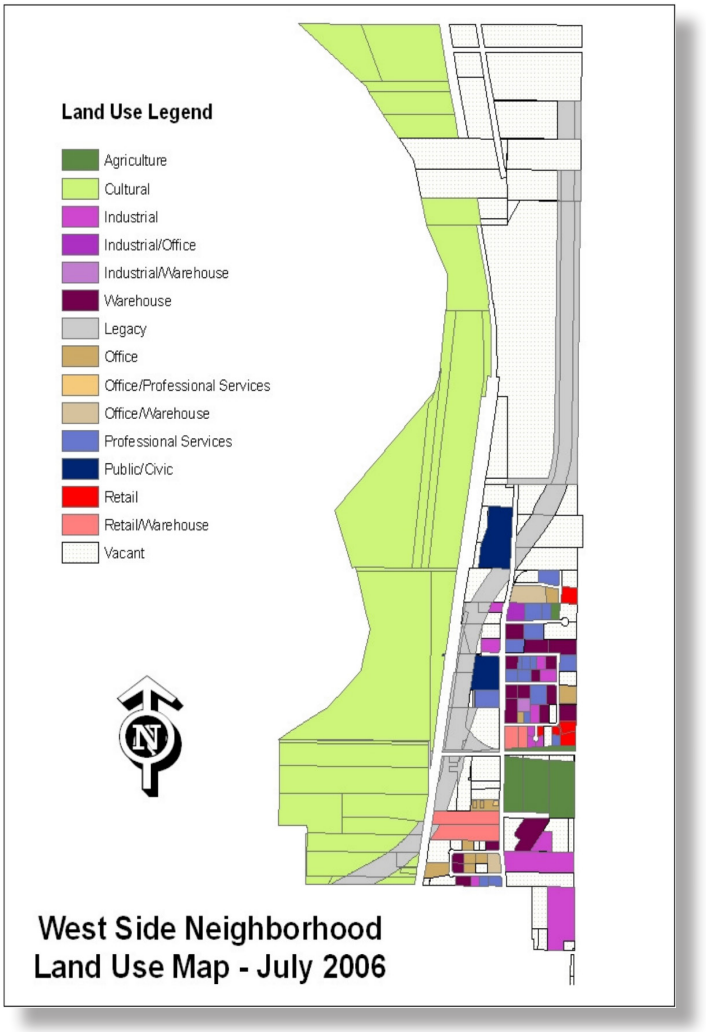


Centerville General Plan (1995-2023)

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

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

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

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

Moderate Income Housing Plan (2023)

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

The plan must address the following five issues:

1. An estimate of the existing supply of moderate-income housing located within the municipality.

2. An estimate of the need for moderate-income housing in the municipality for the next five years as revised biannually.

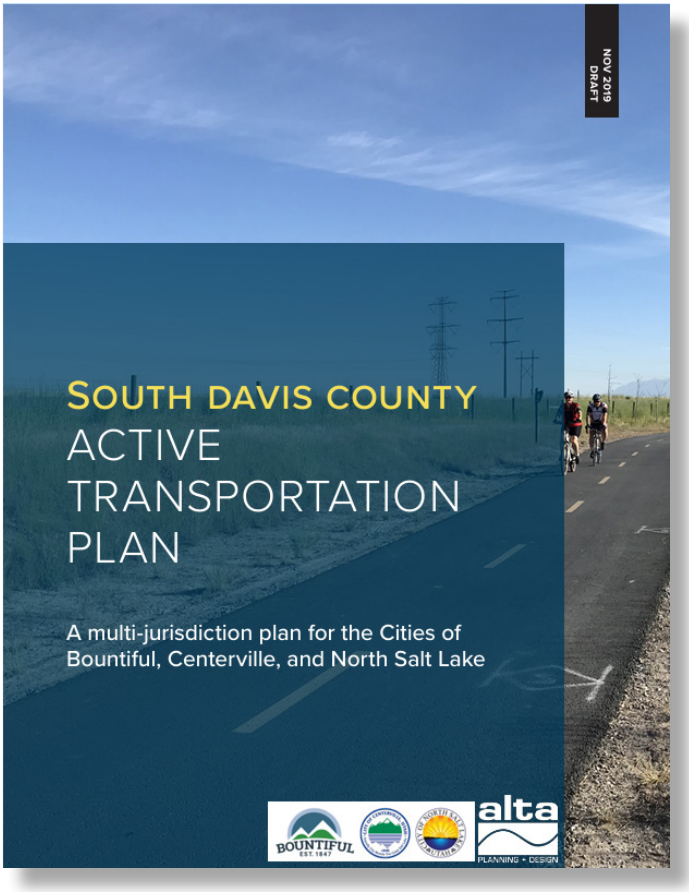
3. A survey of total residential land use.

4. An evaluation of how existing land uses and zones affect opportunities for moderate-income housing; and

5. A description of the municipality's program to encourage an adequate supply of moderate-income housing.

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

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

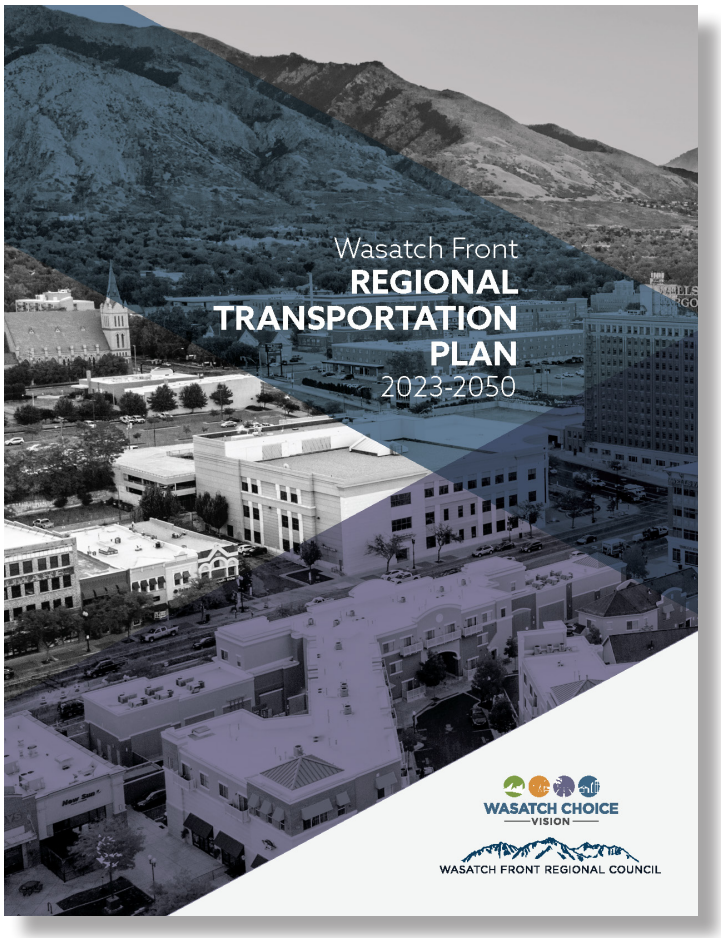


South Davis County Active Transportation Plan (2020)

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

For Centerville specifically, the plan identifies two priority projects: buffered bike lanes along 400 West and separated bike lanes on 400 East, both critical north-south corridors. The plan emphasizes creating "walkable centers" around key activity nodes, particularly near schools, parks, and commercial districts, with recommendations including enhanced crosswalk treatments, sidewalk gap closures, and trail connections to the Legacy Parkway Trail and Bonneville Shoreline Trail systems.

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



The WFRC 2019-2050 Regional Transportation Plan (2019)

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

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

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

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

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

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

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

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

South Davis Recreation District Master Plan (2020)

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

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

Public Engagement

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

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

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

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

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

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

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

Public Engagement Results

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

1. **418 out of 419 responses were submitted by Centerville residents**, residing in all areas of the city.

2. Residents responded that their top 5 priorities for the General Plan update are to:
   - **Maintain Centerville's existing culture**, history, and quality of life.
   - **Preserve the city's hillside** for open space and recreation opportunities.
   - Creating, maintaining, and **improving city parks**.
   - **Fostering city beautification practices** throughout the city and along Main Street.
   - Create a **cohesive plan for the west side** of the city.

3. The overwhelming majority of Residents agreed that the **best location for Moderate Income Housing within the city is west of I-15**.

4. The Urban Design/Streetscape elements that received the most support were **Uniform Streetscapes, Street Trees / Raised Planters, Outdoor Dining, and Plaza Space**.

5. 82.9% of Residents expressed a **desire for Main Street improvements**, with 41% of those respondents preferring both a Shared Use Path & a Pedestrian Safety Island.

6. Residents support the proposed update to the city's **Historic Walking/Biking Tour**.

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

Vision & Goals

Centerville stands at a pivotal moment—a thriving community of over 18,000 residents that has successfully maintained its small-town character while becoming an integral part of the Wasatch Front. Our vision embraces this duality: honoring our pioneer heritage while thoughtfully planning for the future.

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

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

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

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

Land Use

Transportation

Housing

Open Space & Recreation

Public Facilities

Conservation

Historic Preservation

Economic Development

Centerville General Plan Elements

The Ten Goals:

Goal #1: Maintain Centerville's Culture and Quality of Life
Centerville residents cherish their small-town, community-first atmosphere and convenient access to services. The city will protect its historic buildings, support community events, and preserve the unified small-town feel that defines Centerville's character.

Goal #2: Preserve the Hillside for Open Space & Recreation
The foothills and mountain areas will be protected from development beyond the base of the foothills. This preservation safeguards against landslides, fires, and habitat loss while maintaining valuable recreation opportunities for current and future residents.

Goal #3: Create, Maintain, & Improve City Parks
Existing parks should be enhanced with modern amenities while new park spaces should be strategically developed in underserved areas. This includes updating playgrounds, adding sports courts, and creating gathering spaces that serve residents of all ages and abilities.

Goal #4: Foster City Beautification Along Main Street
Main Street can be transformed through thoughtful streetscape improvements including uniform design standards, street trees, planters, and pedestrian amenities. These enhancements will create a cohesive identity and welcoming atmosphere throughout the corridor.

Goal #5: Create Plan for the West Side
The area west of I-15 should be developed with a clear identity and purpose, integrating better with the rest of the city through improved connectivity, amenities, and mixed-use development that creates a vibrant, walkable community.

Goal #6: Improve Connectivity & Active Transportation
A comprehensive network of trails, bike lanes, and pedestrian pathways will connect neighborhoods, parks, and commercial areas. Priority connections include linking Centerville Community Park to Legacy Parkway and improving east-west connectivity across I-15.

Goal #7: Facilitate Smart Family-Centered Housing Options
Diverse housing types will ensure residents can remain in Centerville through all life stages. This includes townhomes, apartments, and senior housing options that maintain affordability while preserving neighborhood character.

Goal #8: Encourage Quality Dining & Entertainment
New sit-down restaurants, family entertainment venues, and gathering spaces should be recruited to enhance Centerville's appeal as a destination. These amenities will serve residents while generating economic vitality.

Goal #9: Strategic Redevelopment of Key Areas
Underutilized properties, particularly in the CenterPoint/Parrish Lane area and along Main Street, should be revitalized through mixed-use development, creating vibrant town centers that blend commerce, housing, and public spaces.

Goal #10: Implement Water Conservation & Environmental Stewardship
The city will lead by example in water-wise practices, promoting drought-resistant landscaping, efficient irrigation systems, and sustainable development practices that protect our natural resources for future generations.

CHAPTER 2
LAND USE

Introduction & Background

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

Centerville's population grew from 15,335 in 2010 to 18,159 in 2024. This growth is expected to continue, though newer residential developments may be more compact than historical development due to multiple factors like cost of living and land availability. The State mandated moderate-income housing requirements (outlined in the Housing Element) is set to help alleviate this issue.

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

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

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

Principles & Best Practices

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

1. Preserve Centerville's Character

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

- Preserving existing neighborhoods and historical sites

- Identifying areas suitable for future growth

- Thoughtfully planning development to maintain Centerville's unique charm

2. Create Unifying Town Centers

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

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

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

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

Essential Elements for All Town Centers:

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

3. Balance Commercial and Residential Development

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

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

4. Maintain Family-Centered Housing Options

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

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

Additional Land Use Best Practices:

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

Key Takeaways:

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

Existing Land Use

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

East of I-15: The Established Residential Core

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

Commercial Development Patterns

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

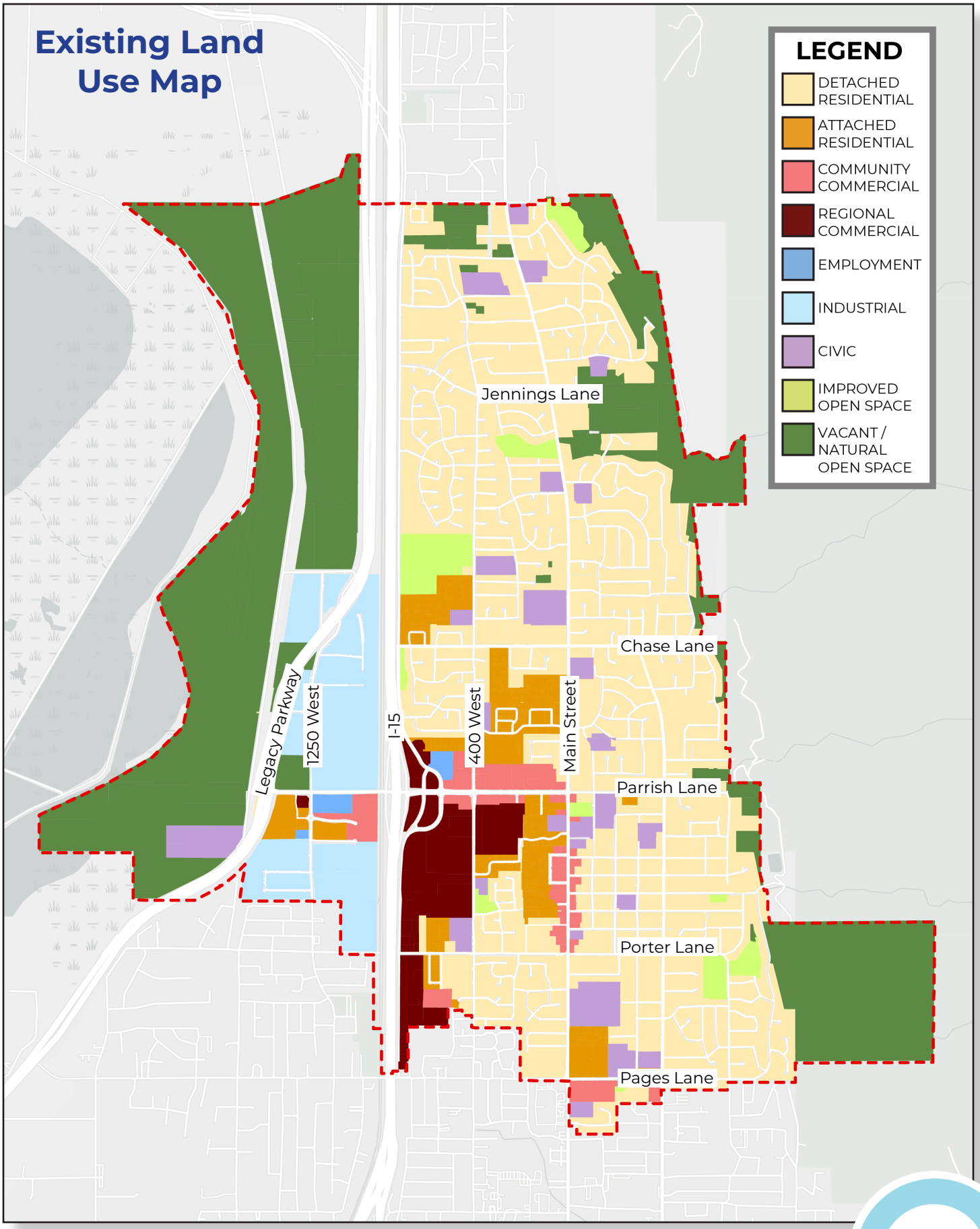
Community Facilities and Open Space

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

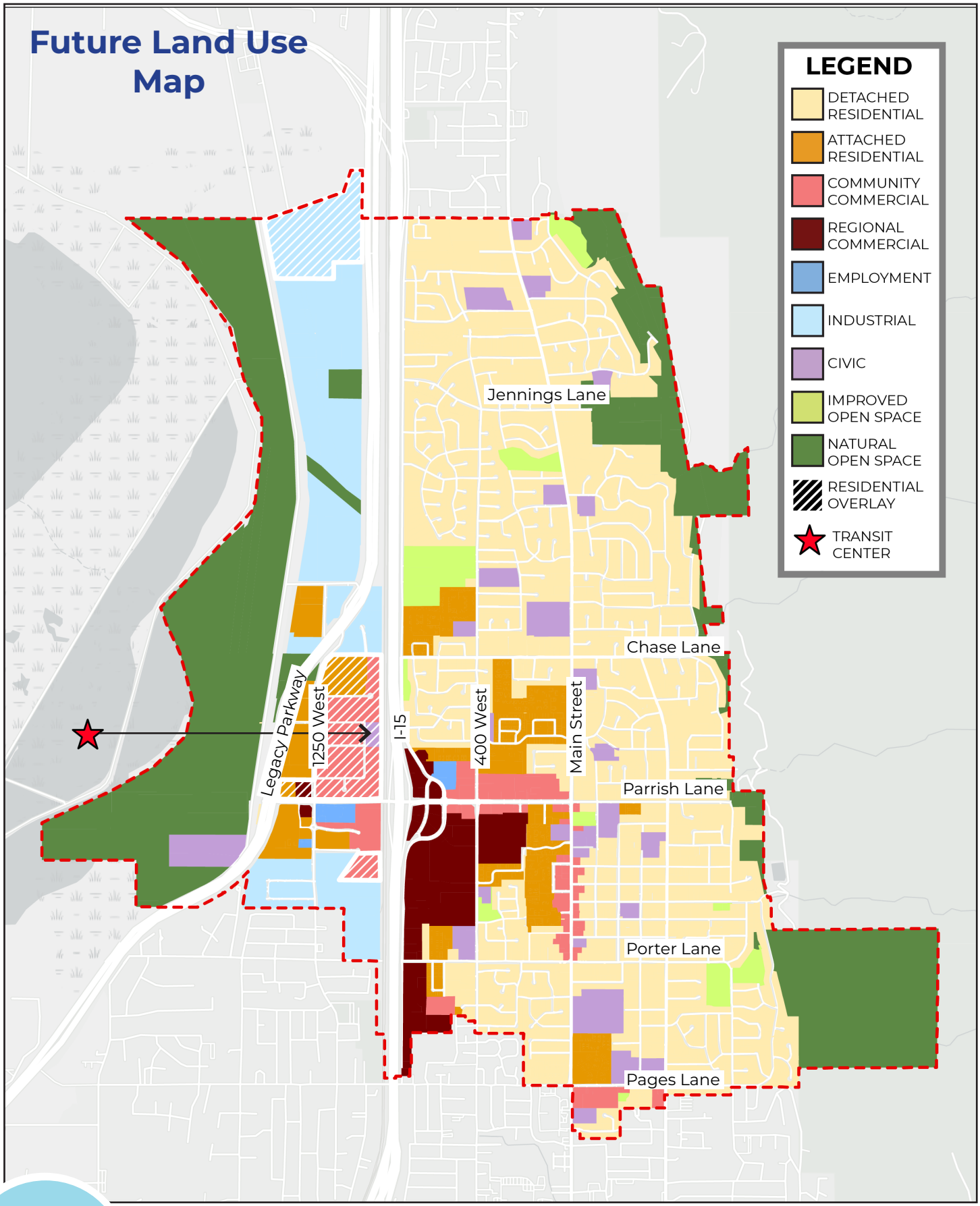
West of I-15: Employment and Future Growth

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

Existing Land Use Map



Future Land Use Map



Future Land Use

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

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

Land Use Categories

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

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

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

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

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

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

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

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

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

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

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

Town Centers

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

CenterPoint Theater

The three designated town centers are:

1. CenterPoint/Parrish Lane - Commercial & Entertainment heart

2. Civic Center/Main Street - Historic core

3. West Side - Emerging mixed-use district

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

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

Map of designated Town Centers

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

Enhancement Opportunities:

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

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

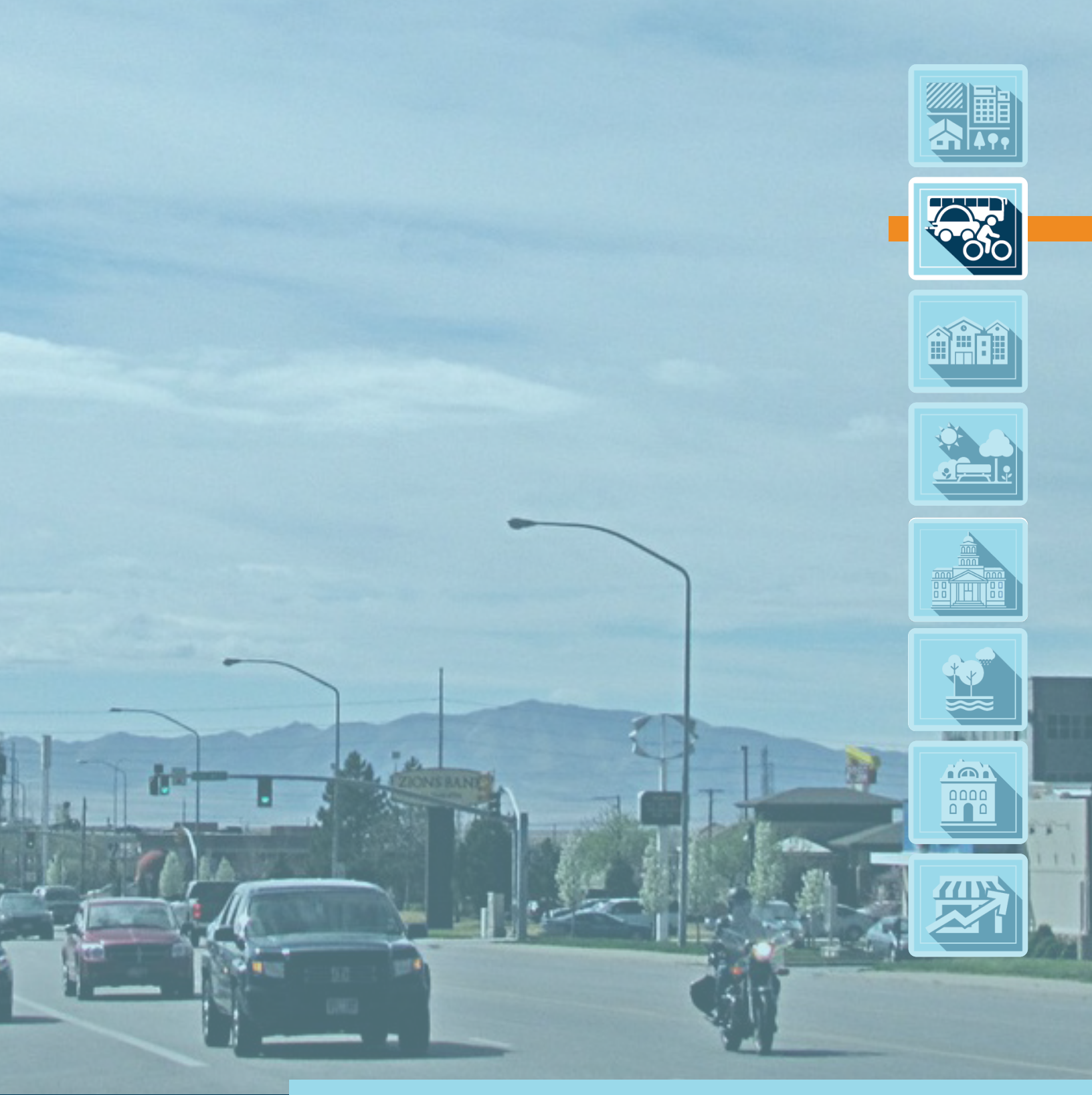
Enhancement Opportunities:

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

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

Enhancement Opportunities:

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



CHAPTER 3
TRANSPORTATION

Transportation Goals & Objectives

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

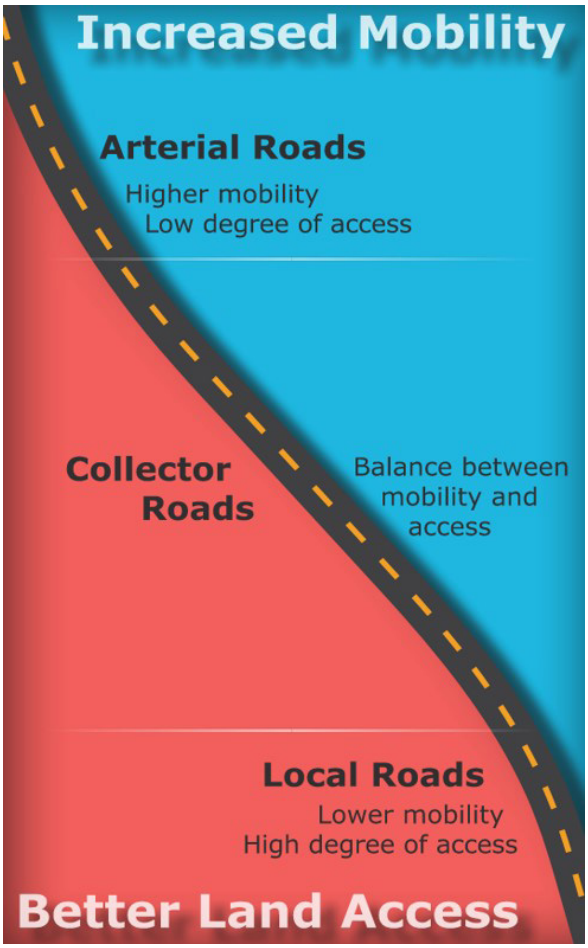
- Creating an all-inclusive, multi-modal transportation network
- Developing a connected roadway grid network
- Increasing and enhancing transportation safety within the city
- Planning and designing a Main Street that is a multi-modal corridor that serves as a beautiful landmark representing the community's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

Street Master Plan

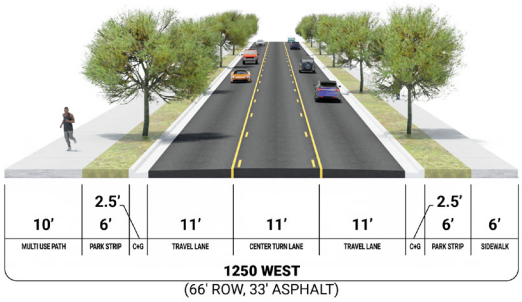
Roadway Functional Classification

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

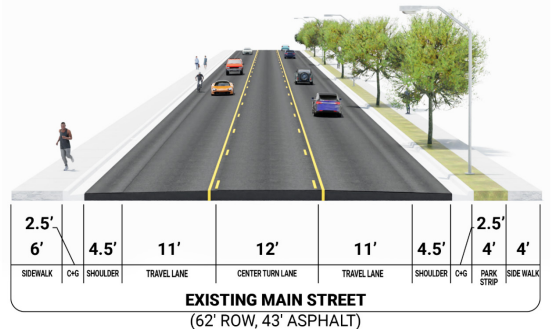
The functional classification of a roadway indicates the road's function within the transportation system, which in turn helps determine when increased travel demand or change in the road's use could lead to negative impacts on its intended function in terms of speed, capacity, and relationship to existing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



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



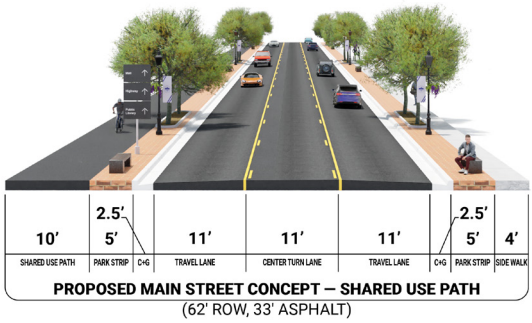
1250 West Cross Section



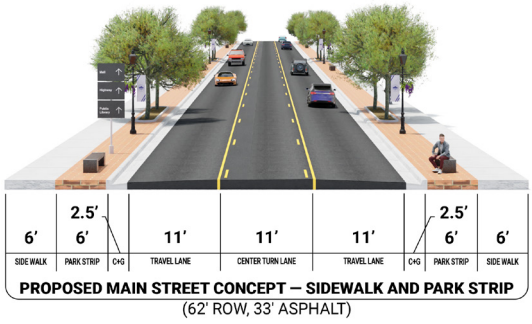
Existing Main Street Cross Section

Main Street

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



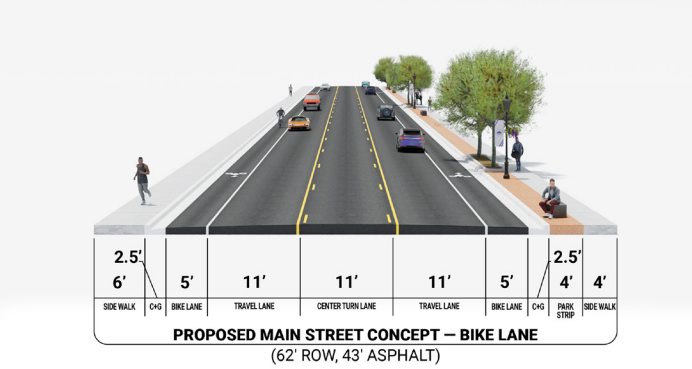
Proposed Main Street Concept - Shared Use Path



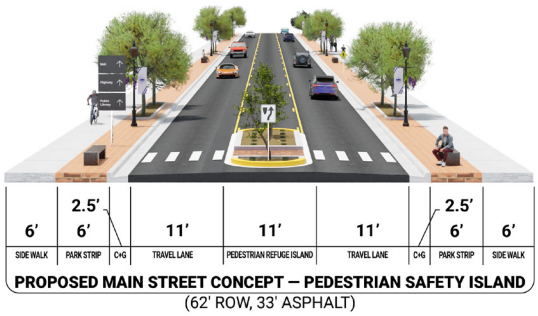
Proposed Main Street Concept - Sidewalk and Park Strip

Main Street Concept Level Project Cost Estimates

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



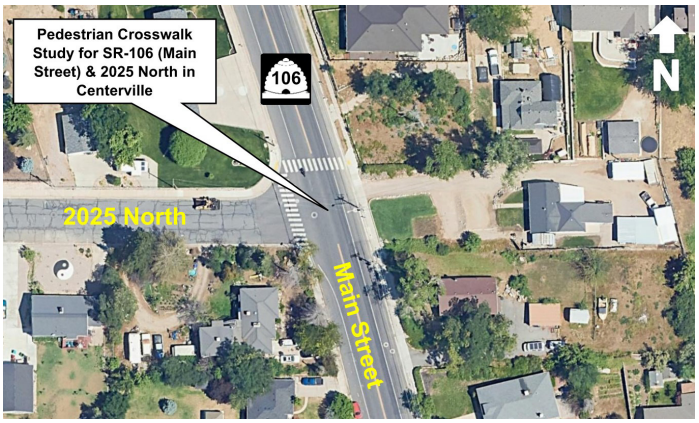
Proposed Main Street Concept - Bike Lane



Proposed Main Street Concept - Pedestrian Safety Island

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

Although the study intersection is not located along the section of Main Street where cross section adjustments would be made, several pedestrian crossings with similar characteristics are located along Main Street from Porter Lane (400 South) to Parrish Lane (400 North). Thus a cross section alternative such as the 'Proposed Main Street Concept - Pedestrian Safety Island' may best provide low-level pedestrian crossing improvements as mentioned in the UDOT study.



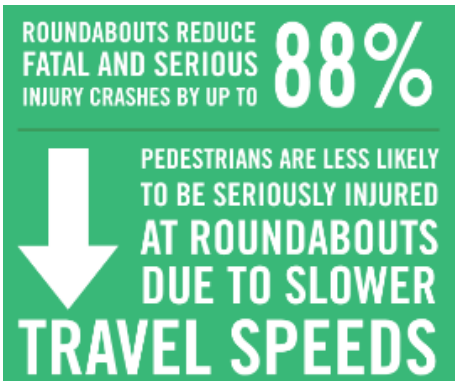
Intersection Control

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

Roundabouts

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

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



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

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

Signals

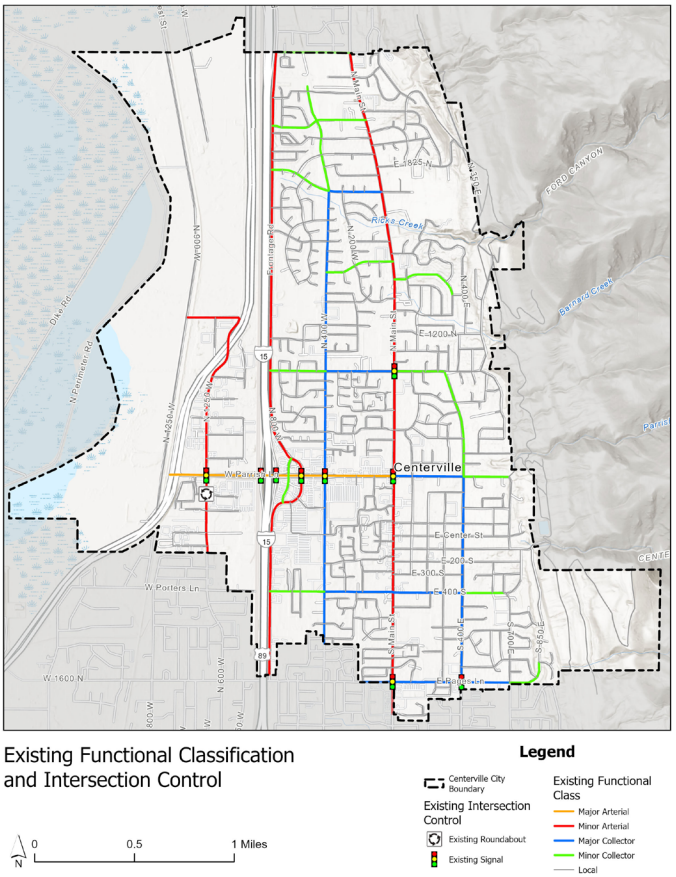
The need for new traffic signals is based on warrants contained in the Manual on Uniform Traffic Control Devices (MUTCD) and any additional warrants established by the National Committee on Uniform Traffic Control Devices. In determining the location of a new signal, traffic progression is of paramount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

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

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

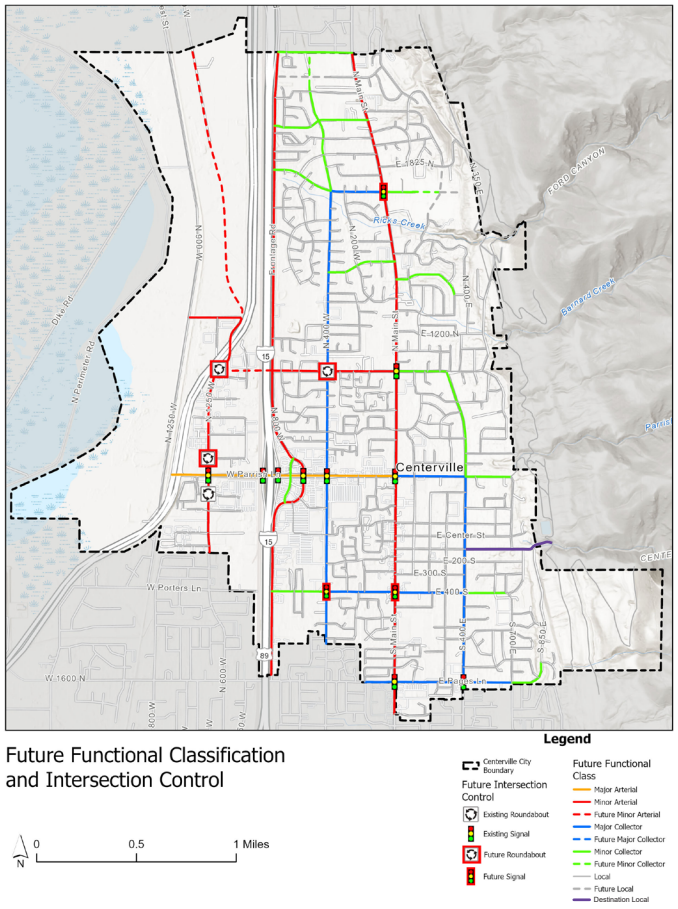
Stop Control

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



Existing Functional Classification and Intersection Control

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



Future Functional Classification and Intersection Control

Future Roadway Functional Classification and Intersection Control

Intersections of Concern

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

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

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

Porter Lane (400 South) & Main Street - This intersection is currently stop-controlled in the eastbound and westbound direction and flows freely in the southbound and northbound direction. A signal may be installed in the future, but is not currently warranted due to low east/west volumes. A review of the crash history between 2019 and 2023 was conducted, which found that there was one serious injury crash, one minor injury crash, three possible injury crashes, and nine PDO crashes. The serious injury crash involved an eastbound motor vehicle disregarding the stop sign and pulling out in front of a southbound motorcycle. The disregard of traffic control devices was a major trend among the rest of the crashes, with the few exceptions being instances of drivers failing to see pedestrians in the crosswalk while attempting to turn onto Main Street.

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

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

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

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

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

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

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

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

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

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

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

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

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

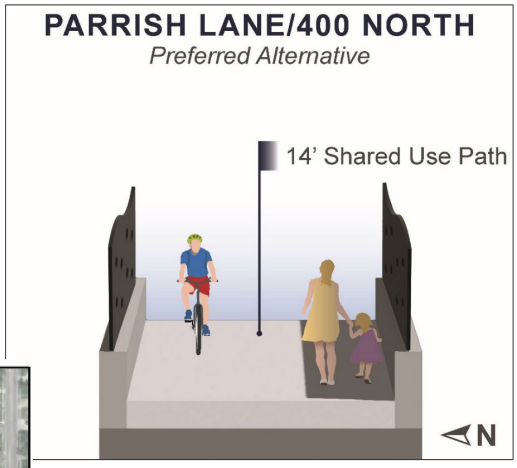
UDOT I-15 Reconstruction Project - Between Farmington & Salt Lake City

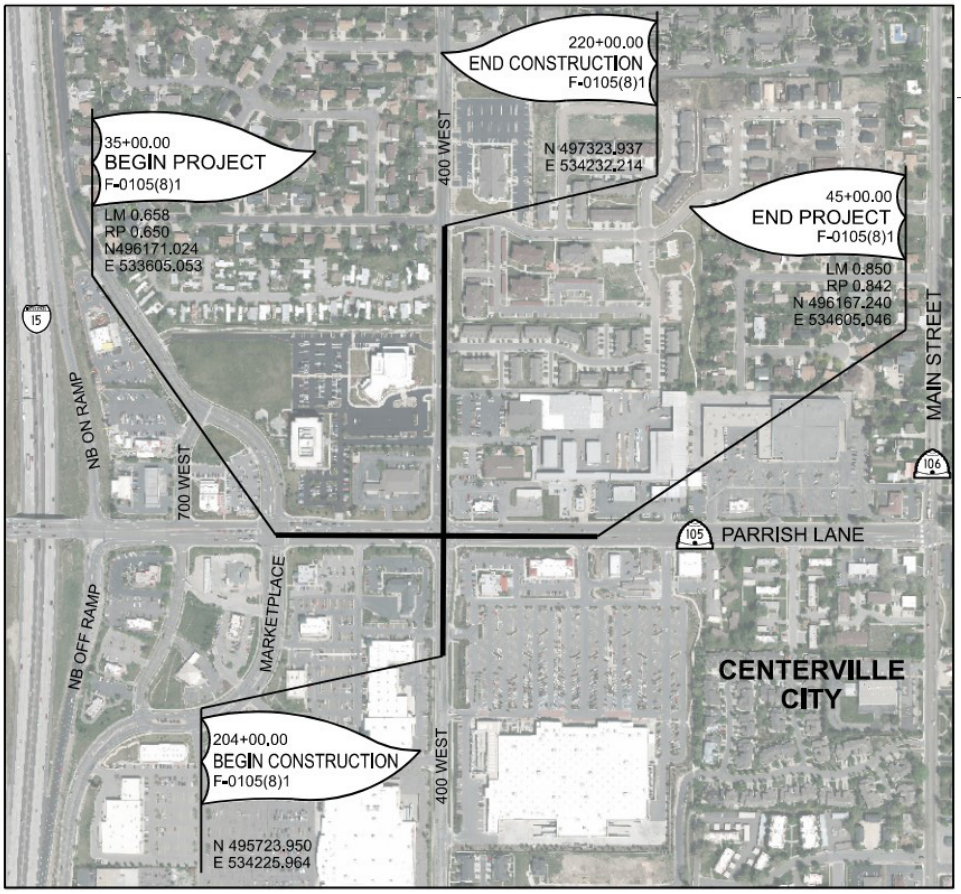
UDOT is planning improvements along I-15 from Salt lake City to Farmington. At the Parrish Lane/400 North I-15 interchange improvements are aimed at improving traffic operations at the interchange and increasing east to west pedestrian connectivity across I-15. The scope of improvements as identified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

15
Pedestrian overpass at Community Park.
400 West
Legacy Parkway
Northbound underpass to frontage road.
Shared-use path on north side of Parrish Lane.
Parrish Lane
SPUI configuration at Parrish Lane.
Parrish Lane Inset Map
Pedestrian overpass.
400 South

Parrish Lane / 400 North

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





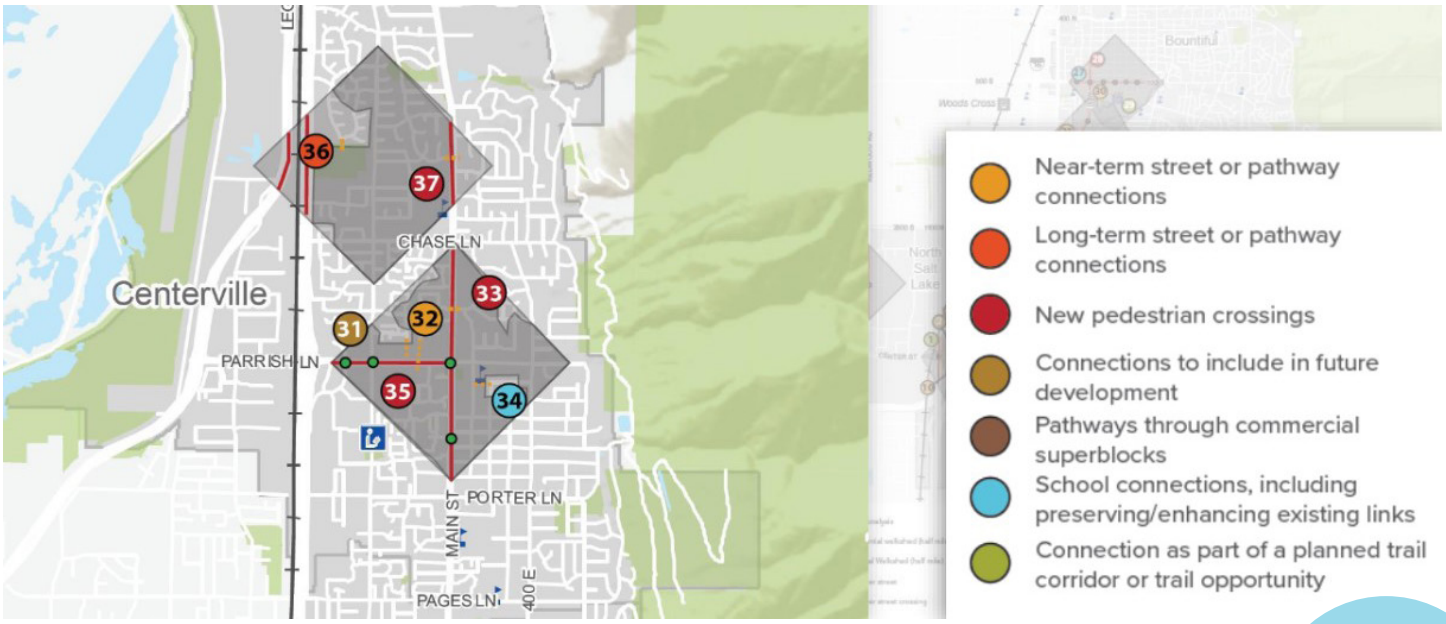
I-15 & Parrish Lane/400 North EIS Action Alternative

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

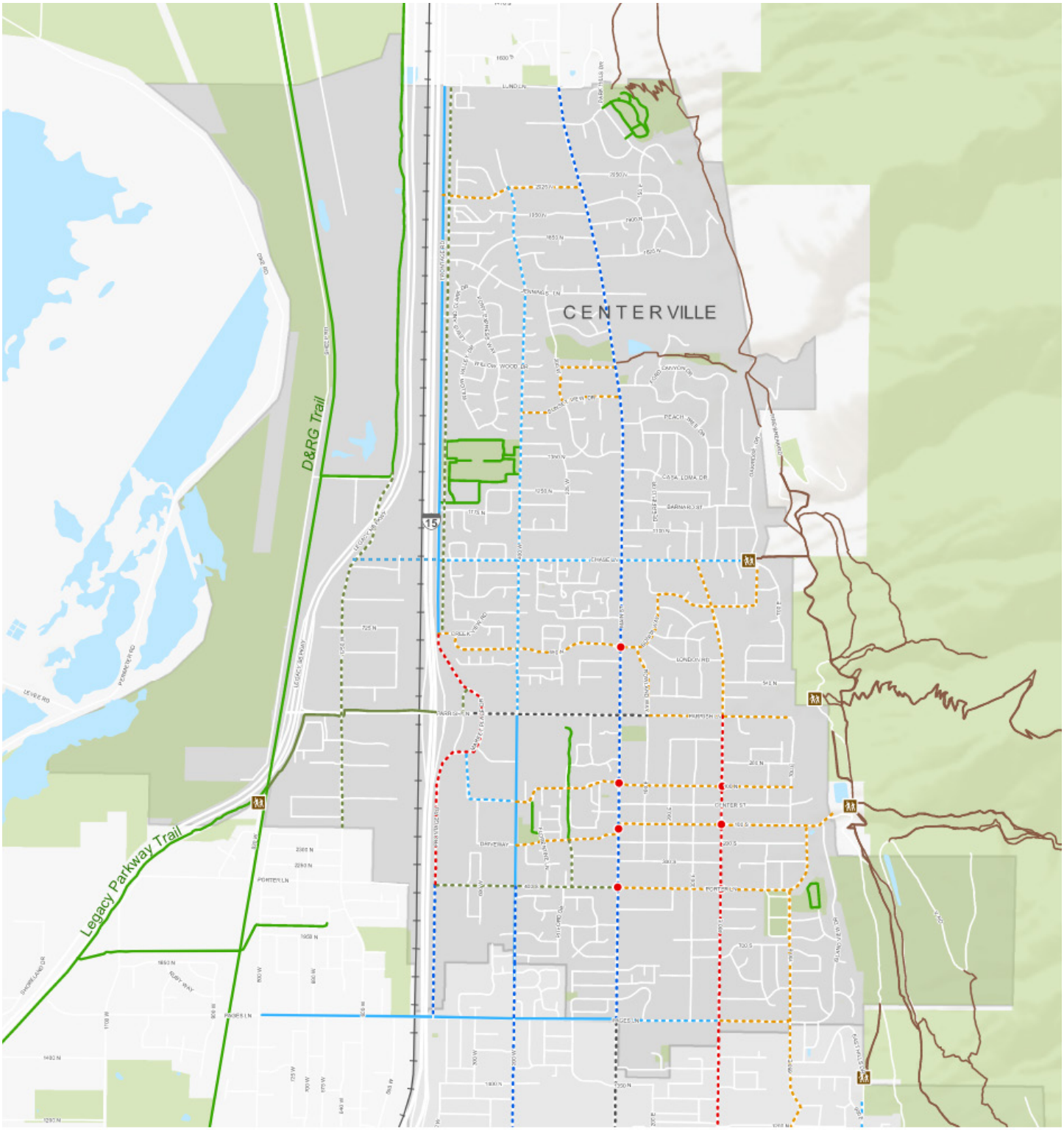
Active Transportation

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

The South Davis County Active Transportation Plan (Currently not adopted by Centerville) is a multi-jurisdictional plan for the cities of Bountiful, Centerville, and North Salt Lake. The plan identifies existing active transportation facilities and makes recommendations for improvements to the active transportation network and lists improvements to walkable centers. Priority projects from the ATP include the 400 West buffered bike lanes and the 400 East separated bike lanes. Implementation of these priority projects will help create continuous, safe corridors for cyclists and pedestrians throughout the region.



South Davis ATP - Walkable Centers



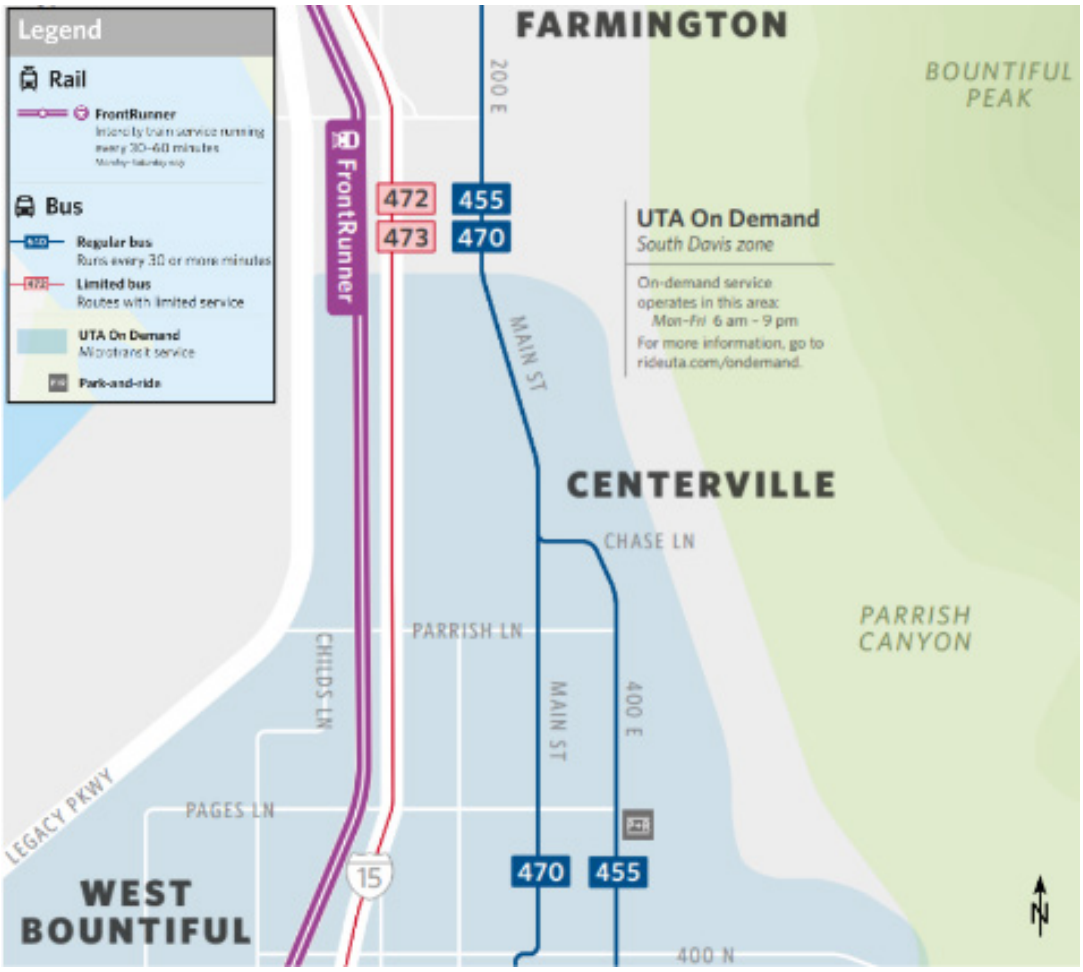
46 *South Davis ATP - Recommended Network*

Transit

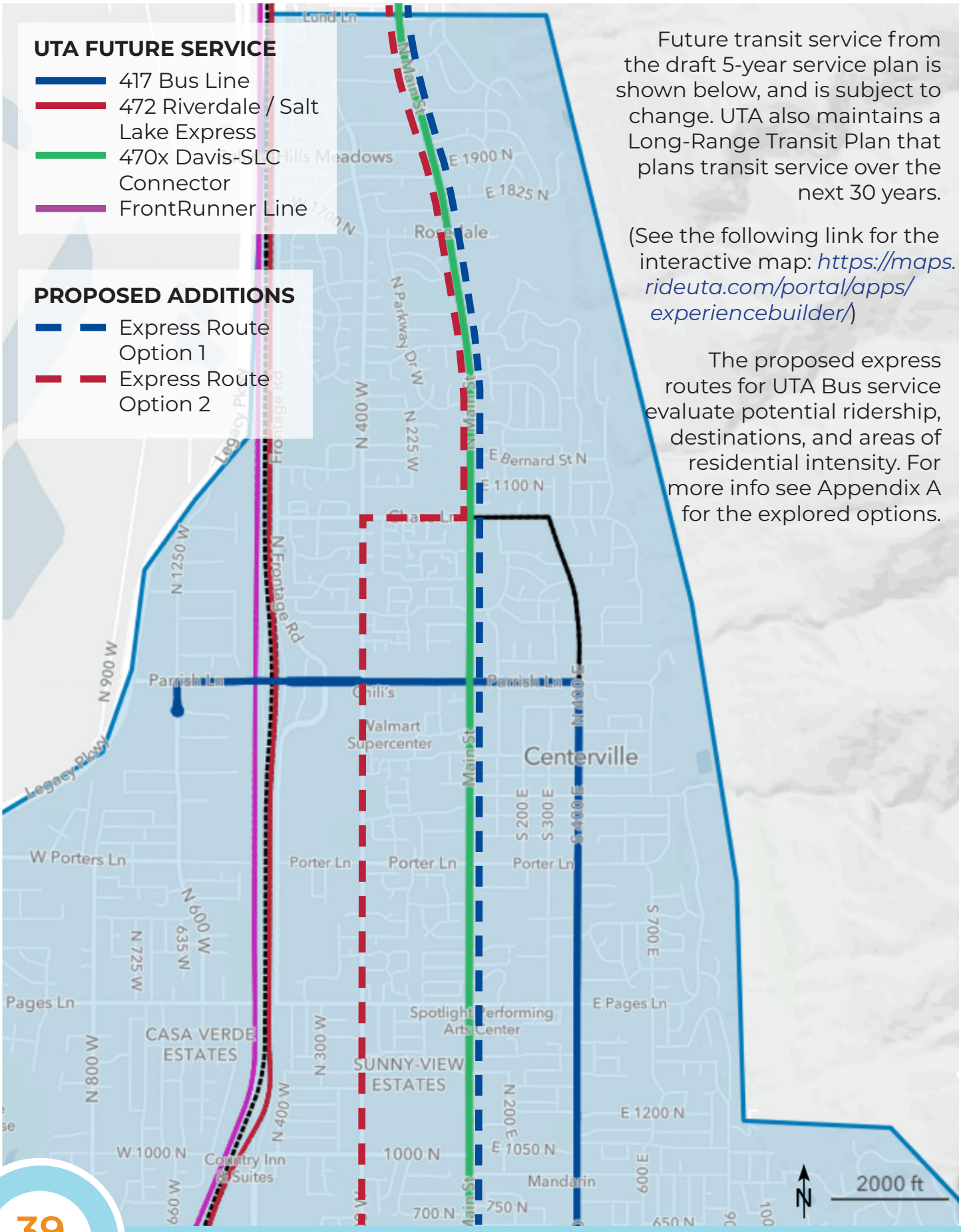
Public transit service is provided by Utah Transit Authority (UTA). UTA operates bus service, light rail, commuter rail, rideshare by VIA trolley shuttle routes etc. The FrontRunner Commuter Rail is an intercity train service running every 30-60 minutes from Monday through Saturday. It runs north to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

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

Existing transit service is shown below:



See UTA's regional map for greater detail: rideuta.com/-/media/Files/Rider-Tools/Current-System-Maps/Weber_Davis_System_Map_NOV2025.pdf



Future transit service from the draft 5-year service plan is shown below, and is subject to change. UTA also maintains a Long-Range Transit Plan that plans transit service over the next 30 years.

(See the following link for the interactive map: *https://maps.rideuta.com/portal/apps/experiencebuilder/*)

The proposed express routes for UTA Bus service evaluate potential ridership, destinations, and areas of residential intensity. For more info see Appendix A for the explored options.

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

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

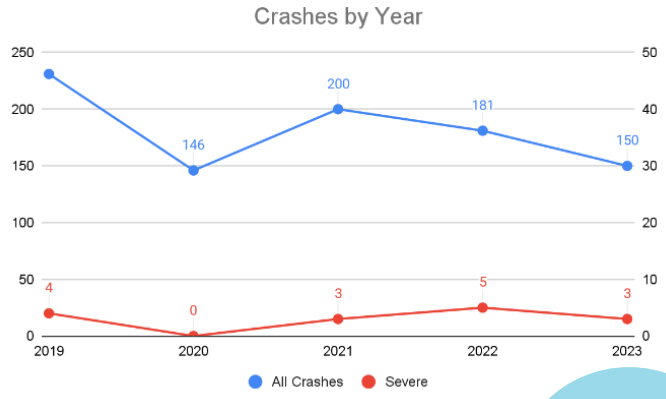
Option 2 would shift the route along 400 West (200 W Bountiful) until Chase Lane then connect back on Main Street going north. This route would pass the South Davis Recreation Center, regional commercial, CenterPoint Theater, two schools, Davis County Library, and Smoot Park. It also pass the majority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

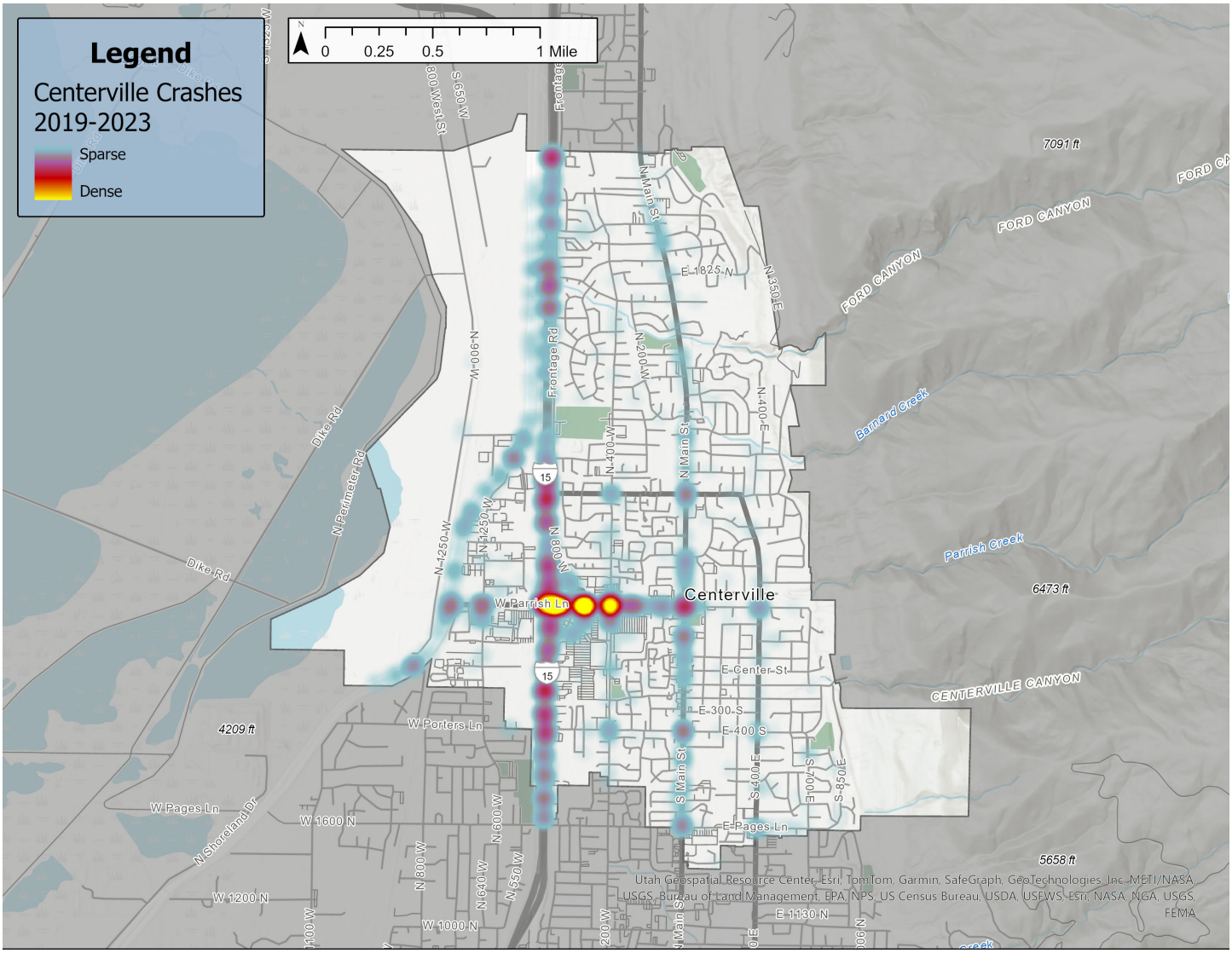
Option 2 would be the route that serves Centerville residents most effectively.

Safety

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

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





As expected, most crashes occur at intersections with the highest traffic volumes. The roadways with the highest crash rates are Parrish Lane (SR-105) and Main Street (SR-106) in the central business district near the freeway. These are roadways with high speeds and high volumes, wide rights-of-way, and many access points. For city roads, 400 West saw the highest prevalence of crashes. The city's crashes tend to be less severe than those of Davis County or the State, with 78.7% of crashes in Centerville being property-damage-only (PDO) as compared to 68.4% for the County and 69.0% for Utah as a whole.

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

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

The Safe System approach consists of the following five elements:

Safe Road Users

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

Safe Vehicles

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

Safe Speeds

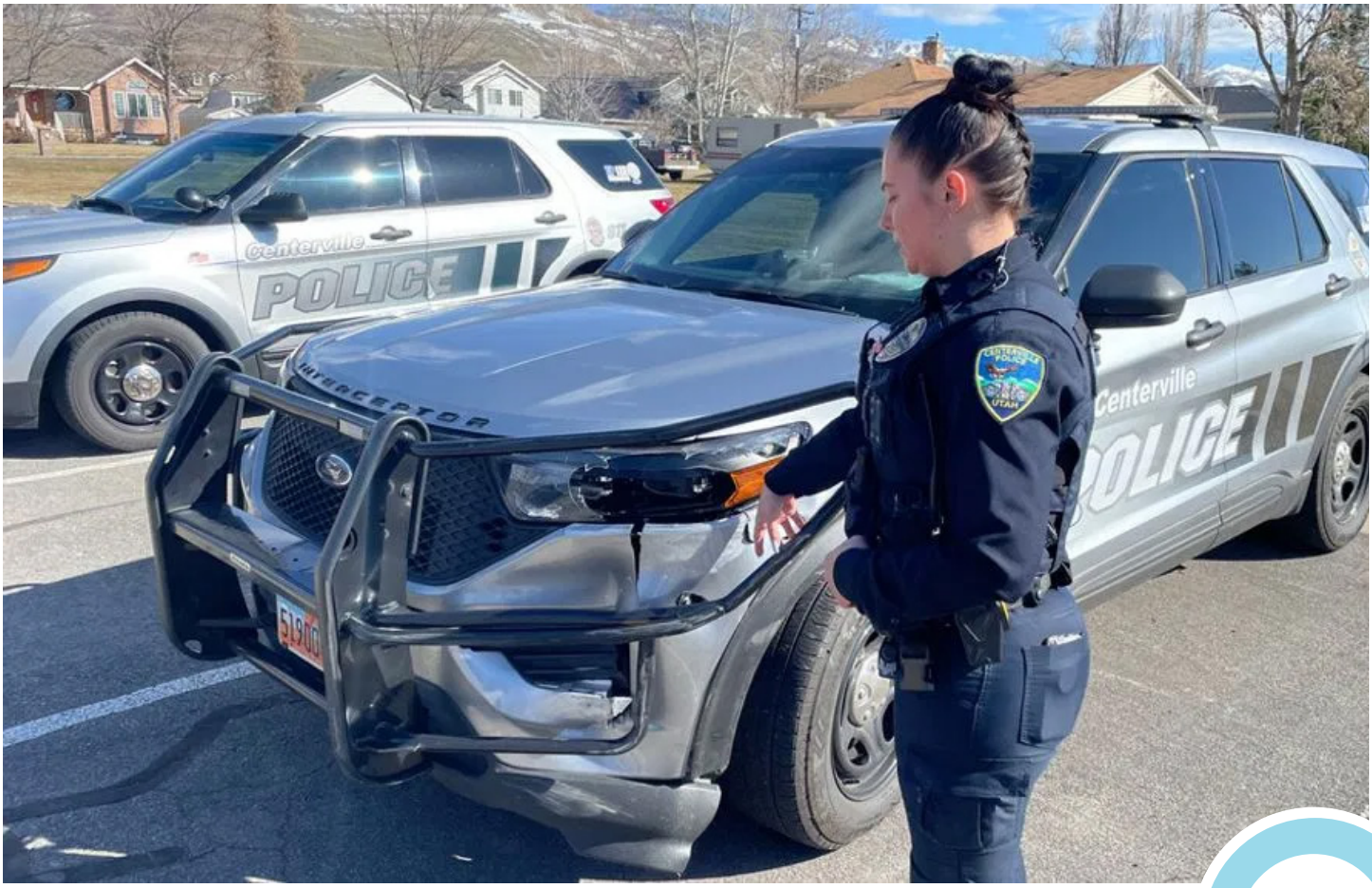
Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

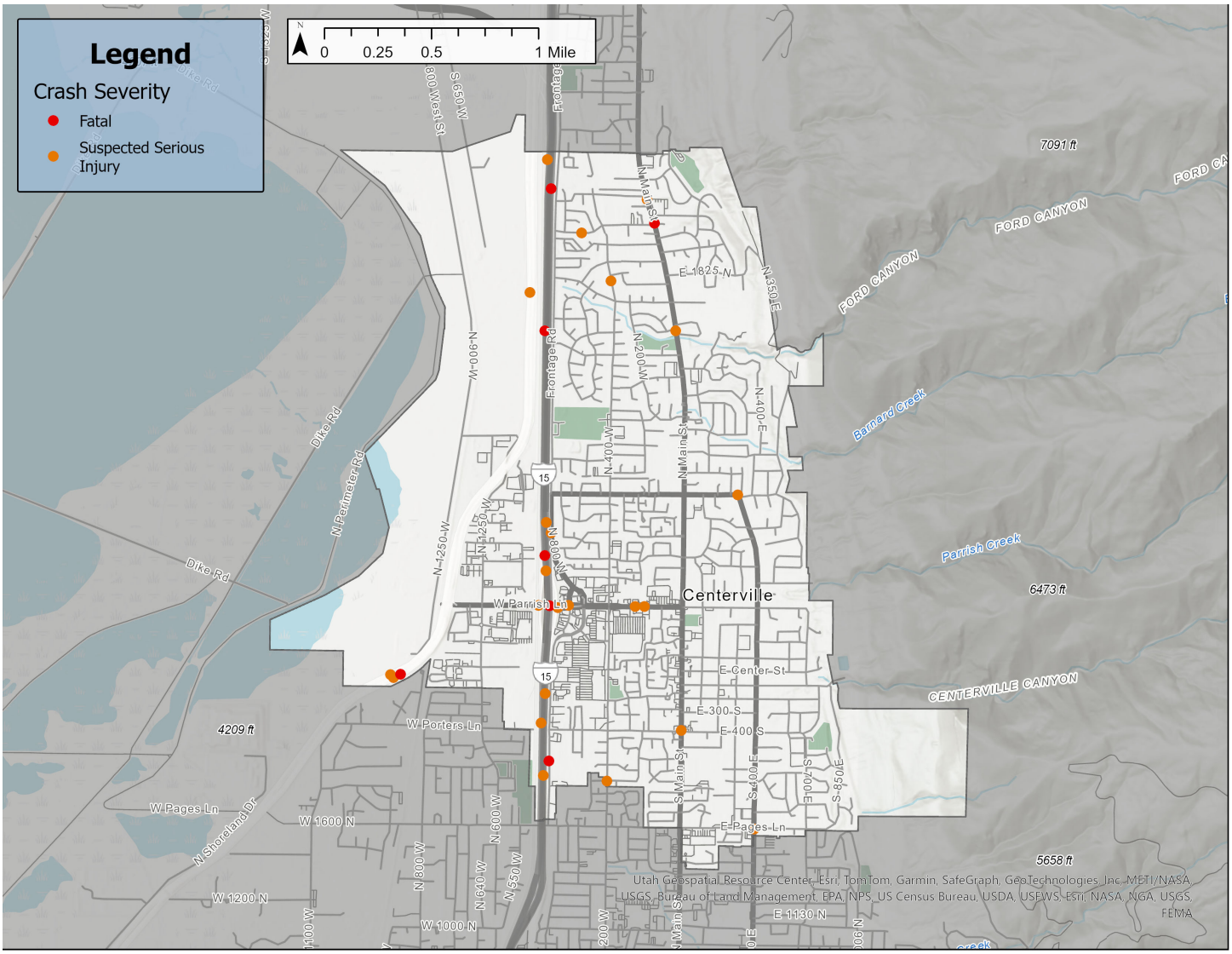
Safe Roads

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

Post-Crash Care

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





Given these goals, and the significant cost of severe crashes (both fatal and suspected serious injury), these crash types are the focus of the analysis.

Above (page 41) is a heatmap showing the density of crashes at each point in Centerville City. The figure above plots the serious injury and fatal crashes individually. For the analysis period, there were 2 crashes with a fatality and 13 crashes with suspected serious injuries. Of these 15 severe crashes, 8 occurred on UDOT roadways and 7 occurred on Centerville City roadways.

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

Parrish Lane:

There were 9 crashes along Parrish Lane during the analysis period that involved active transportation users. One of these involved a suspected serious injury, and three involved minor injuries. The serious injury occurred when a vehicle struck a pedestrian outside of a crosswalk at night at about 205 West. This location is located about 900 feet from the nearest crosswalk in either direction, which is well outside the preferred range for pedestrians to walk to access a safe crossing.

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

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

- Leading pedestrian intervals can help pedestrians and bicyclists establish their presence in the sidewalk before vehicles begin attempting to turn across the crosswalk.

- Left turn phases can be changed to protected-only, which would ensure that vehicles turning left don't have any potential conflicts from pedestrians or oncoming vehicles. This is most justified if peak hour through volumes are high enough that very few acceptable gaps exist, which may make vehicles take more risks when attempting to turn during a permitted phase, and also means that permitted phases don't facilitate enough turning volumes to be worth the safety issues.

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

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

Tobe Drive and 400 West

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

100 North / 115 North and Main Street

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

One of the injury-causing crashes resulted when a vehicle attempted to turn left from eastbound 115 North while a southbound vehicle was turning right, but didn't see a second vehicle

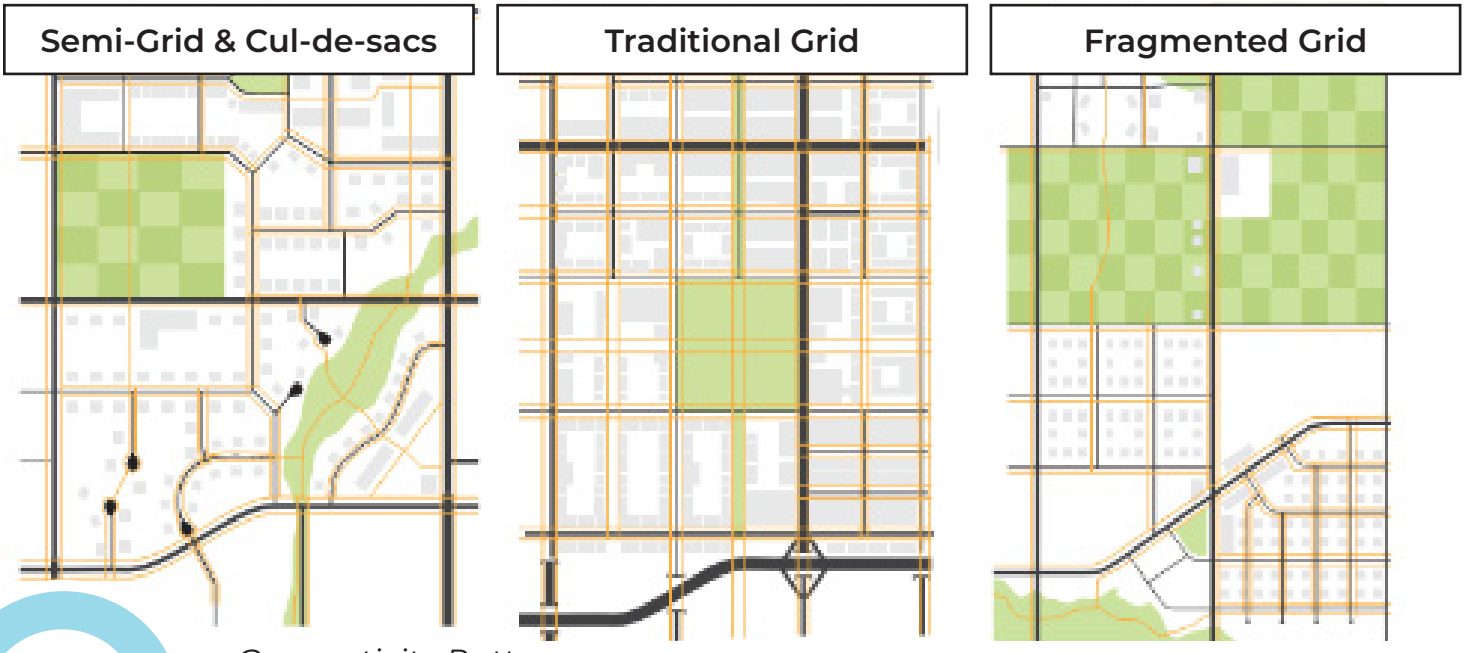
passing the turning vehicle. The other injury crash was the result of a vehicle waiting at a stop sign failing to see a cyclist crossing their leg of the intersection. As this intersection does not have striped crosswalks on either of the minor legs, it is recommended that crosswalks be striped across 115 North and 100 North. It is also recommended that the crossing of Main Street at 50 South be improved with a RRFB and curb extensions, as it is a school crossing and can serve this business area.

2025 North and Main Street
In 2022 there was a fatality at this intersection involving a pedestrian in the crosswalk on Main Street and a vehicle traveling southbound. Though it was daylight, it was raining and that may have played a factor in the visibility of the pedestrian. To mitigate the risk of this happening again, the city should work with UDOT to install a RRFB at this crosswalk, with a painted line to provide clear indication on the northbound approach of where to stop for pedestrians, and advance warning markers on both approaches to increase awareness for approaching vehicles.

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

Connectivity

A roadway system with excellent connectivity allows people multiple options when traveling between points within a city. Grid-like connectivity patterns offer drivers the most options for routing within a city has shown in the figure below: Strong collector and arterial road connectivity distributes traffic between corridors, and a well-connected local street network allows short-trips to be completed on local roadways rather than relying on regional collectors and arterials.



Connectivity Patterns

A connected road network improves access and reduces travel times for all users and can reduce the need for future roadway widening. Good network connectivity also improves emergency access and response times, and allows multiple exit routes during emergencies.

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

Access Management

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

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

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

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

Access Management Standards

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

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

N/A - not allowed under normal circumstances

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

CHAPTER 4
HOUSING

Executive Summary

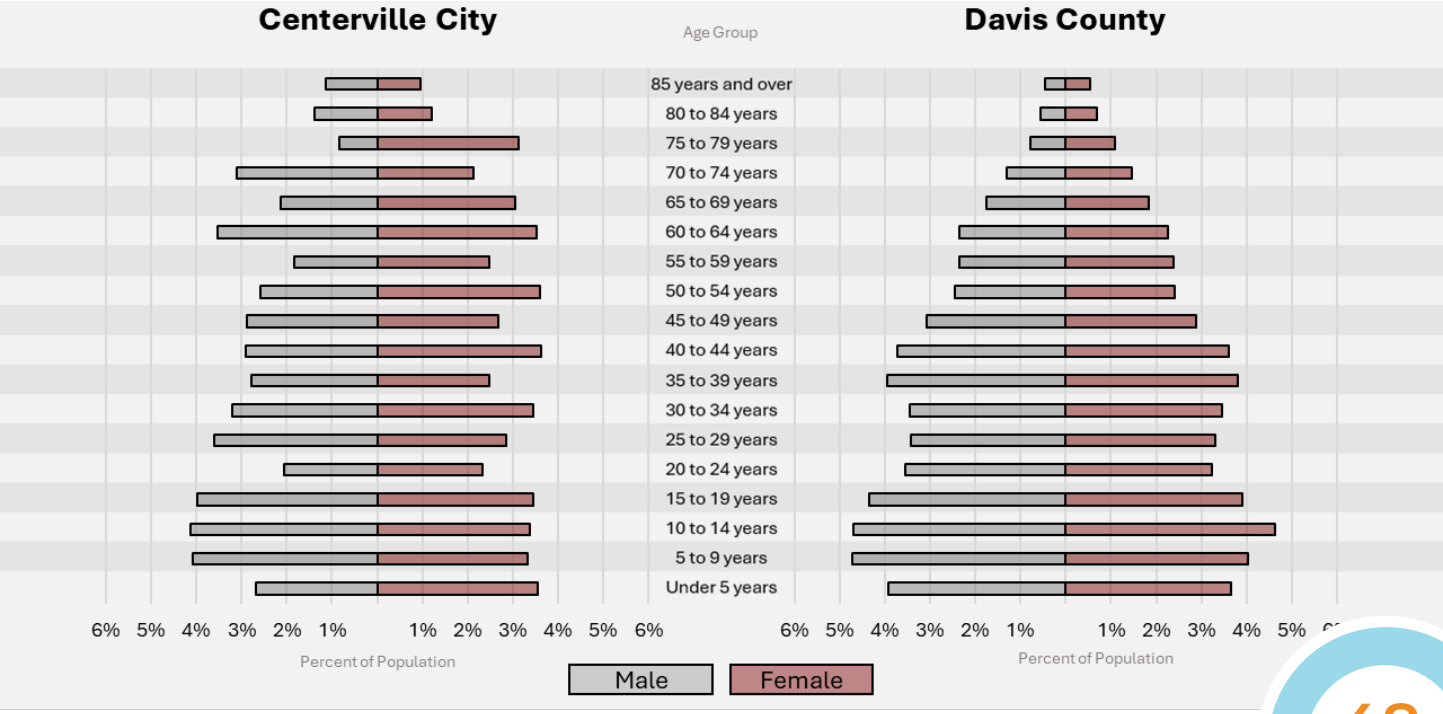
Centerville, located in the heart of Davis County, is a city that has successfully balanced its historic charm with thoughtful development. With a total population of 18,159 (2024) projected to reach 18,745 by 2030, Centerville faces unique housing challenges and opportunities that require strategic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

Population Growth and Demographics

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

The city's demographic profile reveals:

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



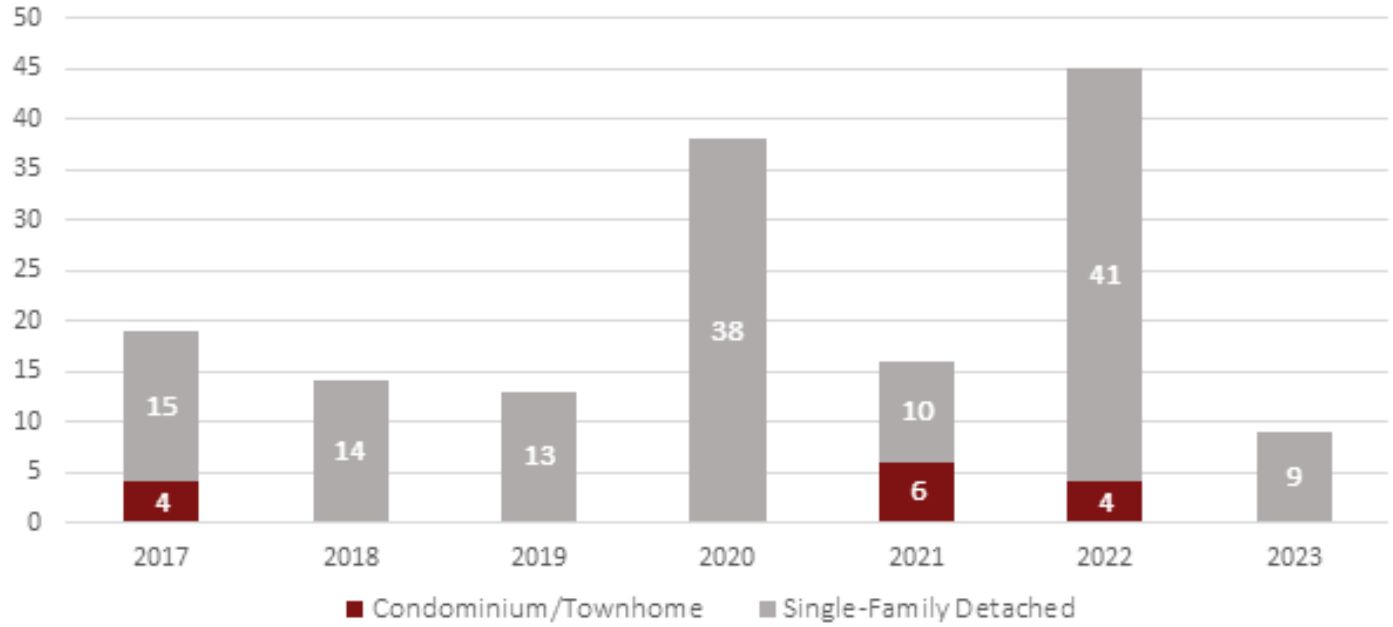
Housing Inventory & Market Conditions

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

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

Key characteristics include:

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



New Housing Units by Type & Year Issued

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

Housing Affordability Analysis

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

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

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

- Current deficit of 1,894 units for households below 80% Average Median Income (AMI)
- Greatest shortage at extremely low-income levels (<30% AMI): 387-unit deficit

By 2030, the total affordable housing need will reach 1,549 units

	Existing Households	Naturally Occurring Affordable Units	Surplus (Shortage)
< 30% AMI	535	148	(387)
30-50% AMI	418	164	(254)
50-80% AMI	941	876	(65)
80-100% AMI	890	1,459	569
Total Below 100% AMI	**2,784**	**2,647**	**(137)**
Total Below 80% AMI	**1,894**	**1,188**	**(706)**

Housing Gap Analysis 2022

Future Housing Needs

Centerville must address both current deficits and future demand:

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

Financial Tools and Affordability Mechanisms

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

Highlighted Priority Strategies:

- Infrastructure Investment: Demonstrate investment in roads and utilities on the west side where multi-family development is most likely (B)
- Allow higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors (G)
- Demonstrate utilization of a moderate income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing (P)
- Home Ownership Promotion Zones (HOPZ): Create zones for the west side to promote homeownership (Y)
- First Home Investment Zones (FHIZ): Establish zones to assist with creating town centers on the west side (Z)

Key Economic Development Tools:

First Home Investment Zones (FHIZ)

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

Home Ownership Promotion Zones (HOPZ)

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

Community Reinvestment Areas (CRA)

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

Implementation

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

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

Conclusion

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

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

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

CHAPTER 5

OPEN SPACE & RECREATION

INTRODUCTION & BACKGROUND

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

BEST PRACTICES

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

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

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

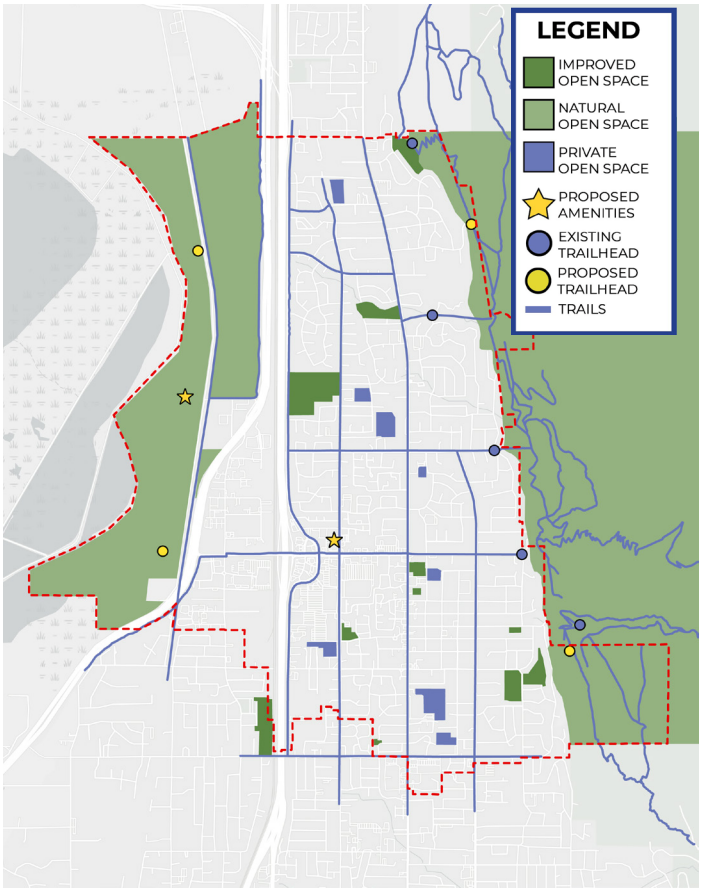
ELEMENT

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

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

EXISTING OPEN SPACE FACULTIES & TRAILS

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



Trails Network

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

- Multiple trailheads along the eastern foothills providing access to trails
- North-south connections linking residential areas to parks
- East-west corridors connecting to the Legacy Parkway Trail system
- Proposed trail connections to enhance connectivity, including critical links over I-15 to Legacy Parkway

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

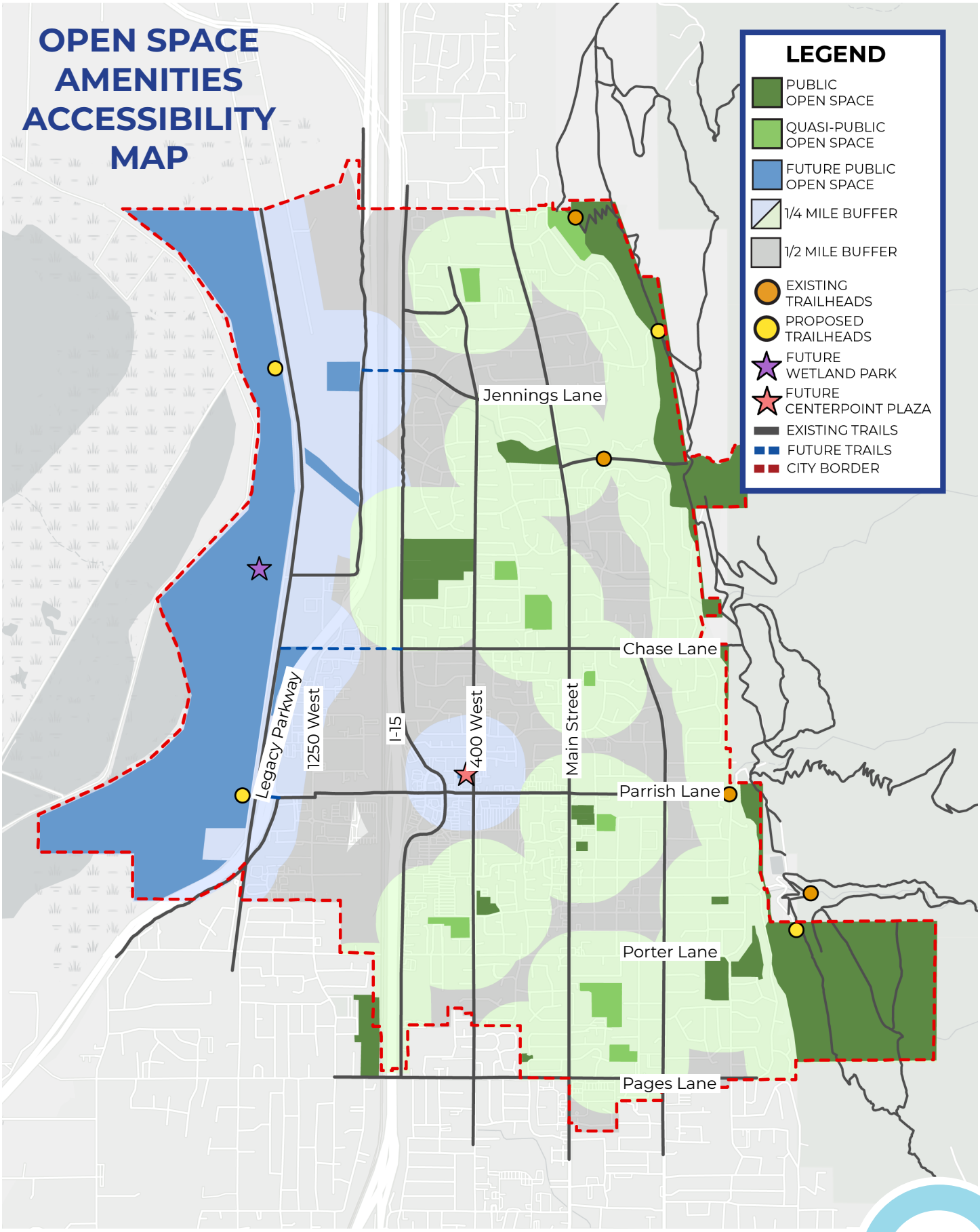
ACCESSIBILITY TO OPEN SPACE

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

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

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

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


OPEN SPACE AMENITIES ACCESSIBILITY MAP
LEGEND
PUBLIC OPEN SPACE
QUASI-PUBLIC OPEN SPACE
FUTURE PUBLIC OPEN SPACE
1/4 MILE BUFFER
1/2 MILE BUFFER
EXISTING TRAILHEADS
PROPOSED TRAILHEADS
FUTURE WETLAND PARK
FUTURE CENTERPOINT PLAZA
EXISTING TRAILS
FUTURE TRAILS
CITY BORDER
Jennings Lane
Chase Lane
Parrish Lane
Porter Lane
Pages Lane
Legacy Parkway
1250 West
I-15
400 West
Main Street

AMENITY GAPS

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

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

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

IMPLEMENTATION

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

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

2. Trail Connectivity
Complete the proposed trail connections shown on the Open Space map, particularly:

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

3. Amenity Feasibility Study
Evaluate the addition of identified amenity gaps through:

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

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

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

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

FUNDING SOURCES

Multiple funding opportunities exist for open space preservation and development:

State Sources:

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

Regional Sources:

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

Federal Sources:

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

Other Sources:

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

CHAPTER 6
PUBLIC FACILITIES

Introduction & Background

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

Element

Existing Facilities

Public Safety

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

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

Education

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

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

Junior High School: Centerville Junior High

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

Utilities and Infrastructure

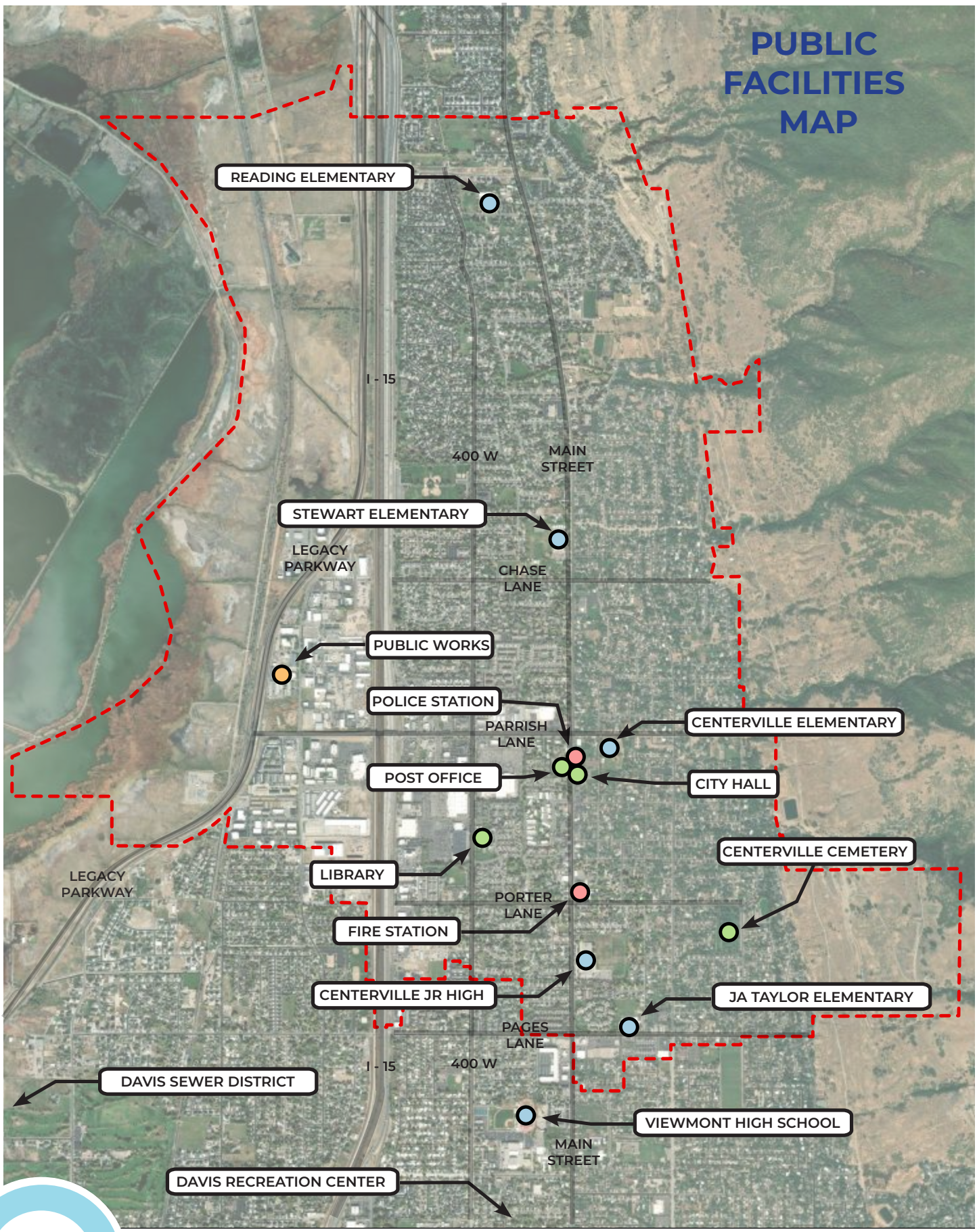
Water Services: Centerville operates its own culinary water system, with ongoing capital improvements planned to meet growing demand. The city's water master plan guides the expansion and enhancement of the system.

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

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

Community Facilities

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


PUBLIC FACILITIES MAP
READING ELEMENTARY
I - 15
400 W
MAIN STREET
STEWART ELEMENTARY
LEGACY PARKWAY
CHASE LANE
PUBLIC WORKS
POLICE STATION
PARRISH LANE
CENTERVILLE ELEMENTARY
POST OFFICE
CITY HALL
CENTERVILLE CEMETERY
LIBRARY
LEGACY PARKWAY
PORTER LANE
FIRE STATION
CENTERVILLE JR HIGH
JA TAYLOR ELEMENTARY
PAGES LANE
I - 15
400 W
DAVIS SEWER DISTRICT
VIEWMONT HIGH SCHOOL
MAIN STREET
DAVIS RECREATION CENTER

Proposed/Planned Facilities

Infrastructure Improvements

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

Education Facilities

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

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

Transportation Infrastructure

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

Future Cemetery Planning

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

Potential Cemetery Sites

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

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

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

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

LEGEND
POTENTIAL CEMETERY SITES

Site Evaluation Considerations

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

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

Implementation

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

1. Update Capital Facilities Plans

- Review and update annually based on condition assessments and growth projections.

- This assessment should place special interest on the existing City Hall building and the future Public Safety Building
- A municipal campus plan should be pursued for the city's facilities at the existing city hall location
- Identify and secure funding sources for priority projects

2. Monitor Service Levels

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

3. Plan for Future Facilities

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

4. Implement Cemetery Planning

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

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

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

CHAPTER 7
CONSERVATION

Introduction

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

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

Agriculture & Conservation Land

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

Conservation Programs:

- Conservation & Farmland Preservation Easements – Voluntary legal agreements that permanently limit land use for agricultural and open space purposes
- Agriculture Conservation Easement Purchase Program (ACEP) – Federal funding to protect sensitive lands, working farms, and ranches through conservation easements
- Private Land Trusts and Easements – Legal entities that purchase and manage property for preservation
- Utah Open Lands Program – A land trust that permanently protects Utah land through title acquisition or conservation easements
- Bureau of Land Management (BLM) – Federal agency managing thousands of acres for public use
- United States Forest Service (USFS) – Federal agency maintaining national forests and grasslands

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

Hillside & Slope Protection

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

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

1. Geometric Techniques

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

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

2. Hydrological Techniques

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

3. Mechanical Techniques

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

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

Floodways & Wetlands

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

Design Requirements:

- Optimal floodway dimensions based on 500-year flood events
- Appropriate channel crossing designs and materials
- Armoring and scour protection measures including:
    - Concrete protection
    - Cutoff walls
    - Rock fills
    - Cement-stabilized slopes
    - Bituminous seals

Water Conservation, Preservation, & Low Impact Development

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

Water Conservation Strategies:

- Water System Management – Regular evaluation of infrastructure to reduce leakage, including monitoring distribution systems, upgrading aging pipes, and implementing pressure management programs to minimize water loss throughout the network.

- **Metering** – Individual meters with conservation rate structures that incentivize efficient use through tiered pricing, along with advanced metering infrastructure to provide real-time usage data to residents and city staff.

- **Rainwater Harvesting** – Up to 2,500 gallons per residential unit annually, with proper collection, storage, and distribution systems that can supplement outdoor irrigation needs while reducing demand on the municipal water supply.

- **Sustainable Practices** – Smart irrigation controllers that adjust watering schedules based on weather conditions and soil moisture, water-efficient appliances and fixtures, proper watering schedules that align with plant needs and seasonal variations, and public education programs on water conservation techniques.

- **Water-wise Landscaping** – Drought-tolerant native and adapted plants that require minimal supplemental watering, efficient drip irrigation systems, reduced turf areas in favor of low-water alternatives that improve water retention and reduce runoff.

- **Greywater Systems** – Water reuse systems for landscape irrigation that capture and treat wastewater from sinks, showers, and washing machines, reducing both water consumption and wastewater treatment demands.

- **Low Impact Development** – Green infrastructure including bioswales for natural stormwater filtration, rain gardens that capture and infiltrate runoff, permeable pavements that reduce surface runoff and recharge groundwater, expanded urban tree canopy for natural cooling and stormwater management, and constructed wetlands that provide both water treatment and habitat benefits.

Implementation

Conservation Land Preservation

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

Hillside Protection

- Conduct geotechnical assessments of high-risk areas
- Implement slope stability measures where needed
- Maintain strict development standards for hillside areas
- Establish monitoring programs for slope movement

Floodplain Management

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

Water Conservation Implementation

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

Existing City Measures

Current Water Conservation Efforts:

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

Weber Basin Water Conservancy District Programs Available to Residents:

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

Water System Infrastructure and Protection

Centerville operates and maintains nine water well sites throughout the city, each protected by established source protection zones that indicate estimated groundwater travel times to the wellhead sites. The city has implemented a comprehensive Capital Facilities Plan that guides the financing and development of the culinary water system to ensure orderly expansion as the community grows.

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

Conservation Goals:

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

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

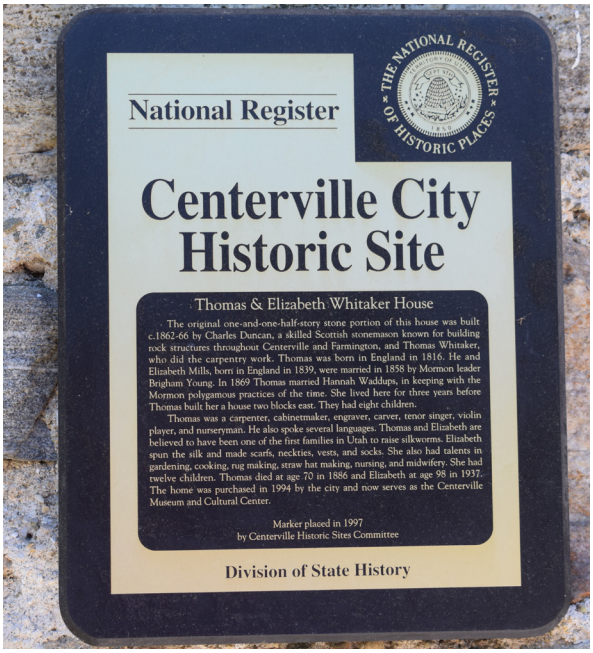
CHAPTER 8
HISTORIC PRESERVATION

Introduction

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

Benefits of Historic Preservation:

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



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

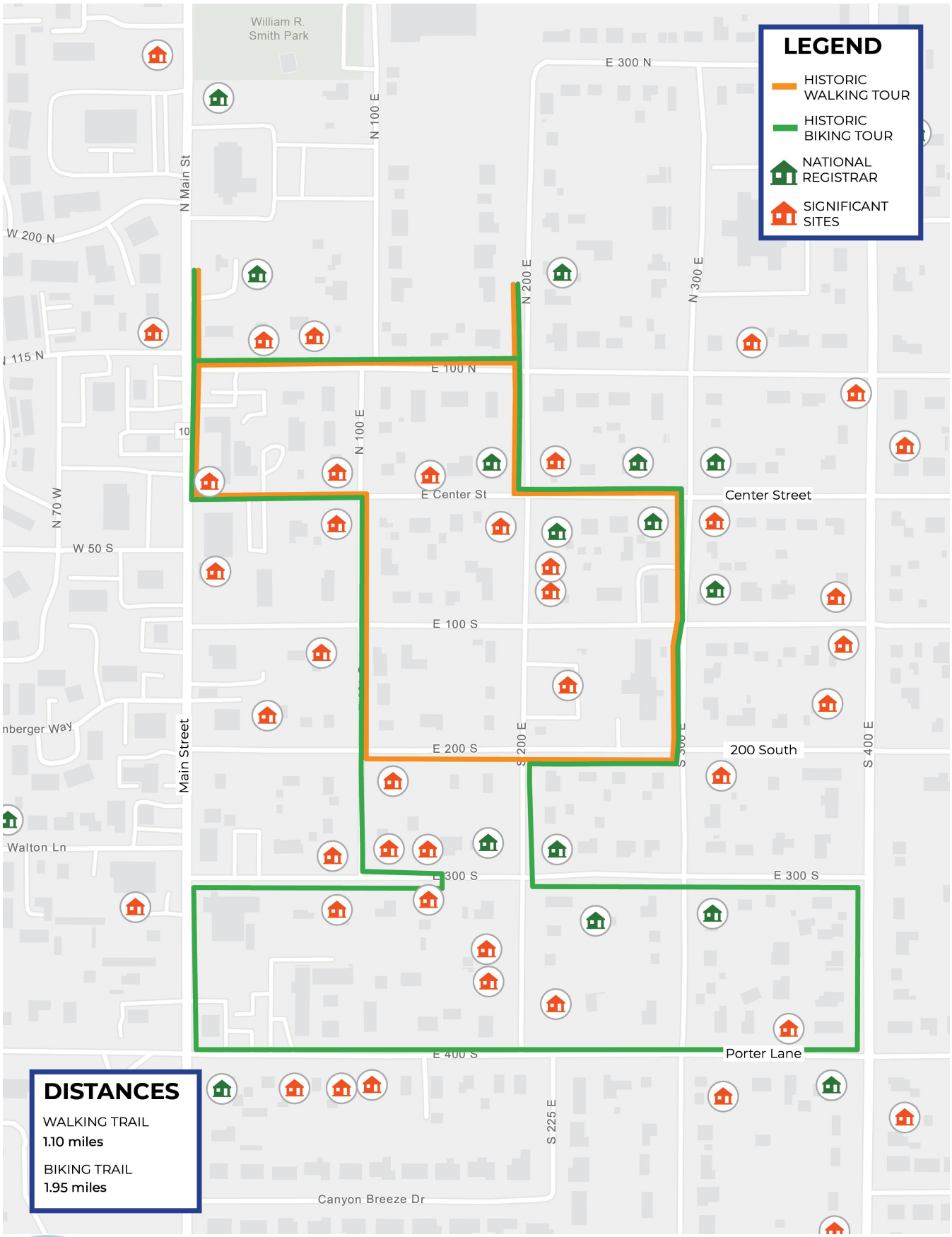
The above historic structure is currently a residence and is a stop on the existing Centerville Historic Walking Tour. The city's historic walking tour incorporates 20 structures and other important markers which add rich context to the city's heritage and history.

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

Historic District Framework

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

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



Centerville Historic Walking Tour Route

Goals & Implementation

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

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

Best Practices:

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

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

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

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

Historic Preservation

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

CHAPTER 9
ECONOMIC DEVELOPMENT

Introduction

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

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

Goals and Strategies

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

Key Strategies by Area:

West Side – Centerville's Next Commercial Center

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

Southwest Section – Modernizing Industry

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

Commercial Core – Supporting Centerville's Economic Center

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

Downtown – Main Street Revitalization

- Restore Main Street as the community's heart through historic preservation and facade improvements
- Encourage redevelopment and pedestrian-friendly infrastructure

Capture through-traffic to increase foot traffic and support local businesses

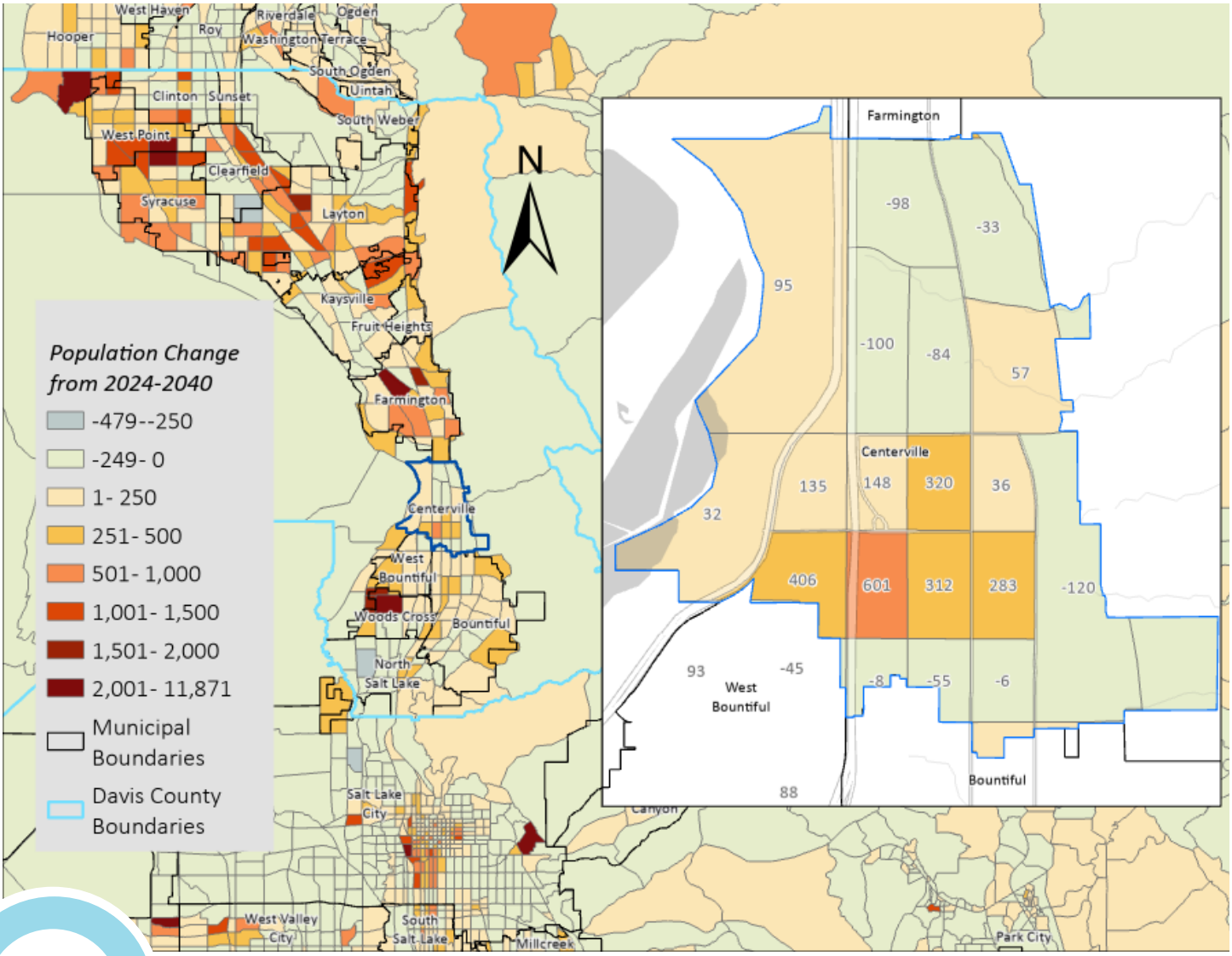
Socioeconomics

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

- **Retail Space Demand:** Population growth could support 13 acres of new retail development by 2040
- **Employment:** Strong presence in retail trade (23.2%), construction (18.1%), and professional services
- **Commuting Patterns:** Most working residents (7,201) commute outside the city, while only 519 employees work within city boundaries

Centerville and Surrounding Regions Employment Change Projections from 2024-2040

Source: Wasatch Front Regional Council, TAZ Data



Sales Leakage & Capture Rates

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

Strong Capture Categories:

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

Leakage Opportunities:

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

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

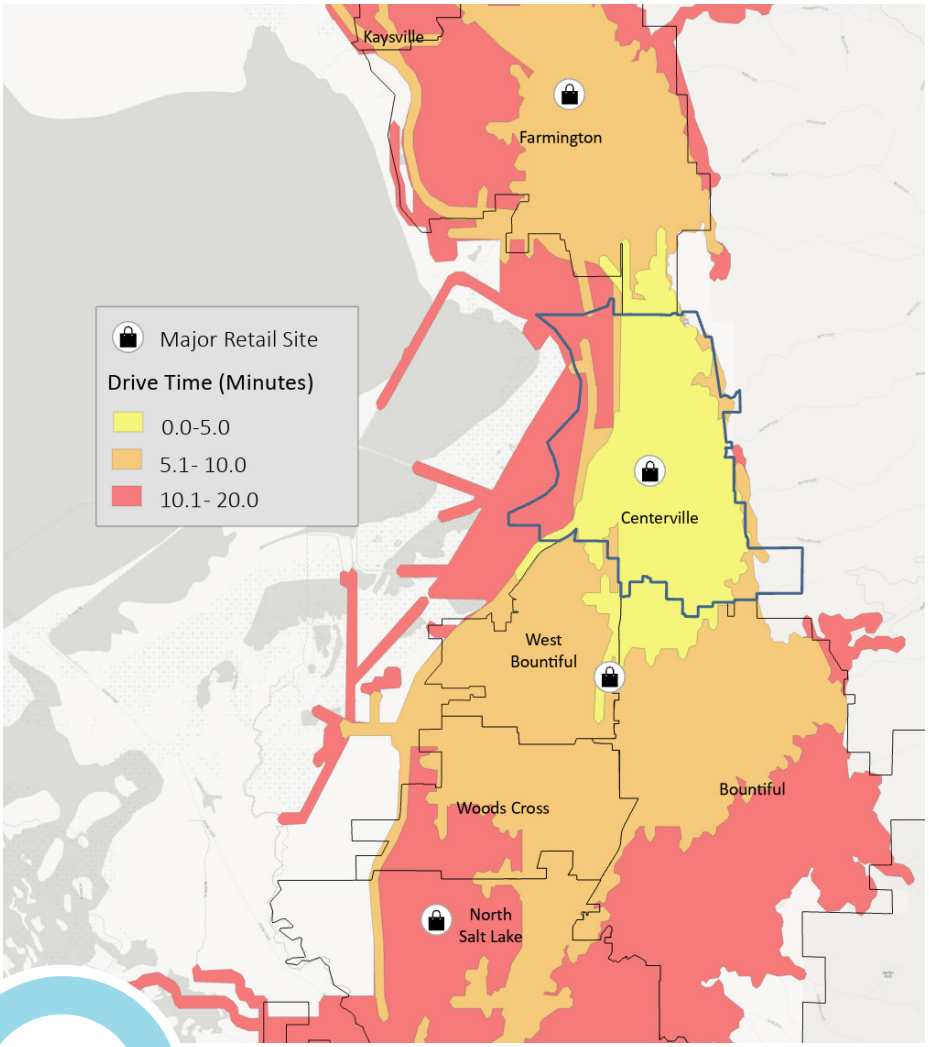
Category	2024 Surplus Leakage	2024 Capture Rate
General Merchandise Stores	$100,558,617	304%
Building Material and Garden Equipment and Supplies Dealers	$79,582,190	384%
Motor Vehicle & Parts Dealers	$19,733,876	139%
Food Services and Drinking Places	$16,277,240	141%
Other Services - Except Public Administration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

Major Retail Sites: Proximity & Competition

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

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

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



Commercial Focus Areas

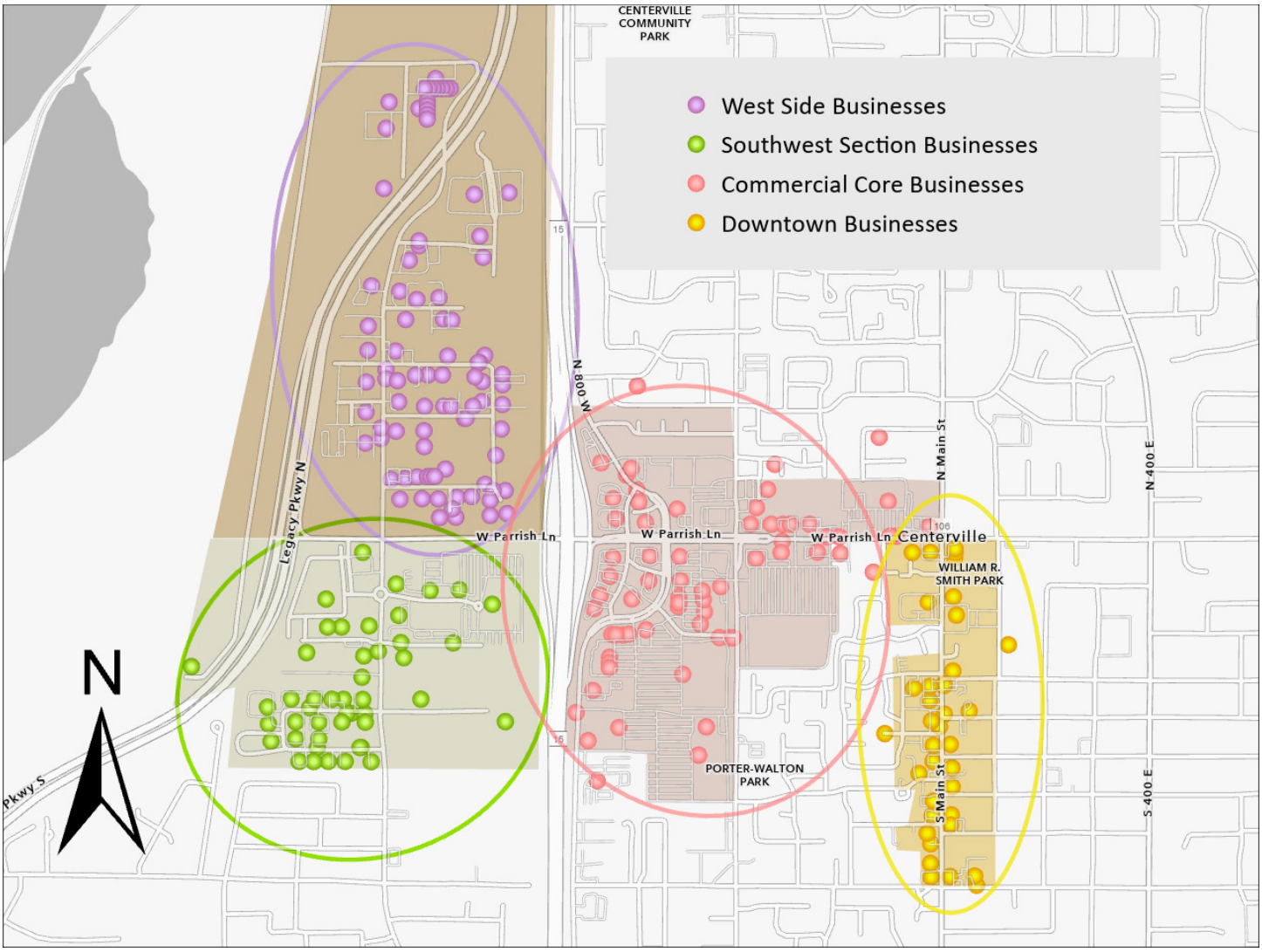
Centerville's four commercial areas collectively generated over $488 million in retail sales in 2023, each serving unique market needs and offering distinct development opportunities:

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

- Low commercial improvement values enabling cost-effective redevelopment
- Extensive vacant land suitable for retail clusters and mixed-use development
- Proximity to parks and open space for recreation-oriented businesses
- Potential for unique outdoor business district capitalizing on natural amenities

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

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



Business Clusters within Focus Areas, 2024

Downtown: Historic commercial district with unique character

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

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

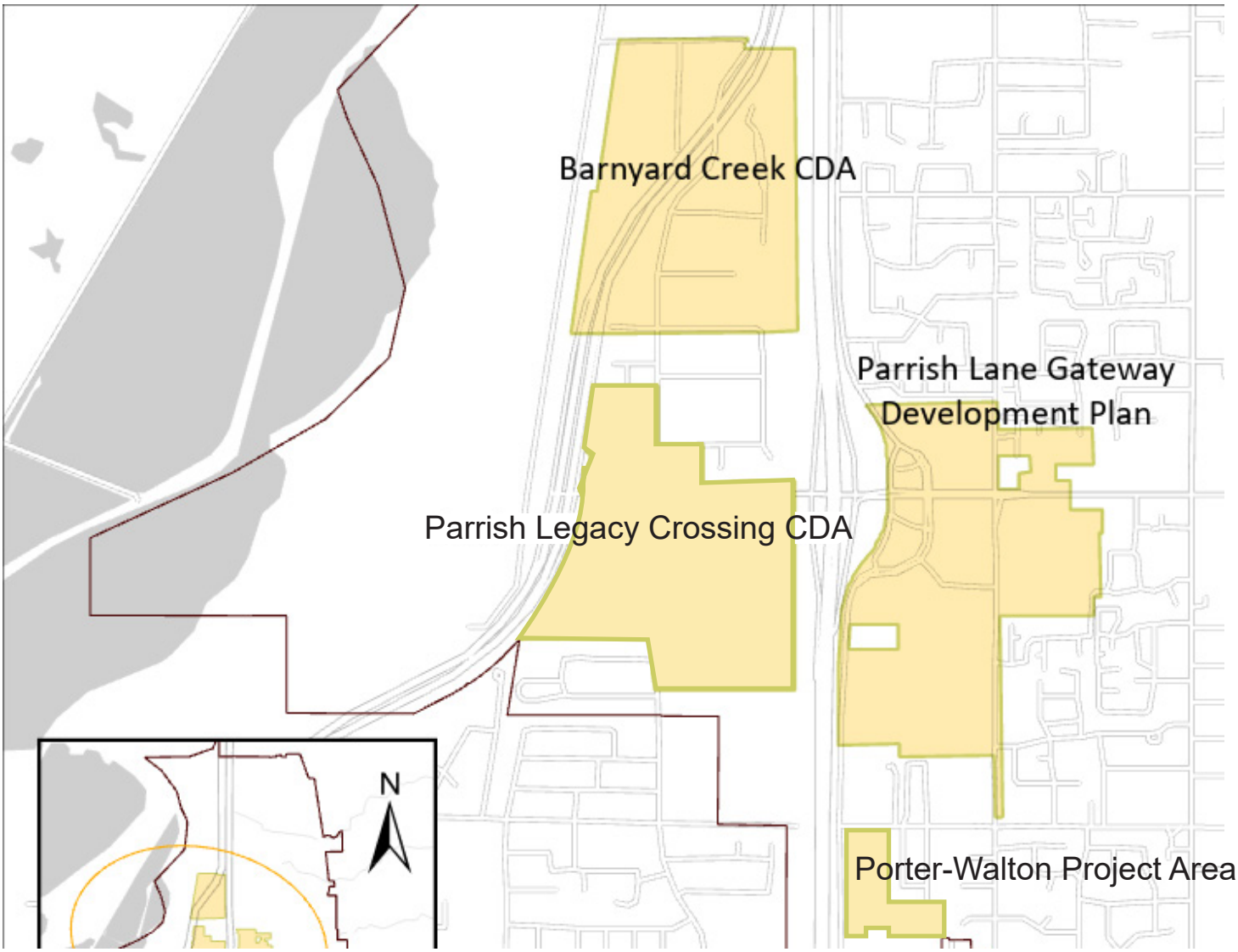
- Located along southern boundary with established industrial base
- Recent growth in flex office and mixed commercial development
- Strong transportation access near I-15 corridor
- Opportunities for modernization and business diversification to serve both local and regional markets

Implementation

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

Priority implementation strategies include:

1. Infrastructure Investment: Focus initial improvements on the West Side, including the north-south roadway connection to Farmington and utility enhancements
2. Business Recruitment: Target sectors with high sales leakage, or areas with particularly high potential arts/ entertainment, clothing, and specialty retail
3. Development Incentives: Utilize existing CRA areas and explore new tools like business improvement districts
4. Transportation Improvements: Enhance connectivity between commercial areas and reduce traffic congestion through strategic infrastructure investments
5. Marketing and Branding: Develop cohesive identity for each commercial district while promoting Centerville's overall economic advantages



Centerville Community Reinvestment Areas

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

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

Conclusion

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

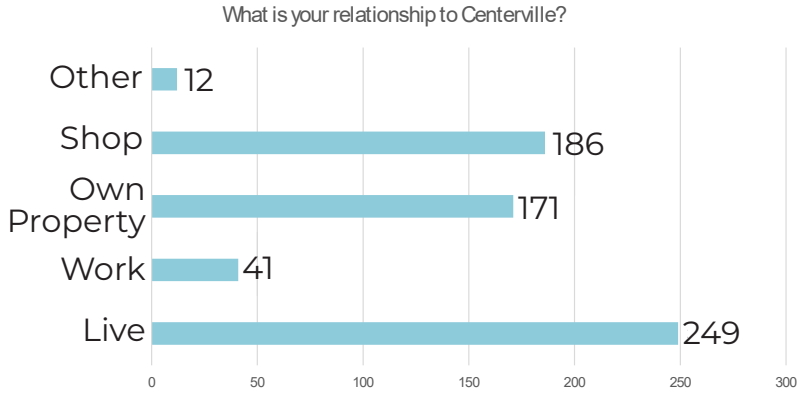
By leveraging existing strengths—including excellent regional access via I-15, a mature retail base, and proximity to both recreational amenities and employment centers—Centerville can address current market gaps while preparing for future growth. The strategies outlined in this chapter provide a roadmap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

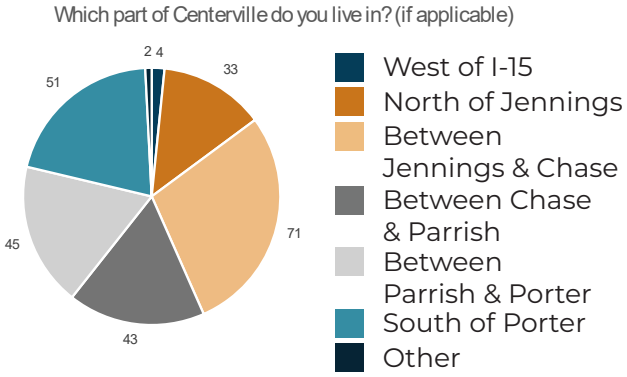
APPENDIX

Appendix A: Public Engagement Survey Data Results

Resident Feedback Survey

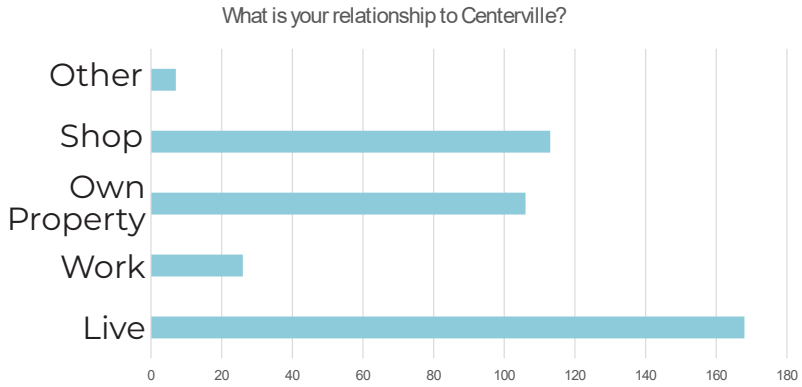
- 250 Total Respondents (249 were Centerville Residents)
- 121 Responses with General Feedback

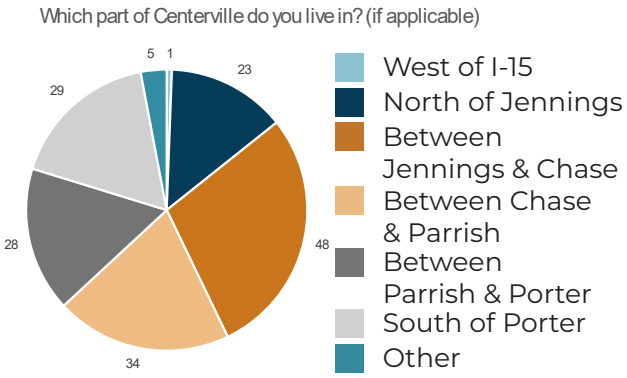




Maps Survey

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



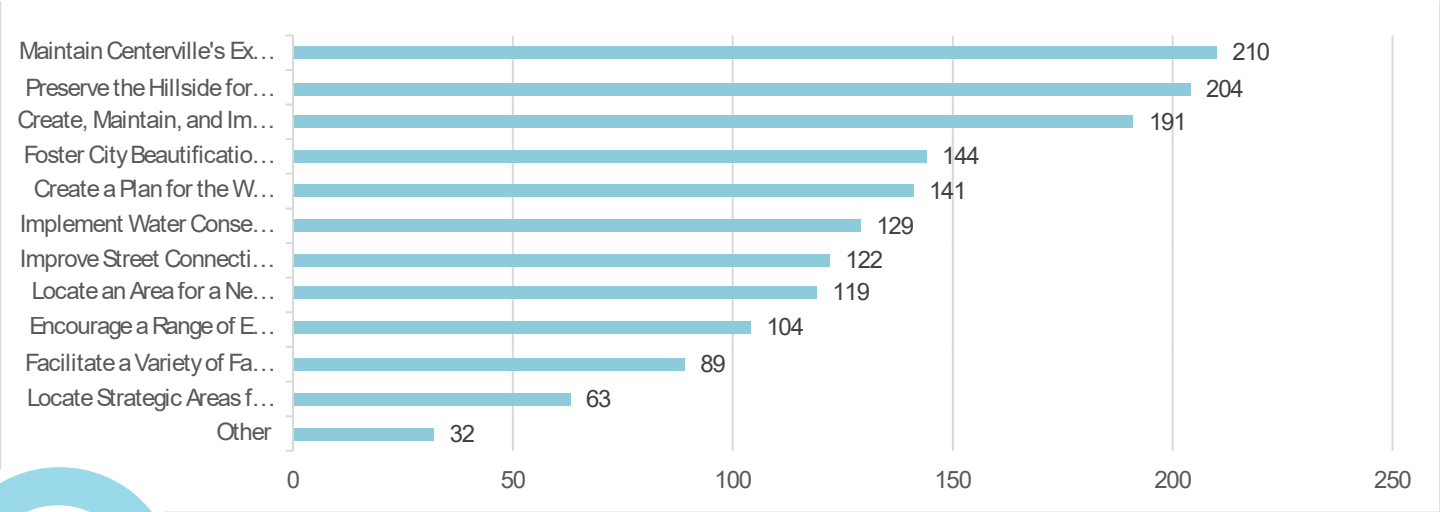


Select all of the resident proposed city goals that you agree with.

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

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

- [ ] Maintain Centerville's Existing Culture, History, & Quality of Life 1
- [ ] Preserve the Hillside for Open Space & Recreation Opportunities (No new non-recreational developments) 2
- [ ] Foster City Beautification Practices, Including Along Main Street (Placemaking, Branding, Right-of-Way I... 4
- [ ] Improve Street Connectivity, Trails, Public & Active Transportation throughout the City 7
- [ ] Create a Plan for the West Side (IE Flood Control, Land Uses, Commercial, Housing, Industrial, etc.) 5
- [ ] Facilitate a Variety of Family Centered Housing Options (Senior Housing, Starter Homes, ADU's, etc.) 10
- [ ] Encourage a Range of Entertainment & Restaurant options 9
- [ ] Create, Maintain, and Improve City Parks 3
- [ ] Locate Strategic Areas for Redevelopment 11
- [ ] Locate an Area for a New Cemetery 8
- [ ] Implement Water Conservation & Environmental Stewardship Practices 6
- [ ] Other... 12



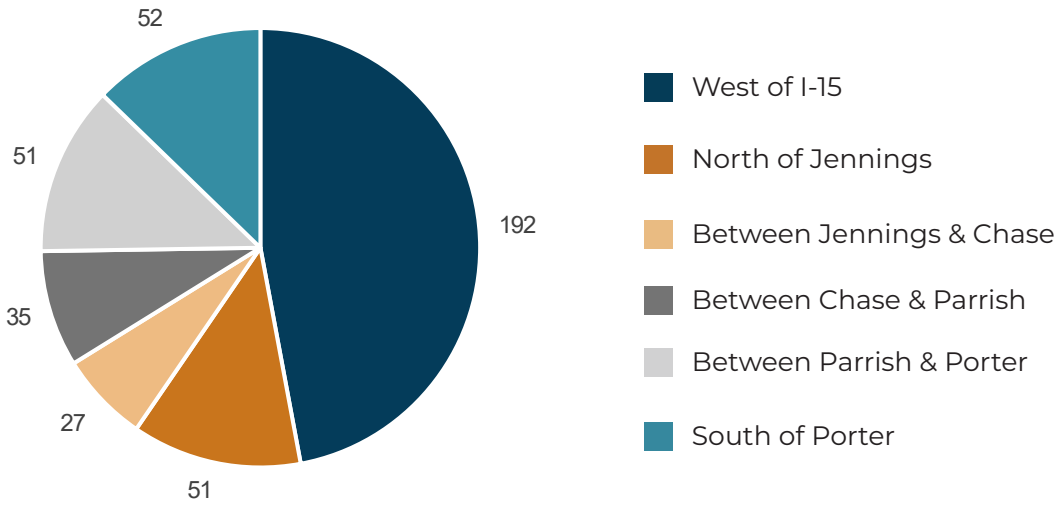
Where in Centerville Should Moderate Income Housing Be Built? (Select all that apply)

The State of Utah requires municipalities to select and implement at least 3 Moderate Income Housing strategies out of 26 total options. Implementation includes planning and carrying out the strategies. **Reporting and implementing these strategies is tied to eligibility for state funds (10-9a-408).** Lack of state funding would greatly affect the city and would likely lead to an increase in taxes.

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

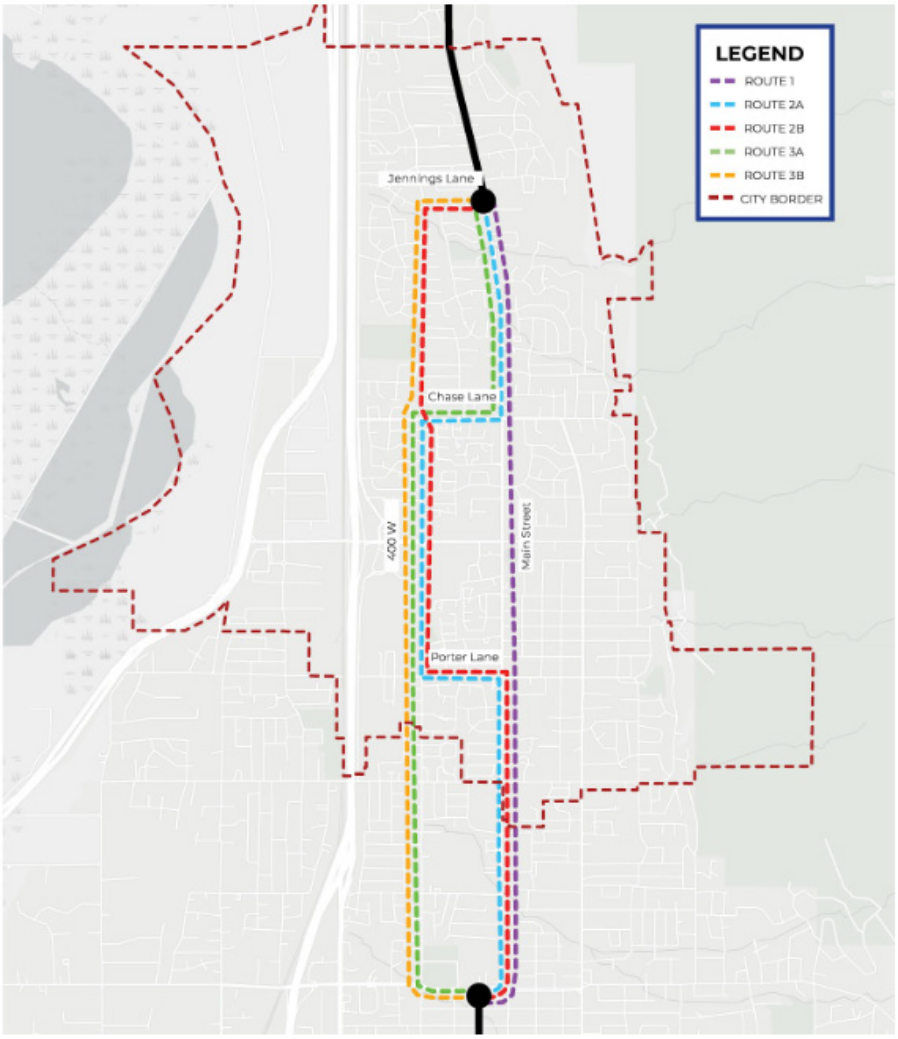
Typical best practices for Moderate Income Housing include placing it around major roadways and intersections and around commercial centers or other areas of higher intensity. This helps to better utilize existing infrastructure without causing undue burden on local and other transportation networks.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

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



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

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



Route 1 (Proposed UTA) - Purple

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

Route 2A - Blue

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

Route 2B - Red

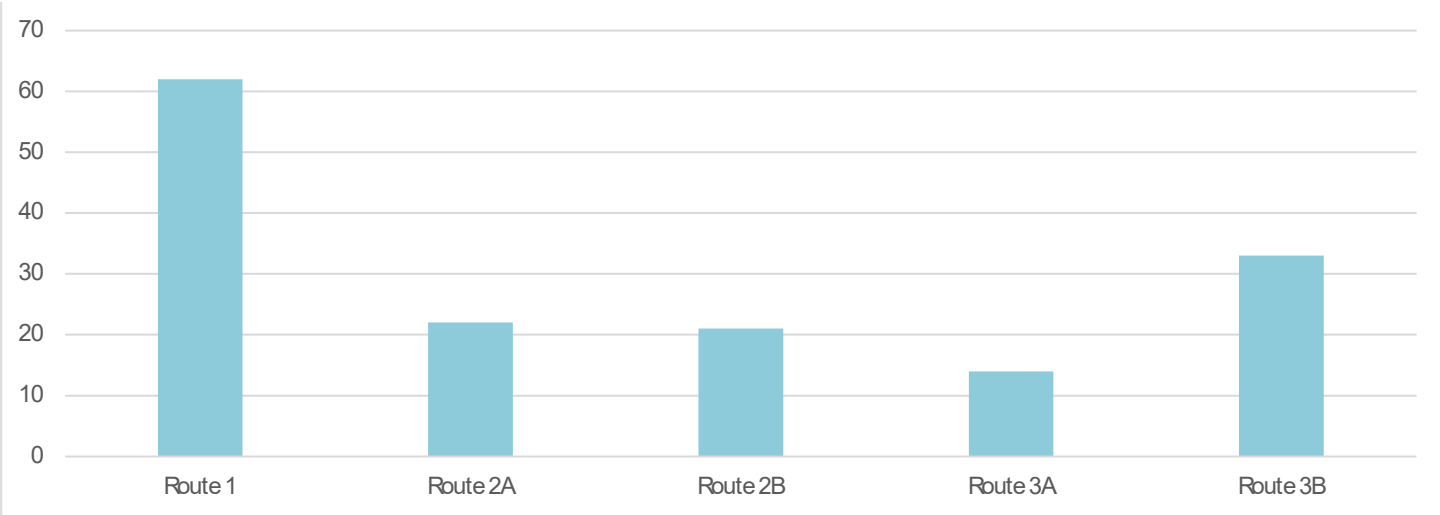
- 2 Schools
- Library
- Regional Commercial
- CenterPoint Theater
- Community Park

Route 3A - Green

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

Route 3B - Orange

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



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

- ☐ Uniform Streetscapes

- ☐ Public Art

- ☐ Outdoor Dining

- ☐ Electronic Signs

- ☐ Decorative Lighting Fixtures

- ☐ Wayfinding Signage

- ☐ Plaza

- ☐ Pole Signs

- ☐ Street Furniture/Seating

- ☐ Decorative Street Lighting

- ☐ Urban Town Center

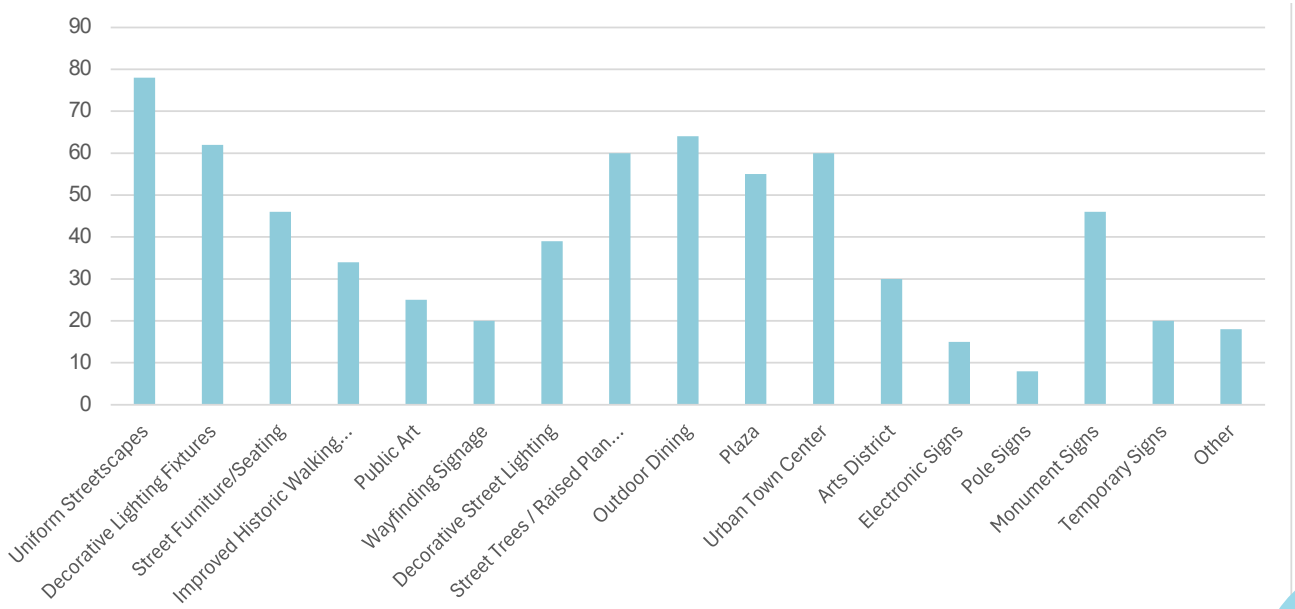
- ☐ Monument Signs

- ☐ Improve Historic Walking Trail

- ☐ Street Trees / Raised Planters

- ☐ Arts District

- ☐ Temporary Signs



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

OPTION 1

PROPOSED MAIN STREET CONCEPT – SHARED USE PATH
(62' ROW, 33' ASPHALT)

OPTION 2

PROPOSED MAIN STREET CONCEPT – BIKE LANE
(62' ROW, 43' ASPHALT)

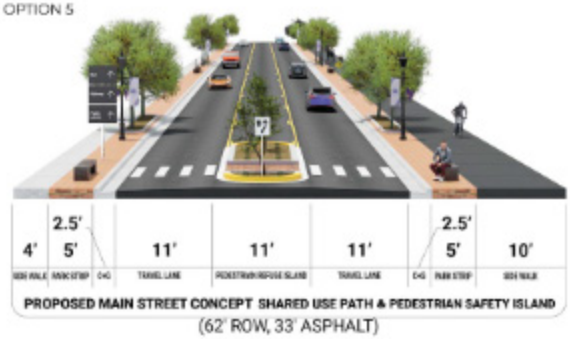
OPTION 3

PROPOSED MAIN STREET CONCEPT – PEDESTRIAN SAFETY ISLAND
(62' ROW, 33' ASPHALT)

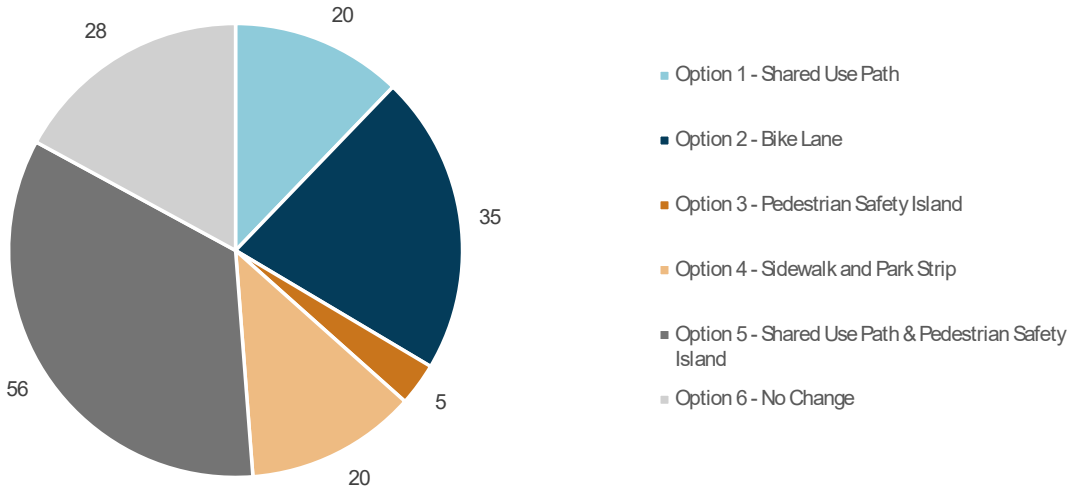
OPTION 4

PROPOSED MAIN STREET CONCEPT – SIDEWALK AND PARK STRIP
(62' ROW, 33' ASPHALT)

OPTION 5



PROPOSED MAIN STREET CONCEPT SHARED USE PATH & PEDESTRIAN SAFETY ISLAND
(62' ROW, 33' ASPHALT)

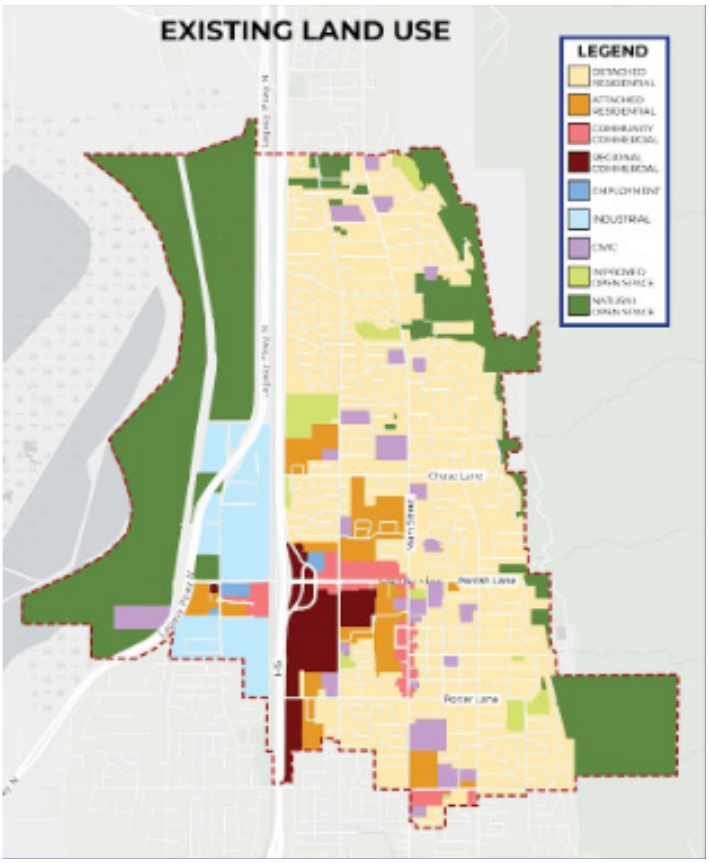


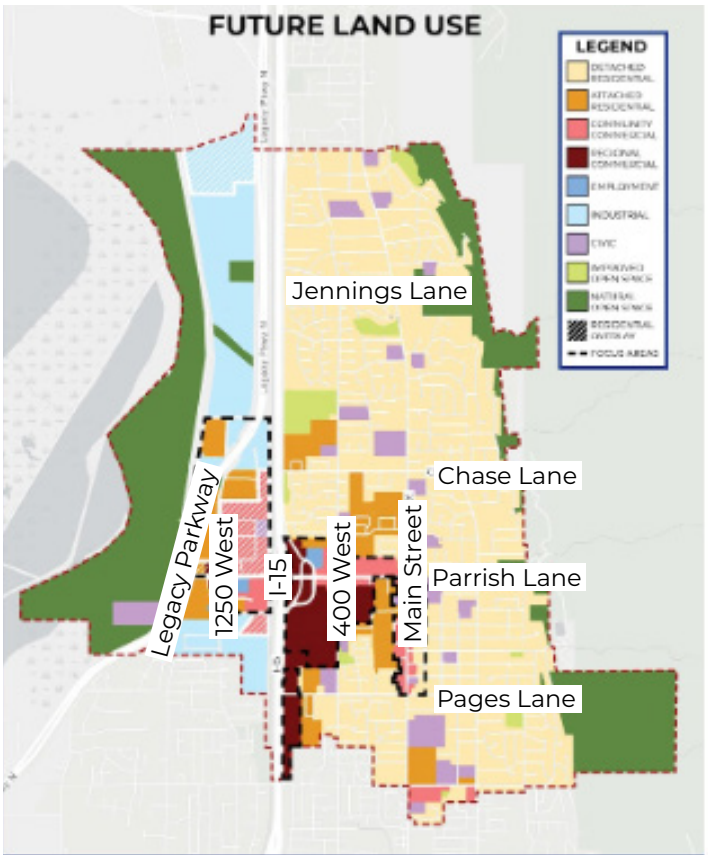
The image below highlights Centerville's existing land use composition (left) and the proposed future land use map (right).

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

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

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

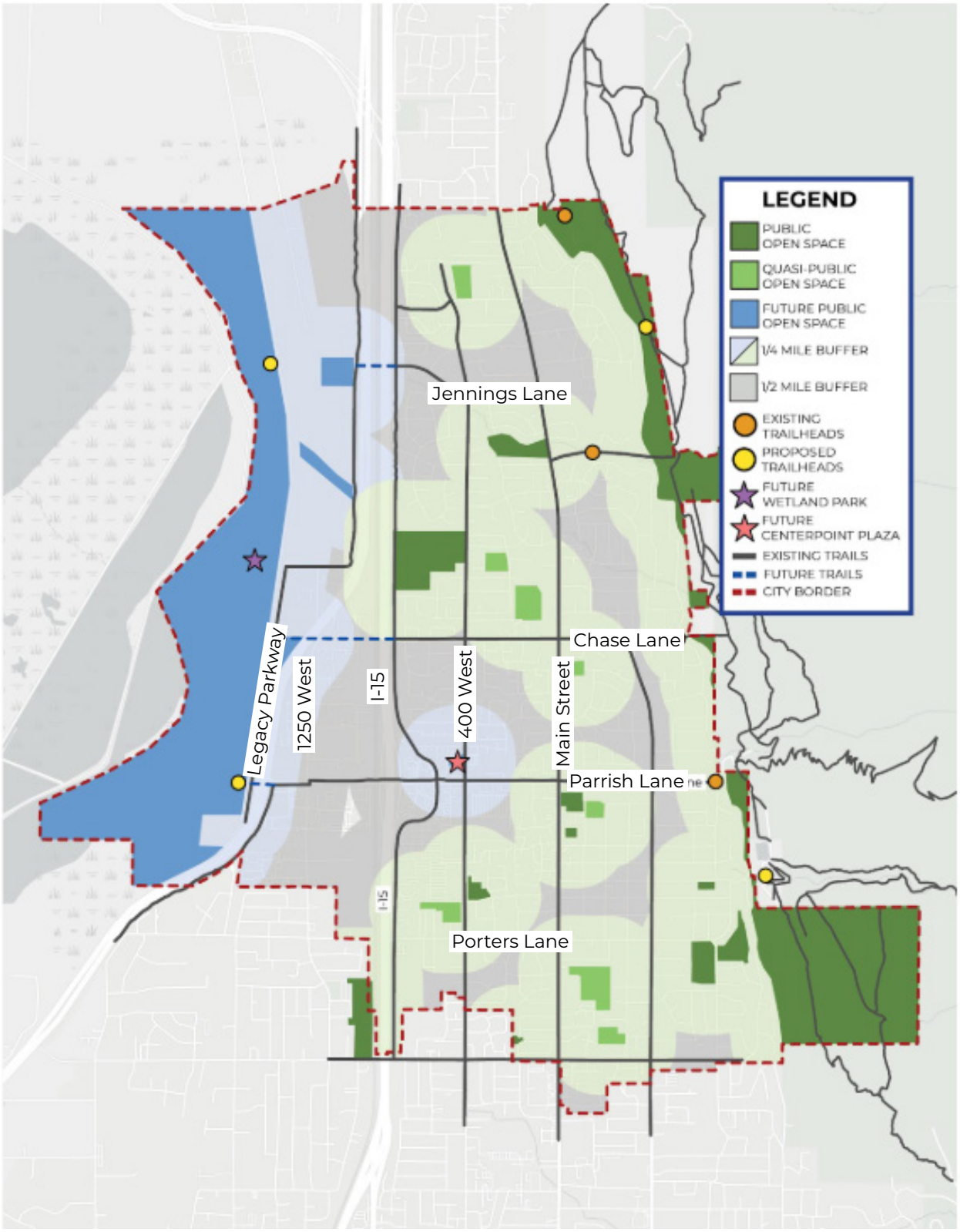




109 Comments

For detailed maps see pages 18-19.

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



87 Comments

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

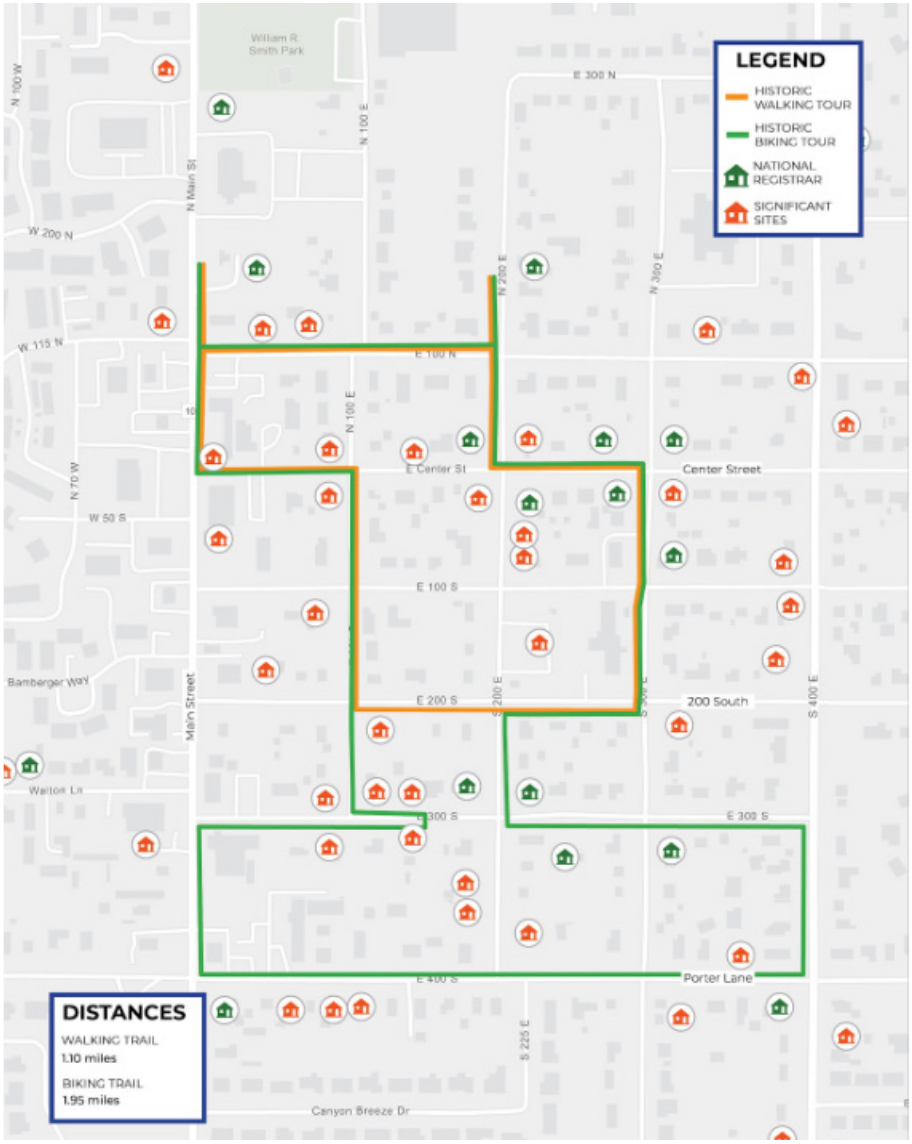
The updated 1.1 Mile walking trail passes 8 sites on the National Registrar, and 17 other significant sites (25 Total).

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

Tours will start and end at the Whitaker Museum.

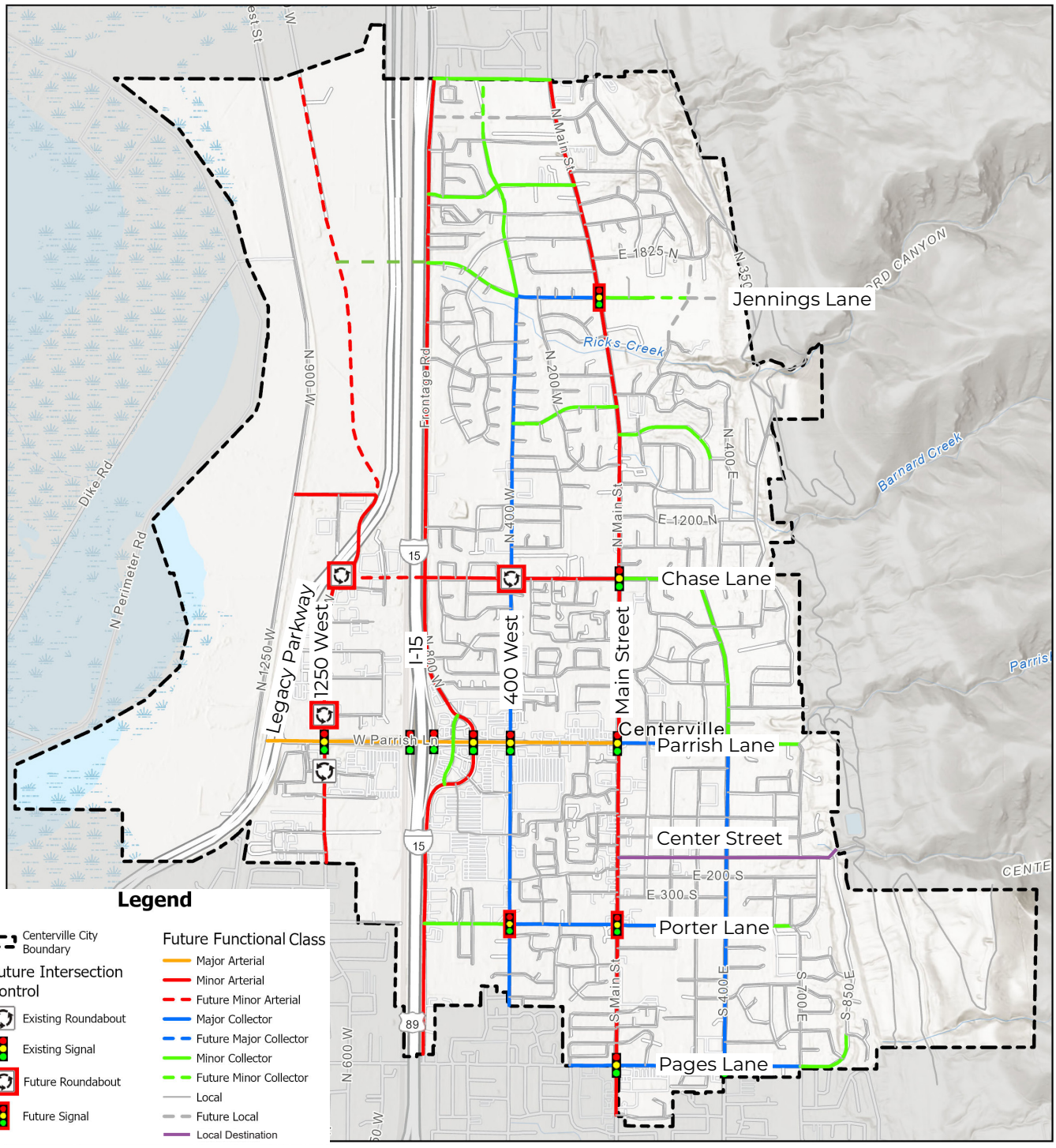
Signage is also proposed at each historic site along the trail.

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



76 Comments

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



76 Comments

Appendix B: Housing Summary

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

Growth

Centerville's population is estimated at 18,159 for 2024 and is projected to reach 18,745 by 2030. The city is estimated to have 6,312 households in 2024 and is projected to have 6,779 by 2030. Projections from the Wasatch Front Regional Council anticipate 6,779 households by 2030 — equating to growth of 118 households per year. However, recent permit trends show that residential construction is not on track to capture expected growth; just 30 units were permitted annually, on average, from 2017 through 2023.

Socioeconomic & Household Conditions

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

Housing Inventory

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

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

Home Values

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

Housing Affordability Gap Analysis

Centerville's housing stock includes 1,188 units affordable for low-to-moderate-income households (households earning less than 80 percent of the Ogden-Clearfield Area Median Income). With 1,894 low-to-moderate-income households in Centerville, the city is slightly short of its affordable housing needs. Not surprisingly, the greatest shortage (387 units) occurs for extremely low-income households (roughly 30 percent of AMI). Occupancy of low-cost units from somewhat higher-income households could increase the shortage even further

	Existing Households	Naturally Occurring Affordable Units	Surplus (Shortage)
< 30% AMI	535	148	(387)
30-50% AMI	418	164	(254)
50-80% AMI	941	876	(65)
80-100% AMI	890	1,459	569
Total Below 100% AMI	**2,784**	**2,647**	**(137)**
Total Below 80% AMI	**1,894**	**1,188**	**(706)**

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

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

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

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

Future Affordable Housing Needs

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

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

	30% AMI	*50% AMI*	*80% AMI*	*100% AMI*	*Total Below 100% AMI*	*Total Below 80% AMI*
Current Surplus (Shortage)	(387)	(254)	(65)	569	**(137)**	**(706)**
2030 Additional Surplus (Shortage)	(461)	(304)	(78)	680	**(163)**	**(843)**
Total Surplus (Shortage) in 2030	(847)	(558)	(144)	1,249	**(300)**	**(1,549)**

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

Future Special Housing Needs

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

Population & Households

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

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

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

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

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

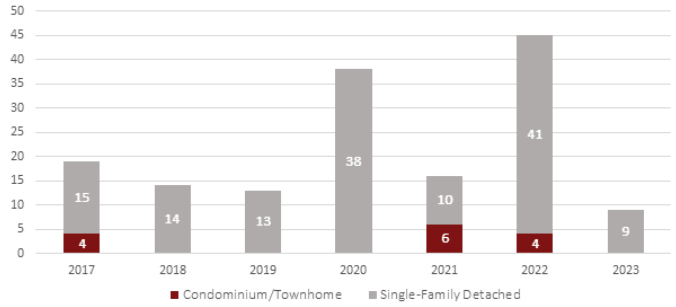
Households, Historical and Projected
Source: U.S. Census Bureau, Decennial Census 2010, 2020; Wasatch Front Regional Council, 2024

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

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

Permits

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



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

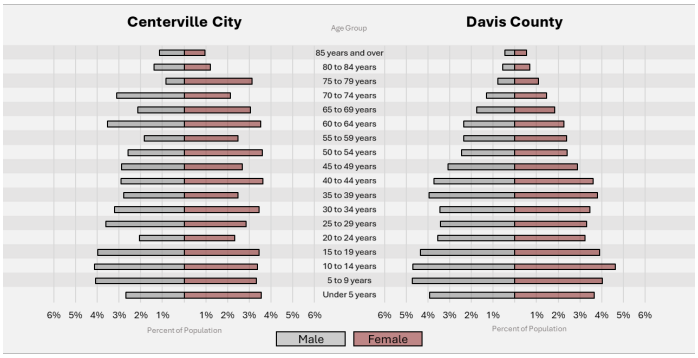
Type	2017	2018	2019	2020	2021	2022	2023	Total	Avg.
Condo, Townhome									
Permit Count	4				6	4		14	2
Unit Count	19				30	20		69	10
Single-Family Detached									
Permit Count	15	14	13	38	10	41	9	140	20
Unit Count	15	14	13	38	10	41	9	140	20
Total Permits	19	14	13	38	16	45	9	154	22
Total Units	34	14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

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

Socioeconomic Conditions

Age & Working Population

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



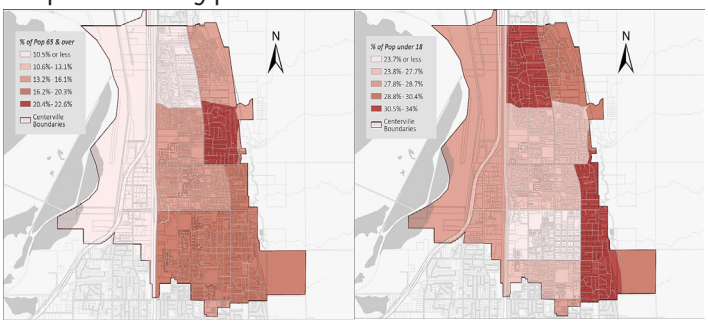
Population Pyramids for Centerville City and Davis County
Source: U.S. Census Bureau, ACS 2018-2022; ZPFI Visualization

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

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

Selected Age Characteristics of Household Population, County Comparison

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



Percent of Population 65 and over (left) compared to Percent of Population under 18 (right)
Source: U.S. Census Bureau, ACS 2018-2022

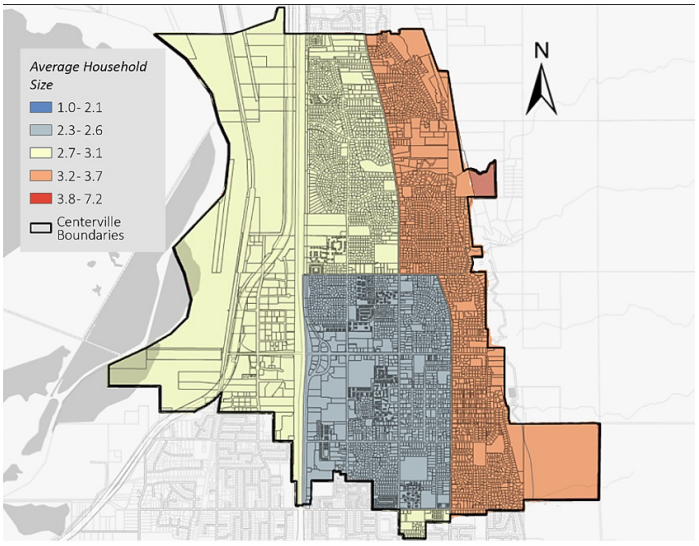
Household & Family Size

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

	Centerville	Davis County
Household Size	2.94	2.76
Family Size	3.39	3.64

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

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



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

Tenure (Own v. Rent)

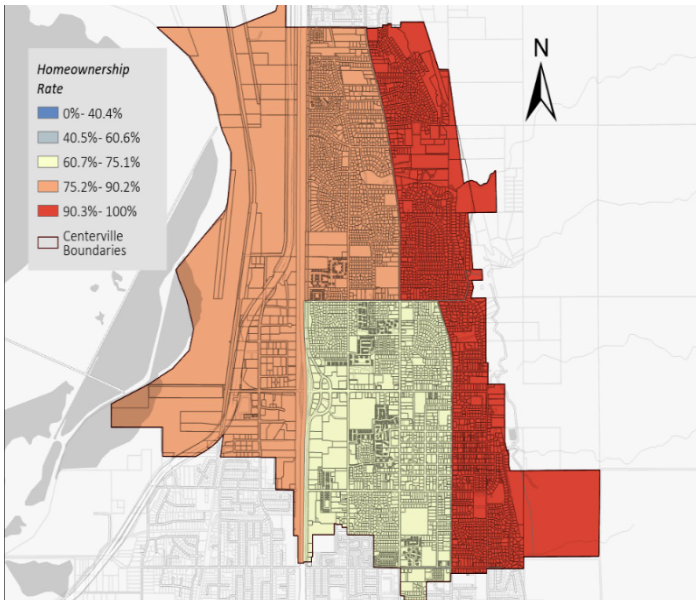
The following table provides an overview of housing occupancy in Centerville compared to Davis County. Nearly nine out of ten households in Centerville (86.6 percent) are owner-occupied, indicating a strong preference for homeownership within the city. This is higher than Davis County, where just over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

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

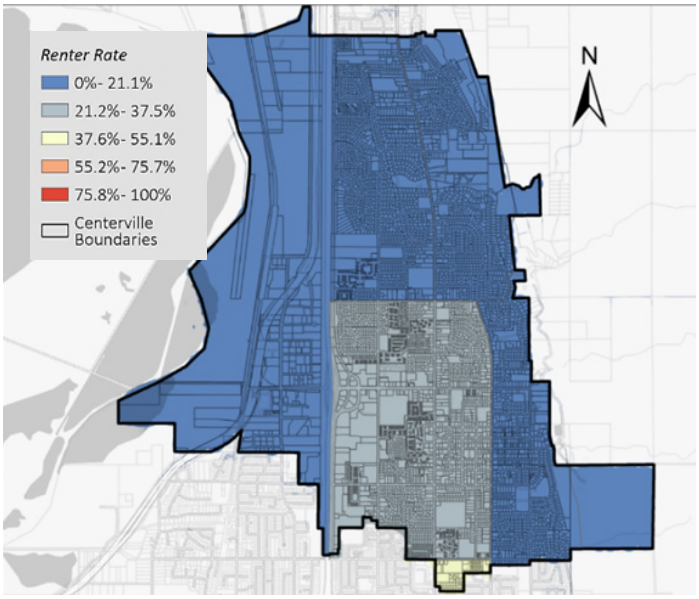
Type	Centerville	*Davis County*
Owner-Occupied	86.6%	77.7%
Renter-Occupied	13.4%	22.3%

Tenure (Own v. Rent)
Source: U.S. Census Bureau, ACS 2018-2022

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

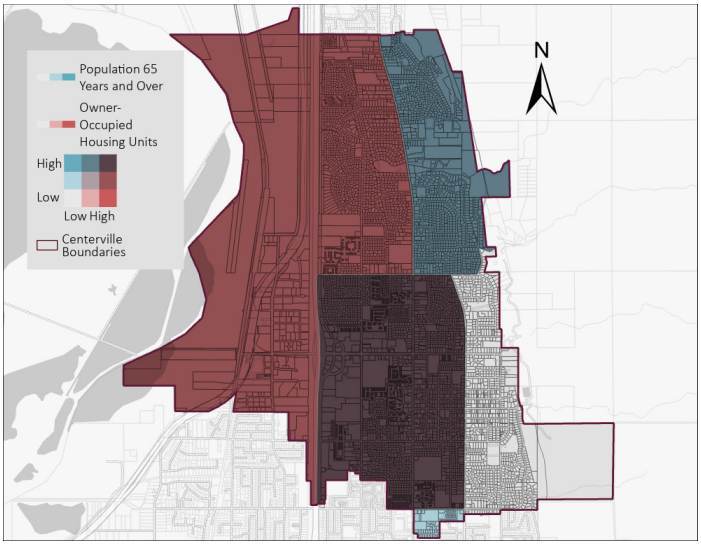


Percent Owner-Occupied Units by Census Tract
Source: U.S. Census Bureau, ACS 2018-2022



Renter Occupied Units by Census Tract
Source: U.S. Census Bureau, ACS 2018-2022

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



Bivariate Map of Population 65 years and over and Owner-Occupied Housing by Census Tract
Source: U.S. Census Bureau, ACS 2018-2022

Income

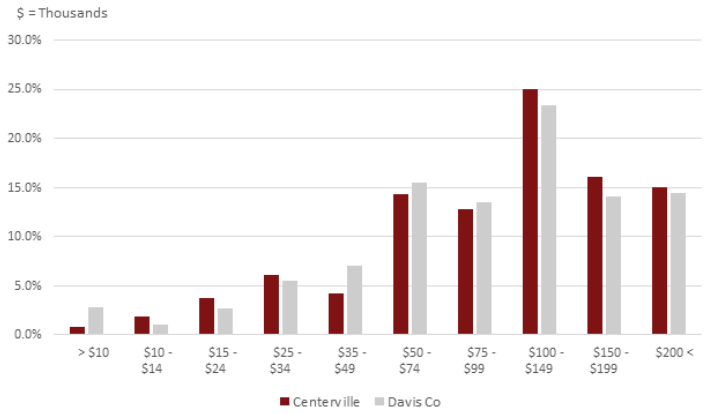
Compared to nearby Davis County cities, Centerville's per capita income is among the highest at $45,888 and well above the Davis County average per capita of $39,218. While Centerville's median household income is $114,000, positioning it in the mid-to-upper range among its neighboring cities and remains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

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

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

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

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



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

Housing Inventory

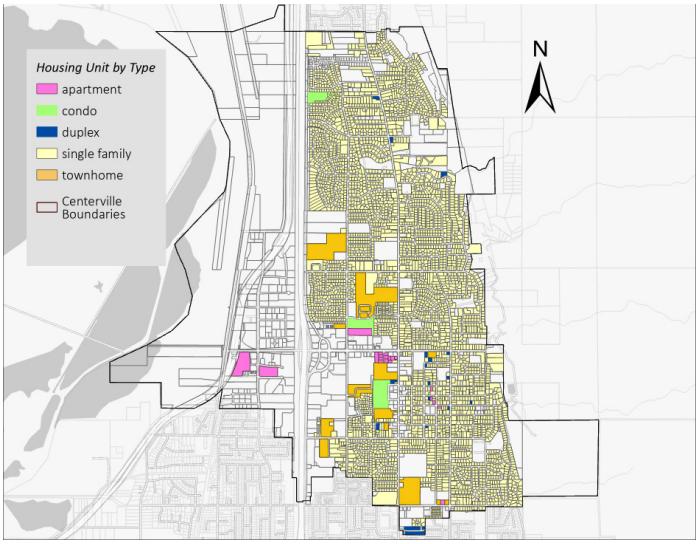
Units by Type

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

Type	*# of Units*	*% of Units*	*Avg. Acres*	*Avg. Ft²*	*Median Value*
Single-family Residential	**4,812**	**83.2%**	**0.30**	**2,033**	**$460,000**
Single-family Detached	3,996	69.1%	0.30	2,036	$461,000
Townhome	816	14.1%	0.11	1,325	$217,546
Multi-family Residential	**971**	**16.8%**	**0.10**	**1,040**	**$170,750**
Apartment	555	9.6%	0.06	861	$108,850
Condo	334	5.8%	0.10	1,121	$189,811
Duplex	82	1.4%	0.12	1,126	$192,000
Other	**0**	**0.0%**	**0.00**	**0**	**-**
ADU (on shared lot)	0	0.0%	0.00	0	-
Mobile Home Park	0	0.0%	0.00	0	-
Overall	**5,783**	**100.0%**	**0.29**	**2,017**	**$457,000**

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

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



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

Unit Size and Bedrooms

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

Type	*Centerville*	*Davis County*
Single-family Residential	2,033 ft²	1,870 ft²
Multi-family Residential	1,040 ft²	966 ft²

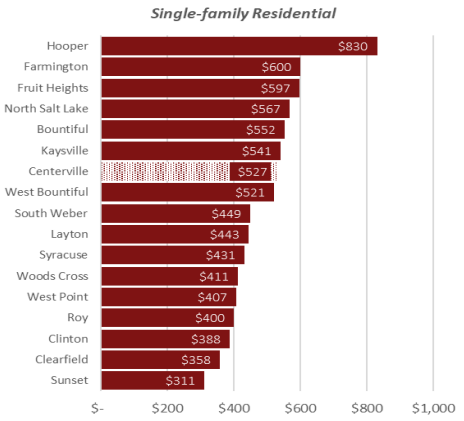
Average Unit Size, County Comparison
Source: UGRC/WFRC Utah Housing Unit Inventory, April 2024

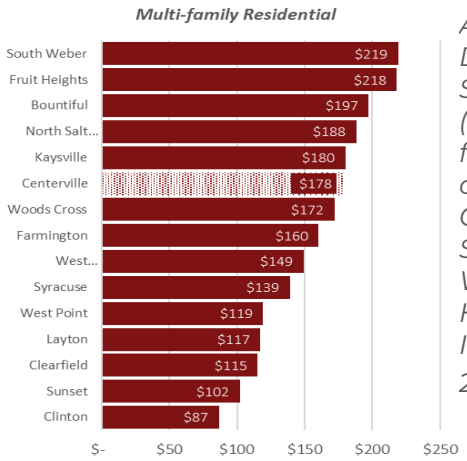
In addition to Centerville's homes having relatively more square feet, the city's homes are slightly more expensive than the Davis County average.

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

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

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





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

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

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

Percentage of Housing Units by Bedroom Count, County Comparison

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

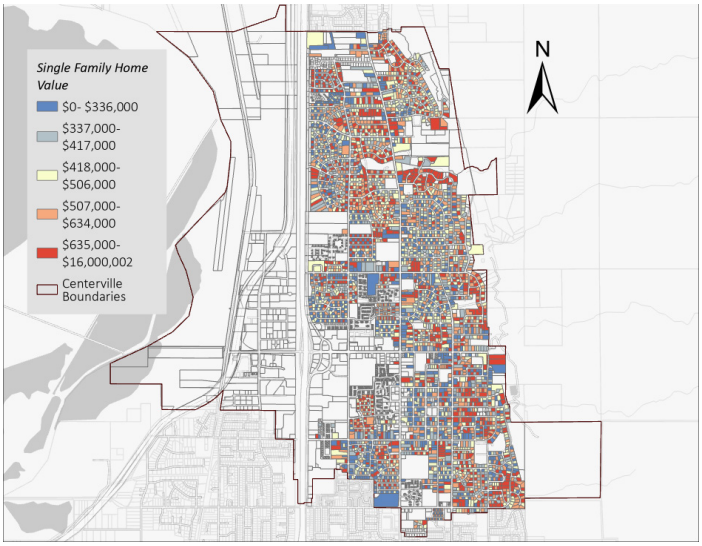
Square Footage	Units	% of Units	Cumulative %
999 or less	604	10.4%	10.4%
1000 – 1499	1,832	31.7%	42.1%
1500 – 1999	1,682	29.1%	71.2%
2000 – 2499	907	15.7%	86.9%
2500 – 2999	350	6.1%	92.9%
3000 or more	408	7.1%	100.0%

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

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

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

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



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

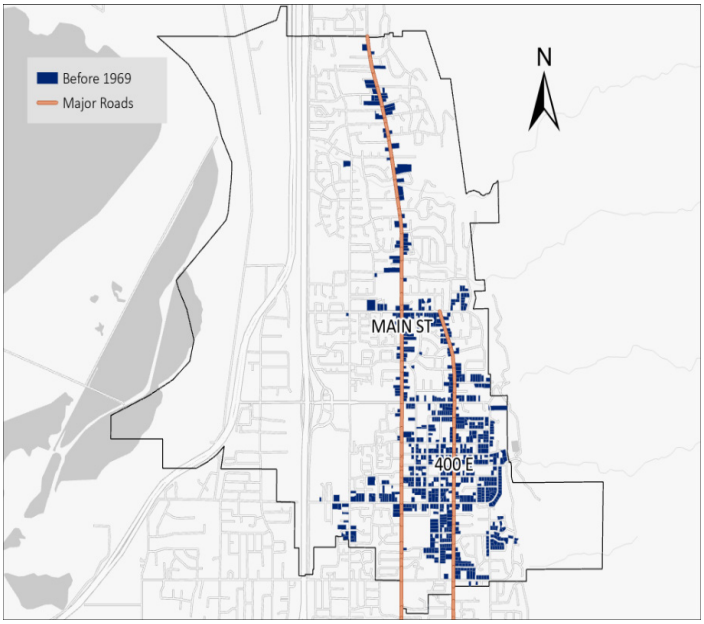
Year Built

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

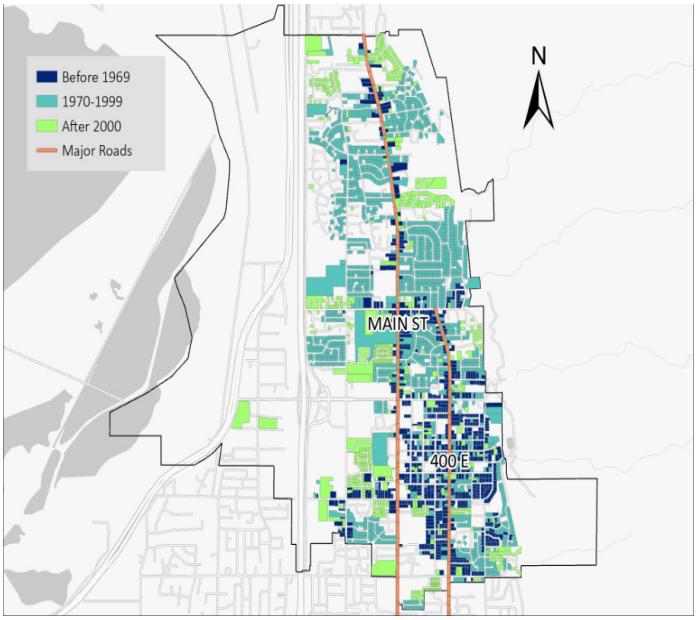
Decade	Centerville: Units	Davis County: Units	Centerville: % of Units	Davis County: % of Units	Centerville: Cumulative	Davis County: Cumulative
1939 or earlier	162	2,244	2.8%	0.7%	2.8%	0.7%
1940 to 1949	86	62,035	1.5%	19.1%	4.3%	19.8%
1950 to 1959	235	59,660	4.1%	18.4%	8.3%	38.2%
1960 to 1969	259	53,852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

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

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



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



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

Home Values

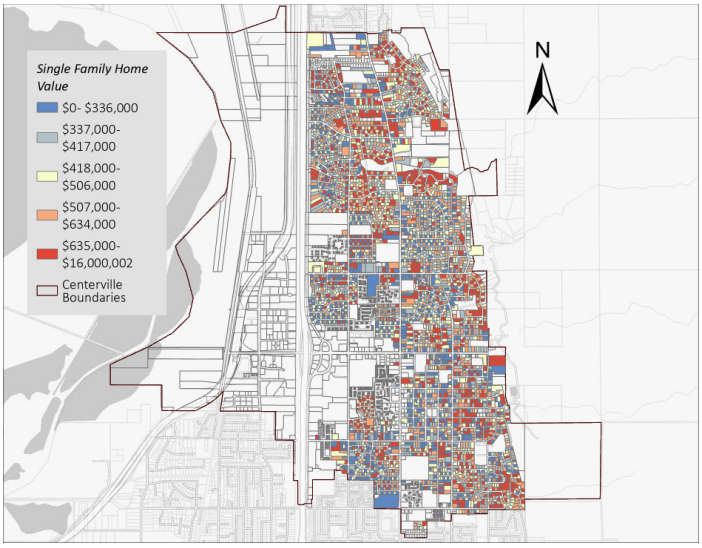
The majority of single-family homes in Centerville fall within the $250,000 to $499,000 range, which together make up over 53.1 percent of total housing units. This suggests a strong presence of mid-market homes that cater to a broad section of middle-income households, such as second time homebuyers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

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

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

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

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



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

Affordability Analysis

Cost Burden

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

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

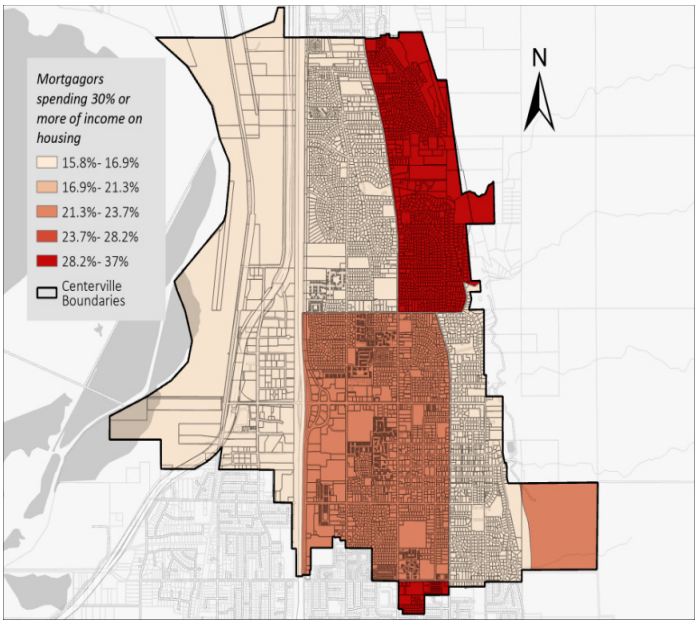
Percent of Monthly Income Spent on Housing Costs
Source: U.S. Census Bureau, ACS 2018-2022

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

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

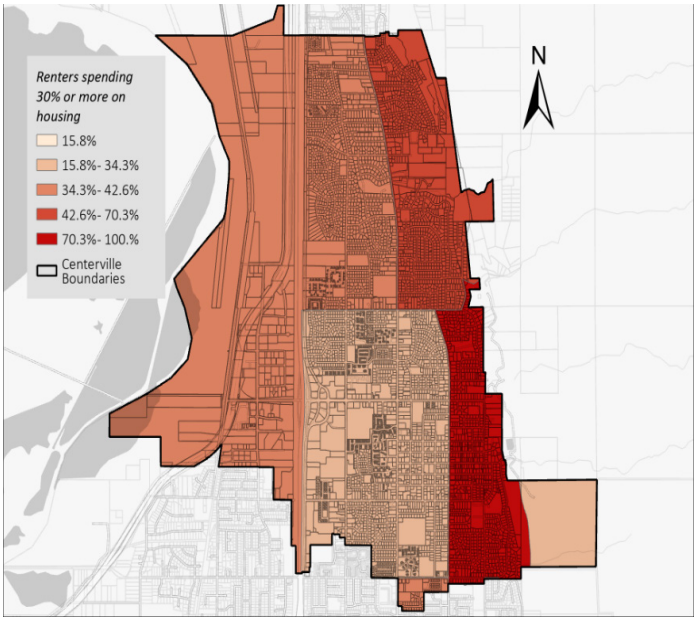
Percent of Monthly Income Spent on Housing Costs by Tenure (Own v. Rent)
Source: U.S. Census Bureau, ACS 2018-2022

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



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

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



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

Area Median Income – HUD Income Limits

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

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

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

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

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

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

Affordable Housing Costs

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

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

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

Affordable Monthly Housing Payments by AMI Categories
Source: U.S. Census Bureau, ACS 2018-2022; ZPFI Calculation based on HUD Data and Definitions

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

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

Affordable Monthly Housing Payments by AMI Categories
Source: U.S. Census Bureau, ACS 2018-2022; ZPFI Calculation based on HUD Data and Definitions

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

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

Maximum Affordable Home Prices by AMI Categories
Source: ZPFI Calculation based on HUD Data and Definitions

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

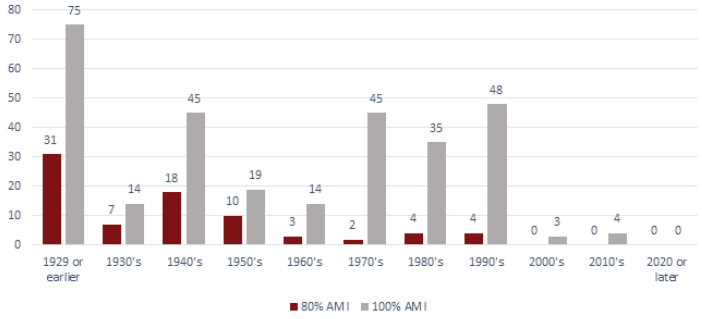
Affordable Housing Inventory

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

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

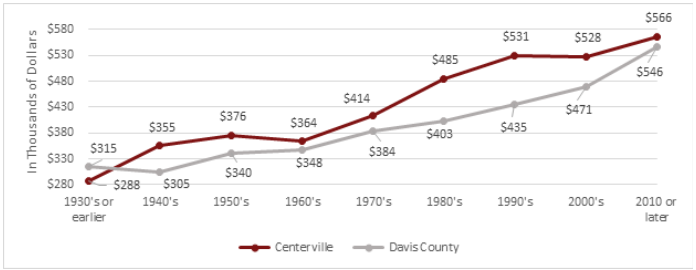
Number of Affordable For-Sale and Owner-Occupied Units in Centerville by AMI Income Category

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



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

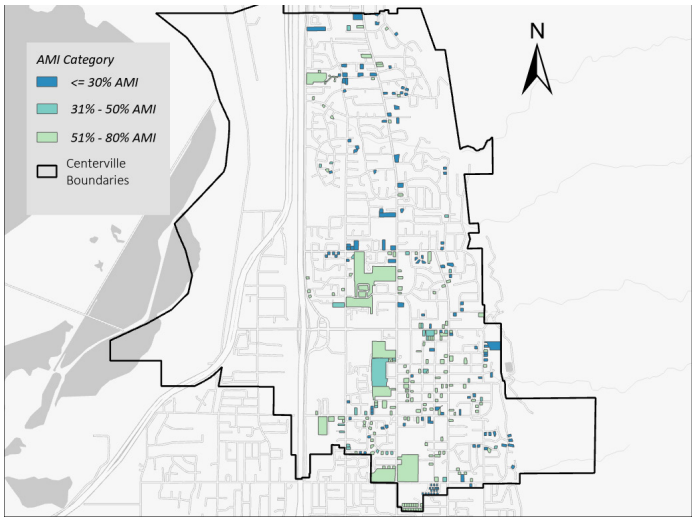
Additionally, Centerville consistently ranks higher in overall median home value through the years compared to Davis County.



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

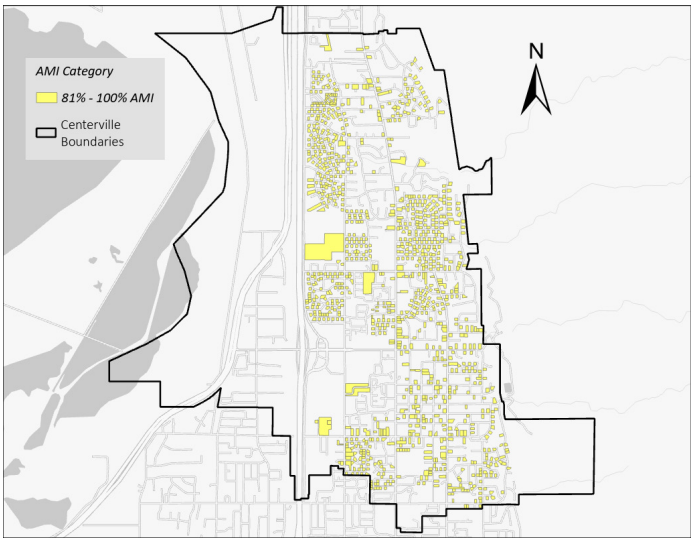
U.S. Census Bureau, ACS 2018-2022

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



Affordable For-Sale and Owner-Occupied Units, 30% - 80% of AMI, Map
Source: UGRC/WFRC Utah Housing Unit Inventory, April 2024

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



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

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

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

Number of Affordable Rentals in Centerville by AMI Categories, 2018-2022
Source: U.S. Census Bureau, ACS 2018-2022; ZPFI Calculation based on HUD Data and Definitions

Affordable Housing Gap Analysis

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

	Existing House-holds	Naturally Occuring Affordable Units	Surplus (Shortage)
< 30% AMI	535	148	(387)
30-50% AMI	418	164	(254)
50-80% AMI	941	876	(65)
80-100% AMI	890	1,459	569
Total Below 100% AMI	**2,784**	**2,647**	**(137)**
Total Below 80% AMI	**1,894**	**1,188**	**(706)**

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

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

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

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

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

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

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

Future Affordable & Special Housing Needs

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

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

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

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

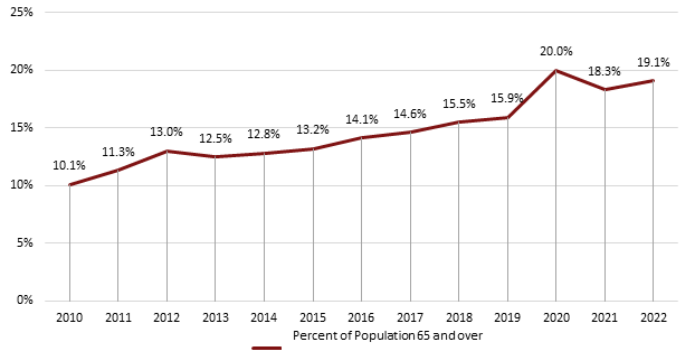
	30% AMI	50% AMI	80% AMI	100% AMI	Total Below 100% AMI	Total Below 80% AMI
Current Surplus (Shortage)	(387)	(254)	(65)	569	**(137)**	**(706)**
2030 Additional Surplus (Shortage)	(461)	(304)	(78)	680	**(163)**	**(843)**
Total Surplus (Shortage) in 2030	(847)	(558)	(144)	1,249	**(300)**	**(1,549)**

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

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

Future Housing Needs for Special Needs Groups

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



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

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

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

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

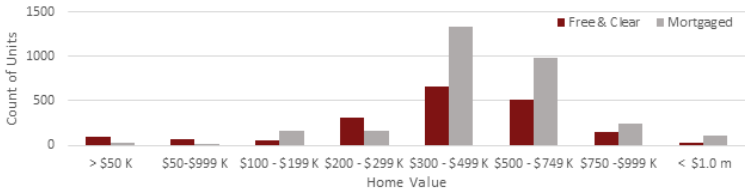
	Centerville	*Davis County*
% of population 65 & over	16.3%	10.7%
% of 65 & over in an assisted facility	0.15%	0.29%

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

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

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

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



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

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

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

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

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

Financial Tools & Affordability Mechanisms

First Home Investment Zones (FHIZ)

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

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

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

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

Community Reinvestment Areas (CRA) Housing Fund

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

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

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

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

Deed Restrictions

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

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

Home Ownership Promotion Zones (HOPZ)

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

Can be established directly by a municipality;

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

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

Appendix C: Moderate-Income Housing Requirements

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

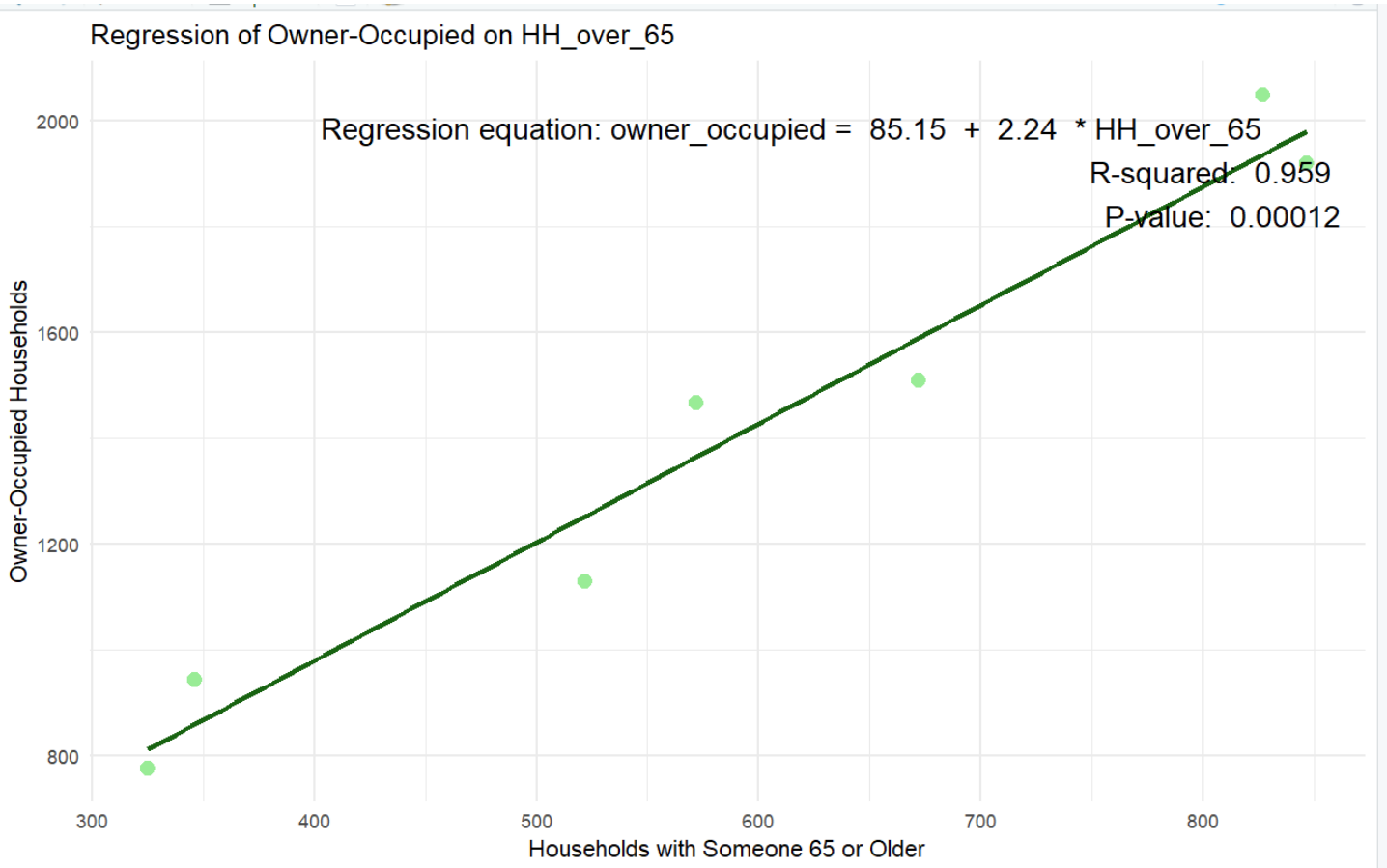
The following is the list of required strategies from Utah Code 10-9a-403. The city must choose at least three strategies:

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

(K)	preserve existing and new moderate income housing and subsidized units by utilizing a landlord incentive program, providing for deed restricted units through a grant program, or, notwithstanding Section 10-9a-535, establishing a housing loss mitigation fund;
(L)	reduce, waive, or eliminate impact fees related to moderate income housing;
(M)	demonstrate creation of, or participation in, a community land trust program for moderate income housing;
(N)	implement a mortgage assistance program for employees of the municipality, an employer that provides contracted services to the municipality, or any other public employer that operates within the municipality;
(O)	apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of moderate income housing, an entity that applies for programs offered by the Utah Housing Corporation within that agency's funding capacity, an entity that applies for affordable housing programs administered by the Department of Workforce Services, an entity that applies for affordable housing programs administered by an association of governments established by an interlocal agreement under Title 11, Chapter 13, Interlocal Cooperation Act, an entity that applies for services provided by a public housing authority to preserve and create moderate income housing, or any other entity that applies for programs or services that promote the construction or preservation of moderate income housing;
(P)	demonstrate utilization of a moderate income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing;
(Q)	create a housing and transit reinvestment zone pursuant to Title 63N, Chapter 3, Part 6, Housing and Transit Reinvestment Zone Act;
(R)	create a home ownership promotion zone pursuant to Part 10, Home Ownership Promotion Zone for Municipalities;
(S)	eliminate impact fees for any accessory dwelling unit that is not an internal accessory dwelling unit as defined in Section 10-9a-530;
(T)	create a program to transfer development rights for moderate income housing;
(U)	ratify a joint acquisition agreement with another local political subdivision for the purpose of combining resources to acquire property for moderate income housing;
(V)	develop a moderate income housing project for residents who are disabled or 55 years old or older;
(W)	develop and adopt a station area plan in accordance with Section 10-9a-403.1;
(X)	create or allow for, and reduce regulations related to, multifamily residential dwellings compatible in scale and form with detached single-family residential dwellings and located in walkable communities within residential or mixed-use zones;
(Y)	create a first home investment zone in accordance with Title 63N, Chapter 3, Part 16, First Home Investment Zone Act;
(Z)	demonstrate implementation of any other program or strategy to address the housing needs of residents of the municipality who earn less than 80% of the area median income, including the dedication of a local funding source to moderate income housing or the adoption of a land use ordinance that requires 10% or more of new residential development in a residential zone be dedicated to moderate income housing.

Appendix D: Supplementary Housing Analysis & Data

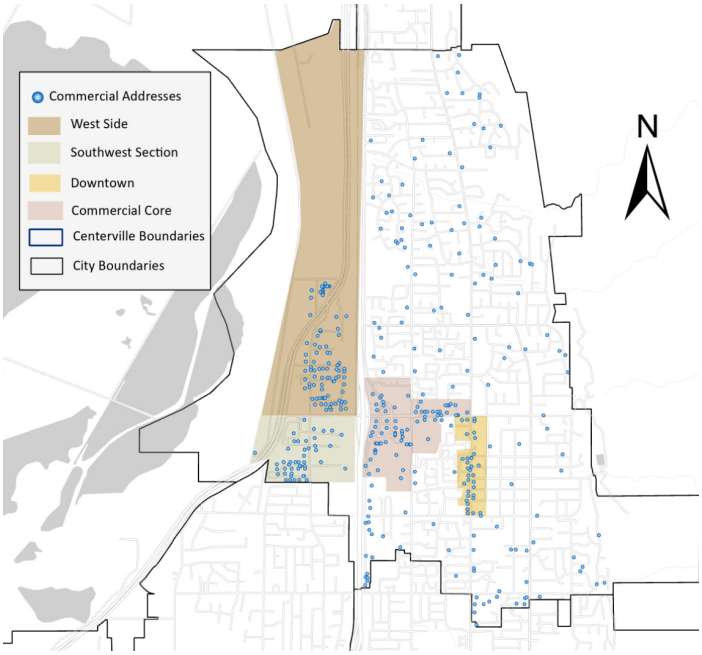
Regression of Owner-Occupied Households on 65 and Over Households
Source: US Census Bureau, ACS 2018- 2022, ZPFI Calculation and Analysis



There is a positive correlation between the number of households with one or more residents aged 65 or older and the number of owner-occupied homes, suggesting that areas with a larger older adult population are likely to have higher rates of homeownership. The coefficient for households with someone aged 65 and over is 2.24, indicating that for each additional household with an individual aged 65 or older, the number of owner-occupied homes is expected to rise by approximately 2.24 units. With an R-squared value of 0.959, around 95.9% of the variation in homeownership can be explained by the presence of older adult households. The model's P-value of 0.00012, which is below 0.05, confirms that the result is statistically significant and unlikely due to random chance. However, this analysis is based on averages from 2018-2022 ACS census tract data and involves a relatively small sample size, which could limit the statistical power of the results. While other independent variables such as households with children under 18, median household income, owner-occupied and renter-occupied housing, and average household size were tested, only the presence of households with individuals aged 65 and over showed a statistically significant impact with a reasonable model fit.

Appendix E: Economic Data

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



Commercial Focus Areas with Commercial Addresses
Source: Davis County Tax Commission, Psomas, ZPFI 2024

Goals & Strategies

Citywide – Balanced and Sustainable

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

Strategies:

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

West Side – Centerville's Next Commercial Center

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

Strategies:

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

proximity to extensive parks and open space, enhancing residential appeal and supporting outdoor lifestyle industries.
- Enhance regional connectivity and retail potential by supporting the development of a north-south roadway linking the West Side to Farmington, positioning it as the next prime commercial destination.
- Improve the infrastructure and visual appeal of gateways and entrances to this area.

Southwest Section – Modernizing Industry

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

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

Commercial Core – Supporting Centerville's Economic Center

Goal: Modernize and enhance the Commercial Core by promoting redevelopment, upgrading aging commercial spaces, and attracting destination retailers to further establish this as a retail destination and improve sales tax capture.

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

Downtown – Main Street Revitalization

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

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

Socioeconomics

Population Change

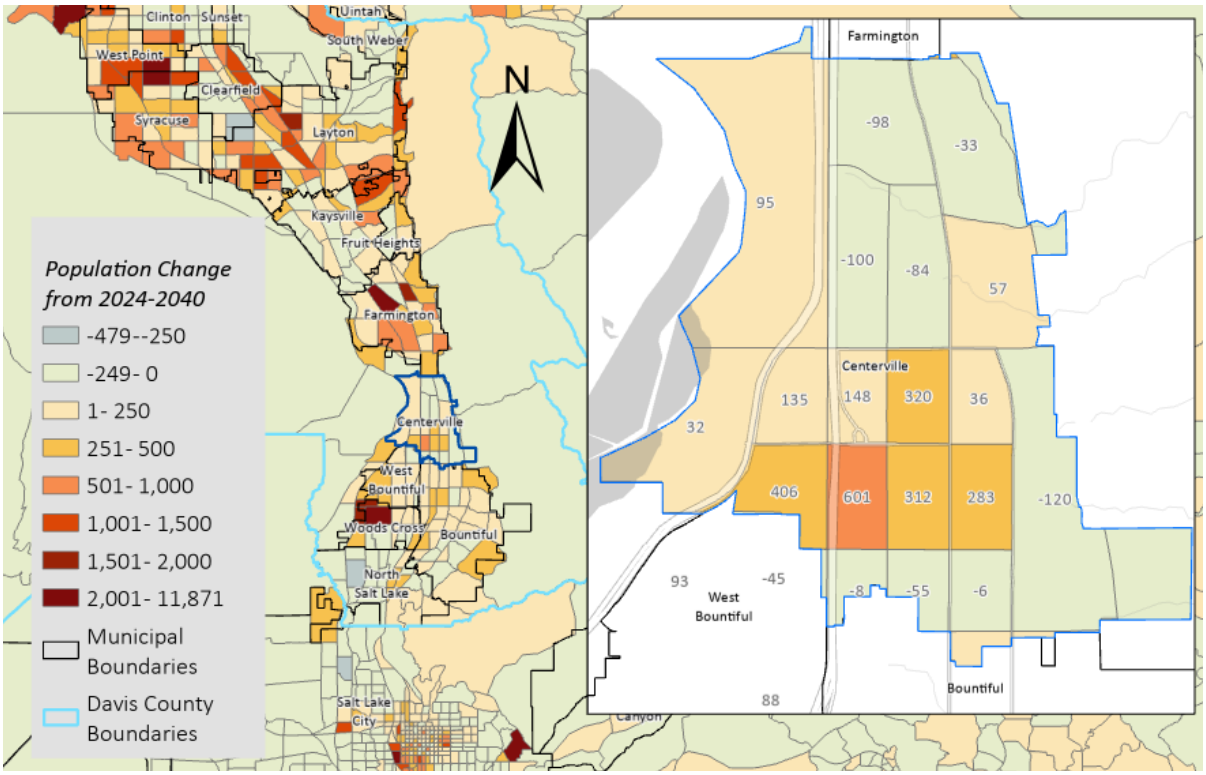
A significant portion of Davis County's population growth from 2020 to 2040 is anticipated in communities such as Syracuse and West Point, as projected by the Wasatch Front Regional Council. Although Centerville's growth rate is expected to be lower than some neighboring areas, the city can still attract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

Retail Space Supported by Population Growth:

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

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

Additional Retail Space Supported by Population Growth
Source: Utah State Tax Commission, U.S. Census Bureau, ACS 2018-2022; ZPFI Calculation



Centerville and Surrounding Regions Population Change Projections from 2024-2040
Source: Wasatch Front Regional Council, TAZ Data, 2024

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

Tri-City Retail Space Supported by Population Growth
Source: Utah State Tax Commission, U.S. Census Bureau, ACS 2018-2022; ZPFI Calculation

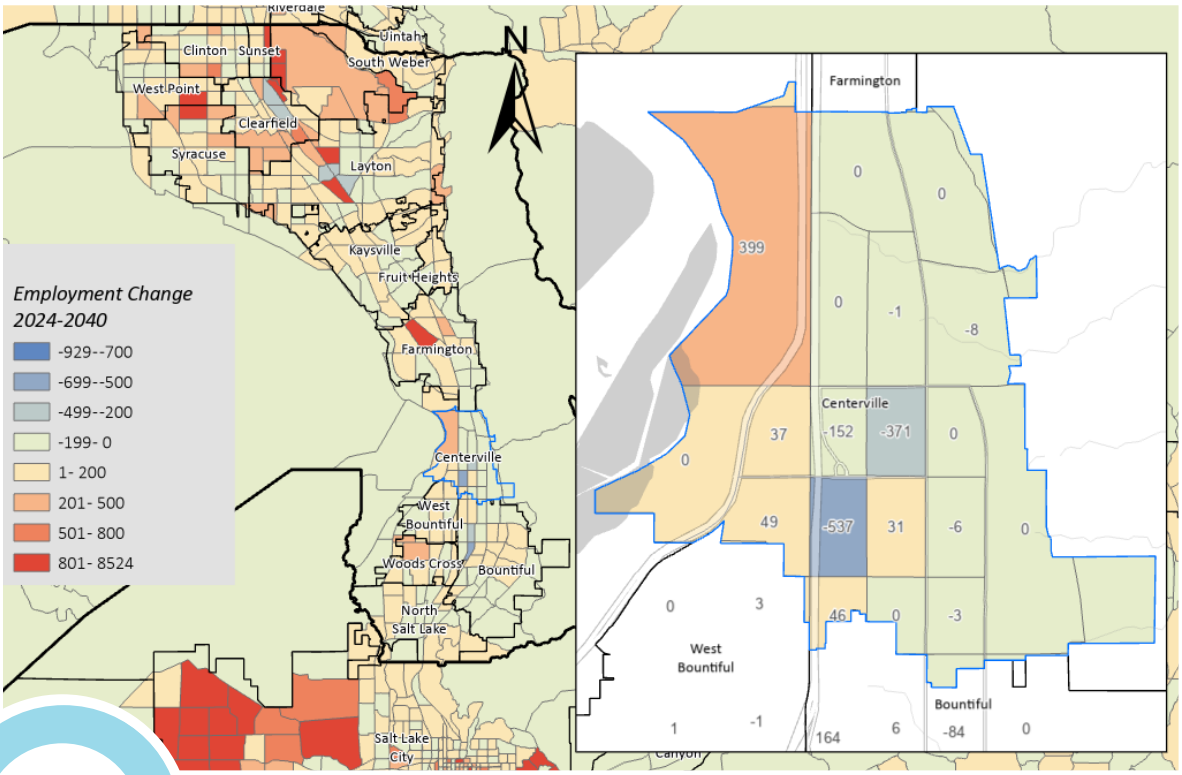
This buying power growth projection represents the likely amount of retail acreage that could be supported by projected population growth in both Centerville and surrounding cities. In addition, Centerville could capture some of the leakage that now occurs in surrounding cities, such as in Bountiful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

Employment Patterns

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

Centerville and Surrounding Regions Employment Change Projections from 2024-2040
Source: Wasatch Front Regional Council, TAZ Data

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



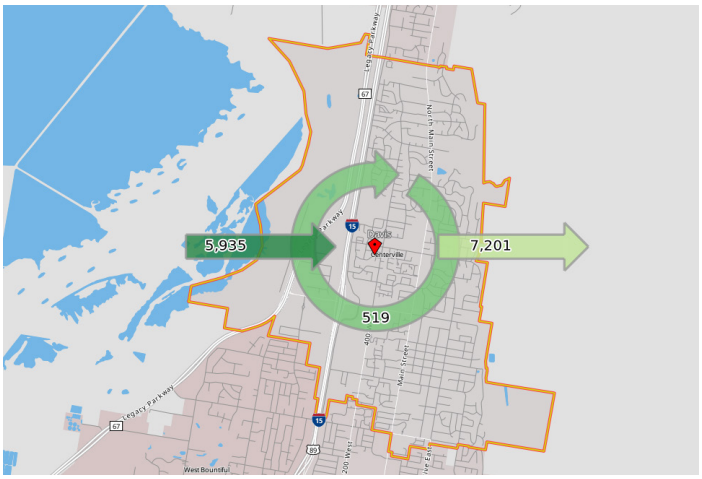
The types of jobs added in this area are likely to follow the patterns already exhibited in the region. Per the latest American Community Survey data, the largest job shares in Centerville are in retail trade

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

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

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

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



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

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

Centerville, as shown in the figure on page 124 has a strong employment base, but the city suffers from spatial mismatch. Most working residents (7,201) commute to employment centers outside the city, while only 519 employees or 5.9 percent work within city boundaries. Similarly, employers within the city rely heavily on commuters (5,935 employees) to fill their roles. Focusing on strategies to reduce spatial mismatch, such as the co-location of employment and housing opportunities, could facilitate a host of benefits to the city. Mixed-use development that locates housing and employment in close proximity may lead to reduced traffic congestion and infrastructure costs as well as reduced transportation costs for residents.

Transportation

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

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

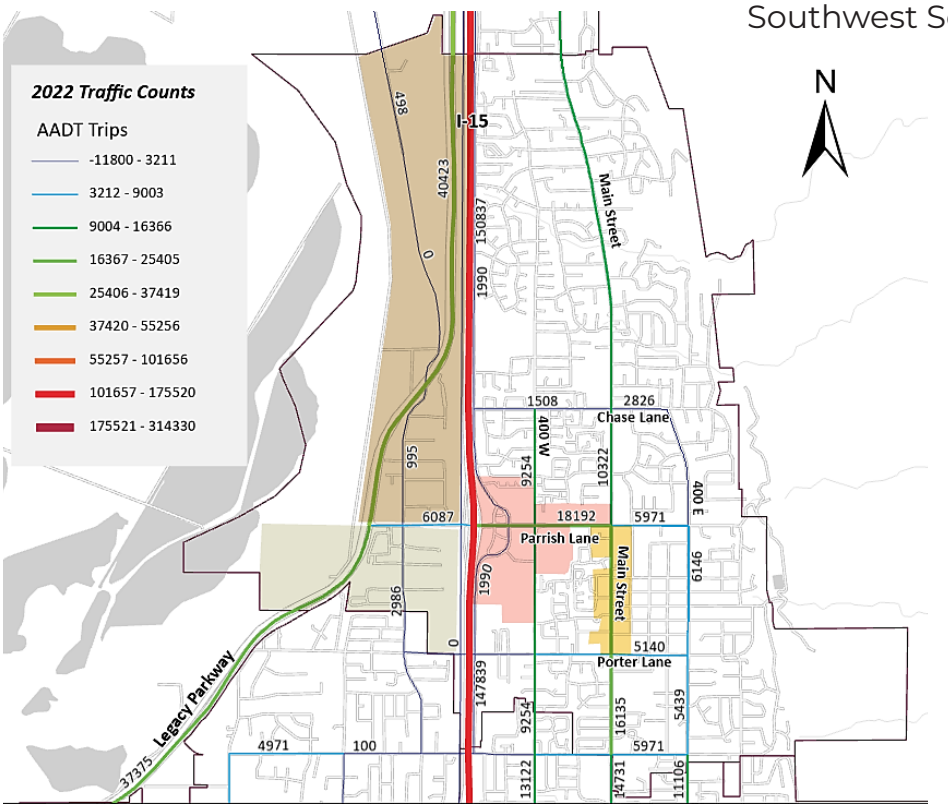


Figure 5: Traffic Counts and Focus Areas

Sources: WFRC Travel Demand Model RTP 2023; UGRC

Sales Leakage & Capture Rates

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

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

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

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

Regional Sales Leakage & Per Capita Comparisons

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

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

Group One Cities: Sales Leakage & Per Capita Comparison

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

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

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

Table 5: Regional Per Capita Sales - Group 1 Cities

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

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

Source: Utah State Tax Commission, ZPFI Analysis
*Table 6: Regional Per Capita Capture Rate – Group 1 Cities, **2023***

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

Source: Utah State Tax Commission, ZPFI Analysis
Group 2 Cities: Sales Leakage & Per Capita Comparison
Table 7: Sales Leakage Regional Per Capita - Group 2 Cities, 2023

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

Source: Utah State Tax Commission, ZPFI Analysis
Table 8: Regional Per Capita Capture Rate - Group 2 Cities, 2023
Source: Utah State Tax Commission, ZPFI Analysis

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

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

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

Major Retail Sites - Proximity & Competition

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

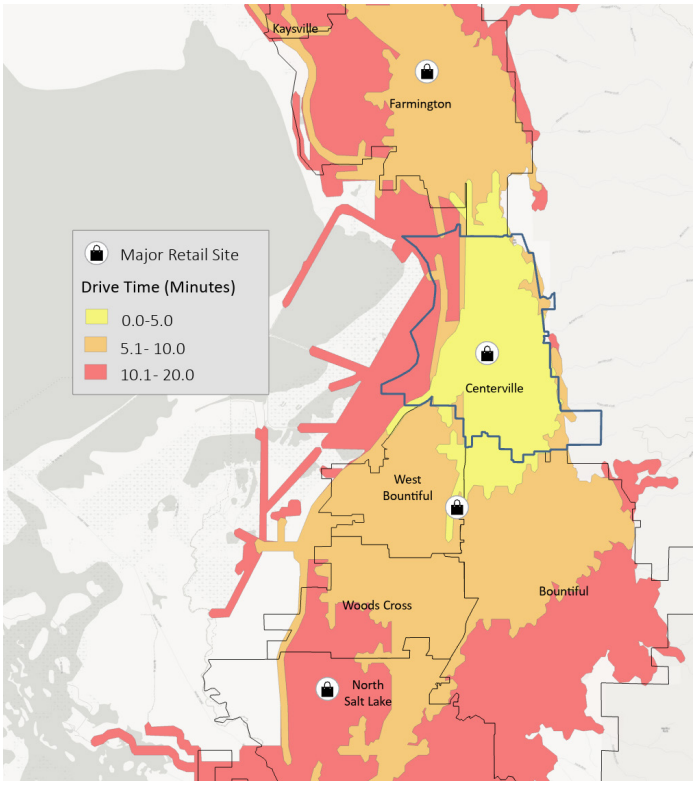


Figure 6: Major Retail Sites by Drive Time from Centerville
Source: Utah Geospatial Resource Center,2024; U.S. Census Bureau, 2022

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

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

Table 9: Major Retail Sites by Drive Time & Growth in Buying Power
Source: Utah State Tax Commission, U.S. Census Bureau, ACS 2018-2022; ZPFI Visualization

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

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

Land Use

Centerville's existing land use is a diverse mix of residential, commercial, and open spaces, with key distinctions across different areas of the city. Residential areas dominate the eastern and central portions, while commercial properties, including retail, office, and mixed use or commercial apartment and condos, are concentrated along major corridors like Parrish Lane and Main Street that run through the Commercial Core and Downtown.

Parks and open spaces are interspersed throughout the city, enhancing community livability. The Southwest Section is primarily dominated by industrial properties, highlighting its role as a hub for industrial activity and potential business expansion. Industrial and vacant commercial land, particularly on the West Side, represents opportunities for future development and economic growth. Centerville's land use supports both residential and business needs while offering potential for strategic growth.

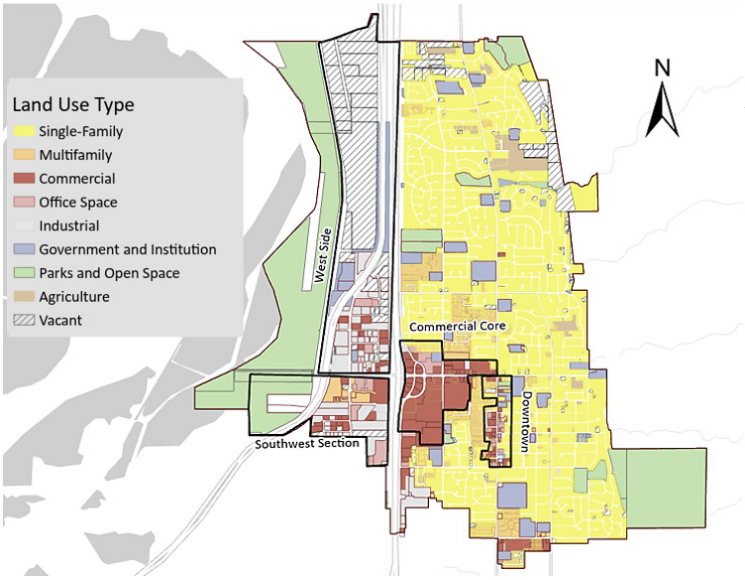


Figure 8: Existing Land Use
Source: Davis County Assessor's Office, Psomas, ZPFI, 2024

Commercial Focus Areas

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

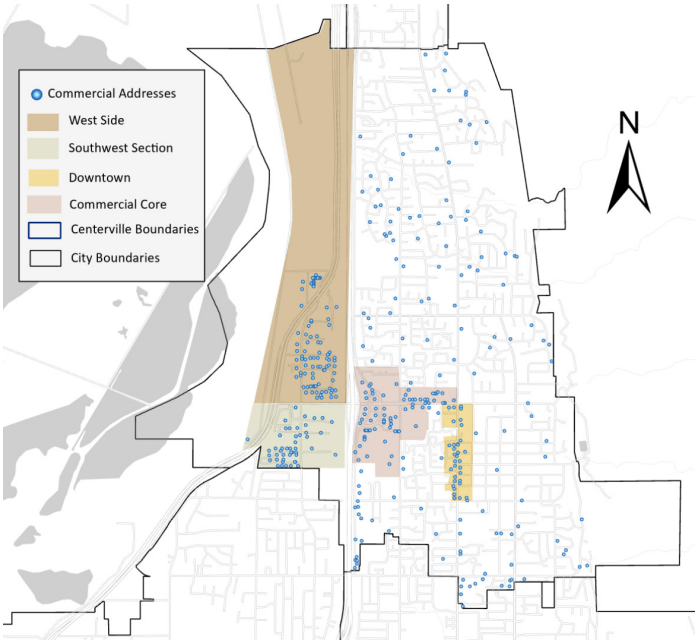


Figure 9: Commercial Focus Areas and Commercial Addresses in Centerville, 2024
Source: Davis County Assessor's Office, Psomas, ZPFI, 2024

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

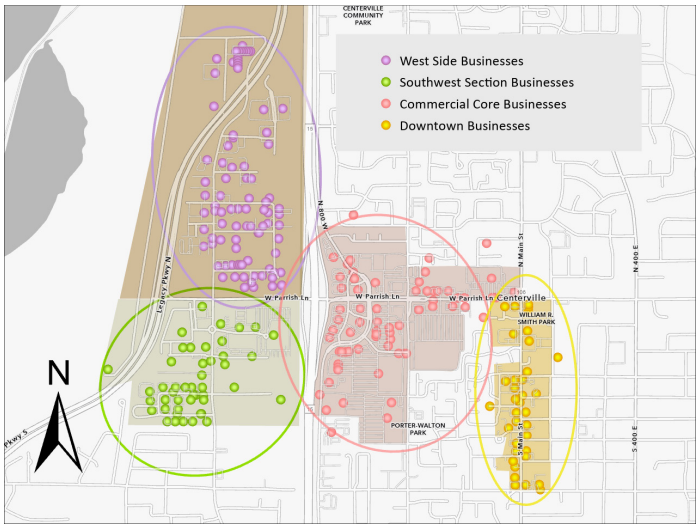


Figure 10: Business Clusters within Focus Areas, 2024
Source: Davis County Tax Commission, ZPFI 2024

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

Table 10: Total Retail Sales per Business Node
Source: Davis County Tax Commission, U.S. Bureau of Labor & Statistics, Consumer Price Inflation Index, ZPFI 2024

West Side – Centerville's Next Commercial Center

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

Encourage Redevelopment of Aging Properties

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

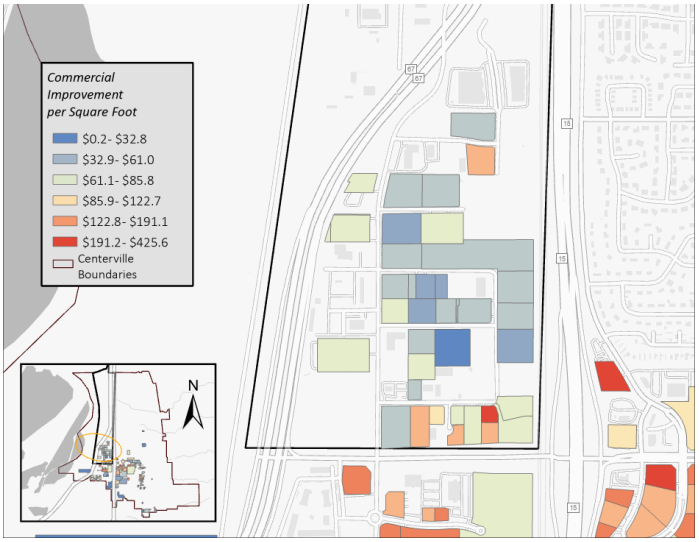


Figure 11: Commercial Improvement Value per Square Foot of West Side
Source: Davis County Assessor's Office, ZPFI

Leverage the Largest Commercially Zoned Vacant Land in Centerville

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

Enhance Regional Connectivity & Retail Potential

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

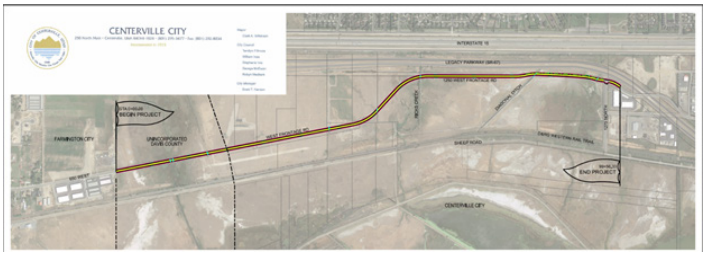


Figure 12: Proposed Extension of 1250 West Frontage Road in Centerville
Source: Centerville City

Create a Unique Recreational & Outdoor Business District

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

Southwest Section – Modernizing Industry

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

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

Enhance Connectivity & Accessibility

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

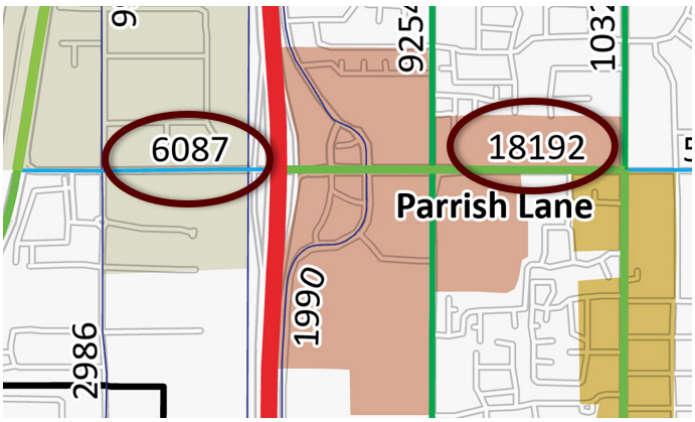


Figure 13: Traffic Counts Comparison between Commercial Core & Southwest Side
Sources: WFRC Travel Demand Model RTP 2023; UGRC

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

Develop Underutilized Commercial Lots

Southwest Section businesses present a balanced mix of commercial and industrial uses, such as movie theaters, smaller-scale retail, multi-family residential buildings, electric industrial suppliers, and some flex office spaces. Along the southern border with West Bountiful, there are vacant commercial lots suitable for flex office use and potential synergies with the Larry H. Miller / Megaplex development.

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

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

Commercial Core – Strengthening Centerville's Economic Center

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

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

Leverage Centerville's Strong Retail Base

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

Target Business Recruitment Efforts

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

Downtown – Main Street Revitalization

Encourage redevelopment & facade improvements

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

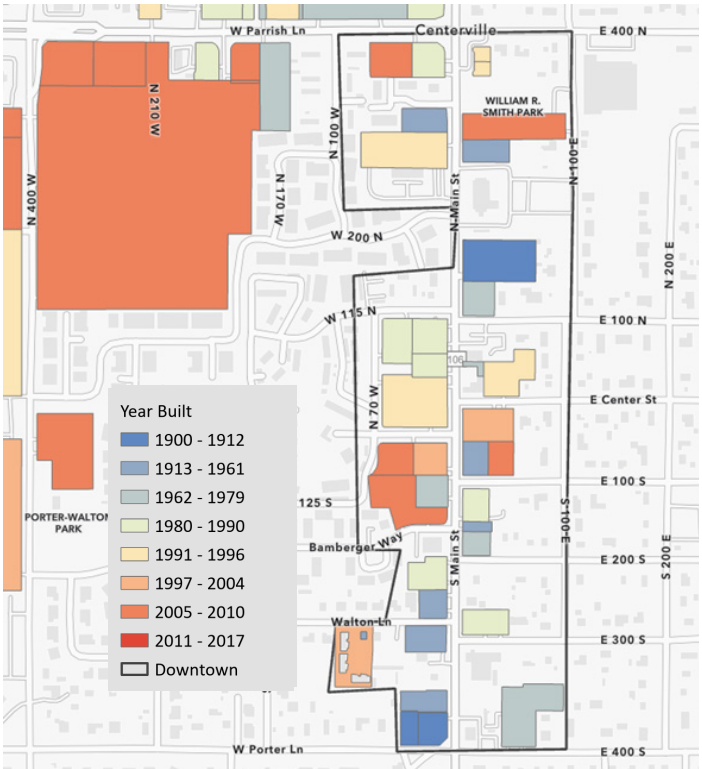
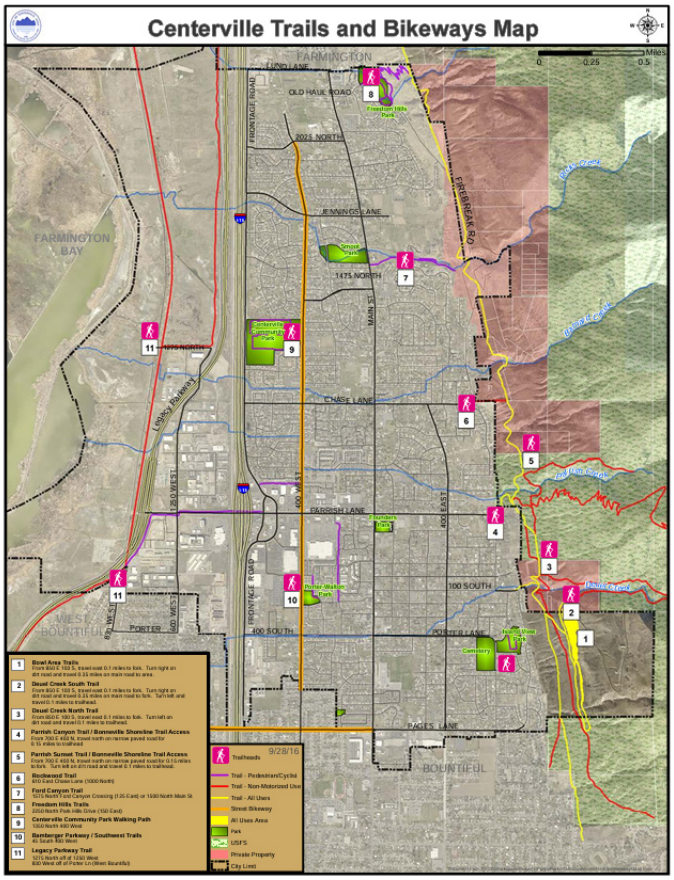


Figure 14—Commercial Parcels Year Built—Downtown
Source: Davis County Assessor's Office, ZPFI

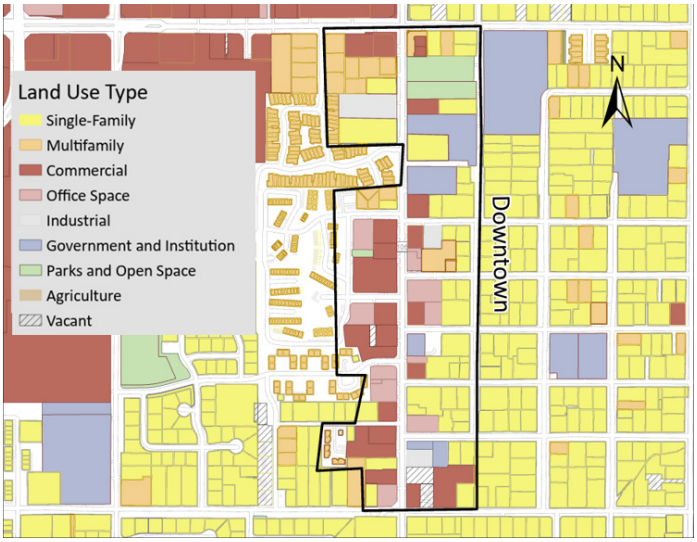
Capture through traffic & increase foot traffic

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



Centerville Trails and Bikeways Map
Source: Centerville City, 2025

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



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

Appendix F: Open Space Types

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

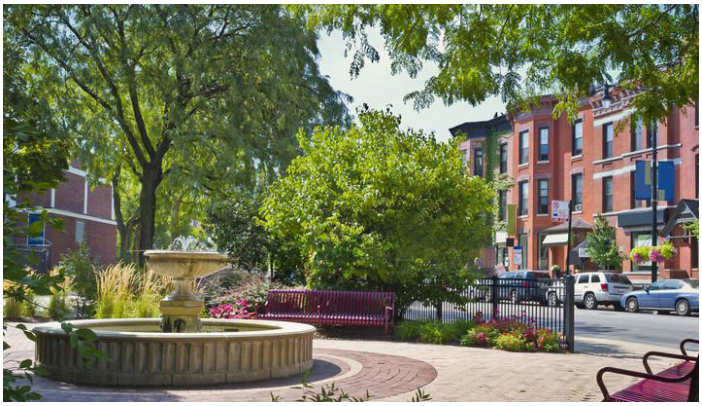
- Aesthetic – this open space type is meant to preserve views, maintain historic or rural character, increase community interest, or signify entrance of a location.
- Recreational – this open space type is for active and passive recreation uses.
- Historical – historical open space types are meant to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

OPEN SPACE CATEGORIES

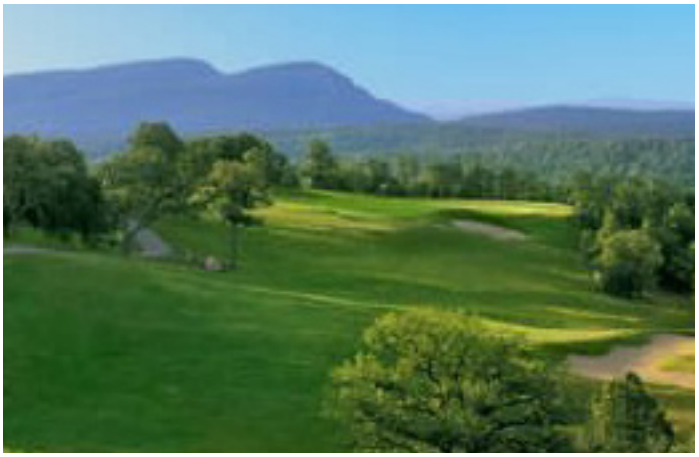
The open space categories below illustrate how the Open Space/ Recreation Preference Survey amenities are categorized and give an overview of their general character, type, classification, location, size, and spacing.

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

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



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



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

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

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

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

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

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

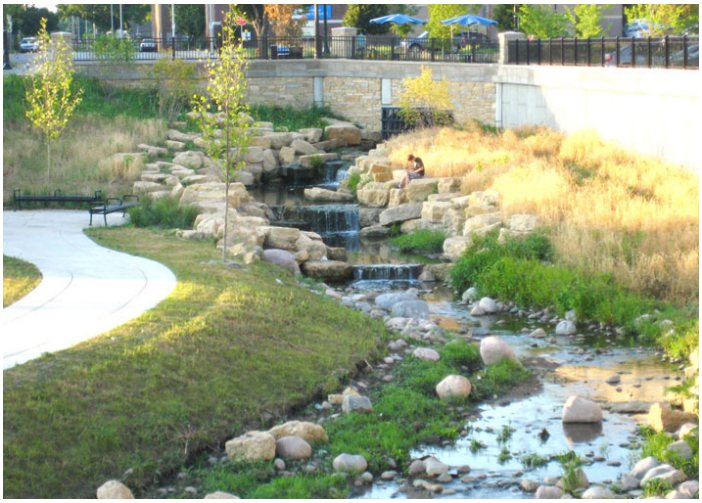
provide convenient and safe access. Oftentimes, community gardens may be included in pocket parks and parks. They are a valued asset in urban or higher intensity areas where residential yards are rare. Community orchards and vineyards may also be included in this category of open space as long as they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

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

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

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

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

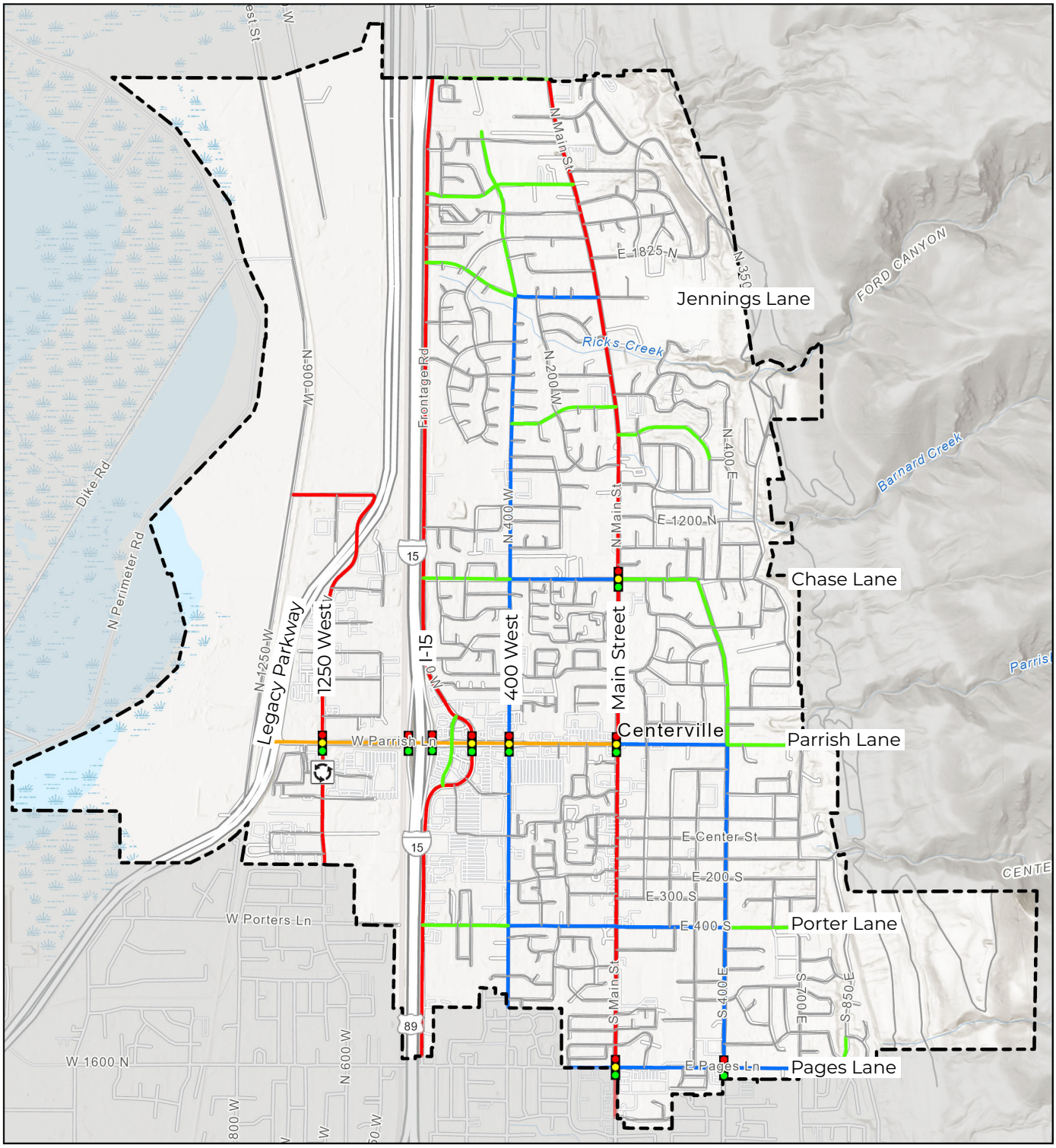


- **Stream/River Channel or Canal -** Linear space defined by a waterway. The space should serve as a pedestrian connection or recreational opportunity, enhancing adjacent property values (waterfront property). It can serve as a secondary connection to a natural open space or a greenway. Paths and trails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

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

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

Appendix G: Transportation Maps



Existing Functional Classification and Intersection Control

Legend

Centerville City Boundary

Existing Intersection Control

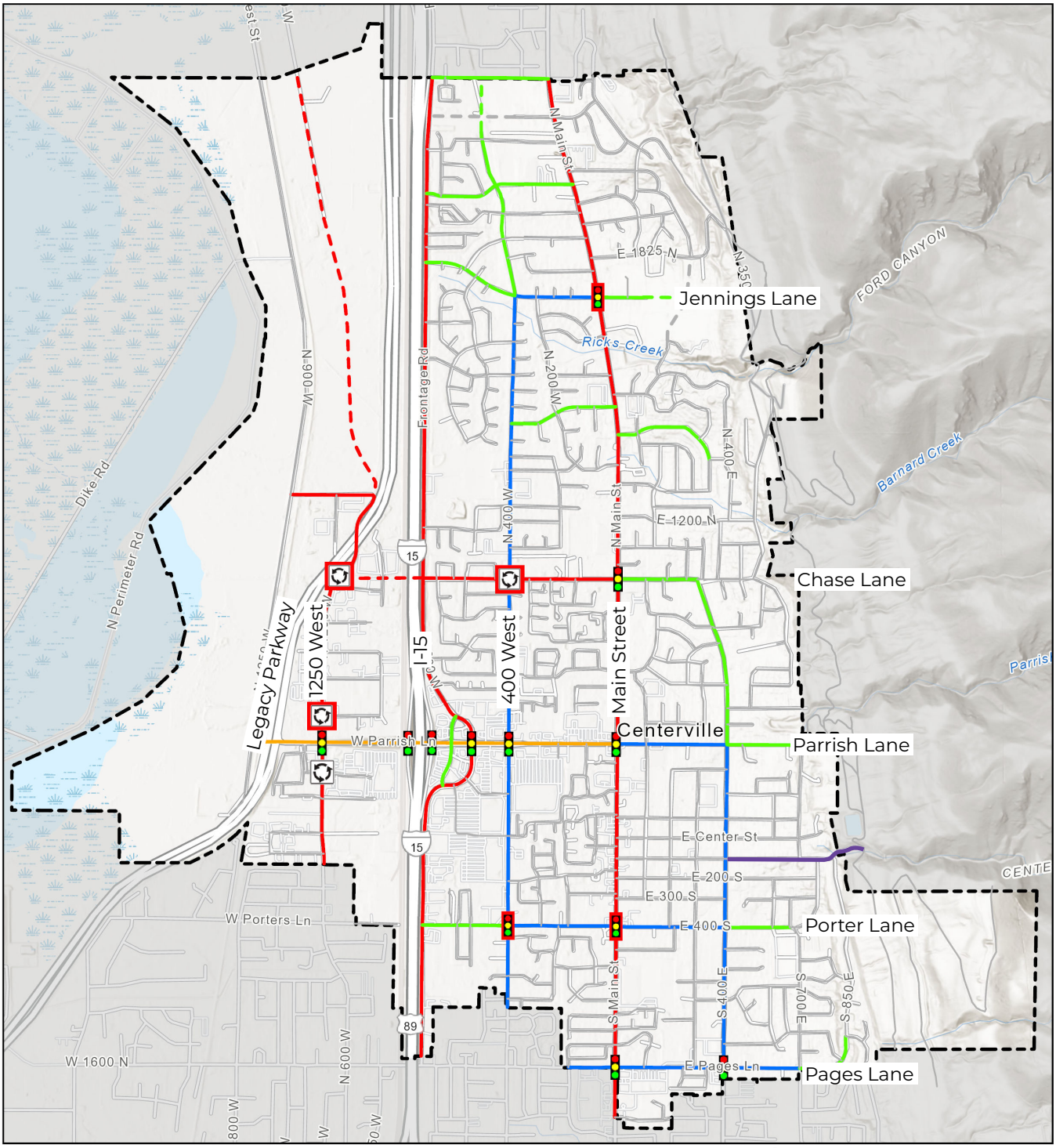
- Existing Roundabout
- Existing Signal

Existing Functional Class

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

N

0 0.5 1 Miles



Future Functional Classification and Intersection Control

Legend

- Centerville City Boundary

Future Intersection Control

- Existing Roundabout
- Existing Signal
- Future Roundabout
- Future Signal

Future Functional Class

- Major Arterial
- Minor Arterial
- Future Minor Arterial
- Major Collector
- Future Major Collector
- Minor Collector
- Future Minor Collector
- Local
- Future Local
- Destination Local

N

0 0.5 1 Miles

Transportation Connectivity Barriers

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

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

Future Housing Needs

Centerville must address both current deficits and future demand:

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

Financial Tools and Affordability Mechanisms

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

Highlighted Priority Strategies:

- Infrastructure Investment: Demonstrate investment in roads and utilities on the west side where multi-family development is most likely (B)
- Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones; (E)
-
- Allow higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors (G)
- Demonstrate utilization of a moderate income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing (P)
- Home Ownership Promotion Zones (HOPZ): Create zones for the west side to promote homeownership (Y)

Key Economic Development Tools:

Home Ownership Promotion Zones (HOPZ)

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

Community Reinvestment Areas (CRA)

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

Another Potential Economic Development Tool:

First Home Investment Zones (FHIZ)

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

Implementation

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

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

Conclusion

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

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

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

Outlook

General Plan

From Brian Plummer <brian.plummer@centervilleutah.gov>
Date Wed 11/12/2025 5:42 PM
To Michael Eggett <michael.eggett@centervilleutah.gov>; planningcommission <planningcommission@centervilleut.com>

Dear Planning Commission Members and Mike,

I wanted to share some concerns about the draft General Plan ahead of your discussion tonight.

First, I appreciate the time, thought, and effort that has gone into this document. It is clear that a lot of work has been done by staff, the consultants, and the Commission. That said, I believe there are several areas where the draft, as currently written, does not yet reflect the will and long-term priorities of Centerville residents as clearly as it should.

In particular:

- The draft appears to internalize state mandates (especially around moderate income/affordable housing) as core city goals, rather than narrowly and carefully meeting the minimum legal requirements while still prioritizing Centerville's existing character and neighborhoods.
- The connection between transportation/transit planning and higher-density housing is written in a way that could create long-term pressure for densities and development patterns that many residents do not support, especially around potential transit corridors or nodes.
- The west side, in particular, is framed as a major growth and mixed-use/intensity area in ways that may go beyond what our residents understood or intended during the public engagement process.

My concern is that, if adopted in its current form, the General Plan will be interpreted by developers and outside agencies as a broad endorsement of higher densities, transit-oriented development, and more aggressive redevelopment than the community is actually comfortable with.

As the body charged with making a recommendation on the General Plan, I believe it is squarely within the Planning Commission's duty to:

1. Review and edit the draft so that it clearly reflects Centerville's priorities: protection of existing neighborhoods, preservation of community character, cautious and limited compliance with state mandates, and local control over land use decisions.
2. Avoid framing this draft as "finished" or "ready for rubber-stamping" by the City Council. If you choose to forward a recommendation of approval tonight, I respectfully request that you do so with an explicit caveat that:
    - The document is still a working draft,
    - The Council may require additional revisions, and

- Additional public input may be necessary, especially on high-impact topics such as housing intensity, west-side planning, and the relationship between transit and density.

In short, I am not asking the Commission to reject the draft outright, but to clearly signal that it is not yet in final form and that significant policy choices remain for the elected body to weigh—ideally with more public engagement on the most sensitive issues.

Thank you for your service and for the considerable effort you have already invested in this process. I share your desire for a thoughtful, well-crafted General Plan, and I want to ensure that the final product both complies with the law and remains firmly grounded in the values and preferences of Centerville residents.

Sincerely,

Brian Plummer
Centerville City Council

11/12/2025

Dear Planning Commission

You have asked for specifics. This is as far as Ive been able to get to. I wish I could sit with you to really discuss this. This assignment is very hard to not have a discussion. Same as the New General Plan. It needs discussion NOT just a quick read through

Page 2

top right side:

thus ensuring growth - We can't promise or be sure of that statement. We can hope.

Page 4

last paragraph:

strategic location = personal opinion

define strategic

A 30-minute drive does NOT = a small town atmosphere or living. This plan cannot gurantee this.

Page 5

lower Right paragraph:

requiring strategic is a forceful word!

infill development. Define infill

Page 6

left 1st paragraph:

strong traditions of citizen participation →

whose perception is that - I for one & many citizens Did Not feel that way.

lower left paragraph:
Adopt a plan does not mean when to implement it. Define adopt.

lower right paragraph:
Define flexible zoning classifications
If a strategie includes rezoning, then public should have input on this. Have we?

Page 9
1st paragraph
I disagree with the word extensive community engagement. If extensive refers to the kids plastering yellow sticky notes everywhere, this was a joke.
2nd paragraph:
Who were the KEY community members? Public has a right to know who the consultants consider Key individuals.

Page 10
418 responses is NOT an extensive community engagemet (page 9) when we have over 18,000 citizens.

one of the top 5 priorities for the General Plan was to maintain Centerville's existing culture & quality of life. This new General Plan cannot meet that top priority if higher density comes in with all the consequeces like traffic etc. Higher density cannot guarantee our citizens top priority. "maintain Centerville's existing culture, history, and quality of life."

Page 10

#4 - While nice, this comes with a price tag to our taxes. This was not made clear in the survey. listing something to choose from should come with more information, especially if it affects our taxes.

#5 main street improvements —

Have businesses been notified or informed in how improvements might affect their property or cost them?

Page 11

1st paragraph

the word over 16,000... is missing a more update amount from page 48 →

The discrepancy is 2,159 more people from the 2024 amount. A consulting group should if it had those 2024 numbers been more precise in its accounting. Unprofessional!

The word sucsessfully maintained in the same paragraph is a perspective of the consultants - not the citizens. Keep their perspectives out of the plan.

Page 11 & 12 Vision & Goals

Both pages have a very strong mandated verbage using the words

~~Will~~ 14 times

We will, will demonstrate, will be, will create, will be, will connect, will ensure, will be, will serve, will be, will lead, will protect, will be.

Who is mandating this - the consultants. The words ought to be toned down to words like consider, or could be. These strong will words need to be looked into.

Page 14

1st paragraph - define the meaning of infill

Page 14

Rt side - If most of land east of I-15 is built out, why is there so much emphasis on creating more density there? maintain our single family homes on the east side as is. We have enough mixed use on the east side now.

In the same paragraph the word growth is necessary is an opinion of the consultants. The better word to change it to comes on the lower paragraph same page. Change is inevitable is better wording than the word necessary.

Page 15

top left page -

An exact picture of what citizens don't want. This is a picture on pages lane in Bountiful. This height of building has ruined the quality of life for those close to that. I've heard many times, complaints of their view being obstructed. This Picture on page 2 is misleading to developers - It is (the picture) above #2 create unifying town centers. This is not what citizens want & should be completely removed. It is a confusing

discription of exactly what page 2 of the General Plan states. To ensure that growth enhances rather than diminish the qualities that make Centerville a special place to live. Remove it!!

Also on page 15
#2 Create Unifying Town Centers
Where in the survey did citizens say we wanted a town center. Where did that come from - Please check this out.

Page 16
#4
The bullet point... Lower living costs and reduce ownership barriers
Centerville cannot control lower living costs. Diverse housing options cannot gurantee this. It's misleading wording - Restate it.

#4 Specify where our transit centers are... because this is VERY CONFUSING
If east of I-15 is built out why are we even discussing more housing around these areas - Explain, specify this.

Page 14

Top Right side ... Additional land use Best Practices!

This whole thing makes no sense to me. Explain better - ' where etc.

The first bullet states focus intensity which is a scary word if implied to our east of I-15 intersections. It's confusing & simply does not comply with Page 2 - resident-driven vision & ensuring growth enhances rather than diminish our quality of life, Page 10 on #2 states to maintain our existing culture & quality of life. This sentence needs to be carefully looked at. Again it's Page 16 top of Rt side of Page. Very questionable to citizens. Very worrisome!

Page 17

2nd paragraph - define attached & detached.

So 2nd paragraph states we do have housing diversity. Why are we so worried then about more?

Page 20 Future Land Use

1st paragraph - - -

This statement says residents vision is to keep Centerville relatively the same. ! ! ! ! ! !

This statement should be at the heading of EVERY PAGE!

It should be used in the decisions made for future land use. It is what the citizens have made CLEAR!

Page 24

Parrish Lane

concerns with Enhancement opportunities

- Develop mixed use residential / commercial projects.
- Transform underutilized parking into retail housing.

Where do we have underutilized parking.

We need more parking for center point theater nights now. We have to park at the bank or Colonial Hardware.

this highlighted blue section does not comply with keep Centerville relatively the same. this plan keeps focusing and building on the word intensity from page 16.

If we are almost built out, (consultants perspective) then remove the enhancement opportunities that don't reflect the citizens vision page 2 & on page 20 & on page 11 - to successfully maintain it's small-town character.

This enhancement idea does not enhance but diminishes the qualities that make Centerville a special place to live, (Refer to Page 2 (upper Rt side of page)

Page 24

upper Rt top of page.

Im not complaining about this, but citizens should be aware of tax increase & the funds needed to support this. Clarify to the public what it will potentially cost the city! This should have been stated on the survey. It's one thing to ask if we want something & quite another to mention "do you want it if it cost you more in taxes". We may get a different answer to the survey.

This is as far as I've gotten to trying to absorb the material although I've read many more pages. It takes time to study it.

Just like a book takes many edits this new General Plan deserves the same or more attention when it will shape our future for the next 15-20 years.

This booklet is a good start, but there are many questions, inconsistancies etc. The planning commission now needs to review it, not just read it in a few hours, but to study it. With that many eyes, they can find the things, words, paragraphs, intents that can be discussed and ammended. There are TOO many loopholes, open door personal interpretions that could result in developers controlling ~~over~~ the citizens view of THEIR city. We don't want this. The citizens view is clear. Keep Centerville relatively the same.

Please tie up our loose words in this plan & keep it the "citizens vision." Thank you!

Some of the planning commission gave some good ideas for further process of going through the plan, and for citizen involvement. Let's implement your ideas and not rush the process. our city Planner stated there was NO RUSH. Let's work on this together and get this plan, thats taken an immense amount of time, RIGHT. our future for Centerville City is WORTH IT!

Thank you,

Cami Layton

PS sorry for the scribbling - all I had time for. If anyone wants to discuss my thoughts, please do so. I'd love to chat. Also, I'd love to help out in anyway [redacted]!

Outlook

Centerville City General Plan documents

From Craig Preston <prestonvii@gmail.com>
Date Mon 11/10/2025 6:25 PM
To Michael Eggett <michael.eggett@centervilleutah.gov>

1 attachment (3 MB)
Centerville City GENERAL Plan.docx;

You don't often get email from prestonvii@gmail.com. Learn why this is important

Mike,
Looks like you get more than you bargained for in my prior email of last Friday evening. Please delete, without sharing, the former email with its attachment. It is not my suggested revisions.

Attached are my revisions after review of the proposed General Plan document.

Thanks

Craig Preston

Centerville City Proposed GENERAL Plan Document

Response by Craig Preston to the Centerville Planning Committee November 7, 2025

Facts/Realities:

- All transportation plans are to get people through Centerville NOT to Centerville
  - Widening of I-15 and Legacy highway
  - Double track of Front Runner
  - Centerville's own proposed plan to have the bus route be an Express route
  - The recent restructuring of the Parrish Lane and 400 west intersection widened the roads and even removed what little pedestrian island there was.
  - Developers are not a source of low income or low/moderate affordable housing
- General Plan is for 20-30 years, not a specific plan, which this is as drafted

Correctly identified three commercial areas:

A Main Street Corridor (is just that a corridor, no depth, not a Town Center)

B West of I-15

C Parrish Lane district (CenterPoint) (I-15 to Main Street, both sides) is really four individual quarters:

-Walmart Plaza area,

- Kohl's/Home Depot/Target area,

-Dicks to Colonial Lumber area

- Center Point theatre to 7-11/McDonalds/InNout area.

People do not drive to one area and then walk to another because of distance and high traffic roads. If they need services in another quarter, they will drive there and then walk to business's in that area.

Recommended changes to the proposed General Plan:

-DELETE ALL pictures (they are leading, misleading and limit future concepts)

-Move Appendix from General Plan to a separate Working/Support document

RECOMMENDATIONS for wording changes**:**

Page 3 par 2 most notable. DELETE 'unnecessary'

Page 4 par 1 'Legacy Parkway a scenic alternative route' ?

Page 6 'The studies findings' what STUDY? Next to last paragraph sentence 2.

Last paragraph sentence one: collaboration does not mention Centerville citizens only other entities.

Page 9 par 1 first sentence 'extensive community engagement", DELETE 'extensive'.

Par 5 DELETE 'This multi-faceted approach ensured broad community participation across all neighborhoods and demographics, resulting in clear' Replace with: 'This approach resulted in"

Page 10 High lighting signifies writers preference. Color coding to attract attention.

#2 DELETE 'along Main Street' this was a leading question in surveys

#4 DELETE. Also, a leading response from the survey instrument

#5 another leading response from the survey instrument

#6 an example of the survey instrument proposing an action. Was it ever presented to the public for input?

Page 12 Goal #3,4,5,8,9: DELETE "will be" sentences

Replace with: #3 'Enhance existing parks with…'

#4 'Transform Main Street through…'

#5 'Develop the area west of I-15 with…'

#8 'Recruit new sit-down restaurants, family entertainment venues and gathering space to…'

#9 'Revitalized underutilized properties, particularly in the CenterPoint/Parish Lane are…'

#9 wording: DELETE 'housing' Housing problematic in CenterPoint/Parish Lane area

Page 15 DELETE all pictures, pictures are leading, not accurate, limiting in vision—leading, misleading and limiting

Page 16. Section 4. Fifth bullet point: DELETE 'Increase density efficiently'. Replace with: "Where appropriate, consider density options while preserving quality of life and neighborhood fit.

Fifth bullet point right column: What is context appropriate development ?
DELETE: 'Ensure" Replace with: 'Work with other interested entities to facilitate…'

Page 23 Parish Lane-Centerpointe "detailed neighborhood plan"

Page 24 DELETE 'transform underutilized parking into HOUSING'

#1 bullet point # 3: DELETE: 'housing'

#1 bullet point #2: DELETE the entire bullet point.

#2 end the sentence after 'design' and DELETE the rest of the sentence beginning with 'and lacks the true town center.'

Page 27 "1250 West Cross Section", no wording referencing it so why included?

DELETE all drawings and table. Put the table in the appendix. The drawings are leading, misleading and limiting.

Main Street section, third sentence: the project team has developed several alternates DELETE 'that are to be evaluated by the city and stakeholders' Replace with ' that may be evaluated by the city, citizens and stakeholders' to determine….

Pages 28-30 pretty specific, nothing General in my opinion

Page 38 all public transit is designed to take people through
Centerville, not to Centerville (adding lanes on I-15, Legacy and express bus route)

Page 42 DELETE entire page from General Plan. Put it in the appendix/supporting documents.

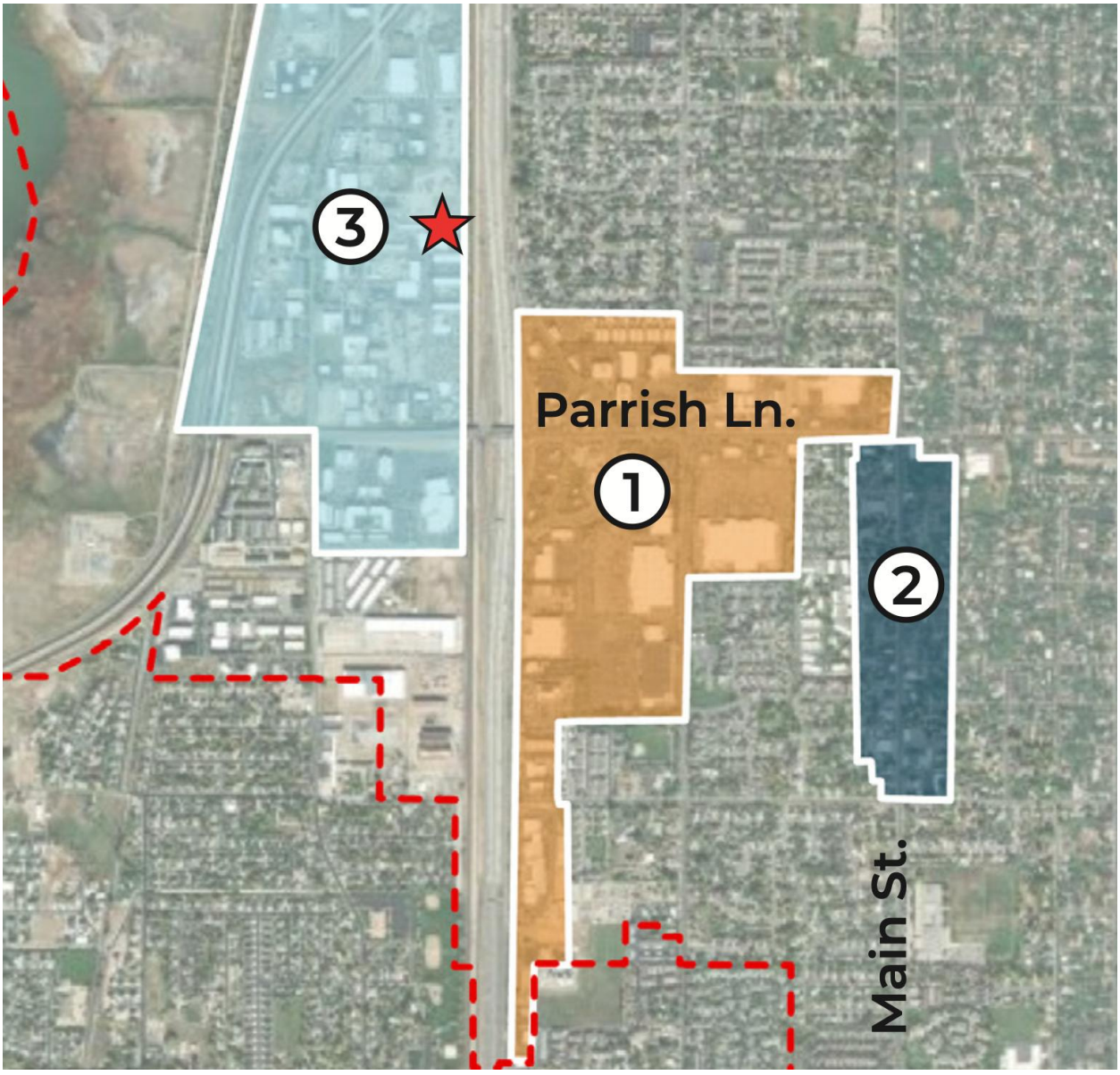
Page 46 DELETE table from General Plan, put in Supporting Documents

Page 58 Funding sources: NO mention of Centerville property or other TAXES. Does this mean all this work will be done without tax payer contributions/assessments?

Page 74 Downtown -Main Street Revitalization: **Restore** Main Street, revitalization—community heart? It never was the "heart". It was and always has been a traffic corridor

Page 83 How many respondents? 210 of the 419 returned surveys?

Only half of the respondents agreed with any of the surveys listed ideas!



Outlook

Fwd: DL edits

From Dave and Sheri Layton <dashlayton@gmail.com>
Date Mon 11/10/2025 11:22 AM
To Michael Eggett <michael.eggett@centervilleutah.gov>

1 attachment (11 MB)
20251110 Centerville General Plan Draft Redlines DL.pdf;

You don't often get email from dashlayton@gmail.com. Learn why this is important

To Michael and others, specifically the planning commission.

Please see my comments on the attached .pdf. I have not made my way through the complete document.

Please note that I have talked with several friends and neighbors about the proposed master plan draft and none, ZERO, had heard anything about it and were very interested in learning more.

We believe that this plan needs more time for the community and the planning commission to become more familiar with and to improve it. It has many short comings that should be improved upon and should be reviewed by some citizen committees before sending to the city council. Sending it through before it is ready has the potential of sending the wrong message to the city council. The citizens of Centerville and the city council
expect a fully better and vetted document that the commission can proudly put their stamp of approval upon. It is not there yet.

Thanks. Dave Layton

Private Information

With DL Comments

CENTERVILLE

2025
GENERAL PLAN

Introduction to the General Plan

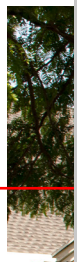
The primary purpose of this 2025 Centerville City General Plan Update is to establish a current, resident-driven vision for the city's future over the next decade, thus ensuring that growth and change enhance rathe qualities that make Cen ce to live, work, and visit.

what is the "required Utah State code"

What is a General Plan?

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

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

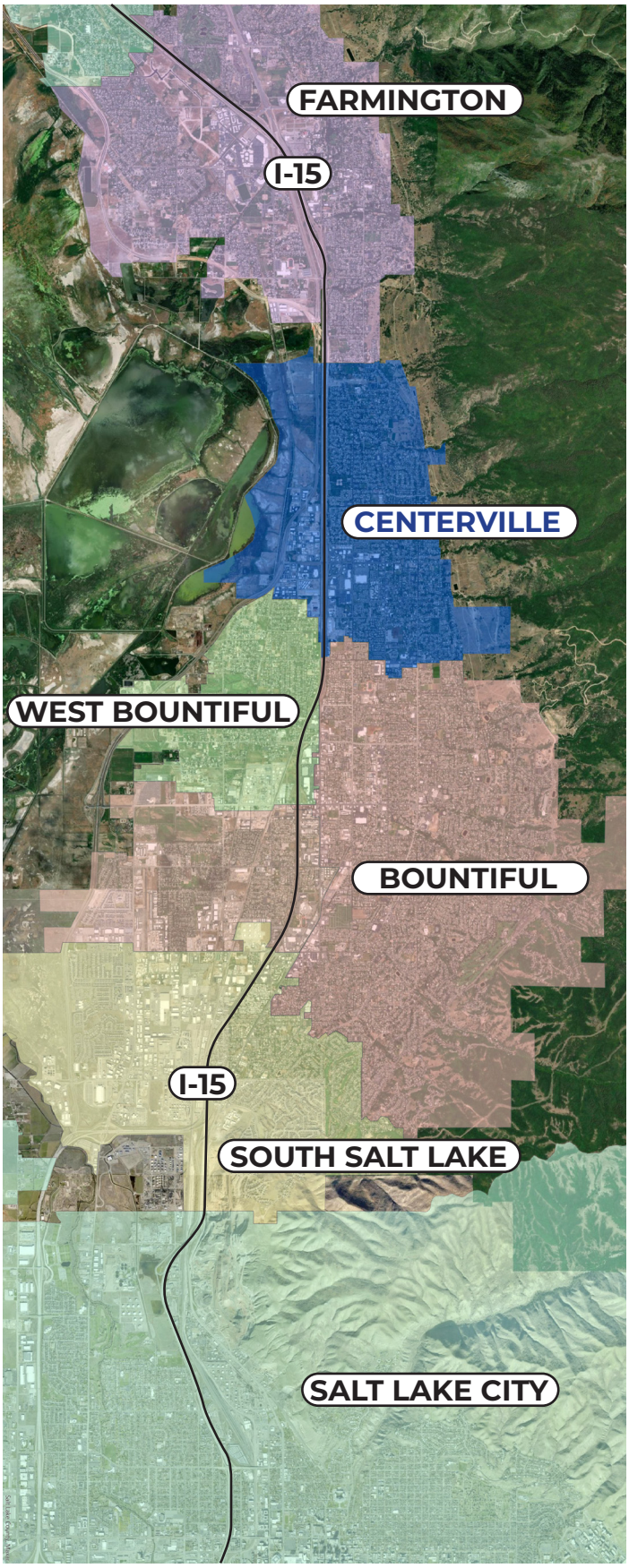


Brief History of Centerville City

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

As the community continued to grow

I realize that there have been several attempts to capture the collective vision of the Centerville city residents. Opinions have been shared about the effectiveness of these surveys, post-it notes in the park, and other public engagement attempts. I found that the surveys were designed to guide my naswers. For example, one of the questions regarding the hillside gave an option that included something that I approved of with something that I was less interested in. It seems like surveys should be designed with clarity in mind rather than confusion. My understanding is that the sets of data from the engagement events have been handed to a consultant that has drafted this plan. It seems like a good logical next step would be to review the content of this plan, section by section with a group of interested citizens, with the planning commission to assure that the plan aligns with the residents and stakeholders. This should be done one section at a time and will require careful word smithing to assure that an accurate understanding of the responses. This step will ensure that potentially poor, misunderstood or even biased data is better understood and corrected.



Regional Context

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

Centerville has public transit options

I agree that Centerville has become the South Davis County hub. People come from the north and the south to Parish Lane. This puts a lot of pressure on transportation, safety and other utilities. This should be kept in mind with the understanding that increased population to Centerville along with the pressure from neighboring communities is already a significant challenge.

as the Legacy Parkway Trail and the Bonneville Shoreline Trail, which connect with regional trail systems.

This st s with e educa the W univer recreation options are all within a 30-minute radius, allowing residents to enjoy small-town living while maintaining easy access to urban amenities. This unique positioning has made Centerville an increasingly desirable location for families seeking the perfect balance between community character and regional connectivity.

Centervile is wonderful but has no more regional connectivity than our peer cities - Bountiful, West Bountiful, No. Salt Lake, Woods Cross, Farmington, Fruit Heights, Kaysville and others.

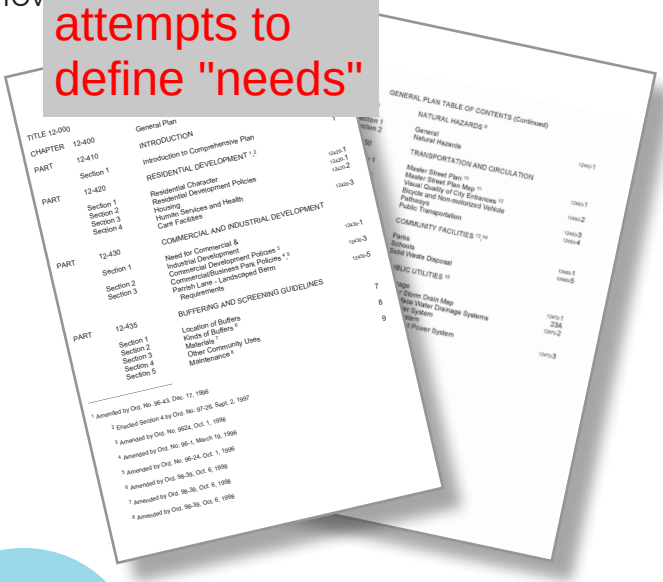
Existing Plans & Codes

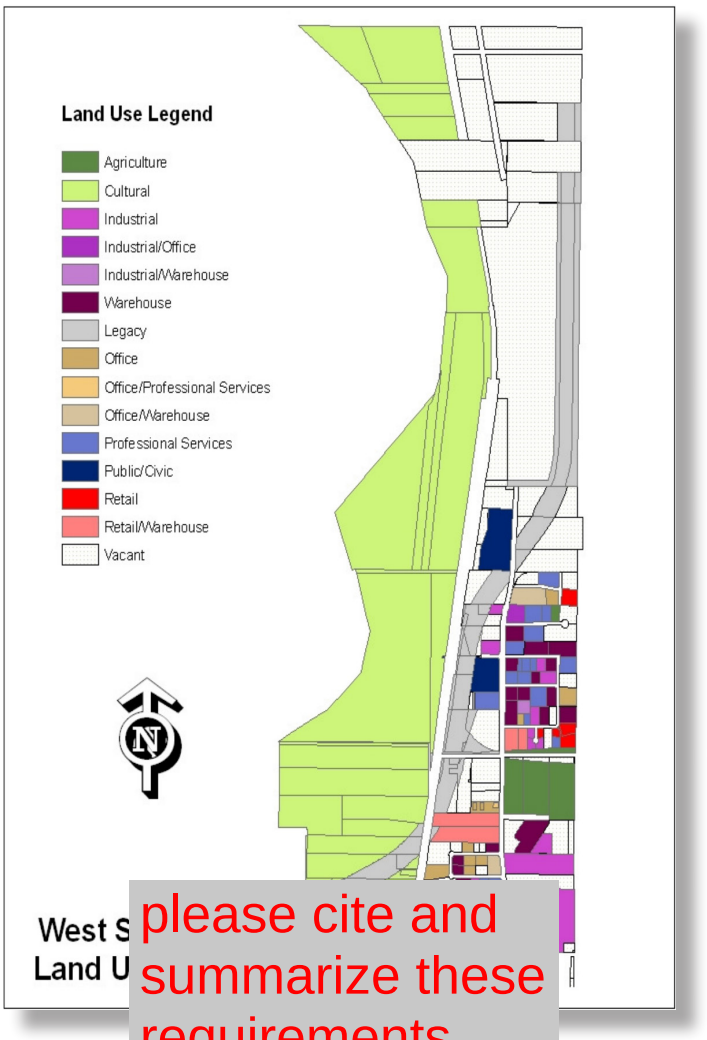
Building upon previous planning efforts ensures continuity of community vision while adapting to changing circumstances. Reviewing past studies provides essential context for understanding how Centerville has evolved, which strategies have proven successful, and which challenges persist.

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

Several past city studies have been reviewed which add context and background for this General Plan Update. The project team reviewed these studies and c understand the vision of residents. Those plans for the city v nthesized as follov

The general plan should be careful in its attempts to define "needs"





please cite and summarize these requirements

Centerv 23)

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

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

"Must" is a strong word

zones, com al growth along major corridors, and natural hazards including hillside protection po ts covered tr unity fa at have served the city well but now require updates. The plan established strong traditions of citizen participation through neighborhood planning policies and provided framework for orderly growth through annexation guidelines.

please cite and summarize these mandates

The moderate-income housing element, added in 2019 and updated in 2023, represents the most recent addition, addressing state mandates and regional affordability challenges that have in a r t

I appreciate this graphic that defines Moderate Income Housing. If Moderate income Housing means smaller single unit "starter" homes, I am in favor. If it means higher density that includes more apartments, condominiums and twin homes, my favor is reduced significantly.

Moderate Income Housing Plan (2023)

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

The plan must address the following five issues:

1. An estimate of the existing supply of moderate-income housing located within the municipality.

2. An estimate of the need for moderate-income housing in the municipality for the next five years as revised biannually.

3. A survey of total residential land use.

4. An evaluation of how existing land uses and zones affect opportunities for moderate-income housing; and

5. A description of the municipality's program to encourage an adequate supply of moderate-income housing.

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

please cite and summarize these requirements

The plan emphasizes the need for se of existing ation with future housing ciples focus on eighborhoods, and providing housing options for different income levels and life stages.

please cite and summarize these mandates

It would be helpful to understand how the ten goals were developed. When I attended last month's public hearing, I heard a couple commision members make comments that made me wonder if they were very familiar with, or if they had read, or were very familiar wit the general plan. Were the goals developed by the planning commission, by the city council, my the consultant creator of the plan?

It seems like more time with a public subcommittee might be helpful obtain public buy-in.

Land Use

Transportation

Housing

Open Space & Recreation

Public Facilities

Conservation & Preservation

Economic Development

The seven elements of the Centerville General Plan

city where families can find housing throughout all stages of life, where local businesses thrive alongside regional destinations, where trails and parks connect every neighborhood, and where sustainable practices protect our resources.

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

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

Through strategic action and continued
nonstrate
rk
clear:
ensuring future generations inherit a Centerville that is more connected, more sustainable, and more vibrant, while remaining unmistakably Centerville.

this goal should be vetted with input from residents of the hillside. Not all recreation opportunities are welcome on the hillside.

The Ten Goals:

Goal #1: Maintain Centerville's Culture and Quality of Life
Centerville residents cherish their small-town, community-first atmosphere and convenient access to services. The city will protect its historic buildings, support community events, and preserve the unified small-town feel that defines Centerville's character.

Goal #2: Preserve the Hillside for Open Space & Recreation
The foothills and mountain areas will be protected from development beyond the base of the foothills. This preservation safeguards against landslides, fires, and habitat loss while maintaining valuable recreation opportunities for current and future residents.

Centerville's mainstreet is a transportation corridor and should not necessarily be made to be anything otherwise. Bountiful mainstreet is close by. If we desire a walk, eat and shop we can go to Bountifu, Fatminston Station or downtown SLC.

apartments and senior housing options are not necessarily smart. This goal is flawed and need to be further vetted with citizen input.

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

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

Goal #4: Foster City Beautification Along Main Street

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

Goal #5: Create Plan for the West Side

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

Goal #6: Improve Connectivity and Active Transportation

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

Goal #7: Facilitate Smart Family-Centered Housing Options

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

Goal #8: Encourage Quality Dining and Entertainment

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

Goal #9: Strategic Redevelopment of Key A

Unde
the C
along
throu
creating vibrant town centers that blend commerce, housing, and public spaces.

Centerville needs to halt housing development until the so called water shortage is sorted out. To continue to build, especially high density housing with a shortage seems unwise.

Goal #10: Implement Water Conservation & Environmental Stewardship

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

this is not the look that most citizens of Centerville are looking for

2. Create Unifying Town Centers

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

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

"should" is a better word than "must"

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

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

Essential Elements for All Town Centers:

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

3. Balance Commercial and Residential Development

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

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

requires?

4. Maintain Family-Centered Housing Options

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

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

Additional Land Use Best Practices:

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

mandates?

Key Takeaways:

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

Future Land Use

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

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

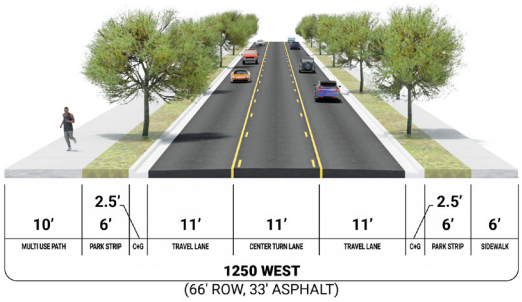
Land Use Categories

caution should be used when describing the city's goals housing options. Centerville is doing its part in providing an average number of high density units

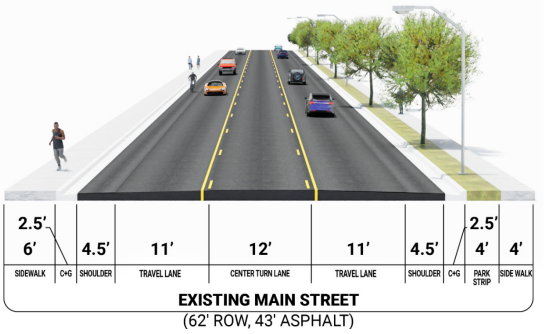
Detached Residential:
Single-family homes on individual lots that form the foundation of Centerville’s established neighborhoods. This category preserves the traditional residential character while allowing for appropriate infill development that maintains neighborhood compatibility and quality of life.

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

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



1250 West Cross Section

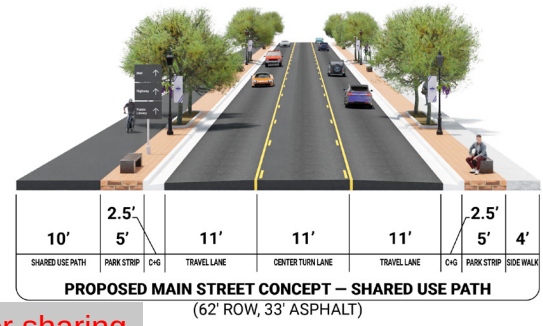


Existing Main Street Cross Section

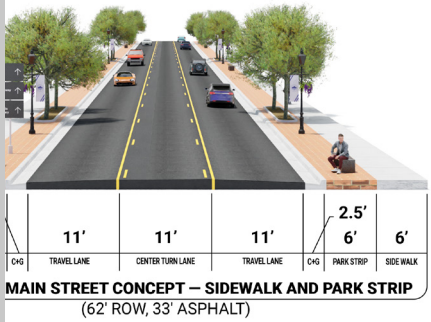
Main Street

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

Thank you for sharing these $costs. Some sort of cost could have been shared with citizens when taking the survey. Sure, we'd all like a shared use path, but at almost $3.5M many would have thought differently about asking for or recommending.



sed Main Street Concept - Shared Use Path



Proposed Main Street Concept - Sidewalk and Park Strip

Main Street Concept Level Project Cost Estimates

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

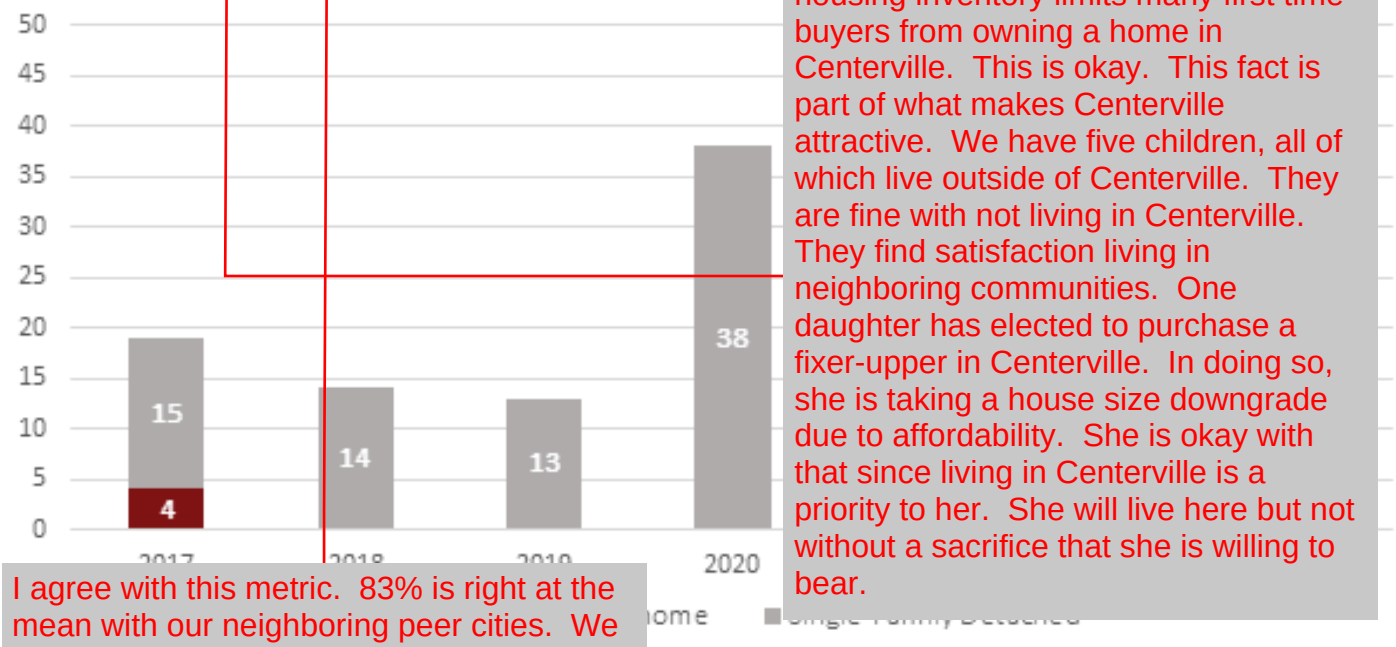
Housing Inventory and Market Conditions

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

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

Key characteristics include:

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



I do not disagree that Centerville's housing inventory limits many first time buyers from owning a home in Centerville. This is okay. This fact is part of what makes Centerville attractive. We have five children, all of which live outside of Centerville. They are fine with not living in Centerville. They find satisfaction living in neighboring communities. One daughter has elected to purchase a fixer-upper in Centerville. In doing so, she is taking a house size downgrade due to affordability. She is okay with that since living in Centerville is a priority to her. She will live here but not without a sacrifice that she is willing to bear.

I agree with this metric. 83% is right at the mean with our neighboring peer cities. We need not do more than our share. Good job Centerville!!

its by Type & Year Issued

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

Housing Affordabi
Analysis

this should read projected deficit. see appendix pg. 93. 706 is the current deficit while a549 is projected for 2030.

Usin HUD's definition of cos
hous 0%
on h hows relatively
stron cs:

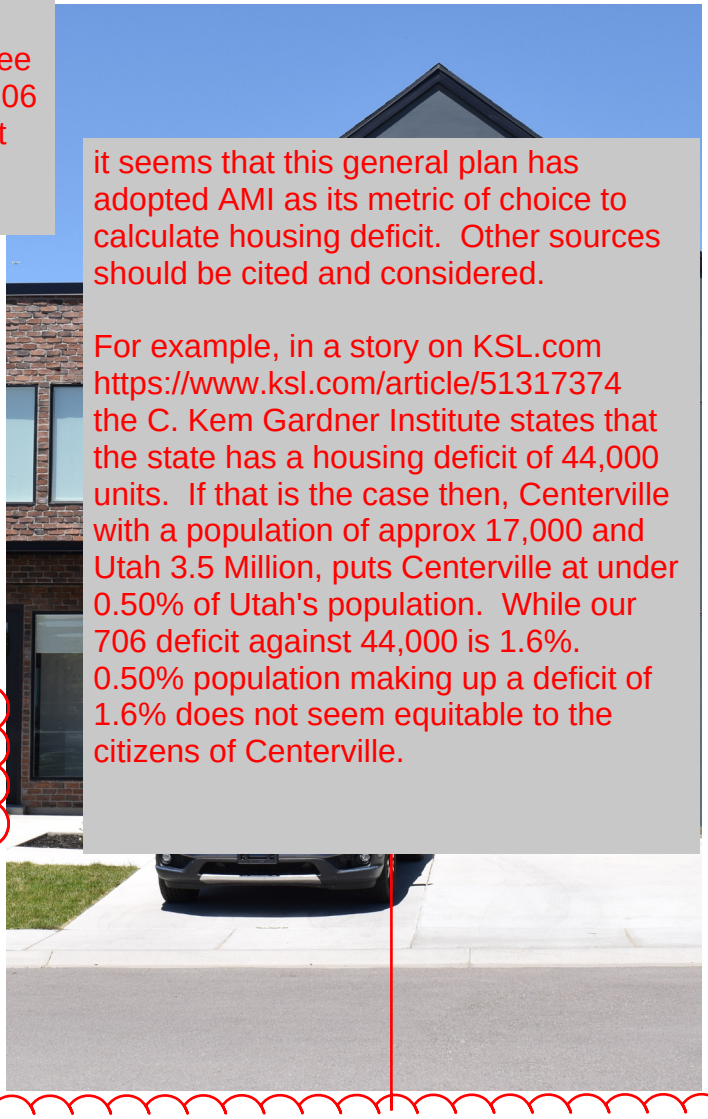
- C ds are cost-burdened (vs. 22.5% countywide)
- 34.1% of renters are cost-burdened (vs. 43% countywide)

this should read projected deficit. see appendix pg. 93. 706 is the current deficit while a549 is projected for 2030.

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

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

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



it seems that this general plan has adopted AMI as its metric of choice to calculate housing deficit. Other sources should be cited and considered.

For example, in a story on KSL.com https://www.ksl.com/article/51317374 the C. Kem Gardner Institute states that the state has a housing deficit of 44,000 units. If that is the case then, Centerville with a population of approx 17,000 and Utah 3.5 Million, puts Centerville at under 0.50% of Utah's population. While our 706 deficit against 44,000 is 1.6%. 0.50% population making up a deficit of 1.6% does not seem equitable to the citizens of Centerville.

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

Since housing deficit numbers are not concrete, they should be used carefull. Rather than state that Centerville's "housing deficit of 1549 units...", the recommending body should use the word "if", "if the current deficit of 1549 units..."

Housing Gap Analysis 2022

Future Housing Needs

Centerville must address both current deficits and future demand:

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

F Tools and A lity Mechanisms

Please cite this regulation

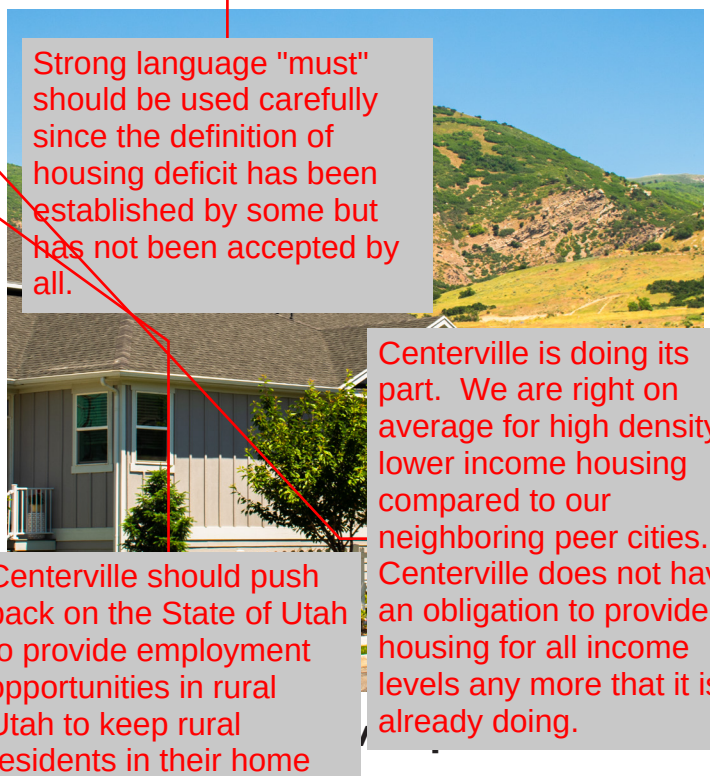
To address housing challenges, Centerville can implement various strategies under Utah Code requirements. As a specified municipality, Centerville must select and implement moderate income housing strategies:

Highlighted Priority Strategies:

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

agency, or community development
and ren
subsidiz

- Home C (HOPZ): to prom
- First Home Investment Zones (FHIZ): Establish zones to assist with creating town centers on the west side (Z)



ent Zones (FHIZ)

- 10-100 acre zones with 30 units/acre minimum density
- 51% must be resid occupied
- 12% affordability r zone, 20% outside
- 60% tax increme years

Having experienced parents at "late-in-life" living establishments, I believe that other, "live-at-home" options are much more economical and should be considered and studied.

Strong language "must" should be used carefully since the definition of housing deficit has been established by some but has not been accepted by all.

Centerville is doing its part. We are right on average for high density, lower income housing compared to our neighboring peer cities. Centerville does not have an obligation to provide housing for all income levels any more that it is already doing.

Centerville should push back on the State of Utah to provide employment opportunities in rural Utah to keep rural residents in their home tiown, thus reducing the demand on housing on the wasatch front.

I agree with this with the caution to protect against over crowding of interstections between I-15 and Legacy highway. If this is a bottle neck, the effective usefulness of Legacy Highway to Centerville residents will be compromised.

Home Ownership Promotion Zones (HOPZ)

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

Community Reinvestment Areas (CRA)

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

Implementation

Successful implementation of these housing strategies will require coordinated efforts between city departments, the Planning Commission, City Council, and community partners. The city should prioritize
implemented in
those affecting t
development po
monitoring of ho
affordability met
shifts will be esse
remain effective
changing condit

Centerville is currently already providing housing opportunities for all residents

The city should establish an annual
organizations will be critical to maximize resources and achieve meaningful affordability outcomes.

I agree with this metric. Centerville needs to promote lower cost, first time buyer programs, for single unit smaller starter homes

Conclusion

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

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

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

Outlook

Public Hearing - General Plan Proposal

From Nancy Smith <nancy_cobblestone@yahoo.com>
Date Tue 11/11/2025 7:45 AM
To Michael Eggett <michael.eggett@centervilleutah.gov>

2 attachments (789 KB)
City - Historic Preservation 2025 GPproposal1.pdf; City - General Plan pg2.1.pdf;

You don't often get email from nancy_cobblestone@yahoo.com. Learn why this is important

Hello Mike,
I would like to submit the following to you and the Planning Commissioners for Wednesday night.
1. A proposal for Historic Preservation to have its own section in the Table of Contents
2. A proposal for page 2 'What is a General Plan'
I have gotten through to page 78 of the GP and have 12 additional pages that have recommendations/clarifications with the same type of formatting as the attached. However, I was told that I should read the Appendix in full as it provides additional clarity on the proposal. I truly hope to submit these as well but most likely that won't happen until after Wednesday night. I'm hoping we can keep the public hearing open for another couple of weeks so these can be submitted to you and the commissioners.
Thank you for your attention to this and all you do,
Regards,
Nancy Smith
801-597-0391

Pg2 – 1st Column, 1st paragraph

Introduction to the General Plan

What is a General Plan?

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

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

OPINION STATEMENT:
The proposed General Plan mentions state mandates repeatedly and it has become confusing for many. I do believe we are using the word **'mandate'** for moderate income housing incorrectly, and to be more accurate, it **is only a General Plan that is mandated to be established** which must contain 3 key elements. I think if we clarify this it will help citizens better understand why we have a GP and why certain things are in it.

REPLACE:
"The General Plan provides an overall blueprint of community values, both now and in the future, and how those values will be protected and implemented. It includes guiding decisions about land use, transportation, housing, economic development and quality of life. The adoption of a general plan is mandated by Utah State code 10-9a-403 and must contain three specific elements; **1)** a **land use** element that designates the long-term goals for both public and private uses of land, **2)** a **transportation** and traffic circulation element correlated with the proposed land use element of the general plan, and **3)** an estimate of the need for, and a plan for, the development of additional **moderate income housing** within the city. A city may include those other elements that it deems necessary. Under Utah State Code, all public uses must conform to the City's General Plan. As to private property, a general plan is an advisory document, unlike the Land Use and Development Regulations, or Zoning Ordinance, which requires strict compliance.

Opinion statement: It is not standard practice to combine conservation and historic preservation under the same category in a General Plan. They are separate topics with different goals, tools, and policy frameworks. While every city organizes its General Plan differently, most follow something along these lines:

Typical Table of Contents	**VS**	**Proposed New General Plan Table of Contents**
• **Land Use**		**Land Use**
• **Housing**		**Transportation**
• **Transportation / Mobility**		**Housing**
• **Conservation / Natural Resources** *(also utilities)*		**Open Space/Recreation**
• **Open Space**		**Public Facilities**
• **Economic Development**		**Conservation & Preservation**
• **Public Facilities & Services**		**Economic Development**
• **Parks & Recreation**		
• **Hazards / Safety**		
• **Historic Preservation** *(sometimes combined with Cultural Resources/Community Character/Heritage)*		

RECOMMENDATION:
We recommend the following pages (Pg. 68 to 71) be changed by removing all talk about Historic Preservation from *"Conservation & Preservation"* and creating a separate section in the Table of Contents called *"Historic Preservation"*

Reasons for this request are:
Conservation & Historic Preservation have different purposes:

- Water conservation -management of natural resources, drought resilience, and sustainability
- Historic preservation -protecting cultural resources, community identity, historic structures

They require different expertise:

- Water planning -engineers, public works, utilities
- Historic preservation -historians, architects, planning staff

Historic preservation is about protecting cultural identity and built heritage, while conservation focuses on natural resource management. Because they require distinct policies, expertise, and implementation strategies, they should be treated as separate planning elements to ensure each receives adequate focus and clarity.

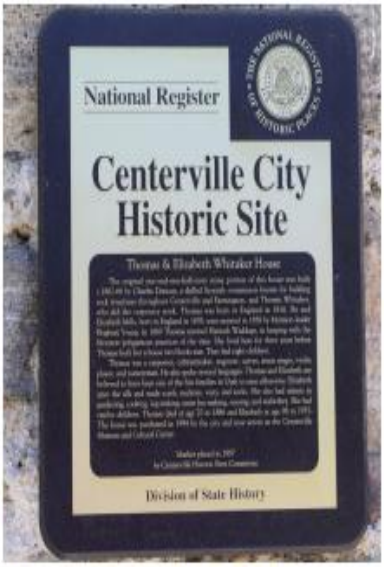
Pg 68 – 2nd column

Historic Preservation

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

Benefits of Historic Preservation:

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



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

REPLACE WITH:

Historic Preservation

Centerville's heritage is a defining asset. The Whitaker Museum serves as the cornerstone of Centerville's preservation efforts. Centerville City purchased the home "*December 1, 1994, to create a museum/gathering place for the benefit of the community*. *It houses volumes of documents, histories, and artifacts deemed significant to Centerville's heritage."*

(https://www.centervilleutah.gov/229/Whitaker-Museum)

The Desert News reported on December 2, 1994, that Centerville City voted to buy a building for the use as a museum and possible senior citizens center. *"The city has expended a lot of resources providing parks and recreation facilities for young people, Mayor Priscilla Todd said, and feels it appropriate to do something for its senior citizens."* The museum's campus hosts school field trips, educational programs, community celebrations, outdoor audio tours that tell 33 historic stories 24/7, a community garden with 45 plots, daily informal activities, and archives that date to 1847.

The Whitaker tells Centerville's story, teaches, traditional values, links past to present, and cultivates pride in our heritage.

(Picture of museum – this is not)

Historic preservation is fundamental to maintaining Centerville's identity and cultural heritage. The city has numerous other historic sites, including Ron's Service Station, 3 Century Old Farms still in operation, trails that connect us to the Indigenous presence in Centerville, remnants remain of the old fort wall that surrounded the 1847 original settlement (later called the Old Townsite), trails that take us to old mines in Hogback Mountain that date us back to the Spaniards, The Wells Fargo Stage Coach Station,and over 105 historic homes. The updated Deuel Creek Historic Walking & Biking District has been developed to guide residents and visitors through (25/43 respectively) historically significant sites, reflecting early settlement patterns, including 8/12 sites on the National Register of Historic Places. The walking tour is 1.1-miles and the biking tour is 1.95-miles, both starting and ending at the Whitaker Museum.

Together these assets form a cultural heart and anchor that strengthens community identity, educates residents, preserves the stories that define Centerville, and welcomes visitors from around the world

Benefits of Historic Preservation

- Fosters community identity
- Enhances the city's aesthetic character
- Stimulates economic development through heritage tourism
- Creates educational opportunities for residents and visitors
- Archives that date from 1847 for ongoing research

Pg70 – 1st column

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

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

Historic District Framework

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

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

REPLACE:

1. Picture with a Century Old Farm or plaque (Bavelas)
2. Under picture, delete paragraphs 1 and 2 and replace with:
   The above historic structure represents one of three Century Old farms located in Centerville. The Bavelas home was built in 1888 and has remained a working farm for 115 years. The other two are the Rockwood Farm and Tingey Farm. These farms add rich context to the city's heritage and history of Centerville's self-sustaining practices.
3. Delete 3rd paragraph and replace with (also no longer Founders Park):

Historic District Framework

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

4. Leave the last paragraph as is written:

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

5. Add in the sited link at bottom of this page:

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

Pg70-2nd Column

Preservation Goals and Implementation

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

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

70

RECOMMENDATION

REPLACE:

Preservation Goals and Implementation

1. The city has established comprehensive goals for historic preservation with the purchase of The Whitaker Museum and more recently establishing the Deuel Creek Historic District. The city is currently pursuing combining the Landmarks Commission, in with the Whitaker Museum Board for the purpose of exploring the expansion of local and national historic site designations, …. **keep the remaining as is written in the 1st paragraph beginning with** *'and the introduction of additional…'*

2. Replace this picture with a picture of a local historic plaque or National or both.

3. KEEP the last paragraph as written; **however**, **will it be the city** that does this or the Museum/Landmarks Committee? Maybe clarify the first sentence better or make sure who at the city will be doing this.

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

Pg71 – 1st column

Best Practices:

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

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

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

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

Implementation

Conservation Land Preservation

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

Hillside Protection

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

REOMMENDATION:
Some of the wording isn't clear such as:

1. The 1st bullet as written, sounds like the city itself will perform maintenance and restoration. We have 105 historic buildings. I think we want to emphasize that the city is a facilitator, not the executor. Perhaps what this is also trying to say is something along the lines of tax incentive programs are available when maintaining and restoring historic buildings if period-appropriate materials and techniques are used? Not sure.
2. The 2nd bullet as written has a double meaning and could almost be interpreted to tear down underutilized places for reuse.

REPLACE: Keep the heading, ***Best Practices***

- 1st bullet with: Encourage and support restoration efforts that follow historic-preservation best practices and utilize period-appropriate materials where feasible.
- 2nd bullet: Promote restoring and repurposing historic buildings, (i.e. old homes into offices or a community space), so they remain active parts of the community while keeping their historic character.
- 3rd bullet with: Support programs that educate the public and encourage active participation.
- 4th bullet with: Develop tools that help visitors understand the history and significance of these sites.
- The paragraph starting with "The city should enhance" **Replace** with: The city should enhance its historic resources by updating the walking tour and other areas of historic significance with modern amenities such as exterior audio guides, wayfinding signage, and information plaques along historic routes.
- Delete paragraphs 3 & 4 as they are **duplicates of what is on page 70, 1st column.**
- Implementation to the end of the page should stay in the Section 'Conservation'

Pg71 – 2nd Column

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

Floodplain Management

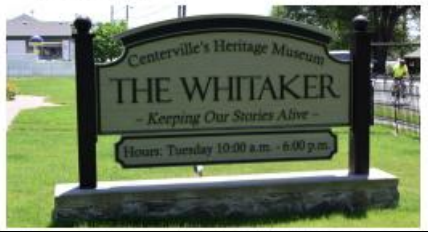
- Update floodplain maps regularly
- Enforce strict development standards in flood-prone areas
- Coordinate with regional flood control agencies
- Implement green infrastructure for stormwater management

Water Conservation Implementation

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

Historic Preservation

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



RECOMMENDATION:
Historic Preservation has nothing to do with Floodplain Management & Water Conservation Implementation. The 4th paragraph *'Historic Preservation*' belongs in with Historic Preservation and not sandwiched between Conservation of Land, Hillside, Floodplain Management or Water Conservation.

REPLACE:

1. Delete 'Historic Preservation' from this page
2. Add the *'Historic Preservation Implementation'* to the *'Historic Preservation'* section (previously recommended to have its own section in the Table of Contents).
3. Replace the wording as follows:

Historic Preservation Implementation

- Update the historic walking tour and other significant sites with modern interpretive elements (i.e. 24/7 exterior audio tours, etc.)
- Establish design guidelines for historic districts
- Create incentives for historic building restoration (i.e. city remodeling discounts, awareness of state tax incentives, etc.)
- Develop additional educational programs about local history

Dear members of Centerville City planning commission, I feel the proposed 2025 GENERAL PLAN should be tabled for a time to allow the community to read and understand it better. I have found a few items that I believe should be discussed before sending this on to the city council.

1. I see discrepancies in the survey of citizens and what is being proposed. On page 10 it states that the overwhelming majority of residents favor moderate income housing west of I-15. Yet on page 16 under the heading "Additional land use practices" we read "Focus intensity around major intersections and infrastructure. Is this what the citizens asked for in the survey? I believe most would say that our major intersections are too busy and we don't need focused intensity.
2. Pg 12, goal #9. Underutilized properties particularly on the Centerpoint / Parrish Lane area and along Main Street will be revitalized through mixed-use development, creating vibrant town centers that blend commerce, housing, and public spaces. The survey shows most citizens favor this kind of development west of I-15. While the town center concept suits Bountiful, it's impractical on Main Street due to the state road and 40 MPH speed limit. I believe most citizens are not interested in something like what we old timers call the JC PENNEY town center, just south of Pages Lane. We want to be able to see our sunsets, and have Centerville look like Centerville. In my opinion, many residents would prefer Centerville to maintain its small-town atmosphere. The town center approach doesn't do that.

   Thank you for considering my request to give these ideas some time to be studied.
   Sincerely,

   Richard Layton

Tami Bryson

I want you to know that I have read every word of this proposed General Plan. It was obvious to me that this plan needs more than one reading.

It takes very careful and slow thought processes to interpret it.

I found many places that were not clear and not accurate in regards with the words used.

Take for instance page 2; where it states by Utah State law a General Plan represents the collective vision of the residents.

Was the consultant aware the resident feedback survey was flawed and was not clear enough.

How is it, that it is called collective vision when there were only 418 or so responses back from the survey.

Continuing on page 2, it states that the Centerville City General Plan is to establish current resident driven vision. Again, there were only 418 or so responses. How can you call it resident driven vision.

I do agree that Centerville is a special place to live as stated. This new plan or document needs careful reading by all of you and the city council and others. Look at every word and sentence.

Please look at page 9, the paragraph under the top right picture. The words ensured and clear priority are not accurate in my opinion.

Moving on, why is it that so much attention in our General Plan is given to increased density and housing? Look at page 115.

The state legislature has given us 26 strategies that would help with affordable housing. It states that we are required to select 3 out of these 26 strategies.

Some of those strategies are very reasonable that could be easily implemented without having to use density on the east side of I15.

If we look at our survey feedback that states 83.5 percent of what our residents wanted which was to place moderate housing on the west side of I15, we can use a few of those strategies and use resident driven vision and solve our so-called housing problem.

If you go to page 84, the plan states that we are to select 5 out of the 26 strategies. So, which is it?

Please look at this and state what exactly what we are to do... is it 3 or 5?

It causes me to ask if the consultant noticed the discrepancy and did any of you?

The general plan as it is written needs to be tabled until these issues and others that I have noticed have been resolved and can be easily understood, free from confusion.

Outlook

Fwd: CGPD

From Dave and Sheri Layton <dashlayton@gmail.com>
Date Thu 11/20/2025 3:50 PM
To Michael Eggett <michael.eggett@centervilleutah.gov>

1 attachment (34 KB)
CGPD w DL Comments.docx;

You don't often get email from dashlayton@gmail.com. Learn why this is important

Michael.

I just realized that my draft note submissions did not come through as I would have hoped. I have reformatted it for enter review. Please forward the attached to the members of the planning commission. Thanks. Dave

Page 2, Paragraph 1, “As required by Utah State Code..”

Comment: What is the required Utah State Code?

Page 2, Paragraph 2, “...it represents the collective vision of residents and stakeholders...”

Comment: I realize that there have been several attempts to capture the collective vision of the Centerville city residents. Opinions have been shared about the effectiveness of these surveys, post-it notes in the park, and other public engagement attempts. I found that the surveys were designed to guide my answers. For example, one of the questions regarding the hillside gave an option that included something that I approved of with something that I was less interested in. It seems like surveys should be designed with clarity in mind rather than confusion. My understanding is that the sets of data from the engagement events have been handed to a consultant that has drafted this plan. It seems like a good logical next step would be to review the content of this plan, section by section with a group of interested citizens, with the planning commission to assure that the plan aligns with the residents and stakeholders. This should be done one section at a time and will require careful word smithing to assure that an accurate understanding of the responses. This step will ensure that potentially poor, misunderstood or even biased data is better understood and corrected.

Page 3, paragraph 1, “..the Wasatch Front region. Centerville benefits form its proximity to SLC...Major roadway transportation systems...and main street, the key state road connection between communities

Comment: I agree that Centerville has become the South Davis County hub. People come from the north and the south to Parish Lane. This puts a lot of pressure on transportation, safety and other utilities. This should be kept in mind with the understanding that increased population to Centerville along with the pressure from neighboring communities is already a significant challenge.

Page 3, paragraph 2, “...easy access to urban ameneties. This unique access to urban amenities.....has made Centerville an increasingly desirable location...”

Comments: Agreed. Centervile is wonderful but has no more regional connectivity than our peer cities - Bountiful, West Bountiful, No. Salt Lake, Woods Cross, Farmington, Fruit Heights, Kaysville and others.

Page 5, pratgraph 2, “...comprehensive framework that honors past commitments while charting a path forward that reflects contemporary needs and opportunities.”

Comments: The general plan should be careful in its attempts to define "needs" These needs are very subjective and are somewhat progressive. Many of Centerville's would identify as more traditional than contemporary.

Page 5, paragraph 3, "...changing state requirements..."

Comment: please cite and summarize the requirements

Page 6, paragraph 2, "..state mandates"

Comment: please cite and summarize these mandates

Page 6, photograph of three homes

Comment: I appreciate this graphic that defines Moderate Income Housing. If Moderate income Housing means smaller single unit "starter" homes, I am in favor. If it means higher density that includes more apartments, condominiums and twin homes, my favor is reduced significantly.

Page 5, paragraph 3, "the plan must address five issues:"

Comment: "Must" is a strong word. What must be included in the general plan required significant review and discussion with interested citizens.

Page 6, List of Issues.

Comments: The issues listed in the general plan required significant review and discussion with interested citizens.

Page 11, The Ten Goals

Comments: It would be helpful to understand how the ten goals were developed. When I attended last month's public hearing, I heard a couple commission members make comments that made me wonder if they were very familiar with, or if they had read, or were very familiar with the draft general plan. Were the goals developed by the planning commission, by the city council, by the consultant creator of the plan?

It seems like more time with a public subcommittee might be helpful obtain public buy-in.

Page 11, last paragraph, "...safeguards against lanslides, fires..."

Comment: This goal should be vetted with input from residents of the hillside. Not all recreation opportunities are welcome on the hillside.

Page 12, goal 4

Comment: Centerville's Main street is a transportation corridor and should not necessarily be made to be anything otherwise. Bountiful main street is close by. If we desire a walk, eat and shop we can go to Bountifu, Farmington Station or downtown SLC.

Page 12, goal 7

Comment: Townhomes, apartments and senior housing options are not necessarily smart. This goal is flawed and needs to be further vetted with citizen input.

Page 12, goal 10

Comment: Centerville needs to halt housing development until the so called water shortage is sorted out. To continue to build, especially high density housing with a shortage seems unwise.

Page 15, first pic

Comment: this is not the look that most citizens of Centerville are looking for.

Page 15, paragraph 1

Comments: "could" might be a better word than "should"

Page 16, paragraph 1, “Centerville’s family oriented nature requires diverse housing…”

Comment: Requires? Centerville is not required to provide housing for all of our offspring. This is a flawed theory that should not be used as a foundation for Centerville’s housing policies.

Page 16, Key takeaways:

Comments: state mandate? Please provide information on what the mandate is. Stating that we are mandated to do this or that ,when in fact we are not, is direction leading.

Page 20, attached residential: “ while maintaining residential scale and character, supporting the city’s goal of providing diverse housing options…”

Comments: Caution should be used when describing the city's goals housing options. Centerville is doing its part in providing an average number of high density units in South Davis County and our peer communities.

Page 27, table at bottom page
Thank you for sharing these $costs. Some sort of cost could have been shared with citizens when taking the survey. Sure, we'd all like a shared use path, but at almost $3.5M

many would have thought differently about asking for or recommending. I'm a runner and would love a running trail, but not for $3.4M.

Page 49, paragraph 1, "centerville's housing stock (is) 83% single family housing.

Comment: I agree with this metric. 83% is right at the mean with our neighboring peer cities. We need not do more than our share. Good job Centerville!! I have studied this and found other ddata that suggests that we ae only around 70% single family housing.

Page 49, paragraph 2, "the housing reflects limited inventory...creating barriers for ...moderate-incolme households..."

Comment: I do not disagree that Centerville's housing inventory limits many first time buyers from owning a home in Centerville. This is okay. This fact is part of what makes Centerville attractive. We have five children, all of which live outside of Centerville. They are fine with not living in Centerville. They find satisfaction living in neighboring communities. One daughter has elected to purchase a fixer-upper in Centerville. In doing so, she is taking a house size downgrade due to affordability. She is okay with that since living in Centerville is a priority to her. She will live here but not without a sacrifice that she is willing to bear.

Page 50, paragraph 4, "current deficit of 1549...
Comment: this should read projected deficit. see appendix pg. 93. 706 is the current deficit while 1549 is projected for 2030.

And -- Since housing deficit numbers are not concrete, they should be used carefull. Rather than state that Centerville's "housing deficit of 1549 units...", the recommending body should use the word "if", "if the current deficit of 1549 units..."

Page 50, table
Comment: it seems that this general plan has adopted AMI as its metric of choice to calculate housing deficit. Other sources should be cited and considered.

For example, in a story on KSL.com https://www.ksl.com/article/51317374
the C. Kem Gardner Institute states that the state has a housing deficit of 44,000 units. If that is the case then, Centerville with a population of approx 17,000 and Utah 3.5 Million, puts Centerville at under 0.50% of Utah's population. While our 706 deficit against 44,000 is 1.6%. 0.50% population making up a deficit of 1.6% does not seem equitable to the citizens of Centerville.

Page 51, bullet 1 and bullet 2

Comment: Having experienced parents at "late-in-life" living establishments, I believe that other, "live-at-home" options are much more economical and should be considered and studied.

Page 51, bullet
Comments: Centerville is doing its part. We are right on average for high density, lower income housing compared to our neighboring peer cities. Centerville does not have an obligation to provide housing for all income levels any more that it is already doing.

Page 51, paragraph 2, "...Utah code requirements...
Comment: again, please cite this regulation.

Page 51, second set of bullets. Bullet number 2
Comment: I agree with this with the caution to protect against over crowding of interstections between I-15 and Legacy highway. If this is a bottle neck, the effective usefulness of Legacy Highway to Centerville residents will be compromised.

Page 52, bullet 1, ",,,6 units/ acre..."
Comment: I agree with this metric. Centerville needs to promote lower cost, first time buyer programs, for single unit smaller starter homes. This is not to be confused with multi-unit attached housing.

Page 52, second to last paragraph, ...Centerville can ... ensure housing for all residents.
Comment: Centerville is currently already providing housing opportunities for all residents

Outlook

General Plan Comments

From Nancy Smith <nancy_cobblestone@yahoo.com>
Date Mon 12/1/2025 3:10 PM
To Michael Eggett <michael.eggett@centervilleutah.gov>

5 attachments (2 MB)
City.GP pgs 4-8.pdf; City.GP pgs 9-12.pdf; City.GP Chart A & B.pdf; City.GP pgs 14-17.pdf; City.GP pgs 20-24.pdf;

You don't often get email from nancy_cobblestone@yahoo.com. Learn why this is important

Hello Mike and Planning Commissioners,
Attached are the files I had pretty much completed 3 weeks ago, but found that after reading the remainder of the Chapters in the draft proposal, some corrections needed to be made on my end.
I hope that you will consider these pages and my notes as to why I've recommended each changes or at least have a good discussion on your part as to the value or not of my concerns.

I have been very thoughtful going through these pages and have used my professional skills to put together in as easy as possible way, why the red line additions and strikethroughs have been made.

Thank you for your care and concern as you move forward with this very important document for the citizens of Centerville.
Regards,
Nancy Smith

Introduction
Pages 4, 5, 6,7, 8

CONCERNS:

1. Reading the Introduction was confusing specifically as it relates to MIH. It seems out of place, unnecessary, and arbitrary because the plan doesn't also address other recent policies that have been enacted (i.e., Foothills Management Plan, West Side Plan, etc.). By only listing MIH it signals a false emphasis that MIH is the central focus and our GP is shaped primarily around state housing mandates. It's doubly confusing because the Chapter on Moderate-Income Housing has been entirely left off as a Chapter in the draft proposal.
2. An ***introduction*** should set the stage, and geography, community context, purpose of the plan, not specific regulatory mandates. The MIH should be placed under its own chapter.
3. Pages 7 & 8 specifically reference WFRC, SDATP & SDRDMP. Images ***strongly imply adoption*** unless the text directly beneath them clearly says otherwise. Their regional plans belong in the Appendix (commonly used for external plans) where it is a **supporting non-binding section.** Referencing regional transportation plans in the *introduction* shifts tone *from community driven* to *regional driven*, and creates a subtle impression that Centerville is **obligated** to follow regional priorities – which is **not correct under Utah Code.** Below are statements in the city's draft plan that imply as if the city is guarantying construction of the WFRC, SDATP & SDRDMP. We shouldn't imply **their projects will occur** in our document. Having their document in the city's plan appears adoptive instead of informational. It also appears regional goals are framed as community goals (which they may or may not be).

   Examples: these phrases give **an implied adoption (**not merely referential**) of External Plans.**

   - Pg7 '*This collaborative plan addresses…'*
   - Pg7 '*Ensures that investments…'*
   - Pg7 '*Creating an integrated network…'*
   - Pg8 '*will increase'* (we can't possibly know this)
   - Pg8 '*establishes priorities for capital improvements'* (another entity shouldn't be prioritizing our priorities)

   If images are kept here, at a minimum add the following statements under each RTP graphic insert:

   - *Image of SDCAT add the following words: 'Image from SDC Active Transportation Plan (2020), included for information reference only; not adopted by Centerville City.*
   - *Image of WFRC Regional Transportation Plan (2019-2050), included for regional context only; not adopted by Centerville City*
   - *Image of SDRC Master Plan (2020, information only; Centerville has not adopted this plan*
4. The draft wording page 6 incorrectly cites the Utah State Code. We should not keep referencing *'mandates'* incorrectly and confusing that word with density, mixed-use, etc., it is not accurate and twists what MIH is really all about. Utah municipalities are required to:
   - Prepare and adopt a Moderate-Income Housing Plan element
   - Select and implement at least 3 state-approved strategies
   - Report annually on progress

   NOT required to:
   - Upzone citywide
   - Place MIH near transit
5. Following are recommended changes for pages 4-8

PAGE 4

Regional Context

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

~~Centerville has public transit options provided by the Utah Transit Authority (UTA), with several bus routes connecting to other parts of Davis County and the greater Salt Lake City area. The nearest FrontRunner commuter rail stations, located in Farmington and Woods Cross, offer convenient commuting options. Centerville features popular trails such as the Legacy Parkway Trail and the Bonneville Shoreline Trail, which connect with regional trail systems.~~ Centerville is served by UTA bus routes operating along 400 West, Main Street, and 400 East, providing north-south transit access to regional destinations. While the nearest FrontRunner commuter rail stations are located in Farmington and Woods Cross, these routes connect Centerville residents to the broader regional transit system. This plan does not propose or endorse fixed-guideway transit (such as light rail or bus rapid transit) on Main Street.

The city is also connected to popular regional trails such as the Legacy Parkway Trail and the Bonneville Shoreline Trail, which link Centerville to the broader Wasatch Front trail network

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

PAGE 5

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

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

~~Several past city studies have been reviewed which add context and background for this General Plan Update. The project team reviewed these studies and other data to further understand the vision, needs, and desires of residents. Those existing studies and plans for the city were reviewed and synthesized as follows:~~ Several past studies and policy documents were reviewed as part of this General Plan Update, including prior general plans, area plans, transportation studies, utility master plans, and housing analyses. These documents represent years of community input, professional analysis and strategic thinking that that should be honored as they still provide essential background for understanding how Centerville has grown and what new policies are now required.

Centerville General Plan (1995-2023)

The existing general plan evolved over nearly three decades, with its foundation established in 1995 and various sections updated through 2023 to address changing state requirements and community needs. ~~The plan accurately predicted substantial growth, forecasting Centerville's transformation from approximately 12,000 residents in 1995~~

~~to over 16,000 by 2020~~. The plan guided land use, transportation, and community development through multiple growth cycles. Despite recognizing approaching build-out conditions, the plan anticipated continued growth pressures requiring strategic infill development.

Centerville's General Plan builds upon decades of prior planning efforts, including transportation and utility master plans, open space and trails planning, hillside and geologic hazard studies, and housing analyses. Where earlier plans remain consistent with current community values and state law, this General Plan incorporates their key concepts. Where conditions, best practices, or legal requirements have changed, this Plan updates the city's policy direction and provides clearer guidance for future land use, transportation, housing, conservation, and economic development decisions.

PAGE 6

~~This comprehensive document's twelve elements addressed residential development with neighborhood character, zones, commercial and industrial growth along major corridors, and natural hazards including hillside protection policies. Infrastructure elements covered transportation networks, community facilities, and public utilities that have served the city well but now require updates. The plan established strong traditions of citizen participation through neighborhood planning policies and provided framework for orderly growth through annexation guidelines.~~ Centerville's previous General Plan addressed land-use, transportation, housing, utilities, and hazard mitigation through a series of adopted elements, hillside protection. Many of the concepts remain relevant today, but changing conditions, state statues, and community priorities now require a more focused, updated framework for land use, transportation, housing, and conservation.

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

~~**Moderate Income Housing Plan (2023)**~~
~~(The unedited statement following is pretty much a duplicate of the above ¶) The moderate-income housing plan was the most recent addition to the general plan in 2023. Utah State Code requires that every municipality adopt a plan each municipality to prepare and periodically update a moderate-income housing for moderate-income housing within the community;~~

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

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

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

Moderate-income housing requirements, along with other state-mandated planning topics, are addressed in the Housing and Moderate-Income Housing chapters of this General Plan rather than in the Introduction. Those chapters provide the appropriate level of detail on data, strategies, and compliance tools while allowing this section to remain focused on overall planning context.

PAGE 7

The South Davis County Active Transportation Plan is a ~~multi-jurisdictional~~ collaborative effort ~~between~~ involving Bountiful, Centerville, and North Salt Lake, completed in January 2020. This collaborative plan ~~addresses~~ provides recommendations related to the ~~growing~~ demand for safe, ~~connected~~ bicycle and pedestrian infrastructure ~~across municipal boundaries~~, identifying existing facilities and gaps while ~~providing a prioritized list of improvements to create a seamless system for all users~~ offering potential strategies that participating municipalities may consider, modify, or decline based on local needs and priorities.

For Centerville specifically, the draft plan ~~identifies two priority projects~~ includes two concepts for possible consideration: buffered bike lanes along 400 West and separated bike lanes on 400 East, both ~~critical~~ noted as important regional north-south corridors. The plan emphasizes creating ~~'walkable centers' around key activity nodes~~ opportunities to improve pedestrian safety near public amenities, ~~particularly~~ near schools, parks, and commercial districts, with recommendations including such as enhanced crosswalk treatments, sidewalk gap closures, and trail connections to the Legacy Parkway Trail and Bonneville Shoreline Trail systems.

Implementation strategies focus on ~~coordinating improvements with roadway projects for cost-efficiency, pursuing grant funding, and establishing consistent design standards across jurisdictions~~ possible efficiencies if multiple entities voluntarily align improvement timing or design elements. Any future consideration or implementation would remain subject to City review, funding, approval, and public process. The SDCATP is advisory and does not establish land-use policy, zoning authority, or capital commitments for Centerville.

~~By taking a regional approach, the plan ensures that investments in one community complement neighboring cities, creating an integrated network that encourages walking and biking as viable transportation options throughout South Davis County.~~

PAGE 8

The WFRC 2019-2050 Regional Transportation Plan (2019)

The Wasatch Front Regional Transportation Plan (RTP) outlines long-range regional transportation concepts and ~~priorities~~ projections through 2050 within the Wasatch Front region. This plan is prepared by the Wasatch Front Regional Council and provides ~~direction~~ regional planning context for a multi-county area. The RTP is advisory and does not establish land-use policy, zoning authority, or capital commitments for Centerville.

WFRC's long-range transportation plan provides ~~a comprehensive roadmap~~ regional context for transportation ~~investments~~ planning considerations impacting Centerville. This federally-required plan ~~balances projected growth with transportation needs while considering air quality, fiscal constraints, and regional connectivity~~ is prepared for multi-county planning purposes and is advisory to municipalities. The plan employs a three-phased approach: Phase 1 (2019-2030), Phase 2 (2031-2040), Phase 3 (2041-2050)

These phases ~~reflect~~ represent project readiness, funding availability, and regional priorities established through public engagement and technical analysis.

Regional projects identified in the plan include:

Transit: Frontrunner double-tracking (Phase 1) ~~will increase~~ is intended to improve commuter rail frequency and reliability ~~for residents using the nearby Farmington station.~~

Roadway: I-15 widening through Davis County (Phase 1) ~~addresses~~ is identified to relieve current congestion ~~while accommodating projected growth.~~

Roadway: Legacy Parkway capacity improvements (Phase 2) ~~will manage increasing traffic volumes~~ are identified as a potential response to projected corridor usage on this important alternative route.

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

~~These regional investments complement Centerville's local transportation priorities while ensuring the city remains well connected within the broader Wasatch Front transportation network~~: These regional concepts may be considered for compatibility with Centerville's transportation vision, infrastructure capacity, safety priorities, and public input.

South Davis Recreation District Master Plan (2020)

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

Through public engagement and needs assessment, it identifies service gaps and ~~establishes priorities for capital improvements~~ suggests long-term investment priorities for consideration. ~~Although not officially adopted by City Council, the plan provides valuable data relevant to Centerville, including recommendations for trail connectivity, park renovations, and potential cost sharing agreements for joint facility development.~~ The SDRDMP is advisory and does not establish land-use policy, zoning authority, or capital commitments for Centerville.

Pages 9, 10, 11, 12 - Introduction

CONCERNS:

1. Page 9 last paragraph was changed because the current version frames MIH results as if they were policy direction, which can be weaponized later. The results are input, not policy and because the ***introduction*** does **not** set land-use decisions it shouldn't be stated in this section the way it was.
2. I have big concerns over pages 9-12!! The draft plan states different community priorities on each of these pages causing conflict and confusion. First, *'resulting in clear priorities'* on page 9 and then *'top 5 priorities for the General Plan update are to…'* on page 10. Then all of a sudden on pages 11 & 12 we now have *'The Ten Goals'*, referencing the top 10 priorities. It's a strange numbering system on page 9, why say 5 but not number accordingly and then show 6 Results? These pages are not accurate and have actually elevated lower-ranked goals above higher priorities and completely left a goal off that should be included in the top 10. The multiple pages on basically the same topic are hard to follow and more confusing than beneficial (review taken from page 83 top priorities + page 84). Do we need 4 pages in our *introduction* talking about our survey results? Could be lumped together more precisely and SIMPLIFIED. Not only should it be simplified, according to the survey results what the draft plan is showing is not correct. The following pages do not reflect the same priorities. I hope the following boxes below will reflect the confusion I read:

Page 9 -Top 5	**Page 10 – Top 5**
Maintaining Centerville's culture and quality of life	Maintain Centerville's existing culture, history, and quality of life
Preserving hillside open space	Preserve the city's hillside for open space and recreation opportunities
Improving parks	Creating, maintaining, and improving city parks
Beautifying Main Street	Fostering city beautification practices throughout the city and along Main Street
Creating a cohesive plan for the west side	Create a cohesive plan for the west side of the city

Pages 11-12 list in order these Top 10 Goals	
Maintain Centerville's culture and quality of life	Improve connectivity and active transportation
Preserve the hillside for open space & recreation	Facilitate smart family-centered housing options
Create, maintain, and improve city parks	Encourage quality dining and entertainment
Foster City Beautification Along Main Street	Strategic redevelopment of key areas
Create plan for the west side	Implement water conservation & environmental stewardship

The box below reflects the actual results from the survey responses. The correct priorities are significantly different than what the draft plan is showing. For more specific details go to Chart A&B which is a separate attachment

According to survey results these should be the Top Ten Goals – based on highest votes	
Maintain Centerville's existing culture, history & quality of life	Create a plan for West side (Flood Control, land uses, commercial, housing, industrial, etc.)
Preserve the hillside for open space & recreation opportunities	Implement water conservation & environmental stewardship practices
Create a plan for Moderate Income Housing on West side of I-15	Improve street connectivity, trails, public & active transportation throughout the city
Create, maintain, and improve city parks	Locate an area for a new cemetery
Foster city beautification practices, including along Main Street	Encourage a range of entertainment & restaurant options

The survey responses as listed on page 83 had a very specific question *'Create a Plan for the West Side (IE Flood Control, Land Uses, Commercial, Housing, Industrial, etc.).* However, there was also another question asked *'Where in Centerville Should Moderate Income Housing Be Built?* These are two very separate questions. The second question was (in my opinion) a leading question because most people think that Moderate Income Housing is density. We have different response tallies for both questions. Yet, in the Goal Priority Setting, these two questions have been blended together, which I think is an inaccurate representation of the responses and leads one to think that the West Side should only have MIH. This is not true. The community responded to two separate questions. I went through very carefully the tally numbers for each question asked and they do not align with what is being proposed as our top 10 priorities. You can also review the findings on Chart A & B which is attached. My summation is as follows:

1. Stated goal #5 – **Major Discrepancy**. *'Create a plan for the west side of the city'* according to the tally votes is #6. Goal # 5 should be '*Foster city beautification practices, including along Main Street'.*

2. Stated goal # 6 – **Major Discrepancy.** *'Improve connectivity and active transportation'* according to the tally votes is #8. Goal # 6 should be *'Create a plan for the west side, i.e. flood control, etc…*)'

3. Stated goal #7 **Major discrepancy**. *'Urban design/streetscape elements'* according to the tally votes is #5. The survey response for Goal #7 is '*Implement Water conservation & environmental stewardship…'*

4. Stated goal #8 – **Major discrepancy.** *'Encourage Quality dining and entertainment.'* according to the tally votes is #10. The survey response for Goal #8 is *'Improve Street connectivity, trails, etc.…).*

5. Stated goal #9 – **Major discrepancy.** *'Strategic Redevelopment of Key Areas'* according to the tally votes is #12. The survey response for Goal #9 is *'Locate an area for a new cemetery'* which has been completely left off.

6. Stated goal #10 – **Major discrepancy.** *'Implement Water Conservation & Environmental Stewardship'* according to the tally votes is goal #7. The survey response for Goal #10 is *'Encourage a range of entertainment & restaurant options.*'

In addition to the above concerns. I feel important words have been left off of some of the goals that changes the overwhelming response and exact meaning or intent of the original responses that were given. These concerns are listed next:

7. Goal #2 –Residents stated *'no new non-recreational development,* these words have been left off of the draft proposal. Does it matter, yes it does. When we talk about *'…protected from development'* sounds absolute, but usually isn't. The word *protected* is vague and the community thinks it means *'no new non-recreational development'*, but it doesn't.
   - '*…will be protected from development* b*eyond the base of the foothills'* is unclear and may allow development up to the base, is this the intent? We have not incorporated the existing Foothills Master Plan into the new GP so we can't evaluate if/what is really correct. The wording under this goal may or may not be correct.

8. Goal #3 – Referring to city parks. When we project future growth or density, are we also projecting demands on water resources, or future open space needs to match new population? I don't see in this draft a no-net-loss policy.

9. Goal # 4 – Residents supported: *Uniform streetscapes, plaza space, raised planters, outdoor dining, street trees, Main Street pedestrian improvements and historic walking/biking tour.* The question had a very important phrase which was *'including Main Street*'. The goal now appears to be focusing only on Main Street.

10. Page 11, '*Conservation & Preservation'* icons on second column, need to be corrected to reflect 8 elements. Separate these two words, *'Conservation/Preservation'* and create one for *'Historic Preservation'* and one for *'Conservation'*. Change wording from '*The seven elements of the Centerville General Plan'* to state '*eight'*
11. Recommend adding a new subsection called 'How to Use This Plan'
    As a past councilmember I learned that the public doesn't always understand how to navigate a GP and that it is a policy guidance, not a regulation. That it is the zoning code and municipal code that implement the policies contained in the GP. Most modern general plans now include a "How to Use This Plan' in their General Plans.
12. The tone of this chapter is written by a regional planning consultant who has interpreted resident comments in a more urbanizing way and has projected certain philosophies into the written draft plan. Pages 9, 10, 11,

and 12 have been adjusted to reflect less regional planning and more the actual resident feedback.
EXAMPLES:

- Top #1 goal – *'history'* was left off of the overwhelming #1 priority
- '*The Top 5 priorities'* were phrased inaccurately. The original list is fine conceptually, but the word '*creating'* and 'f*ostering'* imply development, intensification, or adding new elements not requested by residents
- *'Overwhelming majority agreed the best location for MIH is west of I-15'* is risky. This statement misrepresents both
    - 1. What the state requires, and
    - 2. What the survey actually means. Could be construed as a public endorsement of density on the west side, developers could argue for a rezoning, could be interpreted as an obligation rather than a preference, incorrectly suggests MIH requires geographic placement (it does not)
- Residents asked for: Preservation, Maintenance, Enhancements. They did not ask for expansive new programs or redesign of entire corridors.
- Main Street improvements phrasing implied expensive or intensive redesign. Original phrasing reads as though the city is committing to: shared use paths, pedestrian islands, major transportation redesign,
- Pg11 *'the foothills & mountain areas will be protected from development…*'sounds absolute, but usually isn't because the word protected is vague
- Pg11 *'integral part'* 'suggests regional obligations or expectations for density, regional centers, etc
- Pg11 *'housing throughout all stages of life'* a common phrase used as justification for higher densities, mixed-use, multi-story apartments
- Pg11 *'transform'* could be interpreted as permission for large-scale redevelopment
- Pg11 *'meeting state requirements'* suggests the plan is structured for the state rather than for residents
- Pg11 *'more connected, sustainable, vibrant'* is regional planning language typically tied to increased density, TODs, town centers, multifamily infill
- Pg11 *'will'* a city is accountable for every *'will'* in a GP, which becomes evidence in land-use decisions
- Pg12 'will' binding commitment
- Pg12 '*transform'*, *'revitalize through mixed-use', 'vibrant town centers', 'walkable mixed-use development', 'town centers that blend commerce and housing'* are repeatedly being promoted and are commonly used to justify upzoning, increased density, multi-story mixed-use projects, and redevelopment commercial into residential conversion. These match regional planning language (WFRC/UDOT), not small-town character.

PAGE 9

Public Engagement

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

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

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

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

~~This multi-faceted approach ensured broad community participation across all neighborhoods and demographics, resulting in clear priorities:~~ This multi-faceted approach was designed to reach residents from different neighborhoods and age groups and helped identify recurring themes in community feedback, including: maintaining Centerville's culture and quality of life, preserving hillside open space, improving parks, beautifying Main Street, and creating a cohesive plan for the west side.

~~The overwhelming consensus (83.5% of respondents) identified west of I-15 as the preferred location for moderate income housing, demonstrating unified community vision for growth management.~~ Survey responses indicated that a large share of participants (approximately 84%) viewed areas west of I-15 as a preferred potential location for moderate-income housing. These results provide important public input to inform future policy discussions but do not, by themselves, establish land-use entitlements or commitments.

PAGE 10

Public Engagement Results

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

1. 418 out of 419 responses were submitted by Centerville residents, residing in all areas of the city.

2. Residents ~~responded that their top 5 priorities for the General Plan update are to~~ identified their highest priorities as:
   - Maintain Centerville's existing culture, history, and quality of life.
   - Preserve the city's hillside for open space and recreation opportunities.
   - ~~Creating, maintaining, and improving city parks~~. Maintain and improve city parks.
   - ~~Fostering city beautification practices~~ ~~throughout the city and along Main Street.~~ Enhance city beautification, particularly along Main Street
   - ~~Create a cohesive plan~~ Develop a community-supported plan for the west side of the city.

3. The ~~overwhelming~~g majority of Residents agreed that the best location for Moderate Income Housing within the city is west of I-15

4. The Urban Design/Streetscape elements that received the most support were ~~Uniform Streetscapes~~, consistent design elements, Street Trees, Raised Planters, Outdoor Dining, and Plaza Space.

5. 82.9% of Residents expressed a desire for Main Street improvements, with 41% of those respondents preferring both a Shared Use Path & a Pedestrian Safety Island where feasible and context-appropriate.

6. Residents support the proposed update to the city's Historic Walking/Biking Tour.

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

PAGE 11

Vision & Goals

Centerville stands at a ~~pivotal~~ defining moment—a thriving community of ~~over 16,000~~ approximately 18,000 residents that has successfully maintained its small-town character while ~~becoming an integral part of the Wasatch Front~~ coexisting within the Wasatch Front Region. Our vision embraces this duality: honoring our pioneer heritage and continuing to honor our present residents, while ~~thoughtfully planning for the future~~ planning carefully for the community's long-term well-being.

This vision, shaped by ~~extensive~~ broad community engagement, imagines a city where families can find housing ~~throughout all stages of life~~, appropriate to Centerville's scale and identity, where local businesses thrive ~~alongside regional destinations~~, in neighborhood-serving areas, where trails and parks connect every neighborhood, and where sustainable practices ~~protect~~ conserve and protect our resources.

We ~~will~~ seek to preserve our scenic hillsides, revitalize historic Main Street, ~~develop the west side with its own unique identity~~, guide west side planning in a way that respects community character, and ~~transform aging commercial areas into vibrant gathering places~~. support reinvestment in appropriate commercial areas and increase our economic development.

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

Through strategic action and ~~continued collaboration~~ ongoing community involvement, Centerville ~~will demonstrate~~ aims to ensure that growth and preservation work together to create an exceptional community. Our commitment is clear: ensuring future generations inherit a Centerville that is ~~more connected, more sustainable, and more vibrant~~ well-maintained, fiscally responsible, and community-centered, while remaining unmistakably small-town Centerville

The Ten Goals:

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

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

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

The foothills and mountain areas ~~will be protected~~ should be permanently preserved and no new development permitted ~~from development~~ beyond the base of the foothills. This preservation safeguards against landslides, fires, and habitat loss while maintaining valuable recreation opportunities for current and future residents. (OR ANOTHER OPTION) The foothills and mountain areas shall be protected from urban development, allowing only limited, low-impact uses such as trails, open space preservation, and essential public safety infrastructure…

PAGE 12

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

Existing parks ~~will be enhanced~~ should be improved with modern amenities while new park spaces ~~will be strategically developed~~ may be considered for development only in underserved areas. This includes updating playgrounds, adding sports courts, and creating gathering spaces ~~that serve residents of all ages and abilities~~ appropriate to Centerville's size, needs, and long-term maintenance capacity.

Goal #4: Foster City Beautification Along Main Street

Main Street ~~will be transformed~~ may be enhanced through thoughtful streetscape improvements including uniform design standards, street trees, planters, and pedestrian amenities. These enhancements ~~will create~~ aim to promote a cohesive identity and welcoming atmosphere throughout the corridor while maintaining the established scale and historic character.

Goal #5: Create Plan for the West Side

The area west of I-15 ~~will be developed with a clear identity and purpose~~ should be planned carefully to ensure land uses remain compatible with existing community character, ~~integrating better with the rest of the city~~ strengthening connections through improved connectivity, amenities, and ~~mixed-use development that creates a vibrant, walkable community~~ appropriate, community-scaled development patterns.

Goal #6: Improve Connectivity and Active Transportation

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

Goal #7: Facilitate Smart Family Centered Housing Options

Diverse housing types ~~will ensure residents can remain in Centerville through all life stages~~ should support long-term residency for current and future residents, ~~This includes~~ including townhomes, ~~apartments~~ select multi-unit

options, and senior housing ~~options that maintain affordability while preserving neighborhood character~~ only where demonstrated compatible with neighborhood character an infrastructure capacity.

Goal #8: Encourage Quality Dining and Entertainment
New sit-down restaurants, family entertainment venues, and gathering spaces ~~will be recruited to enhance~~ may be supported when they enhance Centerville's appeal as a destination. These amenities ~~will serve~~ should serve residents ~~while generating economic vitality~~ while maintaining small-town scale, traffic expectations, and neighborhood compatibility.

Goal #9: Strategic Redevelopment of Key Areas
Underutilized properties, particularly in the CenterPoint/Parrish Lane area and along Main Street, ~~will be revitalized through mixed-use development~~, may be considered for context-appropriate reinvestment, ~~creating vibrant town centers that blend commerce, housing, and public spaces~~. prioritizing neighborhood-serving uses and maintaining scale appropriate to Centerville.

Goal #10: Implement Water Conservation & Environmental Stewardship
The city ~~will lead~~ should demonstrate leadership by example in waterwise practices, promoting drought resistant landscaping, efficient irrigation systems, and sustainable development ~~practices that protect~~ practices to protect our natural resources for future generations.

How to Use the Plan

The General Plan serves as a long-range policy guide for land use, transportation, housing, conservation, economic development, and public facilities. It establishes the community's vision and priorities while providing direction for future decision-making.

The plan is **advisory,** not regulatory. Zoning ordinances, development standards, capital plans, and other municipal codes implement the policies contained here.

Each chapter includes:

- **Background & context** – summarizes existing conditions and key issues
- **Goals & policies** – provide direction for City decision-making
- **Implementation strategies** – identify potential actions the City may consider

When reviewing land-use applications or capital improvements, the City should consider the plan as a whole, recognizing that policies must be interpreted together rather than in isolation. If conflicts arise between policies, decision makers should rely on the **Community Values & Vision** section to guide interpretation.

The General Plan is intended to be updated periodically to reflect changing conditions, State requirements, and evolving community priorities.

Top 5 Priorities listed Pg10	Correct numbering system	**Chart A - Taken from page 10** **What residents supposedly responded as their top 5 priorities** Important words are left off that add contextual meaning (highlighted in red) & numbering system is strange! Which causes confusion	How they match up with the other Top 5 goals listed elsewhere
2	1	Maintain Centerville's existing culture, history, and quality of life	Accurate
	2	Preserve the city's hillside for open space and recreation opportunities (No new non-recreational development)	Accurate but missing important words
	3	Creating, maintaining and improving city parks	Accurate
	4	Fostering city beautification practices throughout the city and along Main Street (placemaking, branding, etc.)	Accurate but missing important words
	5	Create a cohesive plan for the west side of the city (IE Flood Control, land uses, Commercial, housing, industrial, etc.)	Accurate but missing important words
3	6	Improve connectivity and active transportation	This is actually #8 goal according to page 84 with 122 votes
4	7	The Urban design/streetscape elements that received the most support were Uniform Streetscapes, street trees/raised planters, outdoor dining, and plaza space	Not sure
5	8	82.9% of residents expressed a desire for Main Street improvements, with 41% of those respondents preferring both a shared use path and a pedestrian safety island	Not sure
6	9	Residents support the proposed update to the city's Historic walking/biking tour	Repeat of #1 possibly?

TOTAL VOTES	Goal #	**Chart B - ACTUAL SURVEY DATA – PRIORITIES taken from page 83 - 84**	**DRAFT - PRIORITIES AS LISTED on pages 11, 12**
210	1	Maintain Centerville's existing culture, history & quality of life	Maintain Centerville's existing culture, history & quality of life #1
204	2	Preserve the hillside for open space & recreation opportunities (no new non-recreational developments)	Preserve the hillside for open space & recreation opportunities#2
192	**3**	***Create a plan for Moderate Income Housing on West Side of I-15**	Create, maintain, and improve city parks #3
191	**4**	Create, maintain, and improve city parks	Foster city beautification along Main Street #4
144	**5**	Foster city beautification practices, including along Main Street (placemaking, branding, right -of-way)	Create plan for the west side #5
141	**6**	Create a plan for the West side (IE Flood Control, land uses, Commercial, housing, industrial, etc.)	Improve connectivity and active transportation #6
129	**7**	Implement Water conservation & environmental stewardship practices	Facilitate smart family-centered housing options #7
122	**8**	Improve Street connectivity, trails, public & active transportation throughout the city	Encourage quality dining and entertainment #8
119	**9**	Locate an area for a new cemetery **(Left off completely)**	Strategic Redevelopment of key areas #9
104	**10**	Encourage a range of entertainment & restaurant options	Implement water conservation & environmental stewardship #10
89	**11**	Facilitate a variety of family centered housing options (Senior housing, starter homes, ADU's etc.)	**(This page is missing #9 goal locate an area for new cemetery)**
63	**12**	Locate strategic areas for redevelopment	**(Goals are out of order according to survey responses)**

***If truly going by votes, create a plan for Moderate Income Housing would be #4 goal with 192 votes**

Chapter 1-Land Use
Pages 14,15, 16, 17

CONCERNS :

1. This page leans heavily toward **density-first planning**, which may conflict with stated values on Pages 3, 6, 8, and 10. This could be misinterpreted by developer-driven pressure. The language in this section appears to extend beyond what residents actually supported. Residents emphasized protecting small-town character, preserving historic culture and assets, open space, maintaining high quality of life, and improving parks and amenities. These values form the basis for evaluating future land-use decisions and ensuring that change occurs in a thoughtful, compatible, and community-driven manner. These pages focus on higher-intensity concepts and create the appearance of over-interpreting resident feedback and introducing concepts that were never among the community's top priorities. These pages selectively elevate professional planning trends over public sentiment. Strike-throughs and replacement comments for pages 14-17 have tried to reflect authentic community values and not adopt growth-forward planning frameworks that were NOT publicly requested **nor** voted as priorities.
2. Under ***Principles & Best Practices*** there are 4 subtitles

Page 15 identifies 3 'Create *Unifying Town Centers'* as: • Commercial Centers • Historic Centers • Mixed-Use Centers	page 23 identifies *'Town Centers'* ***as:*** • CenterPoint/Parrish Lane • Civic Center/Main Street • West-side

   - Why is it being made so hard to keep straight? SIMPLIFY
   - Under this same subsection, Sub-title #2 – 4th bullet: Introduces a new term, *Mixed-Use Centers*. Is it different from our Mixed-Use definition because our current definition is tailored specifically for Main Street and is not called *'Mixed-Use Center'.* Where are these to go and what is the definition?
   - Sub-title #4 – 4th bullet is not accurate as written and is misleading. Utah law **does not** require every city to locate moderate-income housing **specifically near transit and employment centers**. Instead, the law requires **cities to adopt at least three state-approved strategies** from a menu, and **some** of those optional strategies involve locating housing **near transit, commercial centers, or employment centers**. Those are **options**, not universal mandates. This only applies if the city chooses that strategy.
3. Added to page 14 a **Land Use Vision Statement**
4. The following phrases that were replaced and the reason why:
   Pg14 '*growth is necessary', 'growth will continue', 'infill opportunities exist throughout' 'creating a memorable downtown*' convey increased development is inevitable and the city must accept compact forms. It's a developers or regional planners dream to argue for higher density, higher buildings, compact development, mixed-use in historic neighborhoods or east side infill
   Pg14 *'set to help alleviate this issue'* creates false pressure to increase density or change zoning. Housing mandates only require planning, not guaranteed production or land-use changes
   Pg14 *'equitable', 'smart planning' and 'compact development*' are buzzwords tied to TODs, regional development models, mixed-use, larger buildings
   Pg15 '*vibrant community hubs*' could be argued the GP endorses this phrase that are used in regional planning for high-density mixed-use, vertical mixed-use (residential over commercial), major redevelopment, significant intensification near intersections
   Softened mandatory transformation language such as: Main Street 'centers' must be fully activated, 'commercial corridors should become multipurpose hubs
   Pg15 '*create unifying town centers'* -not requested in top public responses
   Pg15 *'increase density efficiently'* – density was not requested
   Pg15 **My favorite code phrase found** *'sustainable practices prioritizing people over cars'* is widely recognized signaling TODs, higher-density nodes, **walkable mixed-use corridors. It implies shifting away from development patterns that are dominated by cars (e**.g., wide roads, large parking lots) toward patterns that support walkable neighborhoods, transit. Will zones change? We can preserve mobility goals without implying higher-density land use

Pg16 *'Meet state requirements for moderate-income housing near transit and employment centers'* Utah Code does not mandate MIH be located near transit or employment centers. It only applies if the city voluntarily selects it from the menu. If this wording is left in as originally drafted, it suggests MIH is geographically required when it is not, could be misinterpreted as a legal obligation to upzone. Developers could claim the city must approve density near transit. To date Centerville does NOT have a 'major transit investment corridor' based on statutory definition
Pg16 '*increase density efficiently while preserving quality of life*' concept is valid, but *'efficiency'* signals developer benefit, not resident benefit, and *'preserving quality of life'* is not defined. Implies density is a goal rather than an option. It presumes efficiency = density, which is a regional planning narrative (WFRC, MAG, UDOT)
Pg16 '*balance uses based on demographics, infrastructure, and market trends*' is a red flag *'market trends'* implies upzoning based on developer demand, '*demographics'* implies shaping zoning around population projections. Both weaken local control.
Pg17 This page framed Centerville as a growing regional suburb, rather than the small-town, family-oriented community residents identify with.
Pg17 '*mature residential suburb'* is commonly used in large regional planning and carries implications of redefining community character
Pg17 *'concentrates along corridors'* suggests a pattern of density that could be expanded

5. According to State Statue the Land Use Plan is missing the following 1-7 mandates:

1. Required: Population Density Standards (DU/acre)
Statute: Utah Code **§10-9a-403(2)(a)(i)(B)**
Requirement:
The Land Use Element **must include population density standards** for *each* land use category (detached residential, attached residential, mixed-use, etc.).
Missing:
The draft plan does **not** include **any** density ranges (e.g., 1–4 DU/acre).
No density charts, ranges, or projections appear anywhere.

2. Required: Building Intensity Standards
Statute: Utah Code **§10-9a-403(2)(a)(i)(B)**
Requirement:
The Land Use Element must describe the **intensity of buildings**, such as height ranges, scale, or massing for each land use category.
Missing:
The plan contains **no building intensity standards**:

- no height ranges
- no intensity descriptions
- no scale guidance
- no massing descriptions

3. Required: Integration of Land Use Element with Water Element
Statute: Utah Code **§10-9a-403(2)(a)(i)(C)**
Requirement:
The Land Use Element must be **coordinated and integrated** with the Water Use & Preservation Element.
Missing:
No section links land use decisions to water supply.
No cross-references.
No coordination language.

4. Required: Accounting for Water Demand by Land Use Category
Statute: Utah Code **§10-9a-403(2)(a)(i)(D)**
Requirement:
The Land Use Element must **account for how each land use category affects water demand.**
Missing:
The draft contains **no water demand analysis**, tables, or estimates for any land use category.

5. Required: Full Water Use & Preservation Element Content

Statute: Utah Code **§10-9a-403(2)(a)(iv)(A–D)**
Requirement: Water Element must address:

- A: Effect of development patterns on water demand
- B: Ways to reduce future demand
- C: Ways to reduce existing demand
- D: Identification of city operations that waste water

Missing:
The "Water" section mentions conservation goals but **does not** satisfy items A–D as required. Specifically, items A and D are entirely absent.

6. Required: Moderate Income Housing Element Strategy Compliance
Statute: Utah Code **§10-9a-403(2)(b)(iii–iv)**
Requirement:
City must select **at least three** strategies and provide a **full implementation plan.**
Missing:
The plan references MIH broadly, but:

- The required **strategy list is not provided**
- The required **implementation plan is missing**
- Some language incorrectly implies the state requires higher density in specific geographic locations (not legally accurate)

7. Required: Correct Description of State Authority
Statute: Utah Code **§10-9a-403** (and Utah Constitution separation of powers)
Requirement:
Cities may not misstate state-mandated planning requirements.
Missing / Incorrect:
The plan repeatedly implies the state requires higher-density housing "near transit," which is **not** mandated unless the city voluntarily selects that strategy.

Introduction & Background

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

Centerville's population grew from 15,335 in 2010 to 16,884 in 2020 (10.1% increase). This growth ~~is expected to continue~~ may continue, though newer residential developments ~~may be more compact~~ should remain compatible in scale with ~~than~~ historical development due to multiple factors ~~like cost of living and land availability~~ regardless of regional development pressures. The State mandated moderate-income housing requirements (outlined in the Housing Element) ~~is set to help alleviate this issue~~ are addressed separately and do not dictate land-use changes beyond legal minimums.

With most land east of I-15 ~~built out~~ largely established and mostly built out, new development ~~occurs~~ is expected to occur primarily on the west side, though ~~infill and redevelopment opportunities exist~~ limited reinvestment opportunities may be considered on the east side. ~~While growth is necessary, it's possible to preserve the city's existing character through smart planning practices that maintain the city's vision while satisfying state housing mandates.~~ Although some growth may occur, the city will preserve its existing character by ensuring that any development is carefully scaled, compatible, and supported by infrastructure and public safety capacity.

Residents identified Parrish Lane as the ~~current heart~~ primary commercial corridor of the city and expressed strong desire for creating a "more unified" Centerville through improving streetscape elements and ~~creating a memorable downtown~~ enhancing public spaces without altering the city's small-town scale. This element focuses on that ideal and the city's vision, promoting thoughtful, ~~equitable~~ community-supported, and accessible distribution of different land uses.

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

Principles & Best Practices

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

1. **Preserve Centerville's Character**
   The community strongly desires to preserve Centerville's existing character, history, and heritage. While change is inevitable, careful planning can accommodate growth without altering the city's essence by:
   • Preserving existing neighborhoods and ~~historical~~ historic sites
   • Identifying ~~areas suitable for future growth~~ areas where minor, compatible improvements may occur
   • Thoughtfully planning development to maintain Centerville's unique ~~culture~~ character and charm.

Land Use Vision Statement:

Centerville's land-use vision is to preserve its small-town character, protect established neighborhoods, and guide future growth in a balanced and fiscally responsible manner. Higher-intensity commercial and employment uses should be directed to the West Side and freeway-adjacent areas where regional access and infrastructure can support them, while the Main Street corridor and east-side neighborhoods remain predominantly residential, historic, and community-scaled.

Because Centerville has only one primary access point to I-15 and limited east–west connections, land-use decisions must be shaped by transportation capacity and public safety realities. The city will avoid intensifying development in locations where additional population, traffic, or height could worsen congestion, emergency response, or evacuation reliability.

Centerville values the stability of its established neighborhoods and will ensure new development is compatible with surrounding uses, meets adopted design and buffering standards, and maintains safe, efficient transportation conditions. Land-use choices should strengthen Centerville's long-term economic base without encouraging unwanted density, excessive height, or transit-oriented intensification in areas not suited for it.

The city will manage change thoughtfully - focusing growth in appropriate locations, maintaining high-quality design expectations, and ensuring that infrastructure and public services keep pace with development, so that Centerville remains a safe, connected, family-oriented community for generations to come.

PAGE 15

2. **Create Unifying Town Centers**
   Town Centers ~~should serve as vibrant community hubs with varied primary purposes~~ may serve as small-scale community gathering areas when compatible with surrounding neighborhoods:

Commercial Centers: ~~Economic hubs with retail, offices, and dining, enhanced by pedestrian-friendly spaces and mixed residential units.~~ Neighborhood-serving areas with retail, offices, and dining scaled appropriately to Centerville, without introducing some mixed-use residential intensity or regional destination uses that are appropriate to ensure compatibility with neighborhood scale and infrastructure capacity.

Historic Centers: ~~Celebrate cultural heritage while offering modern amenities like cafes, boutiques, and cultural venues~~ Support preservation of cultural heritage with carefully selected small-scale amenities that reinforce, rather than alter, historic character.

Mixed-Use Centers: ~~Combine residential, commercial, and recreational uses in walkable environments~~ If considered, mixed-use should be limited, low-intensity, and evaluated case-by-case to ensure compatibility with neighborhood scale and infrastructure capacity.

Essential Elements for All Town Centers:

- Pedestrian-friendly design with walkable blocks and sidewalks
- ~~Architectural diversity promoting street activity~~ Building design that respects historic patterns and avoids out-of-scale intensification
- Public amenities (parks, plazas, community centers)
- Strong connectivity through trails, bike paths, and transit
- ~~Sustainable practices prioritizing people over car~~ Design that maintains mobility choice without encouraging development intensity

3. **Balance Commercial and Residential Development**
   Achieving balance is crucial for quality of life and commercial vitality. This ~~is measured by~~ may include reviewing commercial square footage per resident, considering:
   - Population size, demographics, and income levels
   - Trade area requirements (e.g., grocery stores need 7,000-10,000 residents within 1 mile ~~its~~ of its location)
   - Regional context ~~extending beyond municipal boundaries~~ without obligating Centerville to serve regional demand

PAGE 16

4. **Maintain Family-Centered Housing Options**
   Centerville's family-oriented nature requires diverse housing options to:
   Allow multiple generations to remain in the community
   - Lower living costs and reduce ownership barriers
   - ~~Meet state requirements for moderate-income housing near transit and employment centers~~ Meet applicable moderate-income housing reporting requirements which are addressed in the MIN chapter, not through land-use intensification.
   - ~~Increase density efficiently while preserving quality of life~~ Consider only context-appropriate housing options that preserve neighborhood character and infrastructure capacity

Additional Land Use Best Practices:

- Focus intensity around major intersections and infrastructure
- ~~Maximize infrastructure efficiency at development nodes~~ Ensure public investment remains fiscally sustainable, avoiding or minimizing development patterns that increase long-term care
- Buffer incompatible uses and facilitate compatible ones
- Step down intensities away from major nodes
- ~~Ensure multi-modal access and context-appropriate development~~ Improve transportation choices in ways that do not induce increased development intensity or mixed-use pressure
- Provide recreation opportunities near residents
- ~~Balance uses based on demographics, infrastructure, and market trends~~ Evaluate land uses based primarily on community values, compatibility, and capacity; taking into consideration demographics, infrastructure and market trends

Key Takeaways:

By following these principles, Centerville can grow strategically ~~creating vibrant town centers, diversifying housing options, and meeting state mandates~~ supporting some appropriate reinvestment, maintaining compatible housing choices, and meeting state planning obligations - while protecting the neighborhoods and small-town character residents value most.

PAGE 17

Existing Land Use

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

East of I-15: The Established Residential Core

The majority of Centerville's developed area lies east of I-15, dominated by detached single-family residential neighborhoods that comprise the largest land use category. The oldest homes cluster around the original townsite near Main Street with its traditional gridiron street pattern, while newer subdivisions with curvilinear streets and larger lots extend eastward toward the foothills. Attached residential developments ~~concentrate~~ are located primarily along major corridors, and no additional attached residential is planned unless clearly supported by infrastructure and neighborhood compatibility. particularly near Parrish Lane and Main Street, ~~providing housing diversity within the predominantly single-family character.~~

Commercial Development Patterns

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

Community Facilities and Open Space

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

West of I-15: Employment and Future Growth

Land west of I-15 presents a ~~markedly different~~ distinct character, with substantial employment uses including office parks, light industrial facilities, and business parks that leverage proximity to regional transportation corridors. This area contains ~~significantly vacant~~ remaining agricultural land, representing long-term options for employment-focused development, consistent with infrastructure capacity and environmental constraints. ~~opportunities for future development~~. The existing land use pattern reflects Centerville's identity as a family-oriented residential community with ~~supporting commercial services and emerging employment centers~~ limited commercial services and modest employment areas that can be beneficial to our economic development goals, all while preserving natural areas that ~~c~~ontribute are essential to the quality of life of the community.

Pages 18 to 24 Land Use Map Section Chapter 1 continued

CONCERNS:

1. Please note that the bottom numbering on each draft page shows 'Chapter 2 Land Use – is should read Chapter 1 Land Use.
2. The first paragraph blends resident desire with state mandates in a way that could be misinterpreted as 'Residents want the city to stay the same, but the state requires higher density.' Really? One important part is inaccurately framed – since Utah does **NOT** require higher density near transit/employment centers, but rather **lists it as one optional strategy among many.**
3. Current pictures don't always align with the adjacent statement and could, therefore, give a broader intent then planned (pages 20,21,22). If kept need a protection statement under the '*Land Use Categories'* that pictures shown are intended as informational only and do not constitute entitlements or automatic …
4. The *'Land Use* 'section should include a 'no-net-loss policy' for Improved Open Space and Natural Open Space
5. The current GP has a chapter on **buffering and screening**, which disappears **entirely** unless it is captured back into this draft plan. Before page 23, a proposal from the current plan has been inserted in, under its own subsection. If added in to this section, the Table of Contents will need to be updated as well, identifying another subsection.
6. Page 23 and page 15 seem disjointed because we say different things, can we simplify?

   Page 15 lists:
   - Commercial Centers,
   - Historic Centers
   - Mixed-Use Centers.

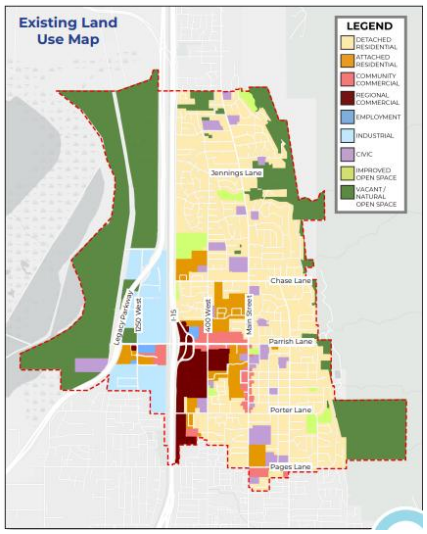
   Page 23 lists 'Town Centers' as:
   - CenterPoint/Parrish Lane
   - Civic Center/Main Street
   - West Side

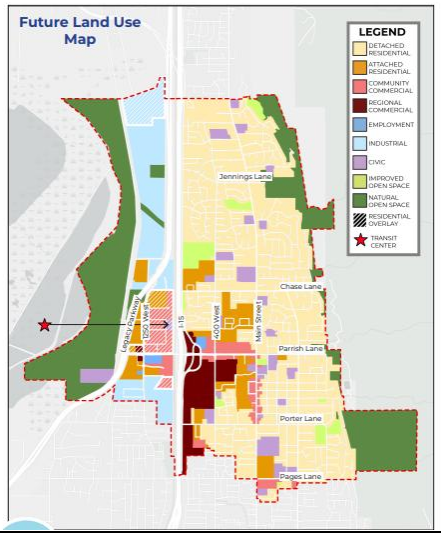
   AND then page 22, under ***'Land Use Categories'***, lists:
   - Community Commercial
   - Focus Areas (Town Centers)

7. *'Residential Overlay'* appears to be a new term. Is it the same as Mixed-Use? Or Mixed-Use Center?
8. *'Focus Areas (Town Centers)'* appears related to *'Town Center'* but is actually separate – need definitions
9. Page 23 refers to *'A detailed neighborhood plan should guide future development in each location'.* Do we have one somewhere? Or is this being worked on to do right now, or in the near future?
10. Should the **Future Land Use Map** have a legal note at the bottom of the map saying something like: *"This map expresses long-range planning intent and does not grant automatic development rights, rezoning, or density increases".*
11. The **Future Land Use Map** does not show (color-coded) the Whitaker museum and community gardens. They should be shown as they are part of the 'Improved Open Space' calculations. Please add to the map.
12. The **Future Land Use Map** does not identify the Agriculture Zone we have. Needs to be added
13. Page 24 contains the most aggressive pro-density, pro-mixed-use, and pro-transit language in the entire draft plan. It justifies mixed-use rezoning citywide, converting parking lots into housing projects, reclassifies three areas as redevelopment districts, etc.
14. The following criteria is missing. Centerville must add the following to comply with Utah Code 10-9a-403:
    - Density **standards** for each land-use category (403(2)(a)(i)(B))
    - Building **intensity standards** (heights/FAR) (403(2)(a)(i)(B))
    - Land-**use + water-use integration** (403(2)(a)(i)(C)–(D))
    - Water-**demand reduction methods (existing & future)** (403(2)(a)(iv))
    - Moderate-**Income Housing implementation plan** (403(2)(c))
    - List **of 3+ MIH strategies** (403(2)(b)(iii)

15. Residential Overlay is shown on the Future Land Use Map with black, orange, pink and purple diagonal stripes. There are several important reasons why keeping this overlay on the map is not in the city's/community's best interest and recommend it be removed and addressed through written policy language in the Land Use section, where it can be managed through the public legislative process on a case-by-case basis.
    - It creates an unintended commitment to higher-density development and once drawn on the map, it becomes very difficult for the city to argue that no commitment was intended.
    - It blurs the legal purpose of the Future Land Use Map. State law requires specific land-use categories and density standards. It does NOT require or recommend overlays on the Land Use Map. Overlays are supposed to be information only, not regulatory or prescriptive. Putting them on the map gives them the appearance of future land-use entitlement.
    - It adds confusion and risk without adding any required information. A Residential Overlay is redundant because zoning, the Housing Element, and MIH strategies already provide the necessary guidance. The overlay adds ambiguity, increases interpretive risk, and could be used later to justify rezoning that the community does not support.
16. The following phrases that were reworded and the reason why:
    Pg20 *'state requirements for higher density or moderate-income residential development…' 'near transit, commercial centers, or employment centers.'* – this is factually incorrect
    Pg20 *'relatively the same'* is vague and can be twisted to support change
    Pg20 *'zones that fit within the land use as notated below'* developer-friendly language it implies if a property fits a listed category, rezoning is justified. Land-use map provides an *'entitlement'* framework
    Pg20 *'appropriate infill development'* is risky, it is subjective
    Pg20 *'efficient land use'* and *'diverse housing options'* are actually density-supporting buzzwords
    Pg21 *'campus-like settings'* language used to justify multi-story office buildings, extensive parking lots
    Pg21 *'Large-scale retail, entertainment, and service destinations that draw customers from throughout the region'* invites regional traffic demands, encourages highway-oriented entertainment uses
    Pg21 *'draw customers from throughout the region'* doesn't protect residents from regional traffic burdens
    Pg22 High Risk: under Residential Overlay, these phrases *'density allowances…facilitate moderate-income housing…senior housing…mixed-use development'* would allow all overlays to override underlying zoning. Also, if identified on the legend map, it becomes a land-use entitlement
    Pg22 '*creating vibrant town centers' 'achieving multiple general plan goals through integrated development approaches'* planning-jargon for mixed-use nodes, higher density at centers, form-based codes, parking reductions, etc.
    Pg23 *'town centers' 'Mixed-use district' 'commercial and entertainment heart' 'a FrontRunner station' 'housing variety in all centers*' *'neighborhood plans*' (which typically enable rezoning. Developers, regional planners, and UTA will use these statements as leverage for TOD, entertainment districts, density nodes, mid-rise housing, etc.
    Pg23 *'designated town centers'* when listed this way become targets for state/federal TOD funding
    Pg23 *'commercial & entertainment heart'* invites bars, nightlife, large entertainment complexes, etc.
    Pg23 '*all will feature…housing variety'* dangerously implies mixed-use by default, housing at all town centers, apartments added to commercial areas, rezoning pressure citywide
    Pg23 *'a detailed neighborhood plan should guide future development'* trigger phrase used to upzone, create TOD overlays, add density, mixed-use TOD nodes, adopt form-based codes, raise building heights, reduce parking. This phrase can either protect a neighborhood or become a Trojan horse for upzoning, **depending entirely on how it is written.**
    Pg24 '*develop mixed-use residential/commercial projects'* '*walkable mixed-use neighborhoods' 'transform underutilized parking into housing'* are effectively rezoning recommendations

PAGES 18 & 19





1. On the Future Land Use Map, *'Residential Overlay'* should not appear on any map because:
    - Typically, GP Land Use Map shows *future land-use categories*, not *zoning tools* or *optional overlays*
    - Overlays are discretionary tools, applied case-by-case, not a 'land use'. They should only be described in the text, not in the map.
    - Including 'Residential Overlay' on the Future Land Use Map implies automatic upzoning
    - Confuses the public and invites developer misinterpretation
    - Is inconsistent with Utah Code §10-9a-403 (Land Use Element mapping requirements)
    - Checked Bountiful, Farmington, Kaysville, North SLC, South Weber…none have an Overlay Map

Remove the 'Residential Overlay' from the legend map entirely
The legend shows Residential Overlay as black striped, the west side shows orange, rose and purple – assume this is implying attached residential, community commercial and civic uses that are deemed Residential Overlay – need a definition for this term. Again, shouldn't be mapped as an Overlay

2. The 'Transit Center' Red star should be labeled as 'Potential'
    - It visually implies a planned or approved FrontRunner station.

PAGE 20

Future Land Use

The future land use vision reflects strong community input emphasizing preservation of Centerville's small-town residential character, protection of open space, and context-appropriate reinvestment. The future land use map is based on public engagement, existing and proposed plans, and applicable state requirements for moderate-income housing. State law does **not** mandate higher-density zoning, does **not** require mixed-use development, and does **not** designate specific locations for moderate-income housing; those decisions remain under local control. ~~general land use vision from residents was to keep Centerville relatively the same ewith potential increases in preserved open space and amenities. The changes shown in the future land use map are based on public engagement feedback, existing and proposed plans, and state requirements for "higher density or moderate-income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers."~~

The future land use map illustrates the general development pattern intended for each area of the city. Designations correspond to existing zoning districts but do not grant entitlement to rezone property. Any rezoning must be reviewed and approved by the Planning Commission and City Council to ensure compatibility with surrounding neighborhoods, infrastructure capacity, and community values.

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

Open Space Protection Policy – No-Net-Loss
Centerville will maintain its Improved Open Space and Natural Open Space through a no-net-loss policy, meaning that any proposal to convert designated open space to another use must demonstrate replacement of equal or greater acreage, community function, and recreational or environmental value. This policy guides long-range planning and does not imply development rights but ensures the community's open space assets are preserved as the city evolves.

Land Use Categories

Detached Residential:
Single-family neighborhoods remain ~~homes on individual lots that form~~ the foundation of Centerville's established community character. ~~neighborhoods.~~ This category preserves ~~the~~ traditional residential patterns ~~character~~ while allowing ~~for appropriate infill development~~ only limited, context-compatible reinvestment that maintains neighborhood ~~compatibility~~ scale and quality of life.

Attached Residential:
Townhomes, duplexes, and similar housing types that ~~provide~~ offer homeownership opportunities at ~~various~~ varying price points. These ~~units offer efficient land use~~ areas should remain limited in scale to ensure compatibility with established single-family neighborhoods. ~~while maintaining residential scale and character, supporting the city's goal of providing diverse housing options for all life stages~~ Attached residential forms may be considered only where infrastructure capacity, street connectivity, and neighborhood character allow.

Community Commercial:

Neighborhood-serving retail, ~~services~~, service uses such as grocery stores, pharmacies, restaurants and professional offices ~~and offices~~ that meet daily needs of residents. These areas ~~feature businesses such as grocery stores, pharmacies, restaurants, and professional services located at key intersections and designed to be accessible by multiple transportation modes~~ are intended to remain small-scale, locally oriented, and consistent with Centerville's small-town character. Future reinvestment should focus on improving walkability, supporting small businesses, and minimizing traffic impacts.

Land Use Policy – Regional & Community Commercial Structure

Existing Regional Commercial areas east of I-15 shall remain but will not expand further eastward into residential neighborhoods. These locations, primarily the big-box anchors along Parrish Lane, serve a multi-city retail market and are appropriate for their current scale but not for additional expansion toward established neighborhood.

New Regional Commercial designations shall be directed to the West Side of I-15, where freeway adjacency, larger parcel sizes, and transportation capacity can better support regional-scale commercial and employment uses without impacting residential neighborhoods. The West Side is the city's preferred location for future retail anchors, employment clusters, and supporting commercial uses that strengthen Centerville's long-term economic base.

Community-scale commercial districts along Main Street, and east-side neighborhoods shall remain local-serving. These areas should not intensify into regional commercial or high-density residential forms and should continue to support small businesses, professional service, and neighborhood-oriented uses consistent with existing character.

Limited residential opportunities on the West Side may be considered for small-scale, low-intensity senior cottages or similar housing types, and only where transportation access, drainage capacity, and compatibility with surrounding development can be demonstrated. Larger multifamily and apartment shall not be directed to the West Side.

PAGE 21

Employment:
Employment areas include office ~~Office~~ parks, research facilities, ~~and~~ professional services, and similar job-producing uses that provide quality jobs for residents. These areas ~~emphasize campus~~-like settings with enhanced landscaping and design standards that create attractive work environments while minimizing impacts on adjacent uses should feature high-quality site design, enhanced landscaping, and context-appropriate buffers that protect adjacent neighborhoods. Employment areas must maintain compatibility with Centerville's small-town scale while supporting local job opportunities and a stable economic base.

Civic:
Public and institutional uses including schools, government facilities, churches, and community centers that serve residents' educational, spiritual, and civic needs. These facilities function as community anchors and gathering places ~~that strengthen Centerville's social fabric~~ for educational, cultural, and civic life, contributing significantly to Centerville's identity. Civic uses should reinforce neighborhood character and remain thoughtfully integrated into surrounding residential areas.

Regional Commercial:
Large-scale retail, entertainment, and service destinations that draw customers from throughout the region. These areas ~~capitalize on highway~~ benefit from high visibility and direct access to I-15, and ~~high visibility locations,~~ contributing significantly to the city's tax base while providing shopping and employment opportunities.
To maintain compatibility with community character, Regional Commercial areas should:

- Avoid entertainment-oriented intensification (e.g. nightclubs, bars, late-night venues) that could introduce regional traffic or disruptive activity.
- Maintain building height and intensity at levels appropriate to Centerville's small-town scale.
- Limit expansion east of I-15 to protect established neighborhoods.
- Direct future regional commercial growth to the West Side where transportation, access, and parcel size can support it safely.

Existing east-side regional anchors (Target, Home Depot, Kohl's, etc.) are appropriate in their current locations but should not expand further into residential areas.

Industrial: Light manufacturing, warehousing, distribution, research labs, and flex-space facilities that support the ~~regional~~ local economy. These areas are strategically located with excellent transportation access while being appropriately buffered from residential neighborhoods and limited in scale to avoid long-term impacts on air quality, noise, and traffic.

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Improved Open Space:
Improved open space areas include developed ~~Developed~~ parks, recreational facilities, trails, sports courts, and community gathering spaces. ~~and programmed outdoor spaces that provide active and passive recreation opportunities~~. These areas ~~include playgrounds, sports courts, trails, and community gathering spaces that~~ enhance quality of life for all residents and should be preserved through a no-net-loss policy to maintain long-term community benefits.

Natural Open Space:
Preserved hillsides, wetlands, and undeveloped lands that protect sensitive environments and natural ~~hazards~~ hazard areas. These spaces maintain Centerville's scenic backdrop, provide wildlife habitat, and offer opportunities for trails and nature-based recreation while remaining protected from development beyond minimal safety or access improvements.

Residential Overlay:
Special planning areas where ~~additional design standards or density allowances apply~~ supplemental design expectations may be used to achieve specific community objectives. ~~These overlays facilitate moderate-income housing, senior housing, or mixed-use development in appropriate locations~~ Overlays shall not be used to increase density, introduce mixed-use development or alter underlying zoning unless expressly approved by the City Council on a case-by-case basis and supported by documented infrastructure capacity, compatibility findings, and public input.

Focus Areas (Town Centers):
Strategic locations identified for coordinated planning and development efforts. ~~These areas represent opportunities for creating vibrant town centers, enhancing community identity, and achieving multiple general plan goals through integrated development approache~~s. These areas provide opportunities for modest reinvestment, context-appropriate improvements, and community-driven enhancements that strengthen Centerville's identity. Any planning efforts within these areas shall maintain existing scale, protect surrounding residential neighborhoods, and avoid intensification beyond what current zoning allows, unless formally approved through a transparent legislative process.

(This is a new recommended insertion into this Chapter)
Land Use Compatibility, Buffering, and Screening
Effective land use planning requires thoughtful transitions between different types and intensities of development. Centerville supports context-sensitive design standards that protect existing neighborhoods, reduce conflicts between adjacent land uses, and improve the visual character of the built environment.

Buffering and screening techniques shall be used to reduce the impacts of noise, lighting, traffic, building massing, and incompatible adjacent uses through appropriately scaled design strategies.

Use Transition Principles
The City encourages the use of buffers and screening when:
- **Different use intensities** are located next to each other (e.g., commercial next to residential).
- **Higher-density residential** development is adjacent to low-density neighborhoods.
- **Industrial or service-oriented uses** may create noise, traffic, or visual impacts.
- **Vehicular areas** (parking lots, drive-throughs, loading areas) are adjacent to pedestrian-oriented spaces or residential areas.
- **Outdoor storage, mechanical equipment, refuse areas**, or similar features are visible from public rights-of-way.

Acceptable Buffer Types

Appropriate buffering strategies may include:
- **Landscaped setbacks** with trees, shrubs, or mixed planting areas.
- **Fencing or walls**, designed for compatibility with surrounding development.
- **Earthen berms** or elevation changes that soften visual or noise impacts.
- **Building orientation and site design** to minimize conflict between uses.
- **Pedestrian pathways or open-space corridors** that provide both separation and connectivity.

Where feasible, natural features such as slopes, vegetation, and drainage corridors should be incorporated as functional buffers.

Screening Standards

Screening should be used to reduce visibility of:
- Parking areas
- Outdoor storage
- Service/loading zones
- Trash enclosures
- Mechanical equipment

Screening elements should be durable, maintainable, and consistent with architectural design guidelines for the surrounding area.

Connectivity Considerations

Buffer areas should be planned to:

- Maintain or improve neighborhood walkability
- Provide bicycle and pedestrian connections between developments
- Support connectivity goals identified in the Transportation and Active Mobility elements

Maintenance Responsibility

Buffers and screening treatments shall be maintained by the responsible property owner, HOA, or development entity unless otherwise approved by the City

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Town Centers

Based on extensive stakeholder and public feedback, ~~we have~~ Centerville has identified three key locations to serve as ~~Centerville's town centers~~ community-oriented focus areas. These ~~centers are essential to creating~~ areas are intended to support a more unified city identity and providing residents with ~~vibrant, accessible~~ appropriate, small-scale community gathering spaces, strengthening local businesses, and enhancing neighborhood connections, ~~Each location offers unique opportunities to enhance quality of life, support local businesses, and strengthen neighborhood connections~~ without altering existing neighborhood scale or character.

The three ~~designated town centers~~ conceptual focus areas are:

1. **CenterPoint/Parrish Lane - Commercial & Entertainment heart**
2. **Civic Center/Main Street - Historic core**
3. **West Side - Emerging mixed-use district** (Note to consider: The West Side **North** is different from the West Side **South** – maybe consider 2 districts for the West Side rather than just one. Should get business feedback on this!)

Each ~~center~~ area has its own identity and purpose. Together they provide opportunities for commercial service, civic amenities, and limited housing variety while prioritizing stability and compatibility with surrounding neighborhoods. ~~plays a unique cohesion and vibrancy. All will feature commercial services, public spaces, and housing variety while preserving neighborhood stability~~. A detailed neighborhood plan should guide future development in each location.

A potential *FrontRunner* train station (noted by the star on the map) has ideal spacing relative to surrounding stations and could be considered if regional partners advance the project. ~~between existing stations for an additional stop. This station would help economic vitality, reduce congestion, and increase transportation opportunities for the city~~. A new station could improve east-west mobility, reduce congestion on Parrish Lane and I-15, and strengthen transportation access for regional commercial users.

Map of desianated Town Centers

1. CenterPoint & Parrish Lane

Centerville's primary commercial hub houses ~~the majority of~~ most of the city's major retail and economic activity, anchored by the CenterPoint Theater, and big-box commercial uses. While successful, the area's ~~large parking lots and auto-oriented design present opportunities for creating a more vibrant, walkable district. Infill specifically focused on arts, entertainment would help increase the vitality of the area as a regional draw~~ auto-oriented design and large parking fields present opportunities for targeted beautification, pedestrian-safety upgrades, and streetscape improvements, Future changes should reinforce the district's local-werving commercial purpose, not introduce regional destination uses or high-intensity development inconsistent with existing scale.

Enhancement Opportunities:

- ~~Create pedestrian-friendly pathways and connections~~ Improve safe pedestrian connections where appropriate
- ~~Develop mixed-use residential/ commercial projects~~ Maintain commercial uses and avoid mixed-use or residential intensification
- ~~Transform underutilized parking into retail, housing, or mixed-use spaces~~ Consider small-scale beautification of parking areas without reducing essential parking capacity
- Add family dining and entertainment options that fit neighborhood scale
- ~~Incorporate plaza spaces, green areas, and public art~~ Allow modest public-space enhancements where feasible
- ~~Enhance landscaping, street design, and beautification~~ Enhance landscaping and corridor beautification consistent with existing character

2. Main Street & Civic Center

This historic corridor from Parrish to Porter Lane contains City Hall, Ron's Service Station, William R. Smith Park, the Whitaker Museum, and ~~dozens of~~ numerous-Historic Register homes. With its unique cultural and civic assets, the area would benefit from coordinated preservation efforts, streetscape refinements, and continued protection of historic resources. ~~Despite these assets, the area~~ feels ~~disjointed due to inconsistent design and lacks the cohesive feel of a true town center~~

Public feedback strongly supported improving Main Street as a walkable, bike-friendly historic district where residents can safely enjoy local shops, parks, and civic landmarks. Enhancing pedestrian comfort, lighting, crossings, and streetscape character will help reinforce Main Street's cultural identity without changing its small-town scale. These improvements are intended to celebrate Centerville's heritage while strengthening community pride and local business vitality.

Centerville's Historic Walking/Biking Tour offers an opportunity to further celebrate the city's heritage along the Main Street corridor. Modest enhancements such as wayfinding signs, interpretive plaques, and clearly marked walking routes can help residents and visitors explore historic homes, civic landmarks, and cultural sites at a comfortable neighborhood scale. These improvements reinforce MainStreet's identity as Centerville's historic anchor without altering building scale or land use patterns.

Enhancement Opportunities:

- Implement consistent design standards and signage
- Coordinate landscaping areas
- Improve pedestrian pathways
- Add public seating and enhanced lighting
- Create ~~gathering spaces for events~~ limited community-appropriate gathering spaces
- Preserve and highlight historical elements
- Support existing boutique retail and offices without altering current building scale

The West Side

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

Enhancement Opportunities:

- ~~Build walkable, mixed-use neighborhoods~~ Support context-appropriate commercial and employment improvements
- Plan for potential future transit station and ~~supporting~~ compatible development
- Install bike lanes and pedestrian ways
- Incorporate public art and signage
- Improve street lighting and seating
- Develop family-friendly gathering spaces
- Create community event venues
- ~~Street improvements to Parrish Lane~~ Coordinate West Side enhancements with Parrish Lane corridor scale and character
- Support 1250 West street connection to Farmington north

Outlook

Housing, Open Space & Rec, Public Facilities, and Conservation

From Nancy Smith <nancy_cobblestone@yahoo.com>
Date Thu 12/4/2025 5:55 AM
To Michael Eggett <michael.eggett@centervilleutah.gov>

4 attachments (1 MB)
City.GP 48-52.pdf; City.GP 54-58.pdf; City,GP 59-64.pdf; City.GP 65-71.pdf;

Dear Mike and Planning Commissioners,
Attached are Chapters 3, 4, 5, 6 with my comments and suggestions.
Thank you,
Nancy Smith

Chapter 4 Housing Plan
Pages 48,49,50,51,52

OPINION:

1. Please note at the bottom of the draft plan pages for chapter 4 it reads - Chapter 4: Housing, it should read Chapter 3: Housing
2. The draft plan doesn't seem to address full compliance with Utah Code citations. The following are missing but some would go in the Moderate-Income Housing Plan - which is completely missing from this proposed draft plan and Table of Contents. See fixes that need to be addressed as identified in this chart:

Required Item	Code Section		Fixes Needed
10-year MIH demand projection	§10-9a-403(2)(b)(iii)	Not included	Add a 10-yr demand calculation using WFRC numbers
Existing MIH inventory	§10-9a-403(2)(b)(ii)	Missing	Add current number of MIH units, rental rates, & AMI levels
MIH strategies with timelines	§10-9a-403.1(2)	Missing	Add an implementation table with policies +dates +milestone
Senior housing needs assessment	§10-9a-403(2)(b)	Incomplete	Add projected senior housing demand shortages
Accurate use of Strategy G	§10-9a-403.1	Incorrectly described	Clarify that high-density near transit is *optional,* not required
FHIZ/HOPZ accuracy	Utah Code Title 11 Chapter 58	Numerical errors	Correct density, acreage affordability % and tax-increment rules
Infrastructure capacity statement	§10-9a-403(2)(b)(iv)	Missing	Add water, sewer, and transportation capacity summary
Barriers to moderate-income housing	§10-9a-403(2)(b)(v)	Missing	Identify barriers (land cost, limited supply, zoning constraints)
Annual reporting plan	§10-9a-403.1(3) and §10-9a-408	Missing	Add a one-paragraph section on annual reporting compliance

Overall, the Housing Chapter seemed weak in the areas that matter to the residents and strong in steering Centerville toward higher density and housing intensification, transit-supportive, higher-growth corridors, a city role more aligned with regional growth accommodation than self-determined growth limits. This was done subtly – through phrasing, assumptions, **omissions**, and framing. The consultant's growth vision was not aligned with Centerville's existing community direction which was **overwhelmingly identified in the survey: *'Maintain Centerville's' Existing Culture, History, & Quality of Life.'*** The proposal **reduces** references to *'small-town character'* (which was also a foundational principle in prior plans) by mentioning the number one priority (small town) a mere **5 times**, while **'mandates for higher intensity housing'** are mentioned **50 times,** with an additional incorrect statement from '**State or Utah code mandates' 4 times.** Effect of this bias:

- Clearly frames *'small-town character'* as secondary to regional growth needs, shifting decision-making weight toward intensification. A regional planning lens, rather than a Centerville-first lens.
- Implies growth must occur through intensification, pressuring rezonings regardless of infrastructure limitations,
- Creates an impression that intensification is both inevitable and required, when in reality it must be conditional, modest, and infrastructure-driven.
- Omitting infrastructure realities that should govern growth protentional, aligns with a plan structured to accommodate more intensified development without having all the tools to make proper decisions. Below is a list that subtly reframes Centerville as a city expected to pursue mixed-use intensification and rail-adjacent planning patterns typical of larger urban jurisdictions:
  - **A.** No acknowledgement of Centerville's infrastructure limits. The draft failed to recognize: emergency-access redundancy, single freeway interchange, water system capacity limits, storm drainage issues, high water table areas and more. Important concepts when determining where additional housing is safe or not feasible

B. No recognition that growth projections are not mandates. The draft treated WFRC projections, state dashboards as if they were required targets. In reality, Utah law does not require cities to match projections or supply regional housing demands. The are required to have a plan.

C. Missing legal guardrails. The consultant omitted Utah Code 10-9a-403(2) requirements, **omitted explicit statements** each time they cited the code, that MIH strategies are chosen from the state menu, and **omitted statements** that adoption does not obligate rezonings.

D. There is NO strong neighborhood-preservation policy. Did not sufficiently address: stability of established neighborhoods, avoidance of cut-through traffic, protection of small-town character, limits on intensity in areas without adequate infrastructure, or the unique characteristic and challenges each quadrant of the city faces.

E. Weak treatment of housing affordability realities. The affordability analysis used gap numbers without expecting variation, implied the City had a deficit requiring development action**, omitted** feasibility limitations, and presented the AMI table without policy interpretation.

F. No clarity on what types of housing are compatible with Centerville (other than 'density'). The draft avoided identifying which housing forms fit Centerville's character, where ADUs are appropriate, senior housing, where moderate-scale infill may fit, where it should not occur, or how to protect residential character.

G. No articulation of a 'Housing Vision' unique to Centerville. It did not describe small-town character, emergency-access vulnerability, infrastructure constraints, preservation of stable neighborhoods, or measured-sensible growth. Without this vision, the policies defaulted to regional assumptions.

H. No analysis of how additional housing would impact infrastructure or safety. The draft avoided connecting housing growth to safety, environmental, and infrastructure impacts.

The Housing Chapter was structurally incomplete, regionally biased, and inadequately grounded in local constraints and desires.

3. The Housing Element is the chapter with actual statutory compliance requirements (Utah Code 10-9a-403 & 10-9a-108). If the City accidentally incorporates an appendix that contains outdated numbers, understates or overstates moderate-income needs, lacks required strategies or included consultant errors, it could **create state compliance issues**. The following suggested changes take this into consideration, as well as under #5 -2nd bullet.
4. RECOMMENDED EDITS for page 48. The following bullets have been corrected remove/changed:
   Added a new subsection 'Vision Statement' and 'ADUs'
   - In the third statement '*Centerville…faces unique housing challenges and opportunities that require strategic planning to maintain affordability while accommodating growth.',* implies the city **must** '*accommodate'* growth as a mandate – Utah law does **not** require that. Cities must *plan*, not *accommodate* a specific amount of growth.
   - *'A detailed analysis…is found in Appendix A*.' This is not an incorrect statement, but can be misused as a requirement to justify increased density. While Appendix material is non-binding, if referred to in the GP, *informational documents* can turn into binding adopted maps or standards if the following language is used, '*See Appendix E for required standards'*, '*Appendix E establishes…'*, '*The following map', '(Appendix E) shall be used to guide decisions*' or *'is found in'*.
   - *'…building permit trends averaging just 30 units annually indicating that the city is not on track to meet projected housing needs.'* There is no legal requirement to meet projected WFRC growth forecasts. Their projections are **not mandates** and the sentence could be interpreted by developers as 'Centerville is required to approve more housing' which is simply NOT true.
   - 2nd paragraph '*However, recent building permit trends average…*' Removed language implying mandatory growth targets, original wording implies a legal obligation to increase supply. The 6,779 was removed because the statistic was not supported by the underlying data and could be misleading. It also implies the city is expected to produce more units than market demand will actually support, 20-year projections are speculative and should not anchor policy commitments.
5. RECOMMENDED EDITS **for page 49:**

- '*Barriers for younger families'* legally risky because it sounds like the city must resolve affordability through rezoning. It does not.

6. RECOMMENDED EDITS **for page 50 -** The following bullets have been corrected, removed/replaced):
   - Removed sweeping phrase '*faces a significant shortage of affordable units'* This is subjective and can be used to justify upzoning. Clarified that deficit numbers depend on methodology. The phrase *'legal deficit'* implies a requirement, in order for there to be a legal deficit, there must be a legal requirement that is not being met. There is no legal requirement, reframed as indicators, not mandates. Both expressions need to be corrected as terms used are incorrect.
   - Corrected mislead '*By 2030 the need will reach 1,894 units.'* State law **does not** require cities to meet **any projected unit total.**
   - The chart at the bottom of page 50 doesn't appear to be correct?
7. RECOMMENDED EDITS **for page 51**
   This page contained serious legal risks because it implies the following. The following bullets have been corrected, replaced/removed:

   The west side must become a density node
   FHIZ/HOPZ are planning commitments instead of optional tools
   Centerville must meet *'future demand'*
   Uses terms developers can use in litigation
   Uses state codes B/G/P/Y/Z as *mandates* but they are only *options*

   - Currently, there is no MIH Plan in this draft. The concern with this is, how can the Planning Commission/City Council know the direction you are working towards without the MIH? Are the *'Highlighted Strategies'* and '*Key Economic Development Tools'* listed on page 51 still the direction both bodies are correctly heading with the findings in the recent surveys? This is the time to re-look at the 24 options against this chapter and the missing MIH plan.
   - Removed all *'must'* language. Cities do **not** have to meet projected demand, build new units, or expand density. Plenty of options to choose from.
   - Corrected MIH strategy requirement. Centerville must select **three,** not all strategies
   - Removed density mandates in strategies B and G. These are the **most dangerous** for unintended rezoning. State law only provides them as optional strategies – **not obligations**.
   - FHIZ/HOPZ language neutralized. They are powerful tools for redevelopment with
     - a. high density minimums,
     - b. major tax increment capture,
     - c. state-defined ratios.

     They should never appear to be **pre-committed** and are now described as t**ools** requiring careful evaluation, not commitments.
   - Removed '*workforce housing'* as a directive. This term is used to justify large rental projects,
   - Corrected affordability language. Affordability challenges exist, but there is **no legal deficit requirement** to fill.
8. RECOMMENDED EDITS **for page 52**
   This page also contains significant legal exposure because it (again) implies that Centerville is **committing** to density shifts, tax-increment tools, and **affordability mandates** that the city does NOT have to adopt.
   The following bullets have been corrected and replaced/removed language:
   - Corrected implied density mandates like '*minimum 6units/acre; 'density shifts through zoning consideration', 'development potential is greatest on the west side'*, these all create de facto commitments to higher density.
   - Corrected misstatements of state requirements. State law does NOT require HOPZ, FHIZ, density shifts, Mixed-Use, Transit-oriented development or tax increment financing.
   - Removed developer-leveraged trigger words which are repeatedly used to push rezonings '*critical juncture', 'development potential', 'density shifts', 'maximize resources', 'affordability outcomes.*

- Removed commitments to use CRA tax increment as this draft implies CRA funds **must** be used for affordability, TIF was preferred and CRAs would be paired with housing tools. This creates a false obligation.
- Replaced *'housing diversity'* with '*housing options'* Legal Planning Best Practice definition: '***Diversity'*** implies density ***'Options'*** implies flexibility.
- Removed language implying West Side upzoning. Draft language would be used to argue that the west side is *'designated'* for density, the city has pre-committed to multifamily, future rezonings are expected.
- Regarding the specific unit counts, affordability percentages, density minimums, or income-targeting requirements on page 52 they now have a strike-through. These numerical requirements are governed by Utah State Code and are subject to periodic legislative changes. Including such percentages in the GP could:
  1. Create unintended City obligations by converting State minimums into local policy commitments
  2. Reduce the City's flexibility when State law is amended in future years
  3. This causes inconsistencies between adopted City policy and State statute
  4. Allow developers to assert compliance claims based on obsolete or superseded numbers

For the above reasons, the GP references the use of State housing tools only at a policy level, directing staff and applicants to the **current** Utah Code for the most up-to-date, legally binding requirements.

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Executive Summary

Centerville, located in the heart of Davis County, is a city that has successfully balanced its historic charm with thoughtful development. With a total population of 18,159 (2024) ~~projected to reach 18,745 by 2030~~ projected by WFRC to modestly increase over time, Centerville faces unique housing challenges and opportunities that require strategic planning to maintain affordability while accommodating appropriate growth. ~~A detailed analysis of Centerville's housing, with its accompanying data is found in Appendix A~~. Appendix A contains supplemental background data for reference only and does not establish City policy.

Housing Vision Statement

Centerville's approach to housing prioritizes long-term community stability by preserving established neighborhoods, enabling seniors to age in place, and expanding moderate-income options within realistic infrastructure, geographic constraints and emergency access limitations. The city supports carefully scaled residential opportunities, located where appropriate and compatible, that respect Centerville's small-town character, emergency access limitations, and surrounding natural features. Responsible housing growth should strengthen the city's fiscal health and ensure that families, seniors, and essential workers have viable options to remain in the community. All housing strategies will be evaluated through the lens of public safety, community character, infrastructure capacity, and long-term livability.

Neighborhood Preservation Policy

Protecting the character and stability of existing neighborhoods is a central housing priority. Upzoning or intensification may only occur when transportation capacity, school capacity, emergency access, and existing infrastructure can safely support additional households.

Infrastructure-Based Growth Limits: Future housing decisions must account for Centerville's transportation vulnerability, including reliance on a single freeway interchange, limited east-west roadway connections, and constrained emergency access. Residential intensification shall not be directed to locations where increased population would degrade evacuation routes, emergency response times, or overall neighborhood safety.

West Side Development Guardrails: The West Side may offer long-term opportunities for a balanced mix of employment uses, commercial activity, and limited residential components; however, any residential consideration is contingent upon roadway improvements, emergency-access redundancy, drainage capacity upgrades, and demonstrated compatibility with surrounding uses.

Housing Goals

- Protect the character and stability of existing neighborhoods
- Ensure housing growth does not exceed roadway, water, sewer, and emergency-access capacity
- Support moderate, context-appropriate housing options (such as ADUs) without altering neighborhood scale
- Strengthen housing maintenance and reinvestment in existing neighborhoods
- Provide housing opportunities near employment centers only where transportation access is adequate
- Encourage housing compatible with Centerville's geography: foothills, floodplains, and I-15 chokepoint

Accessory Dwelling Units (ADUs): Centerville permits internal and detached ADUs in accordance with Utah Code 10-9a-530. The city will continue to regulate ADUs to protect neighborhood character, manage parking impacts, and maintain safe, residential-scale development.

Geographic & Infrastructure Constraints: Centerville's ability to accommodate additional housing is limited by steep foothills on the east, regulated shorelands on the west, a narrow north-south urbanized corridor, and a single freeway access that constrains emergency response and evacuation. These geographic and transportation constraints require cautious evaluation to ensure public safety and infrastructure viability.

Housing Demographic Context

Centerville's demographic trends, including an aging population, limited new land supply, and rising construction costs, continue to place pressure on the existing housing stock. These trends reinforce the need for diversified and attainable housing options that meet the needs of young adults, families, and seniors while preserving the stability of established neighborhoods.

Population Growth and Demographics Centerville's population has grown steadily from 15,335 in 2010 to an estimated 18,159 in 2024. ~~The Wasatch Front Regional Council projects continued growth to 18,745 by 2030, with 6,779 households expected by that time.~~ Regional projections anticipate gradual growth; however, these forecasts change regularly and should not be interpreted as fixed targets or development requirements. However, recent building permit trends averaging just 30 units annually indicating that the city is unlikely to meet ~~on track to meet~~ projected housing needs under current conditions.

The city's demographic profile reveals:

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

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Housing Inventory and Market Conditions

Centerville's housing stock consists predominantly of single-family homes (83%), with limited multi-family options (17%). The housing market reflects ~~limited inventory~~ constrained availability with homes typically priced above first-time buyer ranges, creating b~~arriers~~ challenges for younger families and moderate-income households.

Key characteristics include:

Any future shifts in housing type or density must be evaluated against transportation constraints, school capacity, emergency access, and utility system limits. Centerville's limited east-west mobility and I-15 pinch points require that residential intensification occur only where the city's infrastructure and emergency response can reliably support it.

• Home Values: Over 53% of homes valued between $250,000-$499,000

• Size: 83.2% of homes have 3+ bedrooms; average single-family home is 2,033 sq ft
• Age: Majority built between 1970-1999 (59.8%)
• Tenure: 86.6% owner-occupied (compared to 77.7% countywide)
Aging-in-Place Needs:

Centerville's high percentage of long-term homeowners indicates strong neighborhood stability and suggests that age-friendly housing options, may be beneficial where compatible with infrastructure capacity, ADUs, small 2 story beginner homes, and single-level units for senior-oriented developments near services/

PAGE 50

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

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

However, the city ~~faces a significant shortage of affordable units~~ experiences affordability pressure consistent with regional growth trends and the city's constrained land supply:

- ~~Current deficit of 1,549 units for households below 80%~~ Estimated gap numbers vary significantly depending on methodology, and should not be interpreted as City production requirements or obligations. Average Median Income (AMI)
- Greatest shortage at extremely low-income levels (<30%AMI):~~386-Unit deficit~~) where market-rate production does not typically serve this income group.

~~By 2030, the total affordable housing need will reach 1,894 units~~ Future estimates on housing needs represent projections only and are **not** mandated production targets. See Utah State code for updated information.

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Future Housing Needs
Centerville ~~must address~~ should plan for both current ~~deficits~~ affordability pressures and future ~~demand~~ housing needs:
• An a~~A~~ging population will increase demand ~~require expanded~~ for senior-oriented housing options
• Only 16 licensed beds for nursing/ rehabilitation services currently exist within the city
• ~~Need for diverse housing types to accommodate various income levels~~ Select, context-appropriate housing options may help address needs across different income levels.
• ~~Focus on workforce housing to support local employment~~ Opportunities may exist to support locally employed workers through appropriate housing policies.
Workforce Housing Coordination:
The city may coordinate with major regional employers to identify realistic strategies for retaining essential workers, such as teachers, first responders, and healthcare staff, within proximity to their workplaces. Any such efforts must remain voluntary and must align with Centerville's neighborhood character, infrastructure capacity, and long-term planning direction

Financial Tools and Affordability Mechanisms
To address housing challenges, Centerville ~~can implement~~ may evaluate various strategies under Utah Code requirements. As a specified municipality, Centerville ~~must select and implement moderate income housing strategies:~~ is required to select **three** Moderate-Income Housing (MIH) strategies under Utah Code 10-9a-403. The city may select strategies from the state's menu based on local suitability and compatibility with Centerville's infrastructure and small-town character.

Highlighted Priority Strategies:

• **Infrastructure Investment (B):** Demonstrate investment in roads and utilities on the west side where ~~multi-family development is most likely (B)~~ appropriately scaled development is most likely to support adopted land use policies

• **Context-Appropriate Zoning Adjustments (G):** ~~Allow higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors (G)~~Consider zoning adjustments only where compatible with neighborhood character, infrastructure capacity, and community direction.

• **Moderate0Income Housing Set-Asides (P):** Demonstrate utilization of a moderate-income housing set aside from ~~a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing (P)~~ in coordination with a community reinvestment agency or community development and renewal agency to create or subsidize moderate-income housing.

• **Home Ownership Promotion Zones (HOPZ) (Y):** ~~Create zones for the west side to promote homeownership(Y)~~ Evaluate whether HOPZ tools align with Centerville's land use direction before considering any application.

• **First Home Investment Zones (FHIZ) (Z):** ~~Establish zones to assist with creating town centers on the west side(Z)~~ Assess FHIZ only if consistent with community scale, infrastructure constraints, and adopted planning policies.

Key Economic Development Tools:

First Home Investment Zones (FHIZ)

• ~~10–100-acre zones with 30 units/acre minimum density~~ Includes state-defined density standards that must be carefully evaluated for compatibility before any local consideration

• 51% must be residential, 50% owner-occupied

• ~~12%~~ affordability ~~requirement inside zone~~, component should be reviewed for feasibility

• ~~60% tax increment capture for 25 20% outside 60% tax increment capture for 25 years~~ Allows tax increment financing subject to City Council discretion and public process.

- 10-100-acre zones:
  - Must meet state-defined density standards; applicability must be evaluated carefully.
  - Not require unless voluntarily selected as one of the City's three MIH strategies.
  - Any implementation must align with Centerville's transportation capacity, emergency access, and neighborhood compatibility.

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Home Ownership Promotion Zones (HOPZ)

• Maximum 10 acres, minimum ~~6 units/acre~~ density requirements defined by state statute; any consideration should occur only after evaluating compatibility with local infrastructure and land-use policy

• ~~60% affordable units requirement~~ State-defined housing requirements include an affordability component that requires careful feasibility review

• ~~5-year deed restriction minimum~~ State State-defined deed-restriction requirements apply if a Home Ownership Promotion Zone (HOPZ) is used

• ~~60% tax increment capture for 15 years~~ Allows the optional use of tax increment financing, subject to City Council discretion and public input

Community Reinvestment Areas (CRA)

• ~~10% of increment must support affordable housing~~ State law allows CRA housing set-asides, which the City may allocate based on local priorities
• Funds can be used throughout the city or transferred to qualified housing agencies
• ~~Can be used in combination with other tools to leverage greater affordability impact~~ CRA tools may be paired with other housing strategies only when consistent with adopted land-use policies and fiscal capacity

Implementation

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

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

Conclusion

Centerville stands at ~~a critical juncture~~ an important decision point as it considers its housing future. While the city enjoys strong economic conditions and a high quality of life, rising home prices and limited housing ~~diversity threaten to exclude~~ options may create challenges for younger families, essential workers, and ~~seniors~~ residents on fixed incomes.

By ~~implementing~~ assessing and carefully evaluating the strategies outlined in this chapter—particularly ~~those focused on infrastructure investment, density shifts through zoning consideration, impact fee reductions, and innovative financing tool efforts Centerville~~ context-appropriate zoning reviews, infrastructure planning, and selective use of state-permitted financial tools, the City can preserve its character while ensuring housing opportunities for all residents.

The path forward requires deliberate action, community support, and ~~a commitment to creating a more inclusive and sustainable housing market that serves residents across all income levels and life stages~~ thoughtful planning that respects Centerville's existing character, infrastructure limits, and long-term vision.

Implementation Summary:

To ensure that new housing supports, not strains, Centerville's long-term stability, the city will continue to monitor market conditions, infrastructure capacity, and demographic trends. Housing decisions should prioritize public safety, fiscal sustainability, and compatibility with established neighborhoods while enabling thoughtful, attainable options for future generations.

Chapter 4 Open Space & Recreation
Pages 54, 55, 56, 57, 58

CONCERNS:

1. Suggestions are all self-explanatory for the following draft pages (all in red)
2. Please note in the draft plan, at the bottom of the chapter it reads - Chapter 5: Open Space & Recreation, it should read Chapter 4: Open Space & Recreation.
3. Concerns specific to the map, page 56:
   - In the ***'Open Space Amenities Accessibility Map'*** the following should be reviewed:

   The map on page 56 shows schools, churches, or private land as *'Quasi-public open space'*. Utah law does not recognize '*quasi-public open space'* as a land use category. It also **cannot** be counted toward open-space inventory or LOS standards. Why this matters: The city can be accused of overstating open space inventory, failing to meet actual open-space retention goals, using private land to avoid acquiring public parks, misrepresenting compliance in future grant applications.

   Need to relabel as: Privately owned recreation areas (limited access) or Private Facilities (non-public open space. And they must NOT be shown in green shades.
   - The maps on page 55 and 56 should have the same legends listed, they are different.
   - *'Future Wetland Park'* + '*Future CenterPoint Plaza'* show as if approved. Neither of these appear in the GP as adopted policies. The map makes it appear as **committed projects**. Can *'CenterPoint Plaza'* be part of the '*Open Space Amenities Accessibility Map'*, the city owns the land perhaps, but there is no designated open space – is this the direction of the City Council? Needs to clarify wording, or add text explanation. **label as:** Conceptual Only – Not Approved, or remove them from this map and place them in a Potential Projects figure instead.
   - Need to confirm: Trails shown as *'Future Trails'* seem to be crossing private, unacquired land. Several future trail alignments extend through private parcels, sensitive wetlands and areas without public ROW. This creates takings/compensation risk, opposition from affected residents, misalignment with state requirements (a trail cannot be mapped on private land unless a ROW exists or an adopted acquisition plan is in place)

     Need to use dotted lines labeled '*Conceptual alignment only – subject to feasibility, ROW acquisition, or environmental review.'* And not count towards existing open-space imventory.
   - Need to confirm: *'Future Public Open Space'* shaded in blue violates NRPA standards. The blue-shaded areas west of I-15 include land that is undeveloped wetlands, probably NOT city-owned, therefore not guaranteed for public access?

     Need to rename this category as *'Potential Open Space/Preservation Opportunity Area (not public land)'* Unless owned by the city.
   - The ¼ mile and ½ mile buffers are technically inaccurate. Buffers appear centered on school yards, fenced church lawns, private recreation fields, and future open space areas that may never be public. This distorts the open-space access analysis, equity mapping, LOS compliance, and justification for future park locations.
     - **Need to make sure buffers** are only calculated around improved public open space, city-owned natural open space, and publicly accessible trailheads. NOT schools, churches, private parks, future conceptual parks
   - **Consider adding a Map Note:** This map is conceptual and for planning purposes only. Private facilities shown do not constitute public open space and do not grant public access. Future open space and trails represent *potential opportunities* and are not approved projects, alignments, or land acquisitions. All improvements are subject to feasibility, property rights, environmental and City Council approval.

PAGE 54

INTRODUCTION & BACKGROUND

The Open Space and Recreation chapter outlines the vision, goals, and strategies for open space and recreation in Centerville. Open space ~~comprises undeveloped land, parks, preserves, trails, golf courses, and sport fields~~ includes public parks, natural open areas, recreation fields, trails, and other publicly accessible outdoor lands. (The definition of open space aligns with Utah planning standards and avoids overly broad categories that are not applicable locally. Recreation includes ~~activities~~ amenities and facilities in both indoor and outdoor ~~spaces~~ activities that support quality of life, public health, and environmental sustainability. ~~These amenities are vital for improving quality of life and environmental sustainability.~~ This chapter ~~provides a comprehensive inventory to ensure the community maintains desired open space as it grows~~ documents existing open space assets and identifies principles for maintaining and enhancing them as the city grows in a manner consistent with Centerville's small-town character. It also outlines ~~outlining~~ best practices for protecting, acquiring, and integrating these facilities throughout the city.

OPEN SPACE STEWARDSHIP PRINCIPLE – No Net Loss

Centerville's open space resources, including parks, foothills, wetlands, and community open spaces are defining elements of its small-town character. The city embraces a no-net-loss stewardship principle, meaning the long-term supply of Improved Open Space and Natural Open Space should be maintained or enhanced as the community grows. While this chapter does not regulate development, this guiding principle supports the Land Use Element's commitment to preserving essential recreational and environmental resources for future generations.

BEST PRACTICES

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

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

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

ELEMENT

A diverse and ~~integrated~~ context-appropriate, well-distributed open space network is ~~critical~~ essential for creating vibrant, and healthy neighborhoods. Centerville's open space falls into two main classifications:

1. ~~public and private~~ Publicly accessible open space, and
2. Private open space with limited access. ~~thereby denoting access availability~~.

Most open spaces are public, ensuring better resident access.

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

policies. **(Note: schools, churches and private land without ROW, cannot be counted as open space. This needs to be changed as the city may decide to call it *'Quasi Open Space'* with a disclaimer)**

PAGE 55

EXISTING OPEN SPACE FACULTIES & TRAILS

The following section and maps show the existing open space facilities and trail networks in and around Centerville. Due to Centerville's built-out nature, ~~some open spaces are privately owned by schools or churches, providing crucial recreational space where public land is unavailable~~ Some open space shown on the map consists of privately owned school and church facilities; these areas are not guaranteed for public use and should not be classified as public open space for planning or level-of service calculations.

(Map legend shown on this page)

Trails Network

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

- Multiple trailheads along the eastern foothills providing ~~access to trails~~ access to foothill trails and natural open space areas
- North-south connections linking residential areas to parks
- East-west corridors connecting to the Legacy Parkway Trail system
- Proposed trail connections ~~to enhance~~ aimed at enhancing east-west connectivity~~, including critical links over I-15 to Legacy Parkway~~ including opportunities to improve east-west connectivity across I-15 where feasible.

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

ACCESSIBILITY TO OPEN SPACE

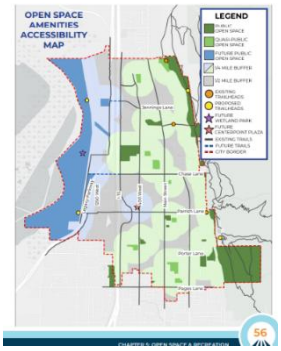
Analysis ~~reveals~~ indicate that several residential areas fall outside the desired 1/4-mile radius of open space, creating service gaps throughout Centerville. The following map ~~illustrates these~~ shows underserved areas with ~~shaded buffers showing~~ shading for both 1/4-mile and 1/2-mile access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

Due to the city's built-out nature, addressing these gaps will require ~~requires~~ creative context-appropriate solutions including:

- Designating and striping bike lanes on existing streets
- Maintaining high-quality sidewalks for safe pedestrian access
- ~~Establishing trails to connect underserved areas to existing facilities~~ Creating strategic trail or pathway links that connect underserved areas to existing facilities where ROW or easements allow.
- ~~Partnering with schools and churches to enhance community access~~ Exploring partnerships with schools and churches for limited public access where feasible, while recognizing such access cannot be guaranteed long-term.

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

PAGE 56



Concerns are listed in bullet point #3, first page

PAGE 57

AMENITY GAPS

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

1. **Improved Trails**-Enhanced Mountain trails and completion of the Legacy Parkway connection from Centerville Community Park
2. **Nature Playgrounds** - Updated playgrounds incorporating natural elements and universal accessibility
3. **Sports Courts** - Additional pickleball courts to meet surging demand (some recently added at Community Park)
4. **Splash Pad** - Family-friendly water feature (none currently exist in ~~or near~~ Centerville)
5. **Dog Park** - Designated off-leash area (potentially at Community Park's open fields) subject to feasibility, environmental review, and Council approval.
6. **Pump/Cycle Track**-Bike Park facility (would be first in Davis County) Conceptual only; not yet evaluated for location or feasibility
7. **Community Event Space** - ~~Enhanced venues for gatherings and programs~~ Improved or expanded venues for gatherings and programs with scale and location to be determined
8. **Native Wetland Access** - Improved access to Great Salt Lake wetlands consistent with environmental protections and land-ownership limitations
9. **Farmers Market -** Venue for local produce sales (closest is in Bountiful)
10. **Hammock Parks -** Low-cost amenity requiring only trees or posts pending site suitability

The amenity gap map shows proposed locations for several of these features, with stars indicating potential sites for new facilities based on geographic distribution and available space. These locations are conceptual only and do not represent approved projects or funding commitments

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

1. Park Renovation Program

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

2. Trail Connectivity

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

- The pedestrian bridge connecting Community Park to Legacy Parkway (currently in planning; subject to funding)
- Mountain trail improvements and new connections pending environmental review and land-owner coordination.

• Bike lane implementation on designated streets when consistent with traffic safety analysis and roadway capacity.

3. Amenity Feasibility Study

Evaluate the addition of identified amenity gaps through:

• Site suitability analysis for each proposed amenity
• Cost-benefit evaluation including maintenance requirements and long-term operational impacts.
• Public input and City Council approval before any facility is advanced to design or construction

PAGE 58

• Phased implementation plan based on funding availability (continued from page 57)
• Consideration of regional facilities that may reduce local demand

4. Open Space Acquisition Strategy

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

• Joint-use agreements with schools and churches subject to availability, liability considerations, and mutual benefit.
• Conservation easements on private property only where supported by landowners
• Pocket-park development on infill sites when consistent with neighborhood compatibility and long-term maintenance capacity
• Trail easements to improve connectivity secured voluntarily and without future acquisition obligations

FUNDING SOURCES

Multiple funding opportunities exist for open space preservation and development:

State Sources:

• Utah Outdoor Recreation Grant (UORG) - Annual grants up to $150,000 for outdoor recreation infrastructure competitive; not guaranteed
• Recreational Trails Program (RTP) - Federal funds administered by Utah State Parks for trail development subject to eligibility and matching-fund requirements
• LeRay McAllister Fund - Critical lands conservation funding through Utah Department of Natural Resources applicable only to qualifying willing-seller properties

Regional Sources:

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

Federal Sources:

• Land and Water Conservation Fund (LWCF) - 50/50 matching grants for outdoor recreation projects requires long-term federal use restrictions once funded
• Community Development Block Grants - For projects serving low-to-moderate income areas

Other Sources:

• Utah Open Lands - Conservation easements and agricultural preservation require willing landowners and long-term deed restrictions
• National Recreation and Park Association - Various grant programs for innovative park projects • Private foundations - Including recreation-focused philanthropic organizations

Chapter 5 Public Facilities
Pages 59-64

CONCERNS :

1. Please note at the bottom of the draft GP, it reads - Chapter 6: Public Facilities, it should read Chapter 5: Public Facilities
2. Page 60 references a *'City Master Water Plan'* do we have one?
3. Page 60 – Listed several additional 'Public Facilities' that are not included in the draft but think they should be – you get to decide.
4. Page 62 references '*Implementation of the city-wide bike lane plan'*. The draft does not contain a plan reference anywhere. Is there a plan in place? If not the sentence needs to be re-worded.
5. There are a lot of highlighted changes on page 62 but they reflect key protections added to:
    - Prevents claims that projected population obligates density increases
    - Conceptual locations are not approval, intent, or entitlement
    - Ensure cooperation with DSD does not commit the city to rezonings
    - Stops misinterpretation that bike lanes or trails require road widening
    - Ensures utility coordination does not force rezoning or intensification
    - Removes any implication of mandated infrastructure expansion

PAGE 60

Introduction & Background

The Public Facilities Element catalogs existing community facilities and identifies future plans for major ~~facilities~~ public services that serve Centerville residents. This Element ensures that adequate public services and infrastructure are maintained at levels that ~~to~~ support the city's current population and can accommodate future growth while preserving and without compromising the quality of life that makes Centerville a desirable place to live.

Element

Existing Facilities

Public Safety

- Police Services
  The Centerville Police Department, ~~located at~~ (250 North Main Street), provides law enforcement services to the community~~. The department has achieved~~ and maintains accreditation through the Utah Chiefs of Police Association (UCOPA), demonstrating ~~its~~ commitment to professional standards and ~~excellence in service delivery~~. quality service.
- Fire and Emergency Services
  South Davis Metro Fire provides fire suppression, emergency medical ~~services~~ response, and disaster ~~response~~ services to Centerville and ~~surrounding~~ neighboring communities ~~including (~~Bountiful, North Salt Lake, West Bountiful, and Woods Cross.) The agency operates from strategically located stations (with a station in Centerville). ~~throughout the service area to ensure rapid response times~~ to maintain rapid response times throughout its service area.

Education

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

Elementary Schools:

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

Junior High School

- ~~**Junior High School:** Centerville Junior High~~
- Centerville Junior High

High School

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

Solid Waste & Recycling Services

Solid waste collection, recycling, and green waste services in Centerville are provided through a combination of City-coordinated contracts and regional service providers. Residential curbside collection is managed via contract haulers, while long-term disposal and processing are handled by the Wasatch Integrated Waste Management District and the Davis County Transfer Station.

Centerville will continue coordinating with these regional partners to ensure adequate landfill capacity, recycling options, and cost-effective service. Future policies should emphasize waste reduction, sustainable disposal practices, and regular review of collection contracts to maintain service efficiency.

Utilities and Infrastructure

Water Services:

Centerville operates its own culinary water system, with ongoing capital improvements planned to meet growing demand. The ~~city's water master plan~~ City's Water Master Plan guides ~~the~~ system expansion, reliability improvements, and ~~enhancement of the system~~ infrastructure upgrades. Future development approvals must demonstrate adequate water supply and infrastructure capacity consistent with Utah Code 10-9a-403(2)(a)(iv).

Sewer Services:

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

Storm Drainage:

~~The city~~ Centerville maintains ~~a comprehensive~~ an extensive storm drainage system; however, older segments require attention especially where coordination ~~though aging infrastructure in some areas requires attention, particularly where coordination~~ with Davis County and UDOT is necessary for improvements to major drainage channels and I-15 culvert crossings. New development or redevelopment must demonstrate no increase in downstream stormwater impact.

Community Facilities

• Centerville City Hall (250 North Main Street)

• Whitaker Museum

A historic landmark that preserves Centerville's heritage and hosts public programming and tours.

• Centerville Cemetery

A municipally owned cemetery providing burial services, grounds maintenance, and historical preservation.

• ~~Community parks and recreation facilities~~ Parks & Recreation Facilities

- Community Park
- Island View Park
- Freedom Hills Park
- Smoot Park
- Smith Park
- Porter-Walton Park
- Additional neighborhood parks, playgrounds, and trail connections

These facilities provide sports fields, courts, playgrounds, trails, pavilions, open lawns, and natural areas.

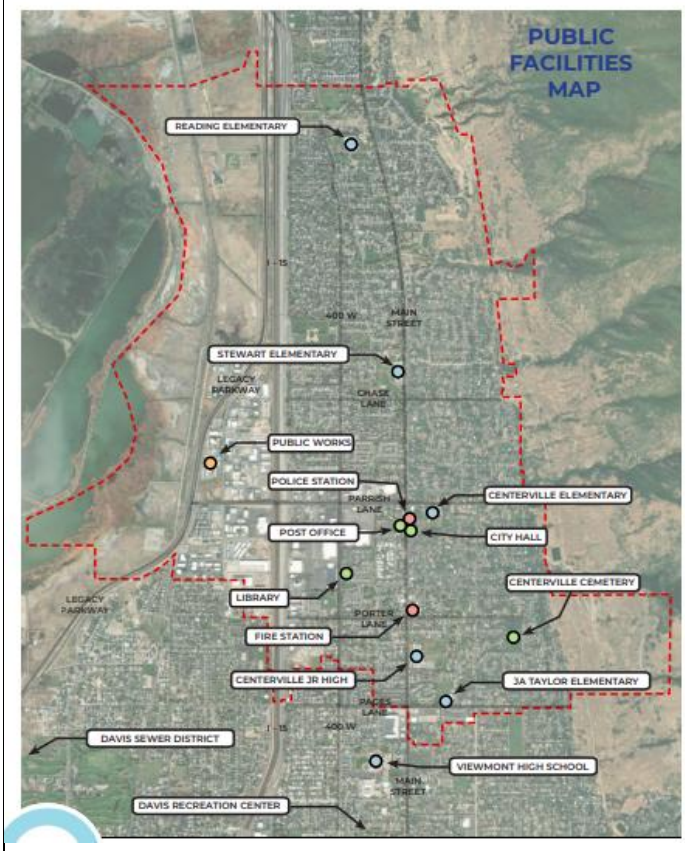
- Public Works

  Provides streets maintenance, storm drain operations, fleet management, water system maintenance, snow removal, and support for emergency response operations

Regional Facilities Serving Centerville (Consider adding since they show on the map)

Although not city-owned, several regional facilities support residents, including the South Davis Recreation Center, South Davis Metro Fire station, and the Davis County Library

PAGE 61



1. **Add missing facilities as per text or map**
   - Whitaker Museum -missing on map
   - Community Parks & Recreational Facilities are in the text page 60 but not included on the map
   - Public Works is listed on map but missing in text under 'Public Facilities'
   - Should South Davis Metro Fire station be added as text and on the map?
2. **Standardize callout icons:**
   Create a legend with color matching callouts for each category to match text, such as:
   City-Owned Facilities
   School District Facilities
   County Facilities
   Regional Facilities
3. **Correct geographic details:**
   Police station should be east of Main
   Whitaker should be east of Main
   Davis County Sewer District & So Davis Rec Center should be labeled 'Regional Facility-located in Bountiful'
4. Improve callout clarity:
   Reduce in size and overlap
   Add consistent icon style for fire/police/schools. i.e. Schools should be one color call outs
   Public safety (police, fire) should be one color
   City facilities should share one icon color

This just makes it more intuitive

PAGE 62

Proposed/Planned Facilities

Infrastructure Improvements

• ~~Continued implementation of the city's Capital Facilities Plan for culinary water system expansion~~ Continued implementation of the City's adopted Capital Facilities Plan (CFP), including culinary water system improvements consistent with approved budgets and verified system demand.

• ~~Storm drainage system improvements, particularly addressing areas affected by high water tables~~ Ongoing storm-drainage system upgrades, particularly in areas affected by high-water tables or system capacity limitations, with priority given to locations demonstrating documented need, high-water-table impacts, or regional drainage coordination needs.

• Coordination with utility providers for ~~infrastructure upgrades in areas of planned development~~ upgrades triggered by development applications or required to maintain existing service levels. Coordination does ***not*** obligate the City to expand densities or approve rezoning~~.~~

Education Facilities

As Centerville's population ~~approaches the projected build-out of 20,000 residents~~ continues its modest growth trajectory, coordination with Davis School District (DSD) will be essential to:

• ~~Identify potential sites for new school facilities~~ (The city isn't big enough for this to be a future problem based on our limited land)

• ~~Ensure schools are located in areas accessible to residential neighborhoods~~ (The city isn't big enough for this to be a future problem based on our limited land)

• ~~Maximize joint-use opportunities for school facilities to serve community recreation and activity needs~~ Explore joint-use arrangements for school facilities where mutually beneficial. Such agreements require separate approval by both entities.

Transportation Infrastructure

• ~~Implementation of the city-wide bike lane plan~~ Continued implementation of the City's previously adopted bicycle and pedestrian improvements, as funding and right-of way constraints allow.

• ~~Pedestrian improvements, particularly in the Parrish Gateway area~~ Targeted pedestrian upgrades in high-demand locations such as the Parrish Gateway area, subject to safety analysis and available funding

• ~~Enhanced trail connections, including improved access to Legacy Parkway Trail~~ Evaluate opportunities for enhanced trail connectivity, including improved access to Legacy Parkway Trail where feasible and not requiring property acquisition without Council approval

Future Cemetery Planning

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

Potential Cemetery Sites

The city has ~~identified several potential locations for future cemetery facilities, as shown on the following map~~ evaluated conceptual areas that *could* support future cemetery use; these are planning concepts only and do not represent acquisition intent or land-use commitments. These sites were selected based on several criteria:

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

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

• ~~Sites in the northern portions of the city near undeveloped foothill areas~~
Possible northern hillside areas (conceptual only, not evaluated for ownership or feasibility)
• ~~Central locations that could provide convenient access from established neighborhoods~~
Centrally located conceptual areas to maintain community accessibility
• ~~Eastern sites that take advantage of natural hillside settings~~
Utilize city-owned hillside land if feasible
• ~~Western locations near existing open space areas~~
General western areas near existing open space, conceptual only and subject to future study

PAGE 63

Possible Disclaimer if the map is kept
All cemetery locations shown are conceptual only, intended to illustrate general geographic distribution. No site has been selected, studied, purchased, designated, or proposed. Further technical review, property owner coordination, and public input will determine whether any location is feasible or appropriate.

Conceptual Cemetery Locations:
The intent of the map is to show high-level, conceptual *'possible areas'* where a future cemetery might be feasible based on general geography. However, maps of this type can unintentionally create confusion or alarm if misinterpreted as identifying actual sites. At the GP level, no specific locations have been studied, selected, or evaluated.

Concerns with the map:
1. Several icons are placed on existing neighborhoods, which will create alarm
2. The map does not clarify whether the icons represent:
    - Conceptual areas
    - Feasibility-tested areas
    - Publicly owned land
    - Privately owned land
    - Lands that may ot be available

Recommend:
The city remove the map from the GP
OR
Retain the map with a clear disclaimer to ensure the public understands that no site identification has occurred.

PAGE 64

Site Evaluation Considerations
The final selection of any cemetery ~~sites~~ site will require detailed technical ~~evaluation of:~~ review, including:
• Environmental ~~factors including~~ conditions (drainage, slope stability, ~~and~~ soil permeability)
• Transportation access, circulation and parking requirements

- Visual impact and landscaping opportunities
- Phasing potential ~~to allow~~ for long-term expansion
- Acquisition costs and development feasibility
- Community input and neighborhood compatibility

Implementation

The following steps ~~should be taken to~~ ensure that Centerville continues to provide reliable, high-quality ~~adequate~~ public facilities for current and future residents.

1. Update Capital Facilities Plans
    - Review and update annually based on condition assessments and growth projections
    - Identify and secure funding sources for priority projects
2. Monitor Service Levels
    - Track police and fire response times, utility capacity, and school enrollment
    - Address service gaps before they impact residents
3. Plan for Future Facilities
    - Reserve conceptual sites in developing areas for future public facilities
    - Design new facilities with expansion ~~capabilities~~ capability
    - Explore co-location opportunities ~~for efficiency~~ where efficient and appropriate
    - Ensure that any conceptual reservation of land for public facilities does not imply development rights, zoning entitlement, or City commitment prior to formal adoption
3. Implement Cemetery Planning
    - Conduct feasibility studies on priority sites
    - Engage the community and affected property owners in location discussions
    - Develop a cemetery master plan with design standards and long-term maintenance considerations
    - Consider innovative options like columbariums* to maximize ~~space~~ land efficiency
    - Conduct feasibility study on better utilization of existing cemetery for potential burial plots or columbariums
    - As a top priority, evaluate City-owned hill side property as a potential cemetery site, with a phased development approach of 1-2 acres to address burial-plot shortages, subject to further study, including a formal feasibility study and Council approval
    - Explore whether a public-private partnership model (such as coordination with a local mortuary or cemetery-management provider) may assist in the immediate need to develop city-owned hillside property. Contingent on legal, fiscal, and public-input review.

Through proactive planning, ~~and regular evaluation~~, infrastructure assessment, and community engagement, Centerville will continue to provide dependable public facilities ~~providing~~ high~~-quality public services~~ that meet the needs of current and future residents.

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

Chapter 6 Pages 65-71 Conservation Chapter

RECOMMENDATIONS :

1. Please note in the draft plan, at the bottom of the page it reads - Chapter 7: Conservation & Preservation, it should read Chapter 6: Open Space & Recreation.
2. Over and over, Centerville residents have said, *'Protect our mountains'*, *'Preserve the skyline'*, '*No new development on the hillside'*, so far, this hasn't been properly addressed. There should be a separate Chapter in the GP for our Foothills Management Plan – which is currently lacking in this draft proposal. Need to have a Foothills Management Plan in the GP.
3. It is recommended that the Historic Preservation be deleted entirely and put in a separate 'subsection 'Historic Preservation'. Conservation and Historic Preservation have different purposes and require different expertise. Historic preservation is about protecting cultural identity and built heritage, while Conservation focuses on natural resource management. Because they require distinct policies, expertise, and implementation strategies, they should be treated as separate planning elements to ensure each receives adequate focus and clarity.
4. Page 67 references a *'Water Conservations Plan'*. This would be a separate, stand-alone document that is updated every 5 years required by State statute. Because it is mentioned here, can the GP cite the location where to find this plan?
5. Page 67 references a '*Pressure-Management Plan'*. It should also be cited. If not, recommend changing the sentence to read *'...pressure management* ***strategies***, *as applicable, to improve system efficiency and reduce leakage'*. So as to not give the impression of a separate plan.
6. Pages 62 and 71 reference a *'Capital Facilities Plan (CFP)'* which is required by law (Utah Code 11-36a). It is unsure if the city has a stand-alone report by engineering consultants, or if it is published in one place. If it is a published document, the location should be cited here. At a minimum put in the *Introduction'* of this chapter something like *'Centerville maintains State-required Capital Facilities Plans (CFPs) for culinary water, storm drainage, transportation, parks, and other applicable services. These technical plans guide budgeting, long range capacity planning, and impact fee structures.*
7. While the draft plan mentions hillside protection, floodplain management, wetlands, and water conservation within the Conservation chapter, these references are ***environmental descriptions***, not infrastructure planning. These brief mentions do not analyze system capacity, identify infrastructure deficits, or guide land-use decisions.
   Their placement in a Conservation chapter gives the impression that infrastructure needs were addressed when, in reality, essential components such as culinary water capacity, secondary water allocations, storm drainage systems, roadway capital improvements, emergency access constraints, power system demands, and overall growth-related infrastructure impacts were omitted. Because these topics appear only as high-level descriptions with no policy analysis, they cannot substitute for a true Public Facilities & infrastructure element. The effect is an incomplete and non-actionable plan that lacks the infrastructure guidance required for defensible land-use decision making. Need to check for what other infrastructure planning is missing and add provide policy analysis for infrastructure guidance.
8. Added a Title 'Water Conservation, Preservation & Low Impact Development (page 67)
9. Added a Title 'Water Drain & Subsurface Drainage System' (page 71
10. Added a section for 'Storm Drain & Subsurface Drain Fees' (page 72)
11. Added a section for 'Stormwater vs. Subsurface Drainage Responsibilities' (page 72)

    Please note that these were added based upon questions that surface every time someone reads their utility bill or the rates increase. It would be nice for them to be able to go to policy and get educated. Some of the information was obtained from looking at what other cities in Utah did regarding these issues.
12. Draft Plan is missing a Hazards section. Utah code requires that hazards be addressed somewhere in the plan; while some natural hazard topics are already covered in this and other chapters, it is incomplete or written as engineering techniques, not land-use policy. This plan needs to be added by the consultant with its own chapter
13. Recommend placing a Storm Drain and Subsurface Drain System **Map** in this section under Water System Infrastructure (page 72). This type of infrastructure knowledge plays an important role in hillside protection, floodplain management, groundwater issues, and West Side development. A map is essential for readers to

understand constraints, align with engineering standards, and support land-use decisions – just like has been done for the other maps in the proposal. The map should illustrate:

- Major stormwater conveyance routs (channels, pipes, culverts)
- Subsurface drain systems and known high-water-table zones
- Drainage basins and outfall locations
- Areas with known flooding, groundwater, or slop-stability constraints

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Introduction

This element addresses the conservation of agricultural land, hillside protection, wetlands, floodways, low impact development (LID), water-wise development, ~~and historic preservation~~ and the long-term stewardship of Centerville's natural landscapes and environment resources. **(Note: the Future Land Use map doesn't identify any agriculture land and it should be on the map)**

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

Agriculture & Conservation Land

Land desired for conservation in growing areas often presents the most cost-effective development opportunity due to its "development-ready" characteristics. In Centerville, most existing agricultural land lies west of I-15 between the interstate and the Great Salt Lake, with small personal farms scattered throughout the city. Several programs exist to preserve agricultural land: **(Note: Not sure if this statement is factual, we have a lot of ag land on the east side. Also, if the draft text references ag land it should be identified on the Future Land Use Map)**

Conservation Programs:

• Conservation & Farmland Preservation Easements – Voluntary legal agreements that permanently limit land use for agricultural and open space purposes
• Agriculture Conservation Easement Purchase Program (ACEP) – Federal ~~funding to~~ program for protecting sensitive lands, working farms, and ranches through conservation easements
• Private Land Trusts and Easements – Legal entities that ~~purchase and manage property for preservation~~ acquire or manage land for long-term preservation
• Utah Open Lands Program – ~~A land trust that permanently protects Utah land through title acquisition or~~ Statewide land trust acquiring or accepting conservation easements
• Bureau of Land Management (BLM) – Federal agency managing ~~thousands of acres for public use~~ large-scale public lands
• United States Forest Service (USFS) – Federal agency maintaining national forests and grasslands

Additional ~~programs that may have~~ tools with limited applicability in Centerville may include Transfer of Development Rights (TDR) programs, TDR Banks, Conservation Subdivisions, Greenbelts, ~~and Historic Preservation designations~~ These mechanisms may help maintain agricultural character and ecological function when appropriately applied.

Hillside & Slope Protection easements

Centerville's eastern boundary ~~encompasses~~ includes approximately 550 acres of mountainside land, with 61% privately owned, 30% city-owned, and 9% owned by ~~the~~ Davis County or other entities. The proximity to the

Wasatch Fault and the composition of loose soils could make these hillsides susceptible to earthquakes and landslides.

To minimize landslide risk, three primary techniques can be implemented:
1. **Geometric Techniques**
• Reduce slope percentages through recontouring
• Remove weight from slope tops

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

2. **Hydrological Techniques**
• Install drainage systems
• Implement inverted filters
• Apply thermal techniques (ground freezing/heating)

3. **Mechanical Techniques**
• Install soil nails and grouting
• Build retaining structures
• Construct gabion walls and embankments
• Install anchors and rock bolts
• Establish vegetation for erosion control
Centerville r~~R~~esidents have expressed strong ~~desire to~~ interest in protecting ~~preserve~~ the foothills from over-development. ~~The city discourages development on slopes greater than 30% or at elevations above 4,900 feet~~ Detailed slope, hazard, and elevation-based policies will be addressed in the separate **Foothills Management Plan** chapter, which will govern development on sensitive terrain and high-risk areas.

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

Design Requirements:
• Optimal floodway dimensions based on ~~500-year flood events~~ state and federal floodplain guidance (FEMA FIRMs and local engineering standards)
• Appropriate channel crossing designs and materials
• Armoring and scour protection measures including:
• Concrete protection
• Cutoff walls
• Rock fills
• Cement-stabilized slopes
• Bituminous seals

Water Conservation, Preservation, & Low Impact Development

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

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

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

Water Conservation, Preservation & Low Impact Development

Additional Water Conservation Strategies

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

~~Historic Preservation~~

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

~~**Benefits of Historic Preservation**:~~
~~• Fosters community identity~~
~~• Enhances the city's aesthetic character~~
~~• Stimulates economic development through heritage tourism~~
~~• Creates educational opportunities for residents and visitors~~

~~Updated Historic Walking & Biking Tours have been developed that guide residents and visitors through (25 / 43 respectively) historically significant sites, including 8 / 12 sites on the National Register of Historic Places. The~~

~~walking tour is 1.1-miles and the biking tour is 1.95-miles, both starting and ending at the Whitaker Museum. These updated tours should feature informational signage and have accompanying audio at each historic location.~~

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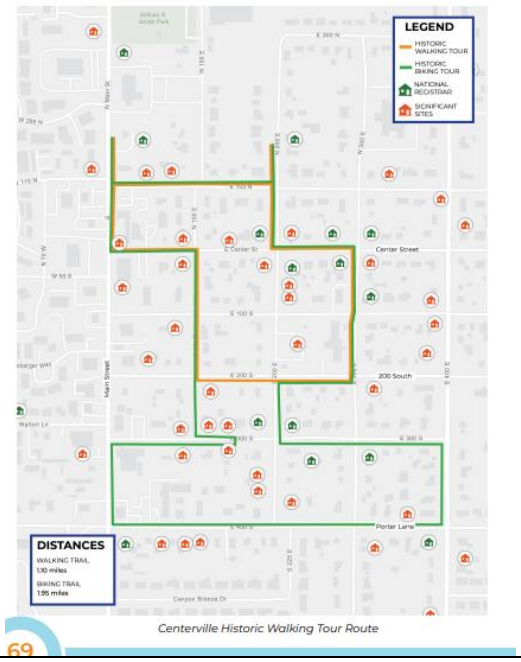
PAGE 69 -should also be deleted and added to the Historic Preservation section with the following corrections:



Centerville Historic Walking Tour Route

~~1. Has the city adopted a local historic district ordinance?~~

~~2. 'DISTANCES' need to match – either change text or map (whichever is correct)~~
- ~~Text shows Walking Tour:~~
  ~~Walking Tour 1.1 miles~~
  ~~Biking Tour: 1.95 miles~~
- ~~Map Legend shows:~~
  ~~Walking = 1.0 miles~~
  ~~Biking = 1.35 miles~~

3. ~~Add a disclaimer to the map: 'This map is provided for educational and interpretive purposes only. It identifies publicly known historic resources and walking/biking routes and does not create or imply any zoning regulations, development restrictions, or adopted boundaries. National Register designations shown on this map are honorific and non-regulatory unless separately established by local ordinance~~

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~~The above historic structure is currently a residence and is a stop on the existing Centerville Historic Walking Tour. The city's historic walking tour incorporates 20 structures and other important markers which add rich context to the city's heritage and history.~~
~~(For more details visit: https://tinyurl.com/ CentervilleWalkingTour~~)

~~Historic District Framework~~

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

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

~~Preservation Goals and Implementation~~

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

~~To support property owners within historic areas, the city provides information about federal tax credits, benefits for National Register listing, preservation resources, and zoning incentives that promote historic designation. The city also advocates for restoration, preservation, and adaptive reuse before considering demolition of historic~~

~~structures, while creating excitement among citizens about historic places through continual outreach programs, educational initiatives, and visual presentations that celebrate the community's rich heritage.~~

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

~~The city should enhance its historic resources by updating the walking tour with modern amenities such as audio guides, wayfinding signage, and informational plaques along the designated route. This historic structure is currently a residence and is a stop on the Centerville Historic Walking Tour. The city's historic walking tour incorporates 20 structures and other important markers which add rich context to the city's heritage and history. For more details visit: https://tinyurl.com/ CentervilleWalkingTour)~~

Implementation

Conservation Land Preservation

• Partner with Utah Open Lands and ~~other~~ possibly similar conservation organizations
• Educate landowners about conservation easement opportunities
• Consider establishing a local ~~land conservation program~~ Conservation Land Program

Hillside Protection

• Conduct geotechnical assessments of high-risk areas
• Implement slope stability measures where ~~needed~~ required
• Maintain ~~strict~~ firm development standards for hillside areas using the Foothills Management as a guide.
• Establish ongoing monitoring programs for areas with known slope movement or instability

Floodplain Management

• Update floodplain maps regularly in coordination with state and federal agencies
• Enforce strict development standards in flood-prone areas
• Coordinate with regional flood control agencies
• Implement green infrastructure techniques to support natural ~~for~~ stormwater management

Water Conservation Implementation

• Continue partnership with Weber Basin Water Conservancy District
• Promote conservation rebate programs such as "Flip Your Strip" ~~and other rebate programs~~ through utility bills and public outreach
• Update landscaping ordinances to ~~require~~ incentivize and promote water-~~wise~~ efficient design
• ~~Investigate~~ Evaluate partnerships for reclaimed-water ~~reclamation programs~~ or water-reuse programs where feasible

Storm Drain & Subsurface Drainage System

Centerville maintains an integrated storm drain network that manages runoff created by impervious surfaces and mitigates high groundwater conditions that affect structures, roadways and utility corridors. As development

intensifies - particularly on the West Side - these systems must be expanded and upgraded to ensure adequate capacity, water quality protection, and long-term functionality.
The city assesses storm drain and subsurface drain fees based on impervious surface area, consistent with the municipal fee schedule. These fees support ongoing system maintenance, capital improvements, and regulatory compliance. Future commercial and industrial development on the West Side will require sit-specific drainage analysis, and appropriate detention or retention capacity.

Stormwater vs. Subsurface Drainage Responsibilities:
Stormwater Management Responsibilities
Stormwater systems are designed to collect, convey, and discharge surface runoff generated by precipitation. These systems include storm drains, culverts, detention basins, open channels, gutters, and pipes located within public rights-of way or easements.
The city is responsible for:

- Maintaining public stormwater infrastructure
- Meeting state and federal stormwater regulations (including MS4 requirements)
- Ensuring new development does not increase downstream flood risk
- Requiring on-site detention, retention, or infiltration consistent with adopted engineering standards
- Assessing storm drain utility fees base in impervious surface area to support system operation and capacity improvements

Subsurface Drainage Responsibilities:
Subsurface drainage systems – often installed to manage high groundwater, artesian springs, or seepage – are functionally different from surface stormwater systems. These systems may include underdrains, footing drains, engineered gravel trenches, and legacy agricultural drains.
City responsibilities are limited to:

- Public subsurface drainage facilities specifically accepted and maintained by the city
- Reviewing geotechnical reports for development proposed in high-water table areas
- Requiring developments to manage groundwater impacts without shifting risk to neighboring properties
- Enforcing ordinances that prohibit using subsurface drains primarily to enable basement construction in unsuitable areas.

Private property owners are responsible for:

- Maintenance of private subsurface drains
- Mitigation of groundwater conditions that affect private structures unless the city has formally accepted the drainage facility
- Ensuring new construction complies with groundwater, basement, and dewatering regulations

Policy Intent:

- The distinction between stormwater and subsurface drainage is essential for:
- Clarifying long-term maintenance obligations
- Preventing inappropriate reliance on subsurface drains for development feasibility
- Reducing groundwater-related flooding, seepage, and structural risk
- Supporting responsible West Side and hillside development where groundwater and soil conditions are known constraints

The city supports a drainage system where public stormwater infrastructure manages surface runoff, while subsurface drainage solutions remain primarily a geotechnical requirement and private responsibility unless explicitly accepted as a public facility.

Storm Drain and Subsurface Drain Fees:
Centerville assesses storm-drain utility fees based on impervious surface area to fund ongoing maintenance, capital upgrades, and MS4 regulatory compliance. Subsurface drainage systems are generally private unless the city has

expressly accepted the system as public infrastructure; in such cases, applicable fees may be assessed to support long-term maintenance. These fees are found in the Municipal Code and will become increasingly important as future West Side development increases impervious surface area and runoff demand.

~~**Historic Preservation**~~
~~• Update the historic walking tour with modern interpretive elements~~
~~• Establish design guidelines for historic districts~~
~~• Create incentives for historic building restoration~~
~~• Develop educational program about local history~~

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Existing City Measures

Current Water Conservation Efforts:

Centerville has adopted multiple water conservation initiatives to improve long-term water reliability:
• Drought resiliency project for enhanced water reliability
• Time-of-day watering restrictions (6 PM to 10 AM only) per CZC 12.51.070(h)
• Required drought-resistant landscaping for commercial properties per CZC 12.51.070(h)
• Recommended water-wise landscaping for residential properties per CZC 12.51.070(d)

Weber Basin Water Conservancy District Programs Available to Residents:

Local conservation programs and resources currently available include: (Note: recently on agenda, any changes need to be incorporated? _
• Free water audits
• Water conservation ~~learning~~ garden classes
• Smart irrigation controller rebates
• Toilet replacement rebates
• Secondary water metering
• Gardening classes
• "Slow the Flow" professional water checks

Water System Infrastructure and Protection

Centerville operates and maintains nine water well sites throughout the city. Each well is ~~each~~ protected by established source protection zones that indicate estimated groundwater travel times to the wellhead sites.

The city has implemented a comprehensive Capital Facilities Plan that guides ~~the~~ financing, construction, and ~~development~~ expansion of the culinary water system to ensure orderly growth ~~expansion~~ as the community ~~grows.~~ develops.
~~Additionally, the city~~ Centerville also protects its water sources through ~~careful~~ coordinated management of ~~the~~ natural drainage systems, including the major creek corridors of - Ricks Creek, Barnard Creek, Parrish Creek, and Deuel Creek. These channels convey ~~which carry~~ essential snowmelt and surface water from the Wasatch mountains while also contributing to regional secondary-irrigation system. ~~serving as sources for secondary irrigation throughout the valley.~~

Conservation Goals: The city ~~has adopted Weber Basin Water Conservancy District's conservation goals~~ aligns its conservation messaging with the Weber Basin Water Conservancy District's regional conservation programs, and continues to work toward meeting ~~the state's regional water~~ statewide conservation targets identified by Weber Basin and the State of Utah. ~~as outlined at~~ (conservewater.utah.gov.)

Through these ~~comprehensive~~ combined conservation, water-resource-protection, and preservation efforts, Centerville demonstrates its commitment to protecting natural resources, preserving its heritage, supporting sustainable water use, and ~~ensuring a sustainable~~ maintaining our resources for ~~future for~~ generations to come.

Outlook

Economic Recommendations

From Nancy Smith <nancy_cobblestone@yahoo.com>
Date Thu 12/4/2025 3:54 PM
To Michael Eggett <michael.eggett@centervilleutah.gov>

1 attachment (847 KB)
City.GP 74-80.docx;

Dear Mike and Planning Commission,

The attached are my notes on the Economic Chapter of the proposed General Plan.
Thank you,
Nancy

Chapter 7 Economic Development
Pages 74-80

CONCERNS:

1. Please note at the bottom of the GP draft for this chapter, it reads - Chapter 8: Economic Development, it should read Chapter 7: Economic Development. On each page
2. To maintain the proper "general nature" of a GP, changed words from very definitive numerical projections (which in some cases were inaccurately stated) that could be interpreted as required targets, or mandates for zoning changes. Softened wording so that growth would be governed by community character, infrastructure capacity, and zoning limits not WFRC modeling. The city is not required to match TAZ population portrayals.
    - When numbers are presented as exact, it becomes an entitlement tool, changing to *'approximately'* removes legal precision, prevents projections from being treated as mandates, and keeps discretionary control with the City Council and Planning Commission. Which was done specifically on page 77
    - WFRC does **not guarantee** their 2040 numbers, they state their TAZ inputs are scenario-based - not predictions, planning aids – not guarantees, and subject to major revisions every cycle. Financial projections beyond 10 years are vulnerable to economic cycles, consumer behavior shifts, regional retail competition, recessions, etc. Economic forecasts have ±10–20% variance.
    - General Plans should give general direction, not decimal-level precision, technical model outputs, or interpretable numeric mandates. These are appropriate for an Appendix; the GP body should summarize, not commit.
3. Pg 78 was changed because *'Commercial intensification'* can be interpreted as mixed-use building height increases, eligible for future TOD and density. *'Experiential retail'* was softened because this term is ambiguous and can easily be misinterpreted. Planners often treat *'Experiential retail'* as a downtown revitalization tool because in can mean boutique shops, artisan goods, specialty retail, walkable, locally owned business, etc. BUT the same term is also widely used to describe large regional entertainment draws, such as arcades, bowling complexes, nightlife-oriented venues, performance or entertainment districts. Obviously *'nightlife-oriented venues'* would not be appropriate next to most residential.
4. Pg 79 redlines prevent: '*intensification*' '*development incentives'* are implicit justification for up-zoning, transit-oriented redevelopment pressure (TOD), High-intensity regional entertainment districts, traffic-inducing land-use creep and open-ended CRA leverage were tightened so it cannot be used to justify apartments or mixed-use. CRAs should not imply intensity increases.
5. Pg 80 the term "*leakage*" was incorrectly used. The table shows a *positive number*. A positive number is **sales surplus**, not leakage. "*sales leakage'* in the original sentence was the opposite of what the data shows, so this needs to be corrected for accuracy. *"sales leakage*" corrected to "*sales surplus*", "*Over $180 million*" corrected to reflect the published data of *"$183.9 million*" and "152.9% corrected to match the table that was provided showing 151%.
6. I feel this chapter is totally missing a clear vision for the West Side that doesn't simply trigger density pressures. The chapter focuses heavily on retail (leakage, sales tax, commercial areas) but true economic development includes: professional office, small business support, startup/entrepreneurial space, medical/wellness services, light tech or flex space, remote-worker and home-business policy support, tourism/cultural assets (CenterPoint, Whitaker Museum, trails). None of this is mentioned.
   RECOMMEND:
    - **Add a job-creation section.** "Centerville will diversify its economic base by supporting professional office development, medical offices, small-business incubation, and recreation-related businesses, strengthening the city's resilience beyond retail cycles." This would help to become more than just a retail hub.
    - **Add a financial sustainability statement.** Centerville relies heavily on sales tax but retail is changing nationally. A city our size should have a plan for: tax diversification, long-term infrastructure cost management, evaluating *net revenue impact* of proposed developments. Right now, this chapter has no

financial safeguards. Add a fiscal stewardship policy: "All major development proposals should undergo a fiscal impact review to ensure long-term net revenue benefits, sustainable infrastructure costs, and alignment with Centerville's character".

- **Add a small business/home business support statement.** Centerville has a mature population and many home-based entrepreneurs. Encourage streamlined permitting, outdoor markets or events, and mentor partnerships with Davis Tech College.
- **Add a branding strategy** – nothing in this chapter defines what Centerville wants to be known for. Branding helps guide investments.

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Introduction

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

This chapter analyzes Centerville's current and anticipated economic development opportunities across four key commercial areas: Downtown, Commercial Core, West Side, and Southwest Section. ~~For comprehensive data, detailed analysis, and additional maps, please refer to the full Economic Development section in the appendix~~. To ensure economic development strengthens the community without prompting excessive building intensity, traffic burdens, or unintended rezoning pressure, economic strategies shall remain consistent with existing zoning, infrastructure capacity, and neighborhood compatibility. No strategy or map in this chapter shall be interpreted as granting development entitlements, density increases, or mixed-use requirements. Refer to Appendix E for supplemental background information; Appendix materials are informational only and do not constitute adopted policy.

Goals and Strategies

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

Key Strategies by Area:

West Side – Centerville's Next Commercial Center

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

- Coordinate with UTA, UDOT, and regional partners to evaluate a future FrontRunner station west of I-15 that supports economic development while ensuring station-area growth remains moderate, employment-focused, and transportation-compatible
- Encourage balanced West-Side development that prioritizes tax-producing uses, employment opportunities, and responsible mixed-use options that do not strain local roads or create extensive regional traffic draws.

Southwest Section – Modernizing Industry

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

- Support modernization of older properties to attract higher-value employment uses

Commercial Core – Supporting Centerville's Economic Center

- Modernize the Commercial Core through improved retail mix
- Target business recruitment toward retail categories with high sales leakage
- Leverage Centerville's strong retail base to attract complementary businesses
- Strengthen CenterPoint Theatre area as Centerville's appropriate entertainment node, directing entertainment- or experiential-type uses away from Main Street to preserve neighborhood compatibility

Downtown – Main Street Revitalization

- Restore Main Street as the community's heart through historic preservation and possible facade improvements
- Encourage redevelopment and pedestrian-friendly infrastructure
- ~~Capture through-traffic to increase foot traffic and support local businesses~~ Capture modest pass-through traffic through streetscape improvements that support small-scale, locally serving businesses while avoiding regionally intensive uses

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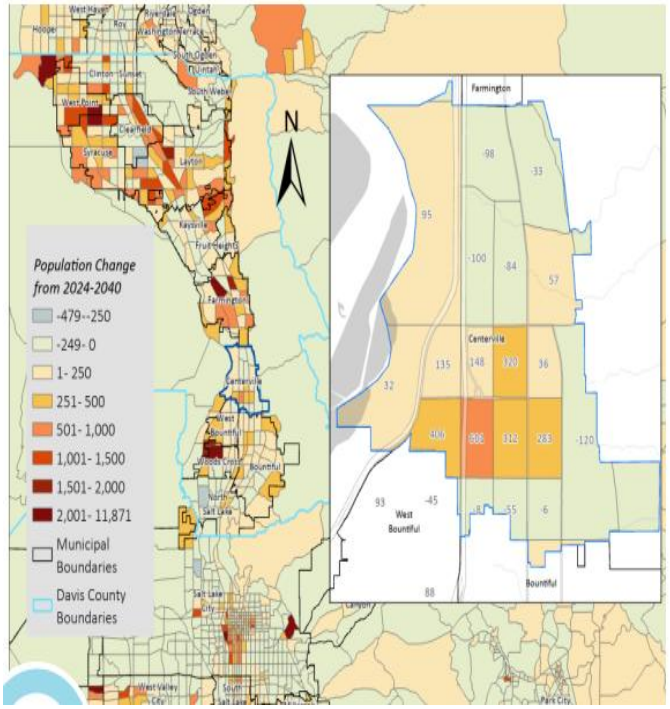
Socioeconomics

Centerville's population is projected to grow from 18,159 (2024)~~ to 18,745 by 2030~~ approximately 18,700 by 2030 based on WFRC modeling estimates. These projections are planning estimates only and do not constitute population targets or zoning requirements. The city benefits from regional growth, with its strategic location attracting sales from surrounding communities.

Key economic indicators include:

- Retail Space Demand: Population growth could support ~~13 acres~~ approximately 10-13 acres (depending on market conditions) of new retail development by 2040
- Employment: Strong presence in retail trade (23.2%), construction (18.1%), and professional services
- Commuting Patterns: Most working residents ~~(7,201),~~ approximately 7,200 commute outside the city, while ~~only 519~~ about 520 employees work within city boundaries

Centerville and Surrounding Regions Employment Change Projections from 2024-2040 Source: Wasatch Front Regional Council TAZ Data (WFRC data is provided for information planning purposes and does not mandate local land-use intensification.)



Concerns with this map:

The purpose is unclear and can be misinterpreted

1. The map is titled 'Population Change 2024-2040', but it overlays WFRC TAZ-level projections, not city policy. The risk created is that readers may assume the **colored density areas are city-approved growth zones**, especially the darker orange/yellow areas inside Centerville. This could be misused to argue for higher density in specific neighborhoods.

At a minimum add a protective note beneath the map: "Map reflects WFRC regional Traffic Analysis Zone (TAZ) model outputs for transportation forecasting only. TAZ projections do not represent city-approved land use, zoning, or population capacity."

2. **Growth numbers exceed what the draft plan text states**. The text says: 2024 population: 18,159, and 2030 projections: 18,745 (+586). But the map's TAZ-added growth values (some 400-900 per zone) far exceed what is possible in real Centerville. This mismatch could create ammunition for developers to claim Centerville is 'required' to accommodate thousands of additional residents. At a minimum a protective note: "TAZ-based forecasts allocate regional growth for modeling purposes and exceed realistic city buildout projections. Centerville is not obligated to accommodate TAZ-assigned growth."
3. The map appears to imply future density on the west side. **Recommend clarifying that** "Growth shown west of I-15 is a model assumption and not a city land-use determination. Future land use for the West Side will be defined by Centerville through its own zoning."
4. **Labeling clarity needed** - Some TAZ cell values (e.g., "820", "408", "582") look like population changes, but the units aren't explained. What do the numbers represent?

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Sales Leakage and Capture Rates

Centerville demonstrates ~~strong~~ generally stable retail performance with a ~~net positive leakage~~ sales of $183,889,029 and ~~total capture rate~~ regional capture rate of 151% in 2024. This inflow reflects Centerville's role as a regional retail destination rather than unmet local demand. It should **not** be interpreted as a requirement to expand commercial or residential intensity. Key findings:

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

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

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

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

(Note: this is a pretty technical page. It would be helpful to have at least an explanation as to how these figures are arrived at, with an asterisk* and small definition at the bottom of the page for 'Capture Rates', 'Leakage' and 'NAICS'. Also, is there a link that keeps an ongoing comparison of yearly data to better understand how things are going from year to year? This would be extremely helpful to know when pursuing economic growth possibilities)

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Major Retail Sites:
Proximity and Competition

Centerville sits within a competitive regional retail landscape. Within a 10-minute drive, buying power reaches $253.3 million (WFRC 2024 estimate), growing to approximately $260 ~~$260.1~~ million by 2040. Key competitors include:
- Farmington Station: ~~$196.1 million~~ approximately $196 million in buying power (regional leader)
- West Bountiful: $283.8 approximately million
- North Salt Lake: $30.5 approximately million

Despite strong competition, Centerville's immediate buying power of ~~$57.2 million~~ $57 million and strategic location position it well for targeted ~~retail development~~ commercial growth that does not require much if any increased residential density or fixed-guideway transit.

Commercial Focus Areas

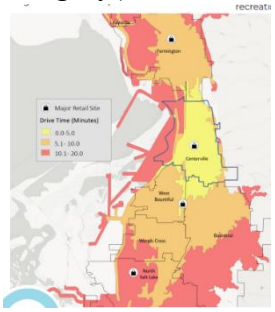
Centerville's four commercial areas collectively generated over $488 million (2023) in retail sales in 2023, each serving unique market needs and offering appropriate, roadway-supported development opportunities ~~distinct development opportunities:~~

West Side: Produces less than $500,000 per business due to industrial nature. ~~Represents the city's greatest opportunity with:~~ This area represents a significant long-term economic opportunity for Centerville with:

- Low commercial improvement values that may allow for cost-effective reinvestment or redevelopment consistent with City zoning and infrastructure capacity ~~enabling cost-effective redevelopment~~
- Extensive vacant land suitable for potential retail clusters ~~and mixed-use development~~, offices, well-planned commercial or employment uses, along with some potential mixed-use limited residential.
- Proximity to parks and open space ~~for recreation-oriented businesses~~ that may support compatible commercial in conjunction with limited residential.
- Potential for unique outdoor business district capitalizing on natural amenities

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

- Strategic location just east of I-15, Legacy Parkway, and Parrish Lane intersection
- Strong retail mix including general merchandise and building supplies
- Serves as regional draw with established anchor retailers
- Opportunity for ~~enhanced retail diversity~~ targeted retail diversification to capture leakage in underperforming categories. This may include improvements to the CenterPoint Theater area to strengthen performance in media, entertainment, and recreation sectors consistent with City zoning and infrastructure capacity. ~~(Specifically potential to enhance the CenterPoint Theater Area for a higher capture rate in the media, entertainment, and recreation category.)~~



(Notes: Under **proximity and Competition**. Farmington is so different than the other cities listed. Would be more appropriate to also list Woods Cross and Bountiful. Leaving Farmington there but referencing it as Farmington Station. Also helpful to list current population of the city listed at the time of the figures, which gives a truer meaning behind the numbers.
The statement *'West Side: Produces less than $500,000 per business…'* would be helpful to list how many businesses that figure included. Also, is there a link that can be added where this information is updated annually, so as to review periodically? This will get pretty outdated in a couple of years.)

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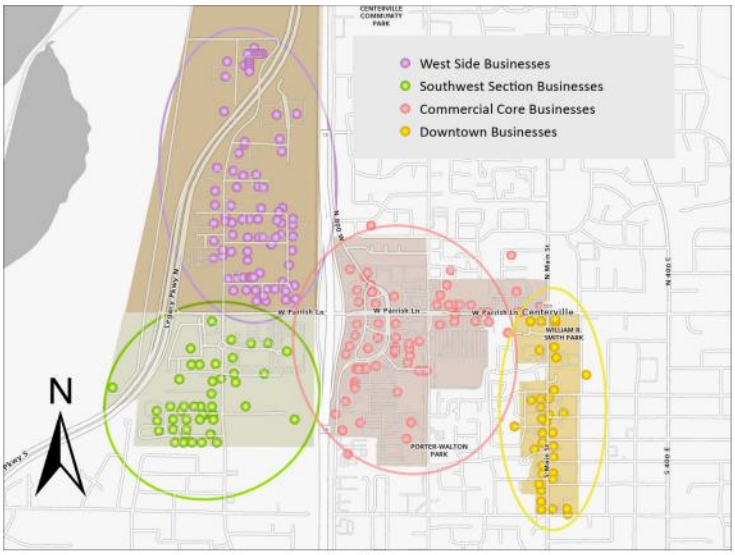
Downtown: Historic commercial district with unique character

- Average Daily Traffic Counts: 16,315 on Main Street **(Note: See below)**
- Mix of single-family, multifamily, and commercial uses
- Prime location between 100 North and 300 South for ~~commercial intensification~~ for context-sensitive reinvestment and small-scale commercial revitalization
- ~~Potential to capture pass-through traffic with pedestrian-improvements and experiential retail and experiential retail~~ Potential to capture pass-through traffic with pedestrian-oriented improvements and *small-scale, locally-serving neighborhood retail*. Larger regional or entertainment-oriented "experiential" uses are *not appropriate* on Main Street due to safety constraints, school proximity, and state-owned

corridor limitations. Main Street revitalization should prioritize low-impact, daytime, community-serving businesses that reinforce the corridor's historic and residential character.

Southwest Section: Balances industrial and commercial uses, producing $2 million per business **(See Note below)**

- Located along southern boundary with established industrial base
- Recent growth in low-impact flex office and mixed commercial development- (Question this statement)
- Strong transportation access near I-15 corridor
- Opportunities for modernization ~~and business diversification to serve both local and regional markets,~~ business diversification, and improved site design to better integrate this district with nearby residential neighborhoods
  - While suitable for light industrial and service-oriented businesses, this area is not intended for more regional commercial uses or larger format, which should be considered for the West Side of I-15 to avoid placing more traffic congestion over the bridge going east.



Business Clusters within Focus Areas, 2024

(Note: Need date of this study and where it comes from – it will be outdated within a couple of years and shouldn't be used 2-4-10 years from now)

(Note: **'Southwest Section'** – need to identify how many businesses this applies to and the date for reference if this continues to go down or up)

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Implementation

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

Priority implementation strategies include:

1. Infrastructure Investment: ~~Focus initial improvements on the West Side, including the north-south roadway connection to Farmington and utility enhancements~~ Prioritize infrastructure improvements in the West Side area, including the planned north-south roadway connection to Farmington, utility upgrades, and context-appropriate streetscape improvements.

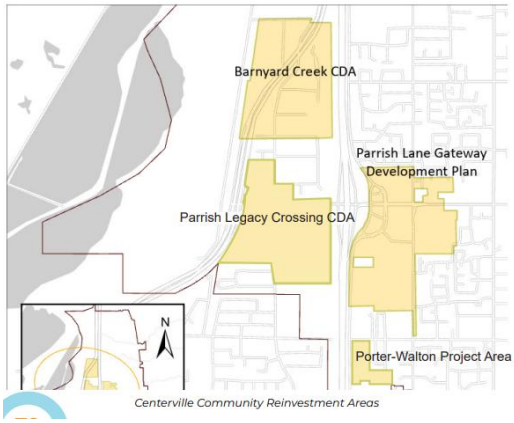
2. Business Recruitment: ~~Target sectors with high sales leakage, or areas with particularly high potential arts/ entertainment, clothing, and specialty retail~~ Recruit businesses in categories where Centerville shows retail

leakage-such as clothing, specialty retail, and family-friendly arts/entertainment, focusing on uses compatible with Centerville's scale and transportation constraints; along with potential limited moderate-income housing.

3. Development Incentives: ~~Utilize existing CRA areas and explore new tools like business improvement districts~~ Utilize existing CRA areas judiciously to encourage reinvestment, and consider additional tools (such as business improvement districts) only where such incentives support locally-scaled commercial development and do not incentivize residential up-zoning or high-density redevelopment

4. ~~Transportation Improvements: Enhance connectivity between commercial areas and reduce traffic congestion through strategic infrastructure investments~~ Improve multimodal access and roadway connectivity between commercial areas, with a focus on reducing congestion while maintaining safe, neighborhood-scale street design and avoiding transportation changes that would induce higher-intensity land uses.

5. Marketing and Branding: Develop cohesive place-appropriate identity for each commercial district (Downtown, Commercial Core, West Side, and Southwest Section~~): while~~ promoting Centerville's overall economic advantages, highlighting Centerville's character, history, and quality of life rather than emphasizing large-scale regional attraction.



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The city should ~~establish quarterly reviews~~ conduct regular performance reviews (at least semi-annually) with the Economic Development Director and the Redevelopment ~~Administration~~ Agency (RDA) to track key performance indicators including sales tax revenue by district, new business permits, vacancy rates, and progress on infrastructure projects. (Note: Do we have an Economic Development Director or a Redevelopment Administration?)

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

To strengthen economic development with existing businesses and ensure West Side planning is grounded in real market knowledge the city should establish a structured Business Engagement Program. This may include hosting an annual Business Roundtable luncheon, holding semi-stakeholder workshops, or convening focus groups. These activities will ensure that Centerville's existing businesses have direct opportunities to shape economic strategy, identify barriers, and contribute to the vision and implementation of the West Side development. The city's local business community can greatly enhance future growth decisions by offering input, solutions, and compatibility.

Conclusion

Centerville ~~stands at a pivotal moment in its economic development trajectory~~ is well-positioned to guide future economic development in a measured and community-appropriate way. With ~~over $180 million in net positive sales leakage~~ 183.9 million in net positive sales surplus and a ~~152.9%~~ 151% capture rate, the city has proven its ability to draw regional consumers while maintaining its community character. The path forward requires strategic action across all four commercial districts, with particular emphasis on ~~transforming the West Side into a vibrant mixed-use destination~~ carefully planning West Side development to protect transportation function, community character, and fiscal stability-without assuming or encouraging high-density residential uses that ~~complements the~~ support but do not overburden the ~~established Commercial Core.

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

Dec 3rd, 2025
To: Mike Eggett c/o Planning Commission

From Centerville resident Cami Layton

Thank you for letting the citizens participate in the process of having more time to read the General Plan. Reading it however, does not equate to the time and careful attention it deserves with the possible outcome it can have in our community over the next 15–20 years.

The implications of phrases and paragraphs are very concerning because of the personal interpretation and perceptions from some of them. WHY… Because the impact of these words, ideas etc. are critical to our city's growth vs. quality of life. HOW THIS PLAN IS INTERPRETED MATTERS! The city can be at risk for this, when developers who then could take advantage of words such as on page 6, (*Flexible zoning.)* Is this strategy good for our city when the citizens' vision was (Page 20) "To keep Centerville primarily the same." Our city should be using every strategy to ensure this vision with future land use.

Page 16 on the right hand side states, "Additional land use and best practices." 3 or 4 of these points are a perspective of the consultant of this plan. For example words like focus, intensity, maximize infrastructure, ensure multi-modal access, need to be clarified. These words are scary words that don't comply or represent the citizens' desires from page 20.

Page 24 uses the word *transform.* This word *transform* (left side of page) does not represent the citizens' desire. This enhancement to opportunity with housing ideas does not *enhance* our city with more density like this.

That whole paragraph using the word *transform* does not represent the citizens' vision for the city and ought to be reconsidered with changes on how to enhance our city by preserving what we already have.

Some of the "will be's" on page 11 and 12 need to be removed. Yes, some of the ideas are great, but could we use words such as consider that are not so strong?

Goal 9 on page 12 needs to be looked at. What is meant by the words *mixed-use development*? Citizens have heard this was a thing of the past that the city decided not to have. What is implied in that use of words. Citizens did not desire mixed-use development with housing on Main Street. This clearly needs to be stated with better clarity of intentions so developers can't misinterpret.

Goal 9 needs to be looked over very carefully and adjusted so that it doesn't represent what the plan's consultant's vision is. Goal 9 should reflect the first paragraph found on page 20.

At the top of page 11, it states Centerville is at a pivotal moment of over 16,000 residents, while on page 48 it states Centerville in 2024 had a population of 18,158. This is an easy error to fix, but the question readers are concerned with is, do we have more inconsistencies or discrepancies on other pages with bigger issues. This is confusing and concerning when the new plan has been supposedly read by the planning commission. A quick read of the plan is not the same as a careful review to catch the mistakes or ideas being found that are confusing and thus could be interpreted wrong. This plan needs a careful study of its wording and paragraphs.

Thank you for not sending it on to the City Council yet without further review of it. When the City Council receives it, they also need to critique it, and look for things that might need changing. The new general plan deserves the time to get it right because of the impact it can have on our city in the next 15-20 years and into the future.

Page 14 states in the 1st paragraph on the right side "while growth is necessary" this plan should stay away from the opinions of the consultant. Those words are an opinion. A better word is stated below "while change is inevitable."

Page 15 shows a picture of a Bountiful disaster on Pages Lane. This is exactly what our citizens don't want. Remove the pictures of ideas we don't want the developers to get the wrong impression of. This kind of mixed-use blocked the sunlight and view of the mountains from homes close by and home-owners were not happy.

This picture follows page 14 lower right that says "preserve Centerville's character" so when you turn the page to 15, the picture is shown of exactly how not to preserve our character. Below the picture #2 states "Create Unifying Town Centers."

This picture and concept of mixed use does not prove to us that it will unify our public, it would create exactly the opposite of the intention to unity. Citizens would be horrified and very upset by this type of mixed use. This kind of density cannot be proven to unify its citizens, Centerville would get a horrifying response from its citizens with this type of housing use. Get rid of the picture and this concept in this plan.

Page 52 has a very concerning idea on the top of the left side. One of the bullet points says "maximum 10 acres, minimum 6 units/acre." How can this be interpreted by a developer? (This bullet point is one of the biggest concerns for me so far in my reading of this plan.) It needs a careful study of this idea and more explaining. Who approved 10 acres with a minimum of 6 units/acre? This concept needs careful review before a developer comes in and takes advantage of these words.

Page 52- look at the heading under conclusion. The conclusion with density strategies needs to be looked at, the words "By implementing the strategies in this

chapter" is implying the consultant or the city has already made their mind up with a bias towards favoring more density. Our city cannot preserve its character with some of the density strategies it's suggesting. It completely goes against the statement found on page 20 with future land use" to keep centerville relatively the same with intentional increase in preserved open space and amenities." This concept was from the public engagement feedback.

Page 48 - This page reveals that centerville has a mature population that continues to grow. It also demonstrates the need for senior living options. Where is this need found in the new plan? We need to zone for it. It will be expensive, but Davis County has many seniors with money that want to stay here in smaller homes with nice amenities, and a very small yard. There needs to be space in our future land use for this housing opportunity. Housing cannot be focused only on affordable housing for the young people. No city ought to feel like they have to squeeze in so many people to meet state guidelines that it affects our quality of life. The cities at some point will need to stand together and speak up for their communities. They will need to work together to protect their quality of life vs growth so our vision for our cities doesn't deteriorate. To accomplish this, cities ought to consider getting together soon for further discussion and planning on this manipulation from our state government who wants us to conform to its views. There are other thoughtful ways of growth where we don't have to lose our small town atmosphere and character. Small cities do not want to be an extension of a big city. Those who live in small communities want to try to maintain a different way of life than those of a big busy city such as Salt Lake City. While many choose not to live there, people will have to realize there is not room to house everyone that doesn't want that lifestyle in our smaller city. We are simply going to have to spread out, and we have plenty of land in Utah to do this. Density matters to our quality of life.

After careful reading of most of the pages of the new General Plan, I feel it favors and encourages, and concentrates mostly on density. A plan ought to be more than an education on a housing shortage. The education of this should be left out of the plan. A plan ought to be about a vision for our city and not a manipulation leaning towards adding more density because the consultant or influencers of the plan think we should have it.

This plan with many of its words, suggestions and strategies are unsettling and could be taken out of context by developers. There are many perceptions that could be taken advantage of and be a disadvantage to our city and its vision.

Some of the loose ideas and interpretations can give a developer the opportunity to be in the driver's seat in decision making and not the city leaders as it ought to be. This is our city not theirs.

This plan seems to focus largely on housing shortages rather than a plan to protect our vision and quality of life. A plan for 15- 20 years does not need to inform us of that. Leave it out. We all know that information. We do not need to be reminded in a plan of the shortage of housing. That is not what a General Plan is about.

This Plan, while having many good things about it unmistakably focuses and favors a more concentrated effort in the manipulation of intense use of density.

With increased density, the citizens will pay higher taxes for the services that will be required. More density will not lower our taxes. With higher taxes, we may have those that already live here not be able to afford to stay. How contradictory to the whole vision of our citizens' view of their beloved city. Our city planner has stated there is no rush to push this plan through. We are not getting a reward/grant from the state on this.

If this plan is in our best interest for the next 15-20 years, it is deserving of the effort to study it more carefully and get it right. Centerville is worth it! Centerville residents and their future are worth the investment of this request.

This plan has taken an enormous amount of time and effort and it needs the same time effort given to the editing process to get it better.

The Planning commission has asked for specifics, I would be happy to go over each table of content area and discuss some of the concerns in each of these with you at any time after the holidays. People are busy during the holiday season and so are all of you. Let's enjoy the season with our families and then get to work.

Thank you to all our planning commission who do so much for our community. Please don't give up on your citizens who appreciate you more than you think. Merry Christmas.

Cami Layton

Outlook

Transportation Section

From Nancy Smith <nancy_cobblestone@yahoo.com>
Date Mon 12/8/2025 3:49 PM
To Michael Eggett <michael.eggett@centervilleutah.gov>

1 attachment (1 MB)
City.GP 26-46.pdf;

Dear Mike and Planning Commission,
i know i missed the deadline on getting this in by Thursday of last week. It was a technical chapter with a lot of redundancy that did not make for an easy read. I am going to submit my concerns and, if willing, have them accepted by you for your discussion on Wednesday. If not, no worries they can be forwarded to the City Council at the appropriate time.

Thank you so much,
Nancy Smith

Chapter 2 Transportation
PAGES 26-46

CONCERNS:

1. Please note that at the bottom of the draft plan it shows Chapter 3: Transportation, it should read Chapter 2: Transportation
2. The Table of Contents shows pages 25-40, which is incorrect. There are 46 pages in the draft proposal. The TOC is incomplete and needs to be corrected.
3. Taking into consideration the following Utah Municipal Code and UDOT Policy as stated below, these statements need to be included on pages 26-46.
   a. **Utah Municipal Code §10-9a-401–405 (General Plan Requirements)**
      Cities must:
      - correctly identify jurisdictional responsibilities
      - coordinate with transportation authorities
      - ensure plan recommendations do not conflict with state-owned facilities

      The code **does NOT require a "disclaimer statement"**, but it **does require that the city NOT imply control over UDOT facilities.**
   b. **UDOT Policy 08-49**
      UDOT explicitly states:
      "Local general plans may include conceptual improvements on state routes but must not imply independent city authority to redesign, reconstruct, or reallocate lanes."
      So again — **not a legal requirement**, but it is a **UDOT expectation**, and having a statement prevents future arguments.
4. Rather than put the following UDOT-Compliant Disclaimer on multiple pages, do one 'Consolidated Transportation Chapter Disclaimer;' and place it at the very beginning of the Transportation Section, as follows:
   a. *Main Street (SR-106), Parrish Lane (SR-105), and other state-owned roadways within Centerville are under the jurisdiction of the Utah Department of Transportation (UDOT). All cross-sections, conceptual illustrations, and alternatives shown in this chapter are planning concepts only and do not represent commitments to roadway widening, lane reductions, fixed-guideway transit (including BRT or LRT), or any reallocation of lanes on UDOT-controlled facilities. Any future modifications to these corridors require separate UDOT analysis, approval, and public review*
   b. For the city's protective language, the following:
      Even though Main Street is a state road, the city still sets local safety policies, school-zone protections, drive access spacing policies, sidewalk/park strip width preferences. But without referencing the actual standards, developers can claim the GP cross-section overrides city standards, and UDOT can claim the city "adopted" EIS cross-sections simply because the plan shows them. "*All roadway designs in Centerville shall comply with the adopted* Centerville City Standard Details and Specifications *unless otherwise required by UDOT for state-owned facilities. Any cross-sections shown in this plan are conceptual only and do not amend, replace, or supersede the City's adopted engineering standards."*
5. Map concerns for page 34 - addressed on that page
6. Map and data concerns for page 35 - addressed on that page
7. Map concerns for page 37 - addressed on that page
8. Map concerns for page 39 - addressed on that page
9. Pages 45 & 46 have two subsections both are 'Connectivity'. This has been combined as it was confusing
10. Pages 43, 44, 45 were also confusing. Restructured - as the plan jumps from identifying specific locations and, in the middle, (after Parrish Lane) jumps to safety concepts in general, which should be under a new general safety subsection BEFORE listing site-specific intersections.
11. Overall, there is a lot of redundancy on several pages that make it difficult to read and understand. New headings added to identify new topics being introduced, the roundabout theory was repeated 3+ times, etc.
    - Pages 26-27 Transportation Goals & Functional Classification,
      - "Safe, efficient, multi-modal system" appears in goals and again in narrative - (Reduce page 26 to clean bullet goals)

    - Functional classification definitions are repeated on pgs. 26 and 27 – (Suggest keeping the detailed classification table once on page 27)
- Pages 29-31 Roundabouts, Mini-Roundabouts, MUTCD Signals
    - Roundabout benefits, failure causes, and suitability are explained three separate times.
    - MTCD signal warrant language appears multiple times.
- Pages 38 and 40 – Transit/Express/Fixed Guideway Discussion
    - "Transit reduces congestion…" appears twice
    - The two route descriptions (Option 1 Main St., Option 2 400 West) appear again on page 40
- Reorganized - The Safety section (pages 40-41) was clarified by separating 'Crash Analysis and Trends' from the 'Safe System Approach' with clear subheadings. Hopefully, making the transition from data presentation to policy framework more logical with additional subheadings added.
- Pages 39-46 Crash Data, Heatmaps, Sever Crash Analysis
    - Crash patterns (failure to yield, left-turn conflicts, pedestrians outside crosswalks, turning vehicles not yielding) are repeated across pages 39, 41, 42, 44, 45. Reduced the written narrative across these pages as very confusing. Hopefully, didn't miss anything but it was very difficult to read and absorb.

12. Because the plan references the term *'Centerville City Standards Detail & Specifications'* several times, and I wasn't sure what it was referring to, would recommend adding a clarifying note at the start of Chapter 2. This is an Engineering transportation/infrastructure document, with standards and tools for implementation and is maintained separately by the City Engineer. Added to page 62: *'Reference in this General Plan to **Centerville City Standards, Details, and Specifications** refer to the technical engineering standards maintained by the City Engineer. These standards guide roadway, utility, and stormwater construction but are not adopted as part of this General Plan and may be updated independently through the City's engineering processes.'*
13. Consider adding the following important topics that are missing in this proposal:
    - **'Emergency Access & Evacuation Corridors'** - This should be relevant for the following reasons: Centerville has foothill wildfire risk, the West-Side has flooding and lakebed risk, Our East-West limitation (I-15) makes evacuation relevant. It signals safety first, realizing we can say 'no' to projects that would worsen choke points for existing residents. Added to page 46
    - **'Implementation & Funding Strategy'** – Currently no discussion of funding sources (grants, bonds, impact fees, etc.), No timeline or phasing plan for recommended improvements…no prioritization framework beyond *'high priority'*.
    - **'Parking Management'** – Currently no discussion of parking policies or standards. No mention of Main Street parking (with all the proposed options shown) critical for commercial viability.
    - **'Freight & Commercial Vehicle Management'** – Currently no discussion of tuck routes. No mention of delivery vehicle management or loading zone policies.

PAGE 26

Transportation Goals & Objectives

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

• Creating an all-inclusive multi-modal transportation network
• Developing a connected roadway grid-network that improves circulation and reduces unnecessary travel
• Increasing and enhancing transportation safety ~~within~~ throughout the city
• Planning and designing a Main Street ~~that is a multi-modal corridor that serves as a beautiful landmark representing the community's heritage~~ (SR-106) corridor that remains a community-scaled roadway, prioritizing pedestrian safety, school crossings, traffic calming, and preservation of historic small-town character, without dedicated transit lanes or fixed rail infrastructure

• Engaging and coordinating with the community and stakeholders through the planning process

Note on Engineering Standards:
References in this General Plan to *Centerville City Standards, Details, and Specifications* refer to the technical engineering standards maintained by the City Engineer. These standards guide roadway, utility, and stormwater construction but are not adopted as part of this General Plan and may be updated independently through the City's engineering processes.

Street Master Plan

Roadway Functional Classification

The ~~roadway~~ functional classification ~~system has a hierarchy based on roadway attributes such as speed and access. The higher the street classification, the more mobility it provides with limited access, Lower street classifications have less mobility, but more access~~ follows a hierarchy based on roadway purpose, speed, and access characteristics. High-classifications roadways emphasize mobility, while lower classifications emphasize neighborhood access safety.

Consider a caption for graphic:
Centerville Functional Roadway Classification (Arterial-Collector-Local)

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

The roadway functional classifications ~~system has a hierarchy based on roadway attributes such as speed and access. Higher street classifications provide more mobility with limited access. Lower street classifications have less mobility but more access.~~ ~~of~~

Centerville roadways include major arterial, minor arterial, major collector, minor collector, and local roads. The Centerville Standard Details includes the dimensions of key elements ~~of the standard roadway section~~ based on functional classification. Existing and future functional classification are summarized below.

A cross section was also developed for the planned 1250 West roadway and is shown in the following figure

1250 West Cross Section

Existing Main Street Cross Section

Main Street

~~There are several ways that~~ Main Street in Centerville could be improved to create a more welcoming and safer environment be improved to enhance safety, walkability, and preservation of small-town character. ~~The existing main street cross section is shown in the figure below~~ The project team has developed several alternatives ~~that are~~ to be evaluated by the city and stakeholders~~. to determine which alternative may best fit the needs of the city~~ These concepts are illustrative only, and do not commit the City to roadway reconfiguration, lane removal, or transit-oriented changes. Instead, they provide a range of possible design ideas to help evaluate safety and mobility improvements over time. Concept level project cost estimates for each alternative are shown in the table below~~. When calculating the cost estimates, it was assumed that the projects would extend eight blocks along Main Street from Porter Lane (400 South) to Parrish Lane (400 North)~~

For comparison purposes, cost estimates assume an eight-block segment along Main Street (SR-106) from Porter Lane (400 South) to Parrish Lane (400 North). All costs are planning-level estimates and include a 20% contingency. ~~It was assumed that all options would fit within the existing ROW, and a 20% contingency is included.~~ All conceptual options shown use of existing UDOT right-of-way. These illustrations do not imply lane reductions, fixed-guideway transit lanes, or repurposing for transit priority. Proposed cross sections for each alternative are shown below

Proposed Main Street Concept - Shared Use Path

Proposed Main Street Concept - Sidewalk and Park Strip

Main Street Concept Level Project Cost Estimates

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

**Recommend changing each illustration from proposed to 'conceptual Only'
Also, unless the ROW and dimensions **have been verified as correct**, it should state 'approximate dimensions vary by segment'
Consider putting the cost estimate below each illustration – would be more intuitive than having a separate box

roposed Main Street Concept - Bike Lane

Proposed Main Street Concept - Pedestrian Safety Island

Pedestrian Crosswalk Study

A Pedestrian Crosswalk Study was conducted by UDOT at SR-106 (Main Street) & 2025 North in Centerville. ~~The Division of Traffic and Safety studied the intersection to determine if additional treatments are warranted at the existing school crosswalk based on pedestrian demand outside of school hours.~~

The study f~~ound~~ concluded that a pedestrian hybrid beacon (PHB) or overhead school-pedestrian assembly is not warranted outside school hours. However, given the roadway speed ~~of the roadway~~ and ~~the~~ demand outside ~~of~~ school hours, low-level enhancements could be considered

Although the study intersection is not located along the section of Main Street where cross section adjustments would be made, several pedestrian crossings with similar characteristics are located along Main Street from Porter Lane (400 South) to Parrish Lane (400 North). ~~Thus a~~ A cross section alternative such as the 'Proposed Main Street Concept - Pedestrian Safety Island' may best provide low-level pedestrian crossing improvements ~~as mentioned in the UDOT study~~.

Intersection Control

Intersection control is the type of traffic control used at an intersection. ~~Centerville currently uses signals,~~ Signals, stop-controls. and roundabouts are all ~~types of intersection control~~ currently in use in Centerville. ~~The e~~Existing and future intersection control is shown ~~below~~ in the maps.

Roundabouts

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

~~Specifically, it has been found that s~~Single-lane roundabouts operate more safely than two-way stop-controlled intersections. The frequency and severity of crashes ~~as well as the severity of injuries~~ are usually significantly reduced. UDOT Safety Countermeasure Fact Sheets (February 2021). Roundabouts reduce fatal and serious injury crashes by up to 88%. Pedestrians are less likely to be seriously injured at roundabouts due to slower travel speeds.

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

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

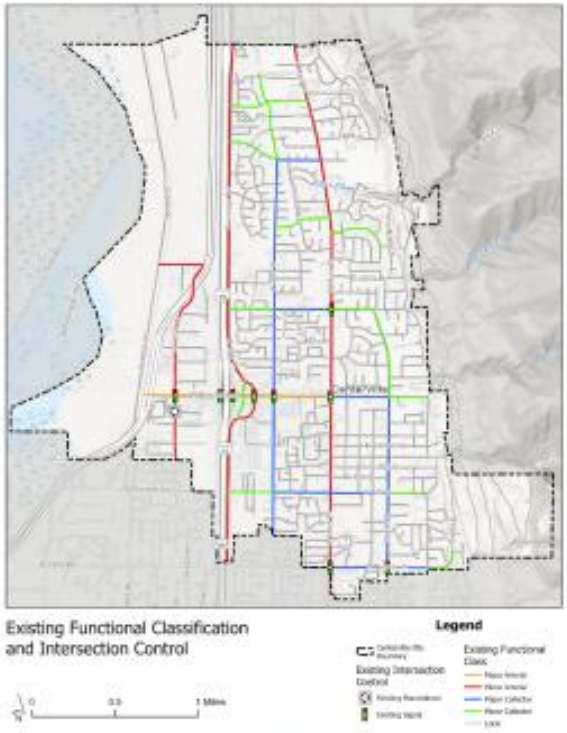
Signals The need for new traffic signals is based on warrants contained in the Manual on Uniform Traffic Control Devices (MUTCD) and any additional warrants established by the National Committee on Uniform Traffic Control Devices. ~~In determining the location of a new signal, traffic progression is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

~~To provide flexibility for existing conditions and ensure optimum two-way signal progression, an approved traffic engineering analysis must be made to properly locate all proposed accesses that may require signalization. The section of roadway to be analyzed for signal progression will be determined by the city and will include all existing and possible future signalized intersections~~. An approved traffic engineering analysis must be completed before installing signals to ensure proper location and timing.

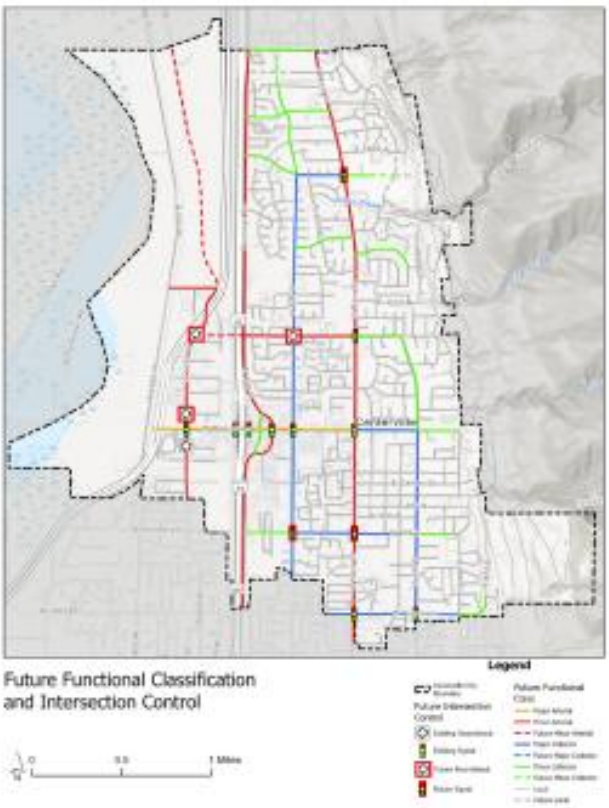
~~progression will be determined by the city and will include all existing and possible future signalized intersections.~~ A traffic control signal should only be installed if and when the warrant criteria outlined in Chapter 4C of the MUTCD are met.

Stop Control

Wherever possible, the city ~~is encouraged to use roundabouts~~ may consider roundabouts only when they are warranted, safe, and compatible with surrounding land uses to control traffic on low to medium volume roadways. ~~In cases where this is not feasible~~ When a roundabout is not warranted or appropriate due to financial constraints or sight distance concerns, a stop-control may be an appropriate intersection treatment. A four-way stop control should be avoided on Collector streets and is prohibited on arterial streets where possible. In all cases, stop-controlled intersections ~~should follow~~ must meet the guidelines and warrants set forth in the MUTCD



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



Future Roadway Functional Classification and Intersection Control

Five Intersections of Concern

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

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

• **Issues:** Sight distance, failure to obey traffic devices

• **Possible Mitigation Measures:** Rectangular Rapid Flashing Beacon (RRFB), curb extensions, directional ramps, and mini-roundabout

Porter Lane (400 South) & Main Street - This intersection is currently stop-controlled in the eastbound and westbound direction~~s~~. ~~and flows freely in the southbound and northbound direction. A signal may be installed in the future, but is not currently warranted due to low east/west volumes. A review of the crash history~~ ~~b~~Between 2019 and 2023 ~~was conducted, which found that~~ there was one serious injury crash, one minor injury crash, three possible injury crashes, and nine PDO crashes. The serious injury crash involved an eastbound motor vehicle disregarding the stop sign and pulling out in front of a southbound motorcycle. ~~The d~~Disregard of traffic control devices was a major trend ~~among the rest of the crashes~~, with ~~the~~ few exceptions being instances of drivers failing to see pedestrians in the crosswalk while attempting to turn onto Main Street.

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

• **Issues:** Failure to obey traffic devices, failure to see pedestrians in the crosswalk

• **Possible Mitigation Measures**: Rectangular Rapid Flashing Beacon (RRFB), curb extensions, direction

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

~~There are also a few crashes involving conflicts between eastbound and westbound vehicles, where there was confusion about who has the right-of-way at the two-way stop. There were no crashes involving active transportation users. A proactive approach should be taken to mitigate these crashes and ensure that community concerns are met. This could include adding stop control to the northbound and southbound legs or removing the intersection sight distance obstruction on the northwest property northbound~~The primary trend is southbound vehicles conflicting with either eastbound or-northbound vehicles. There are also crashed involving conflicts between eastbound and westbound vehicles, where there was confusion about right-of-way at the two-way stop. There were no crashes involving active transportation users.
A proactive approach should be taken to mitigate these crashes and ensure community concerns are met. This could include adding stop control to the northbound and southbound legs or removing the intersection sight distance obstruction on the northwest property. A roundabout has also been discussed and would alleviate safety concerns for turning movements, but would be more resource-intensive.
Issues: Sight distance, safety issues
Possible Mitigation Measures: 4-way stop, remove sight distance obstruction, roundabout

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

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

~~There is a RRFB crossing on the north leg, and. no pedestrian crossing on the south leg. The stop signs on the east- and west-bound approaches have flashers for t improved visibility at night. After a review of the crash history~~ ~~b~~Between 2019 and 2023~~, it was found that~~ there were two minor injury crashes, two possible injury crashes, and four PDO crashes. ~~at this intersection~~. ~~There was a crash where a vehicle had to stop suddenly for a child in the crosswalk and was rear-ended by another vehicle following too closely~~. One crash involved a vehicle stopping suddenly for a child in the crosswalk and being rear-ended. All other crashes were due to vehicles from the east- and westbound directions failing to yield to cross traffic.
~~To improve safety, for those crossing the street and encourage more awareness, it is recommended that the city change crosswalk pattern on the north leg from a transverse lines style to the higher-visibility longitudinal The city may also evaluate the feasibility of adding a south-leg crossing, subject to school-zone coordination and MUTCD pedestrian-warrant analysis~~.
To improve safety, it is recommended that the city change the crosswalk pattern on the north leg from transverse lines style to the higher-visibility longitudinal bars style. Intersection curb extensions would shorten crossing distance while managing speeds. The city should add advance warning markings on the north leg to be consistent with the south leg.

~~bars style, matching the east and westbound approaches. Intersection curb extensions would shorten the necessary crossing distance while managing speeds and further encouraging stopping or yielding for all approaches. In addition, the city should add advance warning markings on the North leg to be consistent with the south leg. (All covered on page 32)~~

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

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

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

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

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

- A SPUI (Single Point Urban Interchange) configuration at Parrish Lane
- A pedestrian overpass at Community Park
- A shared-use path on the north side of Parrish Lane
- A pedestrian overpass south of the interchange

(I don't understand the placement of this picture with the statement concerning I-15 above-doesn't fit)

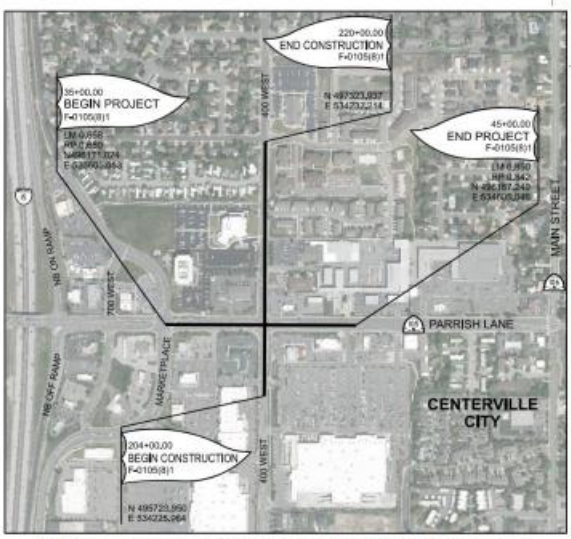
Recommendations:
Should have a title as follows:
UDOT I-15 Reconstruction Project (Farmington to Salt Lake City)

The improvements illustrated on this page are part of UDOT's **Farmington-to Salt Lake City Environmental Impact Statement (EIS)** and fall fully under UDOT Jurisdiction. These improvements include modifications to the Parrish Lane interchange, shared-use paths, pedestrian overpasses, northbound/southbound frontage-road changes, and updated travel-lane configurations. Centerville City does not control the design, funding, timing, or construction of any state-owned roadway or interchange.
Required legal disclaimer: All improvements shown along I-15, Parrish Lane, and the associated ramps are part of UDOT's EIS and are included here for public information only. Centerville City does not determine or approve the final design, alignment, or implantation of UDOT projects.

Required land use protection disclaimer: The transportation improvements illustrated do not constitute or imply City support for higher-density land-use changes, mixed-use redevelopment, Transit-Oriented Development, dedicated transit lanes, BRT, fixed-guideway transit, or transit-supportive rezoning. Any land-use or zoning changes remain subject to separate local legislative approval and must meet Centerville's standards for neighborhood compatibility, infrastructure capacity, traffic safety, emergency access, and small-town character.

Parrish Lane / 400 North

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



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

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

Consider easier to capture + disclaimers:

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

These improvements are components of UDOT's selected alternative and fall under UDOT's sole ownership, engineering authority, and approval process. They are included here for public information only and do not constitute an adopted policy or commitment by Centerville City.

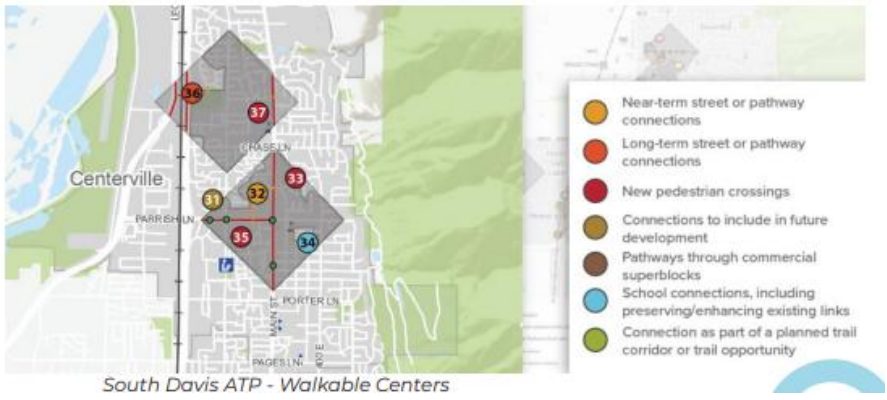
The cross-section shown reflects UDOT's EIS preferred alternative and is not a city standard. It has not been adopted by ordinance or resolution. Any future City standard cross-section must be formally adopted and included in the Centerville City Standard Details. This UDOT corss-section is included for illustration only.

Active Transportation Active

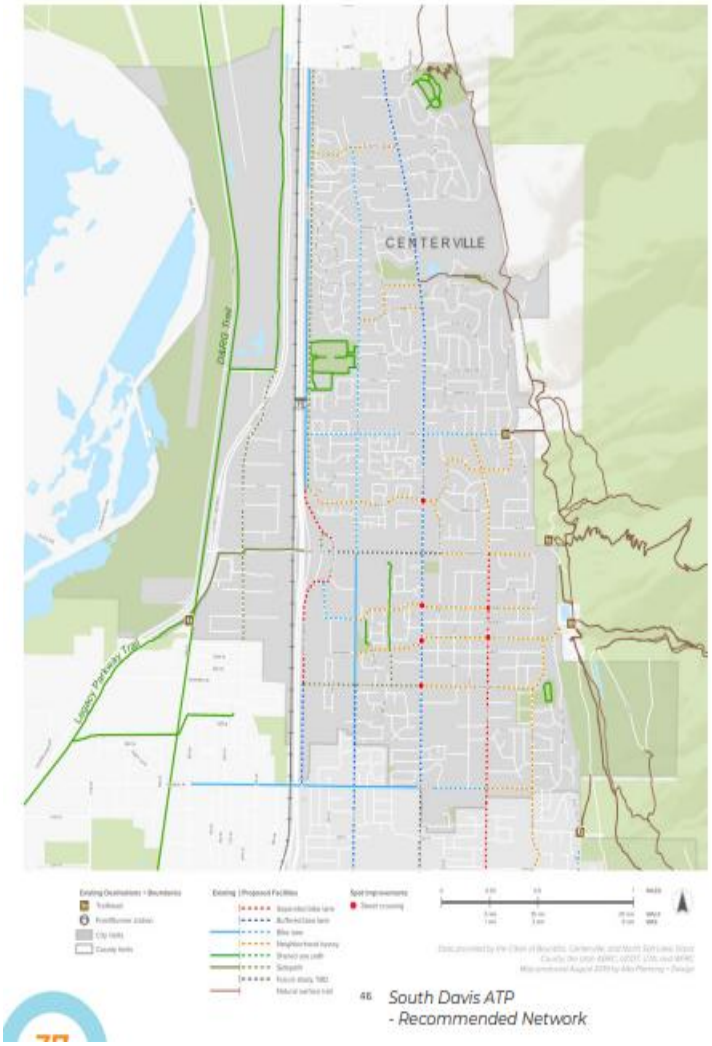
Active transportation includes any form of non-motorized transportation such as walking or biking. ~~Greater~~ Increasing participation in active transportation can positively impact public health, ~~street~~ enhance roadway safety, reduce vehicle emissions, support environmental quality, economics,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

The South Davis County Active Transportation Plan (ATP) is a multijurisdictional plan for ~~the cities of~~ Bountiful, Centerville, and North Salt Lake. The plan identifies existing ~~active~~ transportation facilities and makes pedestrian and bicycle facilities and provides *advisory* recommendations for improvements. ~~to the active transportation network~~ ~~and lists improvements to walkable centers~~ The ATP's recommendations are not binding on Centerville and do not obligate the City to adopt land-use intensification, mixed-use redevelopment, "walkable center" concepts or any street reconfiguration. Priority projects ~~from the~~ shown in the ATP include the 400 West buffered bike lanes and the 400 East separated bike lanes. Implementation of these priority projects will help create continuous, safe corridors for cyclists and pedestrians throughout the region. However, any ATP concept would require:

- Centerville City review
- Feasibility and safety analysis
- Compatibility evaluation with Centerville's neighborhood character
- Consideration of local traffic patterns and roadway ownership (City vs. UDOT)
- No recommendation within the ATP establishes a mandate for land-use changes, transit-oriented development, or dedicated-lane transit.



South Davis ATP - Walkable Centers



MAP CONCERNS AS FOLLOWS:

1. State law does not require adopting a regional ATP map. If the city chooses to include this map for reference, a protective disclaimer should be added so it is not interpreted as a commitment to future projects.

Recommend disclaimer:

This map is for information reference only and does not create a commitment, obligation, or prioritization for implementation of any facility shown. All future improvements require separate engineering analysis, safety review, and City Council approval.

2. Color-coded bikeway classifications on the ATP map do not match Centerville's adopted design standards.
Centerville does not have an official citywide bikeway standard (e.g., "buffered bike lane," "shared-use path", etc.). These terms are not included in the Centerville City Standard Details. Including this map without clarification could result in misinterpretation.

3. This map originates from a section of the ATP associated with "Walkable Centers". Even though this specific image does not label walkable centers or regional walkability nodes, its placement within the ATP may imply endorsement of those concepts. Regional partners (UDOT/WFRC) may interpret the map as a commitment to future mixed-use or walkable-node development unless a clear disclaimer is provided.
Without such clarification, inclusion of the ATP map in the General Plan could be misinterpreted as the City supporting walkable centers or favors density. Neither priorities have been adopted by Centerville.

Introductory Note:
Centerville supports improved regional transit, but for safety reasons does not support any fixed-guideway, rail-based, or dedicated-lane transit on Main Street (SR-106). This corridor contains four schools, multiple offset intersections, constrained right-of-way, and historic residential areas.
Transit planning in Centerville should prioritize:

- Enhanced express bus service,
- increased frequency, and
- west-side corridors such as 400 West that better match land use patterns and safety conditions

Transit improvements must not create new safety risks, increase cut-through traffic, or alter the community's small-town residential character.

Nothing in the General Plan should be interpreted as endorsing light rail, Bus Rapid Transit (BRT) with exclusive lanes, or Transit-Oriented Development (TOD) expansions within the city's neighborhood areas.

Transit Service Overview

Public transit service in Centerville is provided by the Utah Transit Authority (UTA). UTA operates:

- local and express bus service,
- ~~light rail,~~ commuter rail, and
- other demand-responsive services

~~rideshare by VIA trolley shuttle routes~~ etc. The **FrontRunner Commuter Rail** is an intercity train service running every 30-60 minutes ~~from~~ Monday through Saturday. It runs north to south ~~through the city~~, with the closest stop being in Farmington.
Bus route 455 operates every 30 minutes or more ~~minutes~~ and runs north to south between Salt Lake City and Ogden and passes through ~~the city along~~ Main Street and 400 East.
Bus route 470 operates every 30 minutes or more ~~minutes~~ and runs north to south through the city along Main Street.
Bus routes 472 and 473 pass through the city boundaries on I-15 ~~and operate~~ with limited service.
Due to the presence of four elementary schools and one junior high school along Main Street, as well as numerous offset intersections, fixed-guideway transit such as light rail or bus rapid transit (BRT) with dedicated lanes is not appropriate for Main Street in Centerville.

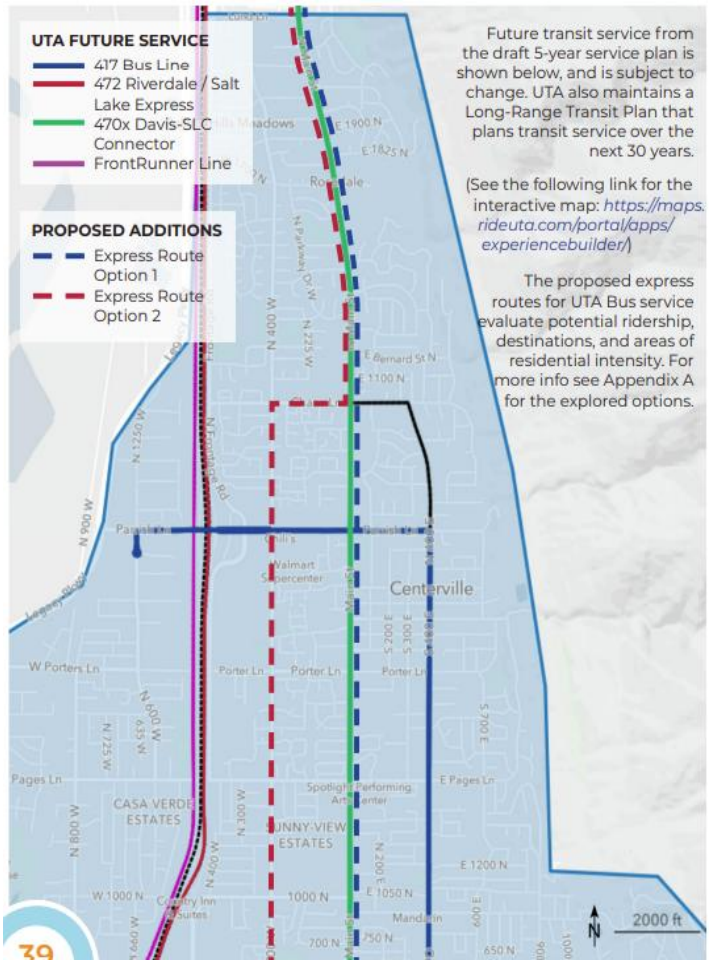
Existing transit service is shown below:
Map

UTA Coordination
The ~~project team~~ City met with UTA on August 12, 2024, to discuss future transit service in Centerville. UTA is currently ~~in the process of~~ updating their five-year service plan, which is ~~and it is currently in draft form. The five-year service plan is~~ expected to be completed by ~~the end of the~~ late 2024. ~~year One major transit improvement that was mentioned by UTA, is the replacement of the current 470 line with the 470 X express bus line with 15-minute frequency.~~
Key points from UTA's update include:

- UTA is evaluating the replacement of the current 470 line with the 470X express bus line with 15-minute frequency.
- The 470X is not being considered through Centerville.
- UTA's draft plan also continues to show standard bus service along Parrish Lane to the west of I-15

~~The 470 X bus line is not expected to have its own lanes through Centerville, but will likely have a dedicated bus lane on other areas of the route. The five-year service plan also shows transit service along Parrish Lane to the west of I-15.~~

Any future UTA changes in Centerville would operate entirely within the City's existing rights-of-way and roadway functions.



Transit Map Clarification & Protective Notes

The transit map shown on this page is part of UTA's draft long-range system planning and does not represent adopted City policy. **Because the map uses dashed lines and stylized corridors commonly associated with fixed-route or fixed-guideway planning, the following clarifications are required to avoid misinterpretation**

Key Clarifications

1. The map visually implies two **"express *fixed-guideway* routes."**

Using dashed lines normally means *"fixed route*" in transit planning. This creates an *implication* that the city supports or is pursuing a fixed-guideway system.

- Option 1 route directly up Main Street looks like a BRT/light-rail precursor.

(Because of Centerville's extreme concerns (schools, offset intersections, historic corridor), we should NOT allow any permanent record that this route is "most effective.")

- Option 2 route implies that Centerville is evaluating or endorsing fixed-guideway transit on 400 west

2. Need a disclaimer to appear with map:

'This map is for informational reference only and reflects UTA's draft system-planning concepts. It does not create a commitment, obligation, or prioritization for transit improvements in Centerville. Nothing shown on this map indicates City support for fixed-guideway transit, dedicated-lane transit, BRT, or rail-based service on Main Street or any other roadway. All future transit improvements require separate engineering review, safety analysis, roadway-ownership coordination, and formal approval by the Centerville City Council.'

Transit Options & Regional Coordination

A well-developed transit system reduces traffic congestion, lowers emissions, and fosters economic growth by improving access to jobs and services. It provides cost savings for individuals and cities, promotes social equity by offering mobility to all, and enhances public health through better air quality and increased physical activity. Centerville City should ~~be~~ actively involved in working with UTA, UDOT, and WFRC to support transit as an efficient and context-appropriate transportation mode that complements, rather than compromises, roadway safety neighborhood compatibility, and school-zone operations~~. as a viable and efficient transportation mode in the city. Planning efforts will help procure funds to support the development and maintenance of a sustainable transit system. To increase viability of a reliable transit system two options for express fixed guideway route~~s are outlined in the map ~~on the left~~.

Planning efforts will help procure funds to support the development and maintenance of a sustainable transit system. To increase viability of a reliable transit network, UTA's draft five-year service plan identifies two options for enhanced express-bus service within Centerville. These options are illustrated conceptually in UTA's map (see prior page). The two express-bus options are:

Option 1-Main Street Alignment (Express-Bus Only)
Follows Main Street through the city, passing small-scale commercial areas, City Hall, Smith Park, Smoot Park and several churches. However, this alignment also travels through multiple school zones, includes offset intersections, operates with limited opportunities for queue jump planes or bus-priority treatments, conditions that limit its suitability for higher-speed express bus service.

~~To support a sustainable and reliable transit system, UTA has evaluated two express-bus routing concepts Option 1 is the existing proposed route which follows Main Street through the city. This route passes small-scale commercial, City Hall, William R. Smith Park, Smoot Park. and three schools. This route avoids the majority of residential intensity areas, major civic uses, and regional commercial centers. Option 2 would shift the route along 400 West (200 W Bountiful) until Chase Lane then connect back on Main Street going north. This route would pass the South Davis Recreation Center, regional commercial, CenterPoint Theater, two schools, Davis County Library, and Smoot Park. It also pass the majority of the residential intensity areas~~

Option 2 – 400 West Alignment (Express-Bus Only)
Shifts the route along 400 West (200 West in Bountiful) until Chase Lane, then connects back to Main Street going north. This route serves several major trip generators, including regional commercial, South Davis Recreation Center, CenterPoint Theatre, and the Davis County Library, avoiding the constrained segments and school-zone conflicts along Main Street.

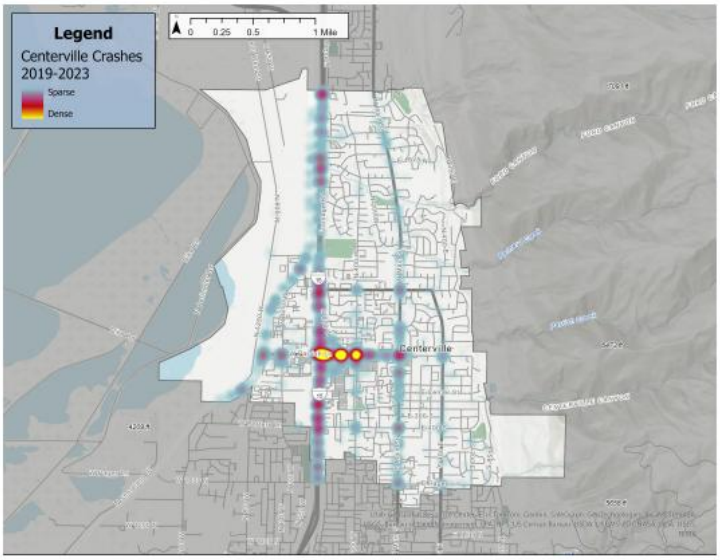
Option 2 would ~~be the route that~~ serve~~s~~ Centerville residents most effectively.

Safety

Crash Analysis and Trends

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

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



Label Map
'Centerville Crashes 2019-2023 showing crash density (sparse to dense)'

Crash History Overview (2019-2023)

As expected, most crashes occur at intersections with the highest traffic volumes. The roadways with the highest crash rates are Parrish Lane (SR-105) and Main Street (SR-106) in the central business district near ~~the freeway~~ I-15. These are roadways with high speeds ~~and~~ high volumes, wide rights-of-way, and many access points. For city roads, 400 West saw the highest prevalence of crashes.

~~The city's crashes tend to be less severe than those of Davis County or the State with~~ Centerville has a lower crash severity rate: 78.7% of crashes in Centerville ~~being~~ were property-damage-only (PDO) ~~as~~ compared to 68.4% for ~~the County~~ Davis County and 69.0% for Utah ~~as a whole~~.

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

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

~~UDOT promotes a statewide Zero Fatalities goal, an approach based on the Safe System framework, which aims to eliminate fatalities on Utah roadways.~~

Safe Road Users

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

Safe Vehicles

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

Safe Speeds

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

Safe Roads

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

Post-Crash Care

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

Safe System Approach

~~The Safe System approach consists of the following five elements:~~

~~Given these goals, and the significant cost of severe crashes (both fatal and suspected serious injury), these crash types are the focus of the analysis~~. The Safe System approach focuses on preventing severe crashes by emphasizing the following five elements: **(Note for understanding why this is here. #1. I didn't catch that the five elements are listed on page 42 (the first two times I read these pages). These five elements come directly from the U.S. Dept of Transportation and the Federal Highway Administration and should not be incorrectly paraphrased. #2. FHWA recommends that whenever a Safe System Approach is referenced, the official five elements are also listed.)**

1. Safe Road Users
2. Safe Vehicles
3. Safe Speeds
4. Safe Roads
5. Post-Crash Response

Because severe crashes impose the highest social and economic costs, the analysis in this plan focuses on fatal and suspected serious-injury crashes.

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

During the 2019-2023 analysis period, Centerville experienced:

- 2 crashes resulting in a fatality
- 13 crashes involving suspected serious injury

Of these 15 severe crashes, 8 occurred on UDOT roadways and 7 occurred on city-owned streets

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

High-Priority Intersection Safety Improvements

Analysis identified several intersections and road segments requiring safety improvements. The following recommendations are made based on these findings:

Parrish Lane:

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

In either direction, which is well outside the preferred range for pedestrians to walk to access a safe crossing. To improve connectivity and encourage safe crossing behavior, the city should work with UDOT ~~to study the location for a pedestrian hybrid beacon (PHB) with~~ to consider installing a refuge island in the center median to provide ~~added comfort~~ a protected rest point and safety. A Pedestrian Hybrid Beacon PHB is a traffic control device designed to help pedestrians safely cross busy streets. ~~Unlike regular traffic signals,~~ the PHB is only activated when a pedestrian presses a button.

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

- Leading pedestrian intervals ~~can~~ help pedestrians and bicyclists establish their presence in the sidewalk before vehicles begin attempting to turn across the crosswalk.
- Left turn phases can be changed to protected-only, which would ensure ~~that~~ vehicles ~~turning left don't have any~~ do not turn left during potential conflicts from pedestrians or oncoming vehicles. This is most ~~justified~~ critical if peak hour ~~through~~ volumes are high enough that very few ~~acceptable~~ gaps are available, ~~exist,~~ which ~~may make vehicles take~~ puts drivers at more risk~~s~~ when attempting to turn during a permitted phase, and also means that permitted phases don't facilitate enough turning volumes to be worth the safety issues:
- MUTCD Sign R10-15 L (shown below) should be used to remind drivers to check for pedestrians in the crosswalk.

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

Tobe Drive and 400 West

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

100 North / 115 North and Main Street

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

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

2025 North and Main Street

In 2022 ~~there~~ a pedestrian was ~~a~~ fatality struck ~~at this intersection involving a pedestrian~~ in the crosswalk on Main Street ~~and a~~ by a vehicle traveling southbound. ~~Though~~ Although it was daylight, rain may have reduced ~~it was raining and that may have played a factor in the~~ visibility. ~~of the pedestrian~~. To ~~mitigate the~~ reduce future risk, ~~of this happening again~~, the city should work with UDOT to evaluate installing an ~~install a~~ RRFB at this crosswalk and add a ~~with a~~ painted guide line on the northbound approach to reinforce stopping expectations. ~~to provide clear indication on the northbound approach of where to stop for pedestrians, and advance warning markers on both approaches to increase awareness for approaching vehicles.~~

Main Street Near Casa Loma Drive

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

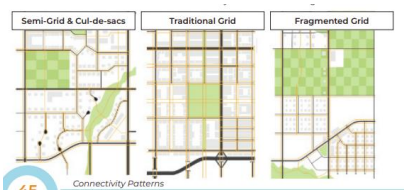
Connectivity Overview

A well-connected street network improves neighborhood circulation, reduces unnecessary vehicle miles traveled, enhances emergency response times, and provides multiple routing options within a community. Good connectivity focuses on:

- Local mobility
- Emergency access
- School-zone and neighborhood safety
- Compatibility with established residential patterns

~~A roadway system with excellent connectivity allows people multiple options when traveling between points within a city.~~

The General Plan does not support increasing connectivity for the purpose of enabling fixed-guideway transit, transit-oriented development, or encouraging cut-through traffic. Any future connection proposals must demonstrate no adverse impacts to neighborhoods, school-zone safety, or roadway function Grid-like connectivity patterns offer drivers the most options for routing within a city has shown in the figure below:



~~**Connectivity**~~

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

Centerville has very good north-south connectivity ~~in the north-south direction with~~ via frequent collector or arterial roadways. However, ~~there is a lack of~~ east-west connectivity, ~~due in large part to I-~~15 is limited due to the I-15 corridor and existing built-out neighborhoods. The city should explore alternatives for ~~an~~ a future east-west ~~overpass to connect the city to~~ connection to serve any future development west of I-15, such as at Chase Lane. ~~It is recommended that~~ Any future east-west connection, including bridges or underpasses, shall require full feasibility analysis, traffic impact evaluation, emergency-service review, and robust community engagement. Concepts that result in cut-through traffic, regional commuting, or increased heavy-vehicle volumes through neighborhoods shall not be pursued. ~~connectivity be improved as development continues. Along with this, the use of cul-de-sacs should be minimized where possible and infill projects should connect to all possible stub roads~~. Disconnected streets, ~~which often include~~ cul-de-sacs, and dead ends, ~~are a major factor in increasing auto dependency and traffic on collectors and arterials~~. should be minimized where feasible, and infill projects should connect to all stub road when practical.

(ADD NEW SECTION)

Emergency Access & Evacuation

Centerville's unique geography, bounded by the Wasatch Mountains to the east and the Great Salt Lake to the west, creates natural constraints that directly affect emergency response and evacuation capacity. I-15 serves as the primary north-south regional corridor, making any freeway closure or severe congestion an immediate threat to mobility for residents, emergency responders, and evacuation operations. The city's limited east-west connections between the foothills, Main Street and the freeway corridor, create potential bottlenecks during emergencies.

Emergency Corridor Planning

To support community safety, the City should:

- Coordinate with regional partners including UDOT, Davis County Emergency Management, and neighboring jurisdictions to evaluate and enhance evacuation routes and emergency access corridors.
- Maintain and improve east-west connectivity to ensure multiple viable routes between the foothills and I-15, particularly along Parrish Lane, Chase Lane, Pages Lane, and Porter Lane
- Identify and mitigate critical bottlenecks that could impede empergency vehicle access or evacuation, including offset intersections, inadequate intersection capacity, and sight distance issues
- Develop local-road alternatives to provide redundancy during freeway incidents or closures
- Establish minimum emergency access standards for all new development and major redevelopment projects, including adequate street width, turning radii, and multiple access points for neighborhoods exceeding (X) dwelling units.

Growth Management & Life-Safety Capacity:

Future land-use decisions must recognize Centerville's transportation vulnerability, including:

- Limited freeway access: The city relies primarily on a single interchange at Parrish Lane/400 North
- Constrained east-west crossings: Few arterial connections span from the foothills to I-15
- Evacuation capacity limitations: Existing roadway infrastructure has finite capacity during emergency evacuations

Policy: Residential intensification and high-density development shall be directed to areas with:

- Multiple evacuation route options
- Adequate roadway capacity to accommodate increased population without degrading emergency response times
- Proximity to arterial and collector roadways that provide direct access to regional evacuation corridors

Access Management

Access management balances access with traffic flow and requires ~~safety through~~ controlled driveway spacing, signal spacing, and corner clearance standards.

~~This systematic approach helps corridors operate efficiently without costly widening projects~~. This allows corridors to operate efficiently without costly widening.

Different road types serve different functions:

- Freeways prioritize mobility with controlled access
- ~~While residential streets~~ Arterials emphasize access at lower speeds
- Collectors balance mobility and access
- Local streets primarily provide access

Centerville's access management standards reflect these functional differences.

Intersection or driveway access on state roads (SR-106 and SR-105) must be coordinated with UDOT. No modifications, such as new medians, lane reductions, added access points, or access restrictions, may be implemented without a formal City review, traffic-impact justification, and a public input process. ~~may be restricted to right-in/right-out movements when safety or congestion concerns arise, including documented crashes, poor sight distance, LOS D conditions, or left-turn queuing that blocks through traffic.~~

Access spacing and signal spacing on state facilities, including Parrish Lane and Main Street, are governed by UDOT standards. This table is essential for development review and legal/engineering purposes. The following standards apply to all new development and redevelopment projects in Centerville.

collectors and arterials. Access Management Standards

	Public Roadways / Major Driveways*				Minor Driveways**			
	Minimum Signal Spacing (ft)	Minimum Unsignalized Full Access Spacing (ft)	Minimum Right-in / Right-out Spacing (ft)	Offset Intersection Spacing (ft)	Minimum Unsignalized Full Access Spacing (ft)	Minimum Right-in / Right-out Spacing (ft)	Offset Intersection Spacing (ft)	Corner Distance (ft)
Major Arterial	2640	1320	660	1320	N/A	N/A	N/A	100
Minor Arterial	2640	660	330	660	N/A	660	N/A	100
Major Collector	1320	660	330	660	N/A	330	N/A	100
Minor Collector	1320	300	150	150	150	150	75	50
ocal Commercial	1320	200	100	100	100	100	50	50
Local Residential	1320	200	100	100	-	-	-	25

*Major driveways carry 200 vehicles per day or more; minor driveways carry less than 200 vehicles per day

N/A - not allowed under normal circumstances

1. UDOT and County regulations may impose greater minimum spacing requirements on roadways under their jurisdiction.
2. Spacing shall be measured centerline to centerline.
3. As determined by the City Engineer, engineering judgement shall overide the requirements in this table if warranted by specific traffic conditions.
4. Existing driveways on arterials and major collectors shall be maintained until significant development is proposed.

February 20th, 2026

Please see the following public hearing notice for March 3rd, 2026

CENTERVILLE CITY
NOTICE OF PUBLIC HEARING – COMPREHENSIVE CENTERVILLE GENERAL PLAN UPDATE

Notice is hereby given that the **Centerville City Council** will hold a public hearing on **March 3rd, 2026 at 7:00 PM** or as soon thereafter as the matter can be heard, at the Centerville City Hall, 250 North Main Street, Centerville, Utah, regarding a proposed **full amendment to the Centerville General Plan in the form of a comprehensive Centerville City General Plan document update.** 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

PLANNING COMMISSION MINUTES OF MEETING
Wednesday, December 10, 2025
7:00 p.m.

A quorum being present at City Hall, 250 North Main Street, Centerville, Utah, the meeting of the Centerville City Planning Commission was called to order at 7:00 p.m.

MEMBERS PRESENT
Mason Kjar, Chair
Gary Woodward
LaRae Patterson
Layne Jenkins
Shawn Hoth

MEMBERS ABSENT
Tyler Moss
Amanda Jorgensen

STAFF PRESENT
Mike Eggett, Community Development Director
Sydney DeWees, Planner
Lisa Romney, City Attorney

VISITORS
Interested citizens

LEGISLATIVE THOUGHT/PRAYER Commissioner Woodward

PLEDGE OF ALLEGIANCE

GENERAL PLAN AMENDMENTS – COMPREHENSIVE GENERAL PLAN UPDATE – LEGISLATIVE DECISION

Chair Kjar opened the discussion by clarifying the item was a public meeting, not a public hearing, on general plan amendments as part of the comprehensive general plan update, and emphasized the matter was legislative in nature. Community Development Director Mike Eggett reviewed the process, noting the discussion continued from prior meetings and that public comment was accepted through December 4 per prior direction, with one late comment excluded. He reported receiving an updated draft from the consultant incorporating Planning Commission edits, followed by a revised version correcting population figures. Mr. Eggett explained he was reviewing the document for mechanical and scrivener's errors and identified one substantive issue: the plan references an active transportation plan that has not yet been formally adopted.

Commissioners discussed whether to forward the plan to City Council or continue refining it. Vice Chair Patterson and Commissioner Woodward emphasized the value of public input and expressed concerns that portions of the document needed further clarification or fine-tuning, particularly to avoid language that appeared to predetermine future zoning decisions. Commissioner Jenkins noted the general plan is a high-level policy guide and not binding on the city. Chair Kjar expressed concern about forwarding a document that might be viewed as unfinished but also noted the risk of over-editing issues that City Council may view differently. After extended discussion, commissioners identified key areas of concern for Council review, including Main Street, Parrish Lane, west side areas, town centers, and the presentation of citizen survey priorities.

Commissioner Patterson **moved** to table the decision to a date certain, and that in the interim, schedule a public work meeting to fine tune and incorporate the valid and important comments that have been raised to generate a third version. The motion failed due to a lack of a second.

Commissioner Hoth **moved** to forward with a positive recommendation to the City Council regarding the proposed General Plan Amendments, specifically for submitting the proposed Centerville City comprehensive general plan update documentation with the noted advice provided by the Planning Commission. Commissioner Jenkins seconded the motion.

Vice Chair Patterson moved to **amend** the motion to include the following specific categories for City Council review:

1. Main Street (noting it appeared to encourage modifying rather than preserving Main Street)
2. Parrish Lane
3. West Side (North and South)
4. Town centers
5. Chart B accuracy
6. Housing (both density and affordable)
7. Hillside definition and open space
8. Staff also added the active transportation plan issue

Commissioner Woodward seconded the motion to amend, which passed (4-1) with Chair Kjar dissenting.

The amended motion passed (4-1) with Chair Kjar dissenting.

Chair Kjar clarified his nay vote, stating that he is comfortable with the framework given by the professional consultant, and believes the Planning Commission comments to go too far. Vice Chair Patterson responded by saying she tends to agree more with the citizens and wants the document to be something that she and the citizens can love and support.

PUBLIC HEARING – ZONING CODE AMENDMENTS – LANDSCAPING AND SCREENING – CZC 12.51 (LANDSCAPING AND SCREENING) – LEGISLATIVE DECISION

Mr. Eggett presented the item as a continuation of the October 22 discussion, noting the Planning Commission had directed staff to draft updates related to water conservation standards. He emphasized the proposed language was not yet refined enough to move forward and should only be advanced to City Council once the Commission agreed it was ready. Mr. Eggett highlighted several unresolved issues, including defining “hardscape” and “redevelopment,” clarifying when new standards would apply, and addressing concerns related to vested rights. City Attorney Lisa Romney cautioned that applying new requirements broadly could create complications with nonconforming uses.

Commissioners discussed landscaping standards, drought-tolerant plant requirements, park strip plant heights, and enforcement challenges, as well as whether hardscape alone should satisfy conservation goals. Staff clarified Weber Basin Water rebate limitations, noting impermeable surfaces were not eligible.

Chair Kjar opened the public hearing. No comments were made, so he closed the public hearing.

Chair Kjar **moved** to table without date certain and directed staff to further refine the ordinance and return with a more developed draft at a future meeting. Commissioner Hoth seconded the motion which passed unanimously (5-0).

2026 PLANNING COMMISSION MEETING SCHEDULE

The Commission reviewed the 2026 annual meeting schedule. Mr. Eggett pointed out November 11th conflicted with Veterans Day, and it was agreed to move that meeting to November 10th rather than November 25th (the day before Thanksgiving).

Commissioner Woodward **moved** to approve the schedule as outlined with the change of confirming November 10th instead of November 11th. Vice Chair Patterson seconded the motion which passed unanimously (5-0).

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT

No report.

MINUTES REVIEW AND APPROVAL

Minutes of the November 12, 2025 Planning Commission meeting were reviewed. Vice Chair Patterson **moved** to approve the minutes. Commissioner Jenkins seconded the motion, which passed by unanimous vote (5-0).

ADJOURNMENT

At 8:50 p.m., Commissioner Jenkins **moved** to adjourn the meeting. Commissioner Woodward seconded the motion which passed unanimously (5-0).

_____ _____

Jennifer Robison, City Recorder Date Approved