

# Woods Cross Planning Commission

Meeting Held at the Woods Cross Municipal Building  
1555 South 800 West, Woods Cross, Utah

This meeting will be held in person and via Zoom.

To join using Zoom, click here <https://us02web.zoom.us/j/9358074960> or go to zoom.us and select JOIN A MEETING. Meeting ID: 935 807 4960. Please mute your microphone except during the open comment period. Questions and comments are best made in the CHAT feature.

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## AGENDA

AUGUST 12, 2025

6:30 P.M.

1. PLEDGE OF ALLEGIANCE

(Michael Doxey)

2. MINUTE APPROVAL

(Joe Rupp)

3. OPEN SESSION

(Joe Rupp)

4. A1 SAFE AND VAULT COMPANY CONDITIONAL USE

1268 W 2600 S (I-1 Light Industrial Business Park Zone)

(Jayson Frandsen)

5. DC CUSTOMS SITE PLAN

1050 S 500 W (C-2 General Commercial Zone)

(Christian Traeden)

6. PUBLIC HEARING – SECOND DRIVEWAY AND YARD COVERAGE TEXT AMENDMENT

(Curtis Poole)

7. SECOND DRIVEWAY AND YARD COVERAGE TEXT AMENDMENT – DISCUSSION/VOTE

(Joe Rupp)

8. CITY COUNCIL REPORT

(Gary Sharp)

9. GENERAL & PENDING BUSINESS

The Public is invited to participate in all Planning Commission meetings. If you need special accommodation to participate in the Planning Commission meeting, please call the Community Development Director's Office at 801-292-4421.

**WOODS CROSS PLANNING COMMISSION MEETING  
JULY 8, 2025**

The minutes of the Woods Cross Planning Commission meeting held July 8, 2025, at 6:30 P.M. in the Woods Cross City Hall located at 1555 South 800 West, Woods Cross, Utah.

**COMMISSION MEMBERS PRESENT:**

Joe Rupp, Chairman  
LeGrande Blackley  
Mike Doxey-online

Robin Goodman  
Jake Hennessey  
Mariah Wall

**COMMISSION MEMBERS EXCUSED:**

David Lewis IV

**STAFF PRESENT:**

Curtis Poole, Community Development Director

**STAFF EXCUSED:**

Bonnie Craig, Administrative Assistant.

**CITY COUNCIL MEMBERS PRESENT:**

Gary Sharp

**VISITORS:**

Chris Liddle  
Jordan Swain  
Ray Whitchurch  
Byron Head

**PLEDGE OF ALLEGIANCE:**

Jake Hennessey

**MINUTE APPROVAL**

Chairman Rupp called for the review of the Planning Commission minutes for the Planning Commission meeting held June 10, 2025.

Following the review of the minutes, Commissioner Blackley made a motion to approve the minutes as written with Commissioner Goodman seconding the motion and all voted in favor of the motion through a roll call vote.

**OPEN SESSION**

Chairman Rupp then opened the meeting for comments from the public on items that were not on the agenda.

There were no public comments and Chairman Rupp closed the open session.

**WALKING COMFORT CONDITIONAL USE—1376 WEST 2600 SOUTH—BRYCE ANDERSON**

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The Community Development Director, Mr. Curtis Poole, reviewed this item with the Commission. He noted that the applicant is requesting approval of a conditional use permit for the purpose of operating an office warehouse from this location. He said the property is surrounded by other properties in the I-1 zone and an office/warehouse is allowed within this zone. Mr. Poole said the applicant is proposing to use the northern unit of the building as a warehouse to store and distribute footwear. He said improvements to the unit include adding an office area, lobby, bathrooms, in addition to adding a racking system for the warehouse. He said the business hours would be from 8:00 AM to 5:00 PM and there would be 10 employees. He said the applicant anticipates a small number of customers to come to this location. Mr. Poole also noted the unit has 20 parking stalls allocated for its use, which meets the requirements for the applicant. He also noted that deliveries will occur during business hours, and all business activities would occur inside of the building.

Following the information given by Mr. Poole, Mr. Chris Liddle representing Phelan who developed the building, said this is a very clean use and is a palletized storage of shoes for this site. He said he felt like this would be a good fit for them as well as for the city. He said there is mostly just going to be a distribution site.

Following the information given, Commissioner Hennessey made a motion to approve the conditional use for Walking Comfort with the following conditions:

1. Obtain and maintain a business license.
2. Obtain a South Davis Metro Fire inspection, if required, and submit a copy to the city prior to the issuance of a business license.
3. Business shall be in compliance at all times with any government entity having jurisdiction over the business or the subject property.
4. Business operations shall not negatively impact the adjacent businesses and properties.

Commissioner Blackley seconded the motion, and all voted in favor of the motion through a roll call vote.

**PUBLIC HEARING: STATION AREA PLAN GENERAL PLAN AMENDMENT—CURTIS POOLE**

Mr. Poole then reviewed this item with the Commission. He noted that in the 2022 General Session, the legislature passed H.B. 462, Utah Housing Affordability Amendments. He said this bill required cities to adopt a certain number of moderate-income housing strategies, develop, and adopt a station area plan, and other requirements aimed at increasing the number of affordable housing units.

Mr. Poole noted that last year the city and Wasatch Front Regional Council contracted with Arcadis as a consultant to update the Station Area Plan (SAP). He said over the last year, Arcadis has held regular meetings with the city, WFRC, and Utah Transit Authority (UTA), in addition to contacting various property owners within the plan area. He said Arcadis held an open house and conducted an online survey to gather feedback from residents and people who utilize the UTA FrontRunner Station.

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Mr. Poole noted that the state requirement is for cities to develop an SAP within a half-mile radius of the station platform. He said because of the challenges in this radius of single-family residential, industrial subdivision in both Woods Cross and West Bountiful, the Holly Refinery, and commercial areas on the east side of the freeway that were primarily built out, the decision was made to include the undeveloped area along 500 West.

Mr. Poole continued and said the SAP shows constraints, the major property owners, existing conditions, and the vision and plan for development. The SAP also indicates how the plan meets the requirements of H.B. 462. Survey and open house feedback has also been provided. The plan shows potential zoning, street layout, and opportunities for open space. The framework shown in the SAP is intended to provide guidance for future development and not an exact design or layout. The SAP differs slightly from the General Plan by adding additional multi-family zoning in the area along 500 West and Redwood Road and near the FrontRunner Station. The plan also addresses the difficulty of accessing the FrontRunner Station without a vehicle and provides some guidance for future development along 500 West, 1100 West, 800 West, and 1500 South. Some of these recommendations will require collaboration with UDOT and UTA.

Mr. Ray Whitchurch, who is a principal at Arcadis, addressed the Commission and said there were some challenges in putting this plan together, but he felt like they had a good plan in place. He said the vision statement is as follows:

“The vision for the Woods Cross Station Area seeks to strike a careful balance between the environmental constraints posed by the Holly Refinery, the community’s agricultural heritage, and the potential for transit-oriented growth. This plan identifies opportunities for future development within the designated properties, including areas located within the refinery’s blast radius.

“The types of development proposed in this plan are designed to comply with existing constraints, align with the values and priorities of the Woods Cross community, and foster the growth necessary to establish a critical mass that can serve as a catalyst for future transit-oriented development. By blending environmental stewardship with thoughtful development, this vision aims to create a sustainable and connected station area that honors the community’s character while embracing strategic growth.”

Mr. Jordan Swain, also with Arcadis, addressed the Commission and went over the details of the station area plan with the Commission. He went over the four main objectives for House Bill 462. Those objectives are Housing Availability and Affordability, Sustainable Environmental Conditions, Access to Opportunities, and Transportation Choices and Connections.

Mr. Swain also went over the comments for the open house that was held regarding this area, safety in the area, and higher density impact concerns.

Chairman Rupp then opened the public hearing so the public could ask questions as they go through the station area plan.

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The Commission asked questions regarding the specifics of the general plan and made suggestions on some of the changes they would like to see added to the Station Area Plan. There was also some discussion on wetlands designated on the plan and if those were still in effect. Arcadis said they would look into that matter and see what information they could find regarding the wetlands. Arcadis said the TRAX station is a well-functioning station, but it is mostly the different ways that people arrive at the station that may make it easier to use. There was also concern about the potential to mitigate the danger around the blast zone of the refinery that may need to be considered. The Commission said this consideration may need to be brought up with the state and this issue raised to make sure that constraints are voiced to make the state aware of the challenges of high-density housing around a refinery. It was also mentioned that increased building standards can be implemented for this plan because of the proximity of the refinery. There was also discussion about the movement of traffic and the importance of that consideration for this area as well.

There were no public comments at this time and Chairman Rupp closed the public hearing.

**STATION AREA PLAN DISCUSSION/VOTE**

Council Member Sharp suggested that when this presentation comes to the Council for the final vote that Representative Melissa Ballard and Senator Todd Weiler be invited to listen to the presentation to be able to see where the station area for Woods Cross is at and the careful planning that has gone in to putting together this plan while doing their best to meet the criteria set by the state.

Mr. Swain said he would take those comments and suggestions that were given by the Planning Commission and implement them into the Station Area Plan.

Following the Planning Commission's discussion, Commissioner Blackley made a motion to forward the Planning Commission's recommendation to approve the Area Station Plan with the suggested changes as noted above to the City Council. Commissioner Doxey seconded the motion, and all voted in favor of the motion through a roll call vote.

**CROFT LIGHT COMMERCIAL FLEX DISCUSSION—MARC CROFT**

Chairman Rupp then noted he is a close friend of Marc Croft and wanted to make the Commission aware so if they had any concerns with having him join in this discussion, they could let him know. The Commission said they had no concerns. Mr. Poole noted that unless there is a financial benefit to a Commission Member in relation to an item being brought before the Commission, there was not a need to recuse yourself from a discussion.

Mr. Poole noted Marc Croft had recently contacted the Community Development Department to discuss the possibility of amending city code to allow light commercial flex manufacturing within the C-2 Zone. He said current code allows light commercial flex manufacturing uses in all industrial zones and the AP Zone as a conditional use. He said Mr. Croft would like to discuss the proposed amendment with the Commission and present what he is currently manufacturing.

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Mr. Poole said existing code defines light commercial manufacturing as an “indoor manufacturing process that may utilize electronic or automated machines (such as 3D printers, laser cutters, copiers/printers, engraver or embroidery machines) and hand-powered machines and instruments (such as presses, rolling machines, bending machines) to assemble, alter, convert, fabricate, finish process or treat products or components for wholesale direct sale. An accessory retail storefront area may be included to sell manufactured goods to the general public.”

Mr. Poole said he had visited this business and as far as the noise level was concerned, that he and Mr. Croft were able to have a regular conversation without having to raise their voices over the machine noise. He said when they went outside, they could not hear noise from the machines at all.

Mr. Poole did point out that the Commission does need to consider that making this change will affect the whole zone which is mostly along 500 West to 2600 South. He said it is currently a conditional use in the industrial zone. He said this change would also need to have conditional approval to mitigate anything that would not work in the use within the zone. Mr. Poole said Mr. Croft wanted to introduce what his business is doing and see what the possibilities of making changes to the zone might be.

Mr. Marc Croft addressed the Commission and said he had lived in Woods Cross for many years as well as operating a business in the City for 27 years. He said for 27 years they have been selling and servicing lawn and gardening equipment in the city. He said power equipment is changing, especially this past year. He said in 2023, their main brand, which was Honda, decided to get out of the industry, which was a main part of their lawn mower repair business. He also said the market share has not changed since 1985. He said there are a lot of manufacturers that are producing battery powered products now. He said their business took a big hit because of these changes, so they were looking for other opportunities for themselves and their employees. He said they were looking to expand, and they looked for business opportunities and invested in a motorcycle company in Texas as part of this expansion. He said right after they purchased the business, they were notified by the EPA they had to modify how they imported their motorcycles into the country. He said they were looking for ways to solve their problem since they had invested a lot of money in the new business. He said they were able to learn how to manufacture carburetors that would meet the EPA standards for the motorcycles, so they started to build them at their facility. He said they have trained their lawn and garden technicians to build these motorcycle carburetors as part of this new business.

He said as far as noise goes, he used a noise meter and checked to see how loud this operation was and the high decibels were 85 which does not exceed the high decibels that happen during the fixing and running of the lawn and garden equipment. He said his current operation for repairing lawn mowers and power tools is much louder than what these new machines create. He said it works well as a machine shop and manufacturing shop. He said because they have been so successful with this new manufacturing, they have been able to bring manufacturing from overseas into the country and they have now gotten the contract to be able to make all the parts for these carburetors worldwide.

Chairman Rupp asked what the size of the area is they are using for this manufacturing business. Mr. Croft said it is about 900 square feet.

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Mr. Croft showed the Commission the small parts he is using to manufacture the motorcycle carburetors. He said the carburetor is very small and meets and exceeds the EPA requirements for the motorcycles they import. He said they do not have a large footprint. He said they are changing the dynamics of motorcycle manufacturing.

The Commission looked at how the changes to this zone may impact businesses such as outside storage, deliveries and semi-trucks coming in and out. Mr. Croft said the deliveries they are receiving are not going to increase more than what they already have coming in and out of the businesses located in the area.

Mr. Poole also said that manufacturing has changed over the years with the improvement of technology and the larger manufacturing buildings are becoming quieter and more efficient and the building footprint is becoming smaller for these manufacturing businesses. Mr. Poole said that offering a way to start out in a small area and expand is a good thing for these types of businesses but was not anticipated 10 or 15 years ago when the codes were put into place.

Commissioner Hennessey asked about how the change in the code would affect the general commercial zone. Mr. Poole said there would just be one more use added to the uses already in operation.

It was noted that the tire business that is operating in the same area is louder than what this business was going to be.

There was discussion about possibly adding a decibel level requirement, but Chairman Rupp said he felt like that it would be too limiting, and the conditional use would be the vehicle to be able to regulate the noise. He said people could come in and remediate an issue.

Chairman Rupp said tonight Mr. Croft just wanted to check to see how the Commission might feel about making a change. Council Member Sharp said he would support the change. The Commission said they did not have any problems with doing this, especially since it is a conditional use, and thought it would be good to move forward. Commissioner Doxey asked what the worst-case scenario would be and what businesses might come in and push the envelope. He said that was his only concern. Chairman Rupp said he agreed that the larger scale would be good to look at. He said he thought there could be some limitations in language that could help with the scope of it, but make sure it is a conditional use and not a permitted use. He said this is a natural progression with where technology has gone and this type of manufacturing is cleaner and quieter.

Mr. Poole noted that Mr. Croft would need to submit an application for a text amendment as a next step and then the Commission would review it and hold a public hearing, and then it could be advanced to the City Council with another public hearing and then it had the possibility of being approved.

**CITY COUNCIL REPORT**

Council Member Sharp reported on the City Council meeting held July 1, 2025. Please see the minutes of that meeting for the details of his report.

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**GENERAL AND PENDING BUSINESS**

Mr. Poole said he had nothing for general and pending. He said he was not sure if there would be a meeting held on July 22, but he would let the Commission know.

Mr. Poole said they are getting ready to send out the RFPs for bids for the new city hall.

**ADJOURNMENT**

There being no further business before the Commission, Commissioner Goodman made a motion to adjourn the meeting at 8:31 P.M.

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Joe Rupp, Chairman

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Bonnie Craig, Administrative Assistant



# STAFF REPORT

**To:** Planning Commission

**From:** Curtis Poole, Community Development Director

**Date:** August 12, 2025

**Re:** Conditional Use Request – Office, Warehouse Use



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**Location:** 1268 West 2600 South, Unit 101

**Zoning:** I-1 (Light Industrial/Business Park) Zone

## Background

The applicant, Jayson Frandsen, is requesting approval of a conditional use permit for the purpose of operating an office, warehouse use from this location. The property is surrounded by other properties within the I-1 zone. An office, warehouse is an allowed use within the I-1 zone subject to a conditional use review.

City code authorizes the Planning Commission to review conditional use requests and section 12-22-104 outlines the standards by which the Commission may impose conditions to mitigate potential adverse impacts to surrounding property owners.

## Staff Review

The applicant is proposing to use the southern unit of the building as a warehouse to store and display safes and vaults. The applicant's business involves installing and moving safes and vaults for residential and commercial users. The applicant primarily installs safes and vaults that are purchased through retailers such as Cabela's, Sportsmen's Warehouse, Scheels, Tractor Supply, etc. All work will be done at the customer's home or business. The applicant indicates few customers will come to this location.

The unit has an existing office, bathroom, display area, and warehouse. The applicant is not proposing any improvements to the unit. The business will operate Monday through Friday from 9:00 am to 7:00 pm, and on Saturday from 9:00 am to 5:00 pm. There are currently four employees associated with this business. Five parking stalls are assigned to this unit, which meets the parking requirement.

Staff does not anticipate any potential negative impacts to surrounding property owners. Staff finds that the use complies with City codes, is consistent with the General Plan, and is compatible with neighboring properties within the zone.

## Recommendation

Staff recommends the Planning Commission approve the conditional use request for an office, warehouse use, with the following conditions:

1. Obtain and maintain a business license.

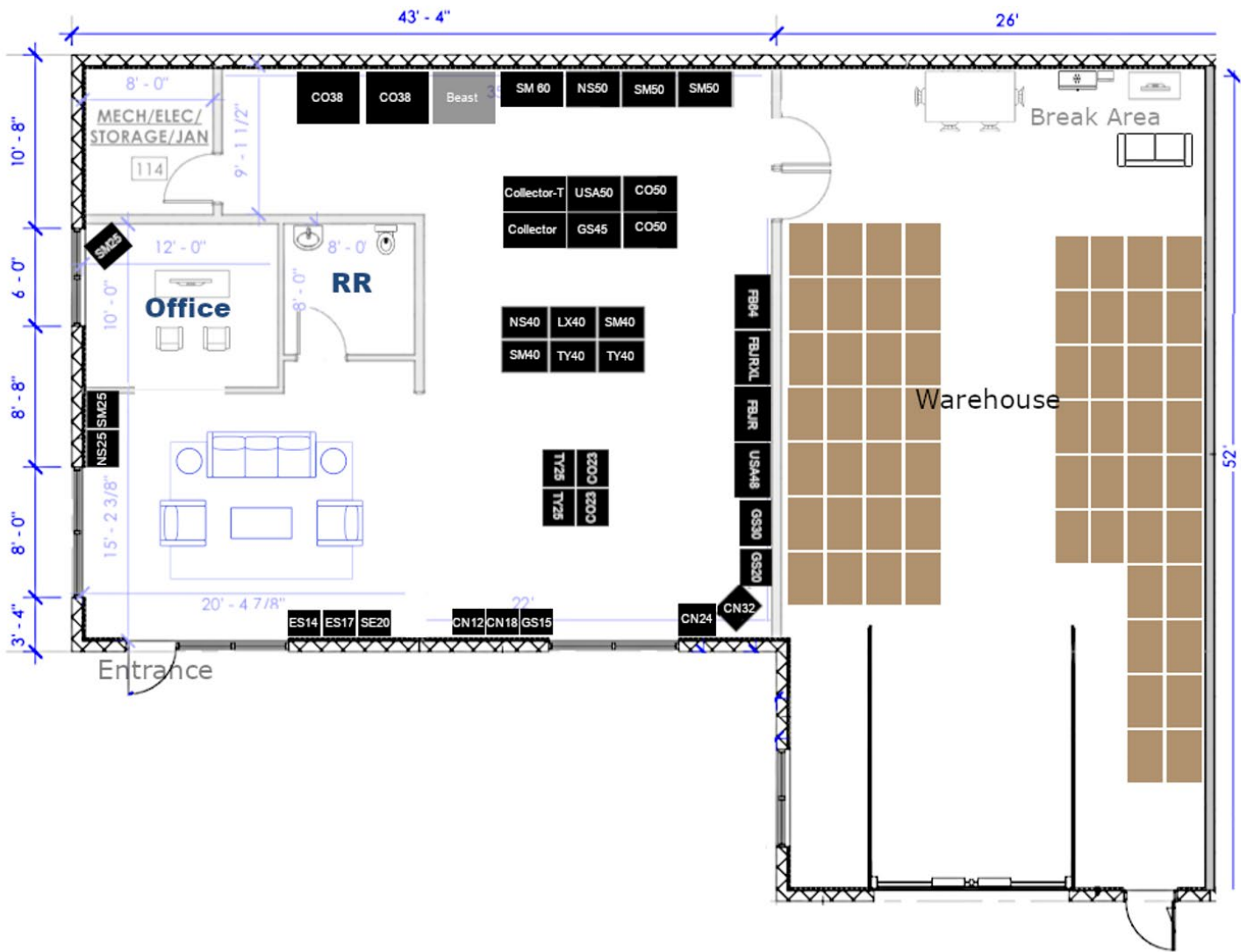
2. Obtain a South Davis Metro Fire inspection, if required, and submit a copy to the city prior to the issuance of a business license.
3. Business shall be in compliance at all times with any government entity having jurisdiction over the business or the subject property.
4. Business operations shall not negatively impact the adjacent businesses and properties.

# A1 SAFE AND VAULT CONDITIONAL USE

SUBJECT  
PROPERTY







# STAFF REPORT

**To:** Planning Commission

**From:** Curtis Poole, Community Development Director

**Date:** August 12, 2025

**Re:** Site Plan Review – DC Customs



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**Location:** 1050 South 500 West

**Zoning:** C-2 (General Commercial) Zone

## Background

The applicant, Christian Traeden, on behalf of DC Customs, is requesting site plan approval to develop a vacant property. The property is located in the C-2 zone and is north of Pace's Dairy Ann and adjacent to a multi-family residential development to the west and single-family uses to the north.

In its review the Planning Commission shall determine if the site is compliant with City Code.

## Staff Review

The applicant is proposing to build a 12,500 square foot single story building that will house two retail businesses, DC Customs and the Boat Shack. DC Customs is a vehicle customization and detailing business, and The Boat Shack, is boat sales and repair business. These businesses currently operate in Bountiful on 500 West across from Chuck-A-Rama. Both business uses are permitted in the C-2 zone.

The proposed building is an "L" shape with the retail space facing 500 West and seven vehicle bays behind the retail space running parallel to the south property line. Code requires that the building form should be predominately rectangular with "decorative elements and articulations," to break up the building. The applicant has achieved this by vertical towers, canopies, and overhangs. The façades facing from 500 West will be a mix of stone, faux wood, metal paneling, and glass with a grayscale color scheme and accents of brown wood. The building also meets the setback and height standards for the C-2 zone.

Code requires three parking stalls for every vehicle bay and 1 stall for every 200 square feet of retail space. With seven vehicle bays and approximately 3,800 of retail space, the applicant will be required to provide 40 parking stalls, and plans show this will be achieved with parking adjacent and behind the building.

The landscape plan shows the required street trees along the frontage of 500 West, and additional trees bordering the residential uses to the north and west to provide a buffer. In addition to the perimeter trees, the plan shows interior trees mixed with shrubs and stone mulch. The landscape plan meets standards of code.

All utilities have been reviewed and approved by the Public Works Director and City Engineer. The photometric lighting plan shows there will be a measurement of zero footcandles at property lines. The applicant will be installing a storm drainage system that has been reviewed and approved by the City Engineer. In addition, the applicant has recorded a storm drainage easement agreement with the Springwood Apartments to the west to drain across their property. The lack of this easement agreement has stopped other developments from moving forward. The applicant has worked hard with the adjacent properties to minimize any potential negative impacts.

**Recommendation**

Staff recommends the Planning Commission approve the proposed site plan for DC Customs with the following conditions:

1. Provide the city with an approval certificate from South Davis Metro Fire and inspection reports during construction phases.
2. Obtain a building permit.

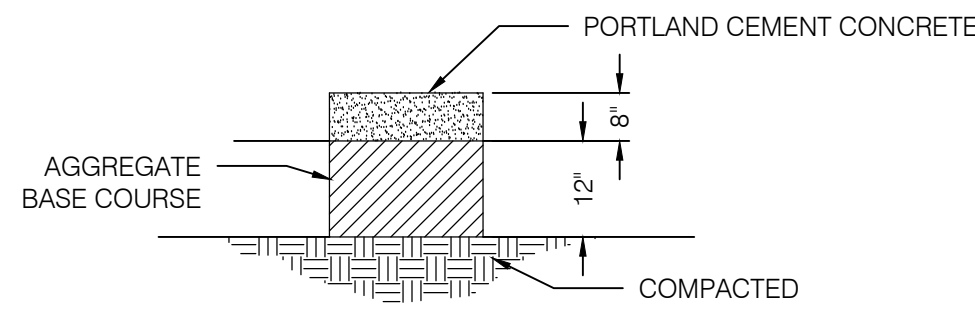


# DC CUSTOMS SITE PLAN

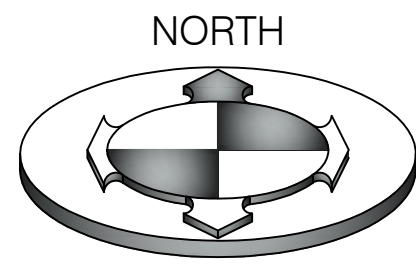
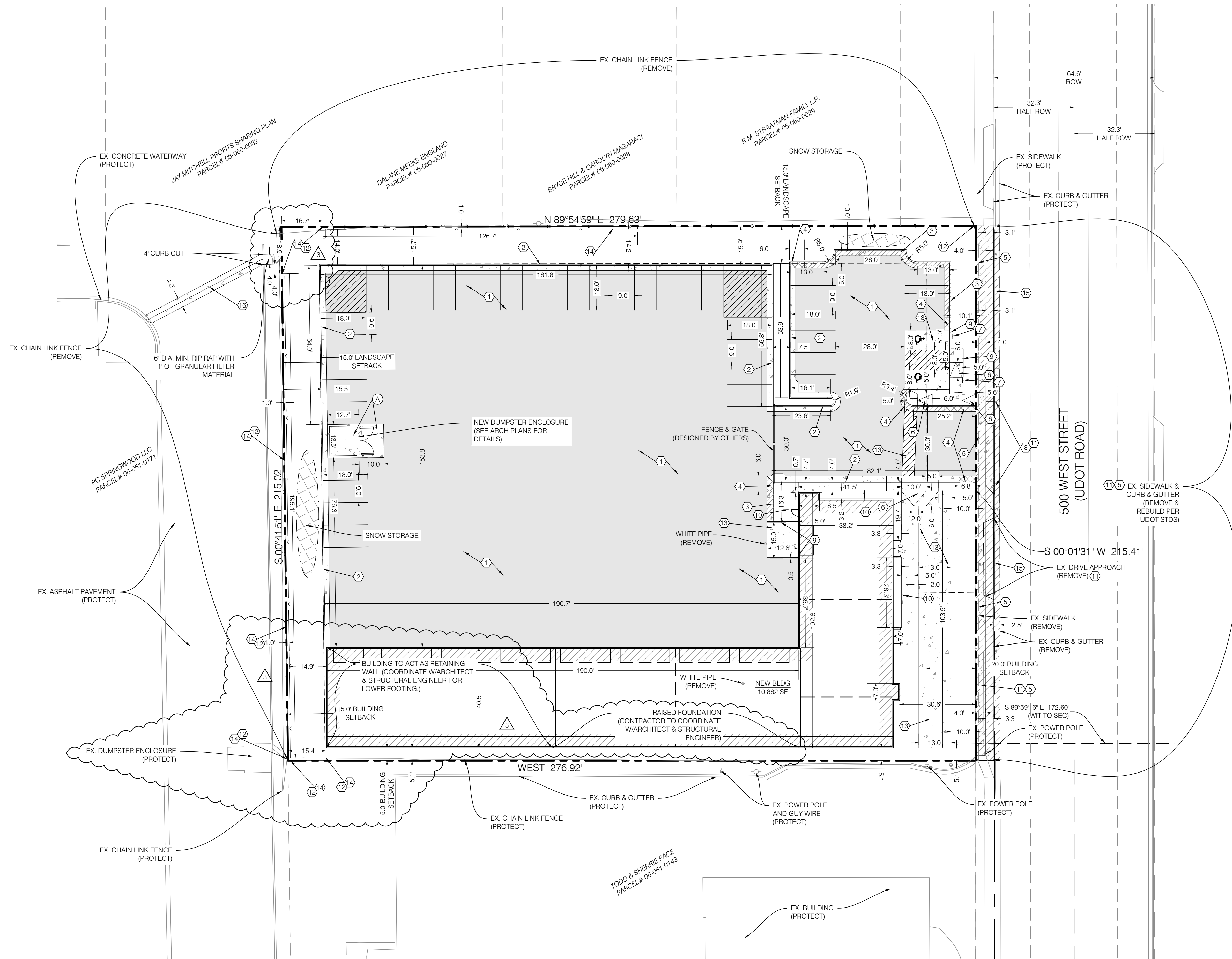


SUBJECT  
PROPERTY

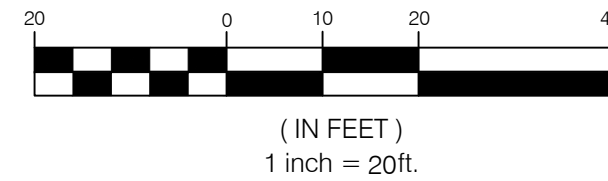




DUMPSTER PAD PAVEMENT (A)



GRAPHIC SCALE



CONSTRUCTION KEY NOTE REFERENCE

NO.	DESCRIPTION	DETAIL
1	ASPHALT PAVEMENT WITH GRANULAR BASE (THICKNESS VARIES)	1/CDT.01
2	CONCRETE CURB AND GUTTER PER APWA #205 TYPE 'A'	
3	RELEASE CURB & GUTTER	2/CDT.01
4	TRANSITION CURB & GUTTER	
5	SIDEWALK PER UDOT STDS PA 3	5/CDT.03
6	ADA RAMP	1/CDT.02
7	ADA SIGN	1/CDT.02
8	DRIVE APPROACH PER UDOT STDS GW 3A	4/CDT.03
9	6" CURB WALL	2/CDT.02
10	SIDEWALK PER APWA #231	
11	SAWCUT PER UDOT STDS	
12	6" BLACK VINYL COATED CHAIN LINK FENCE (DESIGNED BY OTHERS)	
13	CONCRETE PAVEMENT WITH GRANULAR BASE (THICKNESS VARIES)	1/CDT.01
14	READY BLOCK RETAINING WALL OR ENGINEER APPROVED EQUAL	6/CDT.02
15	CURB & GUTTER PER UDOT STDS GW 2B	5/CDT.02
16	4" WATER WAY PER APWA #211	

AREA TABLE

PARTICULARS	S.F.	%
BUILDING	11,567	19.3
HARDSCAPE	37,049	61.9
LANDSCAPE	11,271	18.8
TOTAL	59,887	100.0

NOTE:  
SLOPE ACROSS THE ACCESSIBLE PARKING STALLS & ACCESS ISLE SHALL NOT EXCEED A 1:48 (2.00%) SLOPE, THE MAX GRADE DIFFERENCE BETWEEN THE ASPHALT SURFACE, ACCESSIBLE RAMP, AND SIDEWALK SHALL NOT EXCEED 1/4 INCH VERTICAL OR 1/2 INCH WHEN BEVELED. THE ACCESSIBLE MEANS OF EGRESS INCLUDING THE DRIVEWAY PORTION SHALL NOT EXCEED A SLOPE OF 1:20 (5.0%) & A CROSS SLOPE OF 1:48 (2.0%). ALL EXTERIOR DOOR WAY ACCESS REQUIRE AN EXTERIOR LANDING 60 INCHES IN LENGTH WITH A SLOPE NOT EXCEEDING A 1:48 (2.0%) SLOPE

PARKING COUNT

PARTICULARS	STANDARD	ADA
PARKING STALLS	38	2
TOTAL	40	

NOTE:  
SAWCUT WIDTH, LOCATIONS AND TIE-IN ELEVATIONS TO EXISTING GRADE ARE APPROXIMATE. CONTRACTOR TO FIELD VERIFY LOCATION, EXTENT OF SAWCUTTING, AND TIE-IN SLOPES TO EXISTING GRADE PRIOR TO CONSTRUCTION. IT IS THE INTENT ON THESE PLANS THAT ALL PAVEMENT SHALL TIE INTO EXISTING GRADE PER SLOPES LISTED ON CGN.01 NOTE 70. SEE NOTES 66, 70, 82, & 83 ON CGN.01 FOR FURTHER DETAIL.

NOTE:  
ALL WORK WITHIN PUBLIC ROADS TO BE DONE IN STRICT ACCORDANCE WITH WOODS CROSS CITY STANDARDS AND SPECIFICATIONS

NOTE:  
ALL RETAINING WALL OVER 4' IN HEIGHT SHALL BE DESIGNED AND APPROVED BY A LICENSED ENGINEER

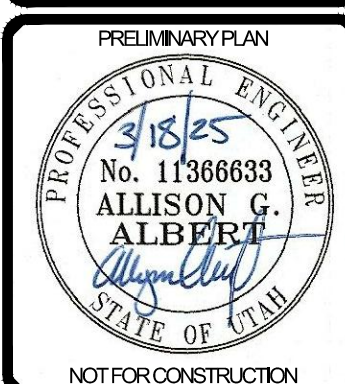
NOTE:  
THE PROPERTY IS WITHIN A DRINKING WATER SOURCE PROTECTION (DWSP) ZONE 2. AND STORM WATER RETENTION IS INFEASIBLE AND APPLICABLE REQUIREMENTS APPLY FOR ALL POTENTIAL CONTAMINATE SOURCES.

NOTE:  
PLANS HAVE BEEN DESIGNED TO ELEVATION DATUM NAD 88

NOTE:  
THE PROPERTY IS WITHIN A DRINKING WATER SOURCE PROTECTION (DWSP) ZONE 2. AND STORM WATER RETENTION IS INFEASIBLE AND APPLICABLE REQUIREMENTS APPLY FOR ALL POTENTIAL CONTAMINATE SOURCES.



NO.	DATE	DESCRIPTION
1	12/2024	REVISED PER CITY COMMENTS
2	02/2025	REVISED STORM DRAIN ELEVATIONS
3	03/2025	REVISED POND & PIPES PER CONTRACTOR REQUEST
4	07/26/2024	DATE
5	2406086 SITE	TWO FILE



**BENCHMARK CIVIL**  
BENCHMARK ENGINEERING & LAND SURVEYING  
9138 SOUTH STATE STREET SUITE #100  
SANDY, UTAH 84070 (801) 542-7192  
www.benchmarkcivil.com

**DC CUSTOMS**  
1050 SOUTH 500 WEST  
WOODS CROSS, UT 84087

PROJECT NO. 2406086  
SITE PLAN  
CSP.01  
3 OF 11



EAST MATERIAL CALCS			
GLASS	943.88	37%	
ACM PANEL	615.21	24%	
2 TONED WOOD	223.2	9%	
STONE	473.23	19%	
CORRUGATED METAL	285.71	11%	
	2541.23	100%	

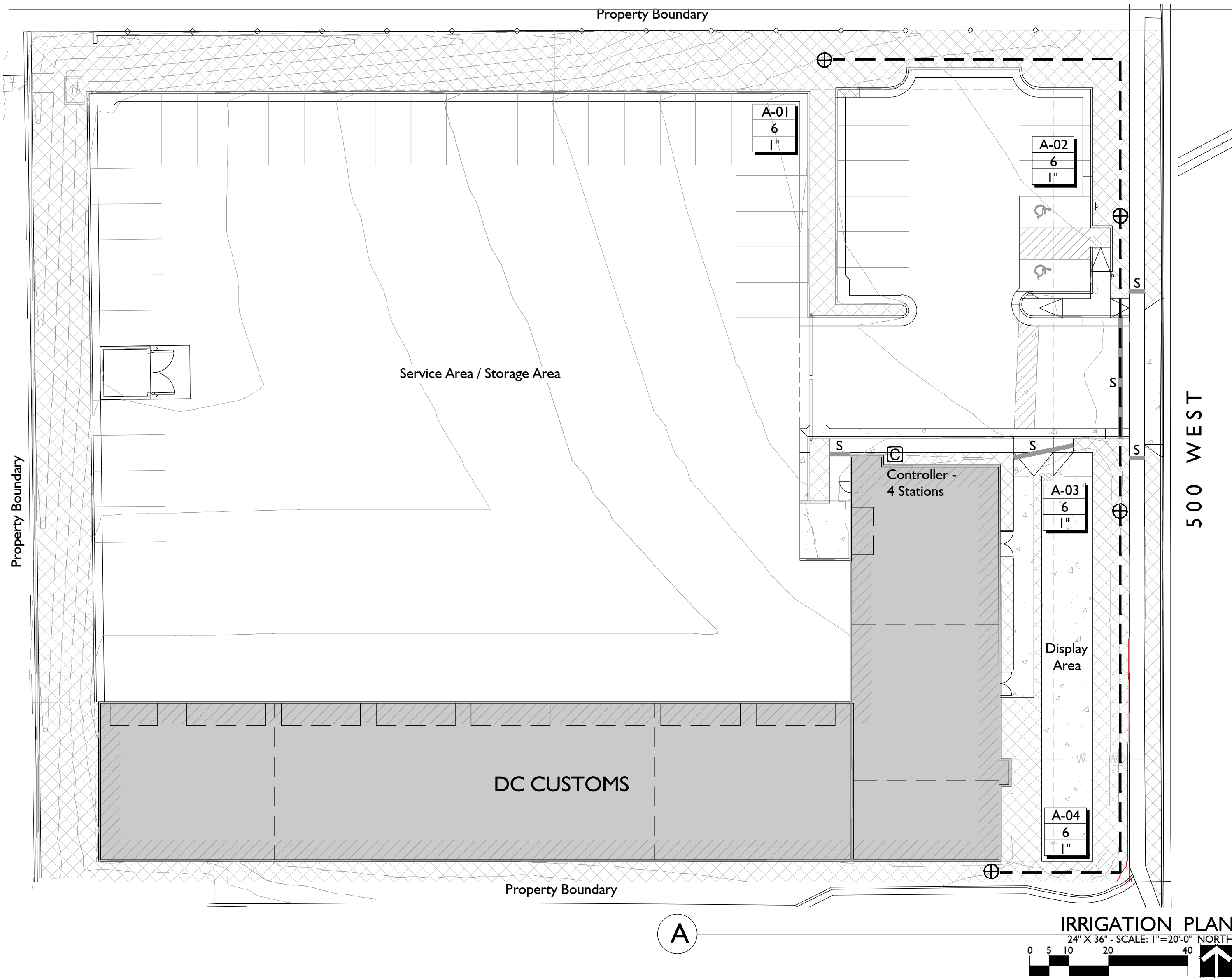
NORTH MATERIAL CALCS			
GLASS	318.43	42%	
ACM PANEL	342.56	45%	
2 TONED WOOD	79.57	10%	
STONE	21.89	3%	
	762.45	100%	

IMAGE	CODE	MATERIAL	MANUFACTURER	COLOR/FINISH
	B-1	STONE VENEER	CREATIVE MINES	CHISELED RECTANGLE - BLUESTONE
	S-1	FAUX WOOD PLANK	NEW TECHWOOD	EUROPEAN SIDING BELGIAN BOARD - PERUVIAN TEAK
	M-1	METAL PANEL SIDING	TBD	TRUE BLACK
	M-2	CORRUGATED METAL	NUCOR	CHARCOAL GRAY
	M-3	CORRUGATED METAL	NUCOR	BLACK

- GENERAL NOTES - ELEVATIONS**
- A SEE GENERAL NOTES FOR ADDITIONAL REQUIREMENTS.
  - B SEE SHEET A601 FOR STOREFRONT ELEVATIONS.
  - C SEE ROOF PLAN FOR ALL ROOF SLOPES.
  - D SLOPE EXTERIOR GRADE AWAY FROM PERIMETER OF BUILDING TO PROMOTE PROPER DRAINAGE.
- KEYED NOTES**
- 1 PRE-FABRICATED METAL BUILDING BY OTHERS. SEE METAL BUILDING DRAWINGS.
  - 2 PRE-FINISHED METAL CAP FLASHING.
  - 3 ALUMINUM STOREFRONT. COLOR: BLACK
  - 4 OVERHEAD DOOR AS PER MANUFACTURER
  - 5 KNOX BOX LOCATION. COORDINATE WITH SOUTH DAVIS METRO FIRE.
  - 6 BUILDING SIGNAGE BY OWNER.
  - 7 SCHEDULED DOOR. SEE DOOR SCHEDULE & DIAGRAM ON SHEET A601.







### IRRIGATION GENERAL NOTES

- Base drawings for irrigation design have been provided by others.
- Irrigation design based on schematic layout of turf-shrub areas, along with schematic depiction of buildings. Any major deviation in building design and/or turf-shrub areas may require re-design of irrigation system.
- Exact locations of major irrigation components to be approved by the Owner's Representative in the field prior to installation.
- Contact the local underground utility services for utility location and identification.
- Perform excavation in the vicinity of underground utilities with care and if necessary, by hand. The Contractor bears full responsibility for this work and disruption or damage to utilities shall be repaired immediately at no expense to the Owner.
- Irrigation main line and/or other components are shown schematically in hardscapes for graphic clarity only. All Irrigation components shall be located in landscaped areas
- Quick coupler valves in landscaped areas shall be installed as close as possible to plan locations. Quick coupler valve spacing shall not exceed 200 feet apart to allow for hand watering of plant material.
- Not all sleeving necessary to complete this project may not be shown on plan. Coordinate location and usage with Owner's Representative.
- Drip irrigation systems shall be equipped at a minimum with a pressure regulator, filter and flush-end assembly.

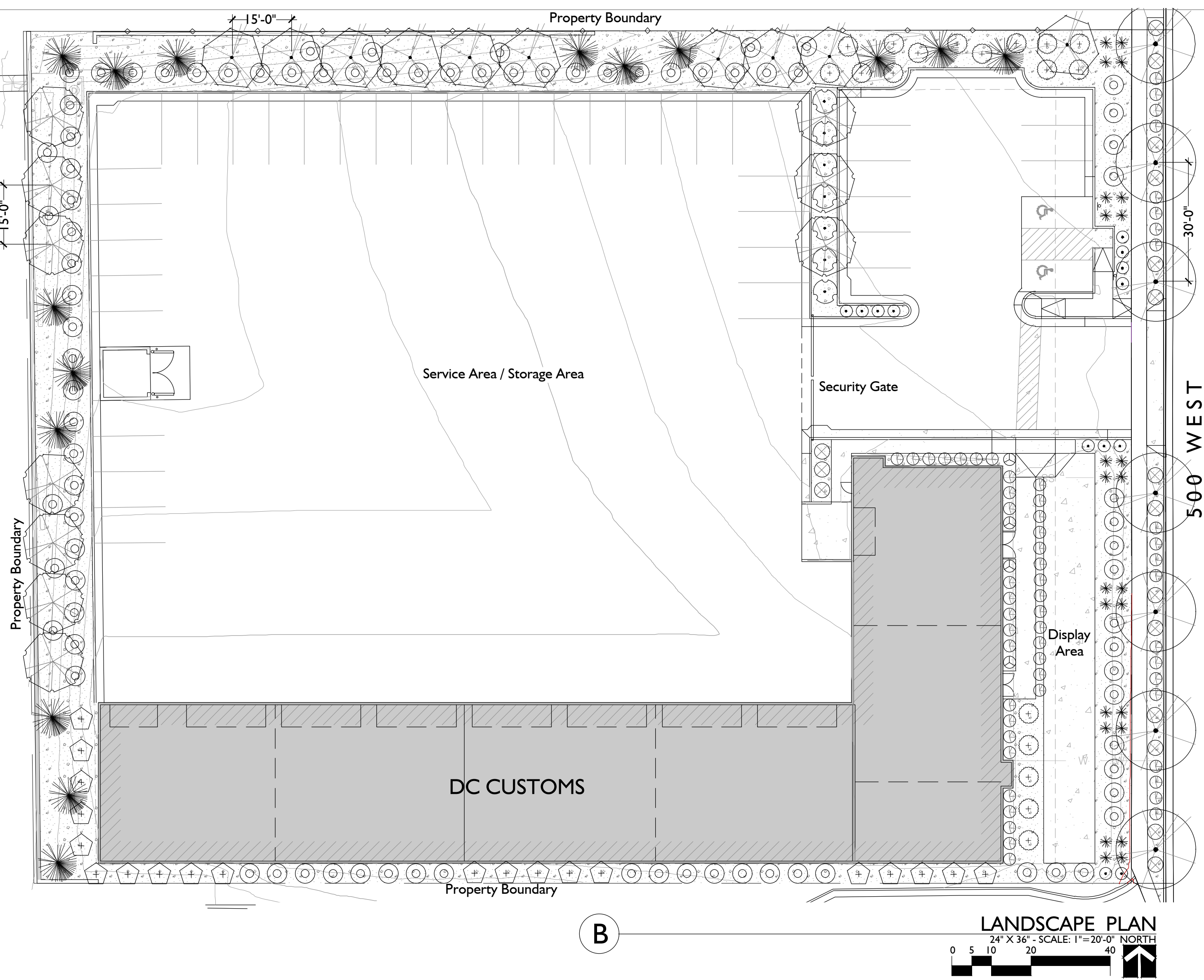
### IRRIGATION SCHEDULE

Sym.	Model	PSI	GPM	Area
	Drip Emitter - Rainbird Xeri-Bug XB-20PC w/ PC-DIFF-PPL Diffuser Cap - 4 / Tree, 2/Shrub			
	Drip Control Zone - Rainbird XCZ-100-PRBCOM			
	Quick Coupling Valve Assembly			
	Automatic Secondary Water Filter - Amiad, Mini Sigma, 1 1/2"			
	EPA WaterSense Controller - Rainbird ESP4ME3 - 4 Stations LNK2WIFI and WR2-RFC Rain Sensor			
	Mainline - 1" Schedule 40 PVC			
	Irrigation Sleeving - See Plan for Locations and Details			

A-01	Controller - Valve #
26.7	GPM
1 1/2"	Valve Size

### IRRIGATION PIPE SIZING SCHEDULE

	Distance - valve to end of laterals - 160 FT.	160 - 200 FT.	200 - 250 FT.	250 - 300 FT.	300 - 350 FT.
3/4" SCH. 40 PVC PIPE	0 - 8 GPM	0 - 5 GPM	0 - 4 GPM	0 - 4 GPM	0 - 3 GPM
1" SCH. 40 PVC PIPE	8 - 12 GPM	5 - 10 GPM	4 - 9 GPM	4 - 8 GPM	3 - 7 GPM
1-1/4" SCH. 40 PVC PIPE	12 - 22 GPM	10 - 18 GPM	9 - 18 GPM	8 - 16 GPM	7 - 14 GPM
1-1/2" SCH. 40 PVC PIPE	22 - 30 GPM	22 - 30 GPM	18 - 26 GPM	16 - 24 GPM	14 - 22 GPM
2" SCH. 40 PVC PIPE	30 - 50 GPM	30 - 50 GPM	26 - 50 GPM	24 - 45 GPM	22 - 40 GPM
2 - 1/2" SCH. 40 PVC PIPE	50 - 70 GPM	50 - 70 GPM	50 - 70 GPM	45 - 70 GPM	40 - 65 GPM
3" SCH. 40 PVC PIPE	70 - 110 GPM	70 - 110 GPM	70 - 110 GPM	70 - 110 GPM	70 - 110 GPM



### LANDSCAPE GENERAL NOTES

- Contractor shall locate and verify the existence of all utilities within project area prior to commencement of work.
- Do not commence planting operation until rough grading has been completed.
- All plants shall bear the same relationship to finished grade as the original grade before digging.
- All alterations to these drawings during construction shall be approved by the Project Representative and recorded on "as Built" drawings by the Contractor.
- Pre-emergent herbicide shall be used prior to mulch placement.
- All plant materials shall conform to the minimum guidelines established by the American Standard for Nursery Stock, published by the American Nursery Association, Inc.
- All plants to be balled and burlapped or container grown, unless otherwise noted on the plant list.
- The contractor shall supply all plant material in quantities sufficient to complete the planting shown on the drawings.
- Any proposed substitutions of plant species shall be made with plants of equivalent overall form, height, branching habit, flower, leaf color, fruit and culture only as approved by the Project Representative.
- All shrub, groundcover, and ornamental grasses planting pits to receive 1 part topsoil to 1 part native soils. Planting pits to be twice the size of plant container.
- Soil preparation shall include scarifying soil to a depth of six inches or greater and amending the soil with fertilizer or organic material.

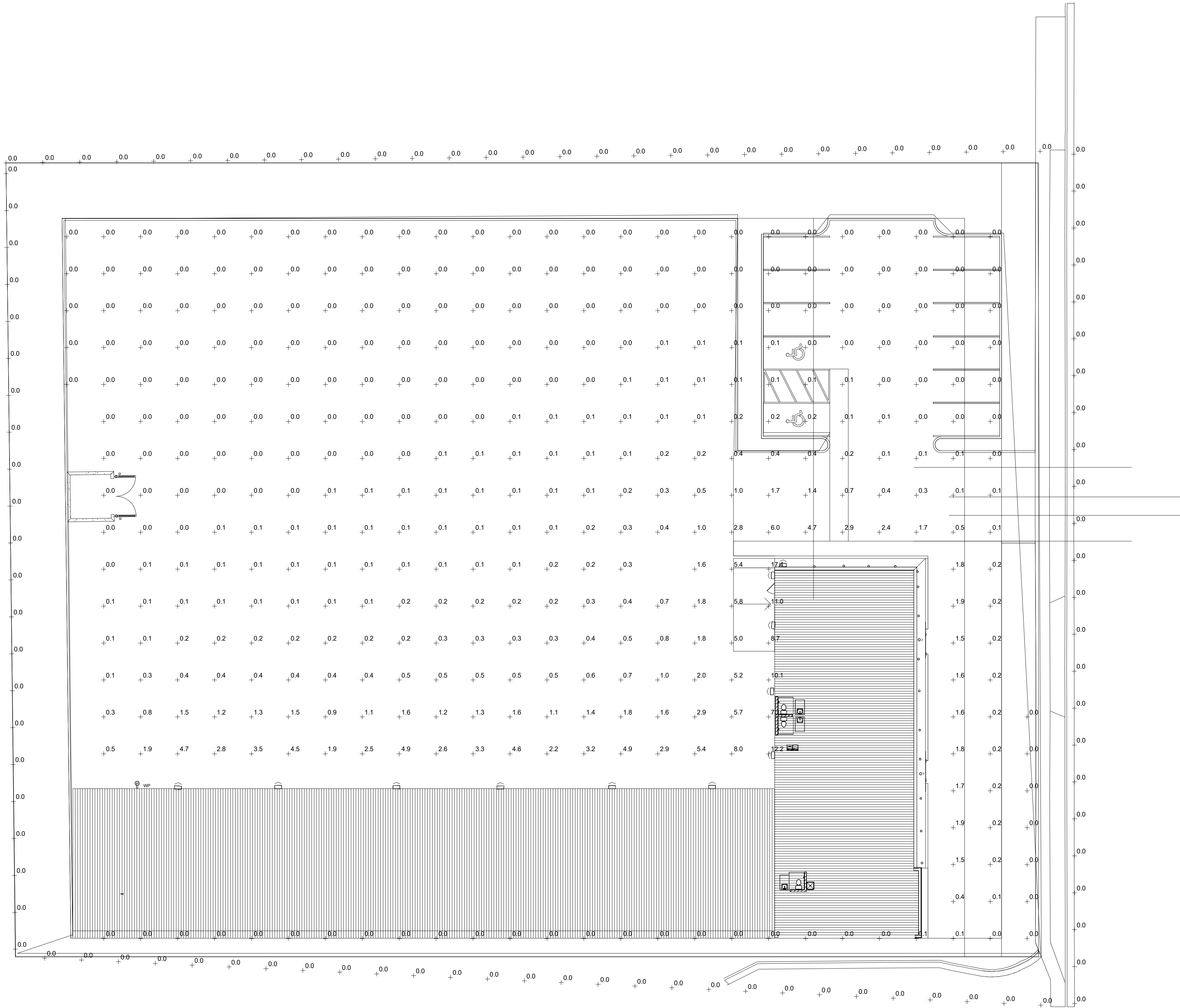
### LANDSCAPE SCHEDULE

SYM	QNTY	SCIENTIFIC NAME	COMMON NAME	SIZE
TREES				
	15	PINUS FLEX. GLAUCA 'VANDERWOLF'S PYRAMID'	VANDERWOL'S PYRAMID PINE	6'
	10	MALUS 'SPRING SNOW'	SPRING SNOW CRABAPPLE	2" CAL.
	10	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK TREE LILAC	2" CAL.
	7	ZELKOVA SERRATA 'MUSHASHINO'	MUSHASHINO ZELKOVA	2" CAL.
SHRUBS				
	4	BUDDLEIA 'LO and BEHOLD' BLUE CHIP	BLUE CHIP BUTTERFLY BUSH	2 GAL.
	13	CARYOP. x CLANDONENSIS 'LONGWOOD BLUE'	BLUE MIST SPIREA	2 GAL.
	18	JUNIPERUS HORIZONTALIS 'BAR HARBOR'	BAR HARBOR JUNIPER	2 GAL.
	7	PRUNUS BESSEYI	WESTERN SAND CHERRY	2 GAL.
	88	RHUS AROMATICA 'GROW LOW'	GROW LOW SUMAC	2 GAL.
ORNAMENTAL GRASSES				
	24	CALAMAGROSTIS x ACUT. 'KARL FOERSTER'	K. F. FEATHER GRASS	1 GAL.
	20	MISCANTHUS SINENSIS 'GRACILLIMUS'	SLENDER MAIDEN GRASS	1 GAL.
	68	PENNISETUM ALOPECUROIDES	FOUNTAIN GRASS	1 GAL.
PERENNIALS				
	17	GAURA LINDHEIMERI	WHIRLING BUTTERFLIES	1 GAL.
MULCH				
	10,625 S.F.	DECORATIVE STONE MULCH, 1 1/2", STAKER PARSONS, WASATCH GREY		3" MIN.

### LANDSCAPE TABULATIONS

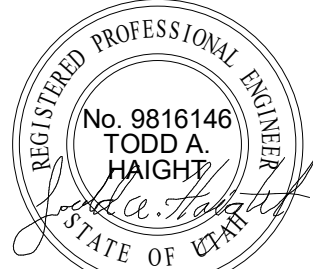
SITE AREA	59,887 S.F.
SITE LANDSCAPE AREA	10,736 S.F.
SITE LIVE LANDSCAPE MATERIAL - 50% Min.	5,368 S.F. - 50%
PARKSTRIP AREA	739 S.F.
PARKSTRIP LIVE LANDSCAPE MATERIAL - 50% MIN.	428 S.F. - 58%



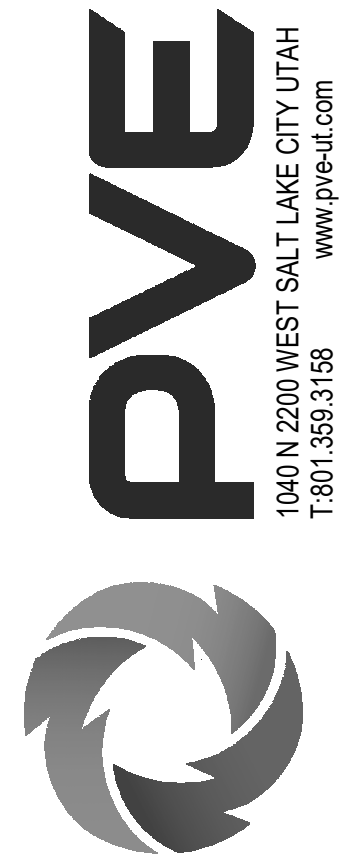


Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	0.7 fc	17.4 fc	0.0 fc	N/A	N/A

Schedule	Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage	Plot
	○	A		14	COOPER LIGHTING SOLUTIONS - HALO	LTC80P558-850	HALO LT DIRECT MOUNT 8 inch 90 CRI COLOR SELECTABLE FIXTURE	1	750	1	8.5	
	^	B		2	COOPER LIGHTING SOLUTIONS - LUMARK LITES FORMERLY SATON	APLE NEW	ALL PRO EMERGENCY LIGHT	1	68	1	0.735	
	□	C		12	COOPER LIGHTING SOLUTIONS - LUMARK FORMERLY SATON	AKCS34HL	34RL ANCIENT SMALL LED WALLPACK WITH 4800K CCT AND 70 CHLERS	1	3703	1	35.6	



3/12/25



DC CUSTOMS  
1050 S. 500 W. WOODS CROSS, UT

REVISIONS:

No.	Description	Date

DATE..... OCTOBER 11, 2024  
SCALE.....  
DRAWN..... Author  
CHECKED..... Checker  
JOB NO..... 565

SHEET TITLE  
PHOTOMETRIC  
SITE PLAN

SHEET NO.  
E102

# STAFF REPORT

**To:** Planning Commission

**From:** Curtis Poole, Community Development Director

**Date:** August 12, 2025

**Re:** Code Text Amendment – Second Driveway and Front Yard Hard Surface Coverage



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## Background

During a City Council meeting in May of this year a concern was raised about standards for installing a second driveway in single-family zones. On May 27 the Planning Commission discussed whether the code needed to be amended to address this concern. The challenge presented to the Commission was that current code only addresses installing a second driveway to properties on arterial and collector streets. Over the years second driveways have been permitted in the city on streets other than arterial or collectors; however, existing code does not provide any guidance on how they are regulated.

The Commission was supportive of the ability for single-family property owners to add a second driveway with conditions for how they could be installed. There was also a concern about the amount of hard surface that would be allowed in the front yard and having parking areas in front of the home. The Commission directed staff to research language from other cities and bring language that could be reviewed, discussed, and potentially forwarded to the Council for its review.

## Staff Follow-Up

Most cities in the county permit a second driveway in single-family zones with conditions for how the driveways are installed. The most common conditions are the size of the driveways, the spacing between each driveway, amount of hard surface in the front yard, and the length of street frontage necessary to allow for the second driveway.

Based upon this research staff has prepared an amendment that would permit second driveways in single-family zones. The following are highlights of the proposed amendment:

- Permitting a second driveway in all single-family zones with conditions.
  - Maximum front yard hard surface to be capped at 50%
  - 30-foot separation between driveways on the same lot or property
  - The driveway should be a minimum of 15 feet wide and a maximum of 30 feet
  - Limiting the number of driveways on arterial and collector streets by the length of street frontage
  - No hard surface for parking between the primary dwelling and street
- Clarifying language regarding driveways in all zones
  - Minimum of 1 foot from side property lines
  - Utility access points to be located outside of the driveway and approaches
- Existing code language regarding driveways has been reformatted
- No changes are being recommended to non-single-family zones.

**Recommendation**

Staff recommends the Planning Commission review the proposed text amendment, hold a public hearing, and forward a positive recommendation to the City Council approving the amendment adding second driveways in single-family zones.

## **CHAPTER 12-24      OFF STREET PARKING AND LOADING**

- 12-24-101.      Purpose and Objectives.**
- 12-24-102.      General.**
- 12-24-103.      Parking Design Standards.**
- 12-24-104.      Street Access.**
- 12-24-105.      Residential Zones and Uses – Parking Areas, Development and Maintenance.**
- 12-24-106.      Commercial, Industrial and Mixed-Use Zones – Parking Areas, Development and Maintenance.**
- 12-24-107.      Alternatives to On-Site Parking.**
- 12-24-108.      Location.**
- 12-24-109.      Stormwater Conveyance; Required Improvements and Maintenance.**
- 12-24-110.      Parking Spaces Required – Minimum Number.**
- 12-24-111.      Off-Street Loading – Commercial and Industrial Uses.**
- 12-24-112.      Parking and Storage of Commercial or Industrial Vehicles – Residential Zones.**
- 12-24-113.      Parking of Fleet Vehicles in I-1 Zone and AP Zone.**

### **12-24-101.      Purpose and Objectives.**

The purpose of this Chapter is to reduce street congestion and traffic hazards in the City by requiring adequate, attractively designed facilities for off-street parking and loading as an integral part of every use of land within the City.

### **12-24-102.      General.**

At the time of site plan approval, modification of any structure or conditional use approval, the developer shall demonstrate that the minimum off-street parking and loading requirements of this chapter are met. All required off-street parking and loading facilities shall be maintained so long as any use requiring such facilities continues.

### **12-24-103.      Parking Design Standards.**

All off-street parking facilities shall be built in conformity with the following standards:

- (a)      Carports. Carports shall have minimum inside dimensions of 9 feet by 20 feet.
- (b)      Garages. Garages shall have minimum inside dimensions of 10 feet by 20 feet with a minimum door width of 8 feet.
- (c)      Spaces, Multiple Dwellings. Multiple dwelling residential developments shall have parking spaces with minimum inside dimensions of 9 feet by 18 feet.
- (d)      Spaces, Commercial/Industrial/Airport. Development in commercial, industrial and airport zones shall have parking spaces measuring at least 9 feet by 18 feet. Consistent with other provisions of this Chapter, parking and loading spaces for tractor trailers or trucks shall have dimensions that exceed the general 9 feet by 18 feet standard set forth above and shall meet design criteria required to accommodate the particular use and traffic patterns of the development.

- (e) Disabled Parking. Stalls for persons with disabilities shall meet current applicable state and federal requirements.
- (f) Backing Space. Backing space shall be provided for all parking areas so that cars will not back onto a public street or interfere with traffic. Public sidewalks or walkways shall not be used as a part of the required backing area.
- (g) Driveway. When used for access to a parking area having 6 or more parking spaces, a driveway shall be at least 12 feet wide for one-way traffic or 22 feet wide for two-way traffic. Said driveway shall provide paved access to a public street. When used for access to less than 6 parking spaces, a driveway shall be at least 12 feet wide for one-way or two-way traffic. See Appendix "24-A" diagram for parking space design standards.
- (h) Access. Subject to the minimum standards set forth herein, every parking stall shall be designed to permit reasonable ingress and egress by standard-sized vehicles.
- (i) Parallel and Angle Parking. See Appendix "24-A" for specific size, layout and design requirements.
- (j) Recreational Vehicles. In multiple-unit developments, recreational vehicle parking shall be allowed only in approved off-street parking areas designated for that use on an approved site plan.
- (k) All parking areas and spaces, driveways and backing spaces shall be subject to the requirements of Appendix "24-A", the City's Design Standards and Construction Specifications and the requirements of the SDMFSA.

#### **12-24-104. Street Access.**

Access between a public street and off-street parking facilities shall be provided as follows:

- A. For single-family zones the following shall apply
  - a. Lots with less than 100 feet of frontage shall be limited to a maximum of two driveway approaches under the following circumstances:
    - i. The front yard area including driveways shall not exceed 50% hard surface in total
    - ii. The two driveway approaches shall be separated by 30 feet measured from the inside edges of the approaches
    - iii. Each driveway approach shall be a minimum of 15 feet wide and no more than 30 feet wide
    - iv. Corner lots are allowed one driveway approach per frontage with a maximum of two approaches and shall not exceed the 50% hard surface total
    - v. No driveway approach shall be closer than 30 feet to an intersection of two streets, measured from the corner of the property line
    - vi. A maximum of one driveway approach for each platted lot on an arterial or collector street as identified in the City's General Plan

- b. Lots with more than 100 feet of frontage shall be limited to a maximum of two driveway approaches. An additional approach may be added under the following circumstances:
    - i. The front yard area including driveways shall not exceed 50% hard surface in total
    - ii. Each driveway approach shall be separated by 30 feet measured from the inside edges of the approaches
    - iii. Each driveway approach shall be a minimum of 15 feet wide and no more than 30 feet wide
    - iv. Corner lots may be allowed an additional driveway approach on either street frontage for a maximum of three approaches
    - v. No driveway shall be closer than 30 feet to an intersection of two streets, measured from the corner of the property line
    - vi. A maximum of one driveway approach for each 150 feet of frontage on an arterial and collector street as identified in the City's General Plan
- B. For all other zones the following shall apply:
  - a. Two-way. For two-way traffic, a maximum of one driveway approach for each 150 feet of frontage on an arterial or collector street as identified in the City's General Plan. Such driveway approach shall not be less than 30 feet in width, no more than 40 feet in width.
  - b. One-way. For one-way traffic, a maximum of one driveway approach for each 150 feet of frontage on an arterial or collector street as identified in the City's General Plan. Such driveway approach shall not be less than 15 feet nor more than 20 feet in width. The distance between one-way driveway approaches shall be at least 12 feet, measured from the closest exterior boundary of the driveway approach. If separated by a landscaped median, the median separating the one-way driveway approaches shall be at least 10 feet in width.
  - c. Proximity to intersection. No driveway approach shall be closer than 40 feet to an intersection of two streets, measured from the corner of the property line.
- C. Development Standards. Height, location, structural specifications, maximum and minimum curbs, radii permitted, and maximum roadway approach angles to the center line of the street shall be as required in the City's current design standards and development specifications.
- D. All street access driveways shall be subject to the requirements of Appendix "24-A", the City's Design Standards and Construction Specifications and the requirements of the SDMFSA.
- E. All driveway approaches shall be a minimum of one foot from the side property line.
- F. Utility access points shall not be located within driveway approaches.

a.—



- ~~(a) Two-way. For two-way traffic, a maximum of one driveway for each 150 feet of frontage on an arterial or collector street.<sup>4</sup> Such driveway shall not be less than 30 feet in width, nor more than 40 feet in width.~~
- ~~(b) One-way. For one-way traffic, a maximum of one driveway for each 150 feet of frontage on an arterial or collector street. Such driveway shall not be less than 15 feet nor more than 20 feet in width. The distance between one-way driveways shall be at least 12 feet, measured from the closest exterior boundary of the driveways. If separated by a landscaped median area, the median separating the one-way driveways shall be at least ten (10) feet in width.~~
- ~~(c) Proximity to Intersection. In commercial, industrial and airport zones, no driveway shall be closer than 40 feet to an intersection of two streets, measured from the corner of the property line. In a residential zone, such minimum distance shall be 20 feet.~~
- ~~(d) Development Standards. Height, location, structural specifications, maximum and minimum curbs, radii permitted, and maximum roadway approach angles to the center line of the street shall be as required in the City's current design standards and development specifications.~~
- ~~(e) All street access driveways shall be subject to the requirements of Appendix "24-A", the City's Design Standards and Construction Specifications and the requirements of the SDMESA.~~

#### **12-24-105. Residential Zones and Uses – Parking Areas, Development and Maintenance.**

- (a) Driveway – Single Family and Two-family Homes. For all single-family and two-family residences in any zone a driveway connecting from the street or other entry way to an enclosed garage, covered carport or other authorized area used for the parking of motor vehicles shall be paved with an asphaltic or concrete surface that meets the City's current design standards and construction specifications. The City may require specific design features where deemed necessary based on vehicular or pedestrian traffic patterns, parking, loading, storage or other safety-related conditions. Driveways and parking pads are not permitted to be installed between the primary dwelling and street unless the City approves a circular driveway due to the criteria listed above. At no time may the front yard area exceed 50% hard surface.
- (b) Recreational Vehicle and Trailer Parking – Single Family Homes and Two-Family Homes. For all single-family and two-family homes, where there is compliant side-yard setback space, the side yard or a portion of the yard adjacent to the driveway on the opposite side of the home may be used for the parking of usable and fully operational recreational vehicles and trailers. Said area shall be covered with a solid (asphaltic or concrete) surface, gravel, road base of similar material. The use of non-solid surfaces shall require use and maintenance of a functional weed barrier or annual chemical treatment that will ensure the maintenance of said area is free of weeds and other vegetative materials.

<sup>4</sup> ~~Arterial and collector streets are designated in the City's General Plan~~

- (c) Multi-Family Homes. For all multi-family residences (for purposes of this section: triplex, 4-plex and multi-unit developments) a driveway connecting to an enclosed garage, covered carport or other authorized area used for the parking of motor vehicles shall be paved with an asphaltic or concrete surface that meets the City's current design standards and construction specifications. The City may require specific design features where deemed necessary based on vehicular or pedestrian traffic patterns, parking, loading, storage or other safety-related conditions. For all such uses, the parking of recreational vehicles and trailers is prohibited except when kept in a side yard behind the front line of the residence, and maintained on a pad that meets the requirements of Section 105(B) above.

**12-24-106. Commercial, Industrial and Mixed-Use Zones – Parking Areas, Development and Maintenance.**

Every parcel of land in a commercial, industrial or mixed-use zone used as a public or private parking area, including commercial parking lots and non-enclosed open-air sales lots for automobiles, farm equipment, and similar sales shall be developed and maintained in accordance with the following requirements:

- (a) Landscaping and Irrigation. The development shall comply with the provisions of Chapters 25 and 26 of this Title.
- (b) Surfacing. Every parcel of land used as a parking area or driveway shall be paved with an asphaltic or concrete surfacing that meets the City's current design standards and construction specifications. The City may require bumper guards, painted parking space lines or similar design features where deemed necessary based on vehicular or pedestrian traffic patterns, parking, loading, storage or other safety-related conditions.
- (c) Lighting. Parking areas shall be adequately illuminated with lighting arranged and designed to ensure that light will reflect away from any adjoining premises. Lighting arrangement and design shall be subject to the review and approval of the Planning Commission. Where applicable, lighting shall comply with the requirements of a specific zone.

**12-24-107. Alternatives to On-Site Parking.**

In circumstances where on-site parking is demonstrably impracticable due to the size, location or other factors affecting the site, off-site parking may be approved in accordance with the following provisions:

- (a) Consolidation of Parcels. If the proposed parking area and the development are on adjoining lots or parcels owned by the same entity, the City may require that the lots or parcels be consolidated as a single lot on an approved plat.
- (b) Easement. If the proposed parking area for a development, building, structure, or improvement is located on separate lots and not under common ownership, a perpetual easement or cross-access agreement shall be executed and filed in the office of the Davis County Recorder. Said instrument shall be submitted for review and approval by the City Attorney and City Council and shall expressly provide that the property, building or other improvement served by the easement/agreement will

have the perpetual and unconditional right of access for parking, vehicular travel and pedestrian purposes; the City may also impose such requirements as are deemed appropriate to provide for the safety of persons and property using the property burdened by the easement/agreement.

- (c) Shared Parking Areas – Commercial and Residential Uses – Time. Shared parking areas between commercial and residential users may be approved in very limited circumstances and only where the developer demonstrates to the City's satisfaction, by clear and convincing evidence, that (i) due to the anticipated times of parking activity in the commercial and residential uses, the shared parking uses will not interfere with each other; (ii) that the nature of the commercial and residential uses are compatible (e.g., commercial businesses will be closed during evening and night-time hours and not require use of parking spaces, etc.); and (iii) at all times, the required minimum parking spaces for each proposed use will be available. In any event, no more than 25% of the proposed parking spaces shall be shared. The owner(s) of all affected property(ies) shall prepare and submit to the City Attorney and City Council, for their review and approval, recordable instruments that will ensure that the required number of parking spaces will always be available to users of the development(s); said instruments may, at the discretion of the City, include without limitation, restrictive covenants governing the times of parking and times of business operations, development agreements, easements or cross-access agreements, conditions, covenants and restrictions, and similar instruments.

#### **12-24-108. Location.**

Off-street parking facilities shall be located as hereinafter specified. Where distances are described, such distance shall be the shortest distance measured from the nearest point on the building that a parking facility is required to serve.

- (a) Dwellings. For any single-family dwelling, parking facilities shall be located on the same lot or building site as the dwelling. For multiple family dwellings the parking facilities shall be located on the same lot or building site; unless however, due to topographical or similar limitations or conditions unique to the lot or building site, demonstrated by the developer or owner by clear and convincing evidence, a portion of the parking may be located on adjacent property as provided by Section 12-24-106, above.
- (b) Other Buildings and Uses. For hospitals, clinics, health care facilities, care facilities such as assisted living or independent living centers, retirement centers, and schools, all parking facilities shall be located on the same lot as the building(s) they are required to serve.
- (c) Other. For uses other than those specified above, parking facilities shall be located not more than 200 feet from the building(s) they will serve. All parking areas are to be located, constructed and accessed with a paved, direct vehicular and pedestrian access-way to the development, building, structure or improvement; said parking facilities shall not cross a public street.

- (d) Encroachments on Single Family Dwelling Lots. Off-street parking that serves any commercial or industrial use shall not be permitted on the lot or premises of any single-family dwelling.
- (e) Mixed Occupancies in the Building. Except as expressly provided herein for shared use parking, in the case of mixed uses in a development, in a building or on a lot, the minimum requirements for off-street parking facilities for one use shall not be considered as providing required parking facilities for any other use, and the minimum parking requirements for each use shall be met.

**12-24-109. Stormwater Conveyance; Required Improvements and Maintenance.**

Every lot or parcel used as a public or private parking area shall be paved with asphaltic cement or concrete and be so graded and drained as to dispose of all storm and surface water. Storm and surface water drainage shall not cross over a sidewalk and shall comply in all respects with the Federal, State and City's storm water ordinances and regulations. All paved parking areas shall be regularly maintained in a safe and serviceable condition.

**12-24-110. Parking Spaces Required – Minimum Number.**

For purposes of this Section (and as applicable other related provisions of this Title) "floor area" in the case of offices and commercial uses, shall mean the floor area used or intended to be used by owners and tenants, or for service to the public as customers, patrons, clients, or patients, including areas occupied by fixtures and equipment used for display or sales of merchandise. "Floor area" shall not include areas used principally for non-public purposes, such as storage, incidental repair, processing, packaging or merchandise. For developments, buildings and structures that include office space and/or public access space, said space shall comply with the individual definitions and requirements below; and for space designated as non-public the standard for warehouses shall apply.

Parking on public or private streets shall not be counted in the calculation of required minimum parking spaces.

For purposes of this Chapter a "+" following the minimum number of required parking spaces indicates the number of spaces required may be increased, as determined by the Director or Planning Commission, utilizing the criteria and standards of this Chapter.

Except as otherwise provided in this Title, the minimum number of off-street parking spaces for various uses will be as follows:

- (a) Banks, Business or Professional Offices; Offices Where Customer Services or Sales are Provided on Premise. The greater of 1 space for each 200 square feet of gross floor area or 1 space per employee.
- (b) Bowling Alleys. 4 spaces for each lane.
- (c) Car Wash and Fast Lube-type Services. 3 spaces for each bay. This standard may be met by sequential spaces immediately approaching each bay or by traditional parking as specified in Appendix "24-A".

- (d) Churches, Places of Assembly and Accessory Uses. The greater of 1 space for each 5 seats in the chapel or assembly area, or if there is no fixed seat assembly area, then 1 space for each one hundred square feet of floor space used for assembly purposes.
- (e) Disability Parking facilities as required by current federal and state requirements.
- (f) Dwellings, Multiple Family (3 or more units in the development).
  - (1) 1 bedroom - 1.5 spaces per unit.
  - (2) 2 bedrooms - 2 spaces per unit.
  - (3) 3 bedrooms - 2.5+ spaces per unit.
  - (4) More than 3 bedrooms - 2.5+ spaces per unit.
  - (5) At least one (1) of the required parking spaces for each unit shall be a covered (carport) or enclosed (garage) parking space, specifically designated or reserved for the respective dwelling unit.
  - (6) In addition to the foregoing minimum standards, visitor parking spaces shall be provided at the ratio of 0.25 spaces per unit; said spaces shall be clearly marked and reserved as visitor spaces and shall distributed throughout the project for convenient access from all units.
  - (7) For multi-family developments located at or contiguous to the UTA FrontRunner Station (approximately 900 South 800 West) in the S-1 Zone, the above parking minimums may be reduced by 0.25 spaces per unit.
- (g) Dwelling, Single Family and Two Family. 2 covered parking spaces for each dwelling unit.
- (h) Food Establishments for On-premise Sale and Consumption of Food and Beverages. The greater of 1 parking space for each 4 seats, including stools, benches, and booths, or 1 space for each 100 square feet of floor area. In addition, there shall be 1 space for each employee on duty during a shift.
- (i) Food Establishments for the Sale of Food and Beverages intended primarily for off-premise consumption. 1 parking space for each 100 square feet of gross floor area.
- (j) Hospitals and inpatient health care facilities. 2 parking spaces for each bed. For long-term care facilities, the number of spaces may be less than 2 spaces per bed based on clear and convincing evidence provided by the developer and as determined by the Planning Commission.
- (k) Libraries. One parking space for each 250 square feet of gross floor area.
- (l) Lodging Facilities. 1+ space for each sleeping unit or dwelling.

- (m) Manufacturing Uses, Light Industrial, Business Parks, Research and Testing Laboratories, Creameries, Bottling Establishments, Bakeries, Canneries, Printing and Engraving Shops, etc. Not less than 1 parking space for each 800 square feet of gross floor area. Additional employee parking may be required as a result of site plan review based on the number of anticipated employees to be on-site.
- (n) Medical and Dental Clinics or Offices. 1 parking space for each 200 square feet of gross floor area.
- (o) Museums and Similar Non-Assembly Cultural Facilities. 1 + space for each 500 square feet of gross floor area.
- (p) Mortuaries. 1 parking space for each 50 square feet of floor area of assembly rooms used for services.
- (q) Motor Vehicle and Machinery Repair. 3 exterior parking spaces for each stall, bay or workstation.
- (r) Offices not Providing Customer Services or Sales on the Premises. 1 parking space for each 300 square feet of gross floor area.
- (s) Restaurants. (See food establishments).
- (t) Retail Stores, Including Shopping Centers, Except as Otherwise Specified Herein. 1+ parking space for each 200 square feet of gross floor area.
- (u) Rooming and Boarding Housing, Lodging Houses, Clubs, School Housing and similar facilities having sleeping rooms. 1 parking space for each tenant or resident.
- (v) Salons/Aesthetic Services. For all aesthetic/cosmetic care or service establishments (such as barber shops, beauty salons, nail salons, massage studios, and similar uses), 2 spaces per chair or piece of service furniture (e.g., massage table or similar).
- (w) Schools, Private, Vocational, etc. 1 parking space for each employee and 1 space for each 3 students of driving age. Public schools governed by this standard except as otherwise provided by law.
- (x) Stadiums, Sports Arenas, Auditoriums (including school auditoriums) and Other Places of Public Assembly and Dance Halls, Clubs and fraternal-type Lodges having no Sleeping Quarters. The greater of 1 parking space for every 5 seats or 1 parking space for each 100 square feet of gross floor area used for assembly and not containing fixed seats.
- (y) Swimming Pools, Commercial and Public. 1 parking space for each 5 persons based upon capacity load.
- (z) Theaters. 1 parking space for each 4 seats up to 800 seats, plus 1 parking space for each 6 seats over 800 seats.

- (aa) Transportation Terminals and Facilities. Adequate number of parking spaces based on clear and convincing evidence provided by the developer, and as determined by the Planning Commission.
- (bb) Warehouse and Wholesale Storage Building (Dead Storage of High-volume Distribution). 1+ parking space for each employee per shift, based on the shift with the maximum number of scheduled employees.
- (cc) Uses Not Listed. The parking requirements for uses not listed above shall require the developer to submit clear and convincing data showing the nature of the use, the anticipated density of persons and vehicles using the facility, etc. Based on this information, the number of parking spaces shall be determined by the Planning Commission, using as general guidelines industry standards or the highest density parking requirements of the various uses described above.

**12-24-111. Off-Street Loading – Commercial and Industrial Uses.**

The following provisions shall apply to off-street loading:

- (a) Amount Required. For every building or part thereof having a gross floor area of 10,000 square feet or more, which is to be occupied by a commercial or industrial use, to or from which delivery of materials or merchandise are regularly made by motor vehicles, there shall be provided and maintained, on the same lot with such building, at least one off-street loading space. If the building has more than 10,000 square feet, an additional loading space shall be required for each 20,000 square feet of floor area.
- (b) Dimensions. Each loading space shall be not less than 14 feet in width, 25 feet in length, and 15 feet in height. If deliveries are to be made by tractor-trailer type vehicles, the minimum length shall be 65 feet. No loading space shall extend into a public right of way or sidewalk.
- (c) Location. Loading spaces shall be developed in a manner and location that minimizes visual and auditory exposure to public streets and residential uses. Loading areas shall be shielded with completely opaque fencing or similar facilities to mitigate the visual impact of such uses. Loading spaces may occupy any required side or rear yard or court, provided however that no loading space shall be located closer than 30 feet from the nearest boundary of any lot in a residential zone.

**12-24-112. Parking and Storage of Commercial or Industrial Vehicles - Residential Zones.**

Trucks, equipment, trailers and other vehicles used for commercial, industrial or construction purposes that collectively exceed 16,000 pounds GVWR shall not be parked or stored on any street, lot or parcel in a residential zone; provided however that said equipment may be used only during hours permitted by the City's noise ordinance where required to perform permitted construction of improvements on a street, lot or parcel.

**12-24-113. Parking of Fleet Vehicles in I-1 Zone and AP Zone.**



- (a) For purposes of this Section, “fleet vehicles” shall mean motor vehicles owned or leased by any person or entity that are used in the regular operation of a duly authorized permitted or conditional use in the I-1 Zone or the AP Zone. Personal automobiles and pick-up trucks are not considered fleet vehicles.
- (b) All fleet vehicles shall:
  - (1) Be properly licensed, inspected and street operable;
  - (2) Be parked or stored on the paved surface of an approved off-street parking area designated for such purpose on the site plan;
  - (3) Have a gross vehicle weight rating of less than 33,000 pounds; and
  - (4) Be used in the regular operations of a duly authorized permitted or conditional use in the I-1 Zone or the AP Zone

A maximum of twenty (20) fleet vehicles may be parked on the site in a designated paved off-street parking area; said area shall comply with the provisions of Section 12-24-105 of this Ordinance. Parking stalls used for parking fleet vehicles shall be in addition to the City’s other requirements for off-street parking on the site.



## APPENDIX “24-A”

### Parallel and Angle Parking Size, Layout and Design Requirements

