

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

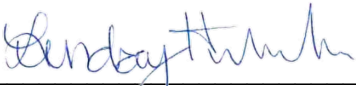
Hayden White

- 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

05/14/2026
Date