



Planning Commission Staff Report

Meeting Body: Copperton Planning Commission

Meeting Date: July 2nd, 2025

File Number & Project Type:
OAM2025-001422- 2025
Copperton Parking Revisions

Applicability: Single and Two-Family Zones Citywide

Planner: Brian Tucker, Planning Manager

Applicant: Copperton Staff

Key Findings:

- On street parking must be regulated on public streets to ensure that they are passable in all weather conditions.
- Neighborhoods in Copperton were not designed with enough parking to accommodate today's automobile ownership rates.
- If well regulated, on premise parking can be expanded without compromising the desire for an attractive street scape.

Staff Recommendation: The MSD Planning Staff recommend that the Copperton Planning Commission recommend that the Council approve the attached ordinance.

Exhibits:

A. Proposed Ordinance

BACKGROUND/ ISSUES TO CONSIDER

Utah, like much of the country, is in a housing crisis. The combination of elevated housing prices and the shortage of housing units have resulted in more people sharing the housing that is available. In Utah this has resulted in more working age people sharing households. With more working age people living in a suburban environment that is not efficiently served by transit, this has resulted in more commuters per household than the driveways in Copperton's neighborhoods were designed to accommodate. Until the housing market sees increased availability of housing and an easing of housing prices, Utah is not going to see any significant reduction in the number of cars per dwelling. The challenge is to ensure that those cars can be accommodated without turning front yards into parking lots or rendering the streets impassible due to parked cars, especially in inclement weather.

PROPOSED ORDINANCE

Planning Staff have created an ordinance that:

- With the exception of the gravel parking pads allowed in side and rear yards, requires hard surfaced front yard parking.
- Allows parking on a gravel parking pad in a side or rear yard when located behind a view obscuring fence or gate.
- Allows up to 60% of a front yard to be used for parking if the combined coverage area of all impervious surfaces, including buildings, driveways, paved walkways, patios, decks, and other structures, does not exceed 60% of the area of the lot. The municipal engineering division must approve site plans with more than 50% front yard parking.
- Eliminates the need for a permit to park two-axle, six-tire single unit trucks in association with an "on call" business.
- Clarifies which commercial and construction vehicles and equipment are not permitted to be kept in residential areas.

- In order to better implement these changes and the parking related ordinances in general, the proposed ordinance defines the terms "Drive Approach", "Driveway", "Driveway, Cross Access", "Driveway, Multifamily", "Driveway, Private", "Driveway Shared", "Hard surface", "Pavement", and "Paved".
- Clarifies that Private Roads are Private Streets.
- Expands the definition of "Street, Private" to limit the use of private streets to the owner or group of owners who share the use and maintenance obligations. This definition is more in line with the definition in Title 14.

STAFF RECOMMENDATION

Staff finds that:

1. On street parking must be regulated on public streets to ensure that they are passable in all weather conditions.
2. Neighborhoods in Copperton were not designed with enough parking to accommodate today's automobile ownership rates.
3. If well regulated, on premise parking can be expanded without compromising the desire for an attractive street scape.

Given the above findings, staff recommends the following action:

The MSD Planning Staff recommend that the Copperton Planning Commission recommend that the Copperton Town Council approve the attached ordinance.

Exhibit 1

19.04.020 General Definitions.

“Drive Approach” means an area of the public right-of-way located between the roadway and property adjacent to the public right-of-way that is intended to provide access for vehicles from the roadway to the adjacent property.

“Driveway” means a path of ingress and egress constructed within and adjoining a roadway, connecting the roadway with adjacent or nearby property in accordance with Copperton Municipal Code. A “driveway” is an unobstructed access from a public or private right of way to an adjacent or nearby property that does not interfere with vehicular or pedestrian travel within the right of way.

“Driveway, Cross Access” means a service drive providing vehicular access between two or more contiguous sites, so the driver need not enter the public street system.

“Driveway, Multifamily” means a driveway providing access to more than four dwelling units.

“Driveway, Private” means a driveway limited to the use of the owner or a group of owners who share the use and maintain the access and those having express or implied permission from the owner or owners, but not by other persons.

“Driveway, Shared” means a driveway serving more than one lot.

“Hard surface” means any asphalt or concrete surface of an approved thickness, or other approved surface, but excluding rock, gravel, grass, or dirt.

“Pavement” includes the paved portion of a street, including paved shoulders and on street parking areas. “Pavement does not include curbs, gutters, park strips, sidewalks, trails, and driveways.

“Paved” means ground covered with stone, brick, concrete, asphalt, or other approved surface, installed over a compacted base course, making a permanent surface that is firm, smooth, and level. A graded natural surface, or one covered with rolled stone or overlaid with compacted or loose gravel is not considered a paved surface.

“Road, Private” means the same as “Street, Private”

“Street, Private” means an access way, other than a driveway, similar to and having substantially the same or similar function as a public street, providing access to one or more properties, but held in private ownership. A “private street” is limited to the use of the owner or group of owners who share the use and maintain the street without the assistance of public entities. “Street, Private” and “Road, Private” can be used interchangeably.

19.28.060 Lot Coverage

- A. No combination of buildings, including accessory structure and other structures, shall cover more than forty percent (40%) of the area of the lot or parcel of land.
- B. No accessory structure or group of accessory structures may cover more than twenty-five percent (25%) of the rear yard.
- C. The combined coverage area of all impervious surfaces, including buildings, driveways, paved walkways, patios, decks, and other structures, may not exceed 60% of the area of the

~~lot. Concrete, asphalt and other impervious surfaces may not cover more than fifty percent (50%) of the yard area between a structure and a property line. This includes both the required setback area and any other yard area between the main building and the property boundary. Any lot less than forty feet (40') wide may install one driveway that exceeds the fifty percent (50%) impervious surface rule as long as that driveway does not exceed twenty feet (20') in width.~~

19.48.040 Standards For Parking In R-1 And R-2 Residential Zones

- A. Residential Driveways. A driveway shall be provided for vehicular access from the street or right-of-way to the required parking spaces of any dwelling in an R-1 or R-2 zone.
1. The number, location, and width of driveways shall comply with the specifications set forth in Sections 14.12.110 and 14.36.060.
 2. Driveways over one hundred fifty feet (150') in length are subject to approval by the Fire Authority.
 3. The area within the front yard of any single- or two-family dwelling not occupied by a driveway or parking surface set forth above shall be landscaped in compliance with the applicable provisions of this Title.

~~There shall be a hard surfaced driveway from the public or private road or drive to each required parking space (See Table 19.48.150). Each required parking space shall also be hard surfaced. The drive and parking surfaces shall consist of a permanent, durable, hard surface such as concrete (including permeable concrete), asphalt (including permeable asphalt), brick, pavers, stone, or block. A pervious surface may be used, subject to applicable municipal ordinances and policies.~~

- B. Except as provided in subsection C, Paved or gravel parking areas or driveways may not occupy more than fifty percent (50%) of the area of a front or rear yard. Any lot less than forty feet (40') wide may install one driveway that exceeds the fifty percent (50%) parking or driveway rule as long as that driveway does not exceed twenty feet (20') in width.

C. Parking areas in the front yard may exceed 50% of the front yard area under the following conditions:

1. The combined coverage area of all impervious surfaces, including buildings, driveways, paved walkways, patios, decks, and other structures, may not exceed 60% of the area of the lot; and
2. The parking areas in the front yard do not exceed 60% of the front yard area; and
3. The municipal engineer verifies that the site plan as proposed will not adversely impact the municipal or local storm drain system; and
4. A landscape planting area of at least 500 square feet is maintained in the front yard.

- D.C. Front Yard Parking. Parking or storage of motor vehicles in the unpaved portion of the front yard of a residential use or residentially-zoned property is prohibited. A legal driveway in the front yard may be used for parking, provided the public sidewalk is not blocked.

E. Driveway Surfacing. There shall be a hard-surfaced driveway from the public or private road or drive to each required parking space (See Table 19.48.150). Each required parking space shall also be hard surfaced except for parking pads as provided in this Subsection.

1. The drive and parking surfaces shall consist of a permanent, durable, hard surface such as concrete, asphalt, brick, pavers, stone, or block.

2. A pervious surface, including permeable concrete or permeable asphalt may be used, subject to applicable municipal ordinances and policies.

3. ~~D. — Recreational Vehicles.~~ Recreational vehicles ~~parked or stored on residential property in any R-1 or R-2 zone~~ shall:

4. ~~B~~be parked or stored on a paved surface in the front yard, side yard, or rear yard of a dwelling. Additionally, a recreational vehicle may be parked or stored on a parking pad which is constructed of six inches of compacted gravel. This area shall be kept weed free.

FE. Commercial Vehicles. Commercial vehicles shall not be parked or stored on residential property in an R-1 or R-2 zone, except in the following circumstances:

1. Commercial vehicles may be parked on a property in conjunction with lawfully permitted construction, maintenance, or site development activities so long as said activities are diligently pursued.

2. Subject to Subsection 4, One commercial vehicle may be parked behind the front line of the dwelling and screened from view from public streets or neighboring properties with an opaque fence that is at least six feet (6') tall, provided it is parked on a paved surface. The commercial vehicle may not exceed Class 5 (two (2)-axle, six (6) -tire single unit trucks) in Federal Highway Administration vehicle classification.

3. Subject to Subsection 4, One commercial vehicle may be parked in the front yard or side yard of a dwelling in the R-1 or R-2 Zones ~~upon issuance of a permit by PDS,~~ as long as all of the following criteria are met:

a. No other commercial vehicle is parked or stored on the property;

b. The operator of the vehicle is required to be on call twenty-four (24) hours a day to use the vehicle in response to an emergency;

c. The commercial vehicle is parked on a paved surface;

d. The commercial vehicle is parked entirely on private property, not parked on or over the street or sidewalk; and

~~e. The commercial vehicle does not exceed Class 5 (two-axle, six tire single unit trucks) in Federal Highway Administration vehicle classification.~~

4. Prohibited Commercial Vehicles. The following commercial vehicles are prohibited from being parked in an R-1 or R-2 Zone except as provided for in Section 1:

a. Heavy equipment, such as earth movers, backhoes, cranes, forklifts, bulldozers, and the like, which are commonly used for construction, excavation, demolition, or lifting;

b. Vehicles used to haul equipment or materials such as dump trucks, tanker trucks, semi-tractors, semi-trailers, cement trucks, or other similar vehicles; and

c. Vehicles exceeding Class 5 (two (2)-axle, six (6)-tire single unit trucks) in the Federal Highway Administration vehicle category classification.

GF. Clear View Triangles. In accordance with Subsections 19.46.120 D and E, no vehicle may be parked in a manner that obstructs the clear view triangle of an intersecting street or a driveway.