



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 Parkdistricts 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
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
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
Rooming house	¹ / ₂ parking space for single room occupancy dwellings (600 square foot maximum)
Single-family attached dwellings (row house and townhouse) and single-family detached dwellings ²	1 parking space for each 2 persons for whom rooming accommodations are provided
Community correctional facility	2 parking spaces for each dwelling unit
Two-family dwellings and twin home dwellings	1 parking space for each 4 residents and 1 parking space for every 2 support staff present during the busiest shift
Institutional:	
Assisted living facility	2 parking spaces for each dwelling unit
Auditorium; accessory to a church, school, university or other institution	1 parking space for each 4 residents and 1 parking space for every 2 support staff present during the busiest shift
Daycare, child and adult	2 parking spaces for each dwelling unit
Funeral services	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
Homeless shelters	1 space for each 5 seats in the main auditorium or assembly hall
Hospital	2 spaces per 1,000 square feet of usable floor area
Places of worship	space per 4 seats in parlor plus 1 space per 2 employees plus 1 space per vehicle used in connection with the business
Sanatorium, nursing care facility	1 parking space for each employee
Schools:	1.5 parking spaces per hospital bed
8th grades	1 parking space per 1,000 square feet of seating or congregation area
Senior high school	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
College/university, general	1 parking space for each 3 faculty members and other full time employees
Vocational/trade 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
Recreation, cultural, and entertainment:	
Art gallery/museum/house museum	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
Baseball or soccer field	1 space per 1,000 square feet of usable floor area
Bowling alley	10 spaces per field
	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 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 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	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 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.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 ~~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
<p>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;</p>	<p>The proposed amendment is consistent with the purposes, goals, objectives and policies of the city.</p>	<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

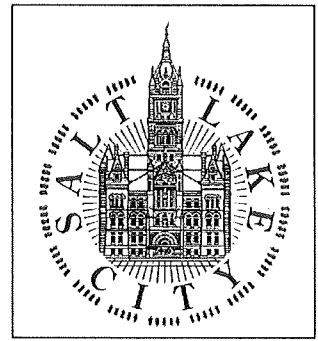
ATTENDANCE ROLL

July 16, 2015

PRINT NAME <u>Carol Wick</u> ADDRESS <u>877 E 600 South</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>judi.short@gmail.com</u>	PRINT NAME _____ ADDRESS _____ ZIP CODE _____ EMAIL _____
PRINT NAME <u>George Chapman</u> ADDRESS <u>11865 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

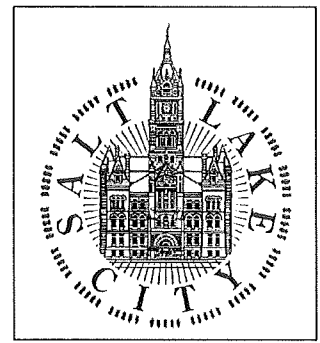
Phone: 801-871-5929 E-mail sherlakodriscoll@gmail.com

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

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

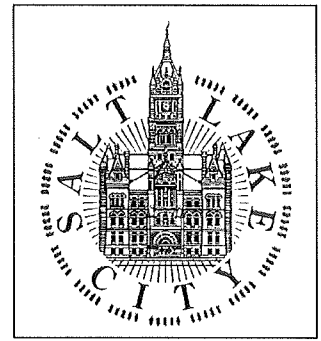
Phone: 801-467-1074 E-mail _____

Comments: Definatly needs to improve
current parking ordinance to ~~provide~~
require adaquate parking for ^{housing} ~~businesses~~. 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:

Judi Short

Address:

862 Harrison 84105

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 want the same 25 stalls which makes a shortage.

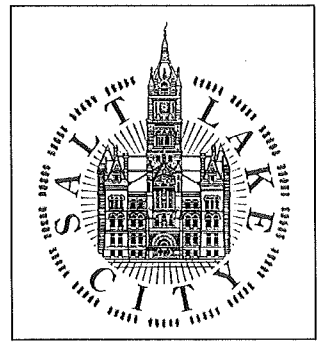
Don't close alley anywhere. People can't park in the back so have to park on the streets in the surrounding

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**

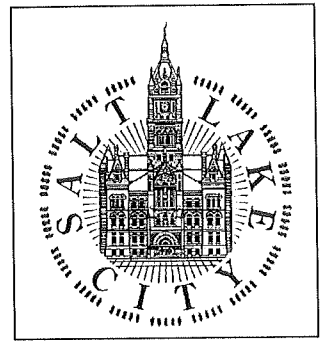
Name: Carol Wickes
Address: 877 E 600 South
SLC
Zip Code 84102
Phone: 801-897-1717 E-mail lx12B@aol.com

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

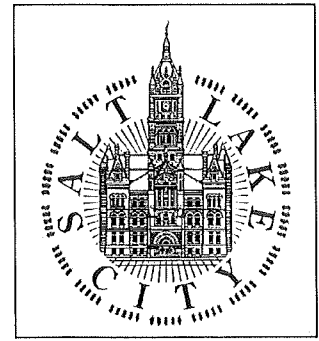
Comments: I SUPPORT THESE CHANGES

THERE IS NOT ENOUGH PARKING IN
THE 9TH & 900 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



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 developments
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

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.