

### **A. Background**

Section 10-9a-403 of the Utah Code requires all municipalities to adopt a Moderate Income Housing Plan and Section 10-9a-408 requires the cities to annually review their "moderate income housing plan" as part of the General Plan. Centerville's Moderate Income Housing Plan was originally adopted in February of 2002. Additionally, the City has submitted several biennial reports to the State, as required.

Title 10, Chapter 9a, Section 403 of the Utah Code Annotated requires all municipalities to adopt a Moderate Income Housing element and Section 408 requires the cities to biennially review their "moderate income housing" element of the General Plan. Centerville's Moderate Income Housing Element was originally adopted in February of 2002. Additionally, the City has submitted several biennial reports to the State, as required.

However, since the initial adoption of the plan element, there has not been a significant reassessment of "moderate income housing" status for the City. Therefore, both the Planning Commission and City Council have deemed it a priority to update the City's Moderate Income Housing Element, as shown on the 2012/2013 list of planning priorities.

### **B. Summary of Past Findings of the 2002 Moderate Income Housing Plan**

Listed below is a brief narrative of the adopted findings or conclusions of the initial plan element to address the requirements of the statute:

- a) *Approximately 20% of the housing stock sales and assessments were deemed affordable and supply was likely adequate for that moment in time.*
- b) *Generally, the affordable housing stock was built prior to 1990 and mainly consisted of condominiums rather than single-family homes. Less than 10% of the*

*new construction (after 1990) would likely be affordable.*

- c) *It was assumed moderate income population would remain at 20% in the "near" future. Thus, with growth in population, new affordable housing would need to be built.*
- d) *Given, existing land costs and property values, existing and projected zoning, construction trends, etc. it is unlikely that any new housing stock constructed would be affordable to meet the new demands assuming a sustained 20% moderate income population.*
- e) *Approximately 80% of the City's housing stock consisted of single family homes. The 2000 Census indicated a decline in household size and an increase in the median age and an increase with both young adults and seniors. These changes may point to the need for a wider variety of housing types.*
- f) *There was a lack of supply with regards to rental housing and it may be getting smaller. The Census 2000 numbers indicated a 5% decrease in renter occupied housing from the 1990 Census.*

### **C. Summary of 2002 Plan's Past Strategies to Promote Moderate Income Housing**

The previous strategies were developed using both the required State criteria and a few local ideas. These strategies were as follows:

#### **State Strategies:**

- a) Rezoning – Consider some additional multi-family zoning districts.
- b) Density Bonus – Consider a binding commitment to provide affordable housing when granting density bonuses.

- c) Mandatory Set Asides – Consider setting aside specific properties for exclusive development of moderate income housing.
- d) Infrastructure Expansion – The use of infrastructure expansion as a “technique” will likely have limited applicability for Centerville.
- e) Rehabilitation of Uninhabitable Housing – This “technique” will likely play no role in Centerville’s Plan.
- f) Waiving Construction & Other Related Fees – Because such fees are relatively small compared to land and construction costs, fee waivers may need to be coupled with other incentives.
- g) Use of Federal and State Funds or Incentives – Providing information about such programs may be useful and the City may need to consider requiring participation in such programs to receive any local incentives.

#### **Other Local Strategies:**

- h) Consider Allowing Accessory Units - The use of accessory units throughout the community could potentially provide a source of moderate income housing.
- i) Create More Flexible Zoning Classifications – Options to consider were:
  - a. Use R-2 and R-3 Zoning to accommodate multi-family development.
  - b. Consider using “mixed use” zoning classifications.
  - c. Promote a variety of lot sizes with overall lot density standards rather than minimum lot sizes.
  - d. Consider using flexible performance based zoning.

- e. Review and consider “Envision Utah’s” production of tools and model ordinances, as a starting point in creating flexible zoning incentives.

#### **D. Summary of Centerville’s Previous Moderate Income Housing Plan Implementation Efforts**

Since its original adoption, Centerville has made or taken significant efforts to implement the strategies of the Moderate Income Housing Plan. These efforts have resulted in opportunities for various types of housing to be preserved or to be developed. Listed below is a summary the efforts and opportunities that have been implemented or occurred:

##### **2003:**

- a) Zoning Ordinance Overhaul
  - ✓ Eliminated minimum lot sizes for most residential districts
  - ✓ Established a gross density standard for each district
  - ✓ Changes allow flexible lots sizes to encourage a range of home pricing in each development
- b) Garden View Apartments
  - ✓ 1<sup>st</sup> new apartment complex (59 townhome style units) using the new Residential High (R-H) Zone, which allows up to 12 units per acre.

##### **2004:**

- c) General Plan Modification
  - ✓ Encourage greater density in the Northwest Neighborhood Area
  - ✓ Locate such density near service areas and where transportation options are most available

##### **2006:**

- d) Pineae Village Estates
  - ✓ A master planned community of 227 dwelling units was approved allowing

*a variety of housing types; Single family homes 49, Townhomes 94, Stacked flat dwellings 84.*

**2007:**

*e) Zoning Ordinance Update*

- ✓ *Removed the five (5) acre minimum for any residential development desiring to use the Planned Development Overlay District, a density centered incentive based zoning tool.*

**2008**

*f) General Plan/Zoning – Main Street Corridor Plan*

- ✓ *Accentuated the existing local commercial zoning district to allow flexible uses using a form based code. Uses from single family to multifamily dwellings were introduced to create mixed use focal areas along the corridor.*
- ✓ *Changes implemented the Wasatch 2040 Plan to establish the desired boulevard community within Centerville.*

*g) Cedar Springs Condominiums*

- ✓ *Preservation - CBDG funds were used to improve access streets and utilities for the 200-unit Cedar Springs development.*

**2009**

*h) Pheasantbrook Condominiums*

- ✓ *Preservation - CBDG funds were used to improve access streets and drainage system for the 144-unit Pheasantbrook development.*

**2010:**

*i) Legacy Crossing at Parrish Lane*

- ✓ *A Master Planned Mixed Use development, which approved 158 apartments, a complex of three buildings; 2 buildings with 64*

*dwellings each and 1 building with 30 units.*

**2015:**

*j) Legacy Trails Development*

- ✓ *A Master Planned Mixed use development, which approved 162 Apartments, located just west of the Legacy Crossing*

**2018:**

*k) Legacy Commons Development*

*(Approved but not Built)*

- ✓ *A Master Planned Mixed use development, which approved 111 Apartments, located just north of the Legacy Trails Project.*

## **E. Guiding Principles of the Moderate Income Housing Plan Element**

The guiding principles that are being used to give direction to the Moderate Income Housing Plan are as follows:

1. The Plan update recognizes that, over the past decade, the City has made significant strides in its efforts to alter or modify Zoning Regulations to encourage the development of a variety of housing types.
2. City's market characteristics and demands will vary overtime, the primary focus of the Plan is to regularly track and review the City's housing stock types in order to improve the decisions made regarding community plan updates and zone map amendments.
3. Due to political and geographical constraints, the Plan additionally focuses on the efficient use of existing infrastructure and utilizes "infill" or "redevelopment" scenarios that might assist with creating moderate income housing.
4. The basic tenet of livable communities is "good design," particularly when providing

more density to encourage development of lesser housing types.

#### **F. Moderate Income Housing Plan**

In the case of the Moderate Income Housing Plan (“*Plan*”), the **Guiding Policies and Directives of the Plan are expressed using the required elements or strategies of 10-9a.-403, as well other strategies identified by the City.** Each element is addressed separately within the Plan and consists of the following:

- An estimate of the existing supply of moderate income housing located within the municipality;
- An estimate of the need for moderate income housing in the municipality for the next five years;
- A survey of total residential land use;
- An evaluation of how existing land uses and zones affect opportunities for moderate income housing; and

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

Within the descriptive “element” of the Plan, various required analyses or strategies are identified and any associated conclusions or policies related to these strategies are listed and explained. **These strategies, conclusions, or policies are to be used in the decision-making process for land use ordinance amendments, applicable land use application reviews, and/or related capital improvement programs.** Additionally, each element or strategy may be accompanied by descriptive text that is intended to assist with the understanding the purpose, intent, and interpretation of the strategy as it relates to moderate income housing in Centerville.



## ***PLAN ELEMENTS***

### ***PLAN ELEMENT 1:***

#### **1. A Survey of Total Residential Land Use.**

The statute requires cities to conduct a survey of the total residential land use. Such an assessment for the City was made using the City's GIS system and data from the County Recorder's and Assessor's Offices, and the City's Building Department to perform the survey. Within the survey, housing was categorized into "use types" labeled singlefamily, townhomes and duplexes, and multifamily. These are the common categories used for various reports and surveys regarding residential uses and are similarly used later in this plan element. Furthermore, due to the difficulty of obtaining reliable data, the distinctive isolation and evaluation of apartments or rentals was not performed and was either assumed or combined with the multi-family calculations.

Additionally, the survey includes the current zoning districts that contain any of the selected use types. The survey did not include whether the use types were within the allowed densities of a particular zone or determine the non-conforming status of a specific use type.

### ***REVIEW/ANALYSIS:***

#### ***A. Results of the Survey of Residential Use Types (as of 2017):***

HOUSING TYPE	2017 UNITS	%
<i>Single-family</i>	3,993	71%
<i>Town Home / Duplex</i>	1,029	19%
<i>Multi-family</i>	585	10%
<i>Total Units</i>	5,547	100%

**Table 1**

***B. Survey Synopsis*** – From review of the data, single family dwellings are the predominant residential use type. This is not unusual for most cities and more particularly in other similar small communities. However, the townhome/duplex residential use type is higher than a normal open market yield (see City Strategy 8). Thus, it can be deduced that, in spite of having a prevailing single family residential use type, Centerville's efforts to address moderate income housing since the adoption of the moderate income element have had a positive affect towards encouraging a variety of housing types.

***C. Future Policy Considerations*** – The Wasatch area has grown rapidly in the last few decades, future residential needs for the City may likely reflect the following characteristics and trends:

1. The region is predicted to continue to grow by as much as 2.2. percent per year.

2. Two-thirds of this growth is expected to come from children growing up, settling this area, and starting their own families.
3. Utah's baby boomers had more children than their non-Utah counterparts and had them earlier in life.
4. There are more single-parent households than in the past leading to added growth.
5. Household diversity creates a demand for a variety of housing types to meet the different lifestyle groups.

*PLAN ELEMENT 2:*

## 2. An Evaluation of How Existing Land Uses and Zones Affect Opportunities for Moderate Income Housing.

According to the publication “Urban Planning Tools for Quality Growth” the evaluation of zoning densities is one of the biggest factors in making housing affordable. “If the widespread practice of zoning for mostly large-lot homes is not modified, economic problems will increase and people will be extremely limited in their lifestyle and household choices (*Chapter 2 - Meeting Housing Needs, page, 31*).

Since the original adoption of the City’s Moderate Income Housing Element, the City has implemented several changes to its Zoning Ordinance (*see Section “D” of this Plan Element*) to encourage the development of a variety of housing choices. These changes have allowed greater densities in areas of redevelopment that can capitalize on the efficient use of existing infrastructure or created projects with housing choices that do not result in typical large-lot style development.

*REVIEW/ANALYSIS:*

### A. Existing Zoning District Opportunities:

Standard Zoning	Zones	Acres	Density Capacity
	Ag. Low (A-L)	487	974
	Res. Low (R-L)	1,127	4,508
	Res. Med. (R-M)	118	944
	Res. High (R-H)	45	540
Mixed Use/ Flexible Zoning	FVSD	19	70
	R-H/ (PD)	30	227
	West Side/ Mixed Use Overlay	~ 50	750
	So. Main Street/ Mixed Use Overlay	~19	196 to 392
	C-VH(PD)/ Mixed Use Overlay	30	206
Totals		1,925	8,415 to 8,611

**Table 2**

**B. Evaluation Synopsis** – From review of the information, the typical standard zoning used by the City predominately consisted of single family, low-density, development. However, since the adoption of the Moderate Income Element, the City has implemented several flexible zoning tools that allow opportunities for various housing types. These efforts should be supported and continued into the future.

**C. Future Policy Considerations** – Decisions regarding land use planning in the future should consider the following:

1. Provide opportunities for people moving through life’s stages to be

able to live and/or grow up in the same community.

2. Increase opportunities for redevelopment to reduce the demand for new extensions of utility lines and services.
3. Encourage the development of sustainable and walkable neighborhoods, where employment, goods, and services can be obtained with less driving.
4. Encourage opportunities for establishing a variety of housing types in keeping with the incomes range of more families.

**PLAN ELEMENT 3:**

**3. An Estimate of City's Existing Supply of Moderate Income Housing.**

The 2017 median household income in Centerville is \$78,438, which is \$7,326 above the area median income (AMI) for Davis County (\$71,112). Given these figures, 6 % of the households in Centerville earn less than or equal to 30 percent of AMI, 7.7 % earn between 30 and 50 % of AMI, 11.1 % earn between 51 and 80 percent of AMI, 12 % earn between 81 and 100 % of AMI, and 63.2 % earn more than 100 % of AMI.

Households that earn a moderate income (80 percent of AMI) or less make up 24.8 percent of Centerville's population.

Housing is considered affordable when households—regardless of their income—spend no more than 30 percent of their monthly income on housing expenses. Therefore, cost-burdened households are those households whose housing expenses exceed 30 percent of their monthly income. Based on this definition, 63.7 percent of Centerville's renter households that earn a moderate income or less and 55.8 percent of the city's owner households that earn a moderate income or less are cost burdened, which indicates that Centerville's residents would benefit from additional affordable rental and ownership options.

**REVIEW/ANALYSIS:**

**A. 2017 Estimate of Supply by Mortgage Cost:**

AMI	Mortgage Ranges	Count
>100%	>\$308,811	1,658
>80% and <100%	>247,047 and <\$308,811	1,259
>50% and <80%	>\$154,406 and <\$247,047	939
>30% and <50%	>\$92,643 and <\$154,406	30
<30%	<\$92,643	27

**Table 3**

**B. 2017 Existing Supply Synopsis** – Using County data for the market rate value of our single family homes, we can see from the table above that Centerville has approximately 939 single family homes within the “moderately affordable income” bracket, between 50% and 80% AMI. This data is based on County assessed value of the home, which is typically *lower* than what it would appear on the market today, so the number of units may, in reality, be less than determined by this data.

**Future Policy Considerations** – Future decisions about land use planning for the City should consider the following:

1. The housing mix of the Greater Wasatch area will change in the next 20 years (*see publications for state population forecasts*).
2. There will be a rise in senior households (>60 yrs. old) from 21 to 27 percent.

3. Current demographic trends indicate that household size will likely decline in the future.
4. Fewer two-income households will likely be a result of such changing demographics.
5. There will be a demand for housing types needing less maintenance.

#### PLAN ELEMENT 4:

### 4. An Estimate of the City's Future Need of Moderate Income Housing.

In order to estimate the future need of moderate income housing, the Utah Department of Work Force Services has developed a “Five Year Projection Calculator” for “technical assistance to Utah’s local governments in estimating the projected moderate-income housing needs within their geographic jurisdiction over a five-year period.”

The “gap” is the estimated number of moderate-income renter households within our community, the estimated number of built units that are affordable, and the built supply availability. The “future income burden” analysis, is the estimated ratio of median rent (for a family of 4) in our city and an estimated projection to 2024. A cost burden over 30% means the household would be burdened by typical housing costs.

“Keep in mind that this provided tool is limited to a renter-based projection. Such estimates are a function of probability, not absolutes.” However, the data set is being provided and promoted for use by Utah Department of Work Force Services to comply with the requirements of the Moderate Income Housing expectations set by State Statute.

#### REVIEW/ANALYSIS:

##### A. Estimate of Current and Future Housing Gap:

2018 Estimated Housing Gap	Renter Households	Available Housing Units	Availability Gap
80% AMI	525	594	+ 69
50% AMI	405	274	- 131
30% AMI	260	20	- 240

Table 4

2024 Estimated Gap Projection	2018 Renter Households	2024 Renter Households	Need Increase Per Gap
≤ 80% AMI	1190	1219	+ 411

Table 5

##### B. Next Five (5) Years - Future Income Burden Analysis :

Estimated Housing Burden Ratio	2017 Survey	2024 Projection
100 % AMI	15.3%	16.1%
80% AMI	19.0%	20.2%
50% AMI	30.3%	32.3%
30% AMI	50.6%	53.8%

Table 6

Estimated Average Housing Cost Burden	2017 Survey	2024 Projection
Median Mortgage Costs vs. Median Owner Income	20.5%	19.0%
Median Rent Costs vs. Median Renter Income	27.0%	54.1%

Table 7

C. Future Policy Considerations – Future decisions about land use planning for the City should consider the following:

1. Encouraging an open market yield of housing types.
2. Supporting mixed-use or flexible development in selected areas of the city.

3. Allowing reuse or redevelopment of underutilized lands through flexible development standards, or other similar opportunities.



## PLAN ELEMENT 5

### Inter-agency Cooperation & Coordination Strategies

5.A. 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.

5.B. Ratify a joint acquisition agreement with another local political subdivision for the purpose of combining resources to acquire property for moderate income housing.

### Projected Strategy Implementation Next 5 Years (2023 – 2027)

#### **5.A. Implementation Objective: Years 2-5**

**Phase One (2024)** – Research Future Funding Capacity for Moderate-Income Set-Aside Programing

**Phase Two (2025)** – Create a Funding Set-Aside Program and Establish Qualifying Requirements

**Phase Three (2026)** – Solicit/Fund a Specific Project if a qualifying opportunity is identified.

**Phase Four (2027)** – Solicit/Fund a Specific Project if a qualifying opportunity is identified.

**Responsible Agency:** City's RDA & City Council & Mayor, City Manager City Finance Officer, and City Attorney

#### **5.B Implementation Objective: Years 3-5**

**Phase One (2025)** – Introduce and discuss the MIH Goals with various South Davis Communities to identify potential collaborative efforts

**Phase Two (2026)** – Introduce and discuss the MIH Goals with Davis County to identify potential collaborative efforts

***Phase Three (2027) – If deemed viable, draft and adopt a collaborative inter-local MIH agreement and program with such entities.***

***Responsible Agency: City Council & Mayor, City Manager & Attorney, Planning Commission, and Other Applicable Political Subdivisions***

## PLAN ELEMENT 6

### Local Government Regulation and/or Investment Strategies

6.A. 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.

### Projected Strategy Implementation Next 5 Years (2023 – 2027)

#### **6.A. Implementation Objective: Years 1-4**

**Phase One (2023)** – Review/Understand Average Housing Costs within the City. Evaluate Employee Compensation Schedule & Compare Salaries to Housing Costs to determine the level of potential need/opportunity.

**Phase Two (2024)** – Research and Evaluate Other Cities’ Programs for Mortgage Assistance and determine capability/capacity of implementing a program.

**Phase Three (2025)** – If deemed suitable, implement a Mortgage Assistance for City Employees, and promote a defined/desired outcome.

**Phase Four (2026)** – Consider expanding such program for other public employers, employer of publicly contacted services, Davis County and/or State of Utah employees.

**Responsible Agency:** City Council & Mayor, City Manager & Attorney. Other inter-local participation entities, as deemed appropriate.

6.B. Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones.

***6.B. Implementation Objective: Years 4-5***

***Phase One (2026)*** – Review status and marketplace use of the existing Internal Accessory Dwelling Ordinance and consider whether to allow External/Detached Accessory Dwelling Units

***Phase Two (2027)*** – If deemed suitable, create, and adopt an External/Detached Accessory Dwelling Unit Ordinance.

***Responsible Agency:*** City Council & Mayor, City Manager, Planning Commission, Community Development Director, and City Attorney.

6.C. Eliminate impact fees for any accessory dwelling unit that is not an internal accessory dwelling unit as defined in Section 10-9a-530.

***6.C. Implementation Objective: Year 5***

***Phase One (2027)*** – If an external/detached accessory dwelling ordinance is adopted, eliminate impact fees for such dwelling units.

***Responsible Agency:*** City Council & Mayor, City Manager & Attorney

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<sup>1</sup> Amended by Ord. No. 96-43, Dec. 17, 1996

<sup>2</sup> Enacted Section 4 by Ord. No. 97-26, Sept. 2, 1997

<sup>3</sup> Amended by Ord. No. 9624, Oct. 1, 1996

<sup>4</sup> Amended by Ord. No. 96-1, March 19, 1996

<sup>5</sup> Amended by Ord. No. 96-24, Oct. 1, 1996

<sup>6</sup> Amended by Ord. 98-39, Oct. 6, 1998

<sup>7</sup> Amended by Ord. 98-39, Oct. 6, 1998

<sup>8</sup> Amended by Ord. 98-39, Oct. 6, 1998

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<sup>9</sup> Amended by Ord. No. 96-43, Dec. 17, 1996

<sup>10</sup> Amended by Ord. No. 96-24, Oct. 1, 1996

<sup>11</sup> Amended by Ord. No. 98-14, April 7, 1998

<sup>12</sup> Amended by Ord. No. 96-25, Oct. 1, 1996

<sup>13</sup> Amended by Ord. No. 97-22, July 1, 1997

<sup>14</sup> Amended by Ord. No. 99-7, April 20, 1999

<sup>15</sup> Amended by Ord. No. 97-22, July 1, 1997

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<sup>16</sup> Amended by Ord. No. 96-1, March 19, 1996

<sup>17</sup> Amended by Ord. 2001-12, June 5, 2001

<sup>18</sup> Amended by Ord. No. 2003-11, April 1, 2003

<sup>19</sup> Amended by Ord. No. 96-24, Oct. 1, 1996

<sup>20</sup> Enacted by Ord. No. 02-04, Feb. 19, 2002

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<sup>21</sup>Enacted by Ord. No. 2008-01, Feb. 6, 2008



## PART 12-410

INTRODUCTION

## SECTION 12-410-1. INTRODUCTION TO COMPREHENSIVE PLAN.

The Centerville City General Plan has been prepared by the residents of Centerville and adopted by Ordinance of the City Council as part of an effort to shape the character of the city as it grows in the coming years. Located in the Salt Lake Metropolitan area, one of the fastest growing regions in the United States, Centerville will experience substantial new growth during the next several years. How that growth occurs will, in large, determine the type of community Centerville will be.

The Centerville City General Plan is a statement of the policies of the Planning Commission and City Council with respect to growth and land development in the City. It is intended to guide the decisions of these bodies as individual development proposals are brought before them, and to guide future City investments in community facilities and services.

The Centerville City General Plan should always reflect the most current City policies on the future development of the City. In future years, as the conditions and needs of the City change, it is the hope of the framers of this Plan that the Plan will be kept up-to-date by amendments through ordinances of the City Council, as is necessary. Comprehensive reviews should also be undertaken periodically to ensure consistency and timeliness of the Plan.

## PART 12-420

RESIDENTIAL DEVELOPMENT

## SECTION 12-420-1: RESIDENTIAL CHARACTER

The citizens of Centerville have expressed a desire to retain a suburban residential lifestyle. These feelings have been reemphasized by the Community Surveys done by the City. The citizens of Centerville recognize the diversity of lifestyles that exist throughout the region; however, we do not feel an obligation to provide a cross-section of those different lifestyles within the boundaries of our small community. Centerville has a small land area, much of which is developed. That development has predominantly been single family residential. We desire to maintain that character of development.

Quality of life is important to the residents of Centerville, as it is to many people. The citizens of Centerville desire to achieve a quality of life that is consistent with the development of low density residential development.

SECTION 12-420-2. RESIDENTIAL DEVELOPMENT POLICIES.<sup>1</sup>

The following policies are adopted specifically for the achievement of the citizens' desires for residential development in Centerville.

1. The density classifications for Centerville's residential areas shall be as follows:

<u>Dwelling Units/Acre</u>	<u>Class</u>
0-4	Low
5-8	Medium
9-12	High

2. Residential development in Centerville is primarily low density single-family. This character of development should continue as far as is feasible and practical. Medium or high density residential development that is allowed in appropriate locations within the City should provide usable open spaces,

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<sup>1</sup> Amended by Ordinance No. 2001-05, April 17, 2001

landscaping, and other associated amenities which will assure consistency with the residential quality desired in Centerville. The use of planned unit developments to achieve the foregoing objectives is desirable and preferred.

3. The hillsides and naturally wooded canyons east of the City should be provided protection from indiscriminate development to assure retention of the natural slopes and vegetation.
4. Residential areas should be afforded protection from the impact of more intensive commercial, industrial, and institutional uses and from the visual and noise impacts of major roadways and railways by the creation of protective buffering (transitional uses, landscaping, etc.).
5. In the foreseeable future, no residential development of any type should occur west of I-15. Soil conditions, poor access, the threat of a rising Great Salt Lake, and isolation from the main part of the community make this a difficult area in which to have viable residential development.
6. Residential development must take into account the existence and impact of high ground water tables within the City. Subsurface drains should be limited to the purpose of artesian springs, wells, protecting public streets, and dewatering areas. The use of any subsurface drain systems in conjunction with any residential development within the City for the sole purpose of de-watering an area to permit the construction of a structure, including the construction of a structure with a basement or lower floor level, should be discouraged and only permitted in strict accordance with City ordinances, standards and regulations regarding the same.

#### SECTION 12-420-3. HOUSING.

The following policies are adopted in order to establish Centerville's commitment to the availability of housing for all of its residence.

### Housing Policies:

1. The City shall not allow racial, ethnic, religious or economic discrimination in the provision and procurement of decent housing in this City.
2. The City shall assure an adequate supply of housing for future population through identification of optimum locations for housing development and provision of City services as required.
3. The City shall encourage the preservation of existing neighborhood housing and rehabilitation through adoption of adherence to building codes and housing standards.
4. The City shall accommodate the use of advances in housing construction techniques which promote energy conservation, and the development of new cost-effective housing concepts.

### SECTION 12-420-4. HUMAN SERVICES AND HEALTH CARE FACILITIES.

1. It is the desire of Centerville City to provide a variety of housing options within the community, including variable densities.
2. In furtherance of the above stated goal, it is the policy of Centerville City to provide appropriate housing for all Centerville residents giving consideration to ongoing lifestyle changes and circumstances that are increasingly prevalent in the normal life cycle of the aging residents.
3. It is the intent of Centerville City to use a comprehensive approach in providing land use regulations for residential health care facilities within the community, in compliance with the Fair Housing Act by appropriately allowing and locating human services and health care facilities within the City for the benefit of all City residents.

## PART 12-430

COMMERCIAL AND INDUSTRIAL DEVELOPMENT

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

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

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

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

12-430-2. COMMERCIAL DEVELOPMENT POLICIES.<sup>1</sup>

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

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

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<sup>1</sup> Amended Oct. 1, 1996, Ord. No. 96-24

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

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

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

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

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

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

#### SECTION 12-430-3. COMMERCIAL/BUSINESS PARK POLICIES<sup>3, 4, 5</sup>

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

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

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<sup>3</sup> Amended April 5, 1988, Ord. No. 88-4

<sup>4</sup> Amended March 19, 1996, Ord. No. 96-1

<sup>5</sup> Amended Oct. 1, 1996, Ord. No. 96-24

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

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



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

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

## PART 12-435

BUFFERING AND SCREENING GUIDELINES

## 12-435-1. LOCATION OF BUFFERS.

## 1. Incompatible Use Areas

Buffers should be used between incompatible land uses including, but not limited to, industrial, commercial, residential, and high density or low density uses. It is not desired that these uses occur in close proximity, but if they do, the adverse impacts of one use on the other shall be mitigated with distance, visual screening, access control, sound control, and other mitigation and buffering techniques.

## 2. Traffic Areas

Buffers should be used between traffic areas such as pedestrian ways, roadways, parking lots and other areas which concentrate people and where views of unsightly conditions can impact their impression and image of an area or use. Trash collection areas, service docks, loading docks, outdoor storage areas, mechanical equipment, etc. should be screened and buffered using the guidelines set forth herein.

## 12-435-2. KINDS OF BUFFERS

## 1. Visual Barriers

Visual barriers such as fences, dense landscape, earthforms (berms or mounds), or some combination of these may be used as a means of controlling views that may be undesirable and incompatible with adjacent uses.

## 2. Sound Barriers

Sound barriers such as block or concrete walls or dense landscaping may be used as a means of controlling the impact of sound on adjacent uses. Generally, barriers such as block and concrete walls

are the most effective and can be used in the smallest amount of space. Such barriers should be constructed of graffiti resistant materials or surfaces. Dense landscaping and berms can also be used as sound barriers, but they must be of considerable depth and height in order to be effective.

Generally, thirty feet (30') to fifty feet (50') of area, planted with dense evergreen vegetation of varying heights in conjunction with berms or mounds of earth, are needed to create an effective landscaped sound barrier.

12-435-3. MATERIALS

1. Landscaped buffers should specify a width and the size of plant materials to be provided at initial planting. The size of plant materials can affect the initial impact and effectiveness of the buffer and a determination must be made regarding whether or not an immediate buffer is desired. If an immediate buffer is necessary, landscaping is probably not the best choice or may be required to be used in combination with other buffer or screening instrument provided herein.

2. Fences and Walls

Visually obstructing materials such as fences constructed of wood, composite materials, concrete or masonry are typically used. In determining the appropriate choice, maintainability and vulnerability to the elements, graffiti and other forms of vandalism, should be considered. Wood and composite materials are more vulnerable to vandalism and destruction and are more difficult to clean. Concrete and masonry construction is much more vandal resistant and may be constructed of graffiti-resistant surfaces which make removal of graffiti or resurfacing easier. Smooth, clean, lightly colored surfaces are more attractive to vandals and should be avoided. Textured surfaces, combined with landscape materials and plants

which restrict access to the barrier, have a deterrent effect on vandalism and graffiti and should be used appropriate. In any event, walls and fences should be compatible with the design of the structures.

#### 12-435-4. OTHER COMMUNITY USES

Screens and buffers of a useful size can also be used to provide pedestrian access between neighborhoods and use areas. Pedestrian and bicycle access can reduce traffic congestion thereby increasing air quality within the City. Wherever possible, pedestrian, equestrian, and bicycle paths should be considered within a development and, if provided, should access other public right-of-ways.

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#### 12-435-5. MAINTENANCE.

Buffered areas should be maintained by the developer or property owner, unless otherwise agreed to by the City.

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## PART 12-440

NATURAL HAZARDS

## SECTION 12-440-1. GENERAL.

Within Centerville City there exists a number of natural conditions and hazards which should be considered in the development of new residential areas, as well as in the siting of public services and facilities. As other hazards are identified, they should be included as items to be reviewed in a development approval process.

SECTION 12-440-2. NATURAL HAZARDS POLICIES.<sup>1</sup>

1. High water tables have been a consistent problem in many areas of the City. The use of subsurface drains to de-water areas to provide for the construction of basements and below-grade structures has been ineffective in remedying the problems associated with development within such high water table areas. Any development within the City must take into account the existence and impact of high ground water tables. Subsurface drains should be limited to the purpose of artesian springs, wells, protecting public streets, and dewatering areas. The use of any subsurface drain systems in conjunction with any development within the City for the sole purpose of de-watering an area to permit the construction of a structure, including the construction of a structure with a basement or lower floor level should be discouraged and only permitted in strict accordance with City ordinances, standards and regulations regarding the same.
2. Various studies by federal and local agencies have identified flood plains and hazards associated with the flooding of the natural streams in Centerville. The studies should be adhered to and no development should occur within those areas so designated. As more up-to-date information becomes available, the areas closed to development are adjusted accordingly.

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<sup>1</sup> Amended by Ordinance No. 2001-05, April 17, 2001

3. Earthquake or seismic hazards have been identified as a significant potential problem in Centerville. All future residential developments should take into consideration the location of the fault lines and other seismically-related hazards. Centerville City shall require the advice of competent geotechnical advisors when development is proposed in seismic hazard areas.
4. In recent years, the rising level of the Great Salt Lake has become a concern. Forecasts of lake levels are numerous, and there is no sure way to know what the future level of the lake may be. Centerville City should take into consideration possible impacts of the Great Salt Lake when reviewing future developments.

## PART 12-450

TRANSPORTATION AND CIRCULATION**12-450-1. MASTER STREET PLAN.**

The master street plan provides for a network of collector and arterial streets within Centerville City. The plan identifies existing streets that should be improved to meet the specified widths and standards needed to allow that street to function as needed. The plan also identifies recommended locations for future collector and arterial streets and a future highway. Final alignments for these future streets will be determined specifically at the time of construction, but should be as close to the recommended corridor as possible.

Street classifications for Centerville City and their recommended right-of-way requirements are as follows:

<u>Classification</u>	<u>Right-of-Way Needed</u>
Local (Minor)	50 ft.
Minor collector	60 ft.
Major Collector	66 ft.
Minor Arterial	80 ft.

Land use regulations should include standards for uses abutting collector and arterial streets in an effort to assure the functionality of the street system. Policies and practices should establish standards that will minimize driveways, parking, and other features that would impede traffic movements on designated major streets.

Centerville City is limited in its east-west dimension by the Great Salt Lake on the west and the Wasatch Mountains on the east. Several major roads, such as I-15, State Highway 106 (Main Street), and the Frontage Road, are already in existence to carry traffic out of the area. With the possible exception of the Legacy Parkway and the northward extension of 1250 West into Farmington, very little room exists to provide more major north-south highways. Therefore it is the stated intention of Centerville City to concentrate on the development of major east-west streets to allow traffic to move quickly from the City proper to one of the major north-south routes. The major streets proposed for Centerville City and their recommended functional classification are as follows:

East-West Streets

Pages Lane (1000 South)	Minor arterial and major collector
Porter Lane (400 South)	Major collector
Parrish Lane (400 North)	Major collector and minor arterial
Chase Lane (1000 North)	Major collector
Jennings Lane (1700-1800 North)	Minor collector and major collector
2025 North Street	Minor collector
Lund Lane (2400 North)	Minor collector

As an alternative, the Parson's Gravel Pit haul road may be developed instead of 2025 North Street as a through east-west street.



North-South Streets<sup>1</sup>

Proposed Legacy Parkway	Major arterial or highway
1250 West Street	Minor arterial
Interstate 15	Major arterial or freeway
Frontage Road	Minor arterial (high speed)
400 West Street	Major collector
Main Street (Highway 106)	Minor arterial
400 East Street (Pages Lane to Chase Lane)	Major collector/Minor arterial
Market Place Drive	Minor arterial

See Master Street Plan Map for location and designation of the streets listed above.

**12-450-2. VISUAL QUALITY OF CITY ENTRANCES.<sup>2</sup>**

It is important for the overall appearance and atmosphere of Centerville City that the major entrances to the City be protected and enhanced. The major entrances to the City are as follows:

Main Street at Pages Lane  
 400 East at Pages Lane  
 Main Street at Lund Lane  
 Parrish Lane at Interstate 15 interchange  
 Parrish Lane at future Legacy Parkway interchange  
 Interstate 15 at the north and south City boundaries

These major entrances are critical in determining the attitudes that residents and visitors will gain of Centerville as they enter and leave the City. Subsequently, future development in these areas should be closely monitored by the Planning Commission and City Council so that the design and development patterns of land uses here are appropriate to reflect an image the residents wish to portray.

Interstate 15, which runs north-south through the city, impacts adjacent properties significantly. Noise is perhaps the most severe of the impacts, with visual and aesthetic impacts significant as well. To address these impacts and to build community identity, a long-term program for landscaping the freeway through Centerville City and the Parrish Lane Commercial Gateway Corridor should be pursued. The City should also vigorously pursue with the Utah Department of Transportation (UDOT) the implementation of noise barriers along the Frontage Road to protect and enhance the residential developments that have been and will be developed in this area.

To mitigate the impacts of the Freeway on nearby properties, all residential developments adjacent to the Frontage Road should be required to develop a parkway on the east side of the Frontage Road, or provide property and payments in lieu thereof. Parkway development could also include flood and storm water detention purposes, as appropriate. Property to be developed as parkway adjacent to the Frontage Road could, as one alternative, be placed in the care of the City for maintenance, through either granting of easements or dedication of the property to the City.

When deemed appropriate, the City may acquire and develop additional property along the Frontage Road to provide useable sections of parkway.

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<sup>1</sup> Amended Oct. 1, 1996, Ord. No. 96-24

<sup>2</sup> Amended Oct. 1, 1996, Ord. No. 96-24

**SECTION 12-450-3. BICYCLE AND NON-MOTORIZED VEHICLE PATHWAYS.<sup>3</sup>**

Centerville should strive to become a bicycle friendly community. Bicycling in the City should promote, increase, improve, and enhance riding in the City as a safe, healthy, and enjoyable means of transportation and recreation. The Trails Committee desires to make the City a supportive environment for cyclists through establishing the following:

- Provide more biking lanes to increase, improve and enhance bicycling
- Introduce signage and pavement markings to create bike friendly streets
- Provide supportive law enforcement and education programs to assist motorists and bicyclists alike to become knowledgeable of traffic laws and to encourage adherence to such traffic laws
- Create and maintain a bikeways map that is downloadable via the City website that illustrates the current bicycle paths within the City for the following classification of bicycle paths: (1) Bike Paths (Class I) defined as bikeways that provide bicycle travel on a paved right-of-way completely separated from any street or highway; (2) Bicycle Lanes (Class II) defined as bikeways that provide a striped and stenciled lane for one-way bike travel on a street or highway adjacent to motor vehicle travel; and (3) Bicycle Routes and Bike Friendly Streets (Class III) defined as bikeways that provide for shared use with pedestrian or motor vehicle traffic identified only by signing.

Due to the City's unique geography many bicycle events pass through the City. Therefore, it is important to establish links to bicycle paths, lanes and routes with neighboring cities, and to create safe places to lock bicycles up both at the beginning and end of a trip. The City should consider adopting requirements for new commercial developments to include bicycle racks and bicycle maintenance stands with integrated tools. In some cases, infrastructure solutions alone cannot solve all of the problems that bicyclists encounter. Infrastructure modifications may not always be necessary to create a supportive environment for bicyclists. Integrating engineering approaches with education, enforcement, and encouragement programs multiplies the benefits to bicyclists.

The currently available bikeways within the City are shown in the attached Centerville Trails and Bikeways Map. This map may be updated as future trails and bikeways are established. Potential future bicycle paths within the City are set forth in the attached Centerville Trails and Bikeways Master Plan.

**SECTION 12-450-4. PUBLIC TRANSPORTATION.**

Centerville City officials shall continue to work with the Utah Transit Authority to establish and/or maintain an express bus route from Parrish Lane to Ogden and Salt Lake City.

Centerville City officials shall work with the Utah Department of Transportation to increase the number of Park and Ride lots near the Parrish Lane interchange of I-15. Future Park and Ride facilities should be located west of I-15 to avoid vehicle conflicts on the roadway east of I-15, or the State and City could participate with future commercial development near the interchange to provide extra parking space in the parking lots for Park and Ride.

As studies and plans for future modes of transportation are initiated, Centerville City should recognize these plans and coordinate future development and planning to accommodate these modes. Centerville should stay abreast of developments so that future facilities and development can take maximum advantage of these new systems.<sup>4</sup>

**SECTION 12-450-5. Repealed.<sup>5</sup>**

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<sup>3</sup> Amended by Ord. No. 2016-21, October 4, 2016

<sup>4</sup> Amended by Ord. No. 2012-23, August 7, 2012

<sup>5</sup> Repealed by Ord. No. 2012-23, August 7, 2012

## PART 12-460

COMMUNITY FACILITIES<sup>1</sup>**SECTION 12-460-1. PARKS & OPEN SPACE.**

Parks and open space, whether for passive or active recreation, are important elements in creating a balanced and healthy living environment. Having recreation opportunities close at hand is important to maintain the physical and social strengths of the community. This section of the General Plan identifies park standards for Centerville City; an overview of existing and proposed parks; and the City's major objectives regarding park development.

- 1 **PARK STANDARDS.** Standards vary according to park types which include neighborhood parks, community parks, district parks, and regional parks. However, due to the relatively small size of Centerville, in both area and population, Centerville concentrates only on neighborhood and community parks. Generally accepted standards regarding these park types are as follows:
  - a. **Neighborhood parks.** A neighborhood park will provide activities for children and adults living generally within a 12 mile radius. Neighborhood parks will typically have open lawn areas for a variety of informal field sports, playgrounds, picnic tables and/or shelters, drinking fountains, restrooms, and benches. These parks may also have some amenities with community-wide appeal such as soccer fields and sports courts (volleyball, tennis, basketball).
  - b. **Community Parks.** A community park tends to be larger in acreage than neighborhood parks and provides community-wide services. In addition to facilities found in neighborhood parks, community parks may include multiple pavilions and multiple sports fields for organized team sports such as baseball, football and soccer.

Regarding the total desired amount of park acreage, the City uses as a guideline the general recommendations made by the National Recreation and Parks Association (NRP A) of 10 acres of parks and open space for every 1,000 residents (200 acres of park and open space for a population build out of 20,000 residents).

2. **EXISTING AND PROPOSED PARKS.** Since the adoption of the 1994 Parks Master Plan, the City has aggressively identified, acquired, and developed significant park acreage. The following table provides a breakdown of the City's current park and open space acreage.

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<sup>1</sup> Amended by Ordinance No. 2012-27, October 16, 2012

	Park Name	Development Acres	Proposed/ Undeveloped Acres	Total Acres
Community Park	Centerville Community Park	21.23	6.00	27.23
	Freedom Hills Park	9.28	18.00	27.28
	Island View Park	6.00	0.00	6.00
	Parrish Creek Parkway	0.00	1.50	1.50
Neighborhood Parks	Centerville Commons	0.68	0.00	0.68
	Founders Park	2.52	0.98	3.50
	Porter-Walton Park	3.00	0.00	3.00
	Smoot Park	6.90	0.00	6.90
School Facilities	Centerville Junior High	12.52	0.00	12.52
	Centerville Elementary	3.63	0.00	3.63
	J.A. Taylor Elementary	6.20	0.00	6.20
	Jenny P. Stewart Elementary	11.07	0.00	11.07
	Reading Elementary	7.09	0.00	7.09
Other Open Space	Centerville Cemetery	8.18	0.00	8.18
	Mountainside	0.00	160.00	160.00
	Parkways & Trail Ways	19.21	0.00	19.21
	Whitaker Museum	1.20	0.00	1.20
	<b>Total</b>	<b>118.71</b>	<b>186.48</b>	<b>305.19</b>

Currently the City has a total of 305.2 acres in parks, school open spaces, and other public open spaces (does not account for parks and open space associated with churches, homeowner associations, or other private organizations). Of the 305.2 acres, approximately 119 are developed, 178 are open space, and 8.5 are proposed for improvement (referring to two parcels between City Hall and Founders Park still needing to be acquired and Parrish Creek Parkway). With a population build out of approximately 20,000, this would provide Centerville with 15.26 acres of park/open space per 1,000 residents, which exceeds national recommended standards for total open space. However, developed acres for community and neighborhood parks owned and maintained by the City in 2010 were only 3.24 acres per 1,000 population based on eh 2010 Census data for population of 15,335 residents.

**SECTION 12-460-2. TRAILS <sup>2</sup>**

Trails enhance the quality of life of a community by providing recreational opportunities and alternative modes of transportation while promoting better health. According to one study, 57 percent of prospective homebuyers cited a nearby trail as the most desired amenity when buying a home. <sup>3</sup>

Centerville City values its trails and aims to create and maintain an organized network of urban trails connecting residences, parks, schools, churches, and businesses within the city and providing access to the foothill trails, the Legacy Parkway Trail, and adjacent communities. This section of the General Plan identifies existing trails and general objectives regarding trail development and maintenance.

1. **OVERVIEW OF EXISTING TRAILS.** Four major trail systems are currently available to residents as depicted on the attached Centerville Trails and Bikeways Map. These major trail systems include:
  - a. *Hillside Trail Network*
  - b. *Regional Trail Network.* *The Regional Trail Network includes the Legacy Parkway Trail and the Denver and Rio Grand Western (D&RGW) Trail. The D&RGW Trail runs from Roy and connects with the Legacy Parkway Trail in Centerville. This trail system also connects with the Jordan River Parkway trail system which runs through the Salt Lake Valley.*
  - c. *Urban Pathways.* *The City has a number of internal pedestrian pathways and bikeways throughout the City. These urban pathways are often associated with developed parks or provide a connection to other trail systems.*
  - d. *Motorized Trails.* In addition to the above mentioned trails for non-motorized use, the "Fire Break Road" and "bowl area" are currently designated for motorized vehicle usage.
2. **GENERAL OBJECTIVES.** City officials should focus on the following objectives relating to Centerville's trail system:
  - a. Promoted the use of all trails and bikeways through increases signage, maps, and trailhead kiosks.
  - b. Extend the Bonneville Shoreline Trail by creating a continuous north/south non-motorized trails along the eastern foothills.
  - c. Continue a trails education and activity program.
  - d. Prepare a specific pedestrian plan for the Parrish Gateway area. Until this plan is developed, encourage pedestrian enhancement for the Parrish Gateway Area.
  - e. Prepare a specific pedestrian plan for a walking tour of historical sites and structures
  - f. Implement city-wide bike-lane plan.
  - g. Prevent expansion of motorized use areas on the hillside
  - h. Improve pedestrian and biking access to current and future trails west of I-15 to residents living both west and east of I-15; including a trailhead to the Legacy Parkway Trail on 1275 North.

**SECTION 12-460-3. SCHOOLS**

Schools often serve as focal points of activity in a neighborhood and community. Their location and the uses on their sites can have significant impacts on the development of other uses.

Centerville City will need new school sites to deal with increases in population anticipated in the future. The City and the Davis County School District must, therefore, achieve better coordination in the planning of new school sites and locations. Centerville City should initiate contacts with the

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<sup>2</sup> Amended by Ordinance No. 2016-21, October 4, 2016

<sup>3</sup> Melekian, Bradely. 2006 "From Kitchen to the Wild in 30 Seconds," New York Times: September 7, 2006

School District to achieve the coordination and communication needed. Future school sites should be located in areas that are easily accessible to nearby residential areas. They should not be located on major roadways, but streets where they are located should have patterns which would allow adequate and safe circulation for vehicles coming to and going from the school. The City and the School District should also work together to allow more and better use of school facilities for such community purposes as recreation, community events, and activities.

**SECTION 12-460-4. SOLID WASTE DISPOSAL**

Davis County is facing serious problems in the near future with solid waste disposal. Several solutions have been offered in recent years in an attempt to deal with this problem, including upgrading of the existing landfills at BARD and NDRD, and the construction of a plant to burn garbage and thereby produce steam and electricity. Centerville City should actively support ongoing efforts at the county and regional levels to study and deal with the solid waste disposal problem. Care must be taken to assure City officials and residents that the best possible solution is undertaken in the most cost-effective manner.

## PART 12-470

## PUBLIC UTILITIES

## 12-470-1. DRAINAGE.

The natural features of Centerville are such that the possibility of destructive flooding is always of concern. The drainage channels that send runoff water into Centerville from the Wasatch Mountains are Ricks Creek, Barnard Creek, Parrish Creek, Deuel Creek and Lost Creek. Studies have been made by the U.S. Army Corps of Engineers, the Federal Emergency Management Agency and Davis County in recent years to determine potential flows from spring runoff from heavy thunderstorm activity. These studies, though far from ideal, should be used to plan stream channel sizes, culverts, and crossings. As further studies are made on stream channel runoff potentials, they should be reviewed by City staff, and if appropriate, adopted as new standards for stream channel development. Great care should be taken not to allow stream channels and natural drainage ways to be moved or filled in for development purposes. Encroachment upon stream channels should not be allowed.

Urban drainage systems are also needed as the City continues to grow to carry water that runs off from developed areas. Several drainage studies have been prepared for the City, and others are underway. As these studies are completed and reviewed, they should be officially adopted to guide development of storm drain systems and serve as the basis for runoff control in new developments.

The City's master drainage plan is set forth in the City's Capital Facilities Plan. The Capital Facilities Plan should be implemented to ensure the orderly development and construction of an adequate drainage system for the City.

In recent years, Davis County has built debris basins on each of the major streams in Centerville. Davis County is responsible for the maintenance of these debris basins, as well as for the stream channels themselves. Because these stream channels are important in the overall system of drainage for Centerville, it is imperative that City officials maintain a good working relationship with Davis

County officials. Some of the drainage system improvements identified above are located in the major stream channels, and will require the approval and cooperation of Davis County officials. The I-15 culvert crossings will require the approval and cooperation of the Utah Department of Transportation and the Union Pacific Railroad.

#### SECTION 12-470-2. SUBSURFACE WATER DRAINAGE SYSTEMS

As noted in the section on natural hazards, Centerville City has many areas which are affected by high water tables. With the wet years that have occurred in the recent past, groundwater problems are greater in many areas than they have ever been.

In the past, development in Centerville City has been allowed without a review or acceptance on the City's part of subsurface water drainage systems. As the systems age and begin to fail, residents who live in those areas desire that the City maintain the systems. The City generally claims no responsibility for these systems because they were often installed without City review or approval.

With increased residential and commercial development proposals now coming about in areas where groundwater is an even more serious problem, Centerville City must take a position on the development of subsurface water drainage systems.

Centerville City must carefully study the issue of subsurface water drainage systems, and make very clear the areas of responsibility for installation and maintenance.

#### SECTION 12-470-3. CITY WATER SYSTEM.

The relatively rapid growth of Centerville in recent years has placed a strain upon the City water systems. Centerville City must develop plans for the future expansion of the City culinary water system.

The City's water master plan for the financing and development of its culinary water system is set forth in the City's Capital Facilities Plan. The Capital Facilities Plan shall be implemented to ensure the orderly development and construction of an adequate culinary water system for the City.



## SECTION 12-470-4. SEWER SYSTEM.

The sanitary sewer system in Centerville is owned, maintained, and managed by the South Davis Sewer Improvement District. Since the provision of sewer service is a significant controlling element in development, Centerville City will work closely with the Board and Manager of the South Davis Sewer Improvement District to coordinate goals and policies. Extension of sewer lines into new areas in the City should occur as Centerville City is prepared to provide other municipal services to those areas.

## SECTION 12-470-5. CITY-OWNED POWER SYSTEM.

The possibility of forming a City-owned electrical power system has been discussed in Centerville for many years. While other options are somewhat narrower now than they were at times in the past, investigation should continue on the part of City officials to determine the feasibility of such a system and potential savings to City residents. Alternatives discussed in the past have included the possibility of local generation of power, purchase of generating facilities from other private and public agencies, and the possibility of purchasing power from Bountiful Power Agency.

## PART 12-480

**NEIGHBORHOOD PLANNING POLICIES****SECTION 12-480-1. GENERAL.**

For planning purposes, Centerville City has been divided into several individual neighborhoods (see map on page 54). These neighborhoods are distinguished by certain common characteristics, and have been reviewed to determine the best land use and community features to be preserved and enhanced. The following are the land use and development policies for Centerville's neighborhoods.

**SECTION 12-480-2. NEIGHBORHOOD 1, SOUTHEAST CENTERVILLE.<sup>1</sup>**

Neighborhood 1 is that portion of Centerville City that is located east of Main Street and south of Parrish Lane (400 North). The neighborhood is characterized by the original Centerville townsite, with its older homes and gridiron street pattern; by the newer homes built in subsequent years east and south of the original townsite; by the "traditional" downtown along Main Street; and by the shopping center at Pages Lane, which has experienced a decline in commercial synergy for the past few years. Much of the land in this neighborhood is built upon, and most of the remaining vacant land is in relatively smaller tracts or parcels with limited ability to be subdivided in the future.

Due to the region's continued population growth, multi-family development has become a trending form of newer residential housing development in the South Davis area. Historically, due to its spatial relationship to surrounding commercial corridors, the south area of Centerville has experienced a significant development of medium to high-density residential housing. Existing and future housing growth pressures will likely continue to target the Southeast Neighborhood through redevelopment of underutilized commercial areas or infill of underutilized parcels. The community's desire for traditional single-family neighborhood stability competes with the development of these market patterns related to multi-family development.

Therefore, it is the desire of the Southeast Neighborhood community to minimize housing density conflicts and maintain low density residential allowances. The market trend of higher density housing development ought to focus on other less concentrated or congested locations in other parts of the City and/or other appropriate areas in Davis County that have improved ability and capacity to accommodate higher density residential development without creating undue burden and concentration to a particular neighborhood.

**1. Residential Policies**

Southeast Centerville is characterized by the older homes found in the original Centerville townsite and its gridiron street pattern and small blocks, and by the newer homes built in subsequent years around the original townsite. Most of the remaining vacant land in this neighborhood is in relatively smaller tracts or parcels with limited opportunity for large new housing developments.

**a. Old Townsite**

The Old Townsite may be generally considered the area bounded by 100 North, 400 South, Main Street, and 400 East, excluding the area located within the South Main Street Corridor, as described in Section 12-480-7. The Old Townsite was originally developed with small stone homes on the large interior

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<sup>1</sup> Amended by Ord. No. 2017-05, March 7, 2017

blocks. As the homes aged and the population of the City grew, many of the large parcels on the blocks were divided and sold for homes. However, in many cases, the deep interiors of the blocks remained undeveloped. These block interiors soon proved to be attractive for residential development, and, as the area grew older, it seemed that many were also looking toward developing duplexes and small apartments, much as has occurred in older residential areas in Salt Lake City. The citizens of Centerville and of the neighborhood have expressed a desire to preserve and maintain the single-family nature of the Old Townsite, to avoid problems with dense development on small lots and to discourage the dismantling of the Old Townsite area through demolition of older homes to facilitate lot or parcel combinations for the construction of larger new homes or the allowance of non-single-family redevelopment in response to the region's housing market.

1. The residential Zoning within the Old Townsite is to be maintained in a low density, single-family residential housing character.
2. Policy and ordinance standards being applied in and around this area are to be evaluated and deemed compatible with preserving or applying context sensitive design and style of the broader Deuel Creek Historic District area.
3. Medium or high density non-single family residential development is prohibited for any future new or redevelopment in this area

b. Centerville Deuel Creek Historic District

The Deuel Creek Historic District encompasses an area slightly larger than the Old Townsite area, as described in CZC 12.49. This historic district overlay area is predominately comprised of residential housing styles that reflect the historic built fabric of the original city/Old Townsite. Nonetheless, the historic district also includes the original commercial area along Main Street, the City Hall and Founders Park, and areas multi-family zoning (i.e. Residential-Medium) behind and south of City Hall, and along 400 North (Parrish Lane). The Historic District's goal to preserve the past built environment and to influence and encourage new residential or non-residential development to be contextually sensitive and compatible with this historic area's character.

1. The residential zoning and uses within the Deuel Creek Historic District are to be predominantly maintained in a low density residential single-family housing character to preserve the character of the historic district.
2. Policy and ordinance standards being applied in and around this Historic area are to be evaluated and deemed compatible with preserving or applying context sensitive design and style of the historic district.
3. When allowed, non-single family residential and commercial development are to incorporate layouts, designs, and styles or other elements which reflect or are contextually sensitive to the character of this historic district.
4. When allowed, non-single family residential use allowances for both residential and commercial/mixed uses zones are to be limited to

low or medium residential densities, high residential density development is prohibited.

c. Centerville Elementary Area

The residential area near the Centerville Elementary School has a less distinct character than does the old townsite. For example a number of duplexes have been built in the area in past years, as well as some modern style single family homes. The gridiron street pattern of the old townsite was not duplicated fully in this area, leaving some large block interiors that are undeveloped. In 1978, this area was zoned R-2, partly in an effort to recognize the number of duplexes that were in existence in the area, and also to allow for a more efficient development of the block interiors. In 2003, the area was rezoned to the new Residential-Medium (R-M), which continued this expectation. The boundaries of this area are approximately along Parrish Lane -- (between Main Street & 400 East – South Side Only), along 100 East - from Parrish Lane to 100 North (Both Sides), and along 100 North – from Main Street to 100 East (North Side Only).

1. These residential areas around the Centerville Elementary School and City Hall/Founders Park are to consist of low and medium density residential development to accommodate more efficient use of the large interior blocks that are common in this area.
2. Residential rezoning and subsequent development in this area is to take into consideration the possible impacts upon the elementary school and from any future commercial or office development on Main Street, and buffer accordingly.
3. Policy and ordinance standards being applied in and around this area are to be evaluated and deemed compatible with preserving or applying context sensitive design and style of the Deuel Creek Historic District.
4. High density residential development is prohibited for future new or redevelopment in this area.

d. Centerville Junior High Area

The area around the Centerville Junior High School, from Porter Lane to Pages Lane, is also somewhat different in character than the remainder of the neighborhood. The “Riviera Townhouses,” one of the highest density residential developments in this neighborhood is located just south of the school. The developed areas north and east of the junior high are all low and medium density single family. The area around the northeast corner of Pages Lane and Main Street has been developed with a medium residential density project known as “The Courtyard at Pages Lane.” In addition, the residential uses along Main Street, from Porter Lane to Pages Lane, are also included in the South Main Street Corridor Plan, as described in the General Plan and in CZC 12.48.

1. New residential zoned development surrounding the Centerville Jr. High School is to be developed and maintained in low density single-family residential development, primarily to be compatible with the residential development already in existence.

2. New future or redevelopment from Porter Lane to Pages Lane is to be in accordance with the expectations of “Residential Boulevard” District in the South Main Street Corridor Plan, as described in 12-480-7. Residential uses are to be limited to low residential densities.
3. High density residential development is prohibited for future new or redevelopment in this area.

e. Extreme South Main Street Area (Centerville/Bountiful Municipal Boundaries)

The area located south of the Pages Lane commercial center and east of Main Street is often regarded by many people as being part of Bountiful. However, the vacant property just south of the commercial center and north of the twin duplex development on 1200 South is in Centerville City. The nature of the development existing in this area (duplexes) and the proximity of the commercial buildings suggests that this area may appropriately develop with medium or low density residential or even commercial uses.

1. The extreme south Main Street area should be developed with appropriate medium or low density residential development, or with commercial uses. Any development in this area should be carefully designed to be compatible with existing development in the area, and to carefully buffer the rear of the buildings of the Pages Lane commercial center. The use of planned unit developments to achieve the foregoing objectives is desirable and preferred for residential development.
2. High density residential development is prohibited for future new or redevelopment in this area.

f. Southeast Residential Area

The greatest portion of southeast Centerville has been developed primarily in typical residential suburban style, with single family homes on medium and large lots. These residences are located primarily to the east and south of the Deuel Creek Historic District. Not much vacant land exists in this area. Much of what does remain is on the hillside, where care must be taken in development to avoid erosion and other hillside problems.

1. The southeast residential area shall be developed and maintained in low density single-family residential development. Those areas on hillsides shall be carefully developed with strict adherence to City hillside development regulations.
2. High density residential development is to be prohibited for future new or redevelopment in this area.

g. East Foothills & City’s Hillside Parcel Area

The foothills of Centerville City are a prominent feature of the City. The foothills are comprised of a mixture of both public and private lands, within and outside the City. In 2011, Centerville City adopted a Foothills Management Plan that divide these lands into segments with defined management prescriptions for each segment.

1. Due to the complexity of maintaining natural resources, mitigating hazards, and planning the future, it is deemed that the foothills area within the Southeast Neighborhood Plan is to be governed by the adopted Foothills Management Plan and any subsequent future planning strategies adopted by the City.

2. Commercial Policies<sup>2</sup>

The Southeast Centerville Neighborhood contains two separate and distinct commercial areas: (1) the Pages Lane Commercial Area, and (2) the Old Main Street Commercial Area. Each of these commercial areas has its own distinctive land use development patterns and its associated characteristics of the built environment.

- a. Pages Lane Commercial Area

Located on the south side of Pages Lane between Main Street and 400 East, this retail commercial center, in the past, was a typical suburban neighborhood shopping center, with a large grocery store, variety of home improvement stores, and a number of small specialized businesses. This retail commercial center formerly served a large part of Centerville and the surrounding area and was a major contributor to the economic base of Centerville City.

Presently, the Pages Lane Commercial Area is experiencing a notable decline, specifically the eastern half of the block. Of particular note, the former “Dick’s Market” closed and was relocated to Parrish Lane Commercial Area. Several specialized businesses have either closed or relocated to other retail areas, with a few remaining such as a hardware store, credit union and other small businesses. The predominate remaining uses of the area primarily consist of the retail and community services of The Church of Jesus Christ of Latter-day Saints located on the western half of this block area, and also include a gas station/fast food user and a pizza shop. The future land use planning for this large block area is being divided into two segments to address primarily the declining elements for the near term, but acknowledge that there will be potential ongoing changes for the longer term as well.

1. Pages Lane/Western Block Segment (from Main Street to approximately 200 East)

This western block currently remains commercially viable. This half of block area is located just off of Main Street and is currently zoned Commercial-High (C-H). For the foreseeable near future, it is expected that such commercial-style uses would likely remain viable due to their proximity to Main Street and the mixed-use commercial/residential located just west into Bountiful City. Additionally, the South Main Street Corridor Plan labels this area as the “Pages Lane Mixed-Use Subdistrict,” which provides long-range opportunities for redevelopment with mixed commercial/residential uses.

Goal #1 – Maintain and support the near future (0-5 years) continuation of commercial uses currently located in this western area of the block.

Objective A – The zoning for this block area should be medium to high commercial intensities and uses should

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<sup>2</sup> Amended by Ord. No. 2018-08, May 15, 2018

include offices, retail stores, restaurants, and institutional type uses.

Objective B – Commercial development should be oriented to local and South Davis residents, with building sizes ranging from 10,000 to 50,000 square feet.

2. Pages Lane/Eastern Block Segment (approximately from 200 East to 400 East)

This eastern block is the primary target area that is in decline. This half of block area is located deep off of Main Street and any redevelopment will have a greater effect on the residential character of this neighborhood than the western half. Future land use allowances must balance the redevelopment needs of the block with protecting and buffering the residential neighborhood areas to the east and north. Despite substantial use and building vacancies over the past few years, it remains the intent of the City to encourage existing uses to continue or redevelop in the same manner. Nonetheless, the City believes that, due to changes in retail shopping preferences, the decline of commercial viability may continue and the ability of encouraging a transition to other redevelopment opportunities needs to be considered for the future of this area. The following goals and objectives outline these opportunities.

Goal #1 – Consider various options to promote the block area's redevelopment that balances the need to reverse the decline, while respecting the remaining viable commercial uses.

Objective A – Existing commercial uses are encouraged to be continued for the future until such time the commercial market demands prove to be unsustainable. If and when commercial viability is deemed unsuccessful, future zoning map or text amendments are to be predominately oriented towards encouraging residential redevelopment.

Objective B – As residential uses are established, the use intensity of such development is to utilize transitional design pattern from west to east, with higher intensities located nearer to the commercial uses and lower intensities moving eastward that are more compatible with the single-family area east of 400 East.

Objective C – Consider allowing residential redevelopment, provided that the area to be redeveloped is of sufficient size and area to begin transitioning the existing commercial to becoming a new residential neighborhood with a minimum of five (5) acres in development size.

Objective D – Consider allowing up to a medium density consisting of small lot single-family uses, twin home lots, or townhomes fronting local roadways, either public or private. Roadways are to be of sufficient width to allow for vehicular flow, parking, sidewalks, or other alternative

walking paths. Development layout should allow for future project connectivity as the area redevelops. Dwellings are to be designed with elements and materials that are weather resilient and have design elements with a robust architectural character.

Objective E – Ensure that residential development establishes a buffer between the western commercial uses and residential housing through use of open space, landscaping, and if deemed appropriate, screening type features.

Objective F – If residential is developed, the layout and positioning of accesses, roadways and dwellings are to be designed in a manner to allow an integration of additional future conversion of commercial to residential uses.

Objective G – Any redevelopment that includes future residential uses is to be considered a “Residential Planned Development,” subject to the Planned Development Overlay Zone approval process.

b. Main Street Commercial Area

The area on Main Street between 400 North (Parrish Lane) and 400 South (Porter Lane) is generally regarded as the traditional commercial area of Centerville, though in reality it never became a strong focal point. The present structure of commercial development with its numerous individual properties, small frontages, short setbacks, and older buildings tends to work against the possibility of any large scale, unified commercial development.

1. The Main Street commercial area shall be allowed to remain as a convenience and specialty shopping area. To encourage any larger scale commercial development would be detrimental to surrounding residential areas and to the future function ability of Main Street as an arterial road.
2. The Main Street commercial area is old and somewhat deteriorating. Significant commercial viability is not likely to occur unless some type of restoration or revitalization is encouraged. Centerville City should seriously consider the preparation of a revitalization plan for this area.
3. Future commercial development in the Main Street area should conform to performance guidelines which require landscaping, appropriate parking, minimal traffic impact upon Main Street, and buffering from adjacent residential areas.
4. To preserve the residential integrity of surrounding areas, future commercial development on Main Street shall not be allowed south of 400 South or north of 400 North, and shall not extend more than one-half block east of Main Street.

3. Community Facilities



a. City Hall & Founders Park Small Master Plan <sup>3, 4</sup>

In 1994, Centerville City developed and occupied a new City Hall complex just south of Founders Park on Main Street. This accomplished a goal of the General Plan that had suggested that the City offices should be relocated to Main Street. Since 1994, there has been significant growth and development on Main Street. The new City Hall complex, in conjunction with the new Post Office on the other side of Main Street, has acted to intensify public activity in this part of the community. In response to this increase in activity, in 2000 the City undertook preliminary studies to create a long-range land use plan for the City Hall and Founders Park property. These preliminary studies resulted in the recommendation that the City hire a consultant, James Glascock, to develop an overall plan for the area. After a series of successful workshops and public hearings at both the Planning Commission and City Council, a Master Plan for City Hall/Founders Park was prepared.

It is the City's intent that the City Hall/Founders Park Master Plan should be referred to as an advisory and guidance document for future planning and development of the City Hall and Founders Park property. Future land use and development of the City Hall/Founders Park area should generally follow the policies and guidelines of the City Hall/Founders Park Master Plan as developed by James Glascock and reviewed and approved by the City Council in 2001, or as amended. While the City Hall/Founders Park Master Plan, which envisions the future inclusion of land not owned by the City, does not have a specific time frame for the eventual completion of the entire plan, the City should make adequate precautions to make sure that needed land is acquired to assure the proper completion of the City Hall/Founders Park Master Plan.

**SECTION 12-480-3. NEIGHBORHOOD 2, SOUTHWEST CENTERVILLE. <sup>5</sup>**

Neighborhood 2 is that portion of Centerville City located south of Parrish Lane (400 North) from I-15 on the west to Main Street on the east. This neighborhood has probably the greatest diversity of land uses of all of Centerville's neighborhoods, ranging from rural residential to retail commercial and light industrial uses. Several large tracts of vacant land remain in this neighborhood.

1. Residential Policies

A wide range of housing styles exist in southwest Centerville. Rural residential homes on large lots are scattered throughout the area but are primarily in the vicinity of Porter Lane (400 South) and 400 West south of Porter Lane while more contemporary single-family subdivisions are found in the area south of Porter Lane and west of Main Street to 400 West. Condominiums, planned unit developments (PUD), a few duplexes and apartments such as Cedar Springs, Shaela Park, Country Cottages, Parrish Lane Townhomes and the Cook and Park Place Apartments are also located in this neighborhood.

a. Porter Lane

As one of the original roads in the area, Porter Lane has had farms, homes and residences on large lots for many years. Residents living along this street have

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<sup>3</sup> Amended by Ord. No. 2001-19, July 17, 2001

<sup>4</sup> Amended by Ord. No. 2004-10, June 1, 2004

<sup>5</sup> Amended by Ord. No. 2001-12, June 5, 2001

expressed a desire to maintain this residential style.

1. Residential development along Porter Lane from Main Street west to approximately 500 West between Porter Lane and the southern City boundary line should be low-density single family residential. The area from approximately 500 West to the commercial area on the Frontage Road between Porter Lane and the southern City boundary line may be appropriately developed in low or medium density residential. If developed as medium density residential, the use of Planned Unit Developments is desirable and preferred to adequately buffer such developments from both commercial and single-family developments in the area. Ample access from both 400 West and Porter Lane, preferably in the form of public streets, to the interior of this area should be required for residential developments. Care must be taken to 7 buffer homes in this area from other uses that may locate in the area. In addition, a low or medium density Planned Unit Development may be appropriate between the Marketplace project and the north side of Porter Lane from 400 West to the existing retail commercial zoning along Frontage Road. Zoning boundaries should, where practical and logical, follow existing lot lines to avoid potential land use classification conflicts.

b. Pitford Acres

The Pitford Acres Subdivision, located at approximately 600 South 400 West, has set much of the tone for development in this area. New single family subdivisions, such as the Williamsburg Estates subdivisions just to the north are being developed near Pitford Acres. Many older single-family homes are also located along Main Street and along 400 West south of Porter Lane.

1. The area south of Porter Lane from Main Street west to approximately 500 West should develop primarily in low density single-family homes, to achieve compatibility with existing development in the area.
2. As in many areas of Centerville, groundwater has proven to be a problem in this area as well. Future residential development in this area must include careful planning for the handling or avoiding of the groundwater problem.

c. Walton Lane Neighborhood

The Walton Lane Neighborhood, located between 150 South and 400 South from Main Street to approximately 200 West, is one that has developed with a variety of uses over the years, primarily single-family home and duplexes. Part of the reason for this development pattern has been the frequent uncontrolled subdivision of large interior lots and the lack of adequate road development.

- 1.<sup>6</sup> The Walton Lane Neighborhood, being relatively isolated, should be primarily low-density residential development.
2. Existing substandard city streets should be brought as close into compliance with existing city street standards as possible. Requiring additional access rights-of-way and improvements shall be required as development occurs. Given the road widths of Walton Lane (280 South) and 160 West, a traffic study should be required before approval of any development in the area.

d. Main Street Transitional Fringe

The area from Parrish Lane to 200 South from Main Street to 200 West has been developed with high-density condominiums and apartments in recent years, although a few single-family homes remain on Main Street. Efforts should be undertaken to preserve historic residential structures on Main, including allowance of limited commercial use through conditional use permit as provided for in zoning ordinance or for the reasonable conversion of the sites to light commercial use. Few vacant properties remain in this area and they may be appropriately developed with medium to high-density uses that are compatible with surrounding developments. Special caution must be taken to provide for proper storm drainage in this area.

e. Parrish to Porter Village Center: Traditional Neighborhood Development (TND)<sup>7</sup>

This area consists of approximately 50 acres of mostly vacant land located between Parrish Lane on the north and Porter Lane (excluding homes that front on Porter Lane) on the south and located between approximately 200 West on the east to 400 West on the west. The northern approximately 30 acres of this area is currently zoned commercial and the southern approximately 20 acres of the area is currently zoned agricultural. Neither of these two zoning districts will allow the vision of the Village Center to be developed. Therefore, new zones may need to be adopted by the City.

Since the fall of 1999, significant discussion has occurred about the future development and use of this area. In 1999, the City received financial grants from the State of Utah and Envision Utah to prepare a master plan for approximately 50 acres in this area. This plan, which was prepared by Peter Calthorpe, was presented to the City. The City formed a special subcommittee of the Planning Commission to further study the recommendations contained in Calthorpe's proposed plan. The subcommittee specifically rejected Calthorpe's regulatory map and site plan, but accepted many of the concepts of mixed-use and design standards. The subcommittee encouraged the City to move forward

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<sup>6</sup> Amended by Ord. No. 2001-23, Oct. 16, 2001

<sup>7</sup> Amended by Ord. No. 2003-18, June 3, 2003

with plans for a mixed-use, traditional neighborhood development (TND) or “village” for this area.

In 2001, a group of City officials, residents and property owners traveled to Northern California to inspect a variety of TND or urban village projects and were highly impressed that this type of land use pattern is desirable and should be sought after for this area.

Future development in the TND should generally follow the policies and guidelines of the Centerville Village Center Strategic Master Plan, adopted in June 2001 and prepared with public input. It should be noted that the Centerville Village Center Strategic Master Plan is an advisory document that complements other planning efforts and is not a literal representation of how this area will develop, but of how it could develop. Future development within the TND may be guided by the following:

1. The Conceptual Land Use map contained in the 2001 Centerville Village Center Strategic Development Master Plan should generally guide new development. Alternative Conceptual Land Use maps as adopted by the City may also be referred to for guiding new development in the Village Center area.<sup>8</sup>
2. Specific descriptions of proposed land uses should be consistent with the 2001 Centerville Village Center Strategic Development Master Plan.
3. As per the Conceptual Land Use map in the 2001 Centerville Village Center Strategic Development Master Plan, the northern section of this area should be developed as a “Retail host mixed-use district” primarily with a commercial influence. Commercial and residential development is allowed consistent with the Urban Design Standards.
4. As per the Conceptual Land Use map in the 2001 Centerville Village Center Strategic Development Master Plan, the central section of the area located between the Retail Town Square and the Civic Town Park should be developed as a “Residential host mixed-use district” primarily with a residential influence. This area should consist primarily of medium/high density residential uses with the opportunity for limited neighborhood retail uses.
5. As per the Conceptual Land Use map in the 2001 Centerville Village Center Strategic Development Master Plan, the southern section of the area located from the Civic Town Park to Porter Lane should be developed as a residential influence area. Residential density should range from low density on the south end to medium density on the north end in a transitional format. Civic uses, such as a library, park, recreation center, churches or senior citizen center should be located on or adjacent to the Civic Town Park.
6. The City should implement a planning review process for all development phases to assure compatibility with the planning goals and policies.
7. Likely, the Village Center will be developed over a long time frame. Therefore, development master plans should be required of each

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<sup>8</sup> Amended by Ord. No. 2003-29, August 19, 2003

property owner and the specific development plans should be consistent with those development master plans. Development master plans should further define land uses, infrastructure and provide detailed financial and suitability analyses relating to the development of the Village Center and report on the suitability of the City's infrastructure to support the proposed land uses.

## 2. Commercial Policies

Several distinct commercial areas exist in southwest Centerville. These are Main Street, Parrish Lane, and south Frontage Road areas. In addition, large tracts of vacant land exist in this neighborhood that offer excellent opportunities for development of large scale commercial projects with good vehicle access.

### a. Main Street Commercial Area

The area on Main Street between 400 South (Porter Lane) and 400 North (Parrish Lane) is generally regarded as the traditional commercial area of Centerville, though in reality it never became a focal point. The present structure of commercial development in this area, with its numerous individual properties, small frontages, short setbacks, and older buildings tend to make larger scale unified commercial development unlikely.

1. The Main Street commercial area should be allowed to remain as a convenience and specialty shopping area. To encourage any larger scale commercial development would be detrimental to the surrounding residential areas and to the future functionability of Main Street as an arterial road.
2. The Main Street commercial area is old and somewhat deteriorating. While a few new buildings have been erected here in recent years, significant commercial viability is not likely to occur without some type of restoration or revitalization effort. Centerville City should seriously consider the preparation of a revitalization plan for this area.
3. Future commercial development in this area should conform to performance guidelines which require landscaping, appropriate parking, minimal traffic impact upon Main Street, and buffering from adjacent residential areas.
4. To preserve the residential integrity of surrounding areas, future commercial development on Main Street shall not be allowed south of 400 South or north of 400 North, and shall not extend more than one-half block west of Main Street.

### b. Parrish Lane Commercial Area

Since the opening of the I-15 Interchange, Parrish Lane (400 North) has become a major gateway to Centerville City. Pressures for commercial development on Parrish Lane from Main Street west to I-15 have been strong, and significant development has occurred. This area is fast becoming the dominant commercial center of Centerville.

1. Parrish Lane has a wide right-of-way, and, as the major connecting road to I-15 Interchange, will serve as a significant arterial street. Commercial development along Parrish lane should be allowed only in such a way as to minimize traffic interference.

2. Elements of strip commercial development should be avoided in this area such as frequent curb cuts, lack of landscaping, large unattractive signs, buildings located close to the street, and generally unappealing streetscapes. A landscaped, bermed buffer strip fronting the street similar to that shown in Figure 1 (see page 6B) should be required. All signs should be tightly controlled and arranged to avoid clutter. While freestanding signs may be allowed in this area, monument signs are encouraged. Where allowed, freestanding signs should be limited in size, well designed and become gradually smaller in height and size the further away the sign is located from Interstate-15. Monument signs should be encouraged in bermed landscaped areas. Development of a few commercial centers are preferable to subdividing the Parrish Lane frontage into numerous commercial pads, each with its own signs and curb cuts.<sup>9</sup>
3. The I-15 Interchange on Parrish Lane is a prime location for future freeway-oriented commercial development. However, the configuration of the interchange and the intersection with the Frontage Road makes this location a potential major traffic problem. Commercial development at this interchange should only be allowed if tightly controlled to minimize the impact on traffic flows on Parrish Lane and the Frontage Road.
4. As major gateway to the city, the appearance of the Parrish Lane commercial area should be an important consideration. City officials and commercial developers should create a "gateway" impression with a Centerville identity near the I-15 Interchange. Such features as landscaping, framing views of the city and the Wasatch Mountains, and city identification monuments should be considered in development of properties on Parrish Lane immediately east of the Frontage Road.
5. The large vacant area south of Parrish Lane and west of 200 West has been considered in the past for some type of regional commercial development. However, the development of the Centerville Marketplace project to the west of this site as well as the construction of the Centerville Corporate Park subdivision on the old City ball park/City Hall site have to a great extent fulfilled the City's needs in this regard. Therefore, the City prefers to consider development of a Village Center consistent with the recommendations of the 2001 Centerville Village Center Strategic Development Master Plan. The Plan envisions a village with mixed-use specialty or niche commercial uses compatible with residential development. Additional market opportunity should be available through this mixed-use planning approach, however, commercial opportunities are still available for the properties designated mixed-use consistent with the Urban Design Standards of the Plan.

c. South Frontage Road Commercial Area

A number of commercial and light industrial uses have located over the years in the area between Pages Lane and Porter Lane from the Frontage Road to approximately 500 West.

1. Future commercial development in this area shall be limited to retail commercial type uses that will present a more attractive gateway image of the City. Future commercial zoning in the area shall be limited to a

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<sup>9</sup> Amended Oct. 6, 1998, Ord. 98-39

depth of approximately 500 feet east of the Frontage Road between Porter Lane and the southern City boundary line.

2. Existing light industrial and future retail commercial development in this area shall be appropriately buffered from existing and potential residential areas. Access to industrial and commercial facilities in this area should be allowed only from the Frontage Road, and, under very limited circumstances, from Porter Lane, to avoid impacting the residential areas on 400 West and Porter Lane with commercial traffic.
3. The Frontage Road serves as a vital north-south collector road in this area. Development should only be allowed in such a manner that will minimize impacts upon the Frontage Road, primarily by keeping the number of curb cuts as few as possible.
4. Future development in this area should be carefully considered for its appearance from I-15, as this is an important entrance to Centerville City.

3. Community Facilities

a. Parks<sup>10</sup>

A park will be an important community facility in this neighborhood. Currently, no City neighborhood park exists in this area. Centerville City should pursue the acquisition and development of property for a new City neighborhood park in this area to serve the needs of present and future residents. The City should provide ample parks and green space for use by the entire community. The neighborhood park must be accessible to southwest quadrant residents consistent with the Centerville City Parks Master Plan. This neighborhood park may be independent of the Centerville Village Center and may be located outside of the Centerville Village Center.

**SECTION 12-480-4. NEIGHBORHOOD 3, NORTHEAST CENTERVILLE.**

Neighborhood 3 is that portion of Centerville located north of Parrish Lane (400 North) and east of Main Street. The neighborhood is composed primarily of many single family residential subdivisions.

1. Residential Policies

Northeast Centerville has probably the most homogeneous land uses of all of Centerville's neighborhoods, with primarily low density single-family residential development.

- a. To maintain compatibility with the style of development presently existing in this area, all future residential development in northeast Centerville should be low density single family.
- b. Northeast Centerville is located almost entirely on the foothills of the Wasatch Mountains. Low density residential development will have the least impact on these sensitive hillside areas. Care must be taken in all development to consider and mitigate the impact upon the hillside environment.

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<sup>10</sup> Amended by Ord. No. 2001-23, Oct. 16, 2001

## 2. Commercial Policies

No commercial uses currently exist in northeast Centerville, and none are anticipated.

- a. No commercial development shall be located in any area of northeast Centerville. In particular, no commercial development shall be permitted north of Parrish Lane on Main Street so that residential character of this area may be maintained.

## 3. Community Facilities

### a. Parks

While the greatest concentration of school-aged children lives in northeast Centerville, not one City park is located here. The current need for a park in this neighborhood is great, and will increase as new development occurs. Centerville City shall pursue the acquisition and development of property for a City park in northeast Centerville as its top parks priority. The Rockwood gravel pit or the Ford property on upper Ricks Creek would be good locations for such a park.

### b. Water

City water service to this neighborhood needs to be upgraded in the near future. As new development occurs, this situation will be even more critical. Centerville City should pursue the development of new water sources and storage in this area to improve water availability and pressure. To preserve scarce culinary water, all new developments should be required to supply secondary water for maintenance of landscaping and outdoor use. This will necessitate the acquisition and development of ground water sources. Until additional water supplies are available, future residential development in this neighborhood must be carefully considered for impact on the City water system.

## SECTION 12-480-5. NEIGHBORHOOD 4, NORTHWEST.<sup>11</sup>

### Overview

The Northwest Neighborhood is located between Lund Lane, Main Street, Parrish Lane, and I-15. Most of the Northwest Neighborhood has already been developed, and consists of a variety of uses, including: single-family residential, multi-family residential of various densities and types, commercial, and professional office. The only substantial undeveloped areas are near Lund Lane, on the northern boundary of the City, and the Pineae Nurseries, near Parrish Lane.

**Issue:** Future land-uses and transitions between different land uses.

Perhaps the two most significant issues in the Northwest Neighborhood are future land-use patterns and transitions (buffers) between different land uses. The existing land-use patterns indicate a mix of commercial, residential of varying types and densities, and professional office in the area between Parrish Lane and Chase Lane. From Chase Lane to Jennings Lane, the uses change to primarily residential of medium to low-density. North of Jennings Lane is almost exclusively low-density residential, with the exception of Greenfields, an older, medium-density residential development on Frontage Road.

- **Goal:** Establish appropriate land-use patterns and land-use transitions.

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<sup>11</sup> Amended by Ord. No. 2003-11, April 1, 2003



- **Policy:** Only compatible land-uses shall be allowed adjacent to each other, as outlined in the *Land-use Hierarchy Standards* section of this ordinance.
- **Policy:** Land-use types and densities shall be set forth in the *General Plan Land-use Map*, when adopted.
- **Policy:** All future developments must have appropriate landscaping/design transitions, as outlined in the *Transition Design Standards* section of this ordinance. (To be created; essentially a set of design guidelines/standards to facilitate transitions between different uses, intensities of operation, and residential densities.)

**Issue:** Semi-rural Residential areas.

A couple of areas north of Jennings Lane have developed over time as semi-rural residential, with characteristics such as ½ to 1 acre lots, and the keeping of some domestic farm animals. These areas don't qualify as true rural residential, which typically requires a minimum of 5 acres per dwelling. Historical planning practices show that 1 acre zoning is not advisable because it is too small for true agricultural, too big for purely residential purposes, and too small to subdivide when the current owners no longer want to maintain the property and/or move.

- **Goal:** Preserve existing areas of semi-rural residential for current property owners.
  - **Policy:** Amend zone text to create a zone or set of standards that regulates the keeping of domesticated farm animals in residential areas.
  - **Policy:** Amend zone text to create overlay or other designation establishing a boundary for areas to be preserved as semi-rural residential.
- **Goal:** Preserve viability of area for potential future development.
  - **Policy:** Require all new lots to have frontage equivalent to twice that required in the R-1-10 Zone.
  - **Policy:** Anticipate future ordinances allowing accessory dwelling units and/or small PUDs in these areas.

**Issue:** Frontage Road, 400 West, and Main Street.

Frontage Road has been designed and built as a collector road for residential areas in the south Farmington/north Centerville area, but occasionally functions as an arterial when accidents occur on I-15. 400 West is a residential collector for the interior of the Northwest Neighborhood. Main Street is a minor arterial that provides a connection to both Bountiful and Farmington.

- **Goal:** Preserve the viability of Frontage Road.
  - **Policy:** No future development shall front or have direct access onto the Frontage Road.
  - **Policy:** All roads (both public and private), connecting to Frontage Road shall meet the minimum city standard for a public residential street, including parkstrips and sidewalks.

- **Policy:** All future development along Frontage Road shall be buffered according to City landscaping standards the criteria set forth in the *Transition Design Standards* section of this ordinance.
- **Goal:** Preserve viability of area for potential future development.
  - **Policy:** Require all new lots to have frontage equivalent to twice that required in the R-1-10 Zone.
  - **Policy:** Anticipate future ordinances allowing accessory dwelling units and/or small PUDs in these areas.

**Issue:** Commercial development

In the past, commercial development in the Northwest Neighborhood has been limited to areas immediately adjacent to Parrish Lane.

- **Goal:** Establish an appropriate boundary for commercial uses.
  - **Policy:** High to very high-intensity commercial uses must be located within 500 feet of Parrish Lane.
  - **Policy:** Medium intensity commercial uses, such as small professional offices, must be located within 1000 feet of Parrish Lane.
- **Goal:** Preserve and enhance commercial activity along Parrish Lane.
  - **Policy:** Establish a “gateway” feature into the city near the I-15 interchange.
  - **Policy:** Actively work to reduce direct access onto Parrish Lane and require all new development to occur in commercial centers with shared access and signalized intersections.
  - **Policy:** Actively work to improve the appearance and function of existing strip commercial development and discourage new strip commercial projects reduce strip commercial development and disallow any new strip commercial projects.
  - **Policy:** Actively encourage a reduction in the number of freestanding signs along Parrish Lane. Encourage businesses to co-locate and/or use monument signs.
  - **Policy:** Actively encourage all businesses to bring their landscaping into conformance with current landscaping standards.

**Residential Densities/Development** <sup>12</sup>

Residential densities shall be based primarily on their proximity to public services. Higher residential densities should be located in areas adjacent to basic, high-intensity facilities/services. Densities should naturally decrease as the distance increases away from these facilities/services. Multi-family projects, PUDs, developments with private roads, and other similar types of projects are permitted only on parcels 3 acres or larger. The maximum density allowed on a residential property is as follows:

- The base density for all of Centerville will be a maximum of 4 units/acre.

<sup>12</sup> Amended by Ord. No. 2012-23, August 7, 2012

- o Areas within ½ mile radius of a gas station with mini-mart may be allowed up to an additional 4 units/acre; and
- o Areas within ¼ mile radius of a full-service grocery store may be allowed up to an additional 4 units/acre; and
- o Areas within ¼ mile radius of a light rail or commuter rail station may be allowed up to an additional 4 units/acre.

The maximum allowed density in any area shall not exceed 12 units/acre.

### **Land Use Hierarchy Standards**

Only uses in the same category or in an adjacent category may be located next to each other. At least 100 feet of separation must occur before a use in a subsequent category may be employed. For example, a Very High Intensity use can not be located next to a Medium Intensity use unless there is a High Intensity use between them creating at least 100 feet of separation.

#### **Very High Intensity**

- Commercial uses with over 50,000 sq ft total floor area
- Any commercial site greater than 3 acres
- Any use involving repair or maintenance of a vehicle
- Any commercial use with a drive through
- Any use frequently open for operation after midnight or before 7 a.m.
- Any heavy industrial use; public or private
- Office/warehouse uses with outdoor storage
- Commercial uses with outdoor sales and/or storage
- Homeless shelters, substance abuse facilities

#### **High Intensity**

- Commercial uses with 10,000 to 50,000 sq ft total floor area
- Any commercial use with a 1 to 3 acre site
- All restaurants without a drive through
- Gasoline station without repair facility and/or carwash
- Any light industrial use
- Office/warehouse without outdoor storage
- Professional office – greater than 4,000 total sq ft
- Hospitals, clinics, treatment centers
- Residential uses greater than 8 units/acre

- Mixed-use developments with greater than 10,000 sq ft floor area/acre
- Public and private recreational facilities/gyms

**Medium Intensity**

- Commercial uses on sites smaller than 1 acre
- Professional office – less than 4,000 total sq ft
- Mixed-use developments with less than 10,000 sq ft floor area/acre
- Temples, synagogues, or similar structures greater than 10,000 sq ft
- Residential uses between 4 and 8 units/acre

**Low Intensity**

- Residential uses less than 4 units/acre

**Uses appropriate at all levels of intensity**

- Public utility structures of less than 900 sq ft.
- Parks
- Churches/religious facilities with less than 10,000 sq ft total floor area
- Structures approved for historical preservation
- Existing, non-conforming uses

## A. Background

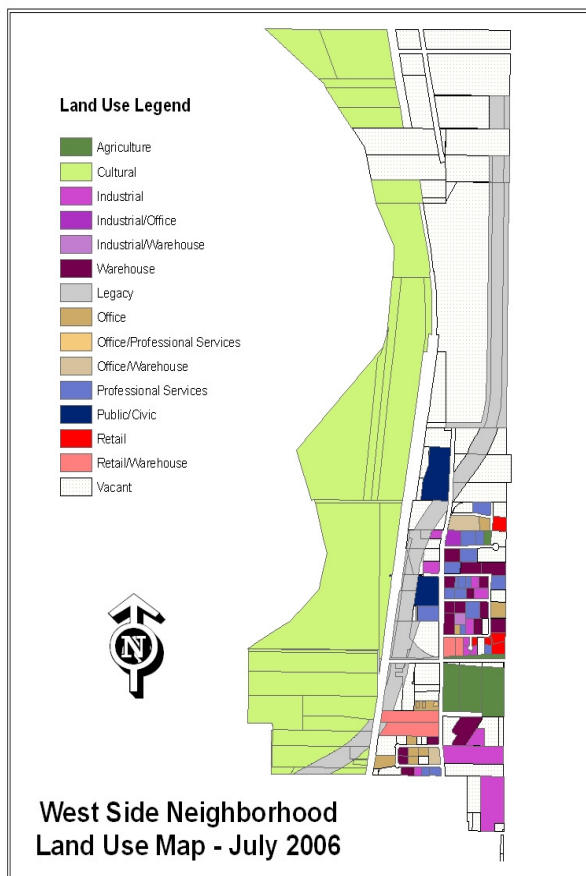
Located entirely west of Interstate 15, the West Centerville Neighborhood will be significantly influenced by the construction of the Legacy Parkway. Legacy Parkway is scheduled to be open in October of 2008. Essential to Centerville's economic health and its quality of life will be the effective use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

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

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

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

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



Land Use Types of the West Side Neighborhood

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

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

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

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

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

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

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

Centerville	82,790
<b>Total</b>	<b>535,279</b>
<b>2004 Est. Demand</b>	<b>467,668</b>

### 3. General Environmental Issues Summary

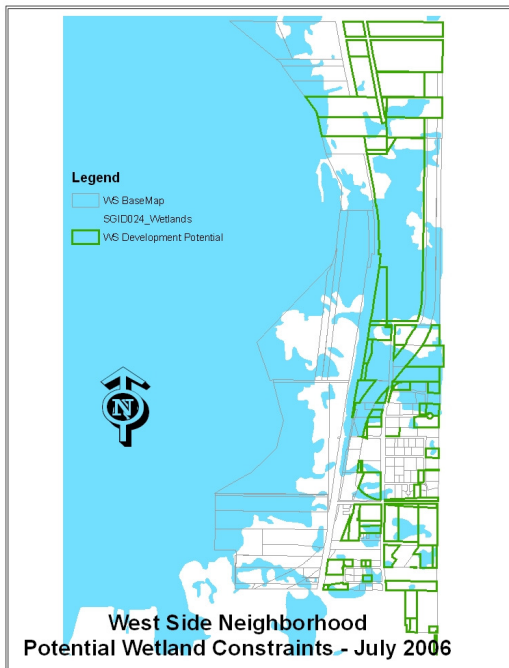
Generally, the West Side Neighborhood Plan update will need to consider three environmental issues. These issues consist of Wetlands, FEMA Mapped Floodplains, and the Great Salt Lake Shoreline. The general development constraints can be understood using existing data from federal, state, and county agencies.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

#### a. Wetlands

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

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

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



**Potential Wetland Constraints**

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

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

### **b. FEMA Mapped Floodplains**

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

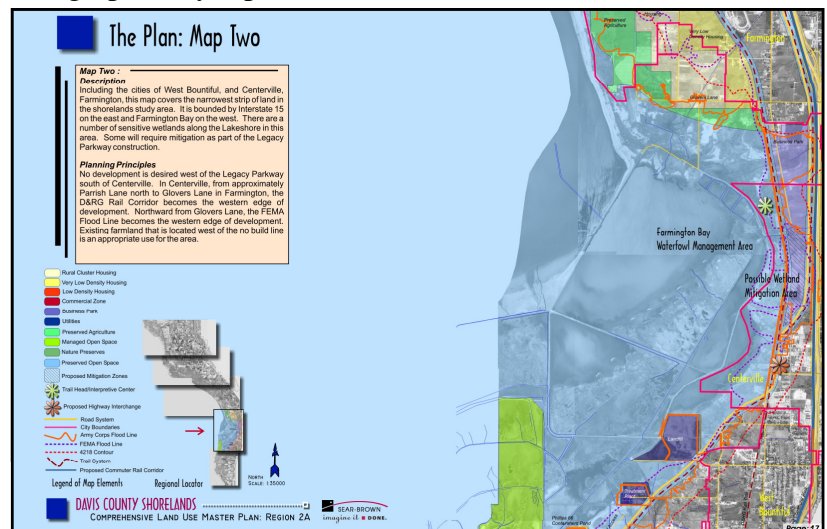
Hazards.” These areas are established using the Flood Insurance Rate Maps (FIRM) published by the Federal Emergency Management Agency. The purpose of the ordinance is to “minimize public and private losses due to flood conditions.” The West Side Neighborhood contains several of these flood hazards areas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

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

### **c. Davis County Shorelands Master Plan**

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

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



**Davis County Shorelands Plan – Centerville City Area**

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

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

#### **4. Summary of Other Existing Applicable General Plan Policies**

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

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

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

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

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

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

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

#### **5. Legacy Parkway & Nature Preserve**

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

##### **a. Legacy Parkway Alignment Through Centerville City**

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



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



General Illustration of Legacy Parkway Corridor & Preserve

### b. Legacy Parkway Design Concepts

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

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

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

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

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

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

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

potential inter-city connection between Farmington and Centerville City.

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

## **B. Neighborhood Planning Process and Comment**

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

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

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

## **C. West Centerville Neighborhood Vision**

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

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

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

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

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

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

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

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

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

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

***OBJECTIVES:***

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

***FUTURE LAND USE******GOALS:***

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

***OBJECTIVES:***

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

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<sup>1</sup> Amended by Ord. No. 2009-02, March 3, 2009

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

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

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

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

***OBJECTIVES:***

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

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

*GOALS:*

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

***FUTURE LAND USE******OBJECTIVES:***

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



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

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

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

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

***OBJECTIVES:***

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

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

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

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

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

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

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

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

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

***OBJECTIVES:***

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

*GOALS:*

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

***FUTURE LAND USE***

*OBJECTIVES:*

- 4.F. Provide links connecting the Legacy Parkway trail with the Bonneville Shoreline via other city pathways and trails.
- 4.G. Establish a Class I or Class II bikeway that connects the east side area with the trail system of the Legacy Parkway.

***FUTURE LAND USE******GOALS:*****5. Buffer Differing Land Use Intensities with Appropriate Standards**

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

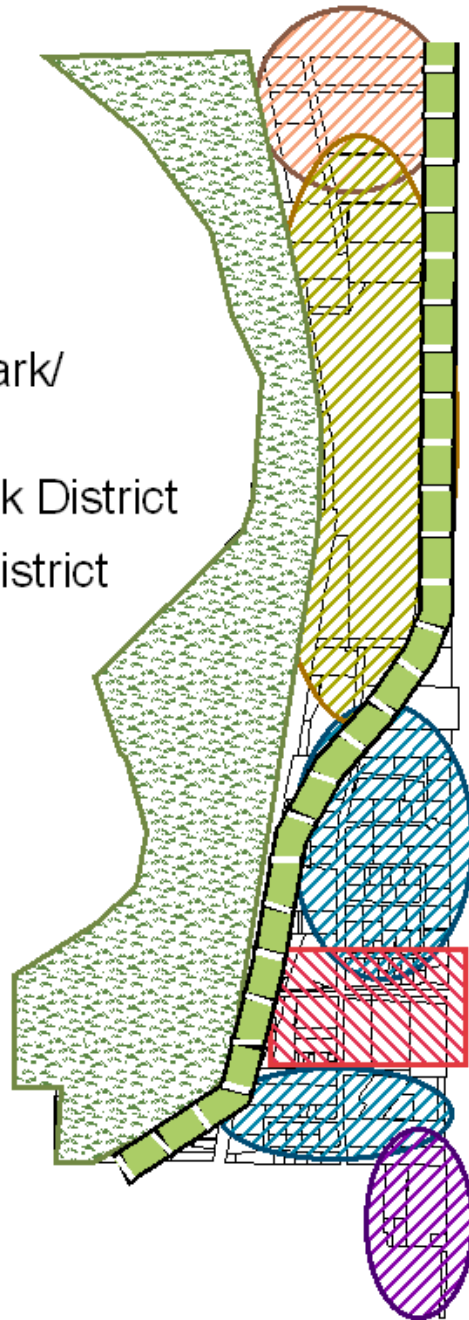
For example, a very-high intensity use cannot be located next to a medium intensity use unless there is a high intensity use that creates a minimum separation of 100 feet.

***OBJECTIVES:***

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

## Legend

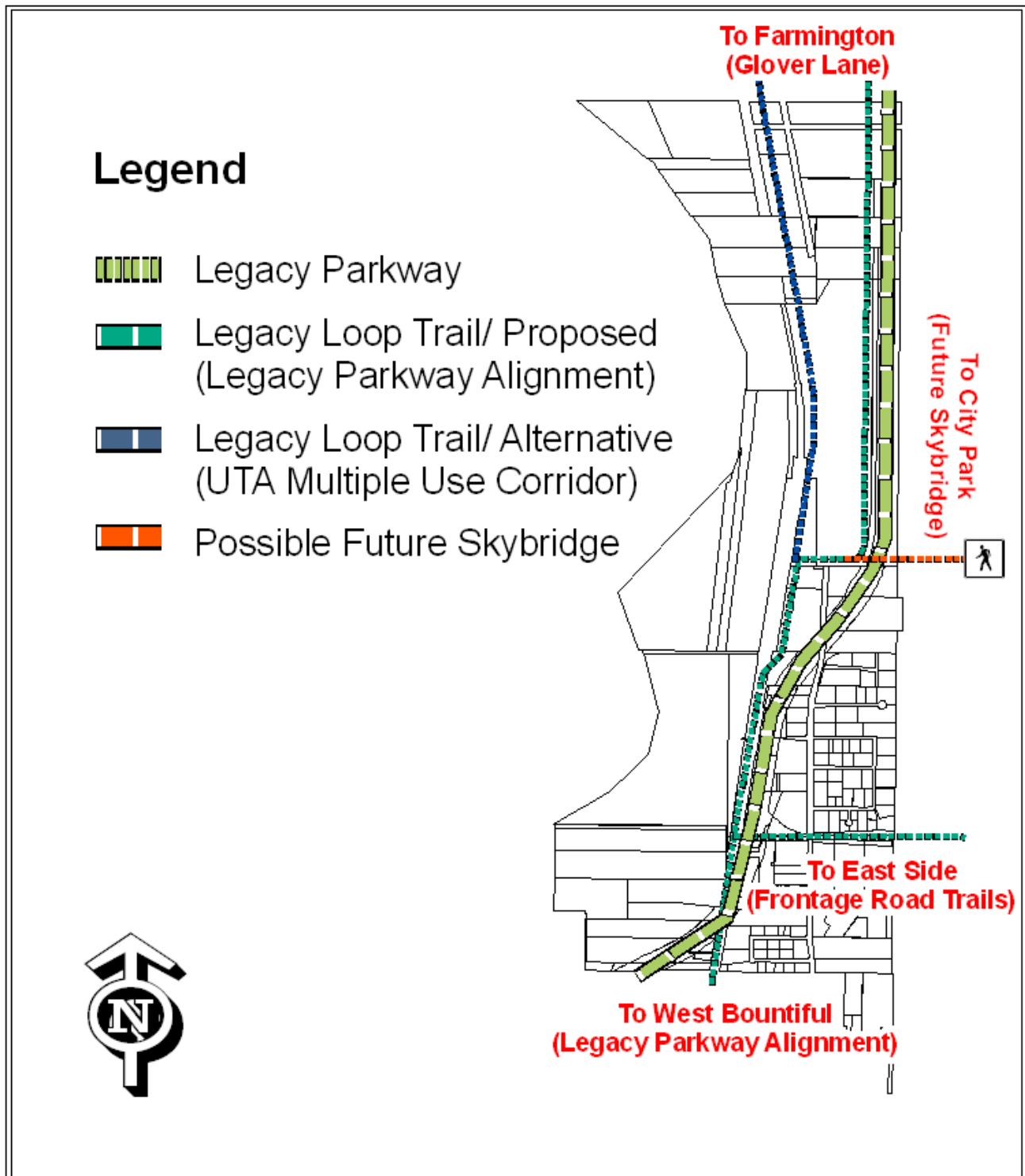
-  Legacy Parkway
-  Legacy Preserve District
-  Shoreland Commerce Park District
-  Shoreland Commerce Park/  
Mixed Node
-  Centerville Business Park District
-  Parrish Lane Gateway District
-  South Industrial District



**Future Land Use Map**

**Map 1 of 2**

**West Side Neighborhood**





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

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

***ECONOMIC DEVELOPMENT****OBJECTIVES:*

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

**ENVIRONMENTAL  
COMPATIBILITY****GOALS:****7. Properly Manage Wetland Resources**

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

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

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

**OBJECTIVES:**

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

***ENVIRONMENTAL  
COMPATIBILITY******GOALS:*****8. Minimize Public and Private Losses Due to Flood Conditions**

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

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

***OBJECTIVES:***

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

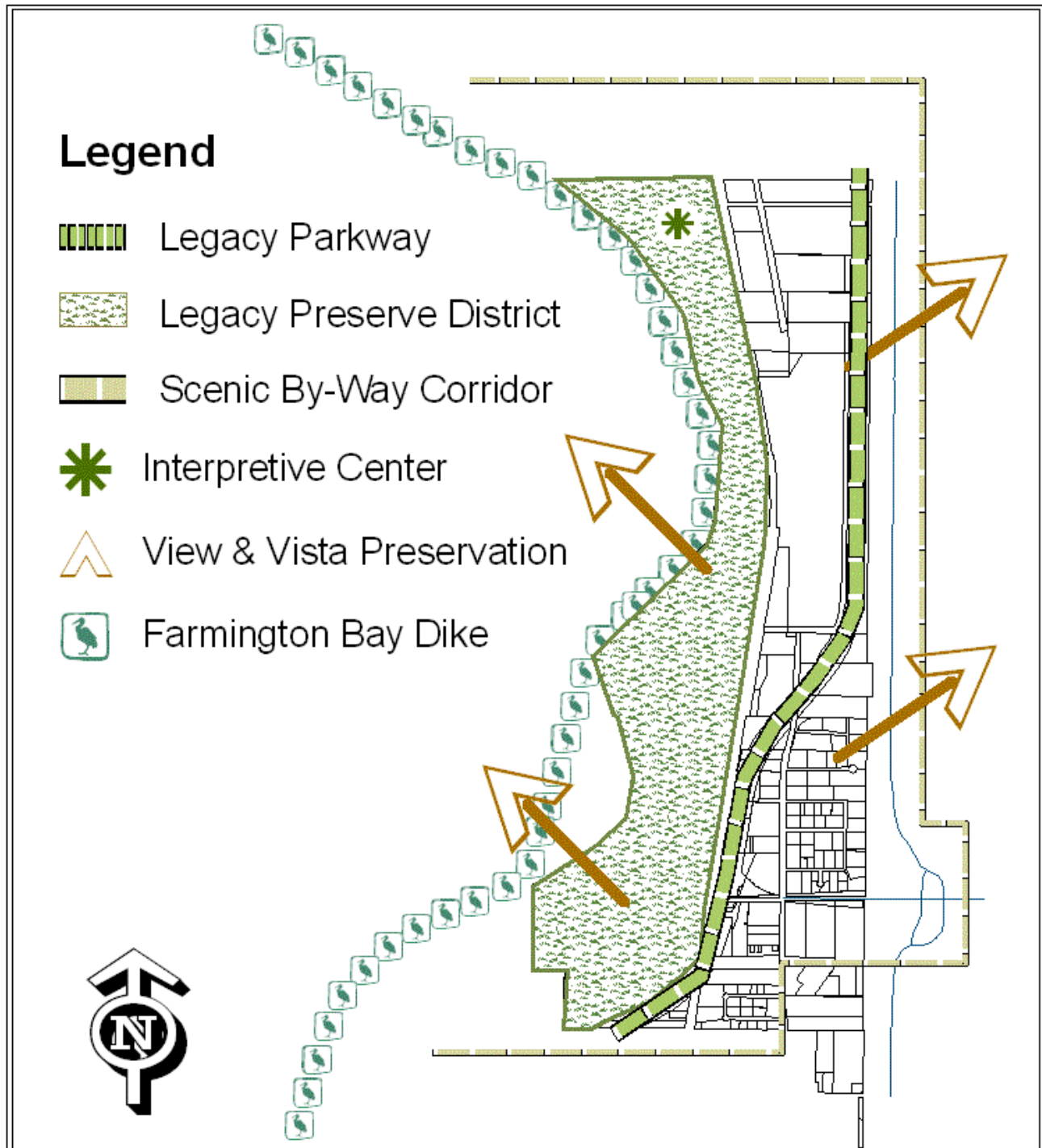
**ENVIRONMENTAL  
COMPATIBILITY***GOALS:***9. Provide Support for the  
Davis County Shorelands  
Plan**

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

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

*OBJECTIVES:*

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



## Environmental Compatibility Map

## West Side Neighborhood

**TRANSPORTATION  
PLANNING***GOALS:***10. Support Enhancement of  
the Interstate 15 and  
Legacy Parkway  
Roadways**

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

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

*OBJECTIVES:*

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

**TRANSPORTATION  
PLANNING***GOALS:***11. Develop and Support  
Public Transit/Alternative  
Transportation Systems**

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

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

*OBJECTIVES:*

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

**TRANSPORTATION  
PLANNING****GOALS:****12. Develop 1250 West as a  
Major Boulevard Street  
for the Business Park**

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

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

**OBJECTIVES:**

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



***TRANSPORTATION  
PLANNING***

*GOALS:*

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

*OBJECTIVES:*

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

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

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

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







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

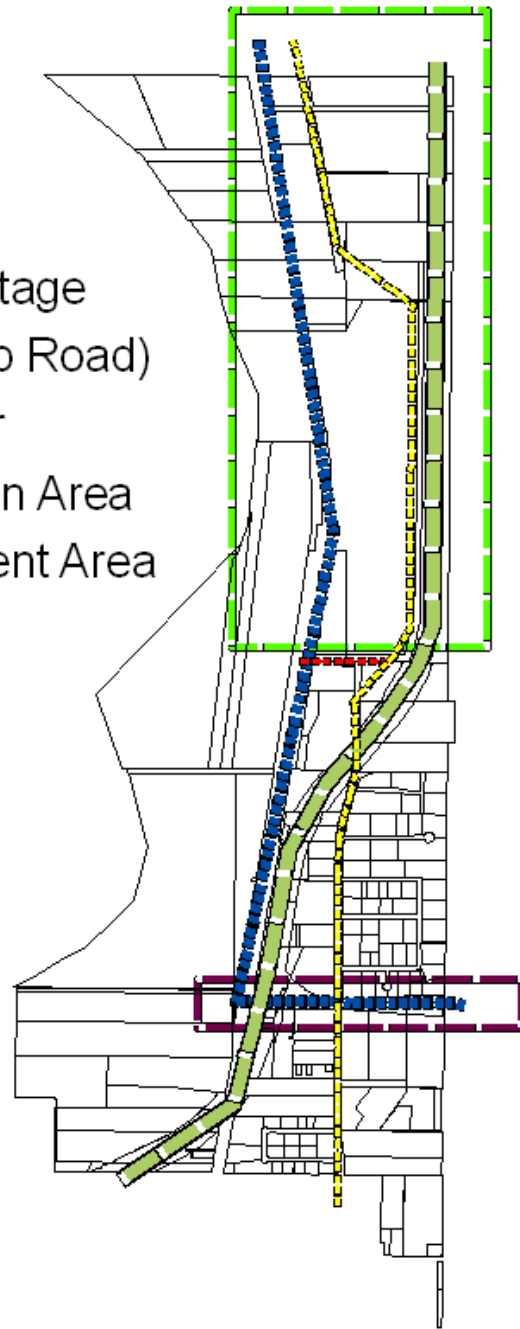
The goal is to blend the roadway network with the natural environment by creating a pastoral driving experience, incorporating views of the natural landscape, utilize forms, patterns, and textures that reflect or compliment the local landscape, and offer opportunities for the users of the area to visually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

*OBJECTIVES:*

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

## Legend

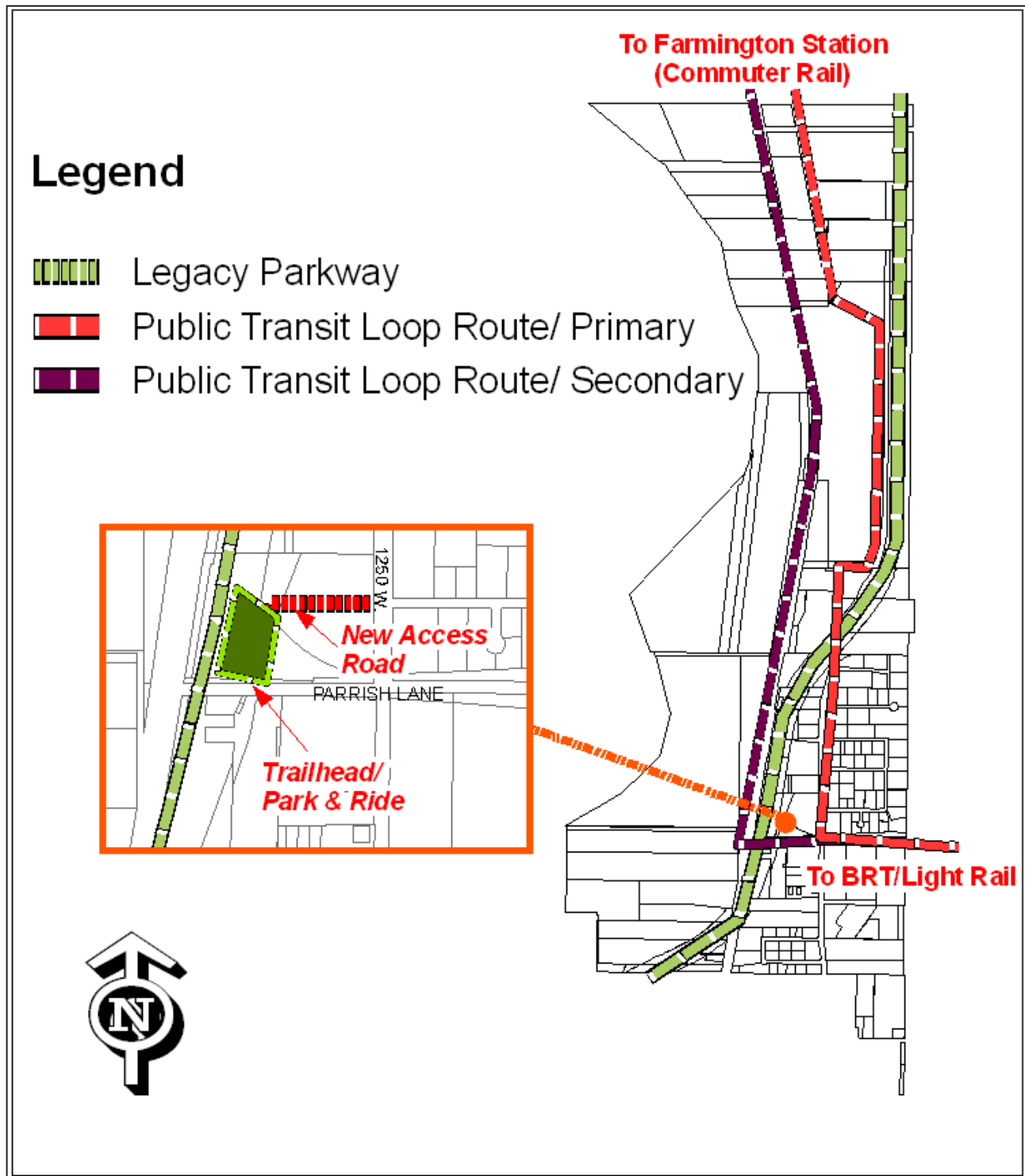
-  Legacy Parkway
-  1250 West/Legacy Frontage
-  Inter-City Arterial (Sheep Road)
-  Minor Arterial Connector
-  Low-Impact Road Design Area
-  Interchange Enhancement Area



Transportation Planning

Map 1 of 2

West Side Neighborhood



Transportation Planning

Map 2 of 2

West Side Neighborhood

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

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

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

***COMMUNITY FACILITIES  
AND SERVICES****OBJECTIVES:*

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

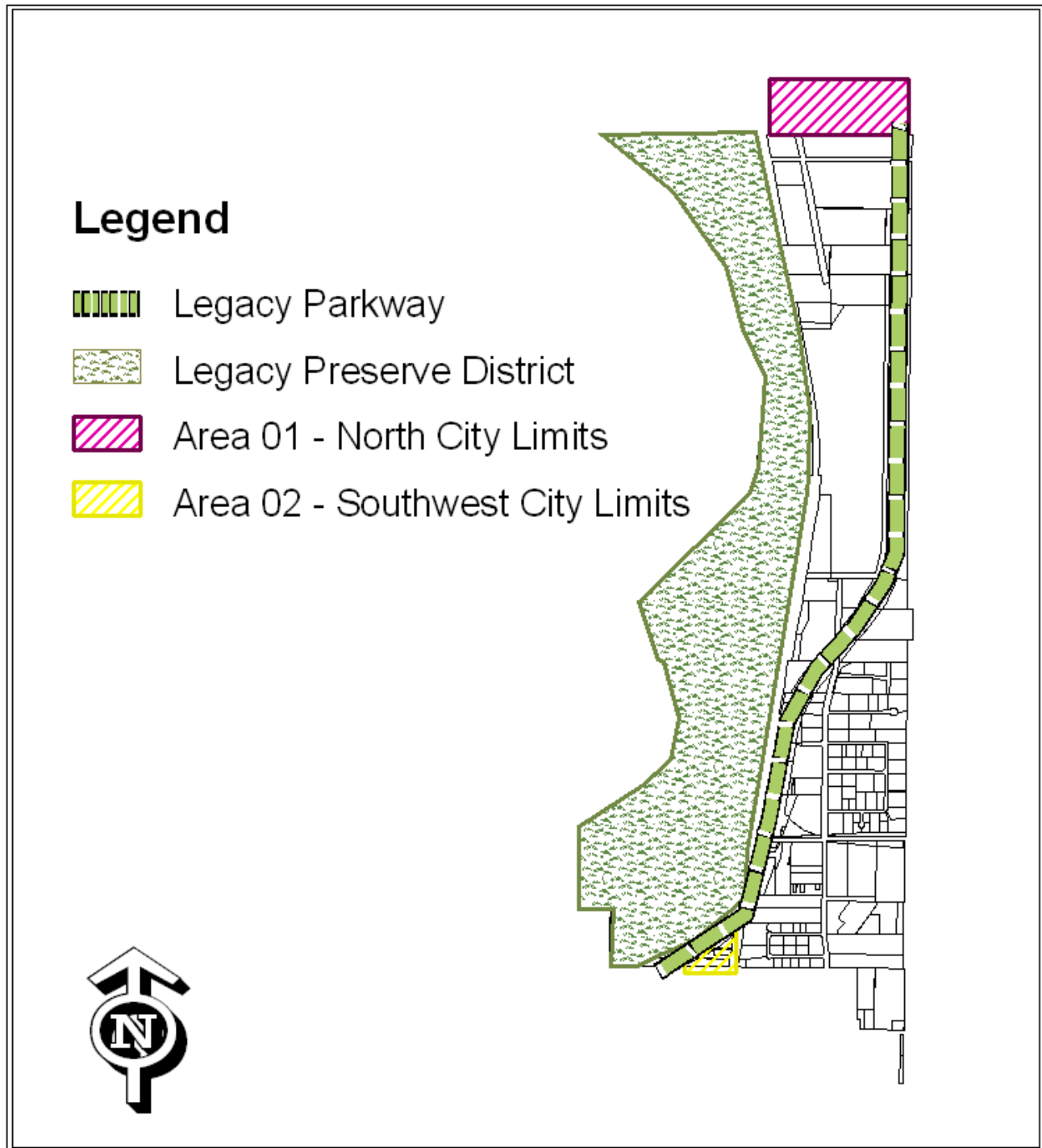
**ANNEXATION ISSUES****GOALS:****16. Create an Annexation Plan to address annexation and/or Boundary Adjustments for Select Properties of the West Centerville Neighborhood.**

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

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

**OBJECTIVES:**

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



## Annexation Issues Map

## West Side Neighborhood



## A. Background <sup>1</sup>

A Main Street Master Plan Study was performed and completed in October of 2007. The study was initiated to review current land uses and development patterns along Main Street, from Parrish Lane south to Pages Lane. An “oversight committee” was formed to provide ongoing direction and input throughout the process. On October 23, 2007 the final Main Street Master Plan Study was presented to the City Council.

Based on the assessment and recommendations of the Main Street Master Plan Study, the City Council, on December 18, 2007, adopted a “temporary zoning restriction ordinance” in order to move forward with amendments to the City's General Plan and other relevant ordinances regarding development and uses along Main Street. The City then secured the services of Cooper Roberts and Simonsen Associates (CRSA) to assist City staff and officials with preparing recommended amendments to the City's General Plan and Zoning Ordinance to implement elements of the Master Plan Study.

The overall vision of the South Main Street Corridor Plan is to return Main Street to “center stage” as the civic, cultural, and community heart of Centerville City. The Main Street Corridor from Parrish Lane to Pages Lane is considered the “town center” of Centerville City. The vision of the Corridor Plan is more particularly discussed on Section 4.C.

## 1. Summary of Existing Assets and Potential Opportunities

Every community has assets that make them unique, such as distinctive buildings,

local businesses, public or civic spaces, and historic resources. These assets ought to serve as the foundation for building goals and policies within a general plan document. Establishing such a foundation will assist with preserving and maintaining a community's sense of place. Listed below are several assets and opportunities that should serve as the foundation of the South Main Street Corridor District Plan;

- a. City Hall and the Post Office serving as a central civic destination within the Main Street Corridor with Founders Park and the Whitaker Museum as supportive civic land uses.
- b. The existence of several historically significant commercial buildings that could provide unique architectural resources to assist with defining the built environment of Main Street.
- c. The existence of historic and charming residential buildings that remain as a reminder of the once residential nature of Main Street.
- d. The presence of several small businesses, specialty shops, and dining establishments providing locally-owned and operated alternatives and variety to residents.
- e. The recent placement and construction of new office buildings providing diversity in the architectural style along Main Street.

## 2. Summary of Existing Challenges and Potential Possibilities

Like the assets previously cited, each community has challenges or problem areas that ought to be addressed. Identifying these challenges and linking potential possibilities are the first steps in a successful effort to revitalize the South Main Street Corridor.

- a. Lack of or little potential for providing on-street parking within the corridor.
- b. High-speed vehicle environment creating safety and noise issues along Main Street.

<sup>1</sup> Amended by Ord. No. 2010-16, November 16, 2010

- c. Lack of or insufficient park strips buffering various sidewalk and roadway activities.
- d. Lack of or insufficient alternative transportation modes and associated amenities in the design of Main Street.
- e. Lack of or insufficient pedestrian friendly walkways and street crossings.
- f. Narrowness of the streetscape design with uncomfortable transitions to private property (e.g. narrow side walk widths, short tree crowns, and tall fencing adjacent to the public realm).
- g. Lack of or inconsistent application of setbacks, landscape buffers, and hardscaping designs along lot frontages of Main Street.
- h. Presence of grade changes creating challenging physical and visual design solutions.

### 3. Formation of a South Main Street Corridor Context

Growth and revitalization efforts or strategies ought to encourage infill and re-development in balance with the community's desire to highlight Centerville's Main Street. The South Main Street Corridor can and will thrive if included in the design framework of this area is a scheme that provides various alternatives to purely an automobile oriented street. Pedestrian-friendly amenities, alternative forms of transportation, proper architectural and building design, and other similar concepts need to be considered in designing the South Main Street South Corridor District. Redevelopment and enhancements need to focus on such concepts to create a stronger, more vibrant, Main Street environment.

### 4. Summary of Other Existing Applicable General Plan Policies

Section 12-430-2.2 – Describes the area between Porter Lane and Parrish Lane as the traditional commercial area of Centerville City. The policy recognizes

that the area never fully developed as a strong focal point and that revitalization efforts need to be encouraged.

Section 12-450-1 – As part of the City's Master Plan, Main Street is defined as a "minor arterial" roadway.

Section 12-450-2 – Identifies Main Street as a "major entrance" to Centerville City. Such an entrance is important to the overall appearance and atmosphere of the City.

Section 12-480-2.2.a – Identifies the existing commercial development at Pages Lane as an important neighborhood shopping center having its own distinctive development characteristics and issues.

Section 12-480-2.2.b & 3.2.a – Again emphasizes the traditional commercial area of Main Street defining it as the area between Porter and Parrish and not extending it more than ½ block east or west of Main Street.

Section 12-480-2.3.a – Establishes a City Hall and Founders Park Master Plan to function as a civic place and cultural center along Main Street.

### B. Summarized Neighborhood Planning Process and Comment

October 19, 2007 - Final Presentation of the Main Street Master Plan Study that included a 3-day charrette and public meeting presentations to both the Planning Commission and City Council.

February 05, 2008 - An Ad-Hoc Committee Meeting consisting of 2 Elected Officials, 2 Appointed Officials (Commissioners), and several residents and business owners meet. The Committee reviewed the 1st draft of the General Plan

February 12, 2008 - The Ad-Hoc Committee continued their review the 1st draft of the General Plan

March 11, 2008 - The Ad-Hoc Committee reviewed the 1st draft of the Zoning Ordinance Regulations and the 2nd Draft of the General Plan

March 25, 2008 - The Ad-Hoc Committee Meeting reviewed the 2nd draft of the Zoning Regulations

April 16, 2008 - An Open House was held to review the proposed drafts of the General Plan and Zoning Ordinance. Meeting participants were provided and opportunity ask questions and to comment on the proposed changes to the General Plan and Zoning Ordinance.

### **C. South Main Street Corridor Plan Vision**

The South Main Street Corridor District vision establishes a comprehensive guide to future physical land use patterns and desired attributes that have been expressed by the public and City's appointed and elected officials ("Vision"). Additional planning principles and concepts have also been included to help establish the policies of the overall Vision.

In the case of the South Main Street Corridor District Plan, the **Vision is expressed using four (4) different topics.**

**These topics are:**

- **Land Use**
- **Mobility**
- **Setting**
- **Built Environment**

In addition to the topics, the South Main Street Corridor District area is divided into six (6) different districts ("Districts"). Each district plays a different and sometimes distinct role in how land uses patterns are to develop in that particular area of the neighborhood. These districts are identified as follows:

- North Gateway Mixed Use District
- Civic & Cultural District
- Traditional Main Street District
- City Center Main Street District
- Residential Boulevard District
- Pages Lane Mixed-Use District

**The goals and objectives associated with the South Main Street Corridor Plan are to be considered as statements of policy and are to be used in the decision-making process for land use ordinance amendments, applicable land use application reviews, and/or related capital improvement programs.** Additionally, each goal may be accompanied by descriptive text that is intended to assist with understanding the purpose, intent, and interpretation of the goal.

**The South Main Street Corridor Plan identifies four (4) Corridor-Wide Goals and twenty-three (23) Corridor-Wide Objectives. Additionally, goals and objectives are included for each unique district. All together, the South Main Street Corridor Plan includes nine (9) Goals and seventy-four (74) Objectives.**

These goals, objectives, and graphical maps for the South Main Street Corridor Plan are described on the remaining pages of this document.

***SOUTH MAIN STREET  
CORRIDOR-WIDE VISION******GOALS:*****1. Promote the South Main Street Corridor as the cultural, civic, and community heart of Centerville by providing a careful balance of *land uses*, which serve residents, businesses, and visitors.**

Generally, the South Main Street Corridor includes the lands along Main Street between Parrish Lane and Pages Lane. Specifically, the South Main Street Corridor addresses parcels abutting Main Street, but may also include parcels located just off of Main Street along the several East-West side streets.

The goal is intended to enhance Main Street's role in the Centerville community. This will require preservation of the existing mix of land uses throughout the South Main Street Corridor, and further development of this mix in specific areas. At the same time, care must be given to minimize potential land use conflicts and protect the interests of existing residents and businesses.

***OBJECTIVES:***

1.A. Preserve the existing mix of land uses along the South Main Street Corridor, recognizing that each District has a different character and different land use needs.

1.B. Minimize, to the extent possible, potential conflicts between adjacent land uses.

1.C. Encourage additional single-family and multi-family residential land uses, by way of mixed-use development, throughout the South Main Street Corridor.

1.D. Encourage greater intensity in land uses in appropriate areas along the South Main Street Corridor. Examples include mixed-use developments, such as a retail use with a housing component above, and greater floor-area-ratios (FAR), such as a two-story building rather than a one-story building of the same footprint.

1.E. Incorporate Main Street into the neighborhood planning process for both the east and west side neighborhood plans to allow for consistency and coordination.

***SOUTH MAIN STREET  
CORRIDOR-WIDE VISION******GOALS:*****2. Preserve and enhance  
*mobility* throughout the  
South Main Street  
Corridor.**

Generally, the South Main Street Corridor includes the lands along Main Street between Parrish Lane and Pages Lane. Specifically, the South Main Street Corridor addresses parcels abutting Main Street, but may also include parcels located just off of Main Street along the several East-West side streets.

The goal is primarily to improve safety and comfort of people traveling through and within the South Main Street Corridor. This includes accommodations for motorists, pedestrians, bicyclists, and people of all ages and ability levels.

***OBJECTIVES:***

2.A. Create the opportunity for on-street parking throughout the South Main Street Corridor, specifically in the North Gateway/Mixed Use, Civic/Cultural, and Traditional Main Street Districts.

2.B. Protect and increase the safety of motorists and pedestrians by advocating for a lower speed limit within the South Main Street Corridor. This recommendation is of high priority for implementation and should be pursued immediately upon adoption of the general plan update.

2.C. Work with the Utah Department of Transportation to provide additional crosswalks, and pedestrian safety features, across Main Street.

2.D. Advocate for wider sidewalks throughout the corridor when road cross-section improvements are being considered. Emphasis should be placed on identifying Safe Routes to School and within the Traditional Main Street Commercial District.

*GOALS:*

**2. Preserve and enhance  
*mobility* throughout the  
South Main Street  
Corridor... cont.**

*OBJECTIVES*

2.E. Consider and evaluate the effects of road cross-section improvements on traffic flow, aesthetics, and the safety of motorists and pedestrians. Improvements may include: striped bike lanes, planted medians, raised intersections, bulb-outs and chokes, pavement treatments, and sidewalk improvements (*see Roadway Design Matrix of Corridor Plan*).

2.F. Ensure that pavement treatments do not hinder access for those who have limited physical mobility or are wheelchair bound.

2.G. Allow for bike routes that are a part of the roadway, to provide opportunities for bike lanes along Main Street and on surrounding neighborhood streets that connect to Main Street. Bike lanes/routes create a designated space for bikers and reduce the conflict between pedestrians and bicyclists on the sidewalk.

## ***SOUTH MAIN STREET CORRIDOR-WIDE VISION***

### ***GOALS:***

### **3. Enhance and promote the South Main Street Corridor as the *setting* for attractive, convenient, active, safe, and enjoyable destination and place of residence.**

Generally, the South Main Street Corridor includes the lands along Main Street between Parrish Lane and Pages Lane. Specifically, the South Main Street Corridor addresses parcels abutting Main Street, but may also include parcels located just off of Main Street along the several East-West side streets.

The goal is primarily to enhance the physical appearance and atmosphere of the South Main Street Corridor. The South Main Street Corridor should be a beautiful focal point for the community, and a reflection of the community's values and demand for quality.

### ***OBJECTIVES:***

3.A. Develop and implement a coordinated standard for streetscape improvements along the entire South Main Street Corridor. Improvements should include street lighting, landscaping, street furnishings, signage and other such amenities. These improvements could take place through a City initiated assessment areas and be coordinated with the Utah Department of Transportation (UDOT).

3.B. Develop and implement Corridor-wide standards for fencing to protect the pedestrian environment while still accommodating the needs of private residences. Fencing regulations should be consistent with front-yard fencing, allowing only for low, open fencing under 3' in height or low stone walls (2' height). New privacy fencing ought not to be allowed adjacent to the sidewalk and existing privacy fencing could possibly be phased out using a City incentive program

3.C. Prohibit the location of parking lots or areas of asphalt in the front setback area between a building and Main Street. Strategic public parking lots should be coordinated to provide shared parking opportunities along the Corridor. Individual parking lots should be located to the side or preferably the rear of the building.

*GOALS:*

3. **Enhance and promote the South Main Street Corridor as the *setting* for attractive, convenient, active, safe, and enjoyable destination and place of residence (*continued*).**

*OBJECTIVES:*

- 3.D. Highlight a central intersection along the Main Street Corridor to designate and establish as the core or heart of Main Street.
- 3.E. Connect Main Street visually to adjacent neighborhoods and regional commercial areas through streetscape design elements (landscaping, furnishings, lighting, etc.).
- 3.F. Connect Main Street physically to adjacent neighborhoods and regional commercial areas through the use of new trails, bike routes, and established pedestrian routes (sidewalks or pathways).



***SOUTH MAIN STREET  
CORRIDOR-WIDE VISION******GOALS:*****4. Coordinate elements of the *built environment* to create a sense of arrival and define the enclosure of public space within the South Main Street Corridor.**

Generally, the South Main Street Corridor includes the lands along Main Street between Parrish Lane and Pages Lane. Specifically, the South Main Street Corridor addresses parcels abutting Main Street, but may also include parcels located just off of Main Street along the several East-West side streets.

The goal is primarily to use building orientation, architecture, scale and massing, and location to define the physical character of Main Street.

***OBJECTIVES:***

- 4.A. Consider preserving key historic buildings within the South Main Street Corridor whenever possible.
- 4.B. Require a range of consistent setbacks within each District, and generally throughout the entire South Main Street Corridor.
- 4.C. Require primary buildings to orient to Main Street and provide entrances to each building from Main Street. Corner buildings will orient to both streets and have an entrance on both street-facing sides or at the corner.
- 4.D. Encourage a variety of complementary architectural styles, types, and massing of structures to establish connectivity along Main Street.
- 4.E. Develop a set of commercial design guidelines for commercial and mixed-use structures within the South Main Street Corridor.
- 4.F. Require appropriate building heights within each District.

***NORTH GATEWAY MIXED  
USE DISTRICT******GOALS:*****5. Create a distinctive  
anchor appearance that  
signifies arrival into  
Centerville.**

Generally, the North Gateway/Mixed Use District includes the lands at and adjacent to or visually prominent from the intersection of Parrish Lane and Main Street within the South Main Street Corridor as more particularly shown on the District Map.

The goal is primarily to provide a distinctive entryway into Centerville from the I-15 interchange. The appearance and land use should signify arrival and guide people on to Main Street.

***OBJECTIVES:***

5.A. Establish a mixed-use zone for the North Gateway/Mixed Use District that will allow for residential, retail and office uses. Use mixtures may be in one building or a combination of buildings, such as in a planned development. A single use may also occupy a single building (i.e. a residential structure).

5.B. Establish a front setback range of 0' minimum to 15' maximum for the North Gateway District. This range should be used for both street-facing sides of a corner lot building.

5.C. Establish a side setback range of 0' minimum to 45' maximum to allow for a proximity of buildings to one another with shared parking behind.

5.D. Establish a maximum height of 28' to allow for buildings of up to two stories to be located on the corners to physically define the gateway.

5.E. Create a traffic feature such as a raised intersection that will effectively streamline traffic through the intersection and allow for a smooth connection on to Main Street.

5F. Use signage to establish the gateway and direct motorists to the South Main Street Corridor.

***NORTH GATEWAY MIXED  
USE DISTRICT******GOALS:***

- 5. Create a distinctive anchor appearance that signifies arrival into Centerville (*continued*).**

***OBJECTIVES:***

5.G. Establish landscaping requirements to create a distinctive gateway, which can also be in the form of hardscaping.

5.H. Require the use of building materials and architectural elements in the District that are compatible and complementary. Avoid making requirements that will lead to a “themed” look.

5.I. Create parking requirements that do not allow for lots in front of buildings. Parking lots should be located to the rear of buildings.

5.J. Allow on-street parking where possible.

5K. Require street-level entrances from the sidewalk.

## ***CIVIC/CULTURAL DISTRICT OBJECTIVES:***

### *GOALS:*

### **6. Create a distinctive civic/cultural district that is characterized by a collection of civic buildings and public open space.**

Generally, the Civic/Cultural District includes the lands from 100 North to the south end of the North Gateway/Mixed Use District at the Parrish Lane intersection within the South Main Street Corridor as more particularly shown on the District Map.

The goal is primarily to create a civic district that has an enhanced concentration of public buildings and gathering spaces. The Civic/Cultural District will set the tone for architectural, setting, and signage recommendations for all civic buildings throughout Centerville.

6.A. Incorporate useable green open space around each civic building.

6.B. Establish a setback range that will allow for green space in front of buildings – a 15' minimum and 25' maximum front setback – but not set buildings back too far from the street.

6.C. Establish sidewalk, pathway, and crosswalk requirements to create pedestrian connections within the Civic/Cultural District and to and from the rest of the Main Street corridor.

6.D. Require distinctive elements and architectural styles for civic buildings to set them apart from commercial buildings along Main Street.

6.E. Provide at-grade entryways to all civic buildings from Main Street.

6.F. Require all parking lots to be located to the rear of buildings in the Civic/Cultural District.

6.G. Utilize side setback areas for continuing open/green space rather than paved parking lots.

6. H. Align intersections between the east and west sides of Main Street. Create shorter blocks that are similar to the 330' block of the historic grid by introducing new streets rather than just driveways to parking lots.

6.I. Civic buildings should be more than one-story to allow for a smaller building footprint, which will allow for more public green space around the building.

## ***TRADITIONAL AND CITY CENTER MAIN STREET DISTRICTS***

### ***GOALS:***

#### **7. Create a commercial district with a central core intersection that is designed to serve as the heart of the City and support and encourage local businesses.**

Generally, the Traditional and City Center Main Street Districts consist of lands located between 150 North to Porter Lane within the South Main Street Corridor as more particularly shown on the District Map.

The goal is primarily to create a central commercial district along Main Street that will be a counter-balance to the automobile-centric commercial developments along the interstate.

### ***OBJECTIVES:***

7.A. Establish a core intersection that has existing assets or potential future assets, such as the historic building at Center Street.

7.B. Concentrate development around the core intersection using small front and side setbacks.

7.C. Establish a front setback range of 0' minimum to 15' maximum for the District. Encourage a smaller range of 0' minimum to 10' maximum for the core intersection. Use the setbacks for active supporting uses such as sidewalk displays and/or dining.

7.D. Consider establishing a side setback range of 0' minimum to 15' maximum for the core intersection and 30' maximum for the rest of the District.

7.E. Consider establishing maximum building footprints to prevent encroachment by larger chain stores.

7.F. Consider providing at least one at-grade entry door from Main Street to each retail space that faces the street.

7.G. Allow on street parking along Main Street within the District.

7.H. Establish sidewalk requirements of a minimum of 8' to provide a wider width within the District for an enhanced pedestrian experience.

***TRADITIONAL AND CITY  
CENTER MAIN STREET  
DISTRICTS******GOALS:***

- 7. Create a commercial district with a central core intersection that is designed to serve as the heart of the City and support and encourage local businesses (*continued*).**

***OBJECTIVES:***

7.I. Require street trees to be planted at an appropriate spacing so as not to obscure buildings with a wall of trees.

7.J. Require the use of building materials and elements that complement the historic context on Main Street.

7.K. Require parking lots to be placed in the rear of all buildings within the District. On-street parking will take the place of parking lots in front of buildings.

7.L. Consolidate curb cuts and driveways so that the block face can serve as an enhanced pedestrian area. Align driveways with intersections and driveways across the street.

***RESIDENTIAL BOULEVARD  
DISTRICT******GOALS:*****8. Strengthen the residential areas along Main Street to continue the historic ambiance of residential near the Traditional Main Street District.**

Generally, the Residential Boulevard District consists of lands located between Porter Lane and Pages Lane within the South Main Street Corridor as more particularly shown on the District Map.

The goal is primarily to enhance the residential component of Main Street that serves as a transition and connection from surrounding residential neighborhoods to the Traditional Main Street District.

***OBJECTIVES:***

8.A. Continue some elements of the South Main Street Corridor streetscape design into the Residential Boulevard District, including street trees and street lamps.

8.B. Continue sidewalks on both sides of Main Street into the Residential Boulevard District to provide safe walking routes to and from the core area and school. Sidewalk width in the residential section does not need to be as wide as the core commercial areas, but should have a minimum width of 6 feet.

8.C. Orient residential buildings to Main Street on parcels that front on to Main Street to continue the character of the Corridor.

8.D. Establish fencing regulations along Main Street that are consistent with front-yard fencing, allowing only for low, open fencing under 3' in height or low stone walls (2' height). New privacy fencing ought not to be allowed and existing privacy fencing might be phased out using a City incentive program.

8.E. Designate primary crosswalk areas to provide safe walking routes. Make improvements to existing crosswalks. Identify the best location for an additional crosswalk to access the school.

*GOALS:*

**8. Strengthen the residential areas along Main Street to continue the historic ambiance of residential near the Traditional Main Street District. (cont.)**

***RESIDENTIAL BOULEVARD DISTRICT****OBJECTIVES:*

8.F. Increase the width of the sidewalk (6' minimum) and parking strip (5' minimum, 8' ideal) to provide a safer pedestrian environment.

8.G. Allow and encourage sidewalks from existing residential structures to the sidewalk on Main Street. New residential structures that orient to Main Street shall have a sidewalk connection to the street.

8.H. Minimize curb cuts along the residential district. Garages are to be located back from the street and the front façade of the house. Alley access for garages is recommended.

8.I. When opportunities arise, coordinate and align intersections from the east and west sides of Main Street for streets and pathways. Follow a block length of 330' that is compatible with the historic grid of Centerville.

8.J. Allow on-street parking to provide a buffer between traffic and the sidewalk.



*GOALS:***9. Create opportunities for Traditional Neighborhood development patterns.**

Generally, the Mixed-Use Districts consists of lands located either on the southeast corner of the Pages Lane and Main Street or on the northwest corner of Parrish Lane and Main Street intersections within the South Main Street Corridor as more particularly shown on the District Map.

The goal is primarily to create mixed-use nodes using a combination of commercial, office, and residential uses that will serve as transition area between existing commercial and residential neighborhoods and enhance pedestrian connections.

***NORTH GATEWAY & PAGES LANE MIXED USE DISTRICTS****OBJECTIVES:*

9.A. Continue sidewalks from the Main Street corridor to the mixed-use node areas (southeast corner of the Main Street and Pages Lane intersection; north side of the Parrish Lane and Main Street intersection).

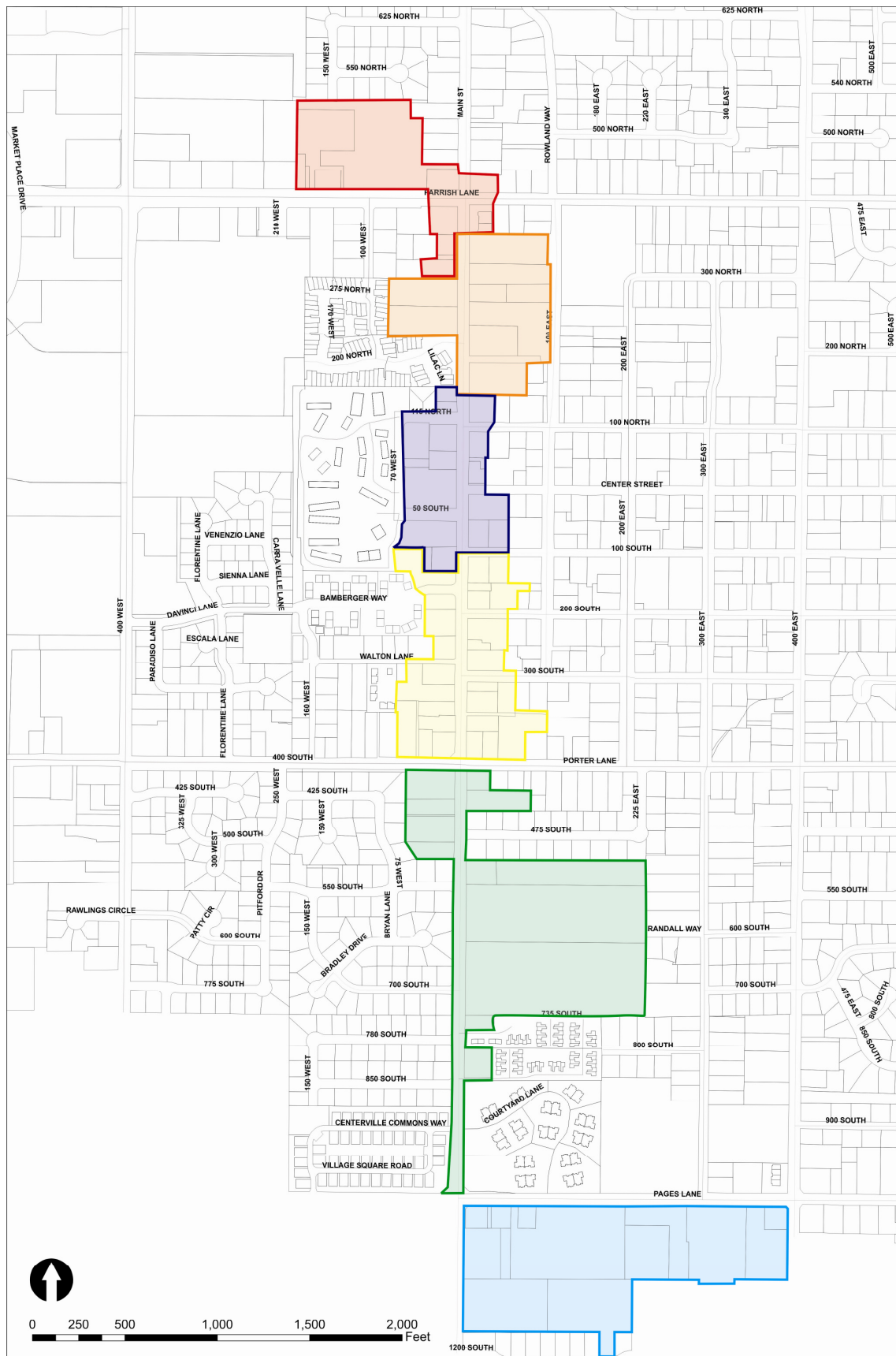
9.B. Establish a front setback range of 0' minimum to 15' maximum to have buildings address the street.

9.C. Establish a maximum height of 35' to allow for buildings of up to three stories to be located within the Mixed-use District.

9.D. Create and enhance pedestrian connections to the other areas along the Main Street Corridor through the use of sidewalks and streetscape enhancements.

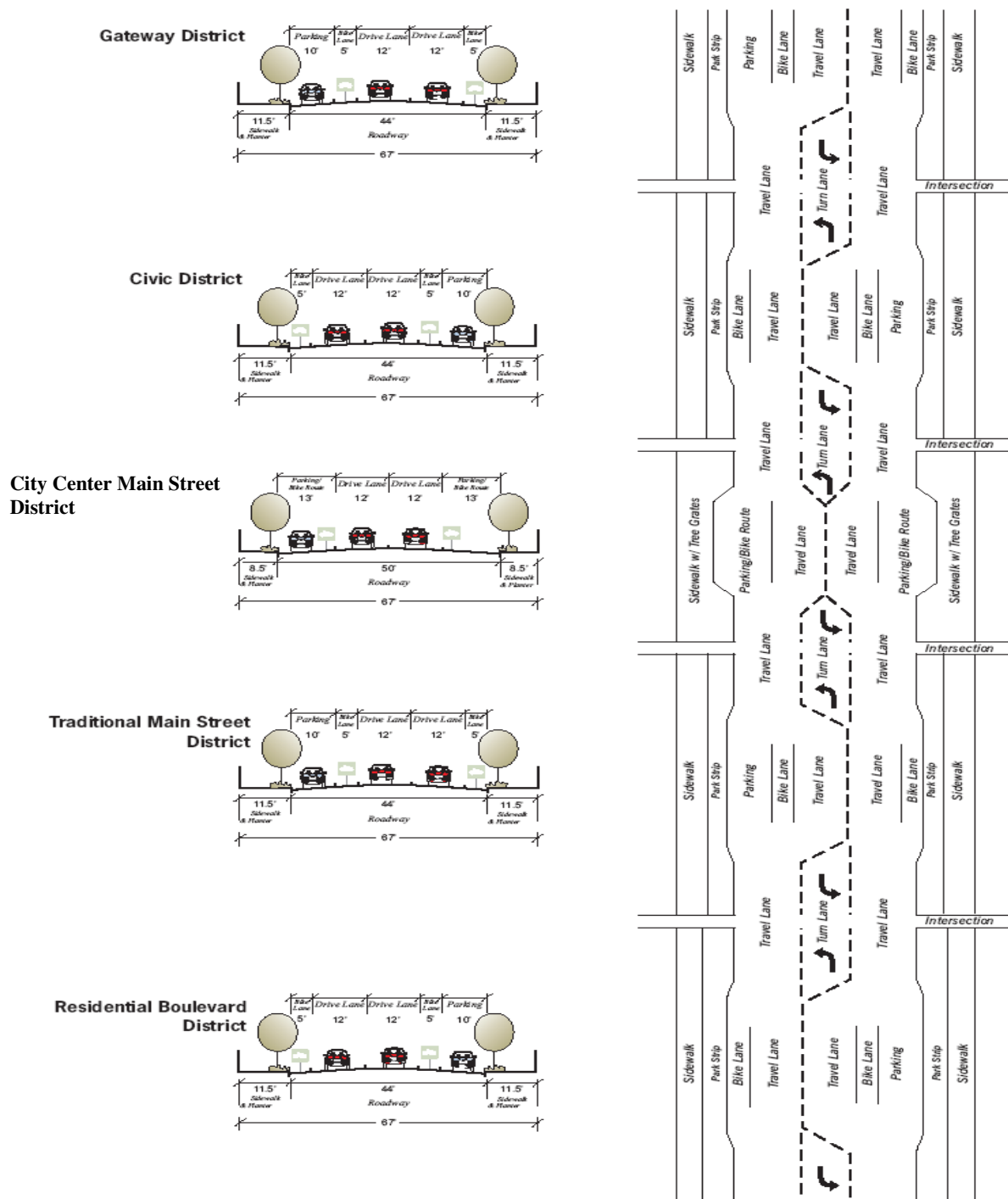
9.E. Orient buildings to the street, with functional entry doors from the street.

9.F. Utilize an urban streetscape pattern, with plazas, gallerias, and wide sidewalks to enhance the pedestrian experience within the mixed-use area.



Main Street Overlay Districts

- North Gateway/ Mixed-Use District
- Civic/Cultural District
- Traditional Main Street District
- Residential Boulevard District
- Pages Lane/Mixed-Use District
- City Center Main Street District



## Street X-Sections

## South Main Street Corridor

**SOUTH MAIN STREET CORRIDOR ROADWAY DESIGN (BY DISTRICTS)**

Centerville Main Street Right of Way (ROW) = 67 feet (approx. one foot from back of current sidewalk)

Option 1: ROW with turn lanes at intersections; bike lanes; Width of travel lanes can function as a shared transit lane; width of parking adjusted for transit											
District	Sidewalk Zone		Roadway Zone							Sidewalk Zone	
	West Sidewalk	Park Strip	West Parking	Bike Lane	Travel Lane	Center Lane	Travel Lane	Bike Lane	East Parking	Park Strip	East Sidewalk
Gateway	7	4.5	10	5	12		12	5		4.5	7
alternate side of on-street parking by block											
Civic	7	4.5		5	12		12	5	10	4.5	7
alternate side of on-street parking by block											
City Center	8.5		13		12		12		13		8.5
Traditional Main Street	7	4.5	10	5	12		12	5		4.5	7
alternate side of on-street parking by block											
Residential Boulevard	6	5.5		5	12		12	5	10	5.5	6
alternate side of on-street parking by block											
TOD	8.5		13		12		12		13		8.5

Option 1: Intersections Only: Turn lane; bike lane & parking removed; bulb outs part of park strip #: Width of travel lanes can function as a shared transit lane											
District	Sidewalk Zone		Roadway Zone							Sidewalk Zone	
	West Sidewalk	Park Strip & Bulb Out	West Parking	Bike Lane	Travel Lane	Center Turn Lane	Travel Lane	Bike Lane	East Parking	Park Strip & Bulb Out	East Sidewalk
Gateway	7	6			15	11	15			6	7
Civic	7	6			15	11	15			6	7
City Center	8.5	4.5			15	11	15			4.5	8.5
Traditional Main Street	7	6			15	11	15			6	7
Residential Boulevard	6	7			15	11	15			7	6
TOD	8.5	4.5			15	11	15			4.5	8.5

Option 2: ROW with a Center Lane; Width of center lane can function as a shared transit lane											
District	Sidewalk Zone		Roadway Zone							Sidewalk Zone	
	West Sidewalk	Park Strip	West Parking	Bike Lane	Travel Lane	Center Lane	Travel Lane	Bike Lane	East Parking	Park Strip	East Sidewalk
Gateway	7.5	5			15	12	15			5	7.5
Civic	7.5	5			15	12	15			5	7.5
City Center	8.5		8		11	12	11		8		8.5
Traditional Main Street	7	4.5	8		12	12	12			4.5	7
alternate side of on-street parking by block											
Residential Boulevard	6	6.5			15	12	15			6.5	6
TOD	8.5		8		11	12	11		8		8.5

Option 2: Intersections Only: ROW with a Center Lane; Width of center lane can function as a shared transit lane											
District	Sidewalk Zone		Roadway Zone							Sidewalk Zone	
	West Sidewalk	Park Strip & Bulb Out	West Parking	Bike Lane	Travel Lane	Center Lane	Travel Lane	Bike Lane	East Parking	Park Strip & Bulb Out	East Sidewalk
Gateway	7.5	5			15	12	15			5	7.5
Civic	7.5	5			15	12	15			5	7.5
City Center	8	4.5			15	12	15			4.5	8
Traditional Main Street	7	5.5			15	12	15			5.5	7
alternate side of on-street parking by block											
Residential Boulevard	6	6.5			15	12	15			6.5	6
TOD	8.5	4			15	12	15			4	8.5

## Purpose

The General Plan currently does not have a section outlining the goals of Centerville in relation to Historic Preservation. One of the desires of the Historic Sites Committee was to create a section within the General Plan that outlined a positive and active historic preservation program within the City.

Centerville is a community that has evolved in to a wide range of differing eras of subdivisions and homes. Because of the wide range of differing ages of homes, many may not see the historic significance within the community. However, the Committee believes that Centerville has a rich fabric of historic places that should be showcased and preserved.

## Discussion

Discussions began with the Committee in January of 2011 by assessing ideas and for what they believed the long range vision was. Through additional training and a Reconnaissance Level Survey the Committee's ideas grew into more developed objectives. On June 23, 2011, a work session was conducted in which the Committee created a proposed section for the General Plan relating to historic preservation.

## Research

Much of the background concepts of the general plan, were found by researching communities and adapting the ideas to Centerville. In addition, the Utah State Historic Preservation Offices also had information regarding how an historic preservation program should be conducted.

## Background Summary to the Historic Preservation Plan

As mentioned previously, a Reconnaissance Level Survey was conducted, that greatly guided the Committee to what the General Plan should include. A Reconnaissance Level Survey is an analysis of the historic resources found within a community. The survey was conducted May of 2011 and covered approximately 236 homes from 100 East to 600 East and 100 North to Porter Lane. This section of the City is considered the historic core and the Committee felt it appropriate to begin the survey in this location. As part of the survey, homes were identified that were the most historically significant and would be eligible for a National Register nomination (*see summary on page 2*). In addition, the survey indicated several goals Centerville could work toward, such as continuing surveys throughout the City, creating an historic district and changing the committee to a commission status.

Each form of research helped the Committee to create a document that met, what they believe, the goals of the City in regard to historic preservation may be.

## Creation and Explanation

The Historic Preservation Plan has been created into four distinct goals:

1. Support the creation of an Historic Preservation Commission
2. Expand the number of local and national historic sites
3. Introduction of historic districts within Centerville
4. Increase education efforts in regard to historic preservation

Each goal is formulated with subsequent objectives of how the goal may be accomplished. The Committee believed

that each goal had equal significant importance in creating a successful historical preservation program. Each goal and objective was developed with a long range vision in mind that would help guide the City for the future.

In addition to the goals and objectives a map has been included within the document to be used as a guiding tool for historic preservation decision making. The map shows an overview of homes built prior to 1961 and have color coded them into significant eras. This map could help in showing areas for additional surveys, historic patterns, location of national nominations and possible district locations. Since this map was created in 2011, it should be updated every few years in order to

keep it up to date with new homes that may be eligible and to indicate any new homes placed on the National Register of Historic Places.

## Conclusion

The Committee also believed that the Historic Preservation Plan would be a working document, meaning that it would need to be reviewed and revised as found necessary. The following document has been created by the Centerville City Historic Sites Committee for the purpose of guiding the City in regard to historic preservation.

## Summary of the 2011 Reconnaissance Level Survey

### Evaluation

Evaluation	Quantity	Percentage
A ELIGIBLE/SIGNIFICANT	25	11%
B ELIGIBLE/CONTRIBUTING	79	35%
C INELIG./NON-CONTRIBUTING	25	11%
D OUT-OF-PERIOD	96	43%
<b>Total:</b>	<b>225</b>	

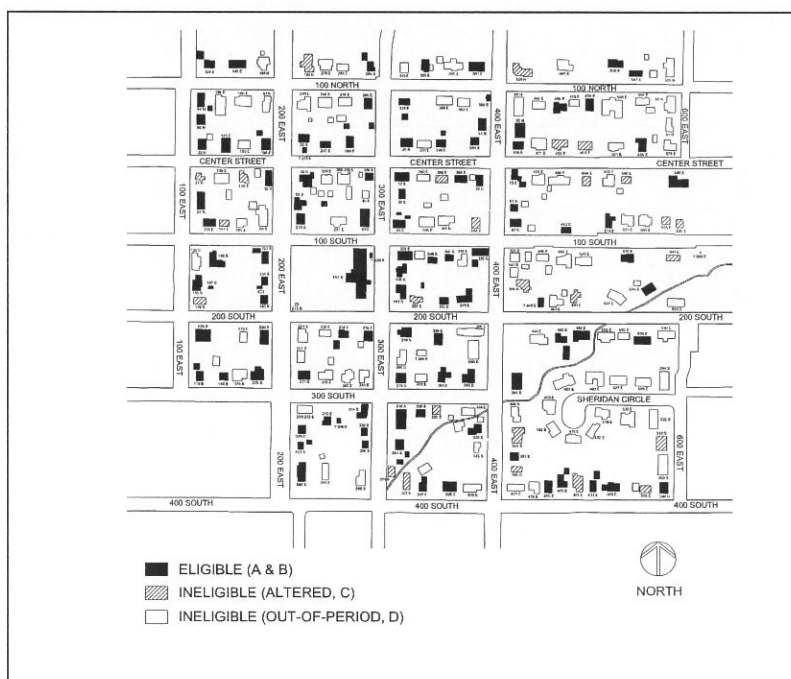
### Evaluation - All

Evaluation	Quantity	Percentage
A ELIGIBLE/SIGNIFICANT	25	11%
B ELIGIBLE/CONTRIBUTING	79	33%
C INELIG./NON-CONTRIBUTING	25	11%
D OUT-OF-PERIOD	96	41%
U UNDETERMINED	3	1%
X DEMOLISHED	8	3%
<b>Total:</b>	<b>236</b>	

### Construction Date Decade

(A or B rated buildings only)

Decade	Quantity	Percentage
1860s	4	4%
1870s	5	5%
1880s	7	7%
1890s	7	7%
1900s	5	5%
1910s	7	7%
1920s	7	7%
1930s	8	8%
1940s	26	25%
1950s	19	18%
1960s	9	9%
<b>Total:</b>	<b>104</b>	





## STRATEGIES TO HISTORIC PRESERVATION

### Vision

The building foundation of a community derives from its history. Some of the greatest contributions to Centerville may be found within the historical structures, places and people that have made a significant impact to our community. The structures and places associated with the events and people of this region, should be recognized and protected for future generations.

#### GOALS:

#### **1. Support the creation of an Historic Preservation Commission**

This goal is intended to create a Commission from the existing Historic Sites Committee that has already been established. This change would allow the Commission to have stewardship over the historic structures and places within Centerville. In addition, it would create a more efficient review and approval process for citizens seeking any alteration to an historic structure or property. Finally, it would alleviate the added review and decision making by the Planning Commission.

#### OBJECTIVES:

1.A. Encourage the preservation of historic sites and landmarks that are significant to the community in regard to persons, events, architectural style or have yielded information important to history or pre-history (such as archeological sites).

1.B. Participate in the review process of all structures or sites that may qualify to be on the Historic Landmark Register or the Historic Sites List, then make appropriate recommendations to the City Council.

1.C. Recommend to the Planning Commission and City Council zone text and zone map amendments relating to historical preservation.

1.D. Review the historical context only, for all remodels, alterations, demolitions and significant maintenance of historic structures and/or properties, with all Building permits being reviewed by staff.

1.E. Promote education among the citizens of Centerville in regard to the community's historic past, and

1.F. Ongoing education for the Historic Preservation Commission

*GOALS:***2. Expand the number of local and national historic sites.**

Centerville's historic structures and sites are an important aspect of the identity of the community and should be celebrated and preserved. This goal helps to encourage these preservation efforts.

*OBJECTIVES:*

2.A. Update Chapter 12-61, Historic Buildings and Sites, in regard to historic buildings and sites to give an enhanced clarity on the guidelines of being on the National and/or Local Registers.

2.B. Encouragement, education and assistance should be given by the Historic Preservation Commission and City staff to citizens who have homes that qualify for National and/or Local listings.

2.C. Periodically perform or have performed by a consultant Reconnaissance Level Surveys and Intensive Level Surveys to take an adequate inventory of the historic framework within the City.

2.D. Educate the property owners of historic homes with an information packet that identifies federal tax credits, benefits for being listed on the National Register, preservation resources and other helpful topics for living in an historic home. Also, the City should provide other zoning incentives to promote being listed on the National and/or Local Register.

2.E. Advocate the benefits of restoration, preservation and reuse before promoting the demolition of historic structures.

2.F. Create an excitement among citizens in regard to historic structures and places through continual outreach programs, educational and visual efforts or other related activities.



*GOALS:***3. Introduction of historic districts within Centerville**

As part of a vibrant historic preservation program, historic districts are formed to preserve and celebrate a geographic location that has historic significance to the community. An historic district can foster a sense of pride, not only among those living within a district, but to all community members.

*OBJECTIVES*

3.A. Conduct Reconnaissance Level Surveys throughout the City to gain a greater understanding of where possible historic districts could be located.

3.B. Work with property owners and other citizens in establishing a vision of what criteria and guiding principles the public desires for a proposed historic district.

3.C. Create a positive approach to historic districts by educating the public and making the districts more of a celebratory listing.

3.D. Support infill guidelines that promote the preservation of existing historic structures and proper design criteria for new homes adjacent to historic homes. Yet, infill guidelines should still allow for adequate flexibility in regard to new construction and not be regarded as a burden to the property owner.

3.E. Updates to the zoning map establishing historic districts should be encouraged.

3.F. The placement of historical markers, maps, individual property signage, entryway signage and information kiosks should be encouraged within newly formed districts. In addition, walking/biking tour maps, historical pamphlets/books, virtual tours and other educational tools should be created to tell the story of each individual district.

*GOALS:***4. Increase education efforts  
in regard to historic  
preservation**

Creating an understanding of the historical past of the community will encourage a sense of pride among Centerville citizens. In order to preserve the historic character of the City, educational efforts must be supported through all variety of tools and activities that are available.

*OBJECTIVES:*

4.A. Implement appreciation and recognition programs for those who make a significant contribution to historic preservation within Centerville.

4.B. The Historic Preservation Commission should work with local schools and the Museum Board, when appropriate, in regard to public education and printed material.

4.C. Create books, brochures, pamphlets, flyers, posters, maps, audio and visual presentations, social media and other forms of written and visual material to promote, educate and entertain the public in regard to Centerville's historic past, properties, structures and people.

4.D. Regular tours should be conducted to showcase homes, neighborhoods and the history of the community. Walking tour maps should be created to encourage citizens to experience Centerville by foot.

4.E. The placement of historical markers, maps, individual property signage, entryway signage and information kiosks should be encouraged within newly formed districts and historic streets and neighborhoods.

4.F. Historic preservation activities should be encouraged at all major community events in order to educate and excite the public in regard to the history of Centerville.

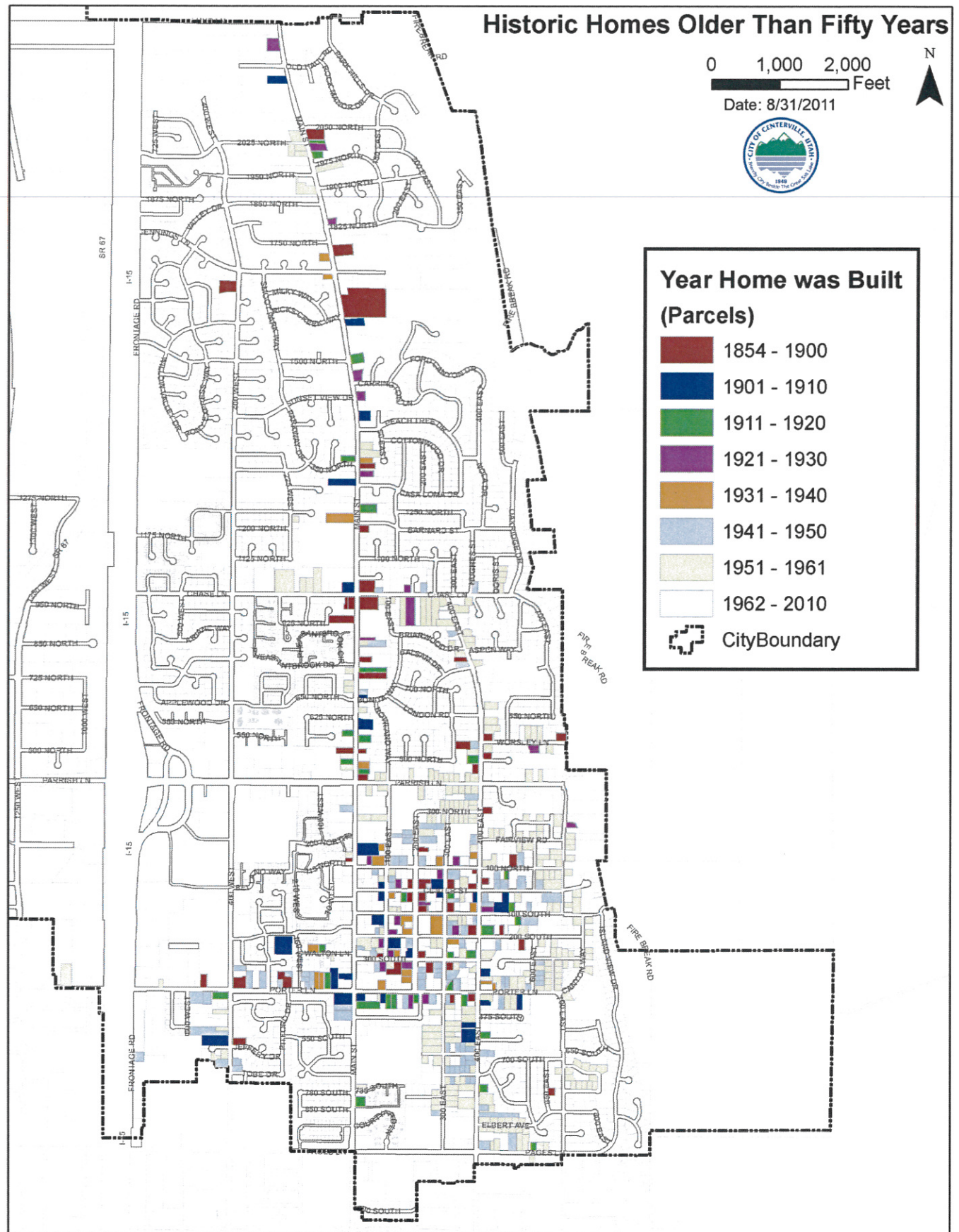
4.G. Annual art programs should be promoted in order to showcase the historic past of the community.

*GOALS:*

- 4. Increase education efforts in regard to historic preservation, Cont.**

*OBJECTIVES:*

- 4.H. Efforts should be made to promote the gathering, collection and research of historic resources, such as stories maps and photographs of the places and people from Centerville's past



**PART 12-500**  
**ANNEXATION POLICY PLAN**

**Section 12-500-1 Introduction**

Pursuant to *Utah Code Ann.* § 10-2-401.5, as amended, the City may not annex any unincorporated area of property into the City unless the City has adopted an annexation policy plan and such annexation complies with the terms and policies of such plan. As more particularly provided herein, the annexation policy plan is to set forth the specific criteria that will guide the City's decision whether or not to grant future annexation petitions. The annexation policy plan, in conjunction with the City's General Plan, should be developed in consideration of the population growth projections for the City and adjoining areas and the City's need for additional land suitable for residential, commercial, and industrial development over the next 20 years. The annexation policy plan is also intended to help the City plan for future expansion and growth in conjunction with neighboring political entities.

Annexation is a major determinant of population growth and affects many land use decisions. Each annexation has a different character and thus a varied impact on a city. Annexation decisions are generally permanent and determine what areas will become part of the City's political community, which areas must be serviced by the City and what areas will contribute to the City's tax base. Ideally, annexations should be as agreeable and advantageous as possible to all governmental entities and/or affected parties.

**Section 12-500-2. Why Do Cities Annex?**

Cities annex territory into their boundaries for several reasons:

- To provide municipal services, e.g., water, police and fire protection.
- To assure sound urban development and planning for the areas which share or affect the basic character of the municipality.
- To avoid the inequities of double taxation.
- To minimize the need for special service districts.
- To enhance the municipality's tax base, e.g., land for economic development.

**Section 12-500-3. Utah Law Regarding Annexations***A. Basic Annexation Criteria:*

Pursuant to *Utah Code Ann.* § 10-2-403, the process to annex an unincorporated area to a city is initiated by a petition. Except as otherwise provided in *Utah Code Ann.* § 10-2-418, the City may not annex an unincorporated area unless a petition is filed requesting annexation. Each petition for annexation shall be filed with the City Recorder and shall contain the signatures of the owners of private real property that is located within the area proposed for annexation, covers a majority of the private land area within the area proposed for annexation, and is equal in value to at least 1/3 of the value of all private real property within the area proposed for annexation. Each annexation petition shall be governed by and subject to the terms and conditions of applicable State law as set forth in *Utah Code Ann.* §§ 10-2-401, *et seq.* as amended. The basic annexation criteria under State law are summarized as follows:

1. The area to be annexed must be unincorporated;
2. The area to be annexed must be a contiguous area;
3. The area to be annexed must be contiguous to the corporate boundaries of the municipality;

4. The area to be annexed must not leave or create an unincorporated island or peninsula, except that existing islands or peninsulas within a city may be annexed in accordance with provisions of Utah Code Ann. § 10-2-418;
5. The area to be annexed must be within the municipality's expansion area;
6. The area to be annexed may not include part of a parcel of real property and exclude part of that same parcel unless the owner of that parcel has signed the annexation petition; and
7. The area to be annexed may not be annexed for the sole purpose of acquiring municipal revenue or to retard the capacity of another municipality to annex the same or a related area unless the municipality has the ability and intent to benefit the annexed area by providing municipal services to the annexed area.

If practicable and feasible, the boundaries for the area proposed for annexation should be drawn:

- Along the boundaries of existing local districts and special districts for sewer, water and other services, along boundaries of school districts whose boundaries follow city boundaries or school districts adjacent to school districts whose boundaries follow city boundaries, and along boundaries of their taxing entities;
- To eliminate islands and peninsulas of territory that is not receiving municipal type services;
- To facilitate the consolidation of overlapping functions of local government;
- To promote the efficient delivery of services; and
- To encourage the equitable distribution of community resources and obligations.

*B. Annexation Policy Plan Required Of All Cities:*

Pursuant to applicable State law, a city's annexation policy plan requires the following:

1. A map of the expansion area;
2. A statement of the specific criteria that will guide the city's decision whether or not to grant future annexation petitions. The statement should include and address matters relevant to those criteria including:
  - The character of the community;
  - The need for municipal services in developed and undeveloped unincorporated areas;
  - The municipality's plans for extension of municipal services;
  - How the services will be financed;
  - An estimate of the tax consequence to residents both currently within the municipal boundaries and in the expansion area; and



- The interests of all affected entities;
- 3. Justification for excluding from the expansion area any area containing urban development within ½ mile of the municipality's boundary; and
- 4. A statement addressing any comments made by affected entities at or within ten days after the public meeting required for the proposed annexation.

In developing, considering and adopting the annexation policy plan, the Planning Commission and City Council must:

- Attempt to avoid gaps between or overlaps with the expansion areas of other municipalities;
- Consider population growth projections for the municipality and adjoining areas for the next 20 years;
- Consider current and projected costs of infrastructure, urban services and public facilities necessary to facilitate full development of the area within the municipality and to expand the infrastructure, services and facilities into the area being considered for inclusion in the expansion area;
- Consider the need over the next 20 years for additional land suitable for residential, commercial and industrial development;
- Consider the reasons for including agricultural lands, forests, recreational areas and wildlife management areas in the municipality; and
- Be guided by the principles set forth in *Utah Code Ann.* § 10-2-403 (5), as amended.

*C. Urban Development within Expansion Areas:*

Once an annexation policy plan is adopted by a municipality, and a copy is sent to the county legislative body, the county may not approve urban development within the municipality's expansion area unless the county notifies the municipality of the proposed development and:

1. The municipality consents in writing to the development; or
2. Within 90 days after the county's notification of the proposed development, the municipality submits to the county a written objection to the county's approval of the proposed development and the county responds in writing to the municipality's objections.

Urban development is defined in State Law as a housing development with more than 15 residential units and an average density of greater than one unit per acre, or a commercial or industrial development for which cost projections exceed \$750,000 for all phases.

*D. Boundary Commissions:*

A boundary commission may be created by the legislative body of each county in accordance with provisions of *Utah Code Ann.* § 10-2-409, as amended, to help settle annexation disputes between cities, or between a city and a county. Each boundary commission is to be composed of seven members as follows:

- Two members who are elected county officers appointed by the county commission;

- Two members who are elected municipal officers from separate municipalities within the county, appointed by the municipal selection committee as defined in Utah Code Ann. § 10-2-409.5, as amended; and
- Three members who are residents of the county, none of whom is a county or municipal officer, appointed by the four other members of the boundary commission.

Pursuant to applicable procedures and hearing requirements set forth in applicable State law, the boundary commission may:

- Approve the proposed annexation, either with or without conditions;
- Make minor modifications to the proposed annexation and approve it, either with or without conditions; or
- Disapprove the proposed annexation.

**Section 12-500-4. Centerville City Annexation Policy Plan**

In accordance with applicable State law, the following provisions set forth Centerville City's Annexation Policy Plan. This Annexation Policy Plan and associated Map identifies unincorporated areas where the City would consider annexing property if petitioned and sets forth criteria for making decisions about future proposed annexations. This Annexation Policy Plan includes descriptions of each area regarding acreage, developability, need for municipal services, plans and time frame for extension of services, how the services will be funded, estimates of tax consequences for the City and County and interests of other affected entities, (e.g., Davis County, Davis School District, various special service districts, other municipalities, etc).

***A. General Annexation Standards for Centerville City***

In accordance with the provisions of *Utah Code Ann.* § 10-2-401.5, as amended, Centerville City hereby adopts the following standards which will stand as criteria for favorable consideration of all future annexations.

1. The area to be annexed must be contiguous to the corporate limits of Centerville City at the time of submission of an annexation request.
2. The area to be annexed must fall within the areas designated for future expansion and annexation on the Annexation Policy Plan Map.
3. The area to be annexed shall not be located within the corporate limits of another incorporated city.
4. The area to be annexed will not create unincorporated islands or peninsulas, except as provided for in *Utah Code Ann.* § 10-2- 418, as amended.
5. Where an area to be annexed may be served by an entity providing urban type services (e.g., secondary water, sewer service, etc.), Centerville City will notify such entities, in accordance with applicable State law, informing them of the intent to annex such area.
6. The petition must comply with the requirements of *Utah Code Ann.* § 10-2-403, as amended

In addition, it will be the policy of Centerville City to:



7. Eliminate islands and peninsulas of unincorporated areas within the environs of Centerville City;
8. Encourage the equitable distribution of community resources and obligations;
9. Annex areas for which Centerville City is the most efficient provider of municipal services; and
10. Give consideration of the tax consequences to property owners within the annexation area, as well as to the property owners within the municipality, in order to prevent double taxation and to ensure that the annexation will not be a tax liability to the taxpayers within the City.

**Section 12-500-5. Character of Centerville**

Nestled between the Wasatch Mountains and the Great Salt Lake lies the friendly city of Centerville. Within fifteen minutes of Salt Lake City to the south and 25 minutes of Ogden to the north, Centerville offers a beautiful environment for the homeowner and a fast growing commercial climate for the local entrepreneur. Centerville is expanding rapidly as people become aware of the amenities that it has to offer. For example, between 1980 and 1990 Centerville's population increased to 11,500 owing to a 29.9% growth rate. This trend continued as the population of the City grew to 14,585 in 2000. Scenic views of the valley and Great Salt Lake combine with a temperate four-season climate to provide the ideal setting for residency. Consequently, Centerville is fast becoming an ideal location for residential subdivision development. Centerville is also located in the middle of the fabulous recreational and cultural opportunities available along the Wasatch Front. Eight major ski resorts are within a 45-minute drive of Centerville. The cultural treasures of downtown Salt Lake City, such as Ballet West, the Utah Symphony, Temple Square, and sporting events at the Delta Center are fifteen minutes away. Centerville has excellent primary and secondary schools. Over 65 acres of parks and open space are available for individual, family and group activities.

**Section 12-500-6. Areas To Be Considered For Annexation.**

A map of the expansion area of unincorporated property identifying the area that the City anticipates annexing in the future is set forth in Exhibit "1," attached hereto and incorporated herein by this reference (hereinafter the "Expansion Area Map"). Expansion areas are divided into various numbered areas as shown on the Expansion Area Map and more particularly described below.

**A. Area #1 – West Centerville**

1. *Area Considered for Annexation:*  
The area being considered in this segment of the Annexation Policy Plan is north of Centerville City's current municipal boundary and is contiguous with the West Centerville Neighborhood. The area to be annexed is located west of the Legacy Parkway, east of Sheep Road, and along the south side of the Steed Creek drainage channel between Centerville City and Farmington City running through the properties from the northeast to the southwest.
2. *Character of Area and Adjacent Community:*  
This area is generally vacant and contains approximately 60 acres, which consists of a mixture of developable acreage and wetland areas. The area immediately to the north is also generally vacant land and would remain in the unincorporated area of Davis County allowing Farmington City to expand their municipal boundary, if so desired. It is anticipated that future development of the area to be annexed would conform to the West

Centerville Neighborhood Plan, which allows for office industrial or mixed node/use consisting of industrial office, supportive commercial, and allowances for residential development in an integrated community setting.

3. *Need for Municipal Services in Unincorporated Area:*

The purpose of annexing this area is to establish and provide accessibility to the full range of municipal services that are currently marginally provided or even unavailable to this area and the properties to the south already within the City's municipal boundaries. It is proposed that such municipal services for the area to be annexed can be obtained from Centerville City through the use of establishing an Economic Development Area. Police and fire protection can be more efficiently provided by Centerville City. Davis County, the current responsible entity, has to bring police protection from elsewhere in the County by traveling through other municipal entities. There are minimal regular police patrols, as will be available through the Centerville City Police Department once the area is annexed. An inter-local fire protection agreement is currently in force at the present time obligating the South Davis Metro Fire Agency to respond to fire and medical incidents in the area. Annexation of Area #1 will allow urban development of the properties to establish a job creation center for the South Davis area with industrial type development, supportive commercial uses, and even possible residential gross densities ranging from 12 to 15 dwelling units per acre in accordance with the West Centerville Neighborhood Plan.

4. *Plans and Time Frame for Extension of Municipal Services:*

With the development of the Legacy Parkway, the area will be provided greater accessibility and there is an opportunity to create a job center for the South Davis area. The West Centerville Neighborhood plan envisions developing an industrial/office job center and is to be potentially supported by other commercial and even residential development. In working with the desires of property owners in planning the future of the area, Centerville City expects development pressure to begin just after the opening of the Legacy Parkway in the fall of 2008. However, infrastructure needed to service the area has to be extended to allow for proper development that is envisioned in the neighborhood plan. It will likely take several years to fully develop the job center, however, extension of arterial roadways and basic service trunk lines need to be developed fairly soon to ensure that the desired development pattern will be implemented.

5. *Financing of Services:*

Generally, culinary water lines, public streets, sanitary sewer lines and storm sewer lines will be installed and paid for by the developer at the time of development and turned over to Centerville City for future maintenance. However, the area currently lacks a main arterial access road and the associated service or utility lines and facilities. It is proposed that such extension of needed services can be partly paid for through the use of establishing an Economic Development Area. Impact fees may also be used to provide for facilities in accordance with the City's Capital Facilities Plan. Centerville is currently proceeding with the required assessment of the area's shortcomings to establish if an Economic Development area and the associated impact fees and tax revenues to be collected by the related taxing entities will cover the cost of extension of such services. It is hopeful that by establishing such a program, it will expedite the occurrence of the desired development envisioned by the West Centerville Neighborhood Plan.

6. *Estimate of Tax Consequences:*

Annexation of Area #1 would increase the tax burden of property owners due to the addition of the Centerville City municipal taxes. However, the majority of the property in Area #1 would need to be annexed for the benefit of any property owner in that it will

provide substantially greater market value through greater development potential and the availability of municipal services than is currently available from the County. If the area were to be annexed and become part of a proposed Economic Development Area, infrastructure could be installed to establish sufficient service capacity to allow urban type development. Annexation and such a development plan would serve to spread the costs of these services over a greater number of properties and would likely reduce the burden of such costs for obtaining such infrastructure.

7. Interests of Other Affected Entities:

Davis County now has the responsibility for servicing Area #1 properties. The logistics of providing reasonable services at this point is impractical. Therefore, there has been a general understanding that as properties in Area #1 were ready to develop, they would be referred to Centerville City for annexation. Davis County will still collect revenue from property tax on the properties, whether in the City or not. However, the increased property values resulting from development in Centerville City will generate more revenue for Davis County than is now collected. The identified entities that would or could be affected by the annexation of this area are:

1. Davis School District
2. Weber Basin Water District
3. South Davis Sewer District
4. South Davis Metro Fire Agency
5. Centerville Deuel Creek
6. South Davis Recreation District
7. Farmington City
8. Davis County
9. *[add other affected entities, if any]*

Neither the Davis School District nor the South Davis Metro Fire Agency would lose their taxes from the properties. If an Economic Development Area (EDA) were to be approved, the Davis School District would be affected by the terms and conditions regarding the collection of taxes for the duration of such an EDA agreement. The Weber Basin Water District, South Davis Sewer District, and potentially Centerville Deuel Creek would all likely gain tax revenues to cover expenses for such services. All other entities would not likely be significantly affected by annexing Area #1.

### **A. Background**

Located entirely east of Centerville City, the foothills of the Wasatch Range are a prominent feature located at the base of these eastern Mountains. Most notably are the Bonneville and Provo benches created by the ancient shorelines of Lake Bonneville and the surface facets that have been created by normal faulting within the Wasatch Fault Zone.

The foothills are comprised of a mixture of both private and publicly owned lands located within and outside of the municipal boundaries of Centerville City. Additionally, these lands are traversed by canyons and drainage ravines carrying runoff that flows west towards the Great Salt Lake. These lands and waters are the source for the provision of necessary culinary and irrigation supplies that are owned, operated and maintained by the City or Special Service Districts.

Furthermore, such lands and waters include natural hazards that can pose a threat to life and property resulting from landslides, earthquakes, poor soils, flooding, and so forth. Therefore, it is essential to Centerville's health and safety, aesthetic appeal, and its quality of life to effectively preserve and/or manage the use and development of land along and within the foothills area.

The following information is a brief summary of the research information that was utilized to form a basis for developing the Foothills Management Plan of Centerville City.

### **B. Summary of Land Ownership by Acreage and Percent**

The City's Planning Staff performed a land ownership analysis of the foothill area using the City's GIS software. A summary of the resulting analysis is provided below.

<b><u>Ownership</u></b>	<b><u>Acreage</u></b>	<b><u>Percent</u></b>
Private	334.28 ac	61%
Municipal	164.39 ac	30%
County	39.93 ac	7%
Other*	10.39 ac	2%
Total	548.99ac	100%

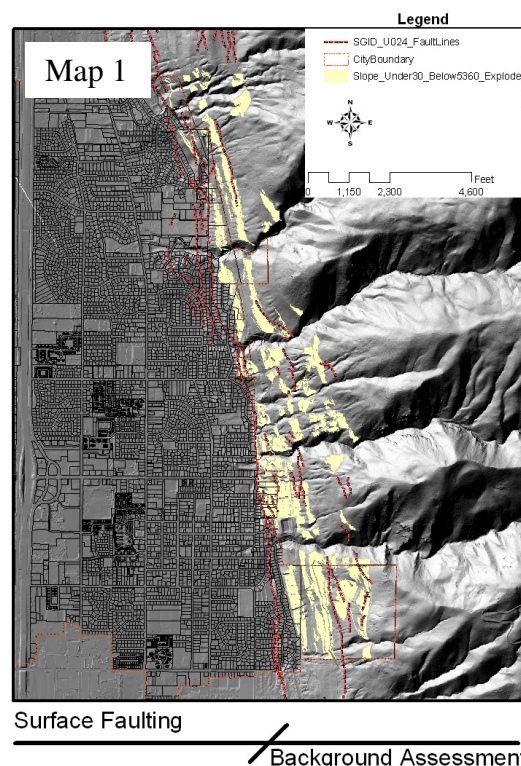
*Note: Lands owned and managed by the National Forest Service are not included in this summary.*

### **C. Summary of the General Natural Hazards**

Generally, the foothills are prone to the existence of several natural hazards. These natural hazards consist of earthquakes, landslides, poor soils, flooding, and other geologically or hill slope related problems.

#### **1. Earthquakes and Surface Fault Ruptures**

Geologic evidence indicates that faulting along the Wasatch Fault and other normal faults can cause earthquakes reaching 6.5 to



7.5 in magnitude. However, the evidence further indicates that there are more frequent earthquakes of moderate size magnitudes (5.0 to 6.5) which can still cause significant damage if located below an urban area.

Given Centerville City's geological location, the City is at risk for these earthquake events and such evidence appears near and in the foothill area (*see Map 1 – Surface Faulting*). Additionally, such events can trigger mass wasting (landslides), flooding from natural and man-made water systems, and can damage the regional utility services that traverse through the foothills.

As a result, the Foothills Management Plan takes into consideration these geologic risk factors in developing a strategy that attempts to minimize impacts to life and property from such hazards.

## 2. Mass Wasting

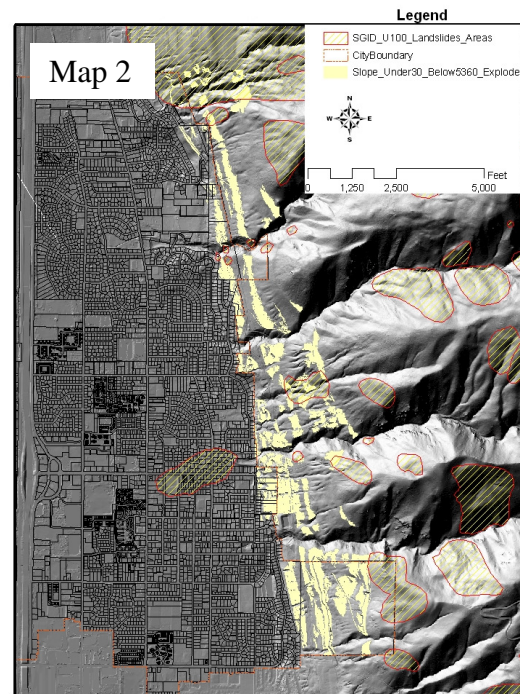
Landslides are also common natural hazards in the foothill area (*see Map 2 – Historical Landslides*). Slides strike without warning and can be destructive and costly to life and property. The more common types of landslides in Centerville are debris flows, slope failure, and rock falls.

Landslides are also associated with saturated surface soils or rising ground-water levels due to rainfall, snowmelt, and landscape irrigation. Thus, landslides in Centerville may move during the months of March, April, and May, although debris flows associated with intense thunderstorm rainfall can be common in other months.

Consequently, the Foothills Management Plan takes into consideration these mass wasting risk factors in developing a strategy that attempts to minimize impacts to life and property from such hazards.

## 3. FEMA Mapped Floodplains

The City has adopted a flood damage



Historical Landslides

Background Assessment

prevention ordinance (*Chapter 9-5, Centerville City Municipal Code*). This ordinance establishes “Areas of Special Flood Hazards.” These areas are established using the Flood Insurance Rate Maps (FIRM) published by the Federal Emergency Management Agency. The purpose of the ordinance is to “minimize public and private losses due to flood conditions.”

The canyons and drainage ravines associated with the foothill area are the features that create several of these flood hazards areas. The management of foothill area will have an affect how property can be used or developed within and as well as below the foothills.



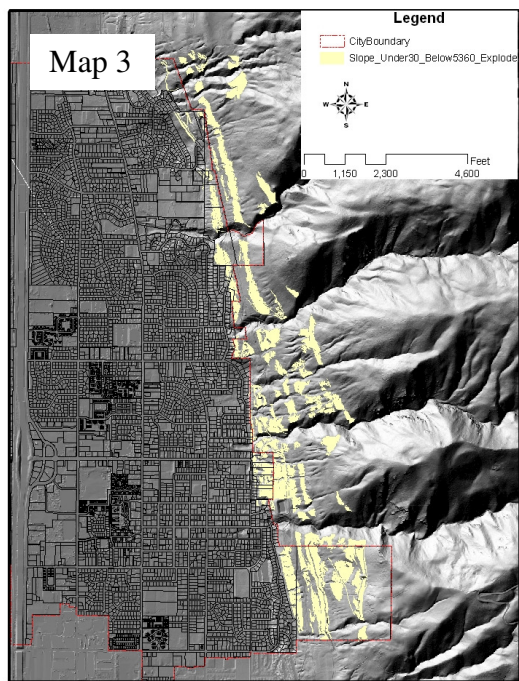
## D. Summary of Environmental Issues and Constraints

### 1. Slope Stability

Generally, slopes above 30% pose significant use and development problems usually associated with unstable subsurface soils and gravity's constant presence. In addition to the natural instability problems, the presence of irrigated vegetation increases the probability of slope failure. Thus, development is better situated in areas of lesser slope percentages. In Centerville City, the Zoning and Subdivision Ordinances restrict development above a slope average of 30% and establish parameters for development below this restricted percent.

In order to establish a baseline slope assessment for the Foothills Management Plan, the City's GIS Staff obtained Light Detection and Ranging (LIDAR) data, which is a remote sensing system used to collect topographic data. This data from LIDAR was analyzed by the City's GIS software. This data estimated proximal (two-meter resolution) slope measurements for the foothill area to assist with making initial decisions regarding the land management decisions for the use and development within the foothills.

The information indicates that there are 30% or less slope areas present below 4900 foot elevation with significant contiguous acreage that may be feasible for development (see *Map 3 – Slope Analysis*). The more problematic slope areas over 30% occur in greater amounts between the 4900 and 5200 foot elevations, the approximate high shoreline level of the ancient Lake Bonneville. However, this LIDAR slope analysis does not provide any confirmation regarding the suitability of the soils for development purposes or any geologic hazards within these elevations.



Foothills Slope Analysis

Background Assessment

### 2. Drinking Water Source Protection Zones

Currently, Centerville City operates or maintains nine (9) water well sites. The City has adopted a source protection zone and protocol for each wellhead site. These protection zones indicate the estimated groundwater time travel to the wellhead site. The groundwater within these zones generally flows from east to west. However, in low precipitation years and/or in severe droughts, it is possible for water to flow west to east to these wellhead sites.

Generally, the foothills are located within protection zones three (3) and four (4), which have 3-year to 15-year groundwater travel times. However, these two (2) protection zones are located in rocky and granular soil types that can percolate at a faster rate than the valley soils that are laden with clay material. Thus in the foothills, chemicals and other contaminants can enter the ground-water system fairly quick and may not be discovered until three (3) to 15 years later at the wellhead site.

Accordingly, the Foothills Management Plan takes into consideration these risk factors in developing a strategy that attempts

to minimize contamination to these important well head sites.

### **3. Runoff and Drainage**

Traversing through the foothills area are four (4) major drainage ravines or canyons. These drainage areas, from north to south, are known as:

- Ricks Creek (approx. 1600 North)
- Barnard Creek (approx. 1200 North)
- Parrish Creek (approx. 500 North)
- Deuel Creek (approx. 100 South)

These natural drainage facilities carry snowmelt and surface water from the mountains to the Great Salt Lake. Additionally, these drainage waters are a source of secondary irrigation for residential and agricultural uses, and for other approved water right allowances.

Furthermore, scattered between these major ravines are a number of secondary drainage gullies. These secondary drainages move surface water to the major ravine areas or naturally disperse water efficiently for proper infiltration into the ground water system. Also, such natural features secondarily serve to control runoff and erosion to existing development located further below the foothills.

The Foothills Management Plan takes into account the necessary function of these ravines and gullies in considering the proper management of land to minimize impacts to life and property and to preserve, maintain, or enhance this natural drainage system.

### **4. Wildland-Urban Fire Interface Zone**

Generally, the foothills are the demarcation zone between the natural environment of the Uinta-Wasatch-Cache Forest and the urbanized area of the Wasatch Front. This area is known as a “Wildland-Urban interface zone.”

The Wildland-Urban interface is an area where humans and their development meet or intermix with wildland vegetation and fuels.” In Centerville, the foothills function as this interface between land development and the natural environment of the mountains above. Inside this zone, important factors such as fuel control, access, water supply, and other related elements establish protection and/or mitigate potential threats from wildland fires.

Within this interface zone of the foothills there exists a limited improved dirt roadway, locally known as “Firebreak Road,” which traverses north and south along the foothills. This road functions both as a fire break and access road to the foothills. Much of Firebreak Road runs along the Weber Basin Aqueduct, which is also used to service and maintain an aqueduct that provides and moves culinary and secondary water for much of the South Davis County area. Damage could result to this facility, future development, and existing development below from either a wildland fire or from slope erosion or failure in the aftermath of a fire.

Consequently, the Foothills Management Plan takes into consideration this wildland fire risk factor in developing strategies to minimize impacts to life and property from such wildland fire hazards.

### **5. Regional Utility and Service Infrastructure**

Weber Basin Water District operates a major water delivery aqueduct that crosses, north-south, through the foothills. Associated with this aqueduct is an approximate 100 foot wide easement owned by the Federal government to protect, maintain, and provide access to this facility.

Additionally, near the southern end of the foothills area, Questar Gas owns and operates a high-pressure gas line that

delivers natural gas to the Wasatch Front. This line traverses across the foothills from south to north to about Pages Lanes and then proceeds westward through the City and into West Bountiful.

Such regional utility facilities and their associated easement areas will additionally create a unique foothills management issue within the mid to upper elevations of the foothills area.

### **E. Summary of Existing County or Forest Management Plans**

Currently, a good portion of the land consisting of the foothills above Centerville is located in either unincorporated Davis County or adjacent to or in the Uinta-Wasatch-Cache National Forest. The following information generally describes or highlights the currently adopted policies for the various land management directives of these entities.

#### ***1. Davis County Comprehensive Hillside Master Plan***

The Davis County Comprehensive Hillside Master Plan establishes the County's Vision for unincorporated lands located in the foothills above Centerville. This plan was a collaborative effort to create policy for the foothills County wide. The foothills directly above the City are located in what is labeled the Central Area Map, consisting of the Centerville and Farmington area. Some highlights for this area in the County's Plan are:

- The existing and proposed alignment for the Bonneville Shoreline Trail
- The designation of potential areas for clustered development and for development density transfers
- The preservation of the Centerville OHV area

- The proposed trail connecting the Centerville OHV area and the Bountiful "B" OHV area
- The potential location for a trailhead with equestrian access on the Centerville/Farmington border
- The location of the Parrish Lane Trailhead
- The hillside preservation above the aqueduct in most of Centerville

#### ***2. Uinta-Wasatch-Cache National Forest Plan***

The National Forest Plan establishes "forest management prescriptions" for the various areas within the Uinta-Wasatch-Cache National Forest. Within the foothills of Centerville, the Forest Plan indicates that such forest lands have a Management Objective (i.e. 3.1w) which is a watershed preservation or use emphasis or focus. The Forest Plan establishes, generally, that the forest lands above Centerville consist of uplands identified as important watersheds. The main or basic management objectives for these 3.1w areas of the Forest Plan are:

- Timber harvest, road construction and new recreation facility development uses are not allowed
- Vegetation, fuel treatment, prescribed fire, and wild land fire use are allowed for the purposes of maintaining, improving, or restoring watersheds to desired conditions, and to protect property in the wild land/urban interface
- Livestock grazing is allowed on open allotments to meet site-specifically defined desired conditions
- New trail construction is allowed with consideration of existing road/trail densities.

### **F. Foothills Management Plan**

Beginning in July of 2009, the City created a Foothills Management Plan Oversight Committee consisting of City Council



Members, Planning Commissioners, property owners, and citizens. The Committee met together several times to create and define a set of guiding statements to reflect the values and future desires for management of the foothills. The City Staff then used the value statements to guide and draft the proposed Foothills Management Plan.

Upon initial completion of the Foothills Management Draft Plan by the Oversight Committee, the City held an “Open House” meeting on April 12, 2011 to initiate the engagement of the public and received written comments regarding the draft plan. In August of 2011, the City’s Planning Commission held two separate hearings, the 10<sup>th</sup> and the 24<sup>th</sup>, and allowed for written comment to be received during this period. Then on August 24<sup>th</sup>, the Planning Commission, with a few changes to the plan, forwarded a recommendation to approve a General Plan amendment to adopt the Foothills Management Plan.

The Foothills Management Plan establishes a comprehensive guide to future physical land use patterns and desired attributes that have been expressed by the residents and city officials of Centerville. Additional planning principles and concepts have also been included to help establish the overall policies found in the Management Plan.

The Foothills Management Area is defined as any land, parcel, tract or lot that is located at or below 5200 feet in elevation (i.e. above mean sea level) to just below the Weber Basin Aqueduct (along the edges of existing development as of 2010). All decisions regarding annexation, development, or use of land within the management area is subject to the policies, directives, and other recommendations as outlined in this management plan or other related policies and regulations adopted by the City.

The twelve (12) guiding statements used to help direct drafting of the Foothills Management Plan are as follows:

- 1. Develop a well-thought out management plan, with potential annexation areas, which allows the City to monitor, influence, maintain or direct future land use development within the foothills.*
- 2. The City prefers that annexation petitions be considered when there are sufficient areas to develop master-planned neighborhoods, which will most likely be created from combining several parcels adjacent to one another.*
- 3. The City prefers that annexations, for purpose of land development, be limited to 4900 feet (mean sea level) in elevation and/or below.*
- 4. The Foothills Management Plan must ensure that there is sufficient municipal type service capacity (i.e. water, sewer, fire and safety protection, etc.) and infrastructure funding for land use development of the foothills.*
- 5. Development within the foothills must take into account the geologic and other natural hazards that are present, such as, but not limited to, earthquakes, landslides, wildland fires, soils stability, drainage, flooding, etc.*
- 6. Due to environmental constraints and concerns, the development of residential and recreational uses in the foothills must be executed in accordance with firm engineering principles.*

7. *As part of the foothills management plan, consider the potential feasibility of integrating the City's need for an expanded "city cemetery."*
8. *Preserve, maintain, and properly manage the City's rifle or shooting range facility.*
9. *Provide, preserve, and maintain specific separate use areas for motorized and non-motorized recreational facilities and their respective associated amenities.*
10. *Develop and incorporate educational and instructional materials for proper use of the foothills (i.e. print or website guidebooks, instructional or directional signs, enforcement procedures, etc.).*
11. *Consider the potential feasibility of using "firebreak road" as a residential collector street for the foothills area, **OR**...*
12. *Consider the potential feasibility of using "firebreak road" as an access or main thoroughfare for a recreational trail system.*

In the case of the Foothills Management Plan, the **Guiding Policies and Directives of the Management Plan** are expressed by the division of the foothills area into three (3) use and/or development segments. Each segment plays a different and sometimes distinct role in how land uses patterns are to develop in that particular area of the foothills. These segments are identified as follows:

- **South Foothills Segment "A"**
- **Central Foothills Segment "B"**
- **North Foothills Segment "C"**

Furthermore, the Management Plan sets forth various future land use "management prescriptions." These **Management Prescriptions** provide general tolerance level and/or land use intensities for existing uses and/or future development within each of the defined management areas. These prescriptions range from acceptable intensity and future use potential (Prescription 1.0) to limited intensity with little or no tolerance for future use potential (Prescription 4.0). In general, these management prescriptions and the expected development expectations are explained as follows:

- **Management Prescription of 1.0** – *area of acceptable land use and probable use potential*
- **Management Prescription of 2.0** – *area of fairly constrained land use but, includes plausible future use potential*
- **Management Prescription of 3.0** – *area of limited land use or severely constrained future use potential*
- **Management Prescription of 4.0** – *area that has little or no future use potential*

These development segments and management prescriptions are to be considered as statements of policy and are to be used in the decision-making process for annexations, land use ordinance amendments, applicable land use application reviews, and/or related capital improvement programs.

Additionally, these development segments or management prescriptions may be accompanied by descriptive text or a map that is intended to assist with understanding the purpose, intent, and interpretation of a policy or directive. The fundamentals of the Foothills Management Plan are described on the remaining pages of this document.

**ENVIRONMENTAL MITIGATION****POLICY:****1. Create a Geologic-Hazard Element for the City's General Plan and Zoning Ordinances.**

Exposure to geologic hazards and the associated risks vary greatly from one community to another. Once the City can properly identify these potentially high-hazard areas, the City can better understand the local risks and can take steps to reduce them by adopting and enforcing a locally applicable geologic-hazards ordinance.

**DIRECTIVES:**

- 1.A. Gather data from the Utah Geologic Survey (UGS), the Automated Geographical Reference Center (AGRC) and other applicable resources to establish a geologic-hazards assessment for Centerville City and the Foothills Area.
- 1.B. Create and adopt a geologic-hazards map using the available data from the assessment and make necessary updates to properly identify local area geologic-hazards.
- 1.C. Create and adopt a geologic-hazards mitigation ordinance that establishes the needed prohibitions or minimum criteria for the development of land uses at risk or possible exposure from these geologic-hazards.
- 1.D. Ensure that all annexations, rezoning, land use proposals or other development related requests are subject to, or that it is feasible to comply with, the recommendations, standards, or regulations adopted in the geologic-hazards mitigation ordinance.

***ENVIRONMENTAL MITIGATION******POLICY:*****2. Support and Sustain the City's Drinking Water Source Protection Policies.**

Within the foothills, chemicals and other contaminants can enter the ground-water system fairly quickly and may not be discovered until three (3) to 15 years later at the wellhead site. It is the intent of the Foothills Management Plan to take into consideration these risk factors in developing a strategy that attempts to minimize contamination to these important well head sites operated by the City or other entities.

***DIRECTIVES:***

- 2.A. Promote land uses that have a low or minimal risk to produce or dispose of contaminants that would negatively impact to drinking water sources.
- 2.B. Properly restrict or even prohibit land uses with high risk for contamination such as, but not limited to, intensive agricultural industry or mineral or resource extraction operations, crude oil and similar utility pipelines, the storage, processing or manufacturing of industrial chemicals, etc.
- 2.C. Require all development related improvements to install or connect to appropriate infrastructure for the capture and disposal of storm and/or waste water that pose a risk of containing unwanted contaminants, pesticides or other pollutants.

**ENVIRONMENTAL MITIGATION****POLICY:****3. Protect and Maintain the Natural Drainage Canyons and Ravines.**

These natural facilities within the Foothills carry snowmelt and surface water from the mountains to the Great Salt Lake. Additionally, the waters collected by these areas are a source for secondary irrigation for residential and agricultural uses below in the valley, and for other approved water right allowances.

**DIRECTIVES:**

- 3.A. Protect and restrict private development in or nearby the major drainage canyons of Ricks Creek, Barnard Creek, Parrish Creek, and Deuel Creek.
- 3.B. Limit alterations to any major drainage canyons or ravines, except for the express purpose of protecting life and property from major flood events, as determined necessary by the City, County, State, or Federal Entities.
- 3.C. Establish development encroachment protection edge buffers around all major canyons of at least 100 feet and at least 50 feet for any major secondary drainage ravines to maintain proper drainage of the foothills, or as determined by an approved geotechnical/ soils studies.

**ENVIRONMENTAL MITIGATION****POLICY:****4. Establish Proper Mitigation Standards for the Wildland-Urban Wildland-Urban Interface Zone.**

In Centerville, the foothills function as the interface between land development and the natural environment of the mountains above. Inside this interface zone, important factors such as fuel control, access, water supply, and other related elements establish protection and/or mitigate potential threats from wildland fires.

**DIRECTIVES:**

- 4.A. Work with local and state fire authorities to establish an Wildland-Urban mitigation ordinance that establishes the needed prohibitions or minimum criteria for protecting or mitigating wildland fire threats to urban development and the natural environment.
- 4.B. Maintain adequate fire suppression access to the foothills utilizing fire break road.
- 4.C. Establish adequate fire suppression systems to protect life and property within the Foothills. Such systems include, but are not limited to, access roads, water and fire hydrant supply, building sprinkling systems, and developing fire suppression staging areas.
- 4.D. Work with the Forest Service, Davis County, South Davis Metro Fire, and other applicable entities to create a cohesive effort to minimize the risk to life and property from potential wild fires in the foothills.

**MANAGEMENT PRESCRIPTIONS****POLICY:****5. Establish Specific Land Management Prescriptions Ranging from Acceptable to Undesirable to Describe Future Land Use Expectations Within the Foothills.**

Management Prescription Categories provide a general sense of the expected uses values identified by the Community. The specific prescription further emphasizes the level of acceptability for that particular value or use. All petitions for annexations, rezoning, or other land management decision ought to heavily consider whether a future proposal can adequately implement the desired prescription.

Additionally, if residential development is deemed feasible in the future, it is to be limited to low-density, single-family type uses, and to prohibit multi-family type uses.

**DIRECTIVES:**

5.A. Establish the following management prescriptions for describing municipal type land uses (i.e. residential):

- **Res. 1.0** for acceptable or probable use areas, consisting of only single-family, low density, subdivision development.
- **Res. 2.0** for possible use areas for single-family, low net density, likely involving planned unit or cluster subdivision development.
- **Res. 3.0** for very limited or severely constrained use areas for single-family, very low density, large/estate lot, several acres per lot, subdivision development.
- **Res. 4.0** for undesirable or prohibited residential use areas.

5.B. Establish the following management prescriptions for describing recreational type land uses:

- **Rec. 1.0** for acceptable use areas, or consisting usually of maintaining existing facilities or uses.
- **Rec. 2.0** for possible use areas for future recreational amenities.
- **Rec. 3.0** for very limited or severely constrained use areas, usually only consisting of trailheads and trails.
- **Rec. 4.0** for undesirable or prohibited recreational use areas.

**MANAGEMENT PRESCRIPTIONS****POLICY:**

*(Policy 5 Cont...) Establish Specific Land Management Prescriptions Ranging from Acceptable to Undesirable to Describe Future Land Use Expectations Within the Foothills.*

**DIRECTIVES:**

5.B. Establish the following management prescriptions for describing future potential annexations:

- **Annex. 1.0** for acceptable areas for future annexations into the City.
- **Annex. 2.0** for areas with possible future annexation into the City, provided that adequate municipal type services can be established.
- **Annex. 3.0** for areas with limited potential annexation into the City, for the purposes of water or drainage resource protection or for recreational amenities.
- **Annex. 4.0** for areas with very limited or nonexistent opportunities for annexing into the City.



**LAND USE MANAGEMENT****POLICY:****6. Divide the Foothill Area Into Three (3) Future Use Segments and Specify the Use Parameters That Are Unique to Each Segment.**

The geology of the foothills area created several major drainages or canyons. These canyons are difficult to traverse with roads and municipal service infrastructure. Therefore, access and service infrastructure would need to be built in segments in order to allow development within the foothills.

Roughly, there are three (3) major segments within the foothills area, with each having their unique challenges and obstacles to overcome to in order to properly utilize or develop such lands.

**DIRECTIVES:**

- 6.A. Delineate from the south City Boundary to approximately Parrish Creek as South Foothills Future Use Segment "A."
- 6.B. Delineate from approximately Parrish Creek to Ricks Creek drainages as Central Foothills Future Use Segment "B."
- 6.C. Delineate from approximately Ricks Creek drainage to the north City limits as North Foothills Future Use Segment "C."
- 6.D. Establish future land use policies for each of these segments. Identify desirable or future land uses that are specific for each segment. Describe such opportunities through policy statements and by using "management prescription" classifications.

**LAND USE MANAGEMENT****POLICY:****7. Establish the Future Use Expectations of South Foothills Segment “A” and Specify the Parameters That Are Unique to this Segment.**

Future Use Segment “A” begins at the south City Boundary, between Bountiful and Centerville, and extends to approximately Parrish Creek.

This segment contains a sizeable land area owned by the City, which is already within the City’s municipal boundary. Thus, annexation will likely play a limited role in the future use of this segment.

Additionally, the area does not currently have municipal type services such as water and sewer. Such services would not likely become available until there is sufficient market demand to develop a significant portion of the land to justify the costs for municipal service infrastructure.

**DIRECTIVES:****RESIDENTIAL LAND USE:**

- 7.A. Designate Management Prescription **Res. 1.0** to 30% or less averaged slope areas within the existing City Limits located below the Weber Basin Aqueduct.
- 7.B. Designate Management Prescription **Res. 2.0** to 30% or less average slope areas within the existing City Limits located above the Weber Basin Aqueduct.
- 7.C. Designate Management Prescription **Res 3.0** to 30% or less average slope areas outside the existing City Limits that would require annexation or are owned by the U.S. Forest Service.
- 7.D. Designate Management Prescription **Res. 4.0** to areas having average slope greater than 30% that are located within or outside the existing City Limits.
- 7.E. Require proposed residential subdivision development to be approved and constructed when there is sufficient area to develop master-planned neighborhoods (e.g. minimum of 15 contiguous developable acres).

**LAND USE MANAGEMENT****POLICY:**

*(Policy 7, Cont...) Establish the Future Use Expectations of South Foothills Segment "A" and Specify the Parameters That Are Unique to this Segment.*

**DIRECTIVES:****CENTERVILLE/BOUNTIFUL JOINT  
ALTERNATIVE OPTION:**

- 7.E. Examine the feasibility of allowing Davis Boulevard to be extended from Bountiful City, along the water aqueduct, and connecting the roadway extension to 100 South or even to Parrish Lane.
- 7.F. If deemed plausible, ensure that there are secondary accesses constructed from the Davis Boulevard extension possibly near the Cheese Park area of Bountiful and to Island View Drive in Centerville.

**LAND USE MANAGEMENT****POLICY:**

*(Policy 7, Cont...) Establish the Future Use Expectations of South Foothills Segment "A" and Specify the Parameters That Are Unique to this Segment.*

**DIRECTIVES:****RECREATIONAL LAND USE:**

- 7.I. Designate Management Prescription **Rec. 1.0** for the existing OHV area, existing shooting range area, and the north side of the Deuel Creek Drainage for a future city "canyon park" in association with the foothills trail system.
- 7.J. Designate Management Prescription **Rec. 2.0** for the Firebreak Road, Weber Basin Aqueduct, and Bonneville Shoreline Trail alignments to be used for access and trails to and from various recreational amenities.
- 7.K. Designate Management Prescription **Rec. 3.0** for all remaining areas adjacent to the City that are below 5200 feet in elevation.
- 7.L. Preserve, maintain, and improve the existing recreational opportunities, such as the existing OHV riding area and the shooting range until other desired lands uses become feasible.
- 7.M. Focus efforts in the hillside area to control excessive erosion and mitigate unneeded scaring of the hillside from recreational activities through prevention and rehabilitation strategies.

**LAND USE MANAGEMENT****POLICY:**

*(Policy 7, Cont...) Establish the Future Use Expectations of South Foothills Segment "A" and Specify the Parameters That Are Unique to this Segment.*

**DIRECTIVES:****RECREATIONAL LAND USE (Cont...):**

- 7.N. Provide and improve access to and from these recreational use areas, through non-motorized trail development, designated and controlled motorized routes, and other similar improvements and include a proper and consistent signing scheme.
- 7.O. Consider creating appropriate open space areas, utilizing City owned property, for the expansion of the City's Cemetery.
- 7.P Consider using such open spaces to establish a Bonneville Shoreline Trail "rest stop" area for this major Wasatch Front Trail System. Possible locations for this segment is in the upper southeast quadrant of the City's property or creating a multi-use complex spanning county and forest properties just north of the Deuel Creek Canyon and above the aqueduct.

**LAND USE MANAGEMENT****POLICY:****8. Establish the Future Use Expectations of Central Foothills Segment “B” and Specify the Parameters That Are Unique to this Segment.**

Future Use Segment “B” begins from approximately Parrish Creek drainage and ends to the north at the Ricks Creek drainage.

Due to federal ownership and easements, and lack of useable slope areas, the feasibility of developing this southern area, between Parrish and Barnard Creeks, is severely constrained. Thus, the City does not expect much future use or growth for this area, except for trail and access development for recreational uses.

Moving north of Barnard Creek, the useable slope areas for future uses are linear with areas both inside and outside the City limits. Public access to these areas will be limited to using Oakridge and 500 East Streets. Additionally, municipal type services would have to be constructed and established prior to allowing development in these northern areas.

Furthermore, geologic hazards may pose additional development constraints.

**DIRECTIVES:****RESIDENTIAL LAND USE:**

- 8.A. Designate Management Prescription **Res. 1.0** for the areas located within the existing City Limits.
- 8.B. Designate Management Prescription **Res. 2.0** for the areas located outside the existing City Limits, but below the Weber Basin Aqueduct, except designate **Res. 3.0** to the small areas around the Parrish Creek drainage that are below the aqueduct.
- 8.C. Designate Management Prescription **Res. 3.0** for the areas located outside the existing City Limits, but above the Weber Basin Aqueduct.
- 8.D. Designate Management Prescription **Res. 4.0** to areas having average slope greater than 30% that are located within or outside the existing City Limits.
- 8.E. Require proposed residential subdivision development to be approved and constructed when there is sufficient area to develop master-planned neighborhoods (e.g. minimum of 10 contiguous developable acres).

**LAND USE MANAGEMENT****POLICY:**

**(Policy 8 Cont...)** *Establish the Future Use Expectations of Central Foothills Segment "B" and Specify the Parameters That Are Unique to this Segment.*

**DIRECTIVES:****RECREATIONAL LAND USE:**

- 8.F. Designate **Rec. 2.0** for areas above the Weber Basin Aqueduct for the purpose of establishing pathway and trail systems.
- 8.G. Designate **Rec. 3.0** for areas below the Weber Basin Aqueduct for the limited purpose of establishing trailheads, parking areas, and other related amenities for the trail and pathway system to recreational use areas.
- 8.H. Develop a pathway and trail system that includes non-motorized trail development, designated and controlled motorized routes, and other similar improvements and include a proper and consistent signing scheme.
- 8.I. Focus efforts in the hillside area to control excessive erosion and mitigate unneeded scaring of the hillside from recreational activities through prevention and rehabilitation strategies.

**LAND USE MANAGEMENT****POLICY:****9. Establish the Future Use Expectations of North Foothills Segment “C” and Specify the Parameters That Are Unique to this Segment.**

Future Use Segment “C” begins from approximately Ricks Creek drainage and ends at the north City limits.

In a similar manner to Segment “B,” the useable slope areas within this segment are linear having the majority of the useable area outside the City limits and above the Weber Basin Aqueduct. Public access to these areas is currently limited to a hammer head road terminus that ends above 350 East Street.

Additionally, municipal type services would have to be constructed and established prior to allowing development within this segment. Also, geologic hazards may pose further development constraints.

**DIRECTIVES:****RESIDENTIAL LAND USE:**

- 9.A. Designate Management Prescription **Res. 1.0** for the areas located within the existing City Limits and below the Weber Basin Aqueduct.
- 9.B. Designate Management Prescription **Res. 3.0** for the areas located outside the existing City Limits, below and above the Weber Basin Aqueduct, except designate **Res. 4.0** for the slope area at the northern margin that is traversed by a series of secondary drainage ravines.
- 9.C. Designate Management Prescription **Res. 4.0** to areas having average slope greater than 30% that are located within or outside the existing City Limits.
- 9.D. Require proposed residential subdivision development to be approved and constructed when there is sufficient area to develop master-planned neighborhoods (e.g. minimum of 10 contiguous developable acres).



**LAND USE MANAGEMENT****POLICY:**

*(Policy 9 Cont...) Establish the Future Use Expectations of North Foothills Segment "C" and Specify the Parameters That Are Unique to this Segment.*

**DIRECTIVES:****RECREATIONAL LAND USE:**

- 9.E. Designate **Rec. 2.0** for areas above the Weber Basin Aqueduct for the purpose of establishing pathway and trail systems, except designate **Rec. 3.0** for the slope area at the northern margin that is traversed by a series of secondary drainage ravines.
- 9.F. Designate **Rec. 3.0** for areas below the Weber Basin Aqueduct for the limited purpose of establishing trailheads, parking areas, and other related amenities for the trail and pathway system to recreational use areas.
- 9.G. Develop a pathway and trail system that includes non-motorized trail development, designated and controlled motorized routes, and other similar improvements and include a proper and consistent signing scheme.
- 9.H. Focus efforts in the hillside area to control excessive erosion and mitigate unneeded scaring of the hillside from recreational activities through prevention and rehabilitation strategies.

POTENTIAL  
DEVELOPMENT  
AREAS MAP  
INSERTED HERE

**POTENTIAL  
RECREATION  
AREAS MAP  
INSERTED HERE**

*POLICY:***10. Consider in the Future Amending the City's Annexation Declaration Policy Plan to Reflect the Policies and Directives of the Foothills Management Plan.**

Annexation for the Foothill Area will play a moderate role in the future development of the City. Generally, annexation should not occur unless a substantial area is readied for development through a cooperative effort of property owners to master plan and construct needed infrastructure to service lands in the Foothills.

However, the goal of the Management Plan is to identify the opportunities or constraints within the Foothills and set forth possible solutions or resolutions that are hopefully agreeable and advantageous to both the private property owners and the City.

***ANNEXATION DIRECTIVES****DIRECTIVES:*

- 10.A. Designate **Annex 2.0** for areas that have significant developable acreage that contains slopes of less than 30%
- 10.B. Designate **Annex 3.0** for areas that have constrained or limited developable acreage that contains slopes of less than 30%.
- 10.C. Designate **Annex 4.0** for areas with severely constrained or very limited developable acreage that contains slopes of less than 30% and for areas with greater than 30% slopes.
- 10.D. Limit annexations to an elevation at or below 5200 feet above sea level, for the express or limited purpose of establishing and providing proper locations for water storage and/or pressurization, which is approximately an elevation of 5340 feet.
- 10.E. Limit residential land use development within an annexable area to a general elevation at or below 4900 feet above sea level, except in feasible locations above or below as described in specific segment areas.

**ANNEXATION DIRECTIVES****POLICY:**

*(Policy 10 Cont...) Consider in the Future Amending the City's Annexation Declaration Policy Plan to Reflect the Policies and Directives of the Foothills Management Plan.*

**DIRECTIVES:**

- 10.F. Take into account that annexable areas below the Weber Basin Aqueduct may have a greater potential over areas located above the aqueduct, due to engineering loads for crossing the pipeline and the need for securing secondary access roads to and from developed areas.
- 10.D. Establish that annexing and developing property must be determined by the readiness or ability for sizeable areas to be master-planned to establish adequate access, utility services, and assess the environmental constraints for any proposed development.

POTENTIAL  
ANNEXATION  
AREAS MAP  
INSERTED  
HERE