



Planning and Development Services

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Magna Planning Commission

Public Meeting Agenda

Thursday, September 11, 2025, 6:30 P.M.

Location

Magna Webster Center
8952 West Magna Main Street
Magna, Utah

UPON REQUEST, WITH 5 WORKING DAYS NOTICE, REASONABLE ACCOMMODATIONS FOR QUALIFIED INDIVIDUALS MAY BE PROVIDED. PLEASE CONTACT WENDY GURR AT 385-391-8268. TTY USERS SHOULD CALL 711.

The Planning Commission Public Meeting is a public forum where, depending on the agenda item, the Planning Commission may receive comment and recommendations from applicants, the public, applicable agencies and MSD staff regarding land use applications and other items on the Commission's agenda. In addition, it is where the Planning Commission takes action on these items, which may include: approval, approval with conditions, denial, continuance or recommendation to other bodies as applicable.

BUSINESS MEETING

- 1) Approval of August 14, 2025, Planning Commission Meeting Minutes. (Motion/Voting)
- 2) Other Business Items. (As Needed)

PUBLIC HEARING(S)

OAM2025-001481 – Planning Staff is seeking a recommendation regarding the adoption of Chapter 19.72 Magna Historic District Parking Overlay Zone as part of the Magna City zoning ordinance. The purpose of the overlay is to consider and plan for parking within the Historic Magna Main Street district while supporting the integrity and character of the area. **Planner:** Matt Starley (Discussion/Recommendation)

ADJOURN

Rules of Conduct for Planning Commission Meetings

PROCEDURE FOR PUBLIC COMMENT

1. Any person or entity may appear in person or be represented by an authorized agent at any meeting of the Commission.
2. Unless altered by the Chair, the order of the procedure on an application shall be:
 - a. The supporting agency staff will introduce the application, including staff's recommendations and a summary of pertinent written comments and reports concerning the application
 - b. The applicant will be allowed up to 15 minutes to make their presentation.
 - c. The Community Council representative can present their comments as applicable.
 - d. Where applicable, persons in favor of, or not opposed to, the application will be invited to speak.
 - e. Where applicable, persons opposing the application, in whole or in part will be invited to speak.
 - f. Where applicable, the applicant will be allowed 5 minutes to provide concluding statements.
 - g. Surrebuttals may be allowed at the discretion of the Chair.

CONDUCT FOR APPLICANTS AND THE PUBLIC

1. Speakers will be called to the podium by the Chair.
2. Each speaker, before talking, shall give his or her name and address.
3. All comments should be directed to the Commissioners, not to the staff or to members of the audience.
4. For items where there are several people wishing to speak, the Chair may impose a time limit, usually 3 minutes per person, or 5 minutes for a group spokesperson. If a time limit is imposed on any member or spokesperson of the public, then the same time limit is imposed on other members or spokespersons of the public, respectively.
5. Unless otherwise allowed by the Chair, no questions shall be asked by the speaker or Commission Members.
6. Only one speaker is permitted before the Commission at a time.
7. The discussion must be confined to essential points stated in the application bearing on the desirability or undesirability of the application.
8. The Chair may cease any presentation or information that has already been presented and acknowledge that it has been noted in the public record.
9. No personal attacks shall be indulged in by either side, and such action shall be sufficient cause for stopping the speaker from proceeding.
10. No applause or public outbursts shall be permitted.
11. The Chair or supporting agency staff may request police support to remove offending individuals who refuse to abide by these rules.
12. After the public comment portion of a meeting or hearing has concluded, the discussion will be limited to the Planning Commission and Staff.



Planning Commission Staff Report

Meeting Body: Magna Planning Commission

Meeting Date: September 11th, 2025

File Number & Project Type:

OAM2025-001481 – Planning staff is seeking a recommendation regarding the adoption of Chapter 19.72 Magna Historic District Parking Overlay Zone as part of the Magna City zoning ordinance. The purpose of the overlay is to consider and plan for parking within the Historic Magna Main Street district while supporting the integrity and character of the area.

Planner: Matthew Starley, Long Range Planner II

Applicability: Greater Magna Historic Commercial District Area

Key Findings: Magna’s Downtown Historic District is experiencing renewed development interest through façade improvements, new businesses, and planned redevelopment projects. Existing zoning regulations do not adequately address the unique parking needs of a walkable, historic main street environment.

The Parking Overlay Zone is intended to provide context-sensitive parking standards tailored to Magna’s historic downtown.

Staff Recommendation: Staff recommends that the Planning Commission review and forward a recommendation to the Magna Metro Township Council to adopt Chapter 19.72: Magna Historic District Parking

PROJECT DESCRIPTION

The proposed project is the creation of the Magna Historic District Parking Overlay Zone, a new zoning tool intended to guide parking supply, design, and management within Magna’s Downtown Historic District.

The Overlay will establish context-sensitive parking standards that better reflect the unique conditions of the historic town center, where traditional main street development patterns, older building stock, and walkable block structures differ from suburban commercial areas.

Key features of the Overlay include:

- Submittal of a Parking Management Plan for any development or redevelopment subject to the overlay.
- Adjusted minimum parking ratios for commercial and residential uses.
- Allowance for shared and off-site parking arrangements within 800 feet of a property.
- Requirements for site design standards that mitigate the visual and functional impacts of parking lots,
- Emphasis on utilizing the district’s historic alleys as access points and cross-access between parking areas.

This zoning tool is intended to balance the needs of residents, businesses, and visitors while protecting the historic character, pedestrian orientation, and economic vitality of Magna’s Main Street.

BACKGROUND/ISSUES TO CONSIDER

Historic Downtown Context

Magna’s Historic District is characterized by a traditional main street layout with narrow lots intended to be covered nearly entirely with a building footprint. Existing historic buildings were constructed without on-site parking, and narrow rights-of-way at the rear of the sites offered by alleyways. These

conditions make it difficult for potential property owners to meet conventional off-street parking requirements.

Parking Supply Challenges

Existing zone standards require more parking than can realistically be provided on Historic District lots without the purchase of additional adjacent lots or by compromising the pedestrian character of the area. Parking that is available in the area, is often underutilized due to a lack of clearly articulated expectations for visitors. Shared parking opportunities are underutilized due to a lack of formal mechanisms in the zoning code.

Development Pressure & Investment

Redevelopment interest is increasing as new businesses, façade improvements, and mixed-use projects are proposed in the downtown area. Without an overlay, strict adherence to current parking ratios has discouraged adaptive reuse of historic buildings and new development on unbuilt lots, limiting reinvestment in the district.

Design & Character Considerations

Large surface parking lots disrupt the walkable character of the main street and detract from the historic setting. Improved design standards, tailored for the unique conditions of the Historic District, are needed to mitigate the visual and functional impacts of parking lots through placement and access considerations.

Policy Alignment

The Overlay supports Magna's General Plan and the proposed Downtown Historic District Plan, both of which prioritize walkability, historic preservation, and economic revitalization. The standards are designed to strike a balance between ensuring adequate parking and supporting a pedestrian-oriented environment.

ANALYSIS

Magna staff have reviewed the proposed Magna Historic District Parking Overlay Zone in the context of existing conditions, community goals, and anticipated development trends. Several key findings emerge:

Balance Between Supply and Demand

The proposed parking ratios better reflect the actual demand in a mixed-use, historic main street environment, where walking, biking, transit, and on-street parking all contribute to mobility. By simplifying minimum requirements, the Overlay removes a significant barrier to adaptive reuse of historic buildings and new infill projects while allowing for a diverse mix of business types within the district.

Preservation of Historic and Pedestrian Character

Locating parking to the side or rear of buildings and pushing parking away from the existing build-to lines ensure that as parking opportunities expand, the visual character of Main Street is

preserved. These provisions help Magna avoid the suburban pattern of large front parking lots that could erode the downtown character.

Flexibility and Economic Development

The Overlay introduces mechanisms such as shared parking and off-site parking allowances within 800 feet, providing flexibility for property owners and developers. This flexibility encourages reinvestment and supports a variety of land uses, including small businesses, restaurants, and mixed-use housing, without imposing undue cost burdens. This also provides existing property owners with an opportunity to benefit from additional parking opportunities they currently manage that may be chronically underutilized.

Integration with Public Infrastructure

Differentiation of the role of on-street parking and off-street parking as part of the supply aligns with the role of Main Street's public realm in supporting downtown businesses. The Overlay anticipates the need for future coordinated management strategies such as time limits, enforcement, and metering to ensure turnover and availability of prime parking spaces.

Policy Consistency

The Overlay directly advances the Magna General Plan (2021) goals of enhancing downtown vitality, promoting mixed-use redevelopment, and creating a pedestrian-friendly environment. It also supports the goals articulated in the proposed Historic District Area Plan by providing regulatory tools that maintain historic scale and rhythm while accommodating contemporary land use needs.

Anticipated Outcomes

Staff anticipates the Overlay will facilitate redevelopment of underutilized parcels, protect the pedestrian character of the Historic District, and improve the overall efficiency of parking supply. These outcomes will contribute to long-term economic vitality and support Magna's Historic district identity as a historic, walkable community.

GENERAL PLAN CONSIDERATIONS

This amendment supports the Magna General Plan (adopted March 23, 2021). It aligns with the following goals from the Future Land Use Concept Map Designations chapter:

- Review current parking requirements to ensure the highest and best use of land within commercial nodes.
- Changes to a historic structure in a Historic District must undergo a review process to ensure the proposed changes are compatible with the site's historic architecture and must retain the "character defining" elements of the property which reflect materials in the surrounding neighborhood. **Parking is limited within the historic areas, which should be considered with new development.**

STRATEGY 2: Create additional public parking opportunities near Magna Main Street.

- **ACTION:** Prioritize projects and policies that improve the parking experience near Magna Main Street.
- **ACTION:** Conduct parking inventory and utilization analysis to identify the quantity of currently available on-street and off-street parking and the demand for that parking supply.
- **ACTION:** Develop strategies for future growth impacts on parking capacities and regularly monitor parking occupancy and other factors by periodic parking studies.

STRATEGY 6: Encourage development and redevelopment of Magna Main Street to strengthen its role as a historical center and urban district through expansion of the RDA and addition of “form based” regulations.

- **ACTION:** Adopt zoning that addresses building form, setbacks, **parking**, landscaping, block structure, uses, and other components within Main Street to encourage appropriate redevelopment/development patterns to protect the historic character of Main Street while protecting property rights to encourage economic development.
- **ACTION:** Develop an incentive and reinvestment policy to encourage private investment of existing buildings and businesses.
- Create and adopt an Illustrative Plan, Regulating Plan, Building Form Standards and Public Space Standards for Magna Main Street
- Adopt zoning that addresses building form, setbacks, **parking**, landscaping, block structure, uses, and other components within Main Street to encourage appropriate redevelopment/development patterns to protect the historic character of Main Street while protecting property rights to encourage economic development.

The Overlay encourages reinvestment in the Historic District by reducing parking barriers and reinforcing a pedestrian-oriented urban form. By allowing flexible parking arrangements and recognizing shared/on-street supply, the Overlay creates conditions for small businesses and adaptive reuse to thrive. The Overlay balances parking needs with support for walking, biking, and transit, consistent with the multimodal vision of the General Plan. By tailoring residential parking standards and enabling shared supply, the Overlay removes barriers to mixed-use and missing-middle housing opportunities in the Historic District. Design standards for parking placement, landscaping, and build-to lines reinforce the visual integrity of Main Street and ensure that future development contributes to a cohesive and attractive public realm.

PUBLIC INPUT

Planning Staff has not received any comments from the public as of the completion of this staff report. Any comments that are received will be forwarded to the Magna City Planning Commission for review and will be summarized on September 11, 2025.

PLANNING COMMISSION OPTIONS:

As a recommending body to the Council for zoning map amendments and text changes, the Planning Commission has the following options:

1. **Approval:** The Planning Commission recommends approval of application OAM2025-001481 to amend Title 19 of the Magna City code.
2. **Approval with changes:** The Planning Commission recommends approval of application OAM2025-001481 to amend Title 19 of the Magna City code with the following changes:
3. **Denial:** Having considered the Guidelines for Zoning Text Amendments contained in Chapter 19.72 of the Magna City zoning ordinance, the Planning Commission recommends denial of application OAM2025-001481 to amend Title 19 of the Magna City code.

STAFF RECOMMENDATION

Staff finds that the proposed Magna Historic District Parking Overlay Zone:

- Provides parking standards that are better aligned with the unique historic and walkable character of Downtown Magna;
- Removes regulatory barriers that have historically limited reinvestment and adaptive reuse of existing buildings;
- Establishes design standards that protect and enhance the pedestrian-oriented streetscape; and
- Advances multiple goals and policies of the Magna General Plan, the proposed Downtown Historic District Plan, and other adopted community plans.

Recommendation:

Staff recommends that the Planning Commission forward a positive recommendation to the Magna Metro Township Council for adoption of Title 19.72: Magna Historic District Parking Overlay Zone as presented, with a recommended overlay zone area selection, in this report and accompanying ordinance.

Magna Historic District Parking Overlay Zone

Draft Ordinance language

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19:72 Magna Historic District Parking Overlay Zone

19:72:010 Purpose

The purpose of the Magna Historic District Parking Overlay Zone is to:

- A. Ensure an appropriate level of vehicular parking, loading, and storage to support a variety of land uses within the Downtown Historic District;
- B. Mitigate the visual and functional impacts of surface parking on adjacent land uses and the public realm through appropriate site design standards; and
- C. Support the walkable, pedestrian-oriented character, and economic vitality of Magna's Historic District.

19:72:020 Applicability

The standards of this section apply to all properties located within the boundaries of the Magna Historic Downtown Parking Overlay Zone as designated on the official zoning map.

19:72:030 Definitions

As used in this Section:

Parking, Long-Term: Parking intended for use by residents, employees, or others, for a duration exceeding four (4) continuous hours.

Parking, Short-Term: Parking intended for customers or visitors, with high turnover and durations less than four (4) hours.

Parking, Shared: Off-street parking used jointly by multiple uses or properties through a formal agreement approved by the City.

19:72:040 Minimum Parking Requirements

- A. **Retail and Non-Residential Uses:** A minimum of two (2) off-street parking spaces shall be provided per one thousand (1,000) square feet of leasable or saleable building area.
- B. **Residential Uses:** A minimum of one (1) off-street parking space shall be provided per bedroom, up to a maximum of two (2) spaces per dwelling unit.

19:72:050 Parking Management Plan

- A. A Parking Management Plan shall be submitted for any development or redevelopment subject to this Overlay Zone. The Plan shall demonstrate the project's ability to provide adequate parking for:
 - 1. Residential Uses.
 - 2. Retail and Non-Residential Uses.
 - 3. Service and delivery needs.
- B. The Parking Management Plan shall include:
 - 1. a site plan identifying:
 - a. all proposed parking spaces with dimensions, access aisles, entrances, and loading zones;

- b. The location and terms of any off-site parking;
 - c. service and delivery access location
 - d. alley or side street utilization
 - e. screening and impact mitigation
 - f. Identification and documentation of parking acquired through lease, covenant, or arrangement.
 - g. Identification of shared parking expectations;
 - h. Evidence of compliance with ADA parking standards.
- C. The Director shall review and approve the Parking Management Plan prior to issuance of a land use or building permit.

19:72:060 Location of Parking Spaces and Associated Use Expectations

A. On-Site Parking:

- 1. May be used to satisfy residential and non-residential parking requirements.

B. Off-Site Parking:

- 1. May be used to satisfy residential and non-residential parking requirements if:
 - a. The closest edge of the off-site parking area is located no more than 800 linear feet from the main entrance of the associated use; and
 - b. The parking is secured by lease or recorded covenant; and
 - i. If secured by lease, the agreement must have a minimum termination notice of ninety (90) days.
 - c. Approved as part of the Parking Management Plan by the Director.

C. On-Street Parking

- 1. On-street parking is intended to serve customers, visitors, and other short-term users. They are not intended to satisfy long-term or employee parking needs.
- 2. Existing on-street spaces may not be used to satisfy minimum parking requirements for residential units.
- 3. Long-term vehicle parking and storage within on-street spaces is prohibited.
 - a. The City may establish time limits, metering, or other enforcement mechanisms to preserve availability and turnover.

19:72:070 Credit for On-Street Parking Improvements

- A. On-street parking spaces that are newly created or substantially improved as part of a development project may be credited toward the non-residential parking requirements of that project, subject to the following conditions:
1. The on-street parking spaces are located directly adjacent to the development site, within the public right-of-way;
 2. The spaces are designed, constructed, or reconstructed by the developer in accordance with City standards;
 3. Improved spaces have not been previously restricted or designated for time-limited, metered, or short-term parking use;
- B. All credited spaces must be shown on the Parking Management Plan and approved by the Director.
- C. The City shall retain ownership and full authority to modify, relocate, or remove any on-street parking space located within the public right-of-way.

19:72:080 Shared Parking

- A. Shared parking is defined as an arrangement in which two (2) or more uses with differing peak parking demand periods use the same off-street parking spaces.
- B. A Shared Parking Plan may be approved by the Director as part of the Parking Management Plan if the applicant demonstrates that the uses have non-overlapping parking demand periods.
- C. The shared parking analysis shall use the following guidance table unless the applicant submits an alternative analysis approved by the Director:
- D. Shared Parking Demand Ratios Reference Table
(Table 19.48.070)

Table 19.48.070: Guidance for the Determination of Shared Parking Requirements.						
General Land Use Category	Weekdays			Weekends		
	12 AM – 7 AM	7 AM – 6 PM	6 PM – 12 AM	12 AM – 7 AM	7 AM – 6 PM	6 PM – 12 AM
Office	5%	100%	5%	0%	5%	0%
Industrial	75%	100%	75%	75%	100%	75%
Retail	5%	100%	75%	5%	100%	60%
Restaurant	25%	70%	100%	30%	75%	100%
Lodging	100%	55%	100%	100%	55%	100%
Theater / Entertainment	5%	20%	100%	5%	50%	100%
Conference Rooms /	0%	100%	100%	0%	100%	100%

Reception Venue						
Place of Worship	0%	30%	50%	0%	100%	65%
Institutional	5%	100%	20%	5%	100%	10%
Residential	100%	60%	95%	100%	75%	90%

- E. A change in use that disrupts or invalidates the shared parking arrangement shall require revised parking analysis and approval by the Director.

19:72:090 Public Parking Facilities

- A. Public parking lots may be used to satisfy minimum parking requirements only if:
1. The public parking facility is within 800 feet of the subject property;
 2. No more than ten percent (10%) of the total public parking capacity is allocated to the subject property (or as otherwise determined by the City);
 3. The use complies with shared parking requirements;
 4. A Parking Management Agreement is approved by the Director.
- B. Public parking may not be used to satisfy residential or employee parking requirements, except with Director approval.

19:72:100 Development Standards for Parking Areas

- A. ADA Compliance.
1. All required parking must comply with the Americans with Disabilities Act (ADA).
- B. Frontage Setback.
1. Off-street surface parking shall be set back a minimum of forty (40) feet from the build-to line along Magna Main Street.
- C. Access.
1. Cross-access between parking areas on adjoining lots is required .
 2. Alley access shall be prioritized where alleys exist or can reasonably be constructed.
 3. Where alley access exists, it shall be the exclusive vehicular access point for off-street parking.

19:72:110 Service and Delivery Access

- A. **Prohibited Frontage.** Service, loading, unloading, and delivery activities shall not occur from Magna Main Street or its sidewalks. No loading or service vehicle may stop, park, or stage along Magna Main Street for purposes of loading or unloading goods, materials, equipment, or refuse.
- B. **Access Location.** All service and delivery access shall be located to the rear or side of the property and accessed via an alley, side street, or rear drive aisle, where available.
- C. **Design Requirements.** Site plans shall demonstrate that adequate space is provided for service and delivery functions without interfering with pedestrian areas, customer parking, or public rights-of-way.
- D. **Exceptions.** The Director may grant a limited exception for temporary service or delivery access on Magna Main Street only when:
 - 1. No reasonable alternative access exists; or
 - 2. The service activity occurs outside of hours of typical district business activity; and
 - 3. The applicant has submitted a delivery and service plan approved by the Director.