



COUNCIL STAFF REPORT

CITY COUNCIL *of* SALT LAKE CITY

TO: City Council
FROM: Nick Tarbet, Public Policy Analyst
DATE: November 5, 2015 4:43 PM
RE: Ordinance: Off Street Parking Zoning Text Amendment

PROJECT TIMELINE:
Briefing:
SetDate: 10/20/2015
Public Hearing: 11/10/ 2015
Potential Action: 11/17/2015,
Clearline

Legislative Sponsor: **Council Member, District 5 - Erin Mendenhall**

Work Session Summary

During the October 20 work session briefing, the Council had a full discussion about off street parking requirements.

The discussion included:

- Whether eliminating the maximum parking limit would remove barriers to economic development.
- Whether it makes sense to have parking maximums in areas such as downtown and some of **the City's business nodes, but not in the industrial areas.**
- Concerns that removing the parking maximum will only increase the dependency on automobiles.
- Whether the City should focus on ways to provide incentives in the manufacturing areas to get people out of their cars, such as bus passes, improved infrastructure and bike lockers.

Ultimately, the Council conducted a straw poll to move forward with the petition, as proposed and to set the public hearing date for November 10. The straw poll passed 5-1 (Council Member LaMalfa-Nay; Council Member Garrott -absent)

The following information was provided for the October 20 work session briefing. It is provided again for background purposes.

CITY COUNCIL OF SALT LAKE CITY
 451 SOUTH STATE STREET, ROOM 304
 P.O. BOX 145476, SALT LAKE CITY, UTAH 84114-5476

www.slccouncil.com/agenda
 TEL 801-535-7600 FAX 801-535-7651
 Updated: 11/5/2015 4:43 PM

LUKE GARROTT | DISTRICT 4 | COUNCIL CHAIR || JAMES ROGERS | DISTRICT 1 | COUNCIL VICE CHAIR ||
 KYLE LAMALFA | DISTRICT 2 || STAN PENFOLD | DISTRICT 3 || ERIN MENDENHALL | DISTRICT 5 ||
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ISSUE AT-A-GLANCE

A proposed ordinance is before the Council that would amend Salt Lake City Code relating to off street parking regulations (amending Chapter 21A.44). The following changes are included under this proposal:

- One parking space would be required per unit in mixed use and multifamily developments in the following zoning districts: CB-Community Business, CN-Neighborhood Commercial, R-MU-35-Residential/Mixed Use District and R-MU-45-Residential/Mixed Use District.
- Maximum parking allowances would be removed for the Manufacturing and Business Park zoning districts.
- Language regarding Transportation Demand Management maximum parking would be clarified.
- Text and formatting changes will be made to provide clarity.

The Planning Commission voted unanimously to forward a favorable recommendation.

The proposed amendments are a result of a petition initiated by the Planning Commission in May 2015. The intent was to review and recommend possible **amendments to the City's off-street** parking requirements; specifically the ½ space per dwelling unit minimum when a building has two or more types of uses in the CB, CN RMU-35, RMU-45, MU and RMU zones.

After initial discussions about the proposed changes, Planning Staff identified additional fine tuning items that were also included as part of the petition.

ADDITIONAL INFORMATION

The key issues are identified in the Planning Commission staff report. Please see the staff report for full analysis.

- Parking standards in the CB and CN zoning districts. (page 2)
 - Change to minimum of 1 stall per unit
- Parking standards in the R-MU-35 and R-MU-45 zoning districts. (page 2)
 - Change to minimum of 1 stall per unit
- Parking standards in the R-MU and MU zoning district. (pages 2-3)
 - No change is proposed
- Maximum parking allowed with TDM strategies applied. (page 3)
 - **Simplify language to “double minimum requirement” to eliminate confusion**
- Maximum allowance for M-1, M-2, and BP zoning districts West of Redwood. (page 3)
 - Removal of maximum allowed parking in these zones
- Reformatting and language changes. (page 3)
 - Variety of fine tuning items intended to simplify and improve clarity

ATTACHMENTS:

- Motions: OffStreetParking_PH_11.10.15 (DOCX)

- Admin - Transmittal PLNPCM2015-00430 Off Street Parking Zoning Text Amendments (PDF)
- Admin - Table of Contents (PDF)
- Admin - 1 Chronology (PDF)
- Admin - 2 Ordinance (PDF)
- Admin - 3 City Council Public Hearing Notice (PDF)
- Admin - 4 Planning Commission (PDF)
- Admin - 4A Postmark of Planning Commission Notice Agenda (PDF)
- Admin - 4B August 12, 2015 Planning Commission Staff Report (PDF)
- Admin - 4C Planning Commission Minutes for August 12, 2015 (PDF)
- Admin - 4D July 8, 2015 Planning Commission Memorandum (PDF)
- Admin - 4E Planning Commission Minutes for July 8, 2015 (PDF)
- Admin - 5 Original Petition (PDF)

Ordinance No.

SALT LAKE CITY ORDINANCE

No. _____ of 2015

(An ordinance amending Chapter 21A.44 of the

Salt Lake City Code pertaining to off street parking regulations)

An ordinance amending Chapter 21A.44 of the *Salt Lake City Code* pursuant to Petition No. PLNPCM2015-00430 to modify regulations pertaining to off street parking.

WHEREAS, the Salt Lake City Planning Commission held a public hearing on August 12, 2015 to consider a petition initiated by the planning commission (“Applicant”) (Petition No. PLNPCM2015-00430) to amend Sections 21A.44.030 (Zoning: Off Street Parking, Mobility and Loading: Number of Off Street Parking Spaces Required) and 21A.44.050 (Zoning: Off Street Parking, Mobility and Loading: Transportation Demand Management) of the *Salt Lake City Code* to modify regulations pertaining to off street parking; and

WHEREAS, at its August 12, 2015 hearing, the planning commission voted in favor of transmitting a positive recommendation to the Salt Lake City Council on said petition; and

WHEREAS, after a public hearing on this matter the city council has determined that adopting this ordinance is in the city’s best interests,

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. Amending the text of *Salt Lake City Code* Section 21A.44.030.G. That Section 21A.44.030.G of the *Salt Lake City Code* (Zoning: Off Street Parking, Mobility and

Loading: Number of Off Street Parking Spaces Required: Minimum Off Street Parking Requirements), shall be, and hereby is, amended to read as follows:

G. Minimum Off Street Parking Requirements:

1. Applicability: Unless otherwise regulated in the special provisions in subsection G.2 of this section, each principal building or use shall provided the minimum number of parking spaces as outlined in Table 21A.44.030 of this section:

TABLE 21A.44.030
SCHEDULE OF MINIMUM
OFF STREET PARKING REQUIREMENTS

Residential:		
	Bed and breakfast establishment	1 parking space per room
	Congregate care facility	1 parking space for each living unit containing 2 or more bedrooms ³ / ₄ parking space for each 1 bedroom living unit
	Eleemosynary facility	1 parking space for each family, plus 1 parking space for every 4 individual bedrooms, plus 1 parking space for every 2 support staff present during the busiest shift
	Fraternity, sorority or dormitory	1 parking space for each 2 residents, plus 1 parking space for each 3 full time employees. Note: The specific college or university may impose additional parking requirements
	Group home	2 parking spaces per home and 1 parking space for every 2 support staff present during the busiest shift
	Multiple-family dwellings ¹	2 parking spaces for each dwelling unit containing 2 or more bedrooms 1 parking space for 1 bedroom and efficiency dwelling ¹ / ₂ parking space for single room occupancy dwellings (600 square foot maximum)
	Rooming house	1 parking space for each 2 persons for whom rooming accommodations are provided
	Single-family attached dwellings (row house and townhouse) and single-family detached dwellings ²	2 parking spaces for each dwelling unit
	Community correctional facility	1 parking space for each 4 residents and 1 parking space for every 2 support staff present during the busiest shift
	Two-family dwellings and twin home dwellings	2 parking spaces for each dwelling unit
Institutional:		
	Assisted living facility	1 parking space for each 4 employees, plus 1 parking space for each 6 infirmary or nursing home beds, plus 1 parking space for each 4 rooming units, plus 1 parking space for each 3

		dwelling units
	Auditorium; accessory to a church, school, university or other institution	1 space for each 5 seats in the main auditorium or assembly hall
	Daycare, child and adult	2 spaces per 1,000 square feet of usable floor area
	Funeral services	1 space per 4 seats in parlor plus 1 space per 2 employees plus 1 space per vehicle used in connection with the business
	Homeless shelters	1 parking space for each employee
	Hospital	1.5 parking spaces per hospital bed
	Places of worship	1 parking space per 1,000 square feet of seating or congregation area
	Sanatorium, nursing care facility	1 parking space for each 6 beds for which accommodations are offered, plus 1 parking space for each 4 employees other than doctors, plus 1 parking space for each 3 dwelling units
	Schools:	
	K - 8th grades	1 parking space for each 3 faculty members and other full time employees
	Senior high school	1 parking space for each 3 faculty members, plus 1 parking space for each 3 full time employees, plus 1 parking space for each 10 students
	College/university, general	1 parking space for each 3 faculty members, plus 1 parking space for each 3 full time employees, plus 1 parking space for each 10 students
	Vocational/trade school	1 space per 1 employee plus 1 space for each 3 students based on the maximum number of students attending classes on the premises at any time
	Recreation, cultural, and entertainment:	
	Art gallery/museum/house museum	1 space per 1,000 square feet of usable floor area
	Baseball or soccer field	10 spaces per field
	Bowling alley	2 spaces per lane plus 1 space for every 2 employees
	Club/lodge	3 spaces per 1,000 square feet of usable floor area
	Dance/music studio	1 space for every 1 employee
	Gym/health club/recreation facilities	3 spaces per 1,000 square feet of usable floor area
	Library	1 space per 1,000 square feet of usable floor area
	Sports arena/stadium	1 space per 1,000 square feet of seating area
	Swimming pool, skating rink or natatorium	1 space per 5 seats and 3 spaces per 1,000 square feet of usable floor area
	Tennis court	2 spaces per court
	Theater, movie and live	1 space per 4 seats
	Commercial/manufacturing:	
	Bus facility, intermodal transit	1 space per 2 employees plus 1 space per bus

passenger hub	
Durable goods, furniture, appliances, etc.	1 space per 500 square feet of usable floor area
General manufacturing	1 space per 3 employees plus 1 space per company vehicle
Hotel or motel	1 parking space for each 2 separate rooms
Radio/TV station	3 spaces per 1,000 square feet of usable floor area
Warehouse	2 spaces per 1,000 square feet of usable floor area for the first 10,000 square feet plus 1/2 space per 2,000 square feet for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates
Wholesale distribution	1 space per 1,000 square feet of usable floor area for the first 10,000 square feet, plus 1/2 space per 2,000 square feet of floor area for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates
Retail goods and services:	
Auto repair	1 space per service bay plus 3 spaces per 1,000 square feet for office and retail areas
Car wash	3 stacked spaces per bay or stall, plus 5 stacking spaces for automated facility
Drive-through facility	5 stacking spaces on site per cashier, teller or similar employee transacting business directly with drive-through customers at any given time in addition to the parking required for that specific land use
Outdoor display of merchandise for sale	1 parking space per 1,000 square feet of display area
Restaurants, taverns and social clubs	2 spaces per 1,000 square feet of usable floor area
Retail goods establishment	2 spaces per 1,000 square feet of usable floor area
Retail service establishment	2 spaces per 1,000 square feet of sales floor area
Retail shopping center over 55,000 square feet usable floor area	2 spaces per 1,000 square feet of usable floor area
Office and related uses:	
Financial establishments	2 spaces per 1,000 square feet of usable floor area
General office	3 spaces per 1,000 square feet of usable floor area for the main floor plus 1 1/4 spaces per 1,000 square feet of usable floor area for each additional level, including the basement
Laboratory	2 spaces per 1,000 square feet of usable floor area for the first 10,000 square feet plus 1/2 space per 2,000 square feet for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates
Medical/dental offices	5 spaces per 1,000 square feet of usable floor area
Miscellaneous:	

Kennels or public stables	1 space per 2 employees
All other uses	3 spaces per 1,000 square feet of usable floor area

Notes:

1. Minimum parking requirements for affordable housing and senior housing: Buildings that have 10 or more residential units with at least 25 percent of the units as either affordable or senior housing shall be allowed to have a minimum of $\frac{1}{2}$ of a parking space provided for each dwelling unit.
2. For specific parking requirements for accessory dwelling units, see Section 21A.40.200 of this title.
3. Requirements for buildings with more than one use shall be calculated separately for individual primary use as required and then combined.

2. District Specific Minimum Requirements:

TABLE OF DISTRICT SPECIFIC MINIMUM OFF STREET PARKING REQUIREMENTS

District	Land Use	Minimum
D-1, D-2, D-4	Residential	$\frac{1}{2}$ space per dwelling unit
	Nonresidential	No spaces required up to 25,000 square feet usable floor area. One space per 1,000 usable square feet over 25,000 square feet thereafter.
D-3, GMU	Residential	$\frac{1}{2}$ space per dwelling unit. 1 space per single family, two family and twin home dwellings.
	Nonresidential	No spaces required up to 10,000 square feet usable floor area. One space per 1,000 usable square feet over 10,000 square feet thereafter.
TSA Core	All uses	No spaces required.
TSA Transition	All uses	50% of required in table 21A.44.030 minimum requirements.
MU, RMU	Residential	$\frac{1}{2}$ space per multifamily dwelling unit. 1 space per single family, two family and twin home dwellings.
RMU-35	Residential	1 space per dwelling unit.
RMU-45	Residential	1 space per dwelling unit.
CB	Residential	1 space per dwelling unit.
CN	Residential	1 space per dwelling unit.

SR-3	Residential	1 space per dwelling unit
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Note: Any use or district not listed in this subsection 21A.44.030.G.2, “Table of District Specific Off Street Parking Requirements”, will refer to the minimum requirement in Table 21A.44.030.

SECTION 2. Amending the text of *Salt Lake City Code* Section 21A.44.030.H. That Section 21A.44.030.H of the *Salt Lake City Code* (Zoning: Off Street Parking, Mobility and Loading: Number of Off Street Parking Spaces Required: Maximum Off Street Parking Requirements), shall be, and hereby is, amended to read as follows:

H. Maximum Off Street Parking Allowance:

1. Applicability: For zones not listed below in Section 21A.44.030.H.2 (“Table of District Specific Maximum Parking Allowance”) number of parking spaces allowed shall be twenty five percent (25%) greater than the minimum found in Table 21A.44.030. Formula: $.25 \times \text{Minimum} + \text{Minimum} = \text{Maximum}$.
2. District Specific Maximum Allowance:

TABLE OF DISTRICT SPECIFIC MAXIMUM PARKING ALLOWANCE

District	Land Use	Maximum
D-1, D-2, D-4	Residential	Equivalent to minimum
	Nonresidential	Up to 25 spaces for first 25,000 square feet. No more than 1 space per 1,000 square feet thereafter.
D-3, GMU	Residential	Equivalent to minimum
	Nonresidential	Up to 10 spaces for first 10,000 square feet. No more than 1 space per 1,000 square feet thereafter.
TSA Core	Residential	1 space per dwelling unit.
	Nonresidential	3 spaces for every 1,000 usable square feet.
TSA Transition	Residential	1½ spaces per dwelling unit.
	Nonresidential	3 spaces for every 1,000 usable square feet.
M-1, M-2, BP, AIRPORT	All uses	No maximum for any property located West of the centerline of Redwood Road

Note:

With the exception of the zones listed above in subsection 21A.44.030.H.2, “Table of District Specific Maximum Parking Allowance”, single-family and two-family residential uses are limited to four (4) outdoor off street parking spaces, including parking for recreational vehicles as identified in Section 21A.44.020.G.

SECTION 3. Amending the text of *Salt Lake City Code* Section 21A.44.050.C. That Section 21A.44.050.C of the *Salt Lake City Code* (Zoning: Off Street Parking, Mobility and Loading: Transportation Demand Management: Transportation Demand Management Parking Incentives), shall be, and hereby is, amended to read as follows:

C. Transportation Demand Management Parking Incentives:

1. Purpose: The following parking incentives are intended to encourage the use of transportation demand management strategies not regulated elsewhere in this subsection. These additional strategies are available to applicants who want to modify the amount of off street parking required by either decreasing the number of spaces below the minimum requirement or increasing the number of spaces beyond the maximum requirement.
2. Applicability: The regulations of this subsection shall only apply to applicants intending to provide transportation demand management elements beyond the required strategies in exchange for modification to the number of required parking spaces. These incentives are available to all new residential and nonresidential uses requiring at least five (5) parking spaces according to Section 21A.44.030 <<http://www.sterlingcodifiers.com/codebook/getBookData.php?ft=3&find=21A.44.030>>, Table 21A.44.030 of this chapter.
3. Modification of the Number of Required Parking Spaces:
 - a. Reduction of the Number of Required Parking Spaces: The minimum number of off street parking spaces, as determined by Section 21A.44.030 <<http://www.sterlingcodifiers.com/codebook/getBookData.php?ft=3&find=21A.44.030>>, Table 21A.44.030 of this chapter, can be reduced to seventy five percent (75%) of the minimum requirement provided the applicant fulfills at least two (2) of the minor transportation demand management strategies listed in this subsection. This modification shall only apply to the minimum established in Section 21A.44.030 <<http://www.sterlingcodifiers.com/codebook/getBookData.php?ft=3&find=21A.44.030>>, Table 21A.44.030 of this chapter prior to any other permitted parking reductions.
 - b. Increase of the Maximum Number of Allowable Parking Spaces: The minimum number of off street parking spaces, as determined by subsection 21A.44.030 <<http://www.sterlingcodifiers.com/codebook/getBookData.php?ft=3&find=21A.44.030>>.G of this chapter, can be increased to double the minimum requirement **under Table 21A.44.030 and Section 21A.44.030.G.2, “Table of District Specific Off Street Parking Requirements”, provided the applicant fulfills at least one of**

the major transportation demand management strategies and one of the minor transportation demand management strategies listed in this subsection.

4. Eligible Transportation Demand Management Strategies: The strategies are available for use as part of the parking modification incentive process. Strategies not listed here, but demonstrated to meet the intent of this section, may be approved by the planning director.

- a. Major transportation demand management strategies:

- (1) At least fifty percent (50%) of the required bicycle parking provided in the form of secured long term bicycle parking located in the interior of a building and made available to residents, employees or patrons of the development.
- (2) A facility for bicycle or pedestrian commuters that offer at least one unisex shower and five (5) lockers for storage for use by employees of a nonresidential development.
- (3) A full service bus stop sited to serve the development's employees or residents, either of new construction or with improvements, such as additional lighting, security features, benches or shelter, to an existing stop. A full service bus stop includes, but is not limited to, full ADA accessibility, a paved pathway to the right of way, trash cans, lighting, a bench and a shaded, sheltered waiting area. The applicant must work with Utah Transit Authority to establish and verify the long term viability of the proposed or existing bus stop.
- (4) An on site business center or satellite office facility, within a residential development, designed to facilitate telecommuting.
- (5) An on premises daycare in a nonresidential or mixed use development.
- (6) An on premises gym or workout facility for residents or employees with at least four hundred (400) square feet of space dedicated to workout equipment.
- (7) An on premises restaurant, cafeteria or lunchroom that provides meals for purchase by employees, residents or patrons of the development.

- b. Minor transportation demand management strategies:

- (1) Permanently sheltered, covered or secure facilities for the required bicycle parking.
- (2) Participation or investment in an approved motor vehicle sharing program, including at least one dedicated parking space for a shared vehicle.
- (3) Participation in, investment in or sponsorship of an approved bicycle sharing program.

- (4) At least ten percent (10%) of the required parking in the form of dedicated parking spaces for employees participating in a car pool or vanpool program, located as close as possible to the main entrance.
- (5) Unbundled parking provisions, where off street parking can be purchased or rented by residents or tenants independently of a residential unit or nonresidential space within a development.

SECTION 4. Effective Date. This ordinance shall become effective on the date of its first publication.

Passed by the City Council of Salt Lake City, Utah, this _____ day of _____, 2015.

CHAIRPERSON

ATTEST AND COUNTERSIGN:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER

(SEAL)

Bill No. _____ of 2015.

Published: _____.

HB_ATTYY-#47941-v2-Ordinance_amending_off_street_parking_requirements.DOCX

SALT LAKE CITY COUNCIL

ATTEST:

APPROVED AS TO FORM:



MOTION SHEET

CITY COUNCIL *of* SALT LAKE CITY

TO: City Council Members

FROM: Nick Tarbet, Analyst

DATE: November 10, 2015

RE: Off Street Parking Amendments
PLNPCM2015-00430

Council Sponsor: *N/A – Land Use Petition Initiated by the Planning Commission*

MOTION 1

I move the Council close the public hearing and defer action to a future Council meeting

MOTION 2

I move the Council continue the public hearing to a future Council meeting.

Attachment: Motions: OffStreetParking_PH_11.10.15 (1343 : Ordinance: Off Street Parking Zoning Text Amendment)

CITY COUNCIL TRANSMITTAL

David Everitt, Chief of Staff

Date Received: _____
Date sent to Council: _____

TO: Salt Lake City Council
 Luke Garrott, Chair

DATE: September 9, 2015

FROM: Jill Remington Love, CED Director _____

SUBJECT: Petition PLNPCM2015-00430 Off Street Parking Zoning Text Amendments

STAFF CONTACT: J.P. Goates, Principal Planner
 (801) 535-7236 or jp.goates@slcgov.com

COUNCIL SPONSOR: Exempt

DOCUMENT TYPE: Ordinance

RECOMMENDATION: That the City Council adopts the proposed text changes to the Zoning Ordinance as recommended and requested by the Planning Commission.

BUDGET IMPACT: None

BACKGROUND/DISCUSSION: In May 2015, the Planning Commission made a motion to initiate a petition to analyze the Off Street Parking Chapter of the Zoning Ordinance. The Commission requested that the minimum parking required for residential units in the CB, CN, RMU-35, RMU-45, MU and RMU be analyzed. Early internal staff discussion and community input also uncovered additional concerns over Travel Demand Management maximums (TDM), and M-1, M-2, and BP district maximums specifically as it pertains to the westside of the of the City. Formatting and clarity of language in the ordinance was also identified as a concern.

The sections to be amended in the zoning ordinance as part of this proposal are 21A.44.030 “Number of Off Street Parking Spaces Required” and 21A.44.040 “Alternative Parking Requirements and Off Street Parking Reductions”.

The following is a summary of those changes:

½ to 1 space per dwelling minimum

At this time, the CB, CN, R-MU-35 and R-MU-45 districts only require a ½ space per residential dwelling unit for mixed use and multifamily development. The proposal would increase the minimum off street parking requirement for any type of residential unit and require that residential development in those districts, which are typically adjacent to single family neighborhoods, have at least one parking space per unit. These areas often have highly active business uses that generate a high level of traffic and parking overflow.

The research staff has done on the current practices in the development community, projects that have been recently built, vehicle ownership, transportation division interviews, and contemporary practice in other cities indicates that 1 space per unit minimum is appropriate in the CB, CN, RMU-35 and RMU-45 zoning districts.

Transportation Demand Management Maximum

The current language for the TDM strategy maximum parking increase is “125% beyond the maximum requirement” which has been interpreted different ways. Simplifying and changing the language to “double the minimum requirement” will eliminate confusion as to the calculations required to establish the maximum parking allowed when TDM strategies are proposed.

Business Parking West of Redwood Road

Changes to the maximum parking allowance for M-1, M-2, and BP zoning districts, which are generally located west of Redwood Road, are in response to some of the issues the City is hearing in regards to new development or new businesses looking to locate in the industrial areas. The maximum parking allowed in these districts in this area has strained some of the new development and had a negative impact on economic activities in this part of the City. These areas currently have few transportation options, are not well served by transit, and have a high number of jobs. These areas are predominantly industrial and warehouse uses with virtually no adjacent residential property. The removal of the maximum allowed parking in the M-1, M-2, and BP districts West of Redwood would resolve these identified issues.

Text and Formatting Changes

Several formatting changes are included as part of this petition. Parking requirements often need several calculations to determine a parking requirement. Some parking requirements are found in different sections of the code making it more difficult to find all of the applicable requirements.

The following have been reformatted for clarity and organization:

- Move the “Hotel or Motel” use from a “Residential” category to the “Commercial/manufacturing” category, and omitting the 1 space per dwelling unit requirement for hotel uses under parking table 21A.44.030
- Add “mixed use” calculation requirements to the Notes under table 21A.44.030

- Move district specific minimum and maximum requirements into a table so they are easier to use, and
- Clarify the language for maximum parking allowed

PUBLIC PROCESS: This application was presented at the monthly Planning Open House on July 16, 2015. All recognized community based organizations were notified of the open house. A total of six individuals signed in and five comment sheets were filled out (found in 4b attachment C). Primary concerns raised were related overflow parking from community business adjacent to single-family neighborhoods. Some comments included a desire for one space per bedroom but most generally supported the changes. Additional feedback was received through interviews with a parking consultant advising the City that concluded the proposed changes were appropriate. Staff also corresponded with various citizens, neighborhood business groups, and developers. The feedback received indicated overall support of the proposed changes.

On August 12, 2015, the Planning Commission held a public hearing on the proposed zoning text amendments. No comments were received during the public hearing portion of the meeting. The Commission voted unanimously to forward a positive recommendation to the City Council regarding the proposed amendments to the Off Street Parking chapter.

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- 5. ORIGINAL PETITION**

1. CHRONOLOGY

PROJECT CHRONOLOGY

Petition: PLNPCM2015-00430 Off Street Parking, Mobility and Loading Zoning Text Amendments

May 27, 2015	Planning Commission moved to initiate a petition to Amend Chapter 21A.44. Petition PLNPCM2015-00430 was assigned to J.P. Goates, Principal Planner, for staff analysis and processing.
July 8, 2015	Planning Commission was updated on progress and findings for parking recommendations.
July 16, 2015	Petition was presented at the Planning Division Open House
July 30, 2015	Planning Commission hearing notice was posted and published in the paper.
August 12, 2015	Staff presented changes based on comments from the public and Planning Commission. The Commission then voted unanimously to send a positive recommendation to the City Council.
September 9, 2015	Transmittal was sent to the CED Director for review.

2. ORDINANCE

SALT LAKE CITY ORDINANCE
No. ____ of 2015
(An ordinance amending Chapter 21A.44 of the
Salt Lake City Code pertaining to off street parking regulations)

An ordinance amending Chapter 21A.44 of the *Salt Lake City Code* pursuant to Petition No. PLNPCM2015-00430 to modify regulations pertaining to off street parking.

WHEREAS, the Salt Lake City Planning Commission held a public hearing on August 12, 2015 to consider a petition initiated by the planning commission ("Applicant") (Petition No. PLNPCM2015-00430) to amend Sections 21A.44.030 (Zoning: Off Street Parking, Mobility and Loading: Number of Off Street Parking Spaces Required) and 21A.44.050 (Zoning: Off Street Parking, Mobility and Loading: Transportation Demand Management) of the *Salt Lake City Code* to modify regulations pertaining to off street parking; and

WHEREAS, at its August 12, 2015 hearing, the planning commission voted in favor of transmitting a positive recommendation to the Salt Lake City Council on said petition; and

WHEREAS, after a public hearing on this matter the city council has determined that adopting this ordinance is in the city's best interests,

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. Amending the text of *Salt Lake City Code* Section 21A.44.030.G. That Section 21A.44.030.G of the *Salt Lake City Code* (Zoning: Off Street Parking, Mobility and Loading: Number of Off Street Parking Spaces Required: Minimum Off Street Parking Requirements), shall be, and hereby is, amended to read as follows:

G. Minimum Off Street Parking Requirements:

1. Applicability: Unless otherwise regulated in the special provisions in subsection G.2 of this section, each principal building or use shall provided the minimum number of parking spaces as outlined in Table 21A.44.030 of this section:

TABLE 21A.44.030
SCHEDULE OF MINIMUM
OFF STREET PARKING REQUIREMENTS

Residential:		
Bed and breakfast establishment		1 parking space per room
Congregate care facility		1 parking space for each living unit containing 2 or more bedrooms $\frac{3}{4}$ parking space for each 1 bedroom living unit
Eleemosynary facility		1 parking space for each family, plus 1 parking space for every 4 individual bedrooms, plus 1 parking space for every 2 support staff present during the busiest shift
Fraternity, sorority or dormitory		1 parking space for each 2 residents, plus 1 parking space for each 3 full time employees. Note: The specific college or university may impose additional parking requirements
Group home		2 parking spaces per home and 1 parking space for every 2 support staff present during the busiest shift
Hotel or Motel		1 parking space for each 2 separate rooms, plus 1 space for each dwelling unit
Multiple-family dwellings ¹		2 parking spaces for each dwelling unit containing 2 or more bedrooms 1 parking space for 1 bedroom and efficiency dwelling $\frac{1}{2}$ parking space for single room occupancy dwellings (600 square foot maximum)
Rooming house		1 parking space for each 2 persons for whom rooming accommodations are provided
Single-family attached dwellings (row house and townhouse) and single-family detached dwellings ²		2 parking spaces for each dwelling unit
Community correctional facility		1 parking space for each 4 residents and 1 parking space for every 2 support staff present during the busiest shift
Two-family dwellings and twin home dwellings		2 parking spaces for each dwelling unit
Institutional:		

Assisted living facility	1 parking space for each 4 employees, plus 1 parking space for each 6 infirmary or nursing home beds, plus 1 parking space for each 4 rooming units, plus 1 parking space for each 3 dwelling units
Auditorium; accessory to a church, school, university or other institution	1 space for each 5 seats in the main auditorium or assembly hall
Daycare, child and adult	2 spaces per 1,000 square feet of usable floor area
Funeral services	1 space per 4 seats in parlor plus 1 space per 2 employees plus 1 space per vehicle used in connection with the business
Homeless shelters	1 parking space for each employee
Hospital	1.5 parking spaces per hospital bed
Places of worship	1 parking space per 1,000 square feet of seating or congregation area
Sanatorium, nursing care facility	1 parking space for each 6 beds for which accommodations are offered, plus 1 parking space for each 4 employees other than doctors, plus 1 parking space for each 3 dwelling units
Schools:	
K - 8th grades	1 parking space for each 3 faculty members and other full time employees
Senior high school	1 parking space for each 3 faculty members, plus 1 parking space for each 3 full time employees, plus 1 parking space for each 10 students
College/university, general	1 parking space for each 3 faculty members, plus 1 parking space for each 3 full time employees, plus 1 parking space for each 10 students
Vocational/trade school	1 space per 1 employee plus 1 space for each 3 students based on the maximum number of students attending classes on the premises at any time
Recreation, cultural, and entertainment:	
Art gallery/museum/house museum	1 space per 1,000 square feet of usable floor area
Baseball or soccer field	10 spaces per field
Bowling alley	2 spaces per lane plus 1 space for every 2 employees
Club/lodge	3 spaces per 1,000 square feet of usable floor area
Dance/music studio	1 space for every 1 employee

Gym/health club/recreation facilities	3 spaces per 1,000 square feet of usable floor area
Library	1 space per 1,000 square feet of usable floor area
Sports arena/stadium	1 space per 1,000 square feet of seating area
Swimming pool, skating rink or natatorium	1 space per 5 seats and 3 spaces per 1,000 square feet of usable floor area
Tennis court	2 spaces per court
Theater, movie and live	1 space per 4 seats
Commercial/manufacturing:	
Bus facility, intermodal transit passenger hub	1 space per 2 employees plus 1 space per bus
Durable goods, furniture, appliances, etc.	1 space per 500 square feet of usable floor area
General manufacturing	1 space per 3 employees plus 1 space per company vehicle
<u>Hotel or motel</u>	<u>1 parking space for each 2 separate rooms</u>
Radio/TV station	3 spaces per 1,000 square feet of usable floor area
Warehouse	2 spaces per 1,000 square feet of usable floor area for the first 10,000 square feet plus $\frac{1}{2}$ space per 2,000 square feet for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates
Wholesale distribution	1 space per 1,000 square feet of usable floor area for the first 10,000 square feet, plus $\frac{1}{2}$ space per 2,000 square feet of floor area for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates
Retail goods and services:	
Auto repair	1 space per service bay plus 3 spaces per 1,000 square feet for office and retail areas
Car wash	3 stacked spaces per bay or stall, plus 5 stacking spaces for automated facility
Drive-through facility	5 stacking spaces on site per cashier, teller or similar employee transacting business directly with drive-through customers at any given time in addition to the parking required for that specific land use
Outdoor display of merchandise for sale	1 parking space per 1,000 square feet of display area
Restaurants, taverns and social	2 spaces per 1,000 square feet of usable floor area

clubs	
Retail goods establishment	2 spaces per 1,000 square feet of usable floor area
Retail service establishment	2 spaces per 1,000 square feet of sales floor area
Retail shopping center over 55,000 square feet usable floor area	2 spaces per 1,000 square feet of usable floor area
Office and related uses:	
Financial establishments	2 spaces per 1,000 square feet of usable floor area
General office	3 spaces per 1,000 square feet of usable floor area for the main floor plus $1\frac{1}{4}$ spaces per 1,000 square feet of usable floor area for each additional level, including the basement
Laboratory	2 spaces per 1,000 square feet of usable floor area for the first 10,000 square feet plus $\frac{1}{2}$ space per 2,000 square feet for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates
Medical/dental offices	5 spaces per 1,000 square feet of usable floor area
Miscellaneous:	
Kennels or public stables	1 space per 2 employees
All other uses	3 spaces per 1,000 square feet of usable floor area

Notes:

1. Minimum parking requirements for affordable housing and senior housing: Buildings that have 10 or more residential units with at least 25 percent of the units as either affordable or senior housing shall be allowed to have a minimum of $\frac{1}{2}$ of a parking space provided for each dwelling unit.
2. For specific parking requirements for accessory dwelling units, see sSection 21A.40.200 of this title.
3. Requirements for buildings with more than one use shall be calculated separately for individual primary use as required and then combined.

2. District Specific Minimum Requirements:

TABLE OF DISTRICT SPECIFIC MINIMUM OFF STREET PARKING REQUIREMENTS

<u>District</u>	<u>Land Use</u>	<u>Minimum</u>
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<u>D-1, D-2, D-4</u>	<u>Residential</u>	<u>1/2 space per dwelling unit</u>
	<u>Nonresidential</u>	<u>No spaces required up to 25,000 square feet usable floor area. One space per 1,000 usable square feet over 25,000 square feet thereafter.</u>
<u>D-3, GMU</u>	<u>Residential</u>	<u>1/2 space per dwelling unit, 1 space per single family, two family and twin home dwellings.</u>
	<u>Nonresidential</u>	<u>No spaces required up to 10,000 square feet usable floor area. One space per 1,000 usable square feet over 10,000 square feet thereafter.</u>
<u>TSA Core</u>	<u>All uses</u>	<u>No spaces required.</u>
<u>TSA Transition</u>	<u>All uses</u>	<u>50% of required in table 21A.44.030 minimum requirements.</u>
<u>MU, RMU</u>	<u>Residential</u>	<u>1/2 space per multifamily dwelling unit, 1 space per single family, two family and twin home dwellings.</u>
<u>RMU-35</u>	<u>Residential</u>	<u>1 space per dwelling unit.</u>
<u>RMU-45</u>	<u>Residential</u>	<u>1 space per dwelling unit.</u>
<u>CB</u>	<u>Residential</u>	<u>1 space per dwelling unit.</u>
<u>CN</u>	<u>Residential</u>	<u>1 space per dwelling unit.</u>
<u>SR-3</u>	<u>Residential</u>	<u>1 space per dwelling unit</u>

Note: Any use or district not listed in this subsection 21A.44.030.G.2, "Table of District Specific Off Street Parking Requirements", will refer to the minimum requirement in Table 21A.44.030.

- a. Nonresidential uses: No parking is required for the first twenty five thousand (25,000) square feet of usable floor area. One parking space shall be required for each one thousand (1,000) square feet of usable floor area beyond the first twenty five thousand (25,000) square feet.

- b. ~~Single family attached dwellings and single family detached dwellings: One parking space shall be required for each dwelling.~~
- e. ~~Two family dwellings and twin home dwellings: One parking space for each dwelling unit.~~
- d. ~~All other residential uses: One half ($\frac{1}{2}$) parking space shall be required for each dwelling unit.~~

3. ~~D-3 And G-MU Districts:~~

- a. ~~Nonresidential uses: No parking is required for the first ten thousand (10,000) square feet of usable floor area. One parking space shall be required for each one thousand (1,000) square feet of usable floor area beyond the first ten thousand (10,000) square feet.~~
- b. ~~Single family attached dwellings and single family detached dwellings: One parking space shall be required for each dwelling.~~
- e. ~~Two family dwellings and twin home dwellings: One parking space for each dwelling unit.~~
- d. ~~All other residential uses: One half ($\frac{1}{2}$) parking space shall be required for each dwelling unit.~~

4. ~~TSA District:~~

- a. ~~There are no minimum off street parking requirements in the core area as identified in section 21A.26.078 of this title.~~
- b. ~~The minimum off street parking requirement in a transition area as identified in section 21A.26.078 of this title shall be equal to fifty percent (50%) of the requirement in table 21A.44.030 of this section.~~

5. ~~R-MU, R-MU-35, R-MU-45 And MU Districts: For single and two family residential uses in the R-MU, R-MU-35, R-MU-45 and MU districts, one parking space shall be required for each unit. For multiple family residential uses, one half ($\frac{1}{2}$) parking space shall be provided for each dwelling unit.~~

6. ~~SR-3 District: For single family attached dwellings and single family detached dwellings, one parking space for each dwelling unit.~~

7. ~~CN And CB Districts: For residential uses in the CN and CB districts, not less than one parking space shall be provided for each dwelling unit. For any buildings with two (2) or more types of uses, only one half ($\frac{1}{2}$) parking space shall be required for each dwelling unit.~~

SECTION 2. Amending the text of Salt Lake City Code Section 21A.44.030.H. That Section 21A.44.030.H of the *Salt Lake City Code* (Zoning: Off Street Parking, Mobility and Loading: Number of Off Street Parking Spaces Required: Maximum Off Street Parking Requirements), shall be, and hereby is, amended to read as follows:

H. Maximum Off Street Parking Requirements Allowance:

1. Applicability: The following maximum parking requirements shall apply to all uses regardless of the zone in which they are found, except single family and two-family residential uses, which are limited to a maximum of four (4) outdoor off street parking spaces, including parking for recreational vehicles. For zones not listed below in Section 21A.44.030.H.2 ("Table of District Specific Maximum Parking Allowance") number of parking spaces allowed shall be twenty five percent (25%) greater than the minimum found in Table 21A.44.030. Formula: .25 x Minimum + Minimum = Maximum.
2. District Specific Maximum Allowance.

TABLE OF DISTRICT SPECIFIC MAXIMUM PARKING ALLOWANCE

District	Land Use	Maximum
<u>D-1, D-2, D-4</u>	<u>Residential</u>	<u>Equivalent to minimum</u>
	<u>Nonresidential</u>	<u>Up to 25 spaces for first 25,000 square feet. No more than 1 space per 1,000 square feet thereafter.</u>
<u>D-3, GMU</u>	<u>Residential</u>	<u>Equivalent to minimum</u>
	<u>Nonresidential</u>	<u>Up to 10 spaces for first 10,000 square feet. No more than 1 space per 1,000 square feet thereafter.</u>
<u>TSA Core</u>	<u>Residential</u>	<u>1 space per dwelling unit.</u>
	<u>Nonresidential</u>	<u>3 spaces for every 1,000 usable square feet.</u>
<u>TSA Transition</u>	<u>Residential</u>	<u>1½ spaces per dwelling unit.</u>

	<u>Nonresidential</u>	<u>3 spaces for every 1,000 usable square feet.</u>
<u>M-1, M-2, BP, AIRPORT</u>	<u>All uses</u>	<u>No maximum for any property located West of the centerline of Redwood Road</u>

Note:

With the exception of the zones listed above in subsection 21A.44.030.H.2, "Table of District Specific Maximum Parking Allowance", single-family and two-family residential uses are limited to four (4) outdoor off street parking spaces, including parking for recreational vehicles as identified in Section 21A.44.020.G.

~~2. All Zoning Districts: For all uses in districts other than the downtown districts, the G-MU district, and the TSA district, the maximum allowable number of parking spaces shall be one hundred twenty five percent (125%) of the required minimum as specified in subsection G of this section.~~

~~3. D-1, D-2 And D-4 Districts:~~

~~a. Nonresidential Uses: For the first twenty five thousand (25,000) square feet of usable floor area, the maximum number of allowable parking spaces shall not exceed one parking space for each one thousand (1,000) square feet. In excess of twenty five thousand (25,000) square feet, the maximum number of allowable parking spaces shall not exceed two (2) spaces per one thousand (1,000) square feet of usable floor area.~~

~~b. Residential Uses: The maximum allowable number of parking spaces shall be equivalent to the minimum required for the specific residential use as indicated in subsection G of this section.~~

~~4. D-3 And G-MU Districts:~~

~~a. Nonresidential Uses: For the first ten thousand (10,000) square feet of usable floor area, the maximum number of allowable parking spaces shall not exceed one parking space for each one thousand (1,000) square feet. In excess of ten thousand (10,000) square feet, the maximum number of allowable parking spaces shall not exceed two (2) spaces per one thousand (1,000) square feet of usable floor area.~~

~~b. Residential Uses: The maximum allowable number of parking spaces shall be equivalent to the minimum required for the specific residential use as indicated in subsection G of this section.~~

~~5. TSA District:~~

a. ~~The maximum allowable number of off street parking spaces shall be as follows:~~

- ~~(1) Residential Uses: One parking space for each dwelling unit in the core area as defined in section 21A.26.078 of this title and one and one half (1½) parking spaces for each dwelling unit in the transition area as defined in section 21A.26.078 of this title.~~
- ~~(2) All Other Uses: Three (3) parking spaces for every one thousand (1,000) square feet of usable floor area in the core and transition areas.~~
- ~~(3) Mixed Use Developments: The maximum allowable number of off street parking spaces for mixed use developments in both the core and transition areas shall be calculated on the ratios above for each type of use that may occupy each principal building.~~

SECTION 3. Amending the text of Salt Lake City Code Section 21A.44.050.C. That Section 21A.44.050.C of the *Salt Lake City Code* (Zoning: Off Street Parking, Mobility and Loading: Transportation Demand Management: Transportation Demand Management Parking Incentives), shall be, and hereby is, amended to read as follows:

C. Transportation Demand Management Parking Incentives:

1. Purpose: The following parking incentives are intended to encourage the use of transportation demand management strategies not regulated elsewhere in this subsection. These additional strategies are available to applicants who want to modify the amount of off street parking required by either decreasing the number of spaces below the minimum requirement or increasing the number of spaces beyond the maximum requirement.
2. Applicability: The regulations of this subsection shall only apply to applicants intending to provide transportation demand management elements beyond the required strategies in exchange for modification to the number of required parking spaces. These incentives are available to all new residential and nonresidential uses requiring at least five (5) parking spaces according to ~~s~~Section 21A.44.030, ~~†~~Table 21A.44.030 of this chapter.
3. Modification ~~Of~~ ~~T~~he Number ~~Of~~ Required Parking Spaces:
 - a. Reduction ~~Of~~ ~~T~~he Number ~~Of~~ Required Parking Spaces: The minimum number of off street parking spaces, as determined by ~~s~~Section 21A.44.030, ~~†~~Table 21A.44.030 of this chapter, can be reduced to seventy five percent (75%)

subsection 21A.44.030.G of this chapter, can be increased to double the minimum requirement under Table 21A.44.030 and Section 21A.44.030.G.2, "Table of District Specific Off Street Parking Requirements" one hundred twenty five percent (125%) beyond the maximum requirement, provided the applicant fulfills at least one of the major transportation demand management strategies and one of the minor transportation demand management strategies listed in this subsection.

4. Eligible Transportation Demand Management Strategies: The strategies are available for use as part of the parking modification incentive process. Strategies not listed here, but demonstrated to meet the intent of this section, may be approved by the planning director.

a. Major transportation demand management strategies:

- (1) At least fifty percent (50%) of the required bicycle parking provided in the form of secured long term bicycle parking located in the interior of a building and made available to residents, employees or patrons of the development.
- (2) A facility for bicycle or pedestrian commuters that offer at least one unisex shower and five (5) lockers for storage for use by employees of a nonresidential development.
- (3) A full service bus stop sited to serve the development's employees or residents, either of new construction or with improvements, such as additional lighting, security features, benches or shelter, to an existing stop. A full service bus stop includes, but is not limited to, full ADA accessibility, a paved pathway to the right of way, trash cans, lighting, a bench and a shaded, sheltered waiting area. The applicant must work with Utah Transit Authority to establish and verify the long term viability of the proposed or existing bus stop.
- (4) An on site business center or satellite office facility, within a residential development, designed to facilitate telecommuting.

- LE (4)

- (7) An on premises restaurant, cafeteria or lunchroom that provides meals for purchase by employees, residents or patrons of the development.

b. Minor transportation demand management strategies:

- (1) Permanently sheltered, covered or secure facilities for the required bicycle parking.
- (2) Participation or investment in an approved motor vehicle sharing program, including at least one dedicated parking space for a shared vehicle.
- (3) Participation in, investment in or sponsorship of an approved bicycle sharing program.
- (4) At least ten percent (10%) of the required parking in the form of dedicated parking spaces for employees participating in a car pool or vanpool program, located as closed as possible to the main entrance.
- (5) Unbundled parking provisions, where off street parking can be purchased or rented by residents or tenants independently of a residential unit or nonresidential space within a development.

SECTION 4. Effective Date. This ordinance shall become effective on the date of its first publication.

Passed by the City Council of Salt Lake City, Utah, this _____ day of _____, 2015.

CHAIRPERSON

ATTEST AND COUNTERSIGN:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER

(SEAL)

Bill No. _____ of 2015.
Published: _____.

HB_ATTYY-#47941-v1-Ordinance_amending_off_street_parking_requirements.DOCX

LEGISLATIVE VERSION

Attachment: Admin - 2 Ordinance (1343 : Ordinance: Off Street Parking Zoning Text Amendment)

SALT LAKE CITY ORDINANCE
No. _____ of 2015
(An ordinance amending Chapter 21A.44 of the
Salt Lake City Code pertaining to off street parking regulations)

An ordinance amending Chapter 21A.44 of the *Salt Lake City Code* pursuant to Petition No. PLNPCM2015-00430 to modify regulations pertaining to off street parking.

WHEREAS, the Salt Lake City Planning Commission held a public hearing on August 12, 2015 to consider a petition initiated by the planning commission (“Applicant”) (Petition No. PLNPCM2015-00430) to amend Sections 21A.44.030 (Zoning: Off Street Parking, Mobility and Loading: Number of Off Street Parking Spaces Required) and 21A.44.050 (Zoning: Off Street Parking, Mobility and Loading: Transportation Demand Management) of the *Salt Lake City Code* to modify regulations pertaining to off street parking; and

WHEREAS, at its August 12, 2015 hearing, the planning commission voted in favor of transmitting a positive recommendation to the Salt Lake City Council on said petition; and

WHEREAS, after a public hearing on this matter the city council has determined that adopting this ordinance is in the city’s best interests,

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. Amending the text of *Salt Lake City Code* Section 21A.44.030.G. That Section 21A.44.030.G of the *Salt Lake City Code* (Zoning: Off Street Parking, Mobility and Loading: Number of Off Street Parking Spaces Required: Minimum Off Street Parking Requirements), shall be, and hereby is, amended to read as follows:

G. Minimum Off Street Parking Requirements:

1. Applicability: Unless otherwise regulated in the special provisions in subsection G.2 of this section, each principal building or use shall provided the minimum number of parking spaces as outlined in Table 21A.44.030 of this section:

TABLE 21A.44.030
SCHEDULE OF MINIMUM
OFF STREET PARKING REQUIREMENTS

Residential:		
	Bed and breakfast establishment	1 parking space per room
	Congregate care facility	1 parking space for each living unit containing 2 or more bedrooms $\frac{3}{4}$ parking space for each 1 bedroom living unit
	Eleemosynary facility	1 parking space for each family, plus 1 parking space for every 4 individual bedrooms, plus 1 parking space for every 2 support staff present during the busiest shift
	Fraternity, sorority or dormitory	1 parking space for each 2 residents, plus 1 parking space for each 3 full time employees. Note: The specific college or university may impose additional parking requirements
	Group home	2 parking spaces per home and 1 parking space for every 2 support staff present during the busiest shift
	Multiple-family dwellings ¹	2 parking spaces for each dwelling unit containing 2 or more bedrooms 1 parking space for 1 bedroom and efficiency dwelling $\frac{1}{2}$ parking space for single room occupancy dwellings (600 square foot maximum)
	Rooming house	1 parking space for each 2 persons for whom rooming accommodations are provided
	Single-family attached dwellings (row house and townhouse) and single-family detached dwellings ²	2 parking spaces for each dwelling unit
	Community correctional facility	1 parking space for each 4 residents and 1 parking space for every 2 support staff present during the busiest shift
	Two-family dwellings and twin home dwellings	2 parking spaces for each dwelling unit
Institutional:		
	Assisted living facility	1 parking space for each 4 employees, plus 1 parking space for each 6 infirmary or nursing home beds, plus 1 parking space for

		each 4 rooming units, plus 1 parking space for each 3 dwelling units
	Auditorium; accessory to a church, school, university or other institution	1 space for each 5 seats in the main auditorium or assembly hall
	Daycare, child and adult	2 spaces per 1,000 square feet of usable floor area
	Funeral services	1 space per 4 seats in parlor plus 1 space per 2 employees plus 1 space per vehicle used in connection with the business
	Homeless shelters	1 parking space for each employee
	Hospital	1.5 parking spaces per hospital bed
	Places of worship	1 parking space per 1,000 square feet of seating or congregation area
	Sanatorium, nursing care facility	1 parking space for each 6 beds for which accommodations are offered, plus 1 parking space for each 4 employees other than doctors, plus 1 parking space for each 3 dwelling units
	Schools:	
	K - 8th grades	1 parking space for each 3 faculty members and other full time employees
	Senior high school	1 parking space for each 3 faculty members, plus 1 parking space for each 3 full time employees, plus 1 parking space for each 10 students
	College/university, general	1 parking space for each 3 faculty members, plus 1 parking space for each 3 full time employees, plus 1 parking space for each 10 students
	Vocational/trade school	1 space per 1 employee plus 1 space for each 3 students based on the maximum number of students attending classes on the premises at any time
	Recreation, cultural, and entertainment:	
	Art gallery/museum/house museum	1 space per 1,000 square feet of usable floor area
	Baseball or soccer field	10 spaces per field
	Bowling alley	2 spaces per lane plus 1 space for every 2 employees
	Club/lodge	3 spaces per 1,000 square feet of usable floor area
	Dance/music studio	1 space for every 1 employee
	Gym/health club/recreation	3 spaces per 1,000 square feet of usable floor area

facilities	
Library	1 space per 1,000 square feet of usable floor area
Sports arena/stadium	1 space per 1,000 square feet of seating area
Swimming pool, skating rink or natatorium	1 space per 5 seats and 3 spaces per 1,000 square feet of usable floor area
Tennis court	2 spaces per court
Theater, movie and live	1 space per 4 seats
Commercial/manufacturing:	
Bus facility, intermodal transit passenger hub	1 space per 2 employees plus 1 space per bus
Durable goods, furniture, appliances, etc.	1 space per 500 square feet of usable floor area
General manufacturing	1 space per 3 employees plus 1 space per company vehicle
Hotel or motel	1 parking space for each 2 separate rooms
Radio/TV station	3 spaces per 1,000 square feet of usable floor area
Warehouse	2 spaces per 1,000 square feet of usable floor area for the first 10,000 square feet plus $\frac{1}{2}$ space per 2,000 square feet for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates
Wholesale distribution	1 space per 1,000 square feet of usable floor area for the first 10,000 square feet, plus $\frac{1}{2}$ space per 2,000 square feet of floor area for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates
Retail goods and services:	
Auto repair	1 space per service bay plus 3 spaces per 1,000 square feet for office and retail areas
Car wash	3 stacked spaces per bay or stall, plus 5 stacking spaces for automated facility
Drive-through facility	5 stacking spaces on site per cashier, teller or similar employee transacting business directly with drive-through customers at any given time in addition to the parking required for that specific land use
Outdoor display of merchandise for sale	1 parking space per 1,000 square feet of display area
Restaurants, taverns and social clubs	2 spaces per 1,000 square feet of usable floor area

Retail goods establishment	2 spaces per 1,000 square feet of usable floor area
Retail service establishment	2 spaces per 1,000 square feet of sales floor area
Retail shopping center over 55,000 square feet usable floor area	2 spaces per 1,000 square feet of usable floor area
Office and related uses:	
Financial establishments	2 spaces per 1,000 square feet of usable floor area
General office	3 spaces per 1,000 square feet of usable floor area for the main floor plus 1 ¹ / ₄ spaces per 1,000 square feet of usable floor area for each additional level, including the basement
Laboratory	2 spaces per 1,000 square feet of usable floor area for the first 10,000 square feet plus 1/2 space per 2,000 square feet for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates
Medical/dental offices	5 spaces per 1,000 square feet of usable floor area
Miscellaneous:	
Kennels or public stables	1 space per 2 employees
All other uses	3 spaces per 1,000 square feet of usable floor area

Notes:

1. Minimum parking requirements for affordable housing and senior housing: Buildings that have 10 or more residential units with at least 25 percent of the units as either affordable or senior housing shall be allowed to have a minimum of 1/2 of a parking space provided for each dwelling unit.
2. For specific parking requirements for accessory dwelling units, see Section 21A.40.200 of this title.
3. Requirements for buildings with more than one use shall be calculated separately for individual primary use as required and then combined.

2. District Specific Minimum Requirements:

TABLE OF DISTRICT SPECIFIC MINIMUM OFF STREET PARKING REQUIREMENTS

District	Land Use	Minimum
D-1, D-2, D-4	Residential	1/2 space per dwelling unit

	Nonresidential	No spaces required up to 25,000 square feet usable floor area. One space per 1,000 usable square feet over 25,000 square feet thereafter.
D-3, GMU	Residential	$\frac{1}{2}$ space per dwelling unit. 1 space per single family, two family and twin home dwellings.
	Nonresidential	No spaces required up to 10,000 square feet usable floor area. One space per 1,000 usable square feet over 10,000 square feet thereafter.
TSA Core	All uses	No spaces required.
TSA Transition	All uses	50% of required in table 21A.44.030 minimum requirements.
MU, RMU	Residential	$\frac{1}{2}$ space per multifamily dwelling unit. 1 space per single family, two family and twin home dwellings.
RMU-35	Residential	1 space per dwelling unit.
RMU-45	Residential	1 space per dwelling unit.
CB	Residential	1 space per dwelling unit.
CN	Residential	1 space per dwelling unit.
SR-3	Residential	1 space per dwelling unit

Note: Any use or district not listed in this subsection 21A.44.030.G.2, "Table of District Specific Off Street Parking Requirements", will refer to the minimum requirement in Table 21A.44.030.

SECTION 2. Amending the text of Salt Lake City Code Section 21A.44.030.H. That

Section 21A.44.030.H of the *Salt Lake City Code* (Zoning: Off Street Parking, Mobility and

Loading: Number of Off Street Parking Spaces Required: Maximum Off Street Parking Requirements), shall be, and hereby is, amended to read as follows:

H. Maximum Off Street Parking Allowance:

1. Applicability: For zones not listed below in Section 21A.44.030.H.2 (“Table of District Specific Maximum Parking Allowance”) number of parking spaces allowed shall be twenty five percent (25%) greater than the minimum found in Table 21A.44.030. Formula: $.25 \times \text{Minimum} + \text{Minimum} = \text{Maximum}$.
2. District Specific Maximum Allowance:

TABLE OF DISTRICT SPECIFIC MAXIMUM PARKING ALLOWANCE

District	Land Use	Maximum
D-1, D-2, D-4	Residential	Equivalent to minimum
	Nonresidential	Up to 25 spaces for first 25,000 square feet. No more than 1 space per 1,000 square feet thereafter.
D-3, GMU	Residential	Equivalent to minimum
	Nonresidential	Up to 10 spaces for first 10,000 square feet. No more than 1 space per 1,000 square feet thereafter.
TSA Core	Residential	1 space per dwelling unit.
	Nonresidential	3 spaces for every 1,000 usable square feet.
TSA Transition	Residential	1½ spaces per dwelling unit.
	Nonresidential	3 spaces for every 1,000 usable square feet.
M-1, M-2, BP, AIRPORT	All uses	No maximum for any property located West of the centerline of Redwood Road

Note:

With the exception of the zones listed above in subsection 21A.44.030.H.2, “Table of

District Specific Maximum Parking Allowance”, single-family and two-family residential uses are limited to four (4) outdoor off street parking spaces, including parking for recreational vehicles as identified in Section 21A.44.020.G.

SECTION 3. Amending the text of *Salt Lake City Code* Section 21A.44.050.C. That Section 21A.44.050.C of the *Salt Lake City Code* (Zoning: Off Street Parking, Mobility and Loading: Transportation Demand Management: Transportation Demand Management Parking Incentives), shall be, and hereby is, amended to read as follows:

C. Transportation Demand Management Parking Incentives:

1. Purpose: The following parking incentives are intended to encourage the use of transportation demand management strategies not regulated elsewhere in this subsection. These additional strategies are available to applicants who want to modify the amount of off street parking required by either decreasing the number of spaces below the minimum requirement or increasing the number of spaces beyond the maximum requirement.
2. Applicability: The regulations of this subsection shall only apply to applicants intending to provide transportation demand management elements beyond the required strategies in exchange for modification to the number of required parking spaces. These incentives are available to all new residential and nonresidential uses requiring at least five (5) parking spaces according to Section 21A.44.030, Table 21A.44.030 of this chapter.
3. Modification of the Number of Required Parking Spaces:
 - a. Reduction of the Number of Required Parking Spaces: The minimum number of off street parking spaces, as determined by Section 21A.44.030, Table 21A.44.030 of this chapter, can be reduced to seventy five percent (75%) of the minimum requirement provided the applicant fulfills at least two (2) of the minor transportation demand management strategies listed in this subsection. This modification shall only apply to the minimum established in Section 21A.44.030, Table 21A.44.030 of this chapter prior to any other permitted parking reductions.
 - b. Increase of the Maximum Number of Allowable Parking Spaces: The minimum number of off street parking spaces, as determined by subsection 21A.44.030.G of this chapter, can be increased to double the minimum requirement under Table 21A.44.030 and Section 21A.44.030.G.2, “Table of District Specific Off Street Parking Requirements”, provided the applicant fulfills at least one of the major

transportation demand management strategies and one of the minor transportation demand management strategies listed in this subsection.

4. Eligible Transportation Demand Management Strategies: The strategies are available for use as part of the parking modification incentive process. Strategies not listed here, but demonstrated to meet the intent of this section, may be approved by the planning director.
 - a. Major transportation demand management strategies:
 - (1) At least fifty percent (50%) of the required bicycle parking provided in the form of secured long term bicycle parking located in the interior of a building and made available to residents, employees or patrons of the development.
 - (2) A facility for bicycle or pedestrian commuters that offer at least one unisex shower and five (5) lockers for storage for use by employees of a nonresidential development.
 - (3) A full service bus stop sited to serve the development's employees or residents, either of new construction or with improvements, such as additional lighting, security features, benches or shelter, to an existing stop. A full service bus stop includes, but is not limited to, full ADA accessibility, a paved pathway to the right of way, trash cans, lighting, a bench and a shaded, sheltered waiting area. The applicant must work with Utah Transit Authority to establish and verify the long term viability of the proposed or existing bus stop.
 - (4) An on site business center or satellite office facility, within a residential development, designed to facilitate telecommuting.
 - (5) An on premises daycare in a nonresidential or mixed use development.
 - (6) An on premises gym or workout facility for residents or employees with at least four hundred (400) square feet of space dedicated to workout equipment.
 - (7) An on premises restaurant, cafeteria or lunchroom that provides meals for purchase by employees, residents or patrons of the development.
 - b. Minor transportation demand management strategies:
 - (1) Permanently sheltered, covered or secure facilities for the required bicycle parking.
 - (2) Participation or investment in an approved motor vehicle sharing program, including at least one dedicated parking space for a shared vehicle.

- (3) Participation in, investment in or sponsorship of an approved bicycle sharing program.
- (4) At least ten percent (10%) of the required parking in the form of dedicated parking spaces for employees participating in a car pool or vanpool program, located as closed as possible to the main entrance.
- (5) Unbundled parking provisions, where off street parking can be purchased or rented by residents or tenants independently of a residential unit or nonresidential space within a development.

SECTION 4. Effective Date. This ordinance shall become effective on the date of its first publication.

Passed by the City Council of Salt Lake City, Utah, this _____ day of _____, 2015.

CHAIRPERSON

ATTEST AND COUNTERSIGN:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

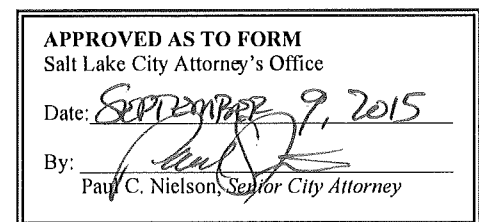
CITY RECORDER

(SEAL)

Bill No. _____ of 2015.

Published: _____.

HB_ATTYY-#47941-v2-Ordinance_amending_off_street_parking_requirements.DOCX



3. CITY COUNCIL PUBLIC HEARING NOTICE

NOTICE OF PUBLIC HEARING

The Salt Lake City Council is considering Petition **PLNPCM2015-00430 Off Street Parking Amendments** - A request by the Salt Lake City Planning Commission for modifications to the Off Street Parking, Mobility and Loading Chapter. The amendment will affect sections 21A.44.030 and 21A.44.040 of the Salt Lake City Zoning Ordinance. Other related sections of Title 21A may also be amended as part of this proposal. The proposal will modify minimum and maximum parking requirements, and change text formatting and language.

As part of their study, the City Council is holding an advertised public hearing to receive comments regarding the petition. During this hearing, anyone desiring to address the City Council concerning this issue will be given an opportunity to speak. The hearing will be held:

DATE:

TIME: 7:00 p.m.

PLACE: Room 315
City & County Building
451 South State Street
Salt Lake City, Utah

If you have any questions relating to this proposal or would like to review the file, please call J.P. Goates at 801-535-7236 between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday or via e-mail at jp.goates@slcgov.com.

The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the City Council Office at council.comments@slcgov.com, 801-535-7600, or relay service 711.

4. PLANNING COMMISSION

4a. POSTMARK OF PLANNING COMMISSION NOTICE/AGENDA

PROOF OF PUBLICATION

CUSTOMER'S COPY

CUSTOMER NAME AND ADDRESS	ACCOUNT NUMBER	DATE
PLANNING DIVISION, PO BOX 145480 SALT LAKE CITY UT 84114	9001394298	8/3/2015

ACCOUNT NAME	
PLANNING DIVISION,	
TELEPHONE	ADORDER# / INVOICE NUMBER
8015357759	0001041970 /
SCHEDULE	
Start 08/01/2015	End 08/01/2015
CUST. REF. NO.	
PH 8/12	
CAPTION	
Notice of Public Hearing On Wednesday, August 12, 2015, the Salt Lake City	
SIZE	
53 Lines	2.00 COLUMN
TIMES	RATE
3	
MISC. CHARGES	AD CHARGE
TOTAL COST	
183.08	

AFFIDAVIT OF PUBLICATION

AS NEWSPAPER AGENCY COMPANY, LLC dba MEDIAONE OF UTAH LEGAL BOOKER, I CERTIFY THAT THE ATTACHED ADVERTISEMENT OF **Notice of Public Hearing On Wednesday, August 12, 2015, the Salt Lake City Planning Commission will hold a public hearing to consider making recommendations to FOR PLANNING DIVISION**, WAS PUBLISHED BY THE NEWSPAPER AGENCY COMPANY, LLC dba MEDIAONE OF UTAH, AGENT FOR THE SALT LAKE TRIBUNE AND DESERET NEWS, DAILY NEWSPAPERS PRINTED IN THE ENGLISH LANGUAGE WITH GENERAL CIRCULATION IN UTAH, AND PUBLISHED IN SALT LAKE CITY, SALT LAKE COUNTY IN THE STATE OF UTAH. NOTICE IS ALSO POSTED ON UTAHLEGALS.COM ON THE SAME DAY AS THE FIRST NEWSPAPER PUBLICATION DATE AND REMAINS ON UTAHLEGALS.COM INDEFINATELY. COMPLIES WITH UTAH DIGITAL SIGNATURE ACT UTAH CODE 46-2-101; 46-3-104.

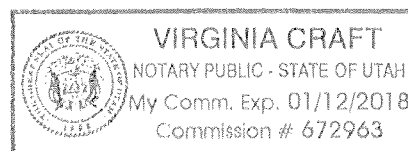
PUBLISHED ON Start 08/01/2015 End 08/01/2015

SIGNATURE

Adrian Hill

DATE 8/3/2015

THIS IS NOT A STATEMENT BUT A "PROOF OF PUBLICATION"
PLEASE PAY FROM BILLING STATEMENT



Virginia Craft
NOTARY SIGNATURE

4b. AUGUST 12, 2015 PLANNING COMMISSION STAFF REPORT



Staff Report

PLANNING DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission
From: J.P. Goates, 801-535-7236 or jp.goates@slcgov.com
Date: August 6, 2015
Re: PLNPCM2015-00430

Zoning Text Amendment

PROPERTY ADDRESS: N/A

PARCEL ID: N/A

MASTER PLAN: N/A

ZONING DISTRICTS: CB, CN, RMU-35, RMU-45, M-1, M-2, BP and Citywide

REQUEST: In May 2015, the Planning Commission initiated a petition requesting the Salt Lake City Planning Division analyze and recommend changes to the minimum off street parking requirements for the CB Community Business District, CN Neighborhood Commercial District, RMU, R-MU-35 and R-MU-45 Residential/Mixed Use Districts, and MU Mixed Use District as they relate to Chapter 21A.44- Off Street Parking, Mobility and Loading of the Salt Lake City Zoning Ordinance. Specifically, the ½ space per dwelling unit minimum off street parking requirement. Through review of this petition, input from stakeholders and other City divisions, additional need for fine tuning to the Off Street Parking chapter where identified. Clarification of the Travel Demand Management maximum allowance has had interpretation issues. Lifting the maximum parking allowed in M-1, M-2, and BP Districts West of Redwood have also been included in changes to the chapter. Additional text formatting and rewording are also included as part of the request.

RECOMMENDATION: Based on the analysis and findings of this report, it is the opinion of staff that the proposed text amendments meet the intent of the Planning Commission's direction and standards for a zoning ordinance amendment. Staff recommends that the Planning Commission forward a favorable recommendation of petition PLNPCM2015-00430 to the City Council. Below is a proposed motion consistent with this recommendation:

Based on the information in the staff report and the discussion heard, I move that the Planning Commission forward a positive recommendation to the City Council regarding petition PLNPCM2015-00430, text changes to Chapter 21A.44 of the Salt Lake City Zoning Ordinance with the following changes:

1. Modification of the standards to establish a minimum of 1 stall per residential unit in the CB, CN, R-MU-35, and R-MU-45 zoning districts
2. Modification of the Travel Demand Management maximum allowance to double the minimum requirement
3. Eliminate the maximum parking allowance in the M-1, M-2, and BP Districts West of Redwood Road
4. Change the text description of the maximum parking calculation and reformat various text orientations in Chapter 21A.44

ATTACHMENTS:

- A. Proposed Ordinance
- B. Analysis of Standards
- C. Public Process and Comments
- D. Department Comments
- E. Motions

PROJECT DESCRIPTION:

The Planning Commission made a motion in May 2015 to initiate a petition to evaluate and make changes to Chapter 21A.44 Off Street Parking, Mobility and Loading. The motion requested that staff analyze the minimum requirement of one-half parking stall per residential unit in the CB, CN, MU, RMU, R-MU-35 and R-MU-45 zoning districts. Planning staff presented a findings update in July 2015, which confirmed that changes to the ordinance were justified based on concerns of the community and their input, household vehicle availability, and recently developed projects.

Planning staff have identified some sections of the off street parking chapter that are problematic. The issues below are sections of the ordinance that fall into this category:

- Standard of ½ parking stall per unit for mixed use developments in the CB, CN, R-MU-35 and R-MU-45 zoning districts. Recent development is proposing parking standards less than 1 stall per unit in areas of the City that do not yet have adequate transit service, bicycle infrastructure, land uses, etc. to support less than 1 stall per residential unit.

In addition to the concerns above, other changes to the chapter have been identified through this process as needing attention which are:

- Parking maximums imposed in M-1 and M-2 manufacturing, and BP Business Park districts and more specifically those districts West of Redwood Road which are solely non-residential.
- Travel Demand Management strategy maximum allowances that have been unclear to staff and developers.
- Unclear language and text formatting.

KEY ISSUES:

The sections to be changed in the zoning ordinance as part of this amendment are 21A.44.030 "Number of Off Street Parking Spaces Required" and 21A.44.050 "Transportation Demand Management".

1. Parking standard in the CB and CN zoning districts.
This issue has come to the forefront due to a recent development proposal that was proposing less than 1 stall per unit. The standard in the zoning ordinance for these zoning districts allows a reduction to ½ stall per unit for mixed use developments. If a development only contains multi-family residential uses, the minimum requirement is 1 stall per unit. The scope of this change would be to delete the section of the ordinance that allows the reduction to ½ stall per unit in mixed use developments. The result would be a minimum of 1 stall per unit whether the development was solely residential or mixed use.
2. Parking standard in the R-MU-35 and R-MU-45 zoning districts.
The minimum parking standard for multi-family residential uses is ½ stall per unit in the R-MU-35 and R-MU-45 zoning district. With the recent changes to the base zoning standards (including residential density) and the push to rezone some areas around business nodes to these districts, the parking standard may cause similar issues with what has recently occurred in the CB zoning district. The R-MU-35 and R-MU-45 zoning districts are mapped in areas that are not well served by transit. While this may change in the future, there is no timeline for increasing transit access and frequency in these areas. As a result, the parking requirement should be relaxed in these two districts.
3. Parking standards in the R-MU and MU zoning district.

This section of the offsite parking chapter also includes the R-MU and MU zoning districts. The R-MU zoning district is primarily located in the East Downtown neighborhood and around existing TRAX stations. These areas are well served by transit, bicycle infrastructure, are readily walkable and are close to education, employment and daily needs. The MU zoning district is primarily located north of Downtown between 300 West and 500 West. This area is also better served by transit than most of the City and there are plans for increased transit service in the vicinity of 300 West. This area has seen an increase in residential density over the past few years, but the projects are being constructed with parking numbers that exceed 1 stall per unit. The impact of parking is not as prevalent in these areas as it is in other parts of the City. Therefore, the Planning Division does not believe that a change to the parking standards in the R-MU and MU zoning districts is warranted at this time.

4. Maximum parking allowed with TDM strategies applied.
Travel Demand Management Strategies adopted in 2013 allowed for raising the maximum allowable parking when certain strategies are implemented. These included things like enhanced bicycle parking and bus stops. Since its adoption, the ordinance has proven difficult to understand and calculate, and resulted in some dramatic increases in allowed parking. The recommended change from the current “125% beyond the maximum requirement” which has allowed for double the maximum parking will simply be changed to “double the minimum requirement” when TDM strategies are implemented.
5. Maximum allowance for M-1, M-2, and BP zoning districts West of Redwood.
This change in regulation is in response to some of the issues the City is hearing regarding new development or new businesses looking to locate in the industrial areas. These areas currently have few transportation options, are not well served by transit, and have a high number of jobs. These areas are predominantly industrial and warehouse uses with virtually no adjacent residential property. The maximum parking allowed in these districts in this area has strained some of the new development and had a negative impact on economic activities in this part of the City. The removal of the maximum allowed parking in the M-1, M-2, and BP districts West of Redwood would resolve the issues mentioned.
6. Reformatting and language changes.
These changes are responding to staff input and users of the ordinance having difficulty with how the code is written. The location of Hotel or motel use is currently located under the Residential category of table 21A.44.030 with mention of spaces for dwelling units, which are not allowed. Hotel and Motel is a commercial use and is calculated by the room and should be moved to the Commercial/manufacturing category. District specific minimums and maximums are supplemental to table 21A.44.030 and are currently listed in an alphabetized list with lengthy text descriptions— adding those districts to a table was found to be more legible. The change to maximum parking allowed for all other districts has wording and percentages that are difficult to understand. The language has been changed to reflect a simpler equation that includes a calculation example.

DISCUSSION:

Due to concerns over the one-half stall parking requirement of residents, property owners, developers, and others, staff analyzed a request to amend the minimum parking required in to the CB, CN, RMU, R-MU-35, R-MU-45 RMU and MU zoning districts. The research staff has done on the current practices in the development community, projects that have been recently built, demographic research, transportation division interviews, and contemporary practice in other cities indicates that 1 space per unit minimum is appropriate in the CB, CN, RMU-35 and RMU-45 zoning districts. While no one party agrees on the ideal solution to the off street parking requirements for residential development, we have anecdotal evidence as to what the market is demanding and what is being built. All but one project recently been built in the CB and CN districts have had at least 1 parking space per unit. The one development that has proposed less than 1 space per unit for a mixed use project near 900 East and 900 South, which happens to be a very busy community business district, has raised a great deal of concern.

Parking is a particularly sensitive topic with development that is adjacent to single family neighborhoods, primarily with concerns that parking will overflow onto residential streets and recent development proposals have reopened this concern. Vehicle ownership remains high in Salt Lake City, with approximately 10% of households that have no vehicle available. Regardless of the transportation mode residents choose, the need exists to address vehicle storage.

The proposed changes do not alter any of the alternative parking options in Chapter 21A.44. The Travel Demand Management strategies continue to provide flexibility for parking requirements when certain criteria are met. Changes to the TDM strategy maximum will clarify what has been unclear as a percentage increase of the maximum allowed with strategies. The proposed change will simply allow for doubling the minimum requirement when certain strategies are met. This offers an incentive when applicants desire an increase above the maximum or decrease of the minimum.

Proposed changes to the M-1, M-2, and BP maximum allowed parking are addressing western areas of the city where large scale businesses of manufacturing and warehousing type industries are located. These areas have very few transportation options other than automobile travel, yet have high numbers of jobs. No residential districts exist West of Redwood Road and no negative effects to the community can be seen by making this change.

NEXT STEPS:

The Planning Commission's recommendation for these proposed zoning text amendments will be forwarded on to the City Council for their action. The City Council is the decision-making body for zoning text amendments.

ATTACHMENT A: PROPOSED ORDINANCE

21A.44.030: NUMBER OF OFF STREET PARKING SPACES REQUIRED:**G. Minimum Off Street Parking Requirements:**

1. Applicability: Unless otherwise regulated in the special provisions in subsection G2 of this section, each principal building or use shall provided the minimum number of parking spaces as outlined in table 21A.44.030 of this section:

TABLE 21A.44.030
SCHEDULE OF MINIMUM
OFF STREET PARKING REQUIREMENTS

Residential:	
Bed and breakfast establishment	1 parking space per room
	1 parking space for each living unit containing 2 or more bedrooms
Congregate care facility	$\frac{3}{4}$ parking space for each 1 bedroom living unit
Eleemosynary facility	1 parking space for each family, plus 1 parking space for every 4 individual bedrooms, plus 1 parking space for every 2 support staff present during the busiest shift
Fraternity, sorority or dormitory	1 parking space for each 2 residents, plus 1 parking space for each 3 full time employees. Note: The specific college or university may impose additional parking requirements
Group home	2 parking spaces per home and 1 parking space for every 2 support staff present during the busiest shift
Hotel or Motel	1 parking space for each 2 separate rooms, plus 1 space for each dwelling unit
	2 parking spaces for each dwelling unit containing 2 or more bedrooms
	1 parking space for 1 bedroom and efficiency dwelling
Multiple-family dwellings ¹	$\frac{1}{2}$ parking space for single room occupancy dwellings (600 square foot maximum)
Rooming house	1 parking space for each 2 persons for whom rooming accommodations are provided
Single-family attached dwellings (row house and townhouse) and single-family detached dwellings ²	2 parking spaces for each dwelling unit
Community correctional facility	1 parking space for each 4 residents and 1 parking space for every 2 support staff present during the busiest shift
Two-family dwellings and twin home dwellings	2 parking spaces for each dwelling unit
Institutional:	
Assisted living facility	1 parking space for each 4 employees, plus 1 parking space for each 6 infirmary or nursing home beds, plus 1 parking space for each 4 rooming units, plus 1 parking space for each 3 dwelling units
Auditorium; accessory to a church, school, university or other institution	1 space for each 5 seats in the main auditorium or assembly hall
Daycare, child and adult	2 spaces per 1,000 square feet of usable floor area
Funeral services	space per 4 seats in parlor plus 1 space per 2 employees plus 1 space per vehicle used in connection with the business
Homeless shelters	1 parking space for each employee
Hospital	1.5 parking spaces per hospital bed
Places of worship	1 parking space per 1,000 square feet of seating or congregation area
Sanatorium, nursing care facility	1 parking space for each 6 beds for which accommodations are offered, plus 1 parking space for each 4 employees other than doctors, plus 1 parking space for each 3 dwelling units
Schools:	
8th grades	1 parking space for each 3 faculty members and other full time employees
Senior high school	1 parking space for each 3 faculty members, plus 1 parking space for each 3 full time employees, plus 1 parking space for each 10 students
College/university, general	1 parking space for each 3 faculty members, plus 1 parking space for each 3 full time employees, plus 1 parking space for each 10 students
Vocational/trade school	1 space per 1 employee plus 1 space for each 3 students based on the maximum number of students attending classes on the premises at any time
Recreation, cultural, and entertainment:	
Art gallery/museum/house museum	1 space per 1,000 square feet of usable floor area
Baseball or soccer field	10 spaces per field
Bowling alley	2 spaces per lane plus 1 space for every 2 employees

Club/lodge	3 spaces per 1,000 square feet of usable floor area
Dance/music studio	1 space for every 1 employee
Gym/health club/recreation facilities	3 spaces per 1,000 square feet of usable floor area
Library	1 space per 1,000 square feet of usable floor area
Sports arena/stadium	1 space per 1,000 square feet of seating area
Swimming pool, skating rink or natatorium	1 space per 5 seats and 3 spaces per 1,000 square feet of usable floor area
Tennis court	2 spaces per court
Theater, movie and live	1 space per 4 seats
Commercial/manufacturing:	
Hotel or motel	1 parking space for each 2 separate rooms, plus 1 space for each dwelling unit
Bus facility, intermodal transit passenger hub	1 space per 2 employees plus 1 space per bus
Durable goods, furniture, appliances, etc.	1 space per 500 square feet of usable floor area
General manufacturing	1 space per 3 employees plus 1 space per company vehicle
Radio/TV station	3 spaces per 1,000 square feet of usable floor area
Warehouse	2 spaces per 1,000 square feet of usable floor area for the first 10,000 square feet plus $\frac{1}{2}$ space per 2,000 square feet for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates
Wholesale distribution	1 space per 1,000 square feet of usable floor area for the first 10,000 square feet, plus $\frac{1}{2}$ space per 2,000 square feet of floor area for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates
Retail goods and services:	
Auto repair	1 space per service bay plus 3 spaces per 1,000 square feet for office and retail areas
Car wash	3 stacked spaces per bay or stall, plus 5 stacking spaces for automated facility
Drive-through facility	5 stacking spaces on site per cashier, teller or similar employee transacting business directly with drive-through customers at any given time in addition to the parking required for that specific land use
Outdoor display of merchandise for sale	1 parking space per 1,000 square feet of display area
Restaurants, taverns and social clubs	2 spaces per 1,000 square feet of usable floor area
Retail goods establishment	2 spaces per 1,000 square feet of usable floor area
Retail service establishment	2 spaces per 1,000 square feet of sales floor area
Retail shopping center over 55,000 square feet usable floor area	2 spaces per 1,000 square feet of usable floor area
Office and related uses:	
Financial establishments	2 spaces per 1,000 square feet of usable floor area
General office	3 spaces per 1,000 square feet of usable floor area for the main floor plus $1\frac{1}{4}$ spaces per 1,000 square feet of usable floor area for each additional level, including the basement
Laboratory	2 spaces per 1,000 square feet of usable floor area for the first 10,000 square feet plus $\frac{1}{2}$ space per 2,000 square feet for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates
Medical/dental offices	5 spaces per 1,000 square feet of usable floor area
Miscellaneous:	
Kennels or public stables	1 space per 2 employees
All other uses	3 spaces per 1,000 square feet of usable floor area

Notes:

1. Minimum parking requirements for affordable housing and senior housing: Buildings that have 10 or more residential units with at least 25 percent of the units as either affordable or senior housing shall be allowed to have a minimum of $\frac{1}{2}$ of a parking space provided for each dwelling unit.

2. For specific parking requirements for accessory dwelling units, see section 21A.40.200 of this title.

3. Requirements for buildings with more than one use shall be calculated separately for individual primary use as required and then combined.

2. D-1, D-2 And D-4 Districts District Specific Minimum Requirements:

a. TABLE OF DISTRICT SPECIFIC MINIMUM OFF STREET PARKING REQUIREMENTS:

District	Land Use	Minimum
D-1, D-2, D-4	Residential	$\frac{1}{2}$ space per dwelling unit
	Nonresidential	No spaces required up to 25,000 square feet usable floor area. One space per 1,000 usable square feet over 25,000 square feet thereafter.
D-3, GMU	Residential	$\frac{1}{2}$ space per dwelling unit. 1 space per single family, two family and twin home dwellings.
	Nonresidential	No spaces required up to 10,000 square feet usable floor area. One space per 1,000 usable square feet over 10,000 square feet thereafter.
TSA Core	All uses	No spaces required.
TSA Transition	All uses	50% of required in table 21A.44.030 minimum requirements.
MU, RMU	Residential	$\frac{1}{2}$ space per multifamily dwelling unit. 1 space per single family, two family and twin home dwellings.
RMU-35	Residential	$\frac{1}{2}$ space per dwelling unit.
RMU-45	Residential	1 space per dwelling unit.
CB	Residential	1 space per dwelling unit.
CN	Residential	1 space per dwelling unit.
SR-3	Residential	1 space per dwelling unit

Note: Any use or district not listed in table 21A.030.44a will refer to the minimum requirement in Table 21A.44.030

a. Nonresidential uses: No parking is required for the first twenty five thousand (25,000) square feet of usable floor area. One parking space shall be required for each one thousand (1,000) square feet of usable floor area beyond the first twenty five thousand (25,000) square feet.

b. Single-family attached dwellings and single-family detached dwellings: One parking space shall be required for each dwelling.

c. Two-family dwellings and twin home dwellings: One parking space for each dwelling unit.

d. All other residential uses: One-half ($\frac{1}{2}$) parking space shall be required for each dwelling unit.

3. D-3 And G-MU Districts:

a. Nonresidential uses: No parking is required for the first ten thousand (10,000) square feet of usable floor area. One parking space shall be required for each one thousand (1,000) square feet of usable floor area beyond the first ten thousand (10,000) square feet.

b. Single-family attached dwellings and single-family detached dwellings: One parking space shall be required for each dwelling.

c. Two-family dwellings and twin home dwellings: One parking space for each dwelling unit.

d. All other residential uses: One-half ($\frac{1}{2}$) parking space shall be required for each dwelling unit.

4. TSA District:

a. There are no minimum off street parking requirements in the core area as identified in section 21A.26.078 of this title.

b. The minimum off street parking requirement in a transition area as identified in section 21A.26.078 of this title shall be equal to fifty percent (50%) of the requirement in table 21A.44.030 of this section.

5. R-MU, R-MU-35, R-MU-45 And MU Districts: For single- and two-family residential uses in the R-MU, R-MU-35, R-MU-45 and MU districts, one parking space shall be required for each unit. For multiple-family residential uses, one-half ($\frac{1}{2}$) parking space shall be provided for each dwelling unit.

6. SR-3 District: For single-family attached dwellings and single-family detached dwellings, one parking space for each dwelling unit.

7. CN And CB Districts: For residential uses in the CN and CB districts, not less than one parking space shall be provided for each dwelling unit. For any buildings with two (2) or more types of uses, only one-half ($\frac{1}{2}$) parking space shall be required for each dwelling unit.

H. Maximum Off Street Parking Requirements Allowance:

1. Applicability: The following maximum parking requirements shall apply to all uses regardless of the zone in which they are found, except single-family and two-family residential uses, which are limited to a maximum of four (4) outdoor off street parking spaces, including parking for recreational vehicles.
1. Applicability: For zones not listed below in table 21A.44.0302a All Zoning Districts: For all uses in districts other than the downtown districts, the G-MU district, and the TSA district, the maximum allowable number of parking spaces **allowed** shall be **twenty five percent (25%) greater than the minimum found in table 21A.44.030**. **Formula: .25 x Minimum + Minimum = Maximum** one hundred twenty five percent (125%) of the required minimum as specified in subsection G of this section.

a. District Specific Maximum Parking Allowance

District	Land Use	Maximum
D-1, D-2, D-4	Residential	<u>Equivalent to minimum</u>
	Nonresidential	Up to 25 spaces for first 25,000 square feet. No more than 1 space per 1,000 square feet thereafter.
D-3, GMU	Residential	<u>Equivalent to minimum</u>
	Nonresidential	Up to 10 spaces for first 10,000 square feet. No more than 1 space per 1,000 square feet thereafter.
TSA Core	Residential	1 space per dwelling unit.
	Nonresidential	3 spaces for every 1,000 usable square feet.
TSA Transition	Residential	1 ¹ / ₂ spaces per dwelling unit.
	Nonresidential	3 spaces for every 1,000 usable square feet.
M-1, M-2, BP, AIRPORT	All uses	No maximum for any property located West of the centerline of Redwood Road

Note:

Maximum parking requirements shall apply to all uses regardless of the zone in which they are found, except With the exception of the zones listed above in table 21A.44.030H1a, single-family and two-family residential uses are limited to four (4) outdoor off street parking spaces, including parking for recreational vehicles as identified in section 21A.44.020G.

3. D-1, D-2 And D-4 Districts:

- a. Nonresidential Uses: For the first twenty five thousand (25,000) square feet of usable floor area, the maximum number of allowable parking spaces shall not exceed one parking space for each one thousand (1,000) square feet. In excess of twenty five thousand (25,000) square feet, the maximum number of allowable parking spaces shall not exceed two (2) spaces per one thousand (1,000) square feet of usable floor area.
- b. Residential Uses: The maximum allowable number of parking spaces shall be equivalent to the minimum required for the specific residential use as indicated in subsection G of this section.

4. D-3 And G-MU Districts:

- a. Nonresidential Uses: For the first ten thousand (10,000) square feet of usable floor area, the maximum number of allowable parking spaces shall not exceed one parking space for each one thousand (1,000) square feet. In excess of ten thousand (10,000) square feet, the maximum number of allowable parking spaces shall not exceed two (2) spaces per one thousand (1,000) square feet of usable floor area.
- b. Residential Uses: The maximum allowable number of parking spaces shall be equivalent to the minimum required for the specific residential use as indicated in subsection G of this section.

5. TSA District:

- a. The maximum allowable number of off street parking spaces shall be as follows:

- (1) Residential Uses: One parking space for each dwelling unit in the core area as defined in section 21A.26.078 of this title and one and one-half (1¹/₂) parking spaces for each dwelling unit in the transition area as defined in section 21A.26.078 of this title.
- (2) All Other Uses: Three (3) parking spaces for every one thousand (1,000) square feet of usable floor area in the core and transition areas.
- (3) Mixed Use Developments: The maximum allowable number of off street parking spaces for mixed use developments in both the core and transition areas shall be calculated on the ratios above for each type of use that may occupy each principal building. (Ord. 66-13, 2013; Ord. 62-13, 2013)

21A.44.050: TRANSPORTATION DEMAND MANAGEMENT:**C. Transportation Demand Management Parking Incentives:**

1. Purpose: The following parking incentives are intended to encourage the use of transportation demand management strategies not regulated elsewhere in this subsection. These additional strategies are available to applicants who want to modify the amount of off street parking required by either decreasing the number of spaces below the minimum requirement or increasing the number of spaces beyond the maximum requirement.

2. Applicability: The regulations of this subsection shall only apply to applicants intending to provide transportation demand management elements beyond the required strategies in exchange for modification to the number of required parking spaces. These incentives are available to all new residential and nonresidential uses requiring at least five (5) parking spaces according to section 21A.44.030, table 21A.44.030 of this chapter.

a. Reduction Of The Number Of Required Parking Spaces: The minimum number of off street parking spaces, as determined by section 21A.44.030, table 21A.44.030 of this chapter, can be reduced to seventy five percent (75%) of the minimum requirement provided the applicant fulfills at least two (2) of the minor transportation demand management strategies listed in this subsection. This modification shall only apply to the minimum established in section 21A.44.030, table 21A.44.030 of this chapter prior to any other permitted parking reductions.

b. Increase Of The Maximum Number Of Allowable Parking Spaces: The ~~maximum~~ minimum number of off street parking spaces, as determined by subsection 21A.44.030G of this chapter, can be increased to **double the minimum requirement under table 21A.44.030 and table 21A.44.030a** ~~one hundred twenty five percent (125%) beyond the maximum requirement~~, provided the applicant fulfills at least one of the major transportation demand management strategies and one of the minor transportation demand management strategies listed in this subsection.

4. Eligible Transportation Demand Management Strategies: The strategies are available for use as part of the parking modification incentive process. Strategies not listed here, but demonstrated to meet the intent of this section, may be approved by the planning director.

a. Major transportation demand management strategies:

(1) At least fifty percent (50%) of the required bicycle parking provided in the form of secured long term bicycle parking located in the interior of a building and made available to residents, employees or patrons of the development.

(2) A facility for bicycle or pedestrian commuters that offer at least one unisex shower and five (5) lockers for storage for use by employees of a nonresidential development.

(3) A full service bus stop sited to serve the development's employees or residents, either of new construction or with improvements, such as additional lighting, security features, benches or shelter, to an existing stop. A full service bus stop includes, but is not limited to, full ADA accessibility, a paved pathway to the right of way, trash cans, lighting, a bench and a shaded, sheltered waiting area. The applicant must work with Utah transit authority to establish and verify the long term viability of the proposed or existing bus stop.

(4) An on site business center or satellite office facility, within a residential development, designed to facilitate telecommuting.

(5) An on premises daycare in a nonresidential or mixed use development.

(6) An on premises gym or workout facility for residents or employees with at least four hundred (400) square feet of space dedicated to workout equipment.

(7) An on premises restaurant, cafeteria or lunchroom that provides meals for purchase by employees, residents or patrons of the development.

b. Minor transportation demand management strategies:

(1) Permanently sheltered, covered or secure facilities for the required bicycle parking.

(2) Participation or investment in an approved motor vehicle sharing program, including at least one dedicated parking space for a shared vehicle.

(3) Participation in, investment in or sponsorship of an approved bicycle sharing program.

(4) At least ten percent (10%) of the required parking in the form of dedicated parking spaces for employees participating in a car pool or vanpool program, located as closed as possible to the main entrance.

(5) Unbundled parking provisions, where off street parking can be purchased or rented by residents or tenants independently of a residential unit or nonresidential space within a development. (Ord. 62-13, 2013)

ATTACHMENT B: ANALYSIS OF STANDARDS

As per section 21A.50.050, a decision to amend the text of this title or the zoning map by general amendment is a matter committed to the legislative discretion of the city council and is not controlled by any one standard. In making a decision concerning a proposed text amendment, the City Council should consider the following:

Factor	Finding	Rationale
1. Whether a proposed text amendment is consistent with the purposes, goals, objectives, and policies of the city as stated through its various adopted planning documents;	The proposed amendment is consistent with the purposes, goals, objectives and policies of the city.	<p>Leaving in place the ½ stall minimum requirement for downtown oriented residential areas is consistent with the Transportation Master Plan where it calls for limiting development of new parking spaces in congested areas and areas that are focused on jobs and transit.</p> <p>Residential parking in neighborhoods is addressed by the Transportation Master Plan in that minimum requirements of ½ stall in commercial areas that abut residential neighborhoods may have a negative impact of overflow parking. The Sugar House Master plan specifically calls out that multiple family housing have adequate off-street parking to minimize conflicts with surrounding single-family housing. The Westside Master Plan states that neighborhood nodes not intended to bear heavy load of residential development.”</p> <p>The ½ stall minimum requirement for residential uses within neighborhood commercial areas also impacts short term parking for business patrons. Changing to a 1 stall minimum requirement would free up short term customer parking in community business districts which consistent with the Transportation Master Plan.</p> <p>Changes to the maximum parking awarded for Travel</p>

		Demand Management Strategies will allow for flexibility of expanding parking needs while putting in place amenities that help meet the goals set in the Transportation Master Plan of encouraging bicycle and transit use and other alternative means of transportation.
2. Whether a proposed text amendment furthers the specific purpose statements of the zoning ordinance;	The proposed amendment furthers the specific purpose statements of the zoning ordinance.	The proposals provide an immediate need for orderly use of land and buildings with the changes to neighborhood commercial district minimum requirements being raised to be in line with actual needs. Travel Demand Management maximum allowances are furthering the purposes of the chapter by addressing ambiguity in that section and providing maximum standards.
3. Whether a proposed text amendment is consistent with the purposes and provisions of any applicable overlay zoning districts which may impose additional standards;	At this time, this consideration does not apply.	Changes to parking requirements will not be affected by any overlay district and no overlay imposes any specific standard related to parking.
4. The extent to which a proposed text amendment implements best current, professional practices of urban planning and design.	The proposed amendment is in keeping with the best and current professional practices of urban planning and design.	The proposed ordinance changes are intended to uphold the current state of planning and development, particularly in more urban settings where parking requirements are in step with other major cities. The parking minimums are generally lower than other cities, which supports the need for the change being recommended in this report.
NOTES:		

ATTACHMENT C: PUBLIC PROCESS AND COMMENTS

OPEN HOUSE

Parking Ordinance Changes in Chapter 21A.44 Zoning Amendment

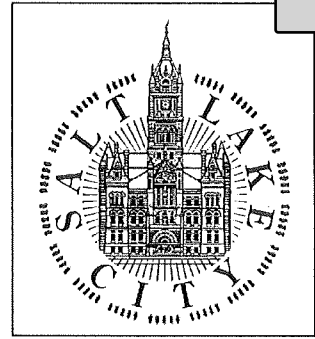
ATTENDANCE ROLL

July 16, 2015

PRINT NAME <u>CAROL WICK</u> ADDRESS <u>877 E 600 S</u> ZIP CODE <u>84102</u> EMAIL <u>IXIZB@aol.com</u>	PRINT NAME <u>Sheila O'Driscoll</u> ADDRESS <u>1888 S. 1800 E</u> ZIP CODE <u>SLC, UT 84108</u> EMAIL <u>sheilakedriscoll.com</u>
PRINT NAME <u>MICHAEL COHN</u> ADDRESS <u>1070 WINDSOR</u> ZIP CODE <u>84105</u> EMAIL <u>MACOHN@COMCAST.NET</u>	PRINT NAME _____ ADDRESS _____ ZIP CODE _____ EMAIL _____
PRINT NAME <u>Anne Cannon</u> ADDRESS <u>1647 Kensington Ave</u> ZIP CODE <u>84105</u> EMAIL _____	PRINT NAME _____ ADDRESS _____ ZIP CODE _____ EMAIL _____
PRINT NAME <u>Judi Short</u> ADDRESS <u>862 Harrison</u> ZIP CODE <u>84105</u> EMAIL <u>jude.short@gmail.com</u>	PRINT NAME _____ ADDRESS _____ ZIP CODE _____ EMAIL _____
PRINT NAME <u>George Chapman</u> ADDRESS <u>1186 S 1100 E</u> ZIP CODE <u>84105</u> EMAIL <u>gecchapman2@gmail</u>	PRINT NAME _____ ADDRESS _____ ZIP CODE _____ EMAIL _____

OPEN HOUSE PUBLIC COMMENT FORM

July 16, 2015



Planning and Zoning Division
Department of Community and
Economic Development

Parking Ordinance Changes in Chapter 21A.44 Zoning Amendment

Name: Sheila O'Driscoll

Address: 1888 S. 1800 E
SLC, UT 84108
Zip Code 84108

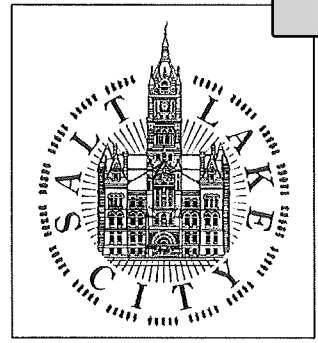
Phone: 801-871-5929 E-mail sherlakodriscoll@gmail.com

Comments: 4:30 - 6 pm is NOT an
appropriate time to hold an openhouse!
Please, don't make a decision w/o
more public input especially regarding
21st & 21st.
More discussion needs to be done
to specify outcomes

Please provide your contact information so we can notify you of other meetings or hearings on this issue. You may submit this sheet before the end of the Open House, or you can provide your comments via e-mail at jp.goates@slcgov.com or via mail at the following address: J.P. Goates, Salt Lake City Planning Division, PO Box 145480, Salt Lake City, UT 84114-5480. Please provide your comments by Wednesday, April 22, 2015.

OPEN HOUSE PUBLIC COMMENT FORM

July 16, 2015



Planning and Zoning Division
Department of Community and
Economic Development

Parking Ordinance Changes in Chapter 21A.44 Zoning Amendment

Name: Anne Cannon

Address: 1647 Kensington Ave.

Zip Code 84105

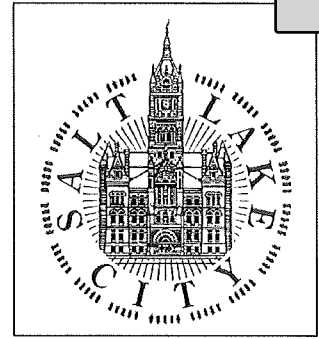
Phone: 801-467-1074 E-mail _____

Comments: Definately needs to improve
current parking ordinance to ~~provide~~ ^{housing}
require adauquate parking for ~~businesses~~ ^{housing}. Sugg.
housing one stall per. bedroom & above &
below ground if necessary

Please provide your contact information so we can notify you of other meetings or hearings on this issue. You may submit this sheet before the end of the Open House, or you can provide your comments via e-mail at jp.goates@slcgov.com or via mail at the following address: J.P. Goates, Salt Lake City Planning Division, PO Box 145480, Salt Lake City, UT 84114-5480. Please provide your comments by Wednesday, April 22, 2015.

OPEN HOUSE PUBLIC COMMENT FORM

July 16, 2015



Planning and Zoning Division
Department of Community and
Economic Development

Parking Ordinance Changes in Chapter 21A.44 Zoning Amendment

Name:

Jude Short

Address:

862 Harrison St

Zip Code

Phone:

801.487.7387

E-mail

jude.short@gmail.com

Comments:

We need 1 stall per bedroom. Need to consider
the impact of commercial parking and housing
together. They are not separate issues.

Commercial uses a lot more but all the businesses
count the same 25 stalls which makes a shortage.

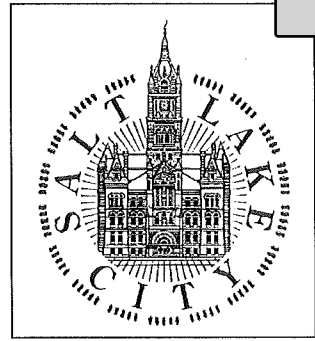
Don't close alley anywhere. People can't park in the
back so have to park on the streets in the surrounding

Please provide your contact information so we can notify you of other meetings or hearings on this issue. You may submit this sheet before the end of the Open House, or you can provide your comments via e-mail at jp.goates@slcgov.com or via mail at the following address: J.P. Goates, Salt Lake City Planning Division, PO Box 145480, Salt Lake City, UT 84114-5480. Please provide your comments by Wednesday, April 22, 2015.

neighborhoods.

OPEN HOUSE PUBLIC COMMENT FORM

July 16, 2015



Planning and Zoning Division
Department of Community and
Economic Development

Parking Ordinance Changes in Chapter 21A.44 Zoning Amendment

Name:

Carol Wicks

Address:

877 E 600 South
SLC

Zip Code

84102

Phone:

801-897-1717

E-mail

lx12B@aol.com

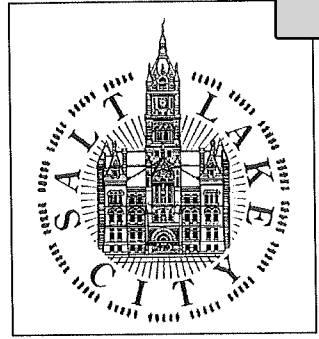
Comments:

Let's not create another
parking nightmare like San Francisco
and Los Angeles - I used
to live there!

Please provide your contact information so we can notify you of other meetings or hearings on this issue. You may submit this sheet before the end of the Open House, or you can provide your comments via e-mail at jp.goates@slcgov.com or via mail at the following address: J.P. Goates, Salt Lake City Planning Division, PO Box 145480, Salt Lake City, UT 84114-5480. Please provide your comments by Wednesday, April 22, 2015.

OPEN HOUSE PUBLIC COMMENT FORM

July 16, 2015



Planning and Zoning Division
Department of Community and
Economic Development

Parking Ordinance Changes in Chapter 21A.44 Zoning Amendment

Name: MICHAEL COHN

Address: 1070 WINDSOL ST

Zip Code 84105

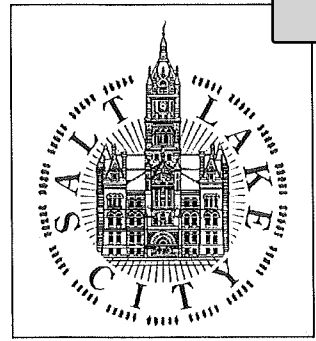
Phone: 866 518 8005 E-mail MACOHN9@COMCAST.NET

Comments: I SUPPORT THESE CHANGES
THERE IS NOT ENOUGH PARKING IN
THE 9TH & 10TH AREA, AND THE MUTUAL
BENEFIT SUB DEVELOPMENT IS TOO
BIG WITH NOT ENOUGH PARKING.

Please provide your contact information so we can notify you of other meetings or hearings on this issue. You may submit this sheet before the end of the Open House, or you can provide your comments via e-mail at jp.goates@slcgov.com or via mail at the following address: J.P. Goates, Salt Lake City Planning Division, PO Box 145480, Salt Lake City, UT 84114-5480. Please provide your comments by Wednesday, April 22, 2015.

OPEN HOUSE PUBLIC COMMENT FORM

July 16, 2015



B.2.i

Planning and Zoning Division
Department of Community and
Economic Development

Parking Ordinance Changes in Chapter 21A.44 Zoning Amendment

Wingpoint

Name:

Address:

Name:

George Chapman

Address:

1186 S. 1100 E

COMMENTS:

No parking we should require
maximums

more than one space

per unit - studies

show 1.5 + / unit

Parking for new development
should not impact
nearby residents & businesses.

Goates, Jonathan

From: Maggie Shaw [maggie.shaw@hsc.utah.edu]
Sent: Tuesday, July 14, 2015 10:13 AM
To: Goates, Jonathan
Subject: Parking planning in SLC

Greetings,

I am writing as I can not attend the open house. I am concerned with recent developments in the 9th and 9th area. Available parking for the very large building that is proposed in place of Mutual Beauty supply, needs review. Allowing only 1/2 a parking stall, would be very problematic in this area. In a perfect world reduced parking regulation would be applicable if we had good city mass transit. We do not. In fact we are far from it. Reduced parking works in places like Portland, Oregon. Portland has a very user friendly mass transit system . It is easier and cheaper to use mass transit. In Salt Lake City the reverse is true. Until this is corrected, we need to maintain parking spaces that make areas like 9th and 9th user friendly. If we do not those businesses will suffer, as will the neighborhood. So please do not reduce parking or allow greater densities of population until we have a better transit system. To do otherwise invites a disaster for areas that are now a wonderful part of Salt Lake.

Sincerely,
Maggie Shaw

Attachment: Admin - 4B August 12, 2015 Planning Commission Staff Report (1343 : Ordinance: Off Street Parking Zoning Text Amendment)

From: Steve Barth [<mailto:sbstrat@xmission.com>]

Sent: Wednesday, July 22, 2015 10:43 AM

To: Jill.Love@slcgov.com

Subject: Parking

Jill,

These are some suggested changes on the parking maximum/ minimum.

Barth

The section of the zoning ordinance that deals with modifications to increase the maximum is found

here: http://www.sterlingcodifiers.com/codebook/index.php?book_id=672§ion_id=928646

In the industrial areas (M-1 and M-2 zoning districts) the maximum is determined by the use and is equal to 125% of the minimum. So, if the minimum was 10, the maximum would be 12.5 stalls. The zoning ordinance allows you to increase the maximum by 125% if you do certain things. We have interpreted this calculation to be the maximum+125%(maximum). In this example, the maximum

is 12.5, so $12.5 + 125\%(12.5)$, which equals $12.5 + 15.625 + 28$ stalls.

The things that you have to do in order to exceed the maximum is to incorporate one item from the first list (called major transportation demand strategies) and one item from the second list (minor transportation demand strategies):

Major:

- (1) At least fifty percent (50%) of the required bicycle parking provided in the form of secured long term bicycle parking located in the interior of a building and made available to residents, employees or patrons of the development.
- (2) A facility for bicycle or pedestrian commuters that offer at least one unisex shower and five (5) lockers for storage for use by employees of a nonresidential development.
- (3) A full service bus stop sited to serve the development's employees or residents, either of new construction or with improvements, such as additional lighting, security features, benches or shelter, to an existing stop. A full service bus stop includes, but is not limited to, full ADA accessibility, a paved pathway to the right of way, trash cans, lighting, a bench and a shaded, sheltered waiting area. The applicant must work with Utah transit authority to establish and verify the long term viability of the proposed or existing bus stop.
- (4) An on site business center or satellite office facility, within a residential development, designed to facilitate telecommuting.
- (5) An on premises daycare in a nonresidential or mixed use development.
- (6) An on premises gym or workout facility for residents or employees with at least four hundred (400) square feet of space dedicated to workout equipment.
- (7) An on premises restaurant, cafeteria or lunchroom that provides meals for purchase by employees, residents or patrons of the development.

Minor:

- (1) Permanently sheltered, covered or secure facilities for the required bicycle parking.
- (2) Participation or investment in an approved motor vehicle sharing program, including at least one dedicated parking space for a shared vehicle.
- (3) Participation in, investment in or sponsorship of an approved bicycle sharing program.
- (4) At least ten percent (10%) of the required parking in the form of dedicated parking spaces for employees participating in a car pool or vanpool program, located as closed as possible to the main entrance.
- (5) Unbundled parking provisions, where off street parking can be purchased or rented by residents or tenants independently of a residential unit or nonresidential space within a development.

The things that you have to do in order to exceed the maximum is to incorporate one item from the first list (called major transportation demand strategies) and one item from the second list (minor transportation demand strategies):

Major:

No mass transit pick up or drop off is available within $\frac{1}{2}$ mile.

If a bicycle commuter would be required to cross a major arterial thoroughfare such as highways, freeways and active rail.

If at least 50% of the required bicycle parking provided in the form of secured long term bicycle parking located in the interior or exterior of a building and made available to residents, employees or patrons of the development.

Manufacturing and distribution buildings will be designed with sufficient infrastructure for Tenants to provide employees availability to telecommute.

If the building resides in an M-1, M1-A, or M-2 zoned master planned business park where 30% or more of the average daily traffic at the building's lot-street frontage is caused by Semi-Tractor Trailer traffic.

If no restaurant or food service is available within ½ mile as calculated by the liner feet of surface streets to said services.

Minor:

5% van/ carpool or ride sharing

Due to heavy truck traffic, and if there shouldn't be on street parking because it is unsafe, then we should be able to increase the on-site parking.

If your building is 20% or more office by square footage, parking minimums are waived.

Sent from my iPad

Public Notice, Meetings, Comments

The following is a list of public meetings that have been held, and other public input opportunities, related to the proposed project:

Planning Commission petition initiation on May 27, 2015

Planning Commission work session update July 8, 2015

Public Open House July 16, 2015

Planning Commission Hearing August 12, 2015

Open House:

Because this zoning text amendment impacts the entire city and not just a specific community council, an open house was held on July 16, 2015. All recognized community based organizations were notified of the open house. A total of six individuals signed in and filled out comment sheets. These are attached in Attachment C.

Zoning text amendments require that both the Planning Commission and the City Council hold a public hearing giving the public further opportunities to voice their opinion. With this proposal the specific areas of the city that have been identified for a change in zoning apply to the CB, CN, RMU-35, RMU-45, M-1, M-2, and BP districts, and Citywide.

Notice of the public hearing for the proposal included:

Public work session notice posted on June 25, 2015

Public Open House notice posted on July 2, 2015

Public notice posted on City and State websites and Planning Division list serve: July 30, 2015

Public Input:

The feedback received in the form of telephone interviews, emails, and a public open house indicates a unanimous support or feeling that it is logical to increase the parking minimum for neighborhood oriented business districts from ½ space to 1 space. No input was received regarding maximum parking changes to the M-1, M-2, and BP districts or the TDM maximum change.

ATTACHMENT D: DEPARTMENT REVIEW COMMENTS

Input was requested from all pertinent city divisions and departments. No comments were received from other city divisions/departments with regard to these proposed amendments.

ATTACHMENT E: MOTIONS

Potential Motions

Consistent with Staff Recommendation:

Based on the findings in the staff report, public input, and further discussion, I move to transmit a favorable recommendation to the City Council to adopt proposed text amendments to the parking standards in Title 21A.44 as such:

- Raise the minimum off street parking requirements in the CB, CN, R-MU-35 and R-MU-45 from ½ space per dwelling unit to 1 space per dwelling unit.
- Remove the maximum parking allowed in the M-1, M-2, and BP districts West of Redwood Road.
- Amend the Travel Demand Management strategy maximum to double the required minimum parking.
- Change the text description of the maximum parking calculation and reformat various text orientations in Chapter 21A.44

Not consistent with Staff Recommendations:

Based on the staff report information, public input and discussion and the following finding(s), I move that the Planning Commission transmit a negative recommendation to the City Council relating to parking changes and amendments to Title 21A.44 which would:

- Raise the minimum off street parking requirements in the CB, CN, R-MU-35 and R-MU-45 from ½ space per dwelling unit to 1 space per dwelling unit.
- Lift the maximum parking allowed in the M-1, M-2, and BP districts West of Redwood Road
- Amend the Travel Demand Management strategy maximum to double the minimum parking required.
- Change the text description of the maximum parking calculation and reformat various text orientations in Chapter 21A.44

The Planning Commission shall make findings on the Zoning Text Amendment standards as listed below:

1. Whether a proposed text amendment is consistent with the purposes, goals, objectives, and policies of the City as stated through its various adopted planning documents;
2. Whether a proposed text amendment furthers the specific purpose statements of the zoning ordinance;
3. The extent to which a proposed map amendment will affect adjacent properties;
4. Whether a proposed text amendment is consistent with the purposes and provisions of any applicable overlay zoning districts which may impose additional standards; and
5. The extent to which a proposed text amendment implements best current, professional practices of urban planning and design.

4c. PLANNING COMMISSION MINUTES FOR AUGUST 12, 2015

[7:25:16 PM](#)

Off Street Parking Ordinance - A request by the Planning Commission to make changes to the minimum off street parking requirements in Title 21A.44 Off Street Parking, Mobility and Loading. The changes include raising the minimum of 1/2 stall per residential dwelling for mixed use projects in the CN, CB, R-MU-35 and R-MU-45 zoning districts, lifting the maximum parking for manufacturing districts west of Redwood Road, adjusting the maximum parking requirement for Travel Demand Management incentives, and some clarification and reformatting of the ordinance language. Other related sections of Title 21A may also be modified as part of this request. The changes would apply to the affected zoning districts and citywide. (Staff contact: J.P. Goates at (801) 535-7236 or jonathan.goates@slcgov.com.) Case number PLNPCM2015-000430

Mr. Jonathan Goates, Principal Planner, reviewed the petition as presented in the Staff Report (located in the case file). He stated Staff was recommending that the Planning Commission forward a positive recommendation to the City Council regarding the petition.

Ms. Shepard reviewed the reasoning behind the changes and making better for the public.

The Commission thanked Staff for reviewing the ordinance.

PUBLIC HEARING [7:30:44 PM](#)

Chairperson Ruttinger opened the Public Hearing, seeing no one in the audience wished to speak. Chairperson Ruttinger closed the Public Hearing.

MOTION [7:31:03 PM](#)

Commissioner Guilkey stated regarding PLNPCM2015-00430 Off Street Parking Ordinance Text Changes, based on the findings in the Staff Report, public input, and further discussion, he moved to transmit a favorable recommendation to the City Council to adopt proposed text amendments to the parking standards in Title 21A.44 with changes one through four as listed in the Staff Report. Commissioner Drown seconded the motion. The motion passed unanimously

The meeting adjourned at [7:32:02 PM](#)

4d. JULY 8, 2015 PLANNING COMMISSION MEMORANDUM



MEMORANDUM

PLANNING DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission

From: J.P. Goates, Principal Planner 801-535-7236
Nick Norris, Planning Manager 801-535-6173

Date: July 1, 2015

Re: Staff update for PLNPCM2015-00430 related to Off Street Parking in Zoning Ordinance Chapter 21A.44

The purpose of this memo is to provide the Planning Commission an update of staff progress regarding petition PLNPCM2015-00430 and changes to off street parking requirements in Zoning Ordinance Chapter 21A.44 pertaining to the CB, CN, RMU, R-MU-35, R-MU-45 and MU zoning districts..

Planning staff has done research on the current practices in the development community, projects that have been recently built, demographic research, transportation division interviews, and contemporary practice in other cities. While no one party agrees on the ideal solution to the off street parking requirements for residential development, we have anecdotal evidence as to what the market is demanding and what is being built.

Preliminary Findings

Demographic research from the American Community Survey for Salt Lake City suggests that access to at least one vehicle per household remains high. Vehicle access has declined slightly since 2009— which indicates a trend in the direction of requiring less parking. However, just 4.4% of owner occupied residences have no access to a vehicle.

The non-owner occupied households in Salt Lake City have a much lower percentage of households with no access to a vehicle, at 20.3%. This statistic may be a function of income, household size and location, among others. We feel in the context of our city, the conclusion may be drawn that apartments that have good access to transit, jobs, and services require less parking such as RMU zoned residences (see Cowboy Partners interview), and higher income households further from transit, jobs and services will have higher vehicle ownership and require more parking.

2009	Occupied HU		Owner Occupied		Renter Occupied	
VEHICLES AVAILABLE						
No vehicle available	10.90%	+/-0.8	3.30%	+/-0.6	18.80%	+/-1.4
1 vehicle available	40.40%	+/-1.1	31.50%	+/-1.4	49.50%	+/-1.7
2 vehicles available	34.60%	+/-1.2	44.20%	+/-1.6	24.70%	+/-1.6
3 or more vehicles available	14.10%	+/-0.7	21.00%	+/-1.2	7.00%	+/-0.8

2013	Occupied HU		Owner Occupied		Renter Occupied	
VEHICLES AVAILABLE						
No vehicle available	12.40%	+/-0.8	4.40%	+/-0.6	20.30%	+/-1.4
1 vehicle available	40.40%	+/-1.2	31.50%	+/-1.5	49.10%	+/-1.8
2 vehicles available	33.30%	+/-1.1	43.70%	+/-1.5	23.00%	+/-1.7
3 or more vehicles available	13.90%	+/-0.7	20.50%	+/-1.2	7.50%	+/-0.9

Some of the recent projects in the applicable districts have been researched and found to be parked at the following ratios:

CB and CN Districts

- 1700 S 900 E “BlueKoi” luxury apartments — 2 stalls per unit
- 21st & View St. apartments —1 stall per unit w/on street for commercial
- 1321 S 500 E townhomes — 2 per unit
- 700 S 900 W apartments — 1.5 per unit surface parking
- 9th S Lincoln mixed use apartments — .86 per unit

MU, RMU

- Liberty City Walk apartments — 1 per unit (36%) utilized

RMU-35, RMU-45

- No new projects have been built in these zones. These districts are new to the ordinance and are intended to fill the density gaps between what is allowed in the CB and CN and potential for more intense use as per community master plans.

Community discussions

An interview with Cowboy Partners revealed that the builder would not park any product in a CB, CN, RMU-35, RMU-45 type district at less than 1 stall per dwelling due to concern of not being able to lease the unit.

The chair of the 9th and 9th business district was contacted...

Summary of Findings

Planning staff feels that while goals set by the City and Region have aimed to reduce automobile use, the reality remains that a continually high percentage of residences have access to at least one vehicle and in the CB and CN districts the likelihood of residential households to own vehicles is high. Many of the community nodes in our city abut or are generally adjacent to low density residential neighborhoods and the parking characteristics for residences at these nodes are thought to be similar to the surrounding residences. This demand is also compounded by commercial uses and mixed use projects. Overflow parking onto residential streets is the primary concern among residents adjacent to successful community business nodes. Based on staff research the development community have proposed only one project in any of these districts with less than 1 stall per residential dwelling.

The existing MU and RMU districts are geographically located either immediately adjacent to the central business district of downtown Salt Lake City and/or have direct access to frequent reliable transit. These districts generally do not abut single family neighborhoods and on street parking is abundant on wide streets with little or no impact to residences. Developers have already built projects in these districts with less than 1 stall per dwelling without major concern.

The RMU-35 and RMU-45 districts currently only exist in two specific locations in the City and there has been no new development to base any conclusions upon. However, the intent of these districts is to provide options for more intense development that fit into CB or CN type locations under community master plan future land uses. These districts could pose the same issues as the CB and CN when integrated into single family neighborhoods. The likelihood that developers would build projects with less than 1 stall per unit is low and community concern with overflow parking may be high.

While goals set by the City and Region have aimed to reduce automobile use, the reality remains that a continually high percentage of residences have access to at least one vehicle. In districts without immediate access to jobs and services

regardless of commuting choices, household size and vehicle ownership warrants the storage of one vehicle at a minimum.

Additional Findings

As part of the research staff has conducted, we have found additional issues that also have immediate need to be addressed in Chapter 21A.44 . Parts of the chapter also have been in need of reformatting for clarity. These items are either a result of interview findings or other City initiatives that require attention:

- Reformat district specific minimum and maximum off street parking sections
- Lift Maximum allowance for M-1 and M-2 West of Redwood
- Change calculation language for parking maximum
- Change TDM maximum strategy to clarify allowable increase

Next Steps

The Planning Staff hopes the direction of our research and findings indicate the direction we will go with our recommendations. It is also important to note that many other strategies exist to address parking issues. The Transportation Division currently has a parking study underway and many new initiatives may come of their findings. The issues that result from increased parking demand will likely arise again and changes to minimum requirements will not replace more comprehensive parking strategies.

If the Planning Commission feels that the initial research by planning staff is adequate, the next steps will follow the required public outreach process of public notice, and an open house. The planning staff will also meet with, and present to any organizations that request a meeting. Staff recommendations will be brought back to the Planning Commission within 2 months. The Commission will make a recommendation to the City Council. The Council will then decide to approve, approve with modifications, or deny the petition.

4e. PLANNING COMMISSION MINUTES FOR JULY 8, 2015

8:30:04 PM

Off Street Parking Standards Update – The Planning Commission has requested an update on the status of proposed changes that will affect Title 21A.44.030- Number of Off Street Parking Spaces Required under the Salt Lake City Zoning Ordinance. The changes would affect the parking requirements for mixed use developments in certain zoning districts, clarify the maximum parking requirements and address issues related to exceeding the maximum off street parking requirements. Related provisions of Title 21A Zoning may also be amended as part of this petition (Staff contact: J.P. Goates at (801) 535-7236 or jonathon.goates@slcgov.com). Case number PLNPCM2015-00430

Mr. Jonathon Goates, Principal Planner, reviewed the petition as presented in the Staff Report (located in the case file). He stated Staff was asking the Planning Commission for direction and input on the petition.

The Commission and Staff discussed the following:

- The Parking study for the proposal.
- Why Developers preferred to not have less than one stall per unit for their developments.
- The Open House for the proposal.
- Where Staff thought a half parking stall per unit was appropriate for developments.
- Parking maximums on the Westside.
- How tandem parking was addressed in the proposal.
- The time line for the proposal.

8:50:05 PM

5. ORIGINAL PETITION

Zoning Amendment



SALT LAKE CITY PLANNING

☒ Amend the text of the Zoning Ordinance ☐ Amend the Zoning Map

OFFICE USE ONLY

Received By: <i>K. Lindquist</i>	Date Received: <i>5/28/15</i>	Project #: <i>PLNPLM2015-00430</i>
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Name or Section/s of Zoning Amendment:

PLEASE PROVIDE THE FOLLOWING INFORMATION

Address of Subject Property (or Area):

NA

Name of Applicant: <i>S.L.C. Planning Commission</i>	Phone: <i>801-535-7757</i>
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Address of Applicant: <i>451 S. State St Rm 406</i>	<i>SLC UT 84104</i>
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E-mail of Applicant:	Cell/Fax:
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Applicant's Interest in Subject Property:

☐ Owner ☐ Contractor ☐ Architect ☒ Other:

Name of Property Owner (if different from applicant):

E-mail of Property Owner:	Phone:
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➔ **Please note** that additional information may be required by the project planner to ensure adequate information is provided for staff analysis. All information required for staff analysis will be copied and made public, including professional architectural or engineering drawings, for the purposes of public review by any interested party.

AVAILABLE CONSULTATION

➔ If you have any questions regarding the requirements of this application, please contact Salt Lake City Planning Counter at (801) 535-7700 prior to submitting the application.

REQUIRED FEE

- ➔ Filing fee of **\$953** plus **\$119** per acre in excess of one acre,
- ➔ Text amendments will be charged **\$100** for newspaper notice.
- ➔ Plus additional fee for mailed public notices.

SIGNATURE

➔ If applicable, a notarized statement of consent authorizing applicant to act as an agent will be required.

Signature of Owner or Agent: <i>[Signature]</i> <i>planning commission chair</i>	Date: <i>5/27/2015</i>
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Updated 2/20/15

Attachment: Admin - 5 Original Petition (1343 : Ordinance: Off Street Parking Zoning Text Amendment)

SUBMITTAL REQUIREMENTS

Staff Review

1. Project Description (please attach additional sheets.)

- | | | |
|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | A statement declaring the purpose for the amendment. |
| <input type="checkbox"/> | <input type="checkbox"/> | A description of the proposed use of the property being rezoned. |
| <input type="checkbox"/> | <input type="checkbox"/> | List the reasons why the present zoning may not be appropriate for the area. |
| <input type="checkbox"/> | <input type="checkbox"/> | Is the request amending the Zoning Map?
If so, please list the parcel numbers to be changed. |
| <input type="checkbox"/> | <input type="checkbox"/> | Is the request amending the text of the Zoning Ordinance?
If so, please include language and the reference to the Zoning Ordinance to be changed. |

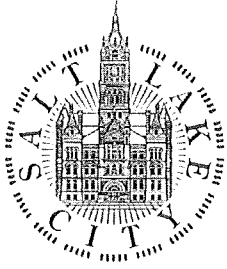
WHERE TO FILE THE COMPLETE APPLICATION

<i>Mailing Address:</i>	Planning Counter PO Box 145471 Salt Lake City, UT 84114	<i>In Person:</i>	Planning Counter 451 South State Street, Room 215 Telephone: (801) 535-7700
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INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

_____ I acknowledge that Salt Lake City requires the items above to be submitted before my application can be processed. I understand that Planning will not accept my application unless all of the following items are included in the submittal package.

Attachment: Admin - 5 Original Petition (1343 : Ordinance: Off Street Parking Zoning Text Amendment)



Staff Report

PLANNING DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission

From: Nick Norris, Planning Manager 801-535-6173 (nick.norris@slcgov.com)
JP Goates, Principal Planner 801-535-7236 (jp.goates@slcgov.com)

Date: May 27, 2015

Re: Initiating a petition related to Zoning Ordinance Chapter 21A.44

REQUEST: Over the past few months, the Planning Commission has expressed interest in changing some of the off street parking requirements in the CB, CN, RMU, R-MU-35, R-MU-45 and MU zoning districts.

RECOMMENDATION: Based on the information in this report, Planning Staff recommends that the Planning Commission consider initiating a petition that would consider changes to zoning ordinance chapter 21A.44 Off Street Parking. A recommended motion to initiate this petition is as follows:

I move that the Planning Commission initiate a petition to consider changes to Zoning Ordinance Chapter 21A.44 Off Street Parking that includes the following items:

1. Modification of the standards to establish a minimum of 1 stall per residential unit in the CB, CN, R-MU-35, and R-MU-45 zoning districts; and
2. Evaluate the parking standard in the R-MU and MU zoning districts that allow a minimum of 1/2 stall per unit in a mixed use development.

ATTACHMENTS:

- A. Vicinity Map

PROJECT DESCRIPTION:

In 2013, the City Council adopted a "Transportation Demand Management" ordinance that modified some of the off street parking requirements in chapter 21A.44 of the zoning ordinance. These changes included using reduced parking requirements in some zoning districts to incentivize mixed use development.

Since that time, residents, property and business owners, developers and others have identified some sections of the off street parking chapter that are problematic. The below issues are sections of the ordinance that fall into this category:

- Standard of 1/2 parking stall per unit for mixed use developments in the CB, CN, R-MU-35 and R-MU-45 zoning districts. Recent development is proposing parking standards less than 1 stall per unit in areas of the City that do not yet have adequate transit service, bicycle infrastructure, land uses, etc. to support less than 1 stall per residential unit.

KEY ISSUES:

The key changes are outlined below.

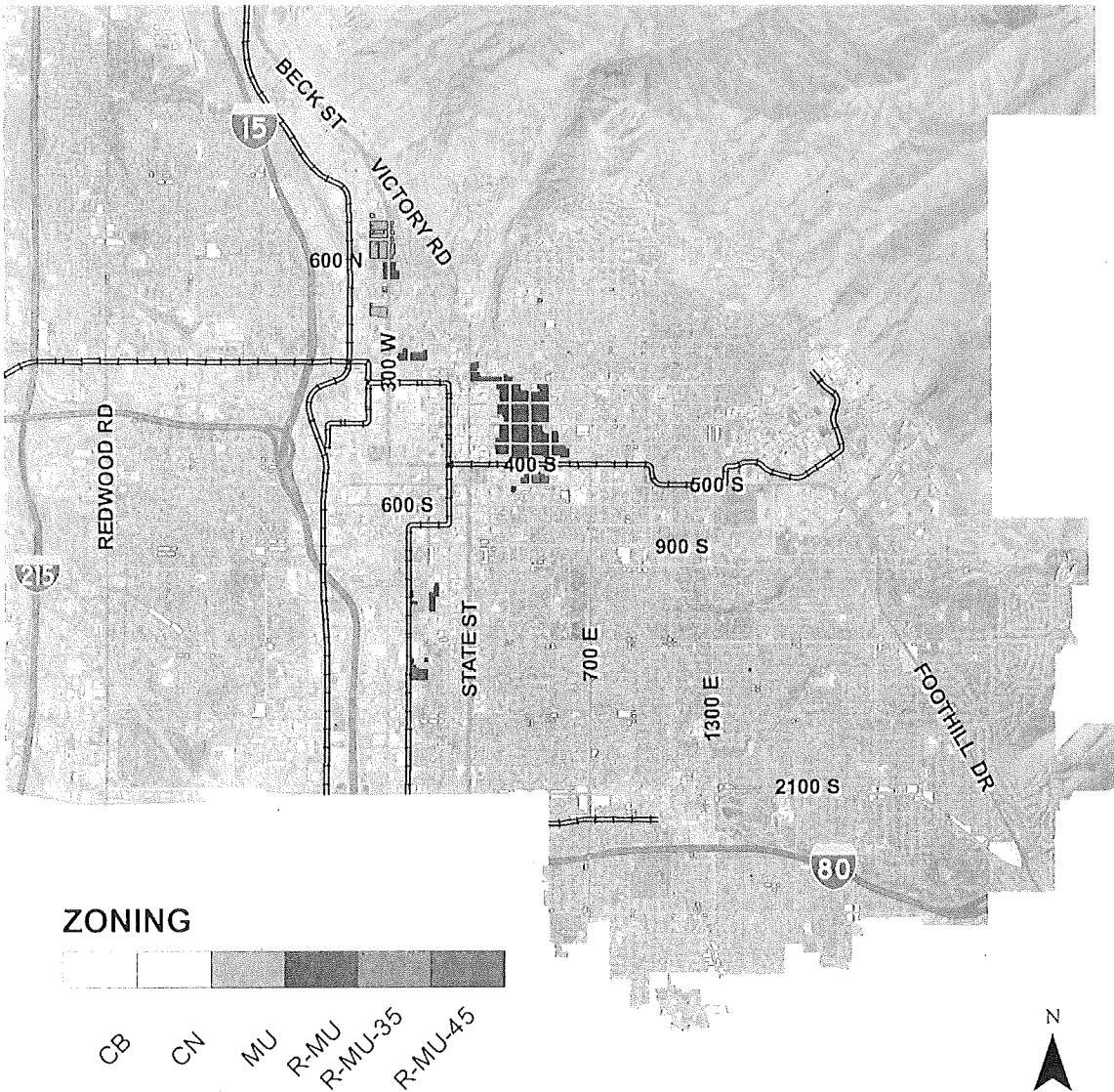
1. Parking standard in the CB and CN zoning districts.
This issue has come to the forefront due to a recent development proposal that was proposing less than 1 stall per unit. The standard in the zoning ordinance for these zoning districts allows a reduction to ½ stall per unit for mixed use developments. If a development only contains multi-family residential uses, the minimum requirement is 1 stall per unit. The scope of this change would be to delete the section of the ordinance that allows the reduction to ½ stall per unit in mixed use developments. The result would be a minimum of 1 stall per unit whether the development was straight residential or mixed use.
2. Parking standard in the R-MU-35 and R-MU-45 zoning districts
The minimum parking standard for multi-family residential uses is ½ stall per unit in the R-MU-35 and R-MU-45 zoning district. With the recent changes to the base zoning standards (including residential density) and the push to rezone some areas around business nodes to these districts, the parking standard may cause similar issues with what has recently occurred in the CB zoning district. The R-MU-35 and R-MU-45 zoning districts are mapped in areas that are not well served by transit. While this may change in the future, there is no timeline for increasing transit access and frequency in these areas. As a result, the parking requirement should be modified to require a minimum of 1 stall per unit in mixed use developments located in these two districts.
3. Parking standards in the R-MU and MU zoning district
This section of the offsite parking chapter also includes the R-MU and MU zoning districts. The R-MU zoning district is primarily located in the East Downtown neighborhood and around existing Trax stations. These areas are well served by transit, bicycle infrastructure and are readily walkable. The MU zoning district is primarily located north of Downtown between 300 West and 500 West. This area is also better served by transit than most of the City and there are plans for increased transit service in the vicinity of 300 West. This area has seen an increase in residential density over the past few years, but the projects are being constructed with parking numbers that exceed 1 stall per unit. The impact of parking is not as prevalent in these areas as it is in other parts of the City and they are more urban in nature than some of the neighborhood business districts. Therefore, the Planning Division does not believe that a review of the parking standards in the R-MU and MU zoning districts is warranted at this time. However, if the Planning Commission feels that further review is warranted, it could be included in this project.

NEXT STEPS:

If a petition is initiated, the Planning Division will begin working on the proposed changes. The process will include a public engagement phase prior to hearings with the Planning Commission. It is anticipated that the matter will be brought back to the Planning Commission in the next 2-3

months. The Commission will make a recommendation to the City Council. The Council will then decide to approve, approve with modifications, or deny the petition.

ATTACHMENT A: VICINITY MAP



[7:40:17 PM](#)

Petition Initiation - The Planning Commission may discuss initiating a petition related to the parking standards in Zoning Ordinance section 21A.44. Specifically, the Planning Commission may consider starting the process to modify the minimum off street parking requirements for mixed used developments.

Mr. JP Goates, Principal Planner, reviewed the petition as presented in the Memorandum (located in the case file). He asked the Commission for their input on the proposal.

The Commission and Staff discussed the following:

- The rationale behind allowing a half parking stall per dwelling unit in a mixed use.
 - To incentivize mixed use development and lower the parking requirements in community business and neighborhood commercial districts.
- If having less parking incentivized commercial uses.
 - In mixed uses it did.
- Incentivizing was great there needed to be a threshold on how much it could be reduced and not allow residential units to have half stall parking.
- Should allow only a percent of the parking to be reduced for mixed use buildings.
- Based it on a ratio of the development such as commercial versus residential.
- Should also relate to the actual size of the commercial space.
- Reduced parking may be viable in areas like the TSA zones but did not work everywhere.
- Should be a sliding scale.
- How parking is calculated for residential, mixed use and commercial buildings.
- Requiring parking for the retail portions of a mixed use development to be calculated off of square footage/use.
- Allow for reduced parking for the retail portion but maintain the one stall per unit for residential.
- In some zones the allowing a half stall for residential zoning was not enough.
- City is trying to promote other modes of transportation but there are areas in the city where a vehicle is a necessity.
- Promoting more shared parking spaces in the city.
- Parking management on private property.
- How parking is regulated in the city and incentivizing shared parking.
- City only controls the number of stalls provided but cannot control how the parking is managed or divided.
- The current standard creates a loop hold for developers to add small retail spaces to large residential buildings in order to be allowed to reduce the parking.
- The history of parking in the city and what happens when older buildings are required to have parking that was not required when the building was constructed.
- Staff will look at how to create a scale to measure parking but care needed to be taken to not make the ordinance burdensome to understand or apply.

- If the best thing would be to simply require one stall per residential unit in a mixed use.
- Allowing the development community and RDA to give their input on the proposal.
- The process that would be followed before a Public Hearing was held.
- The parking requirements for SROs.

MOTION [8:04:36 PM](#)

Commissioner Guilkey stated, he moved that the Planning Commission initiate a petition to consider changes to Zoning Ordinance Chapter 21A.44 Off Street Parking that includes the following items:

1. Modification of the standards to establish a minimum of 1 stall per residential unit in the CB, CN, R-MU-35, and R-MU-45 zoning districts; and
2. Evaluate the parking standard in the R-MU and MU zoning districts that allow a minimum of ½ stall per unit in a mixed use development.
3. Planning Staff will come back to the Planning Commission in roughly 90 days for a Public Hearing.

Commissioner Drown seconded the motion

The Commission discussed if it was beneficial to stipulate the ratio for parking stalls before additional information was obtained from the development community. It was stated that the Commission was only initiating a petition and not recommending anything concrete at this time.

Staff explained the challenge of the 90 day time frame and the amount of work that would need to be done in that time.

Commissioner Guilkey amended the motion to state Planning Staff would return in 90 days with a status report.

Commissioner Drown seconded the amendment.

The Commission and Staff discussed what the motion was allowing and that the process would include gathering further input. Staff stated they would also look at city parking trends.

Commissioners Dean, Hoskins, Guilkey, Gallegos and Drown voted “aye”. Commissioner Taylor voted “nay” the motion passed 5-1

The meeting adjourned at [8:09:04 PM](#)