



Staff Report

PLANNING DIVISION

To: Salt Lake City Planning Commission
From: Madison Blodgett, Principal Planner
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Date: March 27, 2024
Re: PLNPCM2023-00937, Driveways & Loading Text Amendment

Zoning Text Amendment

PROPERTY ADDRESS: Citywide
ZONING DISTRICT: All

REQUEST:

Mayor Erin Mendenhall has initiated a zoning text amendment to correct driveway and loading area standards found in the zoning code that are creating unintended consequences. The proposed changes fix issues with the current standards to adequately address vehicular access needs and support good urban design.

RECOMMENDATION:

Forward a positive recommendation to City Council to approve the proposed text amendment.

ATTACHMENTS:

- A. [ATTACHMENT A: Proposed Text Amendment](#)
- B. [ATTACHMENT B: Zoning Text Amendment Standards](#)
- C. [ATTACHMENT C: Public Process & Comment](#)

PROJECT DESCRIPTION

Background

In October of 2022, amendments to the parking chapter 21A.44 were adopted. Since adoption, staff has found that the application of some of the ordinance provisions is resulting in unintended consequences. Specifically, within the standards for driveway widths and requirement of loading areas. Throughout the process of drafting this amendment, staff has worked closely with the Transportation Division. They have reviewed drafts of the amendments, and their comments and input were considered in the proposed text. They are in support of the proposed amendment.

Issues with Standards for Driveways:

- Maximum Driveway Width Applies to All Driveways Combined: The zoning ordinance currently identifies a maximum driveway width depending on the zoning district. When more than one driveway is provided, the maximum driveway width is for all driveways combined. In some cases, applying the maximum width to all driveways combined has led to the number and size of driveways permitted to be inconsistent with the use and size of the lot. For example, manufacturing and similar districts that allow industrial uses may require wider driveways to accommodate large trucks and often are on large lots that logistically need multiple driveways for access. On these large lots that require multiple driveways a maximum combined width of 50' for all driveways on the lot is not enough. Under the current code, the access needs for these uses and lots cannot be met due to the maximum combined driveway width requirement.
- Applicability of the Driveway Width Standards: Currently, the driveway width standards specifically apply to the front and corner side yard. Some zoning districts do not require a front or corner side yard, and because there isn't a required yard to apply the width standard to, it allows for unlimited width in these zones. That is not consistent with the purpose of having the width standard.
- Driveway versus access: There are separate sections and standards for driveways and for access. However, the code does not clearly distinguish them. Revisions are necessary to better outline how the standards apply to each.

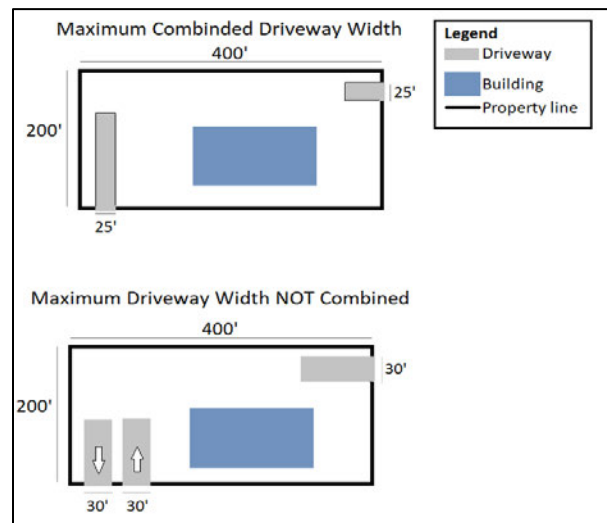
Issues with Standards for Loading Areas:

- Required Loading Area: The zoning ordinance currently requires certain uses to provide off-street loading areas. The requirement itself, in addition to its design, has led to valuable space being reserved for loading areas that may not be used that often.
- Loading Area Design: The standards in [21A.44.070](#) require certain uses to provide off-street loading areas that are a minimum of 10' x 35' for short berths and 12' x 50' for long berths, vehicle maneuvering and backing space with a minimum vertical clearance of 14'. Additionally, [21A.59.050.I](#) requires loading areas be fully screened from public view. The 14' vertical clearance requirement creates issues when the loading area is located within a building. Because the clearance is higher than the typical ground floor of a commercial or residential building, it leads to a taller than average parking garage ceiling, consuming valuable space that could otherwise be utilized by the principal use the loading area is serving. If the loading is not designed to be in the parking garage, one has to be included somewhere else in the design, using valuable space and often times requiring an additional driveway for access.

Proposed Zoning Ordinance Changes

The proposal addresses the issues identified above in the following manner:

- Modify standards for driveway widths: The proposal removes the standard of maximum width to all driveways combined and would apply only to individual drive approaches. The purpose of regulating maximum driveway widths is to reduce sidewalk interruptions and minimize conflicts between different transportation modes. Other provisions such as regulations on maximum number of curb cuts and the distance of curb cuts from street corners will ensure this purpose is met.



- Distinguish driveway and drive approach: The proposal renames access to drive approach and defines the term, creating clarification on what a drive approach is and where it is located. This clarification also resolves the issue with driveway width standards and zones that do not have a front or corner side yard setback to apply the standard to. The proposal changes the width standards in table [21A.44.060-C](#) to apply to drive approaches rather than driveways since by definition, drive approaches can only be located in the right of way. The proposed changes include a standard that the width of the driveway must match the width of the drive approach. In addition to defining drive approach, the proposal also defines driveway. The language has been updated to consistently utilize each term and applies the standards to each separately.
- Remove loading area requirement: The proposal removes the requirement for off street loading areas. Staff has found that for some uses, there is not enough demand for a loading area to justify taking up the valuable space that is required to accommodate one. The uses that do have a need for a loading area can choose to provide one without it being a requirement. If a use determines that they need a loading area to effectively carry out the use, they can provide one. The code still includes standards for loading areas when one is provided.
- Corrects language in other related sections:
 - The proposal amends the language in [21A.44.060.A.6.b.\(3\)](#) to accommodate the need for multiple curb cuts on large lots or lots with more than one street frontage such as corner and double frontage lots. The changes allow for additional curb cuts for every additional 250' of street frontage after the initial 100' which allows for access needs to be met while still being in line with transportation safety goals.
 - The proposal also adds language to address vehicle staging for driveways that provide access to garage doors to match similar language in the code addressing vehicle staging for gates. Garage doors have a similar impact to vehicle staging as

Figure 1 The top example shows how under the current code the maximum driveway width of 50' for M-1 and M-2 is applied to the width of both driveways combined. The bottom example shows how the proposed amendment applies the maximum width of 30' for M-1 and M-2 to each drive approach individually. While the proposed amendment decreases the maximum width in these zones to 30' the maximum is applied to each individual drive approach which allows for more flexibility to meet access needs.

gates do so including staging standards for them eliminates any traffic congestion created when accessing a garage door.

- The proposal renames loading areas to loading facilities in [21A.44.070](#), [21A.37.050](#), and [21A.59.050](#) to create clarity and consistency with the applicability of the standards for loading areas. Throughout the code multiple terms for loading facilities are used such as loading berth, dock and area. Loading facilities is an umbrella term that includes all types of loading facilities which allows for consistent application of the code to all loading facility structures.
- Additionally, the proposal removes the reference for modifications to [21A.44.060](#): Parking Location and Design through the design review process and moves the reference to only be applicable to [21A.44.060.B.3](#) which covers zone specific parking and driveway location and design standards. Besides the specific standards in [21A.44.060.B.3](#), the purpose of the design review process is not applicable to the standards in the section. Requests for modifications to this section can still be made through the planned development process.

APPROVAL PROCESS AND COMMISSION AUTHORITY

The planning commission is a recommending body for zoning text amendments.

The commission can consider forwarding the proposal to the city council for adoption as is, with modification to any aspect of the proposal provided the modification complies with applicable state and federal laws or recommend that the proposal not be adopted.

If considering modifications, the commission can provide clear direction to the planning staff regarding the changes and ask that the changes be made prior to sending the proposal to the council for consideration, provide staff with exact wording (or deletions) that are desired, or table the matter with clear direction to staff to make specific changes that will be reviewed by the commission at a later date.

KEY CONSIDERATIONS

The key considerations listed below were identified through the analysis of the project:

1. How the Proposal Helps Implement City Goals & Policies Identified in Adopted Plans
2. Impact Created by Proposed Changes

Consideration 1: How the Proposal Helps Implement City Goals & Policies Identified in Adopted Plans

This text amendment helps to implement the below listed city goals addressed in [Plan Salt Lake](#):

- Guiding principle 4 “Transportation and Mobility” initiative 5, “Make walking and cycling viable, safe, and convenient transportation options in all areas of the city”
- Guiding principle 8 “Beautiful City” initiative 5, “Support and encourage architecture, development, and infrastructure that: Is people-focused; Responds to its surrounding context and enhances the public realm.”
- Guiding principle 12 “Economy” initiative 9, “Support the growth of the industrial areas of the city”.

The amendment addresses vehicular access to private property in a way that supports the land use of the property without impacting transportation goals. The current standards have the potential to discourage industrial businesses from coming to the city by not allowing the width and number of drive approaches that align with the use and size of the lot. The proposal considers the use and lot size and amends the standards to allow for mobility efficiency and ease of access while minimizing points of conflict with other modes of transportation by regulating number and size of curb cuts. The goal is to implement standards that support industrial growth by allowing access needs to be met while still considering safety which is line with guiding principle 4 initiative 5 “Make walking and cycling viable, safe, and convenient transportation options in all areas of the City,” and principle 12 initiative 9 “Support the growth of the industrial areas of the city”.

Additionally, this amendment aims to make these standards more in line with urban design goals while minimizing negative impacts to transportation goals. The current code requires off street loading areas that have the potential to create bad building design which is not in line with urban design goals or guiding principle 8 initiative 5 “Support and encourage architecture, development, and infrastructure that: Is people-focused; Responds to its surrounding context and enhances the public realm” in order to meet this requirement. The proposed changes remove the requirement for loading areas eliminating the design issues created for uses that do not have a need for a dedicated loading area which can only be utilized by vehicles and allowing for the opportunity for more people focused design. If a use determines that they have a need for a loading area, standards are still in place to regulate the design and location.

Consideration 2: Impact Created by Proposed Changes

As a result of requiring a combined maximum driveway width, the design of driveway access for developments especially in industrial zones did not make sense for some lot sizes and uses. The proposal aims to provide appropriate access for large lots and ensure the driveway is appropriately sized for the needs of the land use. While the amendment reduces the maximum drive approach width to 30’, the maximum width applies to each individual drive approach. On large lots with hundreds of feet of frontage in the M-1 and M-2 zones multiple drive approaches would be permitted, each with a maximum allowed width of 30’. Under the current code even with multiple drive approaches the maximum combined width is limited to 50’ which does not allow for multiple drive approaches that accommodate the access for large trucks and industrial uses.

Additionally, the requirement of loading areas has had an impact on overall building design. Requiring loading areas takes away area that could be used for other habitable areas for other uses and leads to potentially wasted space. For example, a loading area is required for multi-family uses with more than 80 units. As shown in the image, the space dedicated to the loading area is sufficient to add an additional dwelling unit. Additionally, the configuration of the loading with the required screening could make the space unusable to move furniture in a tightly designed space. The location of a loading area is limited as vehicular access is essential to its purpose and the area must be entirely screened which leads to designs with a loss of visual interest and



Figure 2 Example of a multi-family project at 45 N Chicago St where the loading area requirement uses space that could otherwise accommodate an additional dwelling unit.

reduced glazing. For most uses the demand for a loading area is not great enough to justify the wasted space and impact to design they create.



Figure 3 Full elevation of the 45 N Chicago St project showing the overall impact to the building design the required loading area creates

STAFF RECOMMENDATION

The Planning Division has proposed this amendment to correct unintended consequences that have been identified in Chapter 21A.44 since it was amended in October of 2022. The proposal has been reviewed against the Zoning Amendment consideration criteria in [Attachment B](#) and furthers the purpose of the city's policies and goals. The recommended text changes were routed to other City departments and divisions. The Transportation Division supports the proposal. Due to these considerations, **staff is recommending that the Commission forward a favorable recommendation on this request to the City Council.**

NEXT STEPS

The Planning Commission can provide a positive or negative recommendation for the proposal and can request that changes be made to the proposal. The recommendation and any requested changes will be sent to the City Council, who will hold a briefing and additional public hearing on the proposed changes. The City Council may make modifications to the proposal and approve or decline to approve the proposed changes. If ultimately approved by the City Council, the changes would be incorporated into the City Zoning code and development would be required to follow the new regulations.

ATTACHMENT A: Proposed Text Amendment

21A.40.050.A.

2. ~~Corner Lots Side Yards: No accessory building on a corner lot shall be closer to the street than the distance required for corner side yards. At no time, however, shall an accessory building be closer than twenty feet (20') to a public sidewalk or public pedestrian way and the accessory building shall be set back at least as far as the principal building. Accessory buildings are prohibited in a required corner side yard. Notwithstanding the foregoing, hoop houses and cold frame structures up to twenty four inches (24") in height may be placed in a corner side~~

21A.44.040: REQUIRED OFF STREET PARKING:

TABLE 21A.44.040-A: MINIMUM AND MAXIMUM OFF STREET PARKING:					
DU= dwelling unit sq. ft.= square feet					
Land Use	Minimum Parking Requirement				Maximum Parking Allowed
	General Context	Neighborhood Center Context	Urban Center Context	Transit Context	
	All zoning districts not listed in another context area	RB, SNB, CB, CN, R-MU-35, R-MU -45, SR-3, FB-UN1, FB-SE, SSSC Overlay	D-2, MU, TSA-T, CSHBD1, CSHBD2	D-1, D-3, D-4, G-MU, TSA-C, UI, FB-UN2, FB-UN3, FB-SC, R-MU	
Vehicle Stacking and Drive-Through Facilities: See Subsection 21A.44.040 .A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See Subsection 21A.44.040 .A.7					
RESIDENTIAL USES					
Household Living					
Twin home	2 spaces per DU	1 space per DU	No Minimum	All Contexts: 4 spaces <u>per DU</u> , not including recreational vehicle parking spaces	
Two-family					

21A.44.060: PARKING LOCATION AND DESIGN:

All required parking areas shall be located and designed in accordance with the standards in this [Chapter 21A.44](#): Off Street Parking, Mobility, and Loading and the standards in the Off Street Parking Standards Manual. ~~Modifications to the standards of this Section [21A.44.060](#) may be granted~~

~~through the design review process, subject to conformance with the standards and procedures of Chapter 21A.59: Design Review.~~

A. Generally:

(...)

6. Driveways and ~~Aeeess~~ Drive Approaches:

a. Compliance with Other Adopted Regulations:

(1) Parking lots shall be designed in compliance with applicable city codes, ordinances, and standards, including but not limited to Title 12 of this code: Vehicles and Traffic and the Off Street Parking Standards Manual to the maximum degree practicable, with respect to:

- (A) Minimum distances between curb cuts;
- (B) Proximity of curb cuts to intersections;
- (C) Provisions for shared driveways;
- (D) Location, quantity and design of landscaped islands; and
- (E) Design of parking lot interior circulation system.

(2) Notwithstanding the provisions of Subsection ~~21A.44.060~~.A.6.a(1) above, relocation of a driveway for a single-family, two-family, or twin home residence in any zoning district shall only be required when the residence is replaced, and shall not be required when the residence is expanded or renovated in compliance with the city code.

b. ~~Aeeess-General~~ Standards: Access to all parking facilities shall comply with the following standards:

(1) To the maximum extent practicable, all off street parking facilities shall be designed with vehicular access to a street or alley that will least interfere with automobile, bicycle, and pedestrian traffic movement.

(2) Parking facilities in excess of five (5) spaces that access a public street shall be designed to allow vehicles to enter and exit the lot in a forward direction.

(3) ~~Number of curb cuts: Parking facilities on lots~~ Lots with less than one hundred feet (100') of street frontage shall have only one (1) curb cut, ~~and lots~~ Lots with one hundred feet (100') of street frontage or more ~~shall be limited to two (2) curb cuts, unless, are permitted one (1) curb cut for the first one hundred feet (100') of street frontage and one (1) additional curb cut for every additional two hundred fifty (250') of street frontage.~~ The transportation director determines that may approve additional curb cuts are when necessary to ensure pedestrian, bicycle, and vehicle safety or to comply with the fire code. Public safety uses shall be exempt from limitations on curb cuts.

~~—(4) All vehicular access roads/driveways shall be surfaced as required in accordance with Subsection 21A.44.060.A.8, "Surface Materials".~~

(4) Location: Driveways and drive approaches shall be at least 5 feet from any public utility infrastructure such as power poles, fire hydrants, and water meters.

(5) Distance from street corners: Driveways and drive approaches for Single and Two-Family Dwellings shall be located at least 20 feet from street corner property lines. Driveways and drive approaches for all other uses shall be at least 50 feet from street corner property lines. When the width of the lot is less than the required distance, the transportation director may approve modifications no greater than the minimum necessary to accommodate the driveway and drive approach.

(6) Lead to approved parking area: Except for entrance and exit driveways leading to approved parking areas, no curb cuts or driveways are permitted.

(1) Driveway Location: Driveways shall be at least 5 feet from any public utility infrastructure such as power poles, fire hydrants, and water meters. Except for entrance and exit driveways leading to approved parking areas, no curb cuts or driveways are permitted.

(2) Distance from street corners: Driveways for Single and Two Family Dwellings shall be located at least 20 feet from street corner property lines. Driveways for all other uses shall be at least 50 feet from street corner property lines. When the width of the lot is less than the required distance, the transportation director may approve modifications no greater than the minimum necessary to accommodate the driveway leading to approved parking areas, no curb cuts or driveways are permitted.

(3) (7) Driveway Drive Approach Widths: All driveways drive approaches serving residential uses shall be a minimum eight feet wide and shall comply with the standards for maximum driveway widths listed in Table 21A.44.060-C, "Minimum and Maximum Driveway Drive Approach Width".

TABLE 21A.44.060-C: MINIMUM AND MAXIMUM DRIVEWAY DRIVE APPROACH WIDTH:		
Zoning District	Minimum Driveway Drive Approach Width (in front and corner side yard)*	Maximum Driveway Drive Approach Width* (in front and corner side yard)
SR-1, SR-2 and SR-3	8 ft.	22 ft.
MH	8 ft.	16 ft.
Other Residential Zoning Districts	8 ft.	30 24 ft.
M-1 and M-2	12 ft. single lane and 24 ft. for two-way	50 30 ft.
Other Non-Residential Zoning Districts	12 ft. single lane and 24 ft. for two-way	30 ft.
* Maximum width is for all driveways combined when more than one driveway is provided <u>All drive approaches serving residential uses shall be a minimum eight feet (8') wide.</u>		

(8) The width of the driveway shall match the width of the drive approach that provides access to it.

(9) Garage Doors and Vehicle Staging: All driveways providing access to a garage shall have a minimum vehicle staging area. Garage doors for passenger vehicles shall be setback at least 17 feet 6 inches from the back edge of sidewalk, or property line when a sidewalk is not provided. Garage doors

for large truck shall be setback at least 100 feet from back edge of sidewalk, or property line when a sidewalk is not provided. This requirement does not apply to garage doors abutting alleys.

~~(4) (10) Shared Driveways: Shared driveways, where two or more properties share one driveway access drive approach,~~ may be permitted if the transportation director determines that the design and location of the shared ~~driveway access drive approach~~ will not create adverse impacts on traffic congestion or public safety.

~~—(5) Driveway Surface: All driveways providing access to parking facilities shall be improved and maintained pursuant to the standards in the Off Street Parking Standards Manual.~~

7. Minimum Dimensional Standards: All parking spaces shall comply with the dimensional standards in the Off Street Parking Standards Manual.

8. Surface Materials: All parking spaces, driveways and drive approaches shall comply with the standards for surfacing of access, driving, and parking surfacing in the Off Street Parking Standards Manual.

(...)

B. Zone Specific Location and Design Standards:

1. D-1, D-3, D-4, and G-MU Zoning Districts: The following regulations shall apply to surface or above-ground parking facilities. No special design and setback restrictions shall apply to below-ground parking facilities.

a. Above-ground parking facilities located within the block corner areas and on Main Street, shall be located behind principal buildings and:

(1) All above-ground parking facilities that front a street shall contain uses other than parking along the entire length of the building façade and along all stories or levels of the building.

(2) ~~Vehicle access~~ Drive approaches and driveways to parking shall be located to the side of the building or as far from the street corner as possible unless further restricted by this title.

(...)

2. TSA Transit Station Area District: New uses and development or redevelopment within the TSA Transit Station Area District shall comply with the following standards.

a. Surface Parking on Corner Properties: On corner properties, surface parking lots shall be located behind principal buildings or at least sixty feet (60') from the intersection of the front and corner side lot lines.

b. Surface Parking in the Core Area: Surface parking lots in the core area are required to be located behind or to the side of the principal building.

(...)

~~—(2) Unless a second driveway is~~ If necessary to comply with the fire code, a maximum of one driveway and drive aisle shall be permitted per street frontage. The access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side lot lines. If the front or corner side lot line is less than one hundred feet (100') in length, then the edge of the drive approach shall be located within twenty feet (20') of the side or rear property line.

(...)

3. Modifications to the standards of this Subsection may be granted through the design review process, subject to conformance with the standards and procedures of [Chapter 21A.59: Design Review](#).

C. Recreational Vehicle Parking:

2. Front and Corner Side Yard Parking: Recreational vehicle parking is prohibited in any required or provided front or corner side yard.

3. Rear Yard Parking: Recreational vehicles may be parked in the rear yard when they are on a hard surfaced pad compliant with surfacing standards in the Off Street Parking Standards Manual and with access provided by either a hard surfaced driveway, hard surfaced drive strips or an access drive constructed of turf block materials with an irrigation system.

4. Side Yard Parking: Recreational vehicle parking in side yards shall be allowed only when topographical factors, the existence of mature trees, or the existence of properly permitted and constructed structures prohibit access to the rear yard. The existence of a fence or other structure that is not part of a building shall not constitute a lack of rear yard access. Any recreational vehicle parking area in a side yard shall:

- a. Be on a hard surface compliant with the Off Street Parking Standards Manual;
- b. Be accessed via a driveway compliant with driveway standards of this chapter;
- c. Not obstruct access to other required parking for the use

21A.44.070: OFF STREET LOADING AREAS FACILITIES:

A. Number and Size of Loading Areas Required:

1. Unless otherwise specified, a required an off street loading berth shall be at least ten feet (10') in width by at least thirty-five feet (35') in length for short berths, and twelve feet (12') in width by at least fifty feet (50') in length for long berths, exclusive of aisle and maneuvering space. Maneuvering aprons of appropriate width and orientation shall be provided and shall be subject to approval by the transportation director.

~~—2. All loading areas shall have a vertical clearance of at least fourteen feet (14').~~

~~—3. Off street loading facilities for new developments or for expansion of an existing development shall be provided at the rate specified for a particular use, or if multiple uses, at the rate of the uses combined, in Table 21A.44.070 A, "Off Street Loading Requirements". Regardless of the combination of uses, all buildings with a gross floor area over fifty thousand (50,000) square feet shall have a minimum of one (1) short berth.~~

TABLE 21A.44.070 A: OFF STREET LOADING REQUIREMENTS:		
Use	Gross Floor Area (Square Feet)	Number and Size of Berths
TABLE 21A.44.070 A: OFF STREET LOADING REQUIREMENTS:		
Use	Gross Floor Area (Square Feet)	Number and Size of Berths
Hotels, Institutions, and Institutional Living	50,000–100,000	1 short
	Each additional 100,000	1 short
Office/Commercial	50,000–100,000	1 short
	Each additional 100,000 up to 500,000	1 short

Retail	50,000—100,000	1 long
	Each additional 100,000	1 long
Industrial	25,001—50,000	1 long
	50,001—100,000	2 long
	Each additional 100,000	1 long
Multi-Family Residential	# of Dwelling Units (Per Building)	Number and Size of Berths
	80-200	1 short
	Greater than 200	1 additional short

B. Location and Design of Loading Areas:

1. All ~~required~~ loading berths shall be located on the same development site as the use(s) served.
2. No loading berth shall be located within thirty feet (30') of the nearest point of intersection of any two (2) streets.
3. No loading berth shall be located in a required front yard.
4. Each ~~required~~ loading berth shall be located and designed to:
 - a. Allow all required vehicle maneuvering and backing movements on-site;
 - b. Minimize conflicts with pedestrian, bicycle, and traffic movement or encroachments into any pedestrian walkway, bicycle lane, public right-of-way, and fire lane; and
 - c. Avoid the need to back into a public street while leaving the site to the maximum extent practicable, as determined by the planning director and the transportation director.
5. Landscaping and s Screening of all loading berths shall be provided to comply with the requirements of [Chapter 21A.48](#), "Landscaping and Buffers". [Chapter 21A.37](#), "Design Standards".
6. Where a loading berth is illuminated, the light source shall be shielded so that the light source is not directly visible from any abutting property or abutting private or public street.
7. All signs in loading ~~areas~~ facilities shall comply with [Chapter 21A.46](#), "Signs", and applicable provisions of the Manual on Uniform Traffic Control Devices.
8. All ~~required~~ loading berths shall comply with the surfacing standards of the Off Street Parking Standards Manual.

21A.44.110: NONCONFORMING PARKING AND LOADING FACILITIES:

Nonconforming parking and loading facilities shall be subject to the standards established in [Chapter 21A.38](#), "Nonconforming Uses and Noncomplying Structures", and the criteria established in this section.

A. Continuation of Nonconforming Parking and Loading Facilities: Any parking spaces, loading facilities, or ~~access to public rights-of-way~~ drive approaches that were lawfully existing or created prior to the effective date of this ordinance, but that have since become nonconforming with the provisions

of this chapter through the actions of the city or any governmental entity, shall be allowed to continue, but any expansion of the use or structure, or change of use, after the adoption date of this ordinance shall comply with the provisions of this [Chapter 21A.44](#), "Off Street Parking, Mobility, and Loading".

21A.59.050: STANDARDS FOR DESIGN REVIEW:

- I. Waste and recycling containers, mechanical equipment, storage areas, and loading ~~docks~~ facilities shall be fully screened from public view and, for buildings with only one street-facing frontage, are prohibited from being located along street-facing facades. They shall incorporate building materials and detailing compatible with the building being served and shall be co-located with driveways unless prohibited by the presence of a street tree, public infrastructure, or public facility within the right of way. Service uses may be located within the structure. (See Subsection [21A.37.050](#).K of this title.)

21A.37.050: DESIGN STANDARDS DEFINED:

K. Screening of Service Areas: Service areas, loading ~~docks~~ facilities, refuse containers, utility meters, and similar areas shall be fully screened from public view. All screening enclosures viewable from the street shall be either incorporated into the building architecture or shall incorporate building materials and detailing compatible with the building being served. Waste and loading facilities are prohibited from being located on street-facing facades and shall be co-located and screened when possible. Exceptions to this requirement may be approved by the planning director when the service provides power or some form of utilities in and around the surrounding area. Exemptions may also be approved through the site plan review process when a permit applicant demonstrates that it is not feasible to accommodate these activities on the block interior. If such activities are permitted adjacent to a public street, a visual screening design approved by the planning director shall be required.

21A.62.040: DEFINITIONS OF TERMS:

DRIVE APPROACH: An area in the right-of-way intended to provide access for vehicles from the right-of-way to private property, including the curb return radius.

DRIVEWAY: A road or paved area on private property providing vehicular access to parking.

ATTACHMENT B: Zoning Text Amendment Standards

ZONING TEXT AMENDMENTS

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 to amend the zoning map, the City Council should consider the following:

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;

Plan Salt Lake

As discussed in Consideration 1, The intent of this proposal is to amend driveway and loading standards to further economic and design goals without negatively impacting transportation goals as in line with guiding principles 4, 8, and 12 of [Plan Salt Lake](#).

2. Whether a proposed text amendment furthers the specific purpose statements of the zoning ordinance.

21A.02.030 Purpose and Intent

One of the purposes of this title is to foster the City industrial, business, and residential development. Amending the driveways and loading standards to make them adequate to the needs of different uses helps to promote all types of development.

21A.44.010 The purpose of the Off Street Parking, Mobility, and Loading Chapter is as follows:

This chapter is intended to require that new development and redevelopment projects provide off street parking and loading facilities in proportion to the parking, loading, and transportation demands of the buildings and land uses included in those projects. This chapter is also intended to help protect the public health, safety, and general welfare by:

- A. Avoiding and mitigating traffic congestion and reducing the financial burden on taxpayer funded roadways;*
- B. Providing necessary access for service and emergency vehicles:*
- C. Providing for safe and convenient interaction between vehicles, bicycles, and pedestrians;*
- D. Providing flexible methods of responding to the transportation and access demands of various land uses in different areas of the city;*
- E. Reducing storm water runoff, reducing heat island effect from large expanses of pavement, improving water quality, and minimizing dust pollution;*
- F. Establishing context-sensitive parking standards to reflect the current and future built environment of neighborhoods; and*

G. Avoiding and mitigating the adverse visual and environmental impacts of large concentrations of exposed parking.

As discussed, the proposal amends the standards for driveways and drive approaches with the intent to consider the needs of different land uses to ensure the demands for vehicular access are met. The minimum and maximum width of drive approaches are being amended to accommodate the various needs of different zoning districts and areas of the City while also ensuring the necessary access is provided for emergency vehicles. The intent of the proposed amendment is to create driveway, drive approach, loading standards that support the transportation demands of various uses and lots. This is done while ensuring points of conflict with other modes of transportation are not created with excessive driveways and curb cuts and reducing space dedicated to vehicle only use to accommodate unnecessary loading areas.

21A.50.010 Zoning Amendment Purpose Statement

The purpose of this chapter is to provide standards and procedures for making amendments to the text of this title and to the zoning map. This amendment process is not intended to relieve particular hardships nor to confer special privileges or rights upon any person, but only to make adjustments necessary in light of changed conditions or changes in public policy.

The suggested amendment aims to modify zoning regulations in response to issues identified during the implementation of 21A.44, which have led to unintended consequences, particularly concerning driveway and loading standards. These adjustments are designed to improve conditions for the overall community and do not seek to alleviate specific individual hardships.

4. Whether a proposed text amendment is consistent with the purposes and provisions of any applicable overlay zoning districts which may impose additional standards;

The proposal is consistent with the overlay districts and will not adversely impact any zoning district. The proposal furthers the intent of the zoning districts through consideration of the various needs of each district.

5. The extent to which a proposed text amendment implements best current, professional practices of urban planning and design.

This amendment is intended to clarify, correct and improve the outcomes of driveway and loading standards. The proposed text amendment clarifies the application of the regulations and what they apply to. For regulations to be enforced they need to be clear to those that administer them. This text amendment aims to do that by correcting language and clarifying how and where each regulation applies. The proposal also considers the needs of different zoning districts and the uses they permit by amending driveway and drive approach width standards. Additionally, this amendment aims to improve building design by removing loading requirements. The proposal is consistent with best practices in transportation, urban design and zoning.

ATTACHMENT C: Public Process & Comment

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 since the applications were submitted:

- November 16, 2023 – A 45-day required notice was sent to all city’s recognized community organizations. No formal comments have been submitted at the point of publishing.
- November 2023 – February 2024 – The project was posted to the Online Open House webpage.

Notice of the public hearing for the proposal included:

- March 15, 2024
 - Notice was posted in the newspapers
 - Notice was sent to recipients of listserve
 - Public notice posted on City and State websites
 - Notice posted at public libraries.

Public Input:

Staff has received one comment from the public on this amendment and has been included in the staff report. The public input received was in support of this amendment. Any comments received after the publishing of this staff report will be forwarded to the Planning Commission for consideration.

From: [Jarod Hall](#)
To: [Blodgett, Madison](#)
Subject: (EXTERNAL) PLNPCM2023-00937 Public Comment
Date: Tuesday, December 5, 2023 5:02:03 PM

Caution: This is an external email. Please be cautious when clicking links or opening attachments.

Howdy Madison

I am writing in support of the revisions to the Driveway and Loading text amendments. Unless a project happens to have a large alley, the current off street loading requirements have resulted in a not great pedestrian experience, particularly on smaller apartment buildings.

Thanks
Jarod Hall, AIA

Di'velept

