

MEMORANDUM

451 South State Street, Room 406
Salt Lake City, Utah 84111
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Planning and Zoning Division
Department of Community Development

TO: Salt Lake City Planning Commission

FROM: Lex Traugher – Principal Planner
Salt Lake City Planning Division

DATE: May 10, 2006
Planning Commission Meeting

SUBJECT: Petition 400-06-01, Tandem Parking Zoning Ordinance Text Amendment
Supplemental Staff Report

On March 22, 2006, the Planning Commission heard the above referenced proposal to consider allowing limited tandem parking in the front and corner side yards for existing and new single family residential development in the City. A Staff Report was prepared for this meeting, analyzing criteria, making findings, and finally a recommendation. The day that the Staff Report was mailed out, March 16, 2006, Planning Staff received comments from the Salt Lake City Transportation Division that warranted further consideration. The hearing that was held before the Planning Commission on March 22, 2006, therefore became an “Issues Only” hearing. Planning Staff presented the Staff Report and comment was taken from the general public regarding the proposal. A copy of the original Staff Report is included with this memorandum for review (Exhibit 1). In addition, the comments received from the Transportation Division on March 16, 2006, are attached (Exhibit 2). Since the Planning Commission hearing on March 22, 2006, Planning Staff has worked to revise and incorporate several of the comments received from the Transportation Division into the current proposal. The Transportation Division provided comments regarding Planning Staff’s revised proposal and their written comments from this review are attached and dated April 24, 2006 (Exhibit 2). Planning Staff is proposing several changes to the original proposal based on the comments received from the Transportation Division, as well as addressing other issues that Planning Staff has identified through this analysis.

The types of “residential development” that would be eligible for tandem parking is further clarified and limited. Originally, Planning Staff had proposed that the tandem parking provision would be allowed for all new or existing single-family residential development. In retrospect, the inclusion of all single-family residential development is too broad and problematic. Planning Staff now proposes that new single-family detached dwellings would only be eligible for tandem parking if said dwellings were part of a Planned Development proposal. The Planned Development process would give the Planning Commission the discretion to analyze and decide whether or not tandem parking would be appropriate for a specific new detached single-family residential development in a specific location. This proposed provision could eliminate the possibility of a substantial detached single-family residential subdivision being developed with inappropriate or inadequate

parking. This provision would also address the concern that Planning Staff has heard whereby a new detached single-family dwelling unit could utilize the tandem parking configuration in order to realize a larger home. While this scenario would most likely be addressed by the recently adopted Compatible Residential Infill Ordinance, this proposed provision would further ensure appropriate and compatible development from a required parking perspective.

At this time, the types of residential dwellings that Planning Staff proposes to be eligible for tandem parking would include only the following; Existing residential development, Single-family Attached Dwellings (which includes condominiums), Twin Home Dwellings, Two-family Dwellings, and Single-Family Detached Dwellings that are part of a Planned Development.

Transportation Comments

The issues raised by the Transportation Division are noted below and are followed by a response from Planning Staff:

1. Applying the proposed text change to existing single-family residential units will either legalize what is already occurring or provide additional off-street parking options for residents. While on-street parking problems could exist in some areas and the frustrations of shuffling vehicles occur, no increase in on-street parking should occur if this proposed change is applied to existing single-family residential units.

Planning Staff response: As originally proposed, the text amendment would still apply to existing residential development including detached single-family residential units if tandem parking criteria are satisfied.

2. The Transportation Division recommends that this proposed text change not be applied to new in-fill or vacant lot single-family residential development that occurs on streets that have parking only on one side of the street. On streets where parking is allowed on both sides there is more available parking for use by residents and any additional on-street parking that occurs would have less of an impact. In situations where there are streets with no parking allowed on either side, tandem parking will not cause any added parking problems.

Planning Staff response: Planning Staff concurs with these comments and has added criteria that would allow tandem parking only on those streets that either have parking on both sides of the street or no parking at all. Streets that have parking exclusively on one side of the street would be excluded from eligibility for tandem parking.

3. The proposed text change as it applies to new single-family residential development could create a situation where more cars are parked on-street. Tandem parking can become a frustration for residents who must move vehicles in and out of their driveway. With tandem parking, vehicles can end up parked on the street more often than in the driveway when residents tire of moving one vehicle to gain access to another vehicle.

Planning Staff response: By limiting the possibility of tandem parking to streets that have parking on both sides of the street or streets where no parking is allowed at all addresses this issue. For streets that have parking on both sides, there is more parking available. The streets where no parking is allowed, parking would be required to be off-street.

4. We also recommend that this proposed text change not be allowed in the development of new single-family residential subdivisions. There should be no hardships in the creation or development of new single-family residential subdivisions that would justify needing to count tandem parking as part of the required off-street parking.

Planning Staff response: The concern here is that new subdivisions and the detached single-family homes that would be built in these subdivisions should be required to meet existing parking standards. Planning Staff concurs with this comment and as a result proposes that the tandem parking configuration be an option only for new single-family detached dwelling units if proposed as a Planned Development and able to meet the Planned Development criteria in addition to any criteria adopted for tandem parking. Tandem parking should not be allowed for all subdivisions for new detached single-family residential development across the board as the Transportation Division notes. Planning Staff does however recognize that in some instances tandem parking could be appropriate for this type of residential configuration and therefore proposes the Planned Development option. It is most likely that large subdivisions, for the purpose of new single-family detached residential development, would not constitute “infill” development or development of properties in older established areas of the City, but would develop where there are large vacant tracts of land such as the Northwest Quadrant. Subdivisions of this nature and magnitude should be required to meet traditional off-street parking configurations for the proposed use.

5. The Transportation Division supports the proposed text change for existing single-family residential units to legalize the tandem parking that exists and occurs. For single-family home remodel or rebuild proposals, where the house meets the off-street parking requirement, we do not recommend allowing the remodel or rebuild of the single-family dwelling to use tandem parking to meet the off-street parking requirement.

Planning Staff response: The Permits Office and Planning Staff concur with this concern and propose a criteria be added addressing this issue. This criteria is outlined below.

Proposed Ordinance Language

Planning Staff notes that the above revisions to the original proposal are reflected in the attached Table 21A.44.050 – Parking Restrictions Within Yards (Exhibit 3). Planning Staff draws attention to the highlighted footnote at the end of this table which directs the reader to a proposed new section of the Zoning Ordinance, Section 21A44.020M – Tandem Parking. This Section would read as follows:

21A44.020M – Tandem Parking - One (1) tandem parking space shall be permitted for existing residential development or new single-family attached residential development (including condominiums), new twin home residential development, new two-family residential development, or new detached single-family residential development where the tandem parking is approved as part of a Planned Development in accordance with Chapter 21A.54 of this Code. Additionally, the one (1) parking space in a “tandem” configuration located within the front or corner side yard setback can be included in the required parking calculation for these new residential developments. All tandem parking spaces must meet the following criteria:

1. The tandem parking space shall be at least nine feet (9’) wide by twenty feet (20’) deep;
2. The tandem parking space shall be entirely located on private property unless otherwise approved by the City;
3. The parking stall shall not impede vehicular or pedestrian traffic;

4. The tandem parking space shall be located within a driveway that leads to a new or existing properly located, legal parking space;
5. The tandem parking space shall be located in a driveway that abuts and is assigned/dedicated to the dwelling unit that it serves, and use of the tandem parking space shall not block the use of the driveway to access other parking spaces if the driveway is a shared driveway;
6. Parking on the hard surface tandem space shall be limited to passenger vehicles only;
7. The right-of-way fronting the new residential development must allow parking on both sides or neither side of the street;
8. Tandem parking shall not be allowed where the tandem parking is being requested as a result of a remodel or rehabilitation project that includes the elimination of legally configured off-street parking;

Proposed Definition

The Planning Commission requested a definition of “passenger vehicle” to better define the criteria for tandem parking. Planning Staff proposes the following definition:

Passenger Vehicle – means a four-wheel, two-axle, motor vehicle, designed, sold, and licensed to accommodate private passenger transportation on public roads, not to include vehicles such as recreation vehicles, motor homes, boats, box vans or trailers.

Attachments:

Attachment 1 – Staff Report for the March 22, 2006 Planning Commission Hearing

Attachment 2 – Transportation Division Comments

Attachment 3 – Proposed revised Table 21A.44.050 – Parking Restrictions Within Yards

PETITION 400-06-01 (Proposed Ordinance Revisions)

21A.44.050 Parking Restrictions Within Yards:

- A. **Regulations, Form Of Restrictions:** Within the various chapters of this Title, there are regulations that restrict the use of certain yards for off-street parking. These regulations can take the form of restrictions against parking in required yards, landscape yard restrictions, or landscape buffer restrictions.
- B. **Front Yard Parking:** Front yard parking may be allowed as a special exception when the rear or side yards cannot be reasonably accessed and it is impossible to build an attached garage that conforms to yard area and setback requirements, subject to the following conditions:
1. The hard-surfaced parking area be limited to nine feet (9') wide by twenty feet (20') deep;
 2. A minimum twenty foot (20') setback from the front of the dwelling to the front property line exists so that vehicles will not project into the public right of way; and
 3. Parking on the hard-surfaced area is restricted to passenger vehicles only.
- C. **Parking Restrictions Within Yards:** To make the use of this Title more convenient, Table [21A.44.050](#) of this Section has been compiled to provide a comprehensive listing of those districts where restrictions exist on the location of parking in yards.

Table 21A.44.050 PARKING RESTRICTIONS WITHIN YARDS RESIDENTIAL DISTRICTS				
Parking Restrictions Within Yards				
Zoning Districts	Front Yard	Corner Side Yard	Interior Side Yard	Rear Yard
Single/two- family residential districts: FR-1 to SR-1	Parking not permitted between front lot line	Parking not permitted between front lot line	Parking permitted. In the FR districts parking not	Parking permitted

	and the front wall of the principal building*	and the front wall of the principal building*	permitted within 6 feet of interior side lot line	
R-2	Parking not permitted between front lot line and the front wall of the principal building*	Parking not permitted between front lot line and the front wall of the principal building*	Parking Permitted	Parking Permitted
SR-3	Parking not permitted*	Parking not permitted*	Parking permitted	Parking permitted
RMF-30	Parking not permitted*	Parking not permitted*	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district
RMF-35	Parking not permitted*	Parking not permitted*	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district
RMF-45	Parking not permitted*	Parking not permitted*	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-	Parking not permitted within 10 feet of the rear lot line when

			family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots	abutting a single- or two-family district
RMF-75	Parking not permitted*	Parking not permitted*	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district
RB	Parking not permitted*	Parking not permitted*	Parking permitted	Parking permitted
R-MU-35	Parking not permitted*	Parking not permitted*	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district
R-MU-45	Parking not permitted*	Parking not permitted*	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not	Parking not permitted within 10 feet of the rear lot line when abutting a single- or

			permitted within 1 of the side yards of interior lots, except for single-family attached lots	two-family district
R-MU	Parking not permitted within 15 feet of the front lot line*	Parking not permitted within 15 feet of the corner lot line*	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district
RO	Parking not permitted*	Parking not permitted*	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district

* Subject to Section 21A.44.020M – Tandem Parking

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FROM: Lex Traughber – Principal Planner
Salt Lake City Planning Division

DATE: May 10, 2006
Planning Commission Meeting

SUBJECT: Petition 400-06-01, Tandem Parking Zoning Ordinance Text Amendment
Supplemental Staff Report Recommendation

It has come to my attention that I inadvertently failed to include a formal “Recommendation” in the supplemental staff report dated May 10, 2006, regarding the above referenced petition. I apologize for the oversight and make a recommendation as follows:

Recommendation

Based on the comments, analysis, and findings of fact noted in the staff report dated March 15, 2006, and the revisions noted in the supplemental staff report dated May 10, 2006, Planning Staff recommends that the Planning Commission forward a favorable recommendation to the City Council to adopt the following language adding Section 21A44.020M – Tandem Parking to the Salt Lake City Zoning Ordinance. This Section would read as follows:

- 21A44.020M – Tandem Parking - One (1) tandem parking space shall be permitted for existing residential development or new single-family attached residential development (including condominiums), new twin home residential development, new two-family residential development, or new detached single-family residential development where the tandem parking is approved as part of a Planned Development in accordance with Chapter 21A.54 of this Code. Additionally, the one (1) parking space in a “tandem” configuration located within the front or corner side yard setback can be included in the required parking calculation for these new residential developments. All tandem parking spaces must meet the following criteria:
1. The tandem parking space shall be at least nine feet (9’) wide by twenty feet (20’) deep;
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6. Parking on the hard surface tandem space shall be limited to passenger vehicles only;
7. The right-of-way fronting the new residential development must allow parking on both sides or neither side of the street;
8. Tandem parking shall not be allowed where the tandem parking is being requested as a result of a remodel or rehabilitation project that includes the elimination of legally configured off-street parking;

In addition, Planning Staff recommends that the Planning Commission forward a favorable recommendation to the City Council to adopt the revised Table 21A.44.050 – Parking Restrictions Within Yards which is included as Exhibit 3 in the supplemental staff report dated May 10, 2006.

Finally, Planning Staff recommends that the Planning Commission forward a favorable recommendation to the City Council to adopt the definition of “Passenger Vehicle”, and add this definition to Section 21A.62 – Definitions of the Salt Lake City Zoning Ordinance as follows:

Passenger Vehicle – means a four-wheel, two-axle, motor vehicle, designed, sold, and licensed to accommodate private passenger transportation on public roads, not to include vehicles such as recreation vehicles, motor homes, boats, box vans or trailers.