

PUBLIC NOTICE

Notice is hereby given that the Tooele City Council and the Redevelopment Agency (RDA) of Tooele City will meet in a Work Meeting on Wednesday, December 3, 2025, at 6:00 p.m. The meeting will be held in the Tooele City Hall Council Chambers, located at 90 North Main Street, Tooele, Utah. The complete public notice is posted on the Utah Public Notice Website www.utah.gov, the Tooele City Website www.tooelecity.gov, and at Tooele City Hall. To request a copy of the public notice or for additional inquiries please contact Shilo Baker, City Recorder at (435)843-2111 or shilob@tooelecity.gov.

We encourage you to join the City Council meeting electronically by visiting the **Tooele City YouTube Channel**, at <https://www.youtube.com/@tooelecity> or by going to YouTube.com and searching "Tooele City Channel".

AGENDA

1. **Open City Council Meeting**
2. **Roll Call**
3. **Mayor's Report**
4. **Council Members' Report**
5. **Discussion Items**
 - a. **Discussion on Proposed Amendments to Tooele City Code 7-4-7; Parking Location, Regarding Front Yard Parking in Residential Zoning Districts**
Presented by Andrew Aagard, Community Development Director
 - b. **Discussion of Proposed Revision to the City's Payment in Lieu of Water Rights Conveyance Policy**
Presented by Paul Hansen, City Engineer
6. **Closed Meeting**
~ Litigation, Property Acquisition, and/or Personnel
7. **Adjourn**

Shilo Baker, Tooele City Recorder

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations should notify Shilo Baker, Tooele City Recorder, at 435-843-2111 or shilob@tooelecity.gov, prior to the meeting.

MEMORANDUM

To: Tooele City Council

Cc: Mayor Debbie Winn

From: Andrew Aagard, AICP, Director

Date: November 20, 2025

Re: Ordinance Amendments Regarding Vehicle Parking in the Front Yards in Residential Zones

Subject:

At the November 5th City Council Work Session meeting Community Development Department Staff presented to the City Council their findings in regards to the City's zoning code and if there is any language regarding the prohibition or regulation of property owners in residential zones using the front yards of their homes as parking lots. It was determined by staff that the ordinance does regulate in-operable and junked vehicles, recreational vehicles and trailers, the number of parking stalls and the location of drive approaches but there is nothing in the code that limits how much of a front yard can be used for vehicle parking. In theory and in practice this means that a residential property owner, if they so desire and as long as the vehicle is registered and in operating condition, can park as many cars as they can fit into their front yard. They are also not required anywhere in the code to pave parking areas in their front yard. As such the vehicles that are parked on non-paved areas bear the potential of leaking oil, gasoline, anti-freeze and other automotive fluids into the soil which, over time, could percolate deep into the soil and contaminate ground water aquifers.

Although not a significant problem in Tooele City there are enough properties who have converted all of their front yards into automobile parking lots to warrant consideration of new regulations.

Staff also presented to the City Council examples of what 6 other cities of varying sizes along the Wasatch Front do to regulate parking in the front yard. What staff learned at that time was that cities either directly prohibit the parking in the front yard or they don't. There weren't many examples found that indicated a hybrid approach to front yard parking.

At that meeting on November 5th the City Council directed Community Development Department Staff to consider some front yard parking ordinance amendment options and to bring those options back to the City Council for discussion and consideration. Staff has put together four options for consideration and they are as follows:

Option #1:

This may be the most stringent of the proposed code amendments. This amendment was presented to the City Council during the November 5 Work Session meeting and it proposes to amend Tooele City Code 7-4-7; Parking Location, Paragraph 4 by striking and re-wording the current requirements for recreational vehicles and limits parking of all vehicles to the side and rear yards. Other than the main driveway, this amendment prohibits vehicle parking in the front yard and it requires that all parking areas in the side and rear yards be paved and prohibits parking on landscaping.

This is an all or nothing ordinance amendment. If a resident wants to park a vehicle in the front yard it must be on the driveway. Period. Otherwise all vehicles must be parked in the side or rear yards on paved surfaces.

Option #2:

This proposal does nothing to limit the parking of vehicles in the front yard. What it does do is require that all areas of the front yard utilized for parking shall be paved in asphalt, concrete, gravel, pavers or other method and it prohibits a resident who does pave their front yards from draining storm water onto the adjacent property.

This amendment will still enable property owners to utilize their front yards for parking but protect ground water and soils from leaking automotive fluids.

Option #3:

This proposed option limits parking in the front yard to the lesser part of the front yard adjacent to the driveway. Rarely are driveways in the middle of a lot. The vast majority of homes are laid out in a manner that places the driveway closer to one side of the lot or the other. This proposal permits vehicle parking on the side of the driveway that is closer to the property line. This proposal also permits parking down the same side yard and into the back yard. As with the other options, it requires parking areas to be paved in asphalt, concrete, gravel or other paving methods.

This proposed amendment also includes a graphic, prepared by Staff, that illustrates how much of a yard and where a yard can be utilized for parking.

Staff is particular to this option. It permits some of the front yard to be utilized as parking, a side yard and the rear yard. This is plenty of parking, especially for a home that already has a two car garage and a two car driveway. If there was a compromise to be considered, this would be it.

Option #4:

If the City Council simply wants to limit the amount of front yard parking but does not want to get involved in any particulars regarding how a property owner chooses to use the 50% this option places a limit on the amount of space in the front yard that can be used as vehicle parking at 50%. At least half of the front yard needs to be kept open as landscaping. This proposed amendment leaves it up to the property owner to decide how to occupy that 50%. This number is not a random number pulled out of a hat by staff. When considering a standard 80 foot wide lot, a driveway will occupy about 25% of the lot width. An additional 25% will enable doubling the size of a driveway for parking purposes.

Of course staff is open to any alternatives the City Council would like to add and will take any direction provided in regards to this issue. The code amendments do not include any enforcement penalties or mechanisms as enforcement of this issue would fall under the same enforcement procedures as other nuisances in Tooele City. However, if the City Council desires to add specific enforcement language specific to this issue we may do so.

Option #1

7-4-7. Parking Location.

(1) On-Site Parking. Except as allowed in Subsection (2), all required parking shall be located on the same lot or parcel as the use to which it is associated. On-site parking shall be made available without charge for the use of or providing of the parking. In the case of a multi-tenant non-residential development in which multiple parcels are covered by the tenant uses and their associated parking, the parking shall be considered on-site for all of those tenant uses.

(2) Off-Site Parking. Where practical difficulties exist in providing on-site parking or if public safety would be better served by locating parking on a separate lot or parcel, the Planning Commission may authorize such off-site parking subject to the following conditions:

(a) no other practical alternative exists for providing on-site parking such that any of the following shall deem a request for off-site parking ineligible for approval:

(i) the hardship causing the need for off-site parking is self-imposed;

(ii) the hardship causing or resulting from the provision of off-site parking is financial in nature;

(b) providing off-site parking does not affect or reduce the amount of parking required or provided;

(c) required ADA-compliant parking spaces shall not be located in an off-site parking area;

(d) off-site parking areas shall be located in the same or a more intensive zone which applies to the property where the use served is located;

(e) the shortest practical and safe walking path is conveniently usable without causing unreasonable:

(i) hazard to pedestrians;

(ii) hazard to vehicular traffic;

(iii) traffic congestion;

(iv) interference with safe and convenient access or use of other parking areas in the vicinity;

(v) detriment to the appropriate, convenient and reasonable use of any business in the vicinity;
or

(vi) detriment to any residential neighborhood;

(f) no off-site parking space shall be located more than 600 feet from a public entrance of the use served, measured along the route of the shortest practical and safe walking path;

(g) off-site parking shall not be separated from the principal use by a street right-of-way of a collector or arterial class;

(h) off-site parking separated by from the principal use by a local class street has adequate and convenient crosswalk facilities to serve the practical and safe walking path;

(i) availability of each off-site parking area shall be assured by an agreement reviewed and accepted by the City which requires at least the following:

(i) all parking spaces shall be available perpetually to all uses utilizing the parking;

(ii) all parking spaces shall be available without charge; and

(iii) provisions exist for the perpetual maintenance and upkeep, including but not limited to snow removal, striping, and signage, of the practical and safe walking path by private parties to the agreement; and

(3) Vacant Lots and Open Land. Vacant lots and open land areas shall not be used as parking areas, except as allowed for a temporary use or special event.

(4) Parking of ~~Recreational~~ Vehicles in Single-Family Residential Zones. ~~Personal recreational vehicles, including but not limited to cars, trucks, vans, trailers, boats and watercraft, travel trailers, utility trailers, and motor homes parked in residential zones shall be parked on a hard surfaced area behind the front wall plane of the primary structure on the same property. Parking for such vehicles within residential developments approved with off-street recreational vehicle parking areas shall be allowed within those recreational vehicle parking areas only.~~ Vehicle parking, including all recreational vehicles and associated trailers, is permitted in the side and rear yards and shall be improved with concrete, asphalt, concrete pavers or gravel. Parking areas surfaced with concrete pavers or gravel shall be maintained to prevent weed growth in these areas. With the exception of the driveway and approved side yard parking, no other portion of the front or side yards shall be surfaced or used for parking. Parking shall not, at any time, occur on any landscaped area.

Option #2

7-4-7. Parking Location.

(1) On-Site Parking. Except as allowed in Subsection (2), all required parking shall be located on the same lot or parcel as the use to which it is associated. On-site parking shall be made available without charge for the use of or providing of the parking. In the case of a multi-tenant non-residential development in which multiple parcels are covered by the tenant uses and their associated parking, the parking shall be considered on-site for all of those tenant uses.

(2) Off-Site Parking. Where practical difficulties exist in providing on-site parking or if public safety would be better served by locating parking on a separate lot or parcel, the Planning Commission may authorize such off-site parking subject to the following conditions:

(a) no other practical alternative exists for providing on-site parking such that any of the following shall deem a request for off-site parking ineligible for approval:

(i) the hardship causing the need for off-site parking is self-imposed;

(ii) the hardship causing or resulting from the provision of off-site parking is financial in nature;

(b) providing off-site parking does not affect or reduce the amount of parking required or provided;

(c) required ADA-compliant parking spaces shall not be located in an off-site parking area;

(d) off-site parking areas shall be located in the same or a more intensive zone which applies to the property where the use served is located;

(e) the shortest practical and safe walking path is conveniently usable without causing unreasonable:

(i) hazard to pedestrians;

(ii) hazard to vehicular traffic;

(iii) traffic congestion;

(iv) interference with safe and convenient access or use of other parking areas in the vicinity;

(v) detriment to the appropriate, convenient and reasonable use of any business in the vicinity; or

(vi) detriment to any residential neighborhood;

(f) no off-site parking space shall be located more than 600 feet from a public entrance of the use served, measured along the route of the shortest practical and safe walking path;

(g) off-site parking shall not be separated from the principal use by a street right-of-way of a collector or arterial class;

(h) off-site parking separated by from the principal use by a local class street has adequate and convenient crosswalk facilities to serve the practical and safe walking path;

(i) availability of each off-site parking area shall be assured by an agreement reviewed and accepted by the City which requires at least the following:

(i) all parking spaces shall be available perpetually to all uses utilizing the parking;

(ii) all parking spaces shall be available without charge; and

(iii) provisions exist for the perpetual maintenance and upkeep, including but not limited to snow removal, striping, and signage, of the practical and safe walking path by private parties to the agreement; and

(3) Vacant Lots and Open Land. Vacant lots and open land areas shall not be used as parking areas, except as allowed for a temporary use or special event.

(4) Parking of Recreational Vehicles in Residential Zones. Personal recreational vehicles, including but not limited to trailers, boats and watercraft, travel trailers, utility trailers, and motor homes parked in residential zones shall be parked on a hard surfaced area behind the front wall plane of the primary structure on the same property. Parking for such vehicles within residential developments approved with off-street recreational vehicle parking areas shall be allowed within those recreational vehicle parking areas only.

(5) Parking of Vehicles in the Front Yard in Residential Zones. All areas of the front yards used for vehicle parking must be paved in either asphalt, concrete, gravel, pavers or other similar paving methods. If front yards are paved for vehicle parking the resident shall grade the pavement in a way that storm water is directed into the site or towards the public right-of-way and not onto the adjacent property.

Option #3

7-4-7. Parking Location.

(1) On-Site Parking. Except as allowed in Subsection (2), all required parking shall be located on the same lot or parcel as the use to which it is associated. On-site parking shall be made available without charge for the use of or providing of the parking. In the case of a multi-tenant non-residential development in which multiple parcels are covered by the tenant uses and their associated parking, the parking shall be considered on-site for all of those tenant uses.

(2) Off-Site Parking. Where practical difficulties exist in providing on-site parking or if public safety would be better served by locating parking on a separate lot or parcel, the Planning Commission may authorize such off-site parking subject to the following conditions:

(a) no other practical alternative exists for providing on-site parking such that any of the following shall deem a request for off-site parking ineligible for approval:

(i) the hardship causing the need for off-site parking is self-imposed;

(ii) the hardship causing or resulting from the provision of off-site parking is financial in nature;

(b) providing off-site parking does not affect or reduce the amount of parking required or provided;

(c) required ADA-compliant parking spaces shall not be located in an off-site parking area;

(d) off-site parking areas shall be located in the same or a more intensive zone which applies to the property where the use served is located;

(e) the shortest practical and safe walking path is conveniently usable without causing unreasonable:

(i) hazard to pedestrians;

(ii) hazard to vehicular traffic;

(iii) traffic congestion;

(iv) interference with safe and convenient access or use of other parking areas in the vicinity;

(v) detriment to the appropriate, convenient and reasonable use of any business in the vicinity; or

(vi) detriment to any residential neighborhood;

(f) no off-site parking space shall be located more than 600 feet from a public entrance of the use served, measured along the route of the shortest practical and safe walking path;

(g) off-site parking shall not be separated from the principal use by a street right-of-way of a collector or arterial class;

(h) off-site parking separated by from the principal use by a local class street has adequate and convenient crosswalk facilities to serve the practical and safe walking path;

(i) availability of each off-site parking area shall be assured by an agreement reviewed and accepted by the City which requires at least the following:

(i) all parking spaces shall be available perpetually to all uses utilizing the parking;

(ii) all parking spaces shall be available without charge; and

(iii) provisions exist for the perpetual maintenance and upkeep, including but not limited to snow removal, striping, and signage, of the practical and safe walking path by private parties to the agreement; and

(3) Vacant Lots and Open Land. Vacant lots and open land areas shall not be used as parking areas, except as allowed for a temporary use or special event.

(4) Parking of Recreational Vehicles in Residential Zones. Personal recreational vehicles, including but not limited to trailers, boats and watercraft, travel trailers, utility trailers, and motor homes parked in residential zones shall be parked on a hard surfaced area behind the front wall plane of the primary structure on the same property. Parking for such vehicles within residential developments approved with off-street recreational vehicle parking areas shall be allowed within those recreational vehicle parking areas only.

(5) Parking of Vehicles in the Front Yard of Residential Zones. Parking of vehicles shall be limited to the established driveway and the lesser side of the front yard adjacent to the driveway, extending the side yard to the rear yard. Parking shall be prohibited on the greater side of the front yard adjacent to the driveway. All parking areas in the front yard, side yard and rear yard shall be paved with concrete, asphalt, gravel, pavers or other similar paving methods.

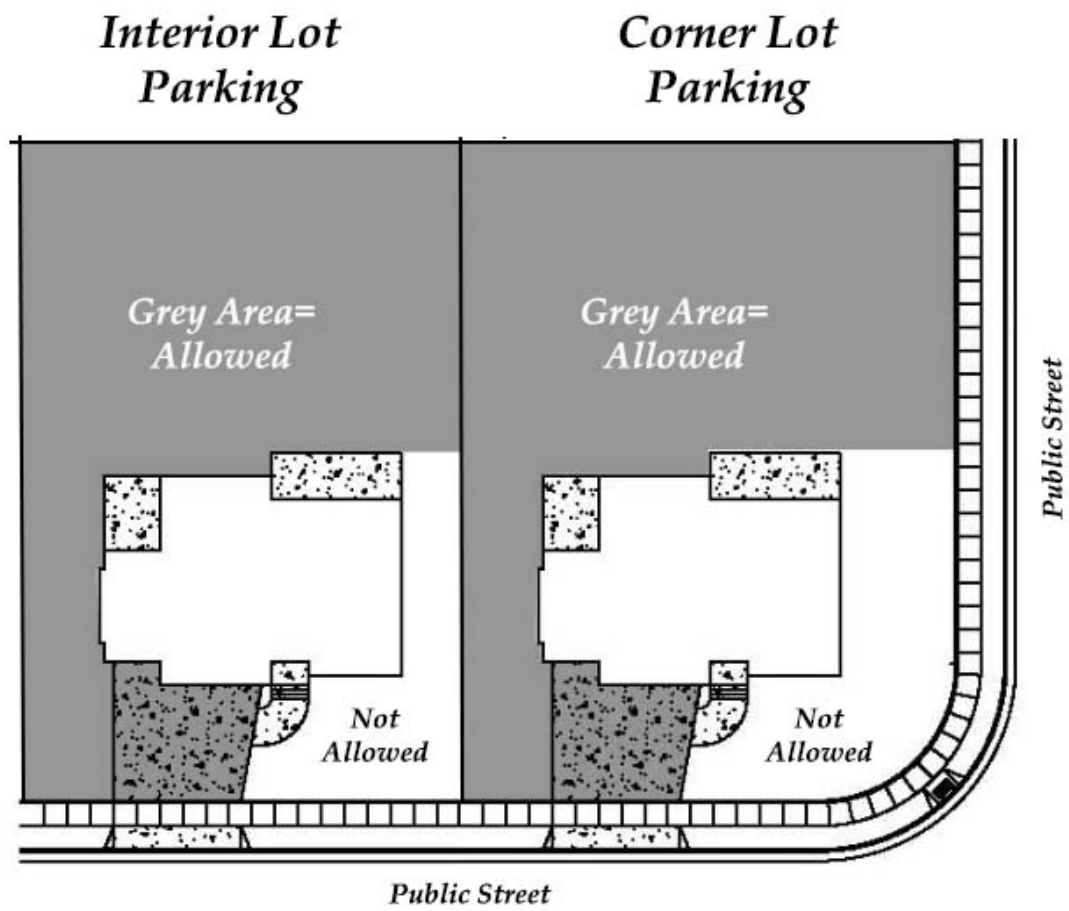


Figure 7-4-7, Residential Lot Vehicle Parking Areas

Option #4

7-4-7. Parking Location.

(1) On-Site Parking. Except as allowed in Subsection (2), all required parking shall be located on the same lot or parcel as the use to which it is associated. On-site parking shall be made available without charge for the use of or providing of the parking. In the case of a multi-tenant non-residential development in which multiple parcels are covered by the tenant uses and their associated parking, the parking shall be considered on-site for all of those tenant uses.

(2) Off-Site Parking. Where practical difficulties exist in providing on-site parking or if public safety would be better served by locating parking on a separate lot or parcel, the Planning Commission may authorize such off-site parking subject to the following conditions:

(a) no other practical alternative exists for providing on-site parking such that any of the following shall deem a request for off-site parking ineligible for approval:

(i) the hardship causing the need for off-site parking is self-imposed;

(ii) the hardship causing or resulting from the provision of off-site parking is financial in nature;

(b) providing off-site parking does not affect or reduce the amount of parking required or provided;

(c) required ADA-compliant parking spaces shall not be located in an off-site parking area;

(d) off-site parking areas shall be located in the same or a more intensive zone which applies to the property where the use served is located;

(e) the shortest practical and safe walking path is conveniently usable without causing unreasonable:

(i) hazard to pedestrians;

(ii) hazard to vehicular traffic;

(iii) traffic congestion;

(iv) interference with safe and convenient access or use of other parking areas in the vicinity;

(v) detriment to the appropriate, convenient and reasonable use of any business in the vicinity; or

(vi) detriment to any residential neighborhood;

(f) no off-site parking space shall be located more than 600 feet from a public entrance of the use served, measured along the route of the shortest practical and safe walking path;

(g) off-site parking shall not be separated from the principal use by a street right-of-way of a collector or arterial class;

(h) off-site parking separated by from the principal use by a local class street has adequate and convenient crosswalk facilities to serve the practical and safe walking path;

(i) availability of each off-site parking area shall be assured by an agreement reviewed and accepted by the City which requires at least the following:

(i) all parking spaces shall be available perpetually to all uses utilizing the parking;

(ii) all parking spaces shall be available without charge; and

(iii) provisions exist for the perpetual maintenance and upkeep, including but not limited to snow removal, striping, and signage, of the practical and safe walking path by private parties to the agreement; and

(3) Vacant Lots and Open Land. Vacant lots and open land areas shall not be used as parking areas, except as allowed for a temporary use or special event.

(4) Parking of Recreational Vehicles in Residential Zones. Personal recreational vehicles, including but not limited to trailers, boats and watercraft, travel trailers, utility trailers, and motor homes parked in residential zones shall be parked on a hard surfaced area behind the front wall plane of the primary structure on the same property. Parking for such vehicles within residential developments approved with off-street recreational vehicle parking areas shall be allowed within those recreational vehicle parking areas only.

(5) Parking of Vehicles in the Front Yard in Residential Zones. No more than 50% of the front yard, or, the area extending from the front plane of the home to the public right-of-way and from side property line to side property line shall be utilized as vehicle parking.