

**ENOCH CITY PLANNING COMMISSION
NOTICE AND AGENDA
April 28, 2026, at 5:30 pm City Council Chambers,
City Offices, 900 E. Midvalley Road
Join Zoom Meeting:
<https://us02web.zoom.us/j/81303564878>
Meeting ID: 813 0356 4878**

- 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 28, 2026 –**
 - e. Approval of minutes for April 14, 2026 –**
 - f. Conflict of Interest Declaration –**

- 2. PUBLIC COMMENTS**

- 3. PUBLIC HEARING FOR THE AMENDMENT OF ENOCH CITY ORDINANCE 12.500.504 - NUMBER OF PARKING SPACES AND 12.1200.1204 - 1205 DEVELOPMENT STANDARDS FOR SINGLE FAMILY PUD HOUSING**

- 4. CONSIDER THE AMENDMENT OF ENOCH CITY ORDINANCE 12.500.504 - NUMBER OF PARKING SPACES AND 12.1200.1204 -1205 DEVELOPMENT STANDARDS FOR SINGLE FAMILY PUD HOUSING AND SEND A RECOMMENDATION TO THE CITY COUNCIL**

- 5. TRAINING: POWERS AND DUTIES OF THE PLANNING COMMISSION -ZOOM**

- 6. COMMISSION/STAFF REPORTS**

- 7. 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 foregoing “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 24, 2026.



Lindsay Hildebrand, City Recorder

04/24/2026
Date

MINUTES
ENOCH CITY PLANNING COMMISSION
April 14, 2026 at 5:30pm
City Council Chambers
City Offices, 900 E. Midvalley Road

MEMBERS PRESENT:

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

STAFF PRESENT:

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

Public Present: Tyler Melling

- 1. CALL TO ORDER OF REGULAR MEETING-** Commissioner Hoopes made a motion to appoint Commissioner Finlay as Chair Pro tem. Commissioner Jones seconded and all voted in favor.
 - a. Pledge of Allegiance** – Led by Hayden White
 - b. Invocation (2 min.) –Audience invited to participate.** – Given by Tyler Melling
 - c. Inspirational thought** – Given by Commissioner Hoopes
 - d. Approval of agenda for April 14, 2026 – Commissioner Hoopes made a motion to approve the agenda. Commissioner Jones seconded and all voted in favor.**
 - e. Approval of minutes for March 24, 2026 – Commissioner Hoopes made a motion to approve the minutes. Commissioner Jones seconded and all voted in favor.**
 - f. Conflict of Interest Declaration** – None Stated

2. PUBLIC COMMENTS

There are no 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

City Manager Robinson provided background information on the proposed amendments. He explained that the current city code requires a second ingress/egress point once a development reaches 80 lots. However, a recent development with nearly 700 lots was only required to provide two access points despite its size. The proposed amendments would establish a tiered system: developments with 80 lots or more would still require a second ingress/egress; developments with 200 lots would require a third access point; and developments with 400 or more lots would undergo a review by the city engineer to determine if additional access points are necessary based on a traffic study.

Robinson noted that he consulted with several city engineers who indicated that many of these standards are driven by fire code requirements. The commission sought to establish a

reasonable standard that would not impose excessive burdens on developers while ensuring adequate access for emergency services and traffic flow. The goal was to find a happy medium that would not require an access point for every 80 lots, which could result in seven or eight access points for large developments, creating its own set of problems.

Commissioner Hoopes made a motion to close the regular Planning Commission meeting and open it to a public hearing to consider the proposed amendments. Commissioner Jones seconded and all voted in favor.

Tyler Melling with Velocity Builders addressed the commission during the public hearing. He expressed support for reviewing access requirements but requested more flexibility in the language. He noted that having a hard and fast requirement of three accesses at 200 units could be problematic, especially given limitations imposed by UDOT and county standards for the belt route and Minersville Highway, which severely limit the number of crossings and accesses allowed. He suggested that the ordinance include alternative triggers, such as other traffic mitigation measures like road widening, rather than strictly requiring additional access points. He also noted that variances require meeting very strict criteria that don't always match reality, so building flexibility into the ordinance would be more practical than requiring developers to seek variances.

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

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

City Manager Robinson responded to Tyler Melling's comments, agreeing that language could be added to provide flexibility for the 200-lot threshold. He suggested adding language stating that an exception can be made after review and recommendation by the city engineer. Robinson emphasized that the city engineer should be the standard-bearer for such exceptions rather than allowing developers to find outside consultants who might provide favorable opinions.

Commissioner Hoopes confirmed that making a favorable recommendation would leave the door open for adding more language before final adoption.

Commissioner Hoopes made a motion to send a favorable recommendation to the City Council for the approval of amendments to sections 12.2800.2804 and 12.2300.2304 of the City Ordinances to establish additional access requirements for developments containing more than 80 dwelling units or commercial lots, with the flexibility of having the city engineer's approval for any requirements that may be needed. Commissioner Jones seconded, and all voted in favor.

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

Secondary Water

Commissioner Jones made a motion to close the regular meeting and open a public hearing to add section 3.7.0 to the Engineering Design Standards of the Code of Revised Ordinances of Enoch City. Commissioner Hoopes seconded, and all voted in favor.

There were no public comments.

Council Member Trower expressed concerns about requiring new developments to install secondary water systems, noting that the intent of the water district is to eventually convert reuse water into potable water, which would benefit the city's very low aquifer by returning 3 million gallons of water to the system. She suggested that instead of enforcing secondary water installation on new construction, the city should encourage existing homeowners to install such systems, particularly those with larger lots like half-acre properties that would benefit more from secondary water than smaller new lots.

Council Member Trower also raised concerns about builders wanting compensation for installing two water lines when one might eventually be discontinued, and about the city's responsibility to monitor two separate water systems.

Commissioner Jones added that many new developments in the county file under conservation tier requirements, using substantially less water through better design fixtures, more efficient layouts, and grass restrictions limiting lawn area to approximately 2,000 square feet. He noted that new construction under these standards uses significantly less water than existing homes with larger lots.

Chair Pro-tem Finlay inquired whether new developments were still being built on larger lots such as half-acre or acre parcels. City Manager Robinson and Commissioner Hoopes confirmed that most current subdivisions feature lots of 18,000 square feet or smaller, with typical lot sizes ranging from 18,000 to 11,000 square feet.

Council Member Trower clarified that all new developments have conservation tier restrictions requiring only 50% grass coverage in front yards. She noted that new homes in Cedar City and Enoch are actually more water-conservative than older existing homes, with most water usage coming from current residents who have lived in the area the longest.

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

Commissioner Jones made a motion to send a favorable recommendation to the City Council to approve adding Section 3.7.0 to the Engineering Design Standards of the Code of Revised Ordinances of Enoch City. - to close Hoopes seconded and all voted in favor.

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

City Manager Robinson noted that most subdivisions he had seen during his tenure featured 18,000 square foot or smaller lots. Hayden White from Public Works explained that the city has worked with developers on a case-by-case basis, allowing exceptions where developments featured minimal landscaping or zero-scaping, such as low-income housing on

Pearly Lane where properties were allowed to bring in less water due to their reduced water needs.

Robinson suggested adding language to the engineering standards that would allow for exceptions if conservation standards are met, similar to what was discussed for the access requirements amendment.

Council Member Trower asked whether the city had sufficient capacity in its secondary water tank to support such installations without reuse water. She was assured that capacity exists to support the system.

Commissioner Jones made a motion to send a favorable recommendation to the City Council for approval of adding Section 3.7.0 to the Engineering Design Standards, with the stipulation that exceptions be granted when conservation standards are met, such as for developments with minimal grass and xeriscaping, or for properties like parks where secondary water reuse would provide greater benefit and long-term cost savings. Commissioner Hoopes seconded and all voted in favor.

7. CONSIDER AMENDING ENOCH CITY CODE 12.500.504 and 12.1200.1204 AND SET A PUBLIC HEARING FOR APRIL 28, 2026

City Manager Robinson explained that Velocity Homes, through Tyler Melling, had brought this proposal forward. The request was to reduce the current standard of 1.5 parking spaces per bedroom to 1.0 parking spaces per bedroom. The company provided a study for Cedar City several years ago showing that the current number of required parking spaces may not be necessary to mitigate off-street parking issues.

Robinson also mentioned the possibility of adding a common requirement found in many cities restricting on-street parking during certain months, such as from November 1st to March 31st, for snowplowing operations and safety purposes. This would help ensure that trash trucks and first responders can navigate streets without obstruction from parked vehicles during winter conditions.

Commissioner Hoopes expressed concern about fire safety, noting that some subdivisions have tight roads that might make it difficult for fire trucks to navigate in case of emergency. Chair Pro-tem Finlay added that recent changes by the state allow narrower roads within subdivisions, which could compound parking and emergency access issues. He shared observations from his own neighborhood, where single lots sometimes have eight to twelve vehicles parked, including trailers and various vehicles, making it difficult to regulate parking through ordinances alone.

Commissioner Hoopes made a motion to set a public hearing for April 28, 2026. Commissioner Jones seconded and all voted in favor.

8. DISCUSS THE ANNEXATION DECLARATION BOUNDARY

City Manager Robinson presented a map showing the proposed annexation area extending north to 7,000 North, east to Lund Highway, south to about the Cedar City boundaries, and following BLM boundaries to the east.

Robinson explained that the commission needed to consider the Cold Creek Community (formerly Rittermark), an unincorporated area in Iron County that would be voting in November on whether to incorporate as a town. The current annexation proposal would create a boundary around this area, potentially creating an island if Cold Creek does not incorporate, which the state code frowns upon.

Council Member Trower expressed concern about missing opportunities if the city waits until November to proceed with annexation planning. She encouraged the commission to extend the annexation area westward to the county line, noting that data centers are planned for the backside of the Three Peaks area, which could provide significant revenue opportunities for the city.

Commissioner Jones raised concerns about potential liabilities if the city annexes areas with old infrastructure that would require expensive updates, particularly if the line of succession creates obligations to maintain substandard infrastructure. Chair Pro-tem Finlay expressed concern about overextending the city's resources and service capabilities.

City Manager Robinson clarified that the annexation process is legislative, meaning the city can deny annexation requests if the infrastructure does not meet city standards or if the city cannot provide adequate services. He explained that any development seeking annexation would need to meet current city standards and could be required to upgrade existing infrastructure as a condition of annexation.

Robinson noted that if the Cold Creek community incorporates, the current annexation proposal would not require changes. If they do not incorporate, the city would need to amend the annexation declaration to include that area to avoid creating an island. He suggested the commission could proceed with the current proposal, table the matter until November, or modify the map to extend further west to the county line.

After discussion, the commissioners indicated they preferred not to wait until November and were interested in exploring options that extended the annexation area westward toward the county line, potentially including areas near the Three Peaks region where data center developments are planned. City Manager Robinson agreed to bring back several different map options for the commission to review before proceeding with the public hearing process, which requires extensive notifications to surrounding jurisdictions and entities.

9. COMMISSION/STAFF REPORTS

Hayden White

- They have been working on expanding roads at the cemetery.
- They have been handling shut-offs and re-reads
- A new tower should be up and working next week for meters.

Council Member Trower

- From the council meeting, they decided to give some funding to the Osmond Legacy Celebration.
- Arbor Day is April 25th at 10 am – they are planting 10 trees
- School board applications were due, and they are deciding tonight.
- They talked that there was a Water Board meeting last Thursday. They looked at changing the water rates and overage tiers. Ensign Engineering looked at that.
- Parks meet this Thursday and they will discuss the big park.

City Manager Ryan

- Met with the BLM and they lease land for baseball fields. There is some property to the north that they said we could lease as a city. It's about a 2-year process.
- A RAP Tax – Its used for recreation, arts, and parks. Its 1/10 of 1\$ on sales tax. He explained the process.
- He will be looking at training.

Lindsay Hildebrand

- She had recently attended the Utah Municipal Clerks Conference hosted by SUU Institute and Academy.

- She was currently catching up on minutes, agendas, packets, licensing, and other administrative duties following the conference.

Commissioner Finlay

- She was wondering how the city's design standards requiring preservation of natural terrain work in practice. She referenced language in the design standards stating that "the general standards design and development of subdivisions shall preserve insofar as possible the natural terrain, natural drainage, existing topsoil and trees." She specifically asked about a subdivision along Highway 91 near Wagon Wheel where significant excavation had occurred, with six to ten feet of material removed from the road level.

City Manager Robinson explained that the new code language regarding terrain preservation would not apply retroactively to developments already approved. Anything approved before the code change would be considered legal nonconforming. Going forward, however, new subdivisions would need to meet these preservation standards.

Hayden White noted that in the specific subdivision mentioned, the developers left the ditch along Highway 91 in place. Chair Pro-tem Finlay expressed concern that the excavation had been significant enough to require closing an off-road vehicle access road along the highway, and that truckloads of material had been removed from the site before a few inches of topsoil were recently replaced. Robinson acknowledged that there is some subjectivity in the review process, and staff works with developers to preserve natural terrain where possible while balancing private property rights. Engineers review plans to minimize impacts, though the process is not perfect and cannot preserve every aspect of the natural landscape.

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

Lindsay Hildebrand, City Recorder

Date

ENOCH CITY PLANNING COMMISSION MEMO

SUBJECT: Code Amendment to Sections 12.500.504 - NUMBER OF PARKING SPACES AND 12.1200.1204 -1205 DEVELOPMENT STANDARDS FOR SINGLE FAMILY PUD HOUSING

FOR CONSIDERATION ON: April 28th, 2026

PETITIONER: Velocity Homes

ACTION REQUESTED BY PETITIONER: Recommend Approval of Proposed Code Amendment

Review Type: Legislative

BACKGROUND INFORMATION:

Velocity Homes has submitted an application to amend sections of the Enoch City Code to modify the required number of parking spaces for new developments. The proposal would change the current standard from a bedroom-based calculation to a unit-based calculation.

To mitigate potential on-street parking “spillover” impacts, City staff is proposing additional language that would prohibit overnight on-street parking and restrict on-street parking between November 1 and March 31 to avoid conflicts with snow removal operations.

During the initial review, the Planning Commission expressed potential safety concerns. In response, additional provisions have been included to address site distance and safety issues. These include prohibiting parking within 20 feet of intersections and requiring striping on one side of all internal PUD roads that are less than 28 feet in width.

To illustrate the impact of the proposed amendment, the following example compares current and proposed standards for a 10-unit multi-family development (five 2-bedroom units and five 3-bedroom units, totaling 25 bedrooms):

Metric	CURRENT (Bedroom-Based)	PROPOSED (Unit-Based)
Calculation Logic	1.5 spaces per bedroom	2.0 spaces per unit (Non-PUD)
Total Resident Spaces	37.5 (rounds to 38)	20

Guest Parking	2 spaces (1 per 5 units)	2 spaces (1 per 5 units)
Total Required	40 spaces	22 spaces (45% reduction in required parking spaces)

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 - 1205 DEVELOPMENT STANDARDS FOR SINGLE FAMILY PUD HOUSING

PUBLIC NOTICE:

A public hearing is required for this 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.

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:

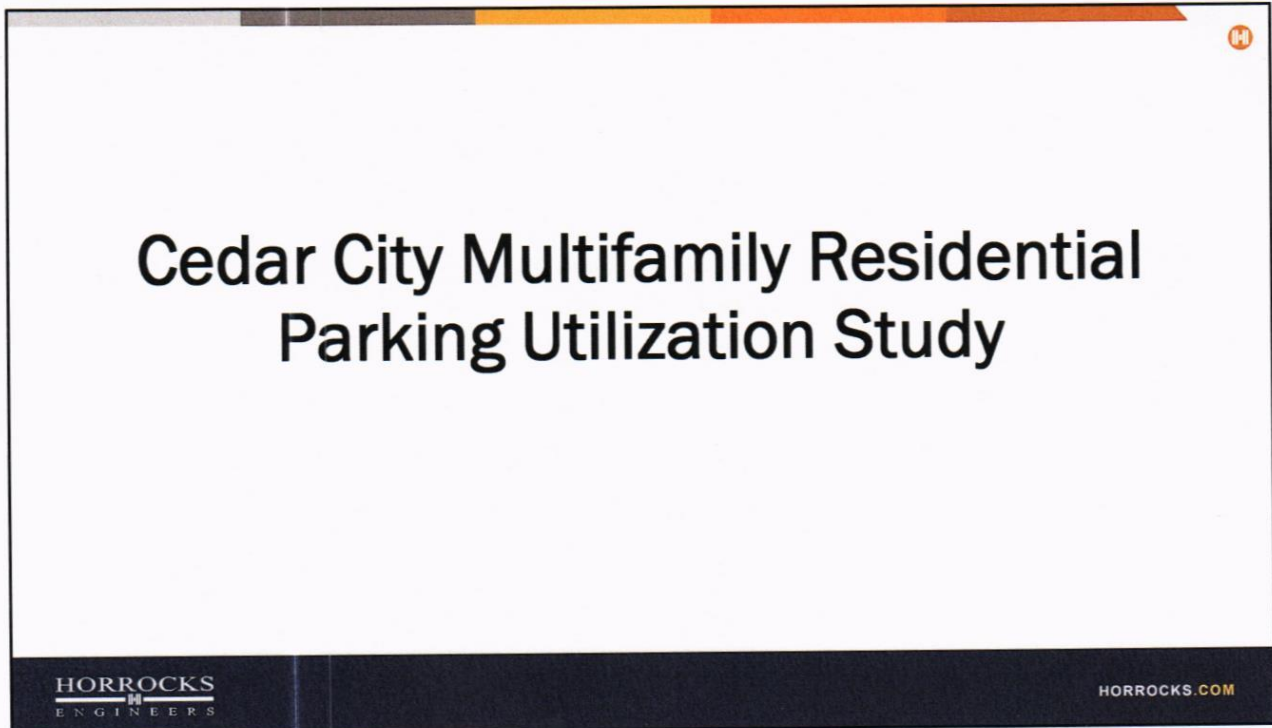
Tandem, stacked, garage-based, or assigned parking requires higher stall counts due to limited shared use and the tendency for garage space to be used for storage.

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

Supporting Data

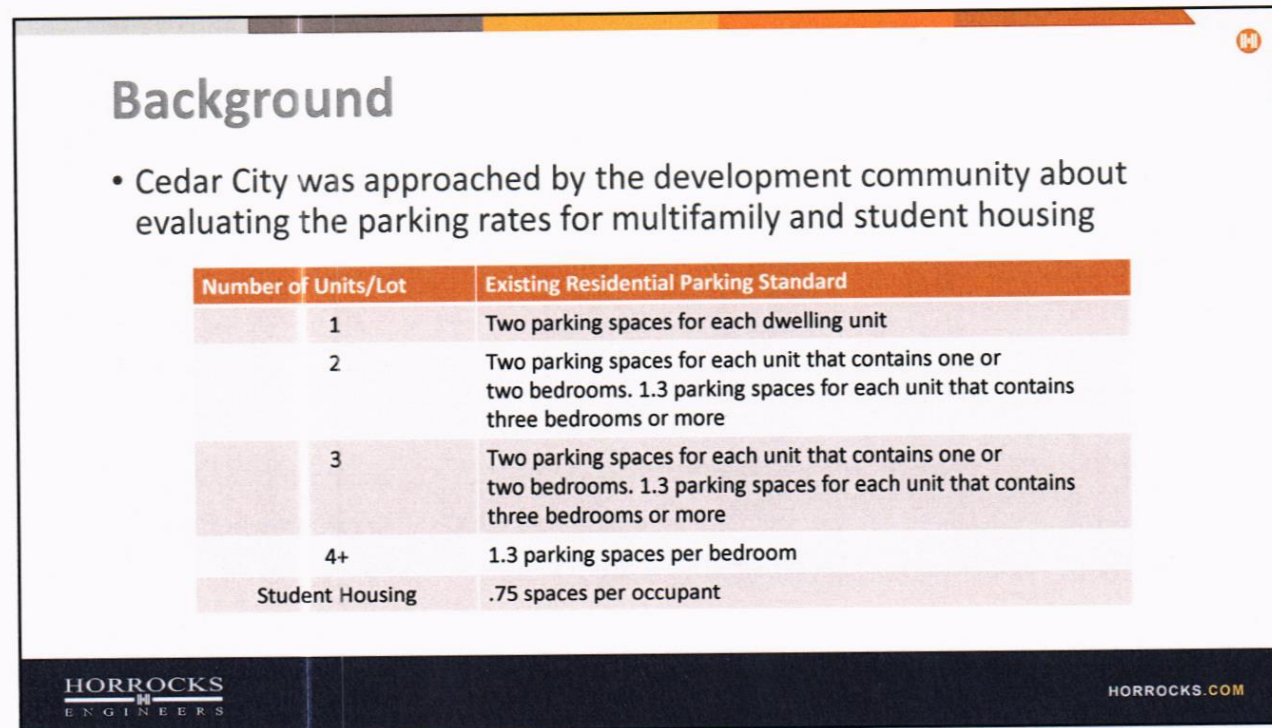
An informal pre-COVID parking utilization survey in Cedar City (February 2020, peak occupancy conditions) showed most multifamily developments operating between approximately 54% and 76% occupancy at peak nighttime hours, with surplus parking available. One complex was at full parking utilization, but 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.



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 "H" 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 "H" is in the top right corner.

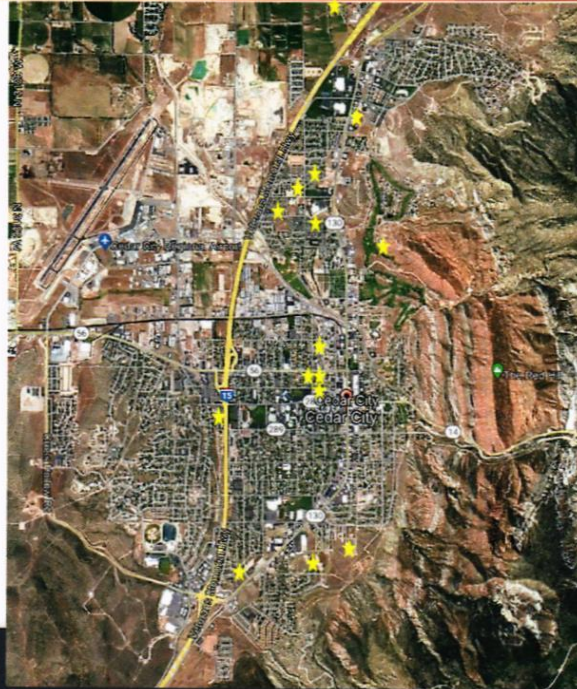
- Cedar City was approached by the development community about evaluating the parking rates for multifamily and student housing

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 Prowan
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.