



Washington City Council
Workshop Meeting Agenda
December 10, 2025

PUBLIC NOTICE is hereby given that the Washington City Council will hold a Public Electronic Workshop Meeting on **Wednesday, December 10, 2025 at 4:00 P.M.** hosted at Washington City Hall located at 111 North 100 East, Washington, Utah. The meeting will be broadcast via Youtube Live linked online at <https://washingtoncity.org/meetings>

1. Approval of the Agenda
2. Detached Accessory Dwelling Units
3. Pavement Assessment Update
4. TDS and PEG Channel Commitments
5. Adjournment

POSTED on this 4th day of December 2025
Tara Pentz, City Recorder

In accordance with the Americans with Disabilities Act, Washington City will make reasonable accommodations to participate in the meeting. Requests for assistance can be made by calling the City Recorder at 656-6308 at least 24 hours in advance of the meeting to be held.

I would like to utilize this time to discuss the Detached Accessory Dwelling Unit ordinance specifically looking at options to increase the 17' max height requirement (up to a possible 25' feet) and options to reduce the side and rear setback from 5' feet to a possible 3' feet which would match the setback for detached garages, shops and other non livable structures.

The current code is attached below. I will have a few suggestions / redlines at the work session and look forward to this collaborative discussion.

9-8B-7: DETACHED ACCESSORY DWELLING UNIT (DADU):

A. Purpose and Intent:

1. The purpose and intent of detached accessory dwelling units (DADU) is to provide additional housing for the owners of qualifying single family dwelling units that are located in residential zoning districts. The separate sale of such detached accessory dwelling units is prohibited in order to protect the residential character of the neighborhoods in which they are located.

2. A detached accessory dwelling unit is defined as an adjunct living unit, with a sleeping area, a bathroom, acceptable kitchen facilities with a commercially-manufactured cooking appliance, has no attached garage or carport, and is detached from the primary residence on the same lot.

3. The owner of the property containing a single-family residence and a detached accessory dwelling unit must reside in the primary residence or the detached accessory dwelling unit.

B. General Standards: The following standards shall be adhered to for all detached accessory dwelling units:

1. Only one (1) accessory dwelling unit, attached or detached, may be constructed on any qualifying residentially zoned lot.

2. The proposed lot for a detached accessory dwelling unit shall contain an already existing single-family dwelling unit, and the lot must be a minimum of ten thousand (10,000) square feet in size.

3. Any accessory dwelling unit on a qualifying residentially zoned lot being added to an existing single-family residence, shall in no case be greater than one thousand (1,000) total square feet. The accessory dwelling unit square footage (added to all other existing or future structures), will not cover more than thirty percent (30%) of the rear yard area.

4. All detached accessory dwelling units shall be limited to a maximum of seventeen feet (17') in height, and in no case shall the roof exceed the height of the existing residence.

5. Detached accessory dwelling units shall be located at least ten feet (10') away from the existing single-family residence, and can be located no closer than five feet (5') to any side or rear property line.

6. One additional on-site parking space shall be provided in addition to the required parking standards for the single-family residential lot. The parking space shall be a minimum of nine feet (9') wide and nineteen feet (19') long.

7. Under no circumstances, shall accessory dwelling units, whether attached or detached, be used for nightly or vacation rental purposes (unless approved through a conditional use permit as outlined in this title).

8. Construction of all accessory dwelling units shall meet all applicable building codes adopted by the city.

C. Required Deed Restriction:

1. As a condition of securing a building permit for construction of a detached accessory dwelling unit being developed on a lot with an existing single-family residence; the property owner shall record against the deed to the subject property, a deed restriction, in a form provided by the city, and will contain the following language:

“A permit for an accessory dwelling was issued to _____, the current owner of this property located at _____. The Owner shall strictly adhere to the prohibition of the use of the accessory dwelling as a nightly, short-term or vacation rental.”

2. Proof that such a deed restriction has been recorded shall be provided to the Community Development Director prior to the issuance of the Certificate of Occupancy for the accessory dwelling unit.

D. Penalty: Any person, firm or corporation, whether as principal, agent, employee or otherwise, violating or causing or permitting the violation of the provision of this section, shall be guilty of a class C misdemeanor, subject to penalty as provided in section [1-4-1](#) of this code. Any such person, firm or corporation shall be deemed to be guilty of a separate offense for each and every day during which any portion of any violation of this ordinance is committed, continues or is permitted by such person, firm or corporation. (Ord. 2019-25, 12-11-2019; amd. Ord. 2022-42, 7-27-2022; Ord. 2023-21, 5-24-2023; Ord. 2024-25, 11-13-2024)

Pavement Assessment Update Briefing Document

Description:

The purpose of this briefing is to provide the Washington City Council with a summary of the citywide pavement assessment completed by J-U-B Engineering. The study evaluated the condition of all city-maintained roadways and provides data-driven recommendations to optimize maintenance, reduce long-term costs, and preserve roadway quality. J-U-B Engineering, as a follow-up to the October 22nd City Council Workshop Meeting, will provide an update of the progress towards a pavement maintenance plan and its associated funding options..

Presented by:

Blake Fannesbeck and J-U-B Engineering

Background Information:

Washington City maintains approximately 212 centerline miles of roadway. As growth accelerates and maintenance needs increase, the Public Works Department engaged J-U-B Engineering to perform a full pavement condition assessment. Their analysis provides a comprehensive pavement condition index (PCI) for every roadway segment. 100% of city roads were evaluated using a vehicle equipped with sensors and cameras to collect the data. The information gathered was able to identify types and severity of pavement distresses. Each roadway segment was assigned a PCI score (0-100), based on the data collected. From this data we were able to get an average PCI score for each roadway segment and for the City. We were also able to identify what percentage of roads are in Good-to-Satisfactory condition and which roads are in need of immediate maintenance. From this information we can prioritize roadways and identify the proper treatment for sections of road, based on their PCI score. Discuss funding sources to match the desired PCI score.