

**ENOCH CITY PLANNING COMMISSION
NOTICE AND AGENDA
May 12, 2026, at 5:30 pm City Council Chambers,
City Offices, 900 E. Midvalley Road
Join Zoom Meeting:
[https://us02web.zoom.us/launch/jc/89260924058](https://us02web.zoom.us/jc/89260924058)
Meeting ID: 892 6092 4058**

- 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 May 12, 2026 –
 - e. Approval of minutes for April 28, 2026 –
 - f. Conflict of Interest Declaration –

- 2. PUBLIC COMMENTS**

- 3. SET A PUBLIC HEARING FOR AMENDMENTS TO ENOCH CITY ORDINANCE SECTION 11.300.344 FOR MAY 26, 2026–** Illegal parking to restrict on-street parking

- 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**

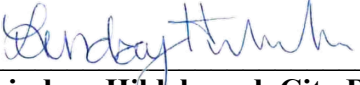
- 5. COMMISSION/STAFF REPORTS**

- 6. 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 May 8, 2026.



Lindsay Hildebrand, City Recorder

05/08/2026
Date

MINUTES
ENOCH CITY PLANNING COMMISSION
April 28, 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, Public 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** – Given by Commissioner Finlay
 - d. Approval of agenda for April 28, 2026 – Commissioner Finlay made a motion to approve the agenda. Commissioner Poulson seconded and all voted in favor.**
 - e. Approval of minutes for April 14, 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 were no public comments.
- 3. PUBLIC HEARING FOR THE AMENDMENT OF ENOCH CITY ORDINANCE 12.500.504 - NUMBER OF PARKING SPACES AND 12.1200.1204 - DEVELOPMENT STANDARDS FOR SINGLE FAMILY PUD HOUSING**

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

Tyler Melling, representing Velocity Homes, introduced himself and explained that his company had put together the proposal being discussed. He stated that the proposal was precipitated by their work on subdivision plan amendments for a mixed-use development near the ice rink. As they examined the project, they discovered that while their design included plenty of parking, actually 50% more stalls than what the city required, the current city ordinance was concerning because it was written in a way that could replicate the problems seen at the townhomes near the bowling alley, which were cited as a bad example

of insufficient parking. Melling emphasized that because Velocity Homes was designing this project from scratch, rather than buying it out of bankruptcy like the bowling alley project, they wanted to create a nice project with adequate parking and were voluntarily putting in more stalls than required.

Melling then explained several adjustments they had identified in the ordinance that could benefit the city.¹ The first was differentiating between tandem parking and congregate parking. He explained that tandem parking, where vehicles are parked behind each other or stalls are counted in garages, often does not work well in practice because people dislike having to move one car to access another, or they use garages for storage instead of parking. The revised calculations would differentiate between these types and would follow data from a traffic study that Cedar City had commissioned, which matched a private study Velocity Homes had conducted years earlier. The data indicated that one stall per bedroom for multifamily applications with congregate parking was more than sufficient, but tandem parking required more stalls. However, both recommendations were still higher than what the current ordinance required, so they recommended that the city increase its requirements and rework the definitions accordingly.

Additionally, Melling pointed out that single-family homes were treated differently in PUDs versus outside of PUDs in Enoch. Outside of a PUD, which covered approximately 95% of the city as it currently existed, only two stalls were required. However, the ordinance required one stall per bedroom for single-family homes within PUDs, which could mean five stalls for a five-bedroom house or six stalls for a six-bedroom house. He questioned whether the city wanted to disincentivize single-family housing in this way and suggested that there should be consistency between PUDs and non-PUDs for single-family homes, especially since all streets involved were still public streets. He noted that it was understandable to differentiate requirements for multifamily, twin homes, and townhomes, but for single-family homes, consistency might be preferable. Melling concluded by saying that while Velocity Homes was fine with their project as it was moving forward, the city might want to reconsider the ordinance unless they wanted a repeat of the situation at the bowling alley development.

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

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

City Manager Robinson directed the commissioners' attention to the changes displayed on the screen, noting that the proposed changes from Velocity Homes were highlighted in pink. One of the key safety measures proposed was overnight parking restrictions to avoid spillover parking onto the streets. Robinson explained that they wanted to limit overnight parking between the hours of 10 PM and 5 AM, as this was a safety issue because visibility was reduced at night and it was harder to see parked cars. Additionally, they proposed seasonal parking restrictions from November 1st to March 31st to accommodate snow plows and ensure safe snow removal. He noted that this language was fairly common and that Enoch would not be the first city to adopt such restrictions. He also mentioned the possibility of

allowing exceptions on a case-by-case basis, such as for someone who owned a semi-truck and had planned for that when purchasing the property.

Commissioner Poulson asked if these restrictions would help with liability issues for the city. Robinson responded that the city would be covered from liability in those situations anyway, because otherwise they would never be able to snowplow. Commissioner Poulson commented that people would continue parking on the street unless the city enforced the restrictions.

Robinson agreed and explained that these restrictions were meant to help enforce keeping cars off the streets and to give the city some enforcement authority by having clear code provisions. He emphasized that these would apply to any developments moving forward, not just the specific developer, and would help incentivize compliance. He noted that even if there was no snow, Utah weather could change rapidly, so it was important to have these provisions in place.

Commissioner Finlay raised a question about the dates, pointing out that in the year before last, there had been three fairly big snowstorms in October and several big storms in March. Robinson acknowledged that the dates were based on averages and that the restriction period from November 1st to March 31st was designed to cover the time when there was generally a good chance of snow. He admitted there would be outliers. Commissioner Finlay then asked how people would know about these restrictions. Robinson explained that, as with any part of the code, they would conduct education efforts through social media, the news line, and other channels to make people aware. He emphasized that they would not immediately write people up for code violations, especially in the first couple of years, and would instead try to warn people and educate them about what was happening before code compliance came into play.

Robinson then discussed additional safety measures related to emergency access and visibility. For internal private roads or alleyways designated as fire lanes that were less than 28 feet wide, they proposed that one side should have red curbs to ensure fire trucks and ambulances could access the area. This suggestion was directed by the fire marshal, and the Cedar City fire chief would provide final review since Enoch contracted with Cedar City for fire services. Additionally, they proposed that no parking be allowed within 20 feet of any street intersection or entrance to ensure site visibility was not blocked.

Chairman Correa asked if the distance had previously been 30 feet. Robinson responded that he had seen distances ranging from 20 to 30 feet in other cities' codes, and they had chosen 20 feet, though they could adjust it to 30 feet if the Commission preferred.

Commissioner Finlay shared a personal story about driving through Cedar City one day and encountering two vehicles parked near an intersection, which forced her to be almost into the intersection before she could see past them, illustrating exactly the kind of situation they wanted to avoid. Robinson agreed, stating that the intent was to prevent people from being halfway out in the middle of the road before they could see oncoming traffic. He reiterated that these were suggestions to potentially mitigate safety concerns, and while some issues might never arise, it was better to have the provisions on the books than to not have them when needed.

Commissioner Poulson, who had not been present at the previous meeting, asked if they had discussed anything about commercial vehicles like semi-trucks being parked overnight on the streets. Robinson replied that they had not, but he had discussed it with Tyler Melling, and one of Tyler's suggestions was to add language that would allow for exceptions.

Commissioner Poulson shared his concern, explaining that in his neighborhood, there was a gentleman he knew and liked who parked a semi-truck on the street all the time, which turned a two-lane road into a one-lane road. He recounted that he had recently almost witnessed a

child get hit by a vehicle, while it was the child's fault for not paying attention and riding out into the road on a bike, the semi-truck parked on the street had contributed to the visibility problem. He suggested that prohibiting commercial vehicles might also remove some liability from the city.

Robinson acknowledged the concern and explained that currently, the city did not have any ordinance addressing this unless a vehicle was blocking traffic, in which case it would become a police issue. He noted that the proposed restrictions could help with some of these situations. He also pointed out that some people might object, arguing that they had purchased their property with the intent of parking a commercial vehicle there and would now be told they could not. He suggested that if the Commission wanted, they could make a recommendation that the City Council consider allowing special exceptions that would require people to come in and apply. He added that he had not seen any cities around that allowed commercial vehicles to be parked on the street.

Commissioner Poulson suggested that commercial not be allowed to park on the street. Robinson indicated he had no objections to that position.

Chairman Correa recalled that there had previously been language in the ordinance addressing this, but it had been removed years ago when someone complained. He mentioned that there was also a state law that the Utah Highway Patrol could enforce. Commissioner Poulson acknowledged that the city did not actively enforce many regulations, but maintained that they should not allow commercial vehicles on the streets. Robinson suggested that they could look at including language prohibiting commercial vehicles in this ordinance, though it would only apply to the sections they were discussing. He noted that the Commission could make this recommendation to the City Council to add language prohibiting commercial vehicles parked on the road. Chairman Correa agreed, stating that it would be smart to prohibit commercial vehicles on public roads, while acknowledging that it would be different if property owners wanted to allow them on their own private property. Chairman Correa elaborated further, using the example of his neighbor on Stagecoach, which was a very narrow street, who sometimes parked a recreational vehicle there. When discussing emergency vehicles, he pointed out that if there were semi-trucks on one side and private vehicles on the other, emergency vehicles might technically be able to fit through, but the question was whether they could function properly with hoses and equipment, it would be a very tight fit. He concluded that this was definitely something they should address. Robinson agreed that the Commission should make that recommendation.

The Commission and staff continued their discussion about the formatting and distribution of meeting materials to ensure better preparation for future meetings. The collaborative discussion reflected the Commission's commitment to thoroughness and transparency in reviewing proposed ordinance changes, with particular attention to safety concerns, enforcement practicality, and the need for clear communication with residents about parking regulations.

Commissioner Finlay made a motion to table item number 4. Commissioner Poulson seconded and all voted in favor.

5. TRAINING: POWERS AND DUTIES OF THE PLANNING COMMISSION

Rob Terry with the Property Rights Ombudsman is the State Land Use Training Director. He conducted a training on the roles and best practices of the Planning Commission.

6. COMMISSION/STAFF REPORTS

Hayden White

- They started the new water line project on half mile
- Connecting Little Eden to 5200 and will pave it.
- Swapping all water meters to the tower reads
- Meter reads are in two weeks.
- Gearing up for summer.

City Manager Robinson

- He will send out the changes in the next packet.
- Having a review of permitted uses in every zone. We reviewed commercial and removed RV parks. He asked for directions from them. They decided to start with the commercial zone. We will set a public hearing next time.
- Remember, as Planning Commission members, the public will take your feedback as coming from the city. There is an ethical side to that, and we need to be careful about what we say to the public.
- Council Member Trower asked if everyone had a Planning Commission email. Robinson said no. She suggested creating a resource in the Google drive to share training materials.

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

Lindsay Hildebrand, City Recorder

Date

ENOCH CITY PLANNING COMMISSION MEMO

SUBJECT: Code Amendment 11.300.344 Unlawful Parking

FOR CONSIDERATION ON: May 12th, 2026

PETITIONER: City Staff

ACTION REQUESTED BY PETITIONER: Set a Public Hearing for this Agenda Item.

Review Type: Legislative

BACKGROUND INFORMATION:

During a proposed code amendment to required parking spaces for certain development types, several safety concerns were identified that the Planning Commission wanted to address as part of that review. Initially staff proposed including those safety concerns in the initial code amendment, but after further study found section 11.300.344 Unlawful Parking that better fit the safety standards that were originally proposed. These standards were initially reviewed during the April 28th Planning Commission meeting but are also included in this proposal.

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:

- Enoch Development Code 11.300.344

PUBLIC NOTICE:

A public hearing will need to be set for a future meeting.

STAFF RECOMMENDATION:

Set a public hearing for May 26th, 2026 and give staff direction if additional changes are needed.

...

5. In a manner ... the purposes of infrastructure.

A violation of this ... a Class B Misdemeanor.

J. Overnight and Seasonal Parking Restrictions. It shall be unlawful to park any vehicle on any public street or right-of-way within the City limits during the following times:

1. Overnight: Daily between the hours of 10:00 PM and 5:00 AM.

2. Seasonal (Snow Removal): Between November 1st and March 31st, regardless of time of day, to facilitate snow removal and emergency vehicle access.

K. Emergency Access and Visibility.

1. Fire Lanes: Any internal private road or alleyway within a PUD with a paved width of less than twenty-eight feet (28') shall be designated as a Fire Lane. The developer shall install No Parking - Fire Lane' signage and/or red curb painting as directed by the Fire Marshal.

2. Sight Triangles: No off-street or on-street parking stall shall be located within twenty feet (20') of any street intersection or complex entrance to ensure an unobstructed line of sight for exiting motorists.

DRAFT

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: May 12th, 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 in section 11.300.344 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. These changes were originally included in this proposed code amendment but after further research these changes fit better in the new section. This will be a new agenda item for the Planning Commission to consider.

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.

Velocity Homes as the applicant has included the following explanation for this proposed code change:

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.

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.

- o B-6.3 Discourage new on-street parking areas on arterial and major collector roadways.
- o 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.

...

C. Churches with fixed seating: ... pew, whichever is greater.

D. Churches without fixed seats, ... of maximum seating capacity.

E. Dwellings, single-family, two-family and ~~cluster/twin units (townhouse or condominium)~~time: Two (2) parking spaces for each dwelling unit.

F. Dwellings, ~~three-family, four-family~~, multi-family, condominiums, and town homes:

A. ~~Studio with one bedroom and two bedroom dwelling units shall have 1.5 parking spaces per bedroom.~~Dwelling units with garages and/or tandem/stacked parking shall have 1.5 parking spaces per bedroom and no fewer than 2 parking spaces per dwelling unit.

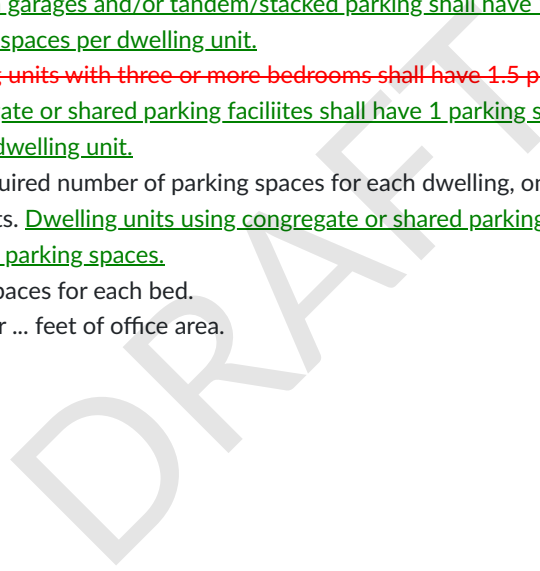
~~B. Multi-family Dwelling units with three or more bedrooms shall have 1.5 parking spaces per bedroom.~~B. Dwelling units using congregate or shared parking facilities shall have 1 parking spaces per bedroom and no fewer than 1.5 parking spaces per dwelling unit.

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. Dwelling units using congregate or shared parking facilities servicing more than 10 units need not provide guest parking spaces.

G. Hospitals: 1.5 parking spaces for each bed.

H. Hotels, Motels, or Motor ... feet of office area.

...



...

3. In commercial or industrial ... of the underlying zone.

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~~ and Non-residential parking requirements in Commercial and Industrial zones shall be the same as the underlying zone.

R. Private and Public Street Widths.

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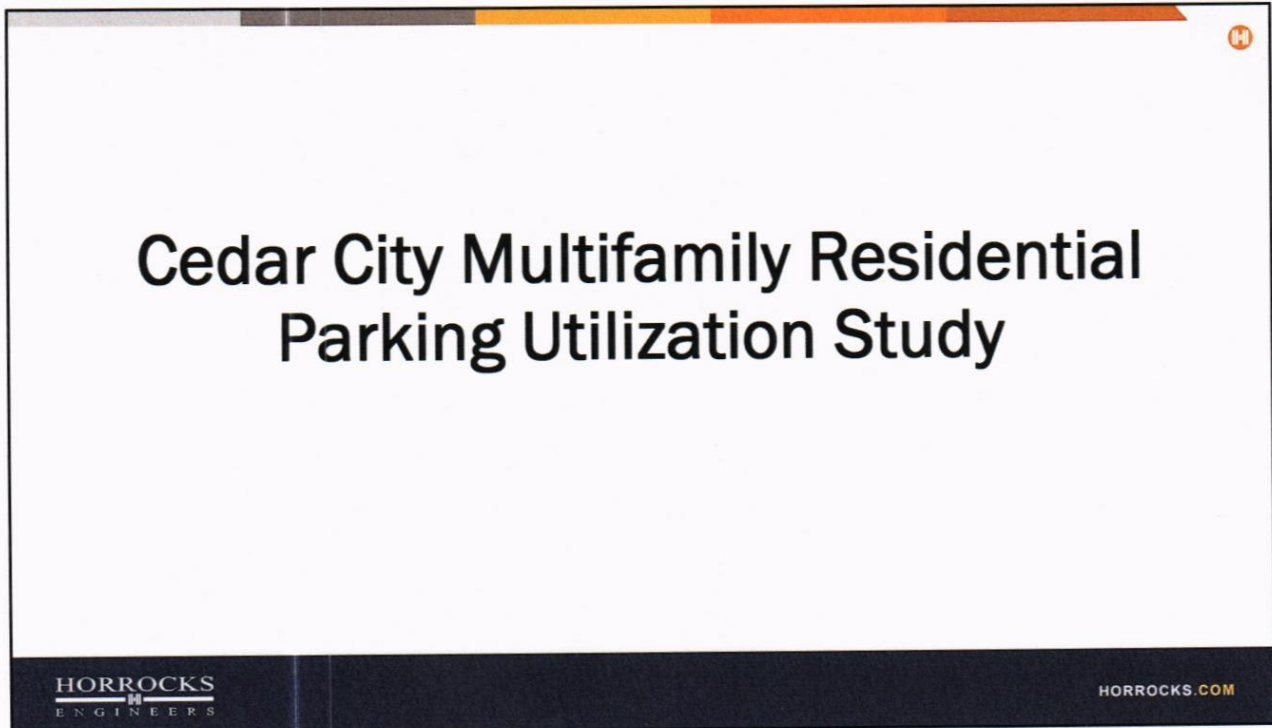
- 2. Open space areas may ... property within the PUD.
- 3. In commercial areas, and ... of the underlying zone.

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.~~ the same as the underlying zone.

R. Private and Public Street Widths.

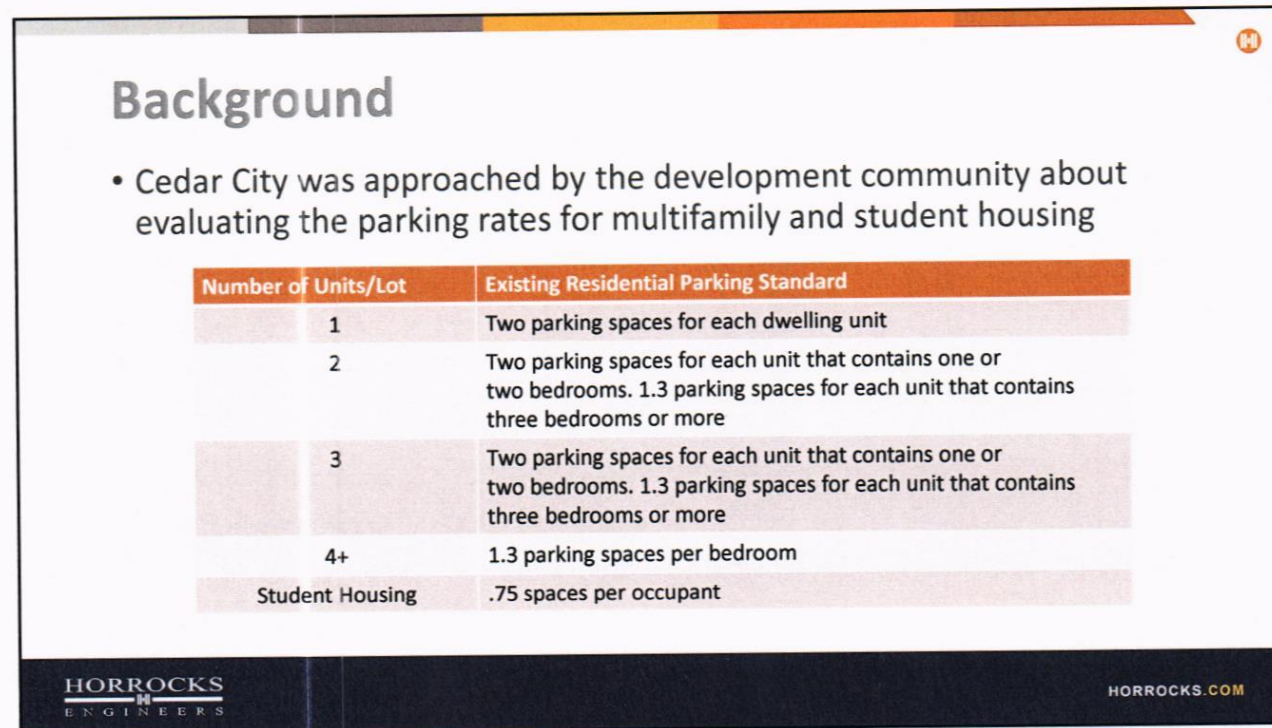
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DRAFT



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.

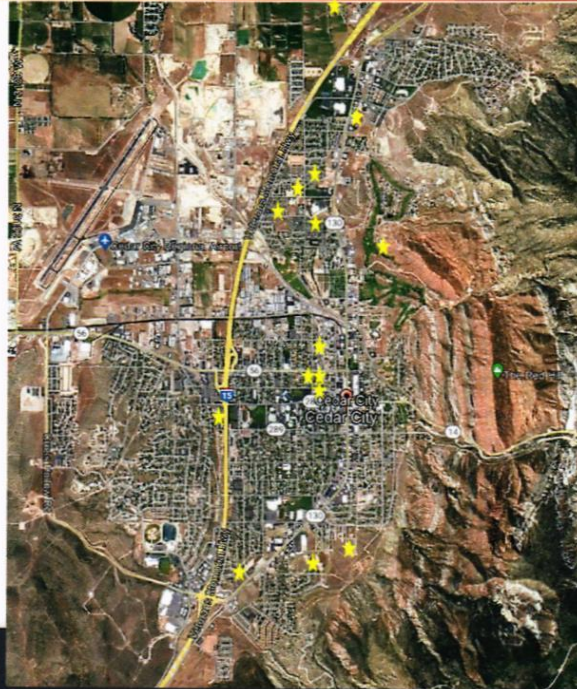
- Cedar City was approached by the development community about evaluating the parking rates for multifamily and student housing

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.

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.

1.

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.