

ENOCH CITY PLANNING COMMISSION
NOTICE AND AGENDA
April 14, 2026, at 5:30 pm City Council Chambers,
City Offices, 900 E. Midvalley Road
Join Zoom Meeting:
<https://us02web.zoom.us/j/81422902544>
Meeting ID: 814 2290 2544

1. **CALL TO ORDER OF REGULAR MEETING-By**
 - a. **Pledge of Allegiance –**
 - b. **Invocation (2 min.) –Audience invited to participate. –**
 - c. **Inspirational thought –**
 - d. **Approval of agenda for April 14, 2026 –**
 - e. **Approval of minutes for March 24, 2026 –**
 - f. **Conflict of Interest Declaration –**

2. **PUBLIC COMMENTS**

3. **PUBLIC HEARING TO CONSIDER AMENDMENTS TO SECTIONS 12.2800.2804 AND 12.2300.2304 OF THE CITY CODE TO ESTABLISH ADDITIONAL ACCESS REQUIREMENTS FOR DEVELOPMENTS CONTAINING MORE THAN 80 DWELLING UNITS OR COMMERCIAL LOTS**

4. **CONSIDER AMENDMENTS TO SECTIONS 12.2800.2804 AND 12.2300.2304 OF THE CITY CODE TO ESTABLISH ADDITIONAL ACCESS REQUIREMENTS FOR DEVELOPMENTS CONTAINING MORE THAN 80 DWELLING UNITS OR COMMERCIAL LOTS AND MAKE A RECOMMENDATION TO THE CITY COUNCIL**

5. **PUBLIC HEARING TO CONSIDER ADDING SECTION 3.7.0 TO THE ENGINEERING DESIGN STANDARDS OF THE ENOCH CITY CODE - Secondary Water**

6. **CONSIDER ADDING SECTION 3.7.0 TO THE ENGINEERING DESIGN STANDARDS OF THE ENOCH CITY CODE AND MAKE A RECOMMENDATION TO THE CITY COUNCIL**

7. **CONSIDER AMENDING ENOCH CITY CODE 12.500.504 - NUMBER OF PARKING SPACES AND 12.1200.1204 - DEVELOPMENT STANDARDS FOR SINGLE FAMILY PUD HOUSING AND SET A PUBLIC HEARING FOR APRIL 28, 2026**

8. **DISCUSS AMENDING THE ANNEXATION DECLARATION AREA**


9. **COMMISSION/STAFF REPORTS**

10. **ADJOURN –**

In compliance with the Americans with Disabilities Act, persons needing auxiliary communicative aids and services for these meetings should call the City Offices at 586-1119, giving at least 48 hours advance notice. Meetings of the Enoch City Planning Commission may be conducted by electronic means pursuant to Utah Code Annotated, Section 52-4-207. In such circumstances, contact will be established and maintained by telephone or other electronic means and the meeting will be conducted pursuant to the Enoch City Code of Revised Ordinances, Chapter 3-500, regarding meeting procedures including electronic meetings.

CERTIFICATE OF DELIVERY

I certify that a copy of the forgoing "Notice and Agenda" was delivered to each member of the Planning Commission, posted on the Enoch City website, on the City Office door, and published on the Utah Public Meeting Notice website on April 10, 2026.



Lindsay Hildebrand, City Recorder

04/10/2026

Date

MINUTES
ENOCH CITY PLANNING COMMISSION
March 24, 2026 at 5:30pm
City Council Chambers
City Offices, 900 E. Midvalley Road

MEMBERS PRESENT:

Chairman Leonard Correa
Commissioner Delaine Finlay
Commissioner Bryce Poulson
Commissioner David Hoopes
Commissioner Kyle Jones

STAFF PRESENT:

Council Member Trower
Ryan Robinson, City Manager
Lindsay Hildebrand, City Recorder
Hayden White, P. Works

Public Present: Tyler Melling

- 1. CALL TO ORDER OF REGULAR MEETING-By Chairman Correa**
 - a. Pledge of Allegiance – Led by Chairman Correa**
 - b. Invocation (2 min.) –Audience invited to participate. – Given by Tyler Melling**
 - c. Inspirational thought – Commissioner Jones will have the thought at the next meeting.**
 - d. Approval of agenda for March 24, 2026 – Commissioner Hoopes made a motion to approve the agenda. Commissioner Finlay seconded and all voted in favor.**
 - e. Approval of minutes for March 10, 2026 – Commissioner Hoopes made a motion to approve the minutes. Chairman Correa seconded and all voted in favor.**
 - f. Conflict of Interest Declaration – Commissioner Jones noted that he had a conflict on items 3 and 4.**
- 2. PUBLIC COMMENTS – There were no public comments.**
- 3. PUBLIC HEARING FOR A ZONE CHANGE REQUEST, PARCELS A-1037-0031-0000, A-1037-0029-0000, AND A-1037-0030-0000 FROM SINGLE-FAMILY RESIDENTIAL (R-1-11) TO MULTIPLE-RESIDENTIAL (M-R-2)**

Commissioner Finlay made a motion to close the regularly scheduled Planning Commission meeting and open a public hearing for a zone change request, Parcels A-1037-0031-0000, A-1037-0029-0000, and A-1037-0030-0000 from Single-Family Residential (R-1-11) to Multiple-Residential (M-R-2). Commissioner Hoopes seconded and all voted in favor.

City Manager Robinson show the area on a map. It is about an acre and a half. This allows them to build twin units and duplexes, etc. He broke down the number of homes

that could be built. It is currently zoned R-1-11. In speaking with the applicant, they have similar homes of this size and they are selling more quickly.

Commissioner Finlay made a motion to close the public hearing and reconvene the regular meeting. Commissioner Hoopes seconded and all voted in favor.

4. CONSIDER A ZONE CHANGE REQUEST, PARCELS A-1037-0031-0000, A-1037-0029-0000, AND A-1037-0030-0000 FROM SINGLE-FAMILY RESIDENTIAL (R-1-11) TO MULTIPLE-RESIDENTIAL (M-R-2) AND MAKE A RECOMMENDATION TO THE CITY COUNCIL

Tyler Melling clarified. This is part of a cluster subdivision and they have a dedicated open space. They are actively working on getting Enoch Blvd. put in. They have a couple of issues with the road dedication. They identify a few off-site drainage issues they are addressing. The vision was that they were initially doing townhomes and then tapering to larger lots. They don't have the building footprint that they thought they would have.

Commissioner Hoopes said he didn't think there was an issue and there is a road in front of it. Finlay said there is the same number of units so it won't make much difference.

Commissioner Hoopes made a motion to send a favorable recommendation to the City Council. Commissioner Finlay seconded and all voted in favor except Commissioner Jones, who abstained from voting.

5. PUBLIC HEARING FOR THE AMENDMENT OF ENOCH CITY CODE 12.1900.1902, BY REMOVING TRAVEL TRAILER AND RV PARKS AS PERMITTED USES IN THE COMMUNITY-COMMERCIAL, REGIONAL COMMERCIAL, AND RESEARCH/INDUSTRIAL PARK ZONES

Commissioner Hoopes made a motion to close the regularly scheduled Planning Commission meeting and open a public hearing for the amendment of Enoch City Code 12.1900.1902, by removing travel trailers and RV parks as permitted uses in the community-commercial, regional commercial, and research/industrial park zones. Commissioner Finlay seconded, and all voted in favor.

There were no public comments.

Commissioner Hoopes made a motion to close the public hearing and reconvene the regular meeting. Commissioner Jones seconded and all voted in favor.

6. CONSIDER AMENDING ENOCH CITY CODE 12.1900.1902, BY REMOVING TRAVEL TRAILER AND RV PARKS AS PERMITTED USES IN THE COMMUNITY-COMMERCIAL, REGIONAL COMMERCIAL, AND RESEARCH/INDUSTRIAL PARK ZONES, AND MAKE A RECOMMENDATION TO THE CITY COUNCIL

City Manager Robinson said travel trailers and RV parks are permitted in Community Commercial zones. We do have an RV park zone. It's repetitive. This amendment would not allow trailers and RV parks in commercial areas. We aren't saying you can't, but instead, you would have to apply to rezone. Council Member Trower said we have prime

commercial real estate that would otherwise be taken by an RV park. Commissioner Finlay said this makes sense.

Commissioner Jones made a motion to send a favorable recommendation to the City Council, to amend Enoch City Code 12.1900.1902, by removing travel trailer and RV parks as permitted uses in the community-commercial, regional commercial, and research/industrial park zones. Commissioner Hoopes seconded and all voted in favor.

7. SET A PUBLIC HEARING FOR APRIL 14TH TO CONSIDER AMENDMENTS TO SECTIONS 12.2800.2804 AND 12.2300.2304 OF THE CITY CODE TO ESTABLISH ADDITIONAL ACCESS REQUIREMENTS FOR DEVELOPMENTS CONTAINING MORE THAN 80 DWELLING UNITS OR COMMERCIAL LOTS.

City Manager Robinson noted that the code currently requires a second ingress and egress once a development reaches 80 homes. Given that many developments now exceed 80 homes, the staff proposes adding a third ingress/egress, to be required when a development reaches 300 homes.

Commissioner Hoopes made a motion to set a public hearing for April 14th to consider amendments to Sections 12.2800.2804 and 12.2300.2304 of the city code to establish additional access requirements for developments containing more than 80 dwelling units or commercial lots. Commissioner Jones seconded and all voted in favor.

8. SET A PUBLIC HEARING FOR APRIL 14TH TO CONSIDER ADDING SECTION 3.7.0 TO THE ENGINEERING DESIGN STANDARDS OF THE ENOCH CITY CODE - Secondary Water

Public Works Director White said this is an update that will establish design standards. He noted the standards do not create personal liability. For water mains, an 8-inch line will serve the subdivision, with 6-inch mains within the subdivision, consistent with drinking-water service. Trower asked whether the plan anticipates using reclaimed or non-potable water and whether installing two potable lines now would be wasteful if they become obsolete in 10 years. Hayden responded that several wells are being tied into the system.

Commissioner Hoopes made a motion to set a public hearing for April 14th to consider adding section 3.7.0 to the Engineering Design Standards of the Enoch City Code. Commissioner Finlay seconded, and all voted in favor.

9. COMMISSION/STAFF REPORTS

Hayden White

- Working on drainage off Ravine Road
- They are two days away from tying in the well on Hwy 91
- Secondary will come on this weekend.
- Commissioner Finlay said it did a lot of damage on the road in putting it in. Hayden said that it is the walking path. It's not detrimental to cars. It must have been from driving equipment on it. They are planning on putting a curb and gutter and a turn lane in at some point. They will do the asphalt on Thursday.

Council Member Trower

- The City Council declared Arbor Day as April 25th

- They went over the Pinion Springs Development plan, and a few questions came out of that. The buy-back program is in the ordinance.
- They discussed a lot of parks and we decided to look at building a large sports complex for Enoch City. The Recreation Advisory Board is working on that as well. Chairman Correa noted that looking at the area and age groups. City Manager Robinson said it's 26 acres, which we use as a detention basin. The Mayor and Robinson had met with Iron County Tourism and The Utah Summer Games regarding this potential project. Commissioner Finlay asked about the soccer field about the Rec Complex up on Highway 91. Trower mentioned all the reasons that we need a space just for Enoch. Chairman Correa said wherever our city butts up against public lands, rather than a park we put in a parking area for a trailhead. City Manager Robinson showed the area on a map.

City Manager Robinson

- The school district owns about 60 acres and we are discussing a potential sports project in this area.
- The state requires the PC to have 4 hours of training per year. He has a couple of convos with groups that do those training. This would be some time in April.

Commissioner Finlay

- All the things allowed in Community Commercial -she thinks about shops, etc that will affect the community. Maybe we should look and see if we should take other uses out. Manager Robinson said he reached out to the firm he worked for to look at our codes. It sort of forces us to look at each section of our code to ensure it is accurate and what we want.

10. ADJOURN – Commissioner Jones made a motion to adjourn. Chairman Correa seconded and all voted in favor.

Lindsay Hildebrand, City Recorder

Date

12.2300.2304 RECREATIONAL VEHICLE PARK DEVELOPMENT STANDARDS

A. Minimum Size. Each recreational vehicle park shall have a minimum size of one (1) acre.

B. Access Roads. Any access road connecting two or more public streets shall be arranged to prohibit through traffic. Access roads into the Recreational Vehicle Park shall be major collector roads only. Examples are: SR-130, Old Hwy 91, Bulldog Road.

C. Access. Access to all recreational vehicle parks shall be from a dedicated public street at an approved access point or points and the developer shall provide STOP signs at said access point or points. No recreational vehicle space shall have direct vehicular access from a public street. There shall be a minimum of two accesses for each recreational vehicle park that has 80 or more spaces. Recreational vehicle parks exceeding 200 spaces or more shall have a minimum of three (3) separate and remote access roads. For parks exceeding 400 lots, the City Engineer may require additional access points based on the findings of a mandatory Traffic Impact Analysis (TIA).

D. Off-Public Street parking. Parking spaces shall be provided for the parking of each vehicle located in the recreational vehicle park.

E. The maximum density for a recreational vehicle park shall not exceed twenty two (22) units per gross acre.

F. Each recreational vehicle space shall have a minimum width of fifteen (15) feet and all recreational vehicles shall be able to park in designated spaces and no portion of a driveway or roadway may be used for recreational vehicle parking.

G. Minimum yard clearances for a recreational vehicle park:

- A. Front or side yard on a public street shall be twenty-five (25) feet.
- B. Side yard bordering adjacent property shall be ten (10) feet.
- C. Rear yard bordering adjacent property shall be ten (10) feet.
- D. A six (6) foot high, visual barrier fences or wall, properly related to surrounding topography and the character of the surrounding area, shall be erected on the two sides and rear of a recreational vehicle park except at the point where a public street intersects with an access road, the fence or wall shall only be four (4) feet in height.

H. There shall be a facility for an on-site manager as well as office space for said manager.

12.2800.2804 DESIGN STANDARDS

All subdivisions shall comply with the following standards:

- A. General Standards. The design and development of subdivisions shall preserve insofar as possible the natural terrain, natural drainage, existing topsoil and trees.
- B. Lot Size Standards.
 - 1. Where no zoning regulations are in effect, density standards or minimum lot size requirements may be specified by the Planning Commission, based on interpretations made from the U.S. Department of Agriculture, Soil Conservation Service, and other procedures and available information. All lots shall conform to area requirements of any existing Zoning Ordinance.
 - 2. All residential lots in subdivision shall front on a public street, or on a private street or court.
 - 3. Residential lots in the subdivisions shall, where possible, not front on collector roads.
- C. Street Standards.
 - 1. The street or highway layout shall conform to the General Plan and official map adopted by the Planning Commission and the City Council.
 - 2. Paved stub streets shall be provided where needed to connect to adjacent undeveloped land and new streets must be provided where needed to connect to existing stub streets in adjacent subdivisions. Not more than six (6) lots shall front on a stub street.
 - 3. Minor streets shall approach the major or collector streets at an angle of at least eighty (80) degrees.
 - 4. Subdivider/developer shall design street patterns to provide reasonable access to subdivisions. When a subdivision creates a minimum of eighty (80) lots, a minimum of two (2) access roads shall be provided. For subdivisions exceeding 200 lots a minimum of three (3) separate access roads shall be provided. For subdivisions exceeding 400 lots, the City Engineer may require additional access points based on the findings of a mandatory Traffic Impact Analysis (TIA).
 - 5. Residential local streets rights-of-way shall have a minimum width of forty-seven (47) feet. Residential collector streets rights-of-way shall be a minimum width of sixty-six (66) feet. All streets that front public, institutional, commercial, and industrial facilities, shall be a minimum width of sixty-six (66) feet and shall include curbs, gutter, and sidewalks. Curb, gutter, & sidewalks are required at development according to the following:

ENOCH CITY PLANNING COMMISSION MEMO

SUBJECT: Proposed Code Amendment to Sections 12.2800.2804 and 12.2300.2304 of the Enoch City Code

FOR CONSIDERATION ON: April 14th, 2026

PETITIONER: City Staff

ACTION REQUESTED BY PETITIONER: Recommend Approval of the Proposed Code Change.

Review Type: Legislative

BACKGROUND INFORMATION:

Current city standards regarding subdivision access need to be updated to accommodate the larger subdivisions being proposed within Enoch City. At present, the code requires a second access once a subdivision reaches 80 lots; however, no additional access points are required beyond that threshold.

The proposed amendment introduces additional access requirements as follows:

- A third access will be required for subdivisions exceeding 200 lots.
- For subdivisions exceeding 400 lots, the City Engineer may require additional access points based on the results of a transportation study.

Several standards were reviewed in developing this amendment, including the *International Fire Code*, the *Institute of Transportation Engineers (ITE) Trip Generation Manual*, and the *American Association of State Highway and Transportation Officials (AASHTO)* guidelines. Existing Enoch City standards were also evaluated and incorporated into this proposal where applicable.

GENERAL PLAN REFERENCE:

- [Enoch City General Plan pg. 15-20.](#)

CITY CODE REFERENCE:

- 12.2300.2304 RECREATIONAL VEHICLE PARK DEVELOPMENT STANDARDS
- 12.2800.2804 DESIGN STANDARDS

PUBLIC NOTICE:

A public notice is required for this proposed agenda item.

STAFF RECOMMENDATION:

Because this is a legislative decision, the Planning Commission should base its recommendation for approval or denial on the standards in the General Plan and the

City's general policies. The Planning Commission should include “findings” or reasons for their recommendation in the motion to the City Council.

3.7.0 Purpose

Establish uniform, future-proof design criteria for pressurized irrigation (PI) systems serving Enoch City. These standards adapt the City's Culinary Water Design Standards to the realities of purple-pipe infrastructure. Where conflicts exist, these PI standards control for PI; otherwise, the referenced culinary provisions apply.

3.7.1 Level of Service and Pressures

1. Design LOS. Provide reliable seasonal irrigation service to all planned service areas with adequate residual pressure during the peak irrigation window.

2. Residual pressure targets.

- o Minimum: 20 psi at all nodes during peak irrigation hour (PI has no fire-flow obligation). Adapted from culinary minimums under maximum-day + fire flow.

- o Preferred operating band: 40–80 psi at service meters. Where static pressures exceed 80–90 psi, include service-side PRVs.

3. High-pressure zones. Follow the City's PRV guidance; owners should install secondary pressure-reducing devices on building connections in high-pressure areas identified by the City.

3.7.2 Demand, Peaking, and Sizing

1. Peaking framework. Use the City's peak-instantaneous methodology for outdoor use as the sizing basis for PI trunks/loops (i.e., outdoor component). For culinary, outdoor peak is $Q_o = 1.85 Q_i$ with Q_i from ERUs; for PI distribution, size on Q_o (irrigation only; exclude fire flow).

2. Hydraulic model. Provide an EPS or steady-state model documenting:

- o Peak-hour pressure map (nodes, HGLs, critical links).

- o Velocity (< 5 fps typical; short-duration up to 7 fps acceptable for flushing).

- o Headloss gradients and PRV setpoints.

3. Service diversity. Document assumed parcel irrigation diversity schedule (watering windows, rotation blocks) and confirm LOS under the worst permitted concurrency.

3.7.3 Pipe, Sizing, Depth, and Layout

1. Minimum cover: 3 ft from finished grade to pipe crown; deeper if future grades warrant.

2. Minimum diameters:

o Neighborhood/loop mains: 8-inch minimum unless modeling validates 6-inch dead-end laterals meeting LOS. (Culinary requires 8-inch where hydrants are served; PI excludes hydrants.)

3. Looping: Design as a looped network wherever feasible to improve resiliency and water quality; avoid single-feed systems.

4. Dead-ends: Avoid; where unavoidable, ≤ 500 ft maximum and provide a blow-off for flushing.

5. Easements/right-of-way: Locate mains in public ROW or ≥ 10 -ft unobstructed easements with maintenance access.

3.7.4 Valving, Isolation and Appurtenances

1. Valve spacing: Isolate any break to $\leq 1,000$ ft of main out of service; place valves at intersections; valve each main connection and each blow-off/flush point. (Hydrant language in culinary is translated here to PI isolation scope.)

2. Valve types: Gate valves ≤ 8 in; butterfly valves > 8 in.

3. Air management: Provide air-release/vacuum assemblies at high points and long grades, especially on > 12 -in mains, to prevent air binding and column separation.

4. Blow-offs: Install at all dead-ends and low points for line flushing and post-repair cleanup; use blow-off valves for construction/repairs (not hydrants—PI has none).

5. Thrust restraint: Use restrained joints/reaction blocking at all tees, bends, plugs, and appurtenances; thrust blocks shall bear on undisturbed native per City details; “wood blocking” is not acceptable.

3.7.5 Services, Meters, and Customer Connections

1. One parcel = one service. Provide a separate service and meter per building/parcel; two-meter manifolds off a common tap may be used for adjacent lots when approved by the City Engineer. Minimum service size: 1-inch from main to meter.

2. Service installation timing: Machine-tap services during main installation and before main testing/acceptance.

3. Setouts and access: Do not place meter/AMI lids or leak detectors within driveways, parking stalls, or sidewalks.

4. Identification: All PI services, boxes, lids, and appurtenances shall be non-potable purple (Pantone 512 or equivalent) and permanently labeled “NON-POTABLE — DO NOT DRINK.” (PI-specific addition.)

3.7.6 Cross-Connection and Separation

1. Sewer separation: Maintain ≥ 10 ft horizontal separation between PI mains and sewers (edge-to-edge). Where crossing, maintain ≥ 18 in vertical clearance with the water main

above the sewer; if not achievable, upgrade sewer segment to pressure-rated conduit for 20 ft each side of the crossing.

2. Potable separation: Maintain ≥ 10 ft horizontal from culinary mains where practicable; absolutely prohibit interconnections without an approved, permanently closed, City- controlled air-gap or backflow assembly in a secured vault. (PI-specific addition.)

3. Irrigation controls: Require downstream anti-siphon/backflow devices at customer systems per City/State rules. (PI-specific addition.)

3.7.7 Materials and Construction (PI-Specific)

1. Pipe: Use pressure-rated pipe suitable for operating and transient pressures (e.g., C900 PVC or approved equal) with purple identification; include tracer wire and detectable

tape for all non-metallic mains.

2. Fittings: Ductile iron or approved restrained alternatives compatible with thrust design.

3. Appurtenances: Purple-coded boxes/lids, corrosion-resistant hardware, screened air-vac outlets, and lockable valves where tamper risk exists.

4. Quality control: Hydrotest, disinfect (if required by City), flush until clear; document flow-rate and water quality during commissioning.

3.7.8 Fire Protection (Critical Clarification)

1. No hydrants on PI. PI is not a fire-suppression system; do not connect fire hydrants or FDCs to PI mains. Culinary standards governing hydrants and fire flows do not apply to PI; those criteria remain on the potable network.

3.7.9 Submittals and Approvals

Green=New Text

1. Plan set: Cover sheet, legend, plan-and-profile, pressure zone map, appurtenance schedule, easement exhibits.
2. Model report: Inputs, demands, PRV setpoints, results (node pressures, velocities, HGLs), and a cut-sheet binder for all valves/air-vacs/blow-offs.
3. Coordination: Obtain existing/future static pressure and flow baselines from the City Engineer; PI designs must align with City pressure-zone planning.

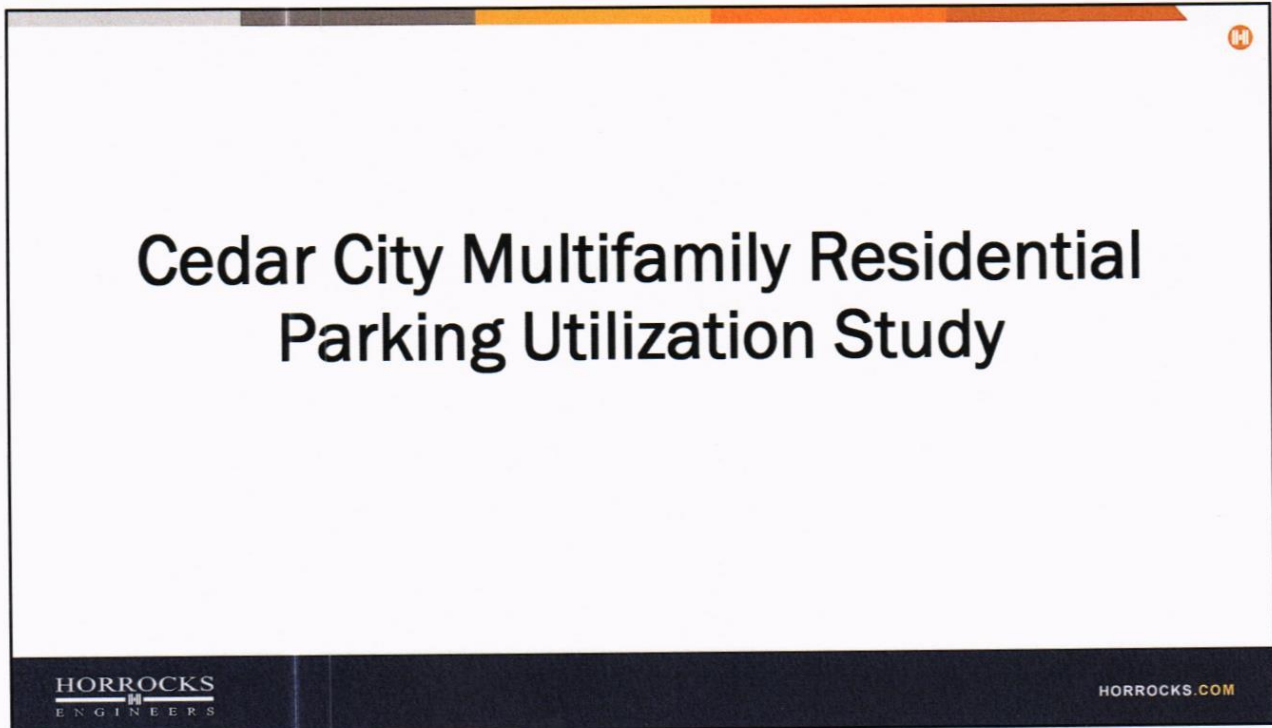
3.7.10 O&M Enablement

1. Access: Maintain clear, year-round access to all PRVs, air-vacs, and isolation valves.
2. Flushing ports: Locate blow-offs to discharge to approved erosion-controlled points.
3. Data: Provide valve/asset IDs, GPS points, and as-builts in City-approved GIS/CAD formats.

3.7.11 Governance and Conflicts

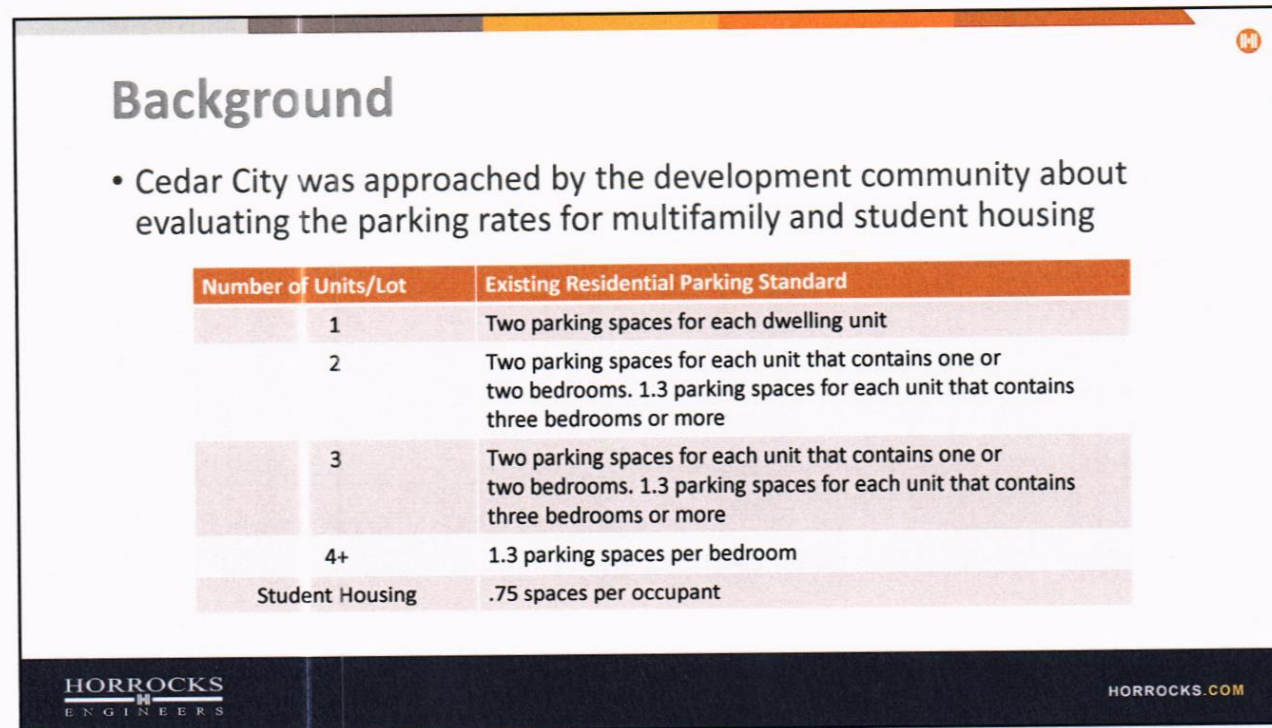
3.6.11 Governance and Conflicts

1. Hierarchy: These PI standards control PI design. Where silent, the City's Culinary Water Design Standards Sections 3.5.1–3.5.8 and standard details govern by analogy, as applicable.
2. Exceptions: The City Engineer may approve deviations when modeling and risk analysis show LOS, safety, and maintainability are preserved.



The slide features a white background with a decorative orange and grey header bar at the top. The title "Cedar City Multifamily Residential Parking Utilization Study" is centered in a large, bold, black font. In the bottom left corner, the logo for "HORROCKS ENGINEERS" is displayed, and in the bottom right corner, the website "HORROCKS.COM" is listed. A small circular icon with the letters "HE" is located in the top right corner.

1



The slide has a white background with a decorative orange and grey header bar. The title "Background" is in a large, bold, grey font. Below the title is a bulleted list item: "Cedar City was approached by the development community about evaluating the parking rates for multifamily and student housing". A table with two columns, "Number of Units/Lot" and "Existing Residential Parking Standard", is centered on the slide. The table has a light orange header row. The bottom of the slide features the "HORROCKS ENGINEERS" logo on the left and "HORROCKS.COM" on the right. A small circular icon with the letters "HE" is in the top right corner.

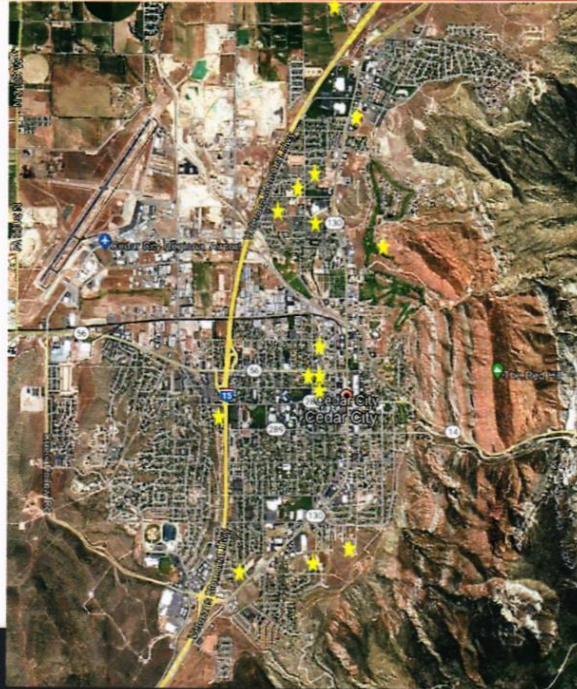
- Cedar City was approached by the development community about evaluating the parking rates for multifamily and student housing

Number of Units/Lot	Existing Residential Parking Standard
1	Two parking spaces for each dwelling unit
2	Two parking spaces for each unit that contains one or two bedrooms. 1.3 parking spaces for each unit that contains three bedrooms or more
3	Two parking spaces for each unit that contains one or two bedrooms. 1.3 parking spaces for each unit that contains three bedrooms or more
4+	1.3 parking spaces per bedroom
Student Housing	.75 spaces per occupant

2

Study Method

- Counted 15 parking lots
- April 6 and April 13, 2022
- 9-11 PM



3

Results

Map Number	Address	Number of Parking Spaces	Number of Handicap Spaces	Number of Occupied Spaces 4/6/22	Percent Occupied 4/6/22	Number of Occupied Spaces 4/13/22	Percent Occupied 4/13/22	Average Percent Occupied
1	2620 North 175 West	174	11	118	68%	103	59%	64%
2	1264 West 1225 North	258	8	112	43%	122	47%	45%
3	1021 South 350 West	162	8	67	41%	93	57%	49%
4	170 N 400 West	15	2	14	93%	12	80%	87%
5	920 South 75 East	390	2	122	31%	183	47%	39%
6	NE Corner 1425 Northfield Road	338	0	187	55%	192	57%	56%
7	165 South 1400 West	99	4	89	90%	92	93%	91%
8	1130 Cedar Knolls Drive	124	5	74	60%	65	52%	56%
9	1044 Hovi Hills Drive	211	12	102	48%	88	42%	45%
10	SW Corner of 200 North and 300 West	98	2	72	73%	74	76%	74%
11	120 North 300 West	59	1	27	46%	30	51%	48%
12	354 North 300 West	58	2	32	55%	35	60%	58%
13	121 East Canyon Commercial Avenue	119	12	25	21%	29	24%	23%
14	1389 Northfield Road	28	1	9	32%	14	50%	41%
15	315 West 1175 North	145	4	91	63%	97	67%	65%
Average Occupancy								56%

4

Results

Student Housing

Map Number	Name	Zone	General Comments/ Assumptions	Number of Parking Spaces	Average Percent Occupied	Unit Mix/Bedrooms	Number of Bedrooms	Occupied Parking Ratio (spaces/bedroom)
3	1021 South 350 West	R3-M	Married Student Housing	162	49%	54 (2-bedroom units) 18 (1-bedroom units)	126	0.6
4	170 North 400 West	SHD	Student Housing	15	87%	4 (4-bedroom units) plus an existing Residence (3-bedrooms)	19	0.7
7	165 South 1400 West	R3-M	Student Housing	99	91%	21 (6 bedroom apartments) Includes one managers apartment at 2-bedrooms. All single occupant per bedroom.	128	0.7
8	1130 Cedar Knolls Drive	R3-M	Student Housing	124	56%	12 Units (4 bedrooms each)	48	1.4
10	SW Corner of 200 North and 300 West	R3-M	Student Housing	98	74%	20 units (7 private bedrooms)	140	0.5
11	120 North 300 West	R3-M	Student Housing	59	48%	6 Units (4-bedrooms) Each bedroom has two students.	24	1.2
				Average Occupancy:	68%	Average Parking Ratios:		1.2

All of these complexes (except #3) have 3+ bedrooms and have a 1.3 space/bedroom requirement.

Conclusions

- On average, student housing developments have a parking occupancy rate of 68%. The average occupied parking ratio is 1.2 spaces per bedroom. The average parking ratio for space per unit is 3.7. Student housing is often configured so students share bedrooms, thus, it is more likely that multiple drivers and vehicles exist per bedroom and per unit than in other family housing.

Results

Non-Student Housing

Map Number	Name	Zone	General Comments/ Assumptions	Number of Parking Spaces	Average Percent Occupied	Unit Mix/Bedrooms	Number of Bedrooms	Occupied Parking Ratio (spaces/bedroom)
1	2620 North 175 West	CC		174	64%	40 (2-bedroom) units and 40 (1-bedroom) units	120	0.9
2	1264 West 1225 North	R3-M	Mix of students and families	258	45%	40 (3-bedroom) 40(2-bedroom)	200	0.6
5	920 South 75 East	R3-3		390	39%	89- (3-bedroom townhomes) 1 Unit Lost to subsidence.	264	0.6
6	NE Corner 1425 Northfield Road	R3-M	Typical family assumption- PUD Townhomes- Open Parking	338	56%	PUD 112 (3-bedroom units)	336	0.6
9	1044 Hovi Hills Drive	R3-M	Subsidized Units	211	45%	30 (1-bedroom) 24(2-bedroom) 18(3-bedroom) 8(4-bedroom)	164	0.6
12	354 North 300 West	R3-M	Mix per management company	58	58%	22 (2-bedroom units)	44	0.8
13	121 East Canyon Commercial Avenue	R3-M	Subsidized Units	119	23%	6 (1-bedroom) 18 (2-bedroom) 16(3bedroom) 8(4-bedroom)	122	0.2
14	1389 Northfield Road	R3-M		28	41%	4 (2-Bedroom) and 4 (3 Bedroom) Units	20	0.6
15	315 West 1175 North	R3-M	More Families per Management Company	145	65%	67 (2-bedroom units)	134	0.7
				Average Occupancy: 48%		Average Parking Ratios: 0.7		

Conclusions

- Multifamily housing complexes that are not exclusively student housing have a lower average parking occupancy of 48%. The average parking ratio is 0.7 spaces per bedroom or 1.4 spaces per unit.

Conclusions

- None of the parking lots that were studied were observed to be at or over-capacity. There are some apartments, that have on-street parking that helps with overflow conditions if and when over-capacity occurs.

Recommendations

- Non-student apartment complexes could have their rate reduced from 1.3 spaces per bedroom to 1.0 spaces per bedroom or 1.5 spaces per unit to optimize parking while still providing adequate overflow.
- A tiered approach may also be considered with a minimum number of spaces for one-bedroom apartments (1.3 spaces for one bedroom), and increasing with the number of bedrooms (1 space per bedroom).
- Student apartment complexes experience a higher parking lot occupancy rate. A rate of 1.2 spaces per bedroom would be adequate as a new parking rate. The SHD zone already requires .75 spaces per occupant (or 1.5 spaces per bedroom if students are sharing), which is more conservative than the 1.2 spaces per bedroom.

Additional Data-City Parking Comparisons

City	Land Use	Parking Requirement
St. George	Student Housing	1 space per occupant, can be reduced to .75 per occupant if certain requirements are met*
	Multifamily Housing	2 spaces per unit
Washington	Multifamily Housing (1 bedroom)	1.1 spaces per unit
	Multifamily Housing (2+ bedrooms)	2 spaces per unit
Enoch	Multifamily Housing	1.5 spaces per bedroom
Hurricane	Multifamily Housing (1 bedroom)	1.5 spaces per unit
	Multifamily Housing (2+ bedrooms)	2 spaces per unit
Parowan	Single-family and Two-family Housing	2 spaces per unit
	Multifamily Housing	As determined by Planning Commission

Additional Data-City Parking Comparisons

Map Number	Name	Unit Mix/Bedrooms	Units	Bedrooms	Existing Parking Spaces in Cedar City	Required Parking under Current Cedar City Ordinance	Required Spaces in St. George	Required Spaces in Washington	Required Spaces in Enoch	Required Spaces in Hurricane	Required Spaces in Perowan
1	2620 North 175 West	40 (2-bedroom) units and 40 (1-bedroom) units	80	120	174	156	150	124	180	140	160
2	1264 West 1225 North	40 (3-bedroom) 40(2-bedroom)	80	200	258	260	160	160	300	160	160
3	1021 South 350 West	54 (2-bedroom units) 18 (1-bedroom units)	72	126	162	164	126	128	189	135	144
4	170 N 400 West	4 (4-bedrooms units) plus an existing Residence (3-bedrooms)	5	19	15	25	unknown # of occupants	10	29	10	10
5	920 South 75 East	89 (3-bedroom townhomes) 1 Unit Lost to subsidence.	88	264	390	343	176	176	396	176	176
6	NE Corner 1425 Northfield Road	PUD 112 (3-bedroom units)	112	336	338	437	224	224	504	224	224
7	165 South 1400 West	21 (6-bedroom apartments) includes one managers apartment at 2-bed rooms. All single occupant per bedroom.	22	128	99	166	128	224	192	44	44
8	1130 Cedar Knolls Drive	12 Units (4 bedrooms each)	12	48	124	62	unknown # of occupants	24	72	24	24
9	1044 Howl Hills Drive	30 (1-1-bedroom) 24(2-bedroom) 18(3-bedroom) 8(4-bedroom)	80	164	211	183	160	133	246	145	160
10	SW Corner of 200 North and 300 West	20 units (7 private bedrooms)	20	140	98	182	140	40	210	40	40
11	120 North 300 West	6 Units (4-bedrooms) Each bedroom has two students.	6	24	59	31	48	12	36	12	12
12	354 North 300 West	22 (2-2-bedroom units)	22	44	58	57	44	44	66	44	44
13	121 East Canyon Commercial Avenue	6 (1-bee room) 18 (2-bedroom) 16(3bedroom) 8(4-bedroom)	48	122	119	159	96	91	183	93	96
14	1389 Northfield Road	4 (2-Bedroom) and 4 (3 Bedroom) Units	8	20	28	26	16	16	30	16	16
15	315 West 1175 North	67 (2-b-bedroom units)	67	134	145	174	134	134	201	134	134

Less than Cedar City
More than Cedar City

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Small Apartment Complexes (< 20 units)

Map Number	Name	Number of Units	Number of Parking Spaces	Average Percent Occupied
4	170 N 400 West	5	15	87%
8	1130 Cedar Knolls Drive	12	124	56%
10	SW Corner of 200 North and 300 West	20	98	74%
11	120 North 300 West	6	59	48%
14	1389 Northfield Road	8	28	41%
Average Occupancy				61%

Mid-size Complexes (21-79 units)

Map Number	Name	Number of Units	Number of Parking Spaces	Average Percent Occupied
3	1021 South 350 West	72	162	49%
7	165 South 1400 West	22	99	91%
12	354 North 300 West	22	58	58%
13	121 East Canyon Commercial Avenue	48	119	23%
15	315 West 1175 North	67	145	65%
Average Occupancy				57%

Large Complexes (> 80 units)

Map Number	Name	Number of Units	Number of Parking Spaces	Average Percent Occupied
1	2620 North 175 West	80	174	64%
2	1264 West 1225 North	80	258	45%
5	920 South 75 East	88	390	39%
6	NE Corner 1425 Northfield Road	112	338	56%
9	1044 Howl Hills Drive	80	211	45%
Average Occupancy				50%

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Student housing
Small Apartment Complexes (< 20 units)

Map Number	Name	Number of Units	Number of Parking Spaces	Number of Handicap Spaces	Number of Occupied Spaces 4/6/22	Percent Occupied 4/6/22	Number of Occupied Spaces 4/13/22	Percent Occupied 4/13/22	Average Percent Occupied	Number of Bedrooms	Occupied Parking Ratio (spaces/bedroom)	Number of Units	Occupied Parking Ratio (spaces/unit)
4	170 N 400 West	5	15	2	14	93%	12	80%	87%	19	0.7	5	2.43
8	1130 Cedar Knolls Drive	12	124	5	74	60%	65	52%	56%	48	1.4	12	3.46
10	SW Corner of 200 North and 300 West	20	98	2	72	73%	74	76%	74%	140	0.5	20	2.68
11	120 North 300 West	6	59	1	27	46%	30	51%	48%	24	1.2	6	2.17
Average Occupancy										66%	1.0		2.68

Mid-size Complexes (21-79 units)

Map Number	Name	Number of Units	Number of Parking Spaces	Number of Handicap Spaces	Number of Occupied Spaces 4/6/22	Percent Occupied 4/6/22	Number of Occupied Spaces 4/13/22	Percent Occupied 4/13/22	Average Percent Occupied	Number of Bedrooms	Occupied Parking Ratio (spaces/bedroom)	Number of Units	Occupied Parking Ratio (spaces/unit)
3	1021 South 350 West	72	162	8	67	41%	93	57%	49%	126	0.6	72	0.46
7	165 South 1400 West	22	99	4	89	90%	92	93%	91%	128	0.71	22	3.70
Average Occupancy										70%	0.67		2.08

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Map Number	Name	Number of Units	Number of Parking Spaces	Number of Handicap Spaces	Number of Occupied Spaces 4/6/22	Percent Occupied 4/6/22	Number of Occupied Spaces 4/13/22	Percent Occupied 4/13/22	Average Percent Occupied	Number of Bedrooms	Occupied Parking Ratio (spaces/bedroom)	Number of Units	Occupied Parking Ratio (spaces/unit)
14	1389 Northfield Road	8	28	1	9	32%	14	50%	41%	20	0.6	8	0.46
Average Occupancy										41%	0.58		0.46

Mid-size Complexes (21-79 units)

Map Number	Name	Number of Units	Number of Parking Spaces	Number of Handicap Spaces	Number of Occupied Spaces 4/6/22	Percent Occupied 4/6/22	Number of Occupied Spaces 4/13/22	Percent Occupied 4/13/22	Average Percent Occupied	Number of Bedrooms	Occupied Parking Ratio (spaces/bedroom)	Number of Units	Occupied Parking Ratio (spaces/unit)
12	354 North 300 West	22	58	2	32	55%	35	60%	58%	44	0.8	22	0.84
13	121 East Canyon Commercial Avenue	48	119	12	25	21%	29	24%	23%	122	0.2	48	0.12
15	315 West 1175 North	67	145	4	91	63%	97	67%	65%	134	0.7	67	0.88
Average Occupancy										48%	0.56		0.61

Large Complexes (> 80 units)

Map Number	Name	Number of Units	Number of Parking Spaces	Number of Handicap Spaces	Number of Occupied Spaces 4/6/22	Percent Occupied 4/6/22	Number of Occupied Spaces 4/13/22	Percent Occupied 4/13/22	Average Percent Occupied	Number of Bedrooms	Occupied Parking Ratio (spaces/bedroom)	Number of Units	Occupied Parking Ratio (spaces/unit)
1	2620 North 175 West	80	174	11	118	68%	103	59%	64%	120	0.9	80	0.94
2	1264 West 1225 North	80	258	8	112	43%	122	47%	45%	200	0.6	80	0.63
5	920 South 75 East	88	390	2	122	31%	183	47%	39%	264	0.6	88	0.54
6	NE Corner 1425 Northfield Road	112	338	0	187	55%	192	57%	56%	336	0.6	112	0.94
9	1044 Hovi Hills Drive	80	211	12	102	48%	88	42%	45%	164	0.6	80	0.57
Average Occupancy										50%	0.65		0.72

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Conclusions

- Smaller multifamily complexes, including student housing, are more fully utilized with an average occupancy of 61%. Mid-size and large multifamily complexes have lower rates of average occupancy, 57% and 50%, respectively.

ENOCH CITY PLANNING COMMISSION MEMO

SUBJECT: Code Amendment to Sections 12.500.504 - NUMBER OF PARKING SPACES AND 12.1200.1204 - DEVELOPMENT STANDARDS FOR SINGLE FAMILY PUD HOUSING

FOR CONSIDERATION ON: April 14th, 2026

PETITIONER: Velocity Homes

ACTION REQUESTED BY PETITIONER: Set a Public Hearing for April 28th, 2026

Review Type: Legislative

BACKGROUND INFORMATION:

Velocity Homes has submitted an application to amend current sections of the Enoch City code to change the required number of parking spaces in a new development. The proposal introduces a distinction between assigned/tandem/enclosed parking and shared/congregate parking facilities. The proposed changes from Velocity Homes are included in this memo.

GENERAL PLAN REFERENCE:

- Goal B-6. Parking Facilities To ensure an adequate, but not excessive, supply of off-street parking to meet the needs of local residents and visitors to the city in an attractive, safe and environmentally-friendly manner.
 - Policies: B-6.1 Maintain regulations that specify minimum parking requirements for various types of land uses. Periodically review and update these standards as land uses and travel methods change over time.
 - B-6.2 Require large parking areas to be buffered from neighboring residential areas, separated from adjacent roadways and visually “broken up”, through the use of landscaped 19 strips along the road frontages, landscaping in the yard setbacks next to residential areas and landscaped islands around and within the parking lots.
 - B-6.3 Discourage new on-street parking areas on arterial and major collector roadways.
 - B-6.4 Periodically review existing on-street parking areas on arterials and major collectors and eliminate those that pose a significant safety hazard by designating and signing them as “no parking” zones.

CITY CODE REFERENCE:

- 12.500.504 - NUMBER OF PARKING SPACES AND
 - 12.1200.1204 - DEVELOPMENT STANDARDS FOR SINGLE FAMILY PUD HOUSING
-

PUBLIC NOTICE:

A public hearing will be held during the April 28th Planning Commission Meeting

STAFF RECOMMENDATION:

Set a public hearing for the April 28th, 2026, Planning Commission meeting.

Subject: Proposed Amendment to Enoch City Code

Proposed Changes:

Non-PUD

12.500.504 NUMBER OF PARKING SPACES

The number of off-street parking spaces required shall be as follows:

- E. Dwellings, single-family, two-family and cluster units (townhouse or condominium): Two (2) parking spaces for each dwelling unit.
- F. Dwellings, Multi-family:
 - a. Studio with one-bedroom and two-bedroom dwelling units shall have 1.5 parking spaces per bedroom.
 - b. Multi-family dwelling units with three or more bedrooms shall have 1.5 parking spaces per bedroom.
 - c. In addition to the required number of parking spaces for each dwelling, one guest space shall be provided for each five (5) dwelling units.

PUD

12.1200.1204 DEVELOPMENT STANDARDS FOR SINGLE FAMILY PUD HOUSING

Q. Parking. Single Family residential shall have one (1) parking space for each bedroom, up to four (4) for four (4) or more bedrooms. Non-residential parking requirements in Commercial and Industrial zones shall be the same as the underlying zone.

12.1200.1205 MULTI-FAMILY DEVELOPMENT STANDARDS AND REQUIREMENTS

Q. Parking. The number of off-street parking spaces shall be one (1) parking space per bedroom, which may include limited, common, private or public driveways, carports, garages, and parking lots. One (1) additional off-street parking space shall be provided for every three (3) residential units. Private driveway parking must be nine feet (9') by eighteen feet (18') to count as one parking space.

Key Issue

The current code does not distinguish between different parking configurations. In practice:

Tandem, stacked, garage-based, or assigned parking requires higher stall counts due to limited shared use and the tendency for garage space to be used for storage.

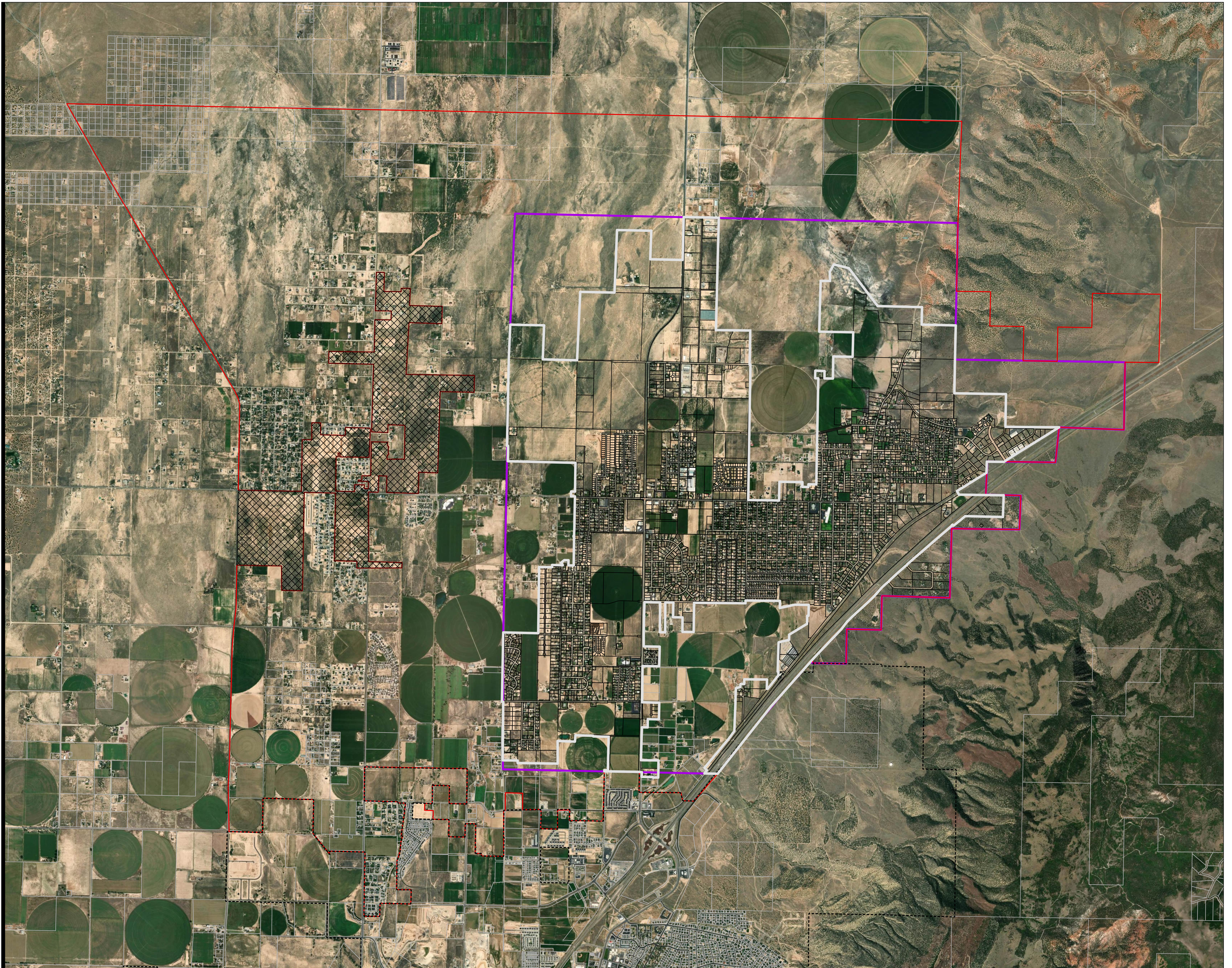
Open, congregate parking lots allow for shared utilization across units, significantly reducing peak demand.

Supporting Data

An informal pre-COVID parking utilization survey in Cedar City (February 2020, peak occupancy conditions) showed most multifamily developments operating between approximately 54% and 76% occupancy at peak nighttime hours, with surplus parking available. One complex was at full parking utilization, but had been constructed under Student Housing District standards of 0.75 stalls per bedroom instead of 1.3. Silly video w/ documentation in caption at <https://www.facebook.com/reel/1039031953121037>

A formal study by Horrocks Engineers (presented September 7, 2022) concluded that non-student multifamily housing can be adequately served at approximately 1.0 space per bedroom, particularly in shared parking configurations. Following that study, Cedar City amended its code to allow reduced ratios for non-tandem, unenclosed parking. That standard has functioned without widespread parking deficiencies.

Enoch City Annexation Policy Map 2026



Map Legend

- | | | | |
|-------------------------------|--|---------------------|--------------------|
| Enoch City Municipal Boundary | Enoch City Annexation Declaration Boundary | Enoch City Parcels | Town of Riddermark |
| Cedar City Municipal Boundary | Enoch City Tier II Boundary | Iron County Parcels | |

