



# Staff Report

PLANNING DIVISION  
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission

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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 1/2 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 1/2 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 1/2 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

