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# SALT LAKE CITY COUNCIL STAFF REPORT

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**DATE:** December 8, 2006

**SUBJECT:** Petition 400-06-01 – Planning Commission request to amend the Zoning Ordinance adding regulations to permit tandem parking in residential zones

**AFFECTED COUNCIL DISTRICTS:** If the ordinance is adopted the proposed amendments would affect Council Districts citywide

**STAFF REPORT BY:** Janice Jardine, Land Use Policy Analyst

**ADMINISTRATIVE DEPT. AND CONTACT PERSON:** Community Development Department, Planning Division  
Lex Traugher, Principal Planner

**NOTICE REQUIREMENTS:** Newspaper advertisement and written notification to surrounding property owners 14 days prior to the Public Hearing

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## KEY ELEMENTS:

- A. An ordinance has been prepared for Council consideration. Proposed changes include amending the following sections of the Zoning Ordinance. (Please refer to the draft ordinance for details.)
1. Sec. 21A.44.020 – General Off-Street Parking Requirements. The proposed amendment would add a new section specifically addressing tandem parking regulations. Key elements include:
    - a. One tandem parking space shall be permitted for:
      - existing detached residential development;
      - new single-family attached residential development (regardless of ownership);
      - new twin home residential development;
      - new two-family residential development; or
      - new detached single-family residential development where the tandem parking is approved as part of a Planned Development.
    - b. One parking space in a “tandem” configuration located within the front or corner side yard setback can be included in the required parking calculation for these new residential developments.
    - c. All tandem parking spaces must meet the following criteria:
      - The tandem parking space shall be at least nine feet (9’) wide by twenty feet (20’) deep.
      - The tandem parking space shall be entirely located on private property unless otherwise approved by the City.
      - The parking stall shall not impede vehicular or pedestrian traffic.
      - The tandem parking space shall be located within a driveway that leads to a new or existing properly located, legal parking space.
      - The tandem parking space shall be located within a driveway that abuts and is assigned or dedicated to the dwelling unit that it serves. The width of the driveway shall be sufficient to accommodate vehicle maneuvering, and use of the tandem parking space shall not block the use of the driveway to access other parking spaces if the driveway is a shared driveway.

- Parking on the hard surface tandem space shall be limited to passenger vehicles only.
  - The right-of-way fronting the new residential development must allow parking on both sides or neither side of the street.
  - Tandem parking shall not be used to satisfy parking requirements that were previously met through a side-by-side parking configuration.
2. Sec. 21A.44.050 – Table – Parking Restrictions within Yard areas in Residential Districts. The proposed amendment would add a footnote to the sections dealing with parking restrictions in front and corner side yard areas. The footnote would refer the user to the Tandem Parking section of the Zoning Ordinance.
  3. Sec. 21A.62.040 – Definitions. The proposed amendment would add definitions for ‘passenger vehicle’ and ‘tandem parking’.
    - a. Passenger vehicle is defined as “a four-wheel, two-axle, motor vehicle, designed, sold, and licensed to accommodate private passenger transportation on public roads, not to include vehicles such as recreation vehicles, motor homes, boats, box vans or trailers”.
    - b. Tandem parking is defined as “a parking space within a group of two or more parking spaces arranged one behind the other such that the space nearest the street serves as the only means of access to the other space(s)”.
- B. Key points from the Administration’s transmittal, Planning staff report and Planning staff memo are summarized below. (Please see the Administration’s transmittal letter and Planning staff report dated March 16, 2006 and Planning staff memo dated May 10, 2006 for details.)
1. Parking is not currently allowed in the front or corner side yard (area between the property line and the front wall of the principal building) in any residential district. The one exception is the R-MU (Residential Mixed-Use) district which does allow some limited front yard parking if the parking is located a minimum distance of 15 feet from the front lot line.
  2. It would be beneficial to neighborhoods and to the City as a whole to allow some limited parking in a tandem pattern in required yards to recognize existing and commonly utilized parking configurations and to facilitate residential infill development.
  3. Allowing this parking configuration has the potential to decrease the number of automobiles that are parked on the street, decrease car theft and burglary, and facilitate the maintenance of public streets.
  4. Due to a lack of off-street parking spaces and a rise in the number of automobiles, the City has been experiencing an increase in complaints from residents who have been cited for illegal concrete parking pads or parking vehicles in the front yard of a residential lot.
  5. A positive argument can be made that off-street parking in residential zones is preferable to on-street parking subject to maintaining front yard design standards that promote quality residential appearances.
  6. Off-street parking is preferable for streets that are narrow, one-way, or steep because vehicles parked on streets of this nature compound the difficulty of maneuvering a vehicle on the street. This is often seen in the Avenues and Capitol Hill neighborhoods.
  7. A tandem parking configuration could eliminate the need for some on-street parking by recognizing this parking pattern for existing single family residences, as well as allowing limited parking for specific types of new residential development.
  8. Developers who are involved in new residential infill development are often faced with properties that are small or may have certain physical characteristics or configurations that do not easily lend themselves to contemporary residential development.
  9. It is not in the City’s best interest to forego new residential infill development due to a lack of parking options, when in many instances tandem parking would be a compatible solution.
  10. The proposed standards are designed to limit adverse affects to adjacent properties. Parking in the front or corner side yard will be limited to one additional parking space of specific dimensions (9’ x 20’), yet will allow some flexibility for a residential property owner to obtain some additional off-

street parking. This parking space in a required yard will also have to be located in a driveway leading to a properly located parking space.

- C. Planning staff notes that the tandem parking provision is not applicable for the purposes of unit legalization. The unit legalization process does not apply to single-family residential housing units, rather applies to what the City recognizes as duplexes, triplexes and so forth. The unit legalization process is for the purposes of recognizing more than one dwelling unit on a given parcel. This proposed amendment is for new or existing single-family residential development only; one dwelling unit on one parcel.
- D. The City's Fire, Police, and Public Utilities Departments and Transportation and Engineering Divisions have reviewed the request.
  - 1. After the Planning Commission 'Issues Only' hearing on March 22, 2006, Planning staff revised and incorporated several of the comments received from the Transportation Division, as well as address other issues that Planning staff has identified through this analysis into the current proposal.
  - 2. The Public Services Department and the Police Department note in their comments that a provision to provide for off-street parking in residential areas is positive. From a Police perspective, cars parked off the street are safer in terms of burglary, theft and vandalism. The Public Services Department notes that fewer cars parked on the streets are beneficial in terms of street maintenance, waste collection, snow removal, and neighborhood cleanup.
- E. The Planning staff report provides findings for the Zoning Ordinance Section 21A.50.050 - Standards for General Amendments. The standards were evaluated in the Planning staff report and considered by the Planning Commission. (Discussion and findings for the standards are found on pages 6-8 of the Planning staff report dated March 16, 2006. Please refer to item 5C in the transmittal packet.)
- F. The public process included presentations to the Transportation Advisory Board, a Planning Division sponsored Open House and written notification of the Planning Commission hearing.
- G. The Transportation Advisory Board discussed this proposal on February 6, and March 6, 2006. Issues and concerns initially raised by the Board were addressed by Planning Staff in a written memorandum and discussed at the March 6<sup>th</sup> TAB meeting. The Board passed two motions:
  - 1. That the proposed regulations not be applied on a citywide basis, and
  - 2. That the use of tandem parking not be counted toward required parking in new developments if the street width could not accommodate parking on both sides of the street.
  - 3. The Administration notes that the issue of street width raised by the TAB Board was addressed by limiting tandem parking to streets that have parking on both sides of the street or to streets that do not allow parking on either side of the street.
- H. On May 10, 2006, the Planning Commission voted, based on comments, analysis and findings of fact, to forward a positive recommendation to the City Council to adopt the proposed amendments to the Zoning Ordinance text relating to tandem parking.
- I. Issues discussed at the Planning Commission hearing (summarized from the Planning Commission minutes) included:
  - 1. Providing a definition for passenger vehicle.
  - 2. The Planning Director noted that statistics are not currently available to determine the number of streets that meet the proposed requirements. He indicated that overall many streets would (meet the proposed regulations).
  - 3. Tandem parking is a common occurrence in the City, but is not part of the Zoning Ordinance.

4. Enforcement is not strong unless the vehicle is blocking a fire hydrant or encroaching into the right-of-way.
5. Public comments related to:
  - a. The cost to provide required off-street parking and land costs impact the affordability and the amount of new housing that can be provided to meet market demand.
  - b. The parking requirements need to be altered in order to create vitality in the City.
  - c. Tandem parking can cause difficulty for property owners due to the frustration of having to switch the placement of vehicles. This can result in loss of on-street parking for guests and public use due to residents parking on the street rather than having to continually switch the vehicles positions in the driveway.
  - d. The tandem parking regulations should be linked to the width of the street. On-street parking on narrow streets can impede traffic movement.
  - e. The relation of the width of the street to the demand for parking is important. There is the potential for a development to utilize the tandem parking option would reduce the amount of off-street parking area which would be available for the new development.

## **MATTERS AT ISSUE /POTENTIAL QUESTIONS FOR THE ADMINISTRATION:**

- A. The key matter at issue is whether tandem parking is likely to relieve on-street parking and congestion, or increase the potential for on-street parking and congestion. The Planning Commission recommendation is based upon the idea that the tandem parking program would relieve on-street parking and congestion, while citizens who have contacted the Council Office have expressed concern that allowing for the reduced parking requirement could actually increase the on-street congestion due to the difficulty of shuffling cars. It should be noted that the housing developers who have contacted the Council Office share the view of the Planning Commission.
- B. The Transportation Advisory Board recommended that the tandem parking program not be applied citywide, and the Planning Commission's recommendation is for citywide implementation. To address the recommendation of the Transportation Advisory Board, the Council may wish to discuss other options that could be considered to address issues that have been raised relating to the proposed tandem parking regulations. For example:
  1. Apply the proposed regulations to areas of the City that are not currently experiencing substantial parking impacts and implement a process similar to the Compatible Residential Infill process allowing constituent groups to initially address the use of tandem parking in areas that are currently experiencing significant parking impacts such as Capitol Hill, the Avenues, Central City, the Westminster and Sugar House areas.
    - a. This would recognize the diverse development patterns that exist throughout the City and allow constituent groups familiar with their neighborhoods to prepare the initial information and collect relevant data.
    - b. Further, this approach would be less of a staffing burden than a process that relied totally on City staff to identify initial neighborhood information.
  2. Use the Administrative Hearing process to consider the approval of tandem parking for residential uses that are part of the proposed changes in the various residential zoning districts. (Please refer to pg. 1 Item A for specific uses.) This would provide notification to surrounding property owners and allow a case by case consideration of issues such as parking impacts on surrounding properties and the immediate neighborhood, evaluation of street width, current on and off street parking availability and vehicle movement.
  3. Add criteria to the proposal that would require analysis and evaluation of existing parking in the surrounding area to determine if adequate parking exists and require review, verification and approval by the City's Transportation and Parking Enforcement Divisions.

4. Add criteria that would specify a minimum street width in addition to the proposed criteria that would allow tandem parking on streets with parking on both sides or one side of the street.
    - This would more fully address issues discussed by the Planning Commission and community representatives at the Planning Commission meeting and issues discussed by the Transportation Advisory Board.
  5. Consider requiring tandem parking to be located at a greater distance from the street in areas that have existing or proposed integral curb, gutter and sidewalk.
    - a. The intent would be to address safety considerations for pedestrians provide vehicle adequate sight lines and also maintain the front yard design standards that promote quality residential appearances as noted by Planning staff.
    - b. This option was discussed in a recent meeting with Council Member Jergensen and Planning staff.
- C. The Administration’s transmittal indicates that master plans are generally silent on parking issues, but notes a portion of the Capitol Hill Master Plan “does address several issues relating to parking in the District that support the proposal to allow limited tandem parking.” The Administration’s reference is included in the Master Plan and Policy Considerations section of this report. In order to be complete Given this information, the Council should also be made aware of a number of other items contained in that same plan that could be interpreted to relate to this issue:
1. Policy
    - Prohibit a reduction in the parking requirements for new developments in the Marmalade, Kimball and West Capitol Hill Neighborhoods or in neighborhoods where inadequate amounts of off-street parking already exist.
  2. Action items:
    - a. Create a Resident Permit parking Program which addresses the specific issues relating to the Marmalade, Kimball and West Capitol Hill Neighborhoods.
    - b. Increase on-street parking enforcement efforts in the Marmalade, Kimball and West Capitol Hill Neighborhoods.
    - c. Study the feasibility of developing additional off-street neighborhood parking lots in proximity to residential areas to alleviate the need for on-street parking, including interior block parking lots to serve residents on the block.
    - d. Encourage private property owners to work with institutional and other non-residential property owners to provide shared parking.
    - e. Analyze the feasibility, appropriateness and/or desirability of providing cut-back parking in park strips in selected areas.
    - f. Create a Capitol Hill Parking Overlay Zone that would increase parking requirements for new development as a means of alleviating additional pressure on the inadequate parking supply especially in the Kimball, West Capitol Hill and Marmalade Neighborhoods.
    - g. Request the Transportation Division restrict on-street parking to one side of the street on steep and/or narrow streets where appropriate.
    - h. Develop and implement an overall transportation management plan (including parking) by creating a task force including Salt Lake City, LDS Church, UDOT and representatives from the Capitol Hill and Avenues Communities.
- D. The Council may wish to consider soliciting broader public input and comment regarding the proposed tandem parking regulations.
1. The Administration’s transmittal notes that 3 members of the public attended the Planning Division sponsored Open House and all were in support of the proposal.
  2. The Planning Commission minutes indicated that 2 members of the public attended the Planning Commission meeting and provided comment.
  3. The Transportation Advisory Board minutes do not reflect any public comment.

## MASTER PLAN AND POLICY CONSIDERATIONS:

- A. The Administration's paperwork notes:
1. The City's Master Plans are generally silent on parking issues as they relate to residential zones and residential development, with the exception of the Capitol Hill Master Plan.
  2. The Capitol Hill Master Plan does not address tandem parking per se; however, it does address several issues relating to parking in the District that support the proposal to allow limited tandem parking. The Plan reads on pg 7, *"Because they were developed prior to the advent of the automobile, many properties in the Marmalade, Kimball and West Capitol Hill neighborhoods do not have adequate off-street parking. Therefore, residents are relegated to limited amounts of on-street parking. In addition, steep narrow streets make on-street parking inconvenient and in some instances unsafe. In winter months, when streets become icy, on-street parking on steep streets, such as North Main, Apricot and 300 North, can be a problem for drivers who lose control of their cars. In other instances, on-street parking on narrow streets creates difficulties for traffic circulation, garbage pick-up and street maintenance."*
- B. The Capitol Hill Master Plan also includes the following policy statements and action items that relate directly to parking.
1. Policy
    - Prohibit a reduction in the parking requirements for new developments in the Marmalade, Kimball and West Capitol Hill Neighborhoods or in neighborhoods where inadequate amounts of off-street parking already exist.
  2. Action items:
    - a. Create a Resident Permit parking Program which addresses the specific issues relating to the Marmalade, Kimball and West Capitol Hill Neighborhoods.
    - b. Increase on-street parking enforcement efforts in the Marmalade, Kimball and West Capitol Hill Neighborhoods.
    - c. Study the feasibility of developing additional off-street neighborhood parking lots in proximity to residential areas to alleviate the need for on-street parking, including interior block parking lots to serve residents on the block.
    - d. Encourage private property owners to work with institutional and other non-residential property owners to provide shared parking.
    - e. Analyze the feasibility, appropriateness and/or desirability of providing cut-back parking in park strips in selected areas.
    - f. Create a Capitol Hill Parking Overlay Zone that would increase parking requirements for new development as a means of alleviating additional pressure on the inadequate parking supply especially in the Kimball, West Capitol Hill and Marmalade Neighborhoods.
    - g. Request the Transportation Division restrict on-street parking to one side of the street on steep and/or narrow streets where appropriate.
    - h. Develop and implement an overall transportation management plan (including parking) by creating a task force including Salt Lake City, LDS Church, UDOT and representatives from the Capitol Hill and Avenues Communities.
- C. Relevant policy statements contained in the City's Transportation Master Plan include:
1. Consider neighborhoods, residential and commercial, as the building blocks of the community.
  2. Encourage the preservation and enhancement of living environments.
  3. Support transportation decisions that increase the quality of life in the City, not necessarily the quantity of development.
  4. Support considering impacts on neighborhoods on an equal basis with impacts on transportation systems.

5. Support giving all neighborhoods equal consideration in transportation decisions.
- D. The City’s Comprehensive Housing Plan policy statements address a variety of housing issues including quality design, public and neighborhood participation and interaction, transit-oriented development, encouraging mixed-use developments, housing preservation, rehabilitation and replacement, zoning policies and programs that preserve housing opportunities.
  - E. The City’s Strategic Plan and the Futures Commission Report express concepts such as maintaining a prominent sustainable city, ensuring the City is designed to the highest aesthetic standards and is pedestrian friendly, convenient, and inviting, but not at the expense of minimizing environmental stewardship or neighborhood vitality. The Plans emphasize placing a high priority on maintaining and developing new affordable residential housing in attractive, friendly, safe environments. The Administration’s paperwork notes:
    1. The Salt Lake City Futures Commission lists as a goal that, “The ideal neighborhood will have good traffic management that provides an adequate system for all modes of travel. Appropriate and adequate parking will be available to meet the needs of residents and be designed to fit the characteristics of the neighborhood (pg. 46).”
    2. The Salt Lake City Strategic Plan states that the City should develop policies and programs that create strong economic incentives to stop the deterioration of housing units by encouraging vacant lot housing infill (pg. 16).
  - F. The City’s 1990 Urban Design Element includes statements that emphasize preserving the City’s image, neighborhood character and maintaining livability while being sensitive to social and economic realities. Policy concepts include:
    1. Allow individual districts to develop in response to their unique characteristics within the overall urban design scheme for the City.
    2. Preserve prominent buildings for their contribution to district character.
    3. Strive to make building restoration and new construction enhance district character, not detract from it.
    4. Maintain public maintenance and service programs in neighborhoods where physical decline is present. Public maintenance and service programs are an important defense against deterioration and blight.
    5. Ensure that land uses make a positive contribution to neighborhood improvement and stability.
    6. Encourage a close working relationship between City officials and the private sector in decisions relating to neighborhood stability.
    7. Require private development efforts to be compatible with urban design policies of the City regardless of whether City financial assistance is provided.
  - G. The Council’s growth policy notes that growth in Salt Lake City will be deemed the most desirable if it meets the following criteria:
    1. Is aesthetically pleasing;
    2. Contributes to a livable community environment;
    3. Yields no negative net fiscal impact unless an overriding public purpose is served; and
    4. Forestalls negative impacts associated with inactivity.

## **CHRONOLOGY:**

The Administration’s transmittal provides a chronology of events relating to the proposed rezoning and master plan amendment. Key dates are listed below. Please refer to the Administration’s chronology for details.

- January 11, 2006 Planning Commission initiates petition
- January 11, 2006 Petition delivered to Planning Office and assigned to Planner
- February 6, 2006 Transportation Advisory Board meetings
- March 6, 2006
- February 23, 2006 Planning Division sponsored Open House
- March 22, 2006 Planning Commission Issues Only hearing
- May 10, 2006 Planning Commission hearing
- May 11, 2006 Ordinance requested from City Attorney's office
- May 30, 2006 Ordinance received from City Attorney's office

cc: Sam Guevara, DJ Baxter, Ed Rutan, Lynn Pace, Melanie Reif, Louis Zunguze, Chris Shoop, Tim Harpst, Kevin Young, Barry Walsh, LuAnn Clark, Valda Tarbet, Orion Goff, Larry Butcher, Craig Spangenberg, Randy Isbell, Doug Wheelwright, Cheri Coffey, Joel Paterson, Lex Traughber, Jennifer Bruno, Jan Aramaki, Marge Harvey, Sylvia Jones, Lehua Weaver, Janne Nielson, Barry Esham, Gwen Springmeyer, Michael Stott

File Location: Community Development Dept., Planning Division, Zoning Text Amendments, Tandem Parking



**"Petition 400-06-01 – Planning Commission request to amend the Zoning Ordinance adding regulations to permit tandem parking in residential zones**

**Written comments received in the Council Office as of noon Friday,  
December 8, 2006**

Re: Tandem Parking

Nov. 30, 2006

Dear City Council Members,

The driving force behind the policy which we established for the Capitol Hill Master Plan that prohibits ***“a reduction in the parking requirements for new development...”*** is, as stated in the policy, ***the already inadequate amount of off-street parking throughout most of the CH Historic District.*** Many old homes have no off-street parking, that combined with narrow and/or steep streets which may have no public parking or parking only on one side, has created a significant problem. Add to this higher density projects developed in the past, which went in without adequate parking for the area, and problems were increased (Center Street and the Shadows apartments come to mind). Then with the addition of LDS Church campus expansions the problems began to feel insurmountable for those of us who live in the area.

This combination, unique in the City to the Capitol Hill Historic District, results in tremendous competition by residents for what little on-street parking may exist. This situation must not be exacerbated, and cannot be, without significant harm occurring to the Historic District. Hence the policy in the Master Plan designed to ensure that new construction would have adequate parking as specified by Ordinance and would not worsen conditions for the neighborhoods.

Example of existing situation:

300 North block of Almond Street (a half block only)

32 living units

16 units with no off-street parking

16 units with off-street parking, either tandem style or a single stall, except for 4 which are double width

A no-parking 12 foot wide street

A small City owned public parking lot on the block which legally accommodates 7 cars (10 illegally, but subject to occasional ticketing)

The math makes clear the situation.

This immutable situation leaves many residents searching for parking elsewhere - in the case of Almond Street residents either on 300 North between Center and Quince Streets, or on Center Street, or quite commonly parked illegally on Almond Street up on the sidewalk and too frequently blocking driveway access or large vehicles. Enforcement when it happens causes people to pay fines, but does nothing to solve the problem as to where to park. It deters no one.

Residents who have this old, tandem style parking may be too lazy or hurried to possibly have to switch cars (a common human quality) and thus will not park the second car behind the first, but will typically park on the street, competing for the limited public parking, or will park illegally. Another reason this existing tandem parking often puts the second car on the street is due to the safety issue of trying to switch cars on a steep and/or narrow street with in many cases poor sight lines, such as 300 North between Quince and Center Streets. This can be quite a hazardous task. Hence residents on 300 North, for one example, usually put one car on the street (along with the Almond Street cars, guest cars, etc.) The end result is that cars are often parked too close to intersecting streets and driveways, with the consequent blocked visibility making for dangerous turns out onto 300 North. This is not an enforcement issue. There are no good alternatives for residents but to park where they park.

Similar situations exist for residents on streets like Quince Street, Wall Street, North Main, etc. I use my area as an example as I know it well. Also this is where we did a count of parking spaces - both off and on-street in 1995 - in order to document the situation. (Please examine the included map.)

If new development such as the Watts project (on the south side and steepest part of 300 North) does not provide adequate parking for its residents (i.e. the required non-tandem two spaces with de facto tandem space behind for guest parking) then not only will the last car home likely end up on the street, but any guest cars will be scouring the neighborhood looking for parking. In the case of the Watts project the streets fronting the townhouses are only 14 feet wide, with the upper street being no-parking and the lower having parking on one side only, (though legally it may be restricted on both sides - signs disappeared over the years), so there would inevitably be illegal parking to contend with if tandem parking were substituted for the current requirement.

The key issue is that tandem parking should *not* count toward meeting the parking requirement in areas such as the CH Historic District, *as spelled out in the Master Plan policy*. Legalizing parking behind another car (which provides for guest parking) or within the setbacks are different issues and should be handled separately.

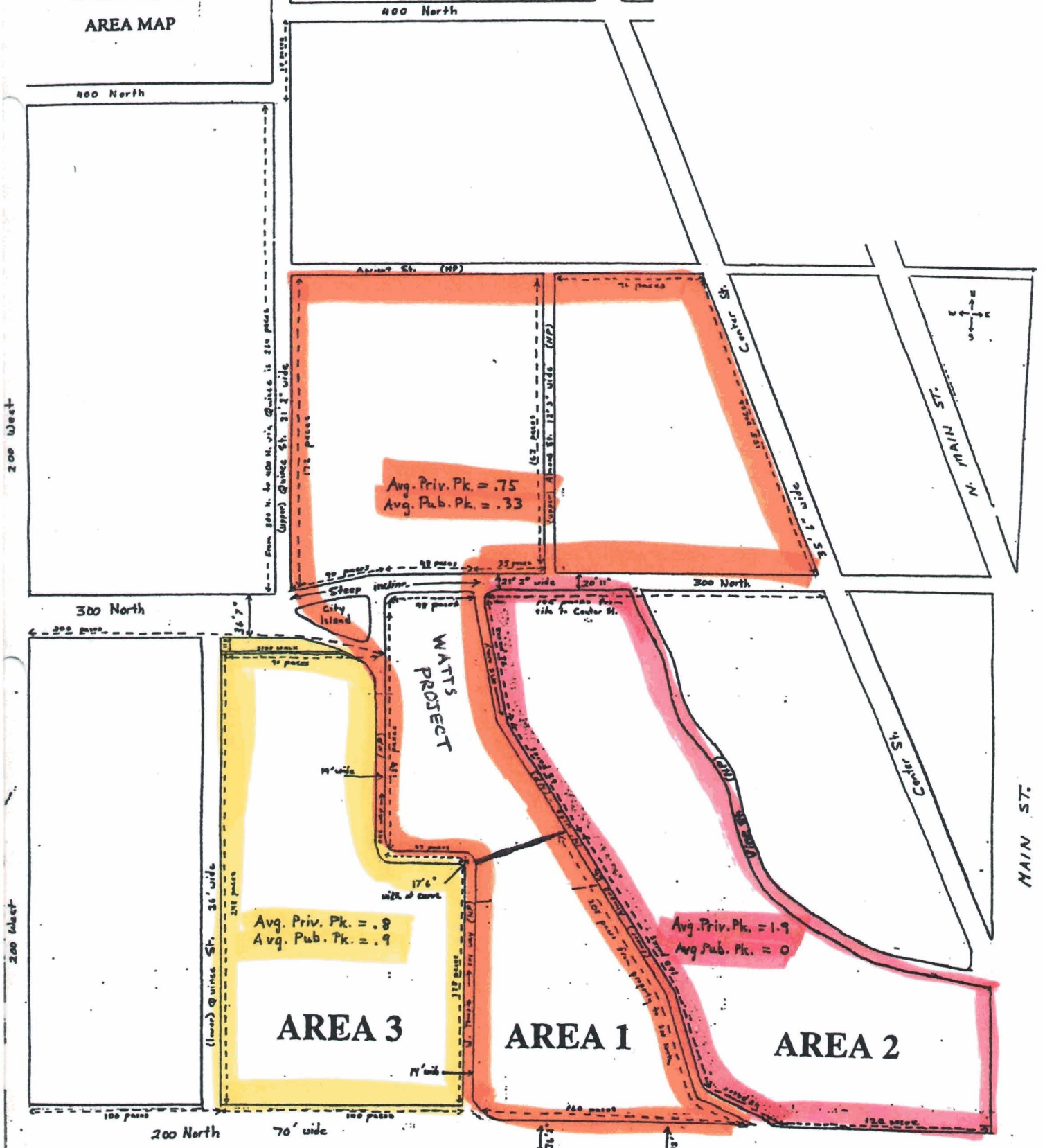
Whether the intent with this proposed change of requirements is to maximize density of a project or to maximize the size house which can be built on a parcel, either way these are not agendas appropriate to the historic Capitol Hill areas or to much of the lower Avenues. Such agendas do not further the well-being of our neighborhoods which already are dealing with the consequences of too great a density and too great a new-home size *for the existing infrastructure and historic building patterns*.

The proposed change to the ordinance, of counting tandem parking in new development towards the parking requirement, simply and patently circumvents our *Master Plan policy designed to protect the historic neighborhoods*. Legalizing tandem parking where it already exists makes sense. Applying both aspects elsewhere in the City, where conditions are radically different, *may* make sense. (Does a responsible doctor give every patient the same drug and dosage? As we know, elderly patients can not tolerate the same dosages as younger patients.) This key aspect of the proposed changes is detrimental to the Capitol Hill Historic District: to its continued viability and to the quality of life for current residents. Of great value to our historic district residents is the close-knit quality fostered by the very infrastructure that also guarantees parking problems. We do not want this community quality destroyed by additional antagonism and upset over competition for scarce parking.

It is a great disappointment to spend years working on a master plan designed to address the existing problems and create a healthy district, have it adopted, and then to be forced as citizens to address these same issues over and over again! I expect better from my City. I expect some sensitivity on the part of Planning to the unique nature and problems of the Capitol Hill District. 'One size fits all' is not an approach worthy of this City. We can and must do better. Please modify the proposal accordingly.

Bonnie Mangold  
Capitol Hill Neighborhood Trustee

AREA MAP



Avg. Priv. Pk. = .75  
Avg. Pub. Pk. = .33

Avg. Priv. Pk. = .8  
Avg. Pub. Pk. = .9

Avg. Priv. Pk. = 1.9  
Avg. Pub. Pk. = 0

AREA 3

AREA 1

AREA 2

Avg. Priv. Pk. = Average private parking stall per dwelling unit  
Avg. Pub. Pk. = Average public parking stall per dwelling unit.

Map drawn by Bonnie Mangold; street widths by Jerry Ten  
Scale 10 millimeters = 10 paces; 10 paces = 27"  
December 1995

Location of new 20,000 seat LDS Church Assembly Hall

CAPITOL HILL HISTORIC DISTRICT & ENVIRONS

Watts  
ENTERPRISES

5200 South Highland Drive  
Salt Lake City, UT 84117  
(801) 272-7111  
Fax (801) 272-4658

## Memorandum

To: Salt Lake City Council  
From: Russ Watts, Watts Enterprises  
Cc: Boyd Anderson, Janice Jardine, Eric Jorgensen, Cindy Gust-Jensen  
Date: December 8, 2006  
Re: Petition 400-0601 Tandem Parking and Zoning  
Text Amendment

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We have been working with the Salt lake City Planning Department and Planning Commission for the last 18 months in trying to provide effective, appropriate and correct ways for parking cars so that the city can provide parking options for housing components that will allow a variety of housing types within the city. The Development Community has been working together along with the planning staff to help establish parking variations to encourage a variety of housing types within the city boundaries as many other cities have accomplished. With mass transit becoming a major transportation tool for the city, we should deemphasize the requirement for parking stalls to encourage more housing units in the city.

It is important as a community of citizens that we find appropriate ways to create vitality and keep people moving back to the city. There are many buildings in residential and commercial areas which stand vacant because of the present parking ordinances which prohibit renovation or rejuvenation of communities and revitalization of those communities because of some of these parking ordinances.

We are strongly hopeful that the City Council will see the importance of the work that has been done by the Planning Commission and Planning Staff to help revitalize housing that is so desperately needed to create vitality in the city and help the city accomplish its goals.



December 1, 2006

Cindy Gust-Jensen  
Executive Council Director  
Salt Lake City Council  
451 South State Street, Room 304  
Salt Lake City, Utah 84111

RE: Tandem Parking

Dear Cindy,

As owners of property in the downtown area, the development of which is seriously impacted by the current Salt Lake City parking requirements, we are extremely interested in seeing a tandem parking text amendment approved.

In the fall of 2003 we raised the issue of tandem parking with the Planning Department. We first met with the staff concerning this issue in January 2004. Three years later we have yet to see significant progress. We would greatly appreciate some insight on how to move this process along in a more reasonable pace.

Salt Lake City has a stated objective to increase the number of people living downtown through increased affordability. The change in parking requirement alone would allow a much larger pool of potential owners to live in projects similar to ours by paying the median price for a home in this neighborhood. Without the change, the size and price of these homes is double.

We hope that Salt Lake City will follow the lead of other intermountain cities such as Denver, where one parking stall per residential unit is required in certain areas.

Please continue working to make it easier for successful infill residential development to take place in Salt Lake City.

Sincerely,

Boyd W. Anderson  
Manager  
The Staker Company, LLC

## Jardine, Janice

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**From:** Elliott B. Smith [elliott@pangeadevco.com]  
**Sent:** Friday, December 08, 2006 12:13 PM  
**To:** Jardine, Janice  
**Subject:** Salt Lake City Parking

Dear Ms. Jardine:

I am a developer that is interested in developing multi-family housing in the Salt Lake City area. However, in reviewing the parking ordinances, it is difficult to develop and product and a plan that is conducive to the ordinances yet marketable and economically feasible. Your attention to this matter to promote quality, viable multi-family projects in Salt Lake City is appreciated.

Best regards,

Elliott

**Elliott B. Smith**

Pangea Development Company  
2231 E. Murray Holladay Rd., Suite 210  
Salt Lake City, UT 84117

801-272-3820 office  
801-272-3821 fax  
801-573-0444 mobile  
[elliott@pangeadevco.com](mailto:elliott@pangeadevco.com)

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bring a complex real estate world together*

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12/8/2006

## Jardine, Janice

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**From:** pbshupe@comcast.net  
**Sent:** Thursday, December 07, 2006 9:06 PM  
**To:** Jardine, Janice  
**Subject:** Salt Lake City's tandem parking rewrite

Dear Janice Jardine; I wanted to comment on your new tandem parking ordinance that planning commission has recommended to city council. We are developers of both single family housing and multifamily housing through out the wasatch front and some areas beyond the front. As developments get closer to business centers, especially Salt Lake City proper, parking becomes a real issue. In fill areas within those limits become a real challenge with regards to parking. The ordinance rewrite would spell relief for alot of parties involved; fire, garbage collection, police, snow removal, code enforcement, planning and zoning, developers and legal situations for the attorney's office. The planning commissions recommendation has alot of merit and i wanted to apaude theirs and staff's foresight in tackling this problem situation. We appreciate the volunteer efforts you provide the city of Salt Lake. Sincerely, Paul Shupe



## Jardine, Janice

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**From:** John Brereton [JBRETERON@uthc.org]  
**Sent:** Friday, December 08, 2006 8:09 AM  
**To:** Jardine, Janice  
**Subject:** Janice

Janice

As a developer of affordable and special use housing, I support tandem parking. Housing in downtown is very expensive to build and yet this setting is ideal for low to moderate income families. They need to be close to their jobs, shopping and amenities. But, developing in the downtown market is cost prohibitive. In the past 12 months the cost for materials and labor have increased between 15% -20% which is about the same as in 2005. Any reasonable step to reduce costs is welcomed. I feel that tandem parking is a reasonable cost saving step.

John Brereton, President  
Affordable Housing Solutions

## Jardine, Janice

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**From:** Curtis Pons [poncur@wfm1s.com]  
**Sent:** Thursday, December 07, 2006 3:17 PM  
**To:** Jardine, Janice  
**Subject:** Tandem parking

Hi Janice,

Allowing tandem parking jus seems logical to me. The arguments against it just seem punitive and out dated while the arguments for it meet the needs of the way we live in the city today. Please support the tandem parking zoning change.  
Thank you,

Curtis Pons 801-671-7270

**Jardine, Janice**

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**From:** Troy Sanders [sanderson2@yahoo.com]  
**Sent:** Thursday, December 07, 2006 12:38 PM  
**To:** Jardine, Janice  
**Subject:** Proposed Tandem Parking Ordinance

I am writing this email in support of the proposed tandem parking ordinance. As a landscape architect/planner, I believe that more affordable housing can be accommodated in addition to solving the on-street parking issues outlined in your summary of the ordinance. I urge the city to approve these changes.

Sincerely,

Troy Sanders  
Landscape Architect

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Everyone is raving about [the all-new Yahoo! Mail beta](#).

12/8/2006

A. LOUIS ZUNGUZE  
DIRECTOR

BRENT B. WILDE  
DEPUTY DIRECTOR

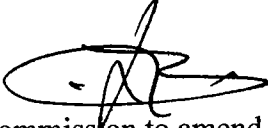
# SALT LAKE CITY CORPORATION

DEPT. OF COMMUNITY DEVELOPMENT  
OFFICE OF THE DIRECTOR

ROSS C. "ROCKY" ANDERSON  
MAYOR

## CITY COUNCIL TRANSMITTAL

**TO:** Rocky Fluhart, Chief Administrative Officer <sup>RCA</sup> **DATE:** September 26, 2006

**FROM:** Louis Zunguze, Community Development Director 

**RE:** Petition 400-06-01 by the Salt Lake City Planning Commission to amend the Zoning Ordinance regarding regulations for tandem parking in residential zones

**STAFF CONTACTS:** Lex Traughber, Principal Planner, at 535-6184 or  
lex.traughber@slcgov.com

**RECOMMENDATION:** That the City Council hold a briefing and schedule a Public Hearing

**DOCUMENT TYPE:** Ordinance

**BUDGET IMPACT:** None

### DISCUSSION:

**Issue Origin:** Parking is not currently allowed in the front or corner side yard (area between the street property line and the front wall of the principal building) in any residential district. The one exception is the R-MU (Residential Mixed-Use) district which does allow some limited front yard parking if the parking is located a minimum distance of fifteen feet (15') from the front lot line. Planning Staff proposes limited tandem parking in the front and corner side yards for existing detached single-family residential development or new single-family attached residential development (regardless of ownership), new twin home residential development, or new two-family residential development. Tandem parking shall also be allowed where new detached single-family residential development is approved as part of a Planned Development in accordance with Chapter 21A.54 of the Code. It is proposed that Tandem Parking be defined as, "A parking space within a group of two or more parking spaces arranged one behind the other such that the space nearest the street serves as the only means of access to the other space(s).

It would be beneficial to neighborhoods and to the City as a whole to allow some limited parking in a tandem pattern in required yards, to recognize existing and commonly utilized parking configurations and to facilitate residential infill development. Allowing this parking configuration has the potential to decrease the number of automobiles that are parked on the street, decrease car theft and burglary, and facilitate the maintenance of public streets.

***Analysis:*** The majority of Salt Lake City's older single-family neighborhoods were designed at a time when automobile ownership was less prevalent than it is today. These neighborhoods were established when it was not common for individuals and families to own one automobile, much less several. People relied more heavily on public transportation, such as the now defunct street car system, and less on private transportation. These neighborhoods were essentially designed with the pedestrian in mind. If a driveway was originally constructed for homes in the older neighborhoods throughout the City, the width of the driveway was typically one car width in size.

Over the years, as the public has become more affluent, automobile ownership has significantly increased. Today, it is the rule rather than the exception for many households to have two or more vehicles. As automobile numbers have increased, parking demands have become problematic for many Salt Lake City Neighborhoods. It is common for residences in some of the City's older neighborhoods to have little or no off-street parking. Due to a lack of off-street parking spaces and a rise in the number of automobiles, the City has been experiencing an increase in complaints from residents who have been cited for illegal concrete parking pads or parking vehicles in the front yard of a residential lot. To compound this problem, the City does not recognize "tandem parking" in a driveway as an appropriate parking configuration, when in fact, many people "tandem park" in their single car width driveways. To further complicate the parking dilemma, developers who are involved in new residential infill development are often faced with properties that are small or may have certain physical characteristics or configurations that do not easily lend themselves to contemporary residential development. It is not in the City's best interest to forego new residential infill development due to a lack of parking options, when in many instances tandem parking would be a compatible solution. Planning Staff proposes that with certain required criteria, a tandem parking option should be incorporated into the Salt Lake City Zoning Ordinance to allow a degree of flexibility to encourage residential infill development.

A positive argument can certainly be made that off-street parking in residential zones is preferable to on-street parking subject to maintaining front yard design standards that promote quality residential appearances. This type of parking arrangement can provide greater security for automobiles because they can be parked closer to a residence, thereby potentially decreasing the incidents of car prowls. Additionally, off-street parking is preferable for streets that are narrow, one-way, or steep because vehicles parked on streets of this nature compound the difficulty. This is often seen in the Avenues and Capitol Hill neighborhoods. Planning Staff contends that a tandem parking configuration could eliminate the need for some on-street parking by recognizing this parking pattern for existing single family residences, as well as allowing limited parking for specific types of new residential development.

***Master Plan Considerations:*** The City's Master Plans are generally silent on parking issues as they relate to residential zones and residential development, with the exception of the Capitol Hill Master Plan.

The Capitol Hill Master Plan does not address tandem parking per se, however it does address several issues relating to parking in the District that support the proposal to allow limited tandem

parking. The Plan reads on page seven, *“Because they were developed prior to the advent of the automobile, many properties in the Marmalade, Kimball and West Capitol Hill neighborhoods do not have adequate off-street parking. Therefore, residents are relegated to limited amounts of on-street parking.”* This section of the Plan goes on to read, *“In addition, steep narrow streets make on-street parking inconvenient and in some instances unsafe. In winter months, when streets become icy, on-street parking on steep streets, such as North Main, Apricot and 300 North, can be a problem for drivers who lose control of their cars. In other instances, on-street parking on narrow streets, creates difficulties for traffic circulation, garbage pick-up and street maintenance.”* These statements support the idea of tandem parking, as this configuration can reduce the number of cars parked on the street and work to alleviate these types of issues. Further, according to the Salt Lake City Police Department, vehicles parked off the street are less likely to be vandalized or burgled.

The Salt Lake City Futures Commission lists as a goal that, *“The ideal neighborhood will have good traffic management that provides an adequate system for all modes of travel. Appropriate and adequate parking will be available to meet the needs of residents and be designed to fit the characteristics of the neighborhood (Page 46).”*

The Salt Lake City Strategic Plan states that the City should develop policies and programs that create strong economic incentives to stop the deterioration of housing units by encouraging vacant lot housing infill (page 16).

One of the City Council Policy Statements as outlined in the Salt Lake City Community Housing Plan on page eleven, states, *“The City Council supports policies and programs that preserve or replace the City’s housing stock, including the requirement of, at a minimum, a unit-for-unit replacement of a monetary contribution by developers to the City’s Housing Trust Fund in lieu of replacement.”* Slightly relaxed parking requirements may make it more feasible for a developer to achieve some residential infill development and subsequently increase the City’s housing stock.

The proposed amendments are consistent and do not conflict with the purposes, goals, objectives, and policies of the adopted Capitol Hill Master Plan, the Salt Lake City Futures Commission, the Salt Lake City Strategic Plan, and the Salt Lake City Community Housing Plan.

## **PUBLIC PROCESS:**

Planning Staff met with the Transportation Advisory Board (TAB) on February 6, 2006. Comments were received from the TAB Board and addressed by Planning Staff in a written response. This document is attached as Exhibit 4 to the Staff Report dated March 22, 2006 (See Section 5C of the Transmittal entitled “Planning Commission Staff Report – March 22, 2006”). Planning Staff attended a follow-up meeting with the TAB Board on March 6, 2006, presenting the written responses to issues and concerns initially raised, and presented the details and specifics of the proposed language regarding the text amendment. The TAB Board recommendations, motion, and vote are noted in the draft minutes attached in Exhibit 6 of the

Staff Report dated March 22, 2006 (See Section 5BC of the Transmittal entitled "Planning Commission Staff Report – March 22, 2006"). The TAB Board's motion was that tandem parking should not be counted toward the residential parking requirement if a street is not wide enough to allow parking on both sides of the street. The motion passed with five votes "for" and four votes "against". It is noted that the issue of street width raised by the TAB Board was addressed by limiting tandem parking to streets that have parking on both sides of the street or to streets that do not allow parking on either side of the street. This provision is reflected in the language that the Planning Commission voted to forward to the City Council.

An Open House was held on February 23, 2006. All Community Council Chairs, business groups, and all those on the City's list serve were contacted regarding the Open House. Three members of the public attended the meeting and all were in support of the proposal. Two of the attendees provided Planning Staff with written comments which are included in Exhibit 5 of the Staff Report dated March 22, 2006 (See Section 5C of the Transmittal entitled "Planning Commission Staff Report – March 22, 2006"). No Community Council Chairpersons attended the meeting. Other comments received from the public are also attached in Exhibit 5 of this same Staff Report.

On March 22, 2006, the Planning Commission heard the amendment proposal. A Staff Report was prepared for this meeting, analyzing criteria, making findings, and finally a recommendation. The day that the Staff Report was mailed out, March 16, 2006, Planning Staff received comments from the Salt Lake City Transportation Division that warranted further consideration. The hearing that was held before the Planning Commission on March 22, 2006, therefore became an "Issues Only" hearing. Planning Staff presented the Staff Report and comment was taken from the general public regarding the proposal. In addition, the comments received from the Transportation Division on March 16, 2006, are attached as Exhibit 6 in the Staff Report dated March 22, 2006 (See Section 5C of the Transmittal entitled "Planning Commission Staff Report – March 22, 2006"). After the Planning Commission hearing on March 22, 2006, Planning Staff worked to revise and incorporate several of the comments received from the Transportation Division into the current proposal. The Transportation Division provided comments regarding Planning Staff's revised proposal and their written comments from this review are attached (Attachment 2) to the Supplemental Staff Report dated May 10, 2006 (See Section 5D of the Transmittal entitled "Planning Commission Staff Report – May 10, 2006").

The Planning Commission held a public hearing on May 10, 2006, and voted to forward a positive recommendation to the City Council to amend the Salt Lake City Zoning Ordinance beginning with the following new Section:

21A44.020M – Tandem Parking - One (1) tandem parking space per unit shall be permitted for existing detached single-family residential development or new single-family attached residential development (regardless of ownership), new twin home residential development, or new two-family residential development. Tandem parking may be allowed where the new detached single-family residential development is approved as part of a Planned Development in accordance with Chapter 21A.54 of this Code. Additionally, the one (1) parking space per unit in a "tandem" configuration located

within the front or corner side yard setback can be included in the required parking calculation for these new residential developments. All tandem parking spaces must meet the following criteria:

1. The tandem parking space shall be at least nine feet (9') wide by twenty feet (20') deep;
2. The tandem parking space shall be entirely located on private property unless otherwise approved by the City;
3. The parking stall shall not impede vehicular or pedestrian traffic;
4. The tandem parking space shall be located within a driveway that leads to a new or existing properly located, legal parking space;
5. The tandem parking space shall be located in a driveway that abuts and is assigned or dedicated to the dwelling unit that it serves. The width of the driveway shall be sufficient to accommodate vehicle maneuvering, and use of the tandem parking space shall not block the use of the driveway to access other parking spaces if the driveway is a shared driveway;
6. Parking on the hard surface tandem space shall be limited to passenger vehicles only;
7. The right-of-way fronting the new residential development must allow parking on both sides or neither side of the street;
8. Tandem parking shall not be used to satisfy parking requirements that were previously met through a side-by-side parking configuration.

In addition, the Planning Commission voted to forward a favorable recommendation to the City Council to adopt the revised Table 21A.44.050 – Parking Restrictions Within Yards which is included as Exhibit 3 in the supplemental staff report dated May 10, 2006 (See Section 5D of the Transmittal entitled “Planning Commission Staff Report – May 10, 2006”).

Finally, the Planning Commission voted to forward a favorable recommendation to the City Council to adopt the definitions of “Tandem Parking” and “Passenger Vehicle”, and add these definitions to Section 21A.62 – Definitions of the Salt Lake City Zoning Ordinance as follows:

**Tandem Parking** – means a parking space within a group of two or more parking spaces arranged one behind the other such that the space nearest the street serves as the only means of access to the other space(s).

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

#### **RELEVANT ORDINANCES:**

Salt Lake City Zoning Ordinance Section 21A.44.020 – General Off-Street Parking Requirements

Salt Lake City Zoning Ordinance Table 21A.44.020 – Parking Restrictions Within Yards



## Salt Lake City Zoning Ordinance Section 21A.62.040 – Definitions

Amendments to the Zoning Ordinance and Maps are authorized under Section 21A.50 of the Salt Lake City Zoning Ordinance, as detailed in 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." It does, however, list five standards, which should be analyzed prior to rezoning property (Section 21A.50.050 A-E). The five standards are discussed in detail starting on page 6 of the Planning Commission Staff Report dated March 22, 2006 (See Section 5B of the Transmittal entitled "Planning Commission Staff Reports").

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- 2. ORDINANCE**
- 3. NOTICE OF CITY COUNCIL HEARING**
- 4. MAILING LABELS**
- 5. PLANNING COMMISSION**
  - A) ORIGINAL NOTICE POSTMARK  
March 22, 2006**
  - B) ORIGINAL NOTICE POSTMARK  
May 10, 2006**
  - C) STAFF REPORT  
March 22, 2006**
  - D) STAFF REPORT  
May 10, 2006**
  - E) AGENDA AND MINUTES  
March 22, 2006**
  - F) AGENDA AND MINUTES  
May 10, 2006**
- 6. ORIGINAL PETITION**

## **1. CHRONOLOGY**

## **PROJECT CHRONOLOGY**

- January 11, 2006                      Planning Commission initiates petition.
- January 17, 2006                      Petition delivered to Planning Division.
- January 17, 2006                      Petition assigned to Lex Traughber.
- February 6, 2006                      Petition presented to Transportation Advisory Board.  
Planning Staff entertained questions from members of the Board and provided clarification regarding the proposal. A motion was approved recommending that tandem parking not be applied city wide.
- February 13, 2006                      Notice mailed for Open House.
- February 23, 2006                      Planning Staff held Open House. Three members of the public attended.
- March 6, 2006                          Planning Staff presented revised proposal to the Transportation Advisory Board. A motion was approved recommending that tandem parking not be counted toward the parking requirement if the street is not wide enough to allow parking on both sides of the street.
- March 7, 2006                          Planning Commission hearing notices sent via U.S. Mail and email.
- March 22, 2006                          Planning Commission holds an "Issues Only" hearing. Public comment is taken.
- April 25, 2006                          Planning Commission hearing notices sent via U.S. Mail and email.
- May 10, 2006                          Planning Commission holds a second public hearing and votes unanimously to forward a positive recommendation to the City Council regarding the tandem parking proposal.
- May 11, 2006                          Planning Staff requested ordinance from the City Attorney's Office.
- May 30, 2006                          Ordinance received from City Attorney's Office.

## **2. ORDINANCE**

SALT LAKE CITY ORDINANCE

No. \_\_\_\_\_ of 2006

(Amending Section 21A.44.020 to Include Tandem Parking Provision, Table 21A.44.050  
Parking Restrictions Within Yards, and Section 21A.62.040 Definitions)

AN ORDINANCE AMENDING SECTION 21A.44.020, *SALT LAKE CITY CODE*,  
PERTAINING TO GENERAL OFF-STREET PARKING REQUIREMENTS, TABLE  
21A.44.050, PERTAINING TO PARKING RESTRICTIONS WITHIN YARDS, AND  
SECTION 21A.62.040, PERTAINING TO DEFINITIONS, PURSUANT TO PETITION NO.  
400-06-01.

WHEREAS, the Planning Commission and the City Council of Salt Lake City, Utah,  
have held public hearings and have taken into consideration citizen testimony, filing, and  
demographic details of the area, the long range general plans of the City, and the local master  
plan as part of their deliberation. Pursuant to these deliberations, the City Council has concluded  
that the proposed amendments are in the best interest of the City.

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

SECTION 1. Amending General Off-Street Parking Requirements. That Section  
21A.44.020 of the *Salt Lake City Code*, pertaining to General Off-Street Parking Requirements  
be, and hereby is, amended, in part, to read as follows:

**21A.44.020M Tandem Parking:**

21A44.020M – Tandem Parking - One (1) tandem parking space per unit shall be permitted for  
existing detached single-family residential development or new single-family attached residential  
development (regardless of ownership), new twin home residential development, or new two-  
family residential development. Tandem parking may be allowed where the new detached  
single-family residential development is approved as part of a Planned Development in

accordance with Chapter 21A.54 of this Code. Additionally, the one (1) parking space per unit in a “tandem” configuration located within the front or corner side yard setback can be included in the required parking calculation for these new residential developments. All tandem parking spaces must meet the following criteria:

1. The tandem parking space shall be at least nine feet (9') wide by twenty feet (20') deep;
2. The tandem parking space shall be entirely located on private property unless otherwise approved by the City;
3. The parking stall shall not impede vehicular or pedestrian traffic;
4. The tandem parking space shall be located within a driveway that leads to a new or existing properly located, legal parking space;
5. The tandem parking space shall be located in a driveway that abuts and is assigned or dedicated to the dwelling unit that it serves. The width of the driveway shall be sufficient to accommodate vehicle maneuvering, and use of the tandem parking space shall not block the use of the driveway to access other parking spaces if the driveway is a shared driveway;
6. Parking on the hard surface tandem space shall be limited to passenger vehicles only;
7. The right-of-way fronting the new residential development must allow parking on both sides or neither side of the street;
8. Tandem parking shall not be used to satisfy parking requirements that were previously met through a side-by-side parking configuration.

SECTION 2. Amending Table. That the table, entitled Parking Restrictions Within Yards, which is located at 21A.44.050 of the *Salt Lake City Code*, shall be and hereby is, amended as set forth in the attached Exhibit A.

SECTION 3. Amending Definitions. That Section 21A.62.040 of the *Salt Lake City Code*, entitled Definitions, shall be and hereby is, amended, in part, as follows:

**21A.62.040 Definitions:**

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

“Tandem parking” means a parking space within a group of two or more parking spaces arranged one behind the other such that the space nearest the street serves as the only means to the other space(s).

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

Passed by the City Council of Salt Lake City, Utah this \_\_\_\_\_ day of \_\_\_\_\_, 2006.

\_\_\_\_\_  
CHAIRPERSON

ATTEST:

\_\_\_\_\_  
CHIEF DEPUTY CITY RECORDER



Transmitted to Mayor on \_\_\_\_\_.

Mayor's Action: \_\_\_\_\_ Approved. \_\_\_\_\_ Vetoed.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CHIEF DEPUTY CITY RECORDER

(SEAL)

Bill No. \_\_\_\_\_ of 2006.

Published: \_\_\_\_\_.

APPROVED AS TO FORM  
Salt Lake City Attorney's Office  
Date September 18, 2006  
By Melanie Pfeif

I:\Ordinance 06\Amending 21A.44.020 to include Tandem Parking Provision - 08-18-06 draft.doc

# Exhibit A

## 21A.44.050 Parking Restrictions Within Yards:

A. **Regulations, Form Of Restrictions:** Within the various chapters of this Title, there are regulations that restrict the use of certain yards for off-street parking. These regulations can take the form of restrictions against parking in required yards, landscape yard restrictions, or landscape buffer restrictions.

B. **Front Yard Parking:** Front yard parking may be allowed as a special exception when the rear or side yards cannot be reasonably accessed and it is impossible to build an attached garage that conforms to yard area and setback requirements, subject to the following conditions:

1. The hard-surfaced parking area be limited to nine feet (9') wide by twenty feet (20') deep;
2. A minimum twenty foot (20') setback from the front of the dwelling to the front property line exists so that vehicles will not project into the public right of way; and
3. Parking on the hard-surfaced area is restricted to passenger vehicles only.

C. **Parking Restrictions Within Yards:** To make the use of this Title more convenient, Table 21A.44.050 of this Section has been compiled to provide a comprehensive listing of those districts where restrictions exist on the location of parking in yards.

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

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

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

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

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

SALT LAKE CITY ORDINANCE

No. \_\_\_\_\_ of 2006

(Amending Section 21A.44.020 to Include Tandem Parking Provision, Table 21A.44.050  
Parking Restrictions Within Yards, and Section 21A.62.040 Definitions)

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21A.44.050, PERTAINING TO PARKING RESTRICTIONS WITHIN YARDS, AND  
SECTION 21A.62.040, PERTAINING TO DEFINITIONS, PURSUANT TO PETITION NO.  
400-06-01.

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have held public hearings and have taken into consideration citizen testimony, filing, and  
demographic details of the area, the long range general plans of the City, and the local master  
plan as part of their deliberation. Pursuant to these deliberations, the City Council has concluded  
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NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

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**21A.44.020M Tandem Parking:**

**21A44.020M – Tandem Parking - One (1) tandem parking space per unit shall be permitted  
for existing detached single-family residential development or new single-family attached  
residential development (regardless of ownership), new twin home residential development,  
or new two-family residential development. Tandem parking may be allowed where the  
new detached single-family residential development is approved as part of a Planned**

**Development in accordance with Chapter 21A.54 of this Code. Additionally, the one (1) parking space per unit in a “tandem” configuration located within the front or corner side yard setback can be included in the required parking calculation for these new residential developments. All tandem parking spaces must meet the following criteria:**

- 1. The tandem parking space shall be at least nine feet (9') wide by twenty feet (20') deep;**
- 2. The tandem parking space shall be entirely located on private property unless otherwise approved by the City;**
- 3. The parking stall shall not impede vehicular or pedestrian traffic;**
- 4. The tandem parking space shall be located within a driveway that leads to a new or existing properly located, legal parking space;**
- 5. The tandem parking space shall be located in a driveway that abuts and is assigned or dedicated to the dwelling unit that it serves. The width of the driveway shall be sufficient to accommodate vehicle maneuvering, and use of the tandem parking space shall not block the use of the driveway to access other parking spaces if the driveway is a shared driveway;**
- 6. Parking on the hard surface tandem space shall be limited to passenger vehicles only;**
- 7. The right-of-way fronting the new residential development must allow parking on both sides or neither side of the street;**
- 8. Tandem parking shall not be used to satisfy parking requirements that were previously met through a side-by-side parking configuration.**

SECTION 2. Amending Table. That the table, entitled Parking Restrictions Within Yards, which is located at 21A.44.050 of the *Salt Lake City Code*, shall be and hereby is, amended as set forth in the attached Exhibit A.

SECTION 3. Amending Definitions. That Section 21A.62.040 of the *Salt Lake City Code*, entitled Definitions, shall be and hereby is, amended, in part, as follows:

**21A.62.040 Definitions:**

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

**“Tandem parking” means a parking space within a group of two or more parking spaces arranged one behind the other such that the space nearest the street serves as the only means to the other space(s).**

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

Passed by the City Council of Salt Lake City, Utah this \_\_\_\_\_ day of \_\_\_\_\_, 2006.

\_\_\_\_\_  
CHAIRPERSON

ATTEST:

\_\_\_\_\_  
CHIEF DEPUTY CITY RECORDER



Transmitted to Mayor on \_\_\_\_\_.

Mayor's Action: \_\_\_\_\_ Approved. \_\_\_\_\_ Vetoed.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CHIEF DEPUTY CITY RECORDER

(SEAL)

Bill No. \_\_\_\_\_ of 2006.

Published: \_\_\_\_\_.

I:\Ordinance 06\Amending 21A.44.020 to include Tandem Parking Provision - 08-18-06 draft1.doc

# Exhibit A

## 21A.44.050 Parking Restrictions Within Yards:

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

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

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

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

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

\* Subject to Section 21A.44.020M - Tandem Parking

**3. NOTICE OF CITY  
COUNCIL HEARING**

## **NOTICE OF PUBLIC HEARING**

The Salt Lake City Council is considering Petition 400-06-01, a Salt Lake City Zoning Ordinance text amendment proposal that will add standards to allow and regulate tandem parking in residential zones throughout the City. The purpose of the amendment is to allow some limited parking in a tandem pattern in required yards, to recognize existing and commonly utilized parking configurations, and to facilitate residential infill development.

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

**DATE:**

**TIME:** 7:00 p.m.

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

If you have any questions relating to this proposal or would like to review the file, please call Lex Traughber at 535-6184 between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday or via e-mail at [lex.traughber@slcgov.com](mailto:lex.traughber@slcgov.com)

People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this hearing. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions, requests, or additional information, please contact the Planning Division at (801) 535-7757; TDD (801) 535-6021.

## **4. MAILING LABELS**





KEN FULZ  
WESTPOINTE CHAIR  
1217 NORTH BRIGADIER CIR  
SALT LAKE CITY UT 84116

KENNETH L NEAL  
ROSE PARK CHAIR  
1071 NORTH TOPAZ  
SALT LAKE CITY UT 84116

ANGIE VORHER  
JORDAN MEADOWS CHAIR  
1988 SIR JAMES DRIVE  
SALT LAKE CITY UT 84116

VICKY ORME  
FAIRPARK CHAIR  
159 NORTH 1320 WEST  
SALT LAKE CITY UT 84116

MIKE HARMAN  
POPLAR GROVE CHAIR  
1044 WEST 300 SOUTH  
SALT LAKE CITY UT 84104

RANDY SORENSON  
GLENDALE CHAIR  
1184 SOUTH REDWOOD DR  
SLAT LAKE CITY UT 84104

PETER VON SIVERS  
CAPITOL HILL CHAIR  
223 WEST 400 NORTH  
SALT LAKE CITY UT 84103

STEVE MECHAM  
GREATER AVENUES CHAIR  
1180 FIRST AVENUE  
SALT LAKE CITY UT 84103

BILL DAVIS  
DOWNTOWN CHAIR  
329 HARRISON AVENUE  
SALT LAKE CITY UT 84115

THOMAS MUTTER  
CENTRAL CITY CHAIR  
228 EAST 500 SOUTH #100  
SALT LAKE CITY UT 84111

CHRIS JOHNSON  
EAST CENTRAL CHAIR  
PO BOX 520743  
SALT LAKE CITY UT 84152

JIM FISHER  
LIBERTY WELLS CHAIR  
428 CLEVELAND AVE  
SALT LAKE CITY UT 84105

JIM WEBSTER  
YALECREST CHAIR  
938 MILITARY DRIVE  
SALT LAKE CITY UT 84108

DANIEL JENSEN  
WASATCH HOLLOW CHAIR  
1670 EAST EMERSON AVE  
SALT LAKE CITY UT 84105

ELIOT BRINTON  
SUNNYSIDE EAST CHAIR  
849 SOUTH CONNOR STREET  
SALT LAKE CITY UT 84108

ELLEN REDDICK  
BONNEVILLE HILLS CHAIR  
2177 ROOSEVELT AVENUE  
SALT LAKE CITY UT 84108

MICHAEL AKERLOW  
FOOTHILL/SUNNYSIDE CHAIR  
1940 HUBBARD AVE  
SALT LAKE CITY UT 84108

SHAWN MCMILLEN  
H. ROCK CHAIR  
1855 SOUTH 2600 EAST  
SALT LAKE CITY UT 84108

DAVE MORTENSEN  
ARCADIA HEIGHTS/BENCHMARK  
CHAIR  
2278 SIGNAL POINT CIRCLE  
SALT LAKE CITY UT 84109

MARK HOLLAND  
SUGAR HOUSE CHAIR  
1942 BERKELEY STREET  
SALT LAKE CITY UT 84108

PAUL TAYLOR  
OAK HILLS CHAIR  
1165 OAKHILLS WAY  
SALT LAKE CITY UT 84108

BRUCE COHNE  
EAST BENCH CHAIR  
2384 SOUTH SUMMIT CIRCLE  
SLAT LAKE CITY, UT 84109

TIM DFF

INDIAN HILLS CHAIR  
Vacant

ST. MARY'S CHAIR  
Vacant

PEOPLE'S FREEWAY  
VACANT



Downtown Alliance  
Bob Farrington, Director  
175 East 400 South, #100  
SLC, UT 84111

S.L. Chamber of Commerce  
175 East 400 South, #100  
SLC, UT 84111

Downtown Merchants Association  
Attn: Carol Dibblee  
10 W. Broadway, Suite 420  
SLC, UT 84101

Hispanic Chamber of Commerce  
P.O. Box 1805  
SLC, UT 84110

Vest Pocket Business Coalition  
P.O. Box 521357  
SLC, UT 84152-1357

Sugar House Merchants Association  
Barbara Green  
Smith-Crown  
2000 South 1100 East  
SLC, UT 84106

Westside Alliance  
c/o Neighborhood Housing Services  
Maria Garcia  
622 West 500 North  
SLC, UT 84116

Lex Traugher  
451 S. State St., Rm 406  
SLC, UT 84111

Boyd Anderson  
6914 South 3000 East  
SLC, UT 84121

Mike Nelson  
5200 S. Highland Dr.  
SLC, UT 84117

Catherine Dunn  
1120 East 600 South  
SLC, UT 84102

Russ Watts  
Watts Enterprises  
5200 South Highland Dr.  
SLC, UT 84117

Tim Dee  
Sunset Oaks Chair  
1575 Devonshire Drive  
SLC, UT 84108

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SLC, UT 84121

Russ Watts  
Watts Enterprises  
5200 South Highland Dr.  
SLC, UT 84117

**5. PLANNING COMMISSION**  
**A. Original Notice Postmark**  
**March 22, 2006**

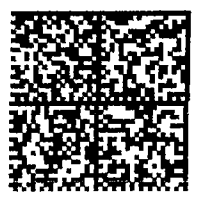
LEX TRAMBER  
451 S. STATE STREET  
ROOM 406  
SALT LAKE CITY, UT 84111

# NOTICE OF HEARING

Salt Lake City Planning Division  
Planning Commission Secretary  
451 South State Street, Rm. 406  
Salt Lake City, UT 84111 UT

US POSTAGE  
Mailed From 84111  
03/07/2006  
\$00.390  
016H16501573

Hasler



1. Fill out registration card and indicate if you wish to speak and which agenda item you will address.
2. After the staff and petitioner presentations, hearings will be opened for public comment. Community Councils will present their comments at the beginning of the hearing.
3. In order to be considerate of everyone attending the meeting, public comments are limited to 3 minutes per person per item. A spokesperson who has been asked by a group to summarize their concerns will be allowed 5 minutes to speak. Written comments are welcome and will be provided to the Planning Commission in advance of the meeting if they are submitted to the Planning Division prior to noon the day before the meeting. Written comments should be sent to:

Salt Lake City Planning Director  
451 South State Street, Room 406  
Salt Lake City, UT 84111

4. Speakers will be called by the Chair.
5. Please state your name and your affiliation to the petition or whom you represent at the beginning of your comments.
6. Speakers should address their comments to the Chair. Planning Commission members may have questions for the speaker. Speakers may not debate with other meeting attendees.
7. Speakers should focus their comments on the agenda item. Extraneous and repetitive comments should be avoided.
8. After those registered have spoken, the Chair will invite other comments. Prior speakers may be allowed to supplement their previous comments at this time.
9. After the hearing is closed, the discussion will be limited among Planning Commissioners and Staff. Under unique circumstances, the Planning Commission may choose to reopen the hearing to obtain additional information.
10. Salt Lake City Corporation complies with all ADA guidelines. If you are planning to attend the public meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the City 48 hours in advance of the meeting and we will try to provide whatever assistance may be required. Please call 535-7757 for assistance.

For information on public or written comments and ADA accommodations, please see the reverse side of the agenda.

PLEASE TURN OFF CELL PHONES AND PAGERS BEFORE THE MEETING BEGINS.  
AT YOUR REQUEST A SECURITY ESCORT WILL BE PROVIDED TO ACCOMPANY YOU TO  
YOUR CAR AFTER THE MEETING. THANK YOU.

**5. PLANNING COMMISSION**  
**B. Original Notice Postmark**  
**May 10, 2006**

LEX TRANSHBER  
451 S. STATE STREET  
Room 406  
Salt Lake City UT 84111

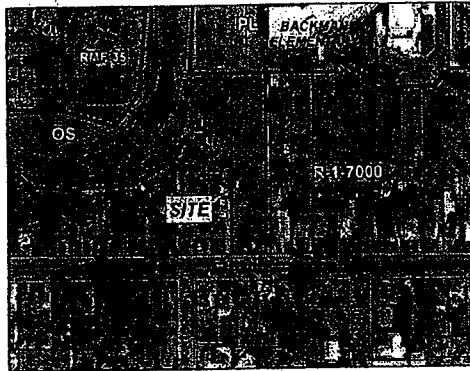
## NOTICE OF HEARING

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04/25/2006  
\$00.390  
016H16501573

Hasler



Salt Lake City Planning Division  
451 South State Street, Room 406  
Salt Lake City UT 84111 LT



Petition 410-761 and 490-06-014 (Borg Holdings)

1. Fill out registration card and indicate if you wish to speak and which agenda item you will address.
2. After the staff and petitioner presentations, hearing will be opened for public comment. Community Councils will present their comments at the beginning of the hearing.
3. In order to be considerate of everyone attending the meeting, public comments are limited to three (3) minutes per person, per item. A spokesperson who has already been asked by a group to summarize their concerns will be allowed five (5) minutes to speak. Written comments are welcome and will be provided to the Planning Commission in advance of the meeting if they are submitted to the Planning Division prior to noon the day before the meeting. Written comments should be sent to:  
Salt Lake City Planning Commission  
451 South State Street, Room 406  
Salt Lake City UT 84111
4. Speakers will be called by the Chair.
5. Please state your name and your affiliation to the petition or whom you represent at the beginning of your comments.
6. Speakers should address their comments to the Chair. Planning Commission members may have questions for the speaker. Speakers may not debate with other meeting attendees.
7. Speakers should focus their comments on the agenda item. Extraneous and repetitive comments should be avoided.
8. After those registered have spoken, the Chair will invite other comments. Prior speakers may be allowed to supplement their previous comments at this time.
9. After the hearing is closed, the discussion will be limited among Planning Commissioners and Staff. Under unique circumstances, the Planning Commission may choose to reopen the hearing to obtain additional information.
10. Salt Lake City Corporation complies with all ADA guidelines. People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this meeting. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions, requests, or additional information, please contact the Planning Office at 535-7757; TDD 535-6021.



**5. PLANNING COMMISSION**  
**C. Staff Report**  
**March 22, 2006**

**DATE:** March 16, 2006  
**TO:** Salt Lake City Planning Commission  
**FROM:** Lex Traughber  
Principal Planner  
Telephone: (801)535-6184  
Email: [lex.traughber@slcgov.com](mailto:lex.traughber@slcgov.com)  
**RE: STAFF REPORT FOR THE MARCH 22, 2006 MEETING**

---

**CASE NUMBER:** 400-06-01

**APPLICANT:** Salt Lake City Planning Commission

**STATUS OF APPLICANT:** City Board

**REQUESTED ACTION:** The Planning Commission initiated a petition requesting that Planning Staff review the Zoning Ordinance in reference to regulations governing tandem parking in residential zones.

**PROJECT LOCATION:** This is a Zoning Ordinance text amendment that has implications city wide.

**COUNCIL DISTRICTS:** The proposed Zoning Ordinance text amendment will affect all Council Districts.

**PROPOSED ZONING TEXT AMENDMENT:** Parking is not currently allowed in the front or corner side yard (area between the property line and the front wall of the principal building) in any residential district. The one exception is the R-MU (Residential Mixed-Use) district which does allow some limited front yard parking if the parking is located a minimum distance of fifteen feet (15') from the front lot line.

Planning Staff proposes limited tandem parking in the front and corner side yards for existing and new single family residential development, which includes townhomes and twin homes, where the parking will have minimal impacts on adjacent property owners and the localized area in general.

**RATIONALE FOR THE  
PROPOSED AMENDMENT:**

It would be beneficial to local neighborhood communities and to the City as a whole to allow some limited parking in a tandem pattern in required yards, to recognize existing and commonly utilized parking configurations and to facilitate single family residential infill development. Allowing this parking configuration has the potential to decrease the number of automobiles that are parked on the street, decrease car theft and burglary, and facilitate the maintenance of public streets.

**APPLICABLE LAND  
USE REGULATIONS:**

Salt Lake City Zoning Ordinance Section and Table 21A.44.050 – Parking Restrictions Within Yards

**APPLICABLE  
MASTER PLANS:**

Salt Lake City Strategic Plan 1993  
Salt Lake City Futures Commission  
Salt Lake City Community Housing Plan  
Capitol Hill Master Plan

**PROJECT HISTORY:**

The vast majority of Salt Lake City's single-family neighborhoods were designed at a time when automobile ownership was less prevalent than it is today. These neighborhoods were established when it was not common for individuals and families to own one automobile, much less several. People relied more heavily on public transportation, such as the now defunct street car system, and less on private transportation. These neighborhoods were essentially designed with the pedestrian in mind. If a driveway was originally constructed for homes in the older neighborhoods throughout the City, the width of the driveway was typically one car width in size.

Over the years, as the public has become more affluent, automobile ownership has significantly increased. Today, it is the rule rather than the exception for many households to have two or more vehicles. Further, with the preference of the American public for SUVs, passenger vehicles are often times larger than those of the past.

Over time, as automobile ownership has increased, parking demands have become problematic for many Salt Lake City Neighborhoods. It is common for residences in the City's neighborhoods to have little or no off-street parking. Due to a lack of off-street parking spaces and a rise in automobile numbers, the City has been experiencing an increase in complaints from residents who have been cited for illegal concrete parking

pads or parking vehicles in the front yard of a residential lot. To compound this problem, the City does not recognize “tandem parking” in a driveway as an appropriate parking configuration, when in fact, many people unknowingly “tandem park”. As noted previously, driveway construction, if any, in the older neighborhoods across the City was typically one car length in width, and residents are accustomed to “tandem parking” in this type of driveway design.

A positive argument can certainly be made that off-street parking in residential zones is preferable to on-street parking. This type of parking arrangement can provide greater security for automobiles because they can be parked closer to a residence, thereby potentially decreasing the incidents of car prowls. Additionally, off-street parking is preferable for streets that are narrow, one-way, or steep because vehicles parked on streets of this nature compound the difficulty. Planning Staff contends that a tandem parking configuration could eliminate the need for some on-street parking by recognizing this parking pattern for existing single family residences, as well as allowing limited parking for new single-family residential development.

To further complicate the parking dilemma, developers who are involved in new residential infill development are often faced with properties that are small or may have certain physical characteristics or configurations that do not easily lend themselves to contemporary residential development. It is not in the City’s best interest to forego new residential infill development due to a lack of parking options, when in many instances there is currently no option for tandem parking in a required yard in residential zoning districts in the Salt Lake City Code. Planning Staff proposes that with certain required criteria, a tandem parking option should be incorporated into the Salt Lake City Zoning Ordinance to allow a degree of flexibility to encourage residential infill development.

#### **PROJECT DESCRIPTION:**

Table 21A.44.05 of the Salt Lake City Zoning Ordinance indicates that parking is not allowed in any residential district in the front or corner side yard with the one exception of the R-MU zone. In the R-MU zone, parking is allowed in the front or corner side yard if it is located at least fifteen feet from the lot line.

Planning Staff proposes to recognize one (1) tandem parking space in the required front or corner side yard for existing or new single-family residential development city wide if the following criteria are met.

1. The tandem parking space is at least nine feet (9’) wide by twenty feet (20’) deep;
2. The vehicle will not encroach into the public right of way;
3. The tandem parking space is located within a driveway that leads to a properly located new or existing parking space (garage, carport or parking pad);
4. Parking on the hard surface tandem space is limited to passenger vehicles only.

In addition, in order to encourage residential infill development, Planning Staff proposes that for new single-family, residential construction, one (1) parking space located within the front or corner side yard setback in a "tandem" configuration will be permitted, and said space can be included in the required parking calculation for the proposed residential use if the same criteria are met.

These criteria would appear in the Zoning Ordinance as a footnote to Table 21A.44.050 - Parking Restrictions Within Yards, Residential Districts (Exhibit 1). Because a definition of "Tandem Parking" is not currently included in the Zoning Ordinance, Planning Staff proposes the attached definition (Exhibit 2), which reads, "A parking space within a group of two or more parking spaces arranged one behind the other such that the space nearest the street serves as the only means of access to the other space(s)."

Planning Staff notes that this tandem parking provision is not applicable for the purposes of unit legalization. The unit legalization process does not apply to single-family residential housing units, rather applies to what the City recognizes as duplexes, triplexes and so forth. The unit legalization process is for the purposes of recognizing more than one dwelling unit on a given parcel. This proposed amendment is for new or existing single-family residential development only; one dwelling unit on one parcel.

#### **DEPARTMENT/DIVISION COMMENTS:**

The following is a summary of the comments received from various City Divisions/Departments. The comments in their entirety are attached (Exhibit 3) to this staff report.

1. **Transportation**  
Planning Staff received comments from Transportation Staff on March 16<sup>th</sup>, 2006, the day Planning Commission packets were mailed out. Attached as Exhibit 6 are the Transportation comments and draft minutes from the TAB Board. The comments received from Transportation conflict with Planning Staff's recommendation.
2. **Engineering**  
Could not foresee any possible problems with the proposal.
3. **Code Enforcement**  
Did not respond.
4. **Permits**  
Per verbal discussion, Permits has no issue with the proposal.
5. **Public Utilities**  
For all cases of this petition where Public Utilities' properties and facilities are not encroached upon, Public Utilities has no issues. In any case of an

encroachment all proposed construction must meet Public Utilities' standards, specifications, and requirements.

**6. Property Management**

So long as the parking spaces are not located within the right-of-way, Property Management has no comment on the proposed amendment.

**7. Police**

Did not respond, however verbally via telephone indicated that cars parked adjacent to residences are less likely to be burgled than those parked on the street.

**8. Fire**

Generally, the Fire Department has no objections concerning this tandem parking amendment.

**9. Public Services**

The benefits of allowing the stacking of cars in a driveway or side yard are:

- takes more cars off of residential streets
- during the snow season the residential roads are more open and easier to plow
- during the neighborhood clean up, road surface treatment period, and leaf collection period, roads are more open and accessible.
- weekly residential waste collection could see fewer cars interfering with placement of containers.

**10. Salt Lake City International Airport**

The proposed amendment affects vehicle parking in residential zoning districts and does not have impacts on operations at the Salt Lake City International Airport.

**PUBLIC PROCESS & COMMENT:**

Planning Staff met with the Transportation Advisory Board (TAB) on February 6, 2006. Attached are the comments received from the TAB Board and a response to each from Planning Staff (Exhibit 4). Planning Staff attended a follow-up meeting with the TAB Board on March 6, 2006, presenting written responses to issues and concerns initially raised, and presented the details and specifics of the proposed language regarding the text amendment. The TAB Board recommendations, motion, and vote are noted in the draft minutes attached in Exhibit 6.

An Open House was held on February 23, 2006. All Community Council Chairs, business groups, and all those on the City's list serve were contacted regarding the Open House. Three members of the public attended the meeting and all were in support of the proposal. Two of the attendees provided Planning Staff with written comments which are included in Exhibit 5. No Community Council Chairpersons attended the meeting. Other comments received from the public are also attached in Exhibit 5.

## ANALYSIS:

Because this petition is a modification of the Zoning Ordinance, the Planning Commission must review the proposal and forward a recommendation to the City Council based on the following standards for general amendments as noted in Section 21A.50.050 of the Zoning Ordinance.

**A. Whether the proposed amendment is consistent with the purposes, goals, objectives, and policies of the adopted general plan of Salt Lake City.**

**Discussion:** The City's Master Plans are generally silent on parking issues as they relate to residential zones and residential development, with the exception of the Capitol Hill Master Plan.

The Capitol Hill Master Plan does not address tandem parking per se, however it does address several issues relating to parking in the District that support the proposal to allow limited tandem parking. The Plan reads on page seven, *"Because they were developed prior to the advent of the automobile, many properties in the Marmalade, Kimball and West Capitol Hill neighborhoods do not have adequate off-street parking. Therefore, residents are relegated to limited amounts of on-street parking."* This section of the Plan goes on to read, *"In addition, steep narrow streets make on-street parking inconvenient and in some instances unsafe. In winter months, when streets become icy, on-street parking on steep streets, such as North Main, Apricot and 300 North, can be a problem for drivers who lose control of their cars. In other instances, on-street parking on narrow streets, creates difficulties for traffic circulation, garbage pick-up and street maintenance."* These statements support the idea of tandem parking, as this configuration can reduce the number of cars parked on the street and work to alleviate these types of issues. Further, according to the Salt Lake City Police Department, vehicles parked off the street are less likely to be vandalized or burgled.

The Salt Lake City Futures Commission lists as a goal that, *"The ideal neighborhood will have good traffic management that provides an adequate system for all modes of travel. Appropriate and adequate parking will be available to meet the needs of residents and be designed to fit the characteristics of the neighborhood (Page 46)."*

The Salt Lake City Strategic Plan states that the City should develop policies and programs that create strong economic incentives to stop the deterioration of housing units by encouraging vacant lot housing infill (page 16).

One of the City Council Policy Statements as outlined in the Salt Lake City Community Housing Plan on page eleven, states, *"The City Council supports policies and programs that preserve or replace the City's housing stock, including the requirement of, at a minimum, a unit-for-unit replacement of a monetary*

*contribution by developers to the City's Housing Trust Fund in lieu of replacement." Slightly relaxed parking requirements may make it more feasible for a developer to achieve some residential infill development and subsequently increase the City's housing stock.*

**Finding:** The proposed text change is consistent and does not conflict with the purposes, goals, objectives, and policies of the adopted Capitol Hill Master Plan, the Salt Lake City Futures Commission, the Salt Lake City Strategic Plan, and the Salt Lake City Community Housing Plan.

**B. Whether the proposed amendment is harmonious with the overall character of existing development in the immediate vicinity of the subject property.**

**Discussion:** The proposed amendment is not site specific, but would apply to all residential districts across the City.

**Finding:** The proposed amendment will benefit local neighborhoods and the City as a whole by allowing options for some expanded, yet limited, off-street parking in the front or corner side yard area for existing and new single-family residential development.

**C. The extent to which the proposed amendment will adversely affect adjacent properties.**

**Discussion:** The proposed standards are designed to limit adverse affects to adjacent properties. Parking in the front or corner side yard will be limited to one (1) additional parking space of specific dimensions (9' x 20'), yet will allow some flexibility for a residential property owner to obtain some additional off-street parking. This parking space in a required yard will also have to be located in a driveway leading to a properly located parking space as noted in the above proposed criteria.

**Finding:** The proposed regulations will substantially limit adverse affects.

**D. Whether the proposed amendment is consistent with the provisions of any applicable overlay zoning districts which may impose additional standards.**

**Discussion:** Additional off-street parking in residential zones in the front yard will be subject to the provisions of any applicable overlay zoning district.

**Finding:** The proposed amendment is consistent with the provisions of any applicable overlay zoning districts which may impose additional standards.

**E. The adequacy of public facilities and services intended to serve the subject property, including but not limited to roadways, parks and recreational**



**facilities, police and fire protection, schools, storm water drainage systems, water supplies and wastewater and refuse collection.**

**Discussion:** This petition is not site specific, however the criteria is valid. The Public Services Division and the Police Department note in their comments that a provision to provide for off-street parking in residential areas is positive. From a Police perspective, cars parked off the street are safer in terms of burglary, theft and vandalism. The Public Services Division notes that fewer cars parked in the streets is beneficial in terms of street maintenance, waste collection, snow removal, and neighborhood cleanup.

**Finding:** This petition is not site specific, however this criteria is applicable. The Police Department and the Public Services Division note that the ability to decrease on-street parking in residential neighborhoods is advantageous.

### **RECOMMENDATION:**

Based on the comments, analysis, and findings of fact noted in this staff report, Planning Staff recommends that the Planning Commission forward a favorable recommendation to the City Council to adopt text amending the Salt Lake City Code concerning “tandem parking” in required yards for existing and new single-family residential development.

#### **Attachments:**

- Exhibit 1 – Revised Table 21A.44.050 – Parking Restrictions Within Yards – Residential Districts
- Exhibit 2 – Definition – Tandem Parking
- Exhibit 3 – Department/Division Comments
- Exhibit 4 – TAB Board Comment and Planning Staff Response
- Exhibit 5 – Public Comment
- Exhibit 6- Transportation Comments

**Exhibit 1 -**  
Revised Table 21A.55.050 -  
Parking Restrictions Within Yards – Residential Districts

## 21A.44.050 Parking Restrictions Within Yards:

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

Table 21A.44.050 PARKING RESTRICTIONS WITHIN YARDS RESIDENTIAL DISTRICTS				
Parking Restrictions Within Yards				
Zoning Districts	Front Yard	Corner Side Yard	Interior Side Yard	Rear Yard
Single/two- family residential districts: FR-1 to SR-1	Parking not permitted between front lot line and the front wall of the	Parking not permitted between front lot line and the front wall of the	Parking permitted. In the FR districts parking not permitted within 6 feet of interior	Parking permitted

	principal building*	principal building*	side lot line	
SR-3	Parking not permitted*	Parking not permitted*	Parking permitted	Parking permitted
RMF-30	Parking not permitted*	Parking not permitted*	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district
RMF-35	Parking not permitted*	Parking not permitted*	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district
RMF-45	Parking not permitted*	Parking not permitted*	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district
RMF-75	Parking not permitted*	Parking not permitted*	Parking not permitted within	Parking not permitted

			10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots	within 10 feet of the rear lot line when abutting a single- or two-family district
RB	Parking not permitted*	Parking not permitted*	Parking permitted	Parking permitted
R-MU-35	Parking not permitted*	Parking not permitted*	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district
R-MU-45	Parking not permitted*	Parking not permitted*	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district
R-MU	Parking not permitted within 15 feet of the	Parking not permitted within 15 feet of the	Parking not permitted within 10 feet of the side lot line	Parking not permitted within 10 feet of the

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

\* With the exception of one (1) tandem parking space for existing or new single-family residential development that meets the following criteria:

1. The tandem parking space is at least nine feet (9') wide by twenty feet (20') deep;
2. The vehicle will not encroach into the public right of way;
3. The tandem parking space is located within a driveway that leads to a properly located new or existing parking space (garage, carport or parking pad);
4. Parking on the hard surface tandem space is limited to passenger vehicles only.

**Exhibit 2 -  
Definition -  
Tandem Parking**

## **Chapter 21A.62 – Definitions**

A parking space within a group of two or more parking spaces arranged one behind the other such that the space nearest the street serves as the only means of access to the other space(s).



**Exhibit 3 -**  
Department/Division Comments

**Traughber, Lex**

**From:** Stewart, Brad  
**Sent:** Wednesday, March 01, 2006 11:41 AM  
**To:** Traughber, Lex  
**Cc:** Garcia, Peggy  
**Subject:** Tandem Parking Text Amendment Petition 400-06-01  
**Categories:** Program/Policy

Lex,

Public Utilities has no issues or objections with the proposed parking change.

Brad

## **Traughber, Lex**

**From:** Garcia, Peggy  
**Sent:** Friday, February 17, 2006 1:03 PM  
**To:** Traughber, Lex  
**Cc:** Niermeyer, Jeff; Brown, Jason; Greenleaf, Karryn  
**Subject:** Petition 400-06-01, Tandem Parking Text Amendment  
**Categories:** Program/Policy

Lex,

For all cases of this petition where Public Utilities' properties and facilities are not encroached upon, Public Utilities has no issues. For cases where Public Utilities' properties and facilities are encroached upon all proposed construction must meet Public Utilities' standards, specification and requirements. Please call if you have any questions.

*Peggy Garcia  
Contracts Supervisor  
Salt Lake City Public Utilities  
(801) 483-6727*

## Traughber, Lex

**From:** Larson, Bradley  
**Sent:** Sunday, February 19, 2006 2:14 PM  
**To:** Traughber, Lex  
**Cc:** Leydsman, Wayne  
**Subject:** RE: Petition 400-06-01, Tandem Parking Text Amendment  
**Categories:** Program/Policy

Lex,

I am out of town and will return March 6th. I am not aware that this amendment got to Wayne in my absence, so I will comment on this.

Generally, the Fire Department has no objections concerning this tandem parking text amendment. The only concerns the Fire Code addresses is if parking is on the street and speaks to fire department emergency vehicle access. If streets are only 20 feet wide, no parking is allowed on either side of the street. 28 feet, parking allowed on one side only. 36 feet wide, then parking is allowed on both sides of the street. I mention these as a matter of information.

Please contact me should you have any questions.

Thank you.

Brad Larson  
Deputy Fire Marshal  
Salt Lake City Fire Department

**From:** Traughber, Lex  
**Sent:** Thu 2/16/2006 11:51 AM  
**To:** Garcia, Peggy; Larson, Bradley; Smith, Craig; Butcher, Larry; Guess, Kim  
**Cc:** Paterson, Joel; Coffey, Cheri  
**Subject:** Petition 400-06-01, Tandem Parking Text Amendment

Good morning,

On January 31, 2006, I sent the attached memorandum to you regarding the above referenced petition. I requested that you send any comments that you may have regarding this matter to me by February 15, 2006. The purpose of this email is to again solicit any comments that you may have. I am preparing my staff report and need comments as soon as possible. If I do not hear from you by Wednesday, February 22, 2006, I will make the assumption that you have no concerns with this proposal.

If you have any questions please do not hesitate to contact me.

Thanks!

Lex Traughber  
Principal Planner  
Salt Lake City Planning Division

2/27/2006

## Traughber, Lex

**From:** Smith, Craig  
**Sent:** Thursday, February 16, 2006 12:55 PM  
**To:** Traughber, Lex  
**Subject:** RE: Petition 400-06-01, Tandem Parking Text Amendment

Lex, if the tandem parking space is just for one car, I don't see any possible problems.

**From:** Traughber, Lex  
**Sent:** Thursday, February 16, 2006 12:49 PM  
**To:** Smith, Craig  
**Subject:** RE: Petition 400-06-01, Tandem Parking Text Amendment

Thanks for the comments Craig. The number of allowed vehicles is one. I don't know if junk cars are governed by another ordinance, but I would think that the proposed ordinance would not lend itself to a proliferation of rows of junked cars, especially if the limit is one vehicle. Am I missing the point?

**From:** Smith, Craig  
**Sent:** Thursday, February 16, 2006 12:44 PM  
**To:** Traughber, Lex  
**Subject:** FW: Petition 400-06-01, Tandem Parking Text Amendment

**From:** Smith, Craig  
**Sent:** Thursday, February 16, 2006 12:42 PM  
**To:** Traughber, Lex  
**Subject:** RE: Petition 400-06-01, Tandem Parking Text Amendment

Good afternoon Lex-

I have reviewed petition 400-06-01, Tandem parking text amendment. I understand the need for off street parking and support relaxing the ordinance with the current text amendment, however, I am concerned whereby the text amendment does not put a restriction on the number of allowed vehicles that can park tandem in the front or corner yard. In addition, could someone theoretically park a "row" of "junk" cars within this proposal, or is that governed by another ordinance? I mention this, for the Engineering inspectors handle many calls involving front yard parking.

Sincerely,  
Craig

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**From:** Traughber, Lex  
**Sent:** Thursday, February 16, 2006 11:51 AM  
**To:** Garcia, Peggy; Larson, Bradley; Smith, Craig; Butcher, Larry; Guess, Kim  
**Cc:** Paterson, Joel; Coffey, Cheri  
**Subject:** Petition 400-06-01, Tandem Parking Text Amendment

Good morning,

On January 31, 2006, I sent the attached memorandum to you regarding the above referenced petition. I requested that you send any comments that you may have regarding this matter to me by February 15, 2006.

2/16/2006

The purpose of this email is to again solicit any comments that you may have. I am preparing my staff report and need comments as soon as possible. If I do not hear from you by Wednesday, February 22, 2006, I will make the assumption that you have no concerns with this proposal.

If you have any questions please do not hesitate to contact me.

Thanks!

Lex Traugher  
Principal Planner  
Salt Lake City Planning Division

2/16/2006

**Traughber, Lex**

**From:** Rokhva, Parviz  
**Sent:** Friday, February 10, 2006 3:26 PM  
**To:** Traughber, Lex  
**Cc:** Rokhva, Parviz  
**Subject:** RE: Tandem Parking Proposal  
**Categories:** Program/Policy

Lex ,

From the Street Division's perspective we do not have an issue with this proposal at this time .  
Thanks Parviz

**From:** Graham, Rick  
**Sent:** Friday, February 10, 2006 1:08 PM  
**To:** Bergstrom, Kevin; Griffiths, Gary; Rokhva, Parviz  
**Cc:** Traughber, Lex  
**Subject:** FW: Tandem Parking Proposal

I would like each of you to review that attached memo and document from Planning. The Planning staff needs our feedback.

I have spoken to Lex about this initiative, and it makes good sense to me. The benefits of allowing the stacking of cars in a driveway or side yard that I see are:

- takes more residential cars off the streets
- during the snow season the residential roads are more open and easier to plow
- during the neighborhood clean up, road surface treatment period and leaf collection period the roads are more open and accessible
- weekly residential waste collection could see fewer cars interfering with the placement of containers

Please send your comments directly to Lex by the due date indicated in his memo.

Gary, the stacking still requires that no vehicle can block the sidewalk, and it limits permission to passenger vehicles only.

Thank you.

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**From:** Traughber, Lex  
**Sent:** Friday, February 10, 2006 9:47 AM  
**To:** Graham, Rick  
**Subject:** Tandem Parking Proposal

Rick, the attached memo outlines the proposal. Any comments that you have would be welcome. Thanks!

Lex

2/13/2006

## **Traughber, Lex**

**From:** Williams, Matthew  
**Sent:** Friday, February 03, 2006 11:27 AM  
**To:** Traughber, Lex  
**Subject:** Petition 400-06-01 -- Tandem Parking Text Amendment  
**Categories:** Confidential

So long as the parking spaces are not located within the right-of-way, Property Management has no comment on the proposed amendment.

Matthew W. Williams  
Acting Property Manager



**Traughber, Lex**

**From:** McCandless, Allen  
**Sent:** Thursday, February 02, 2006 2:06 PM  
**To:** Traughber, Lex  
**Cc:** Pack, Russ; Domino, Steve  
**Subject:** Tandem Parking Text Amendment, Petition 400-06-01

**Lex,**

Thank you for sending the review request for the proposed Tandem Parking Text Amendment. The proposed amendment affects vehicle parking in residential zoning districts and does not have impacts on operations at the Salt Lake City International Airport. I have no objections to the proposed amendment.

-- Allen McCandless, Planning Manager

**Exhibit 4 -**  
TAB Comments and Planning Staff Responses

# MEMORANDUM

451 South State Street, Room 406  
Salt Lake City, Utah 84111  
(801) 535-7757



Planning and Zoning Division  
Department of Community Development

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**TO:** Transportation Advisory Board Members  
Tim Harpst – Transportation Director  
Kevin Young – Transportation Planning Engineer

**FROM:** Lex Traughber – Principal Planner

**DATE:** March 1, 2006

**CC:** Alex Ikefuna – Planning Director  
Cheri Coffey – Deputy Planning Director  
Joel Paterson – Planning Programs Supervisor

**SUBJECT:** Petition 400-06-01, Tandem Parking Text Amendment  
Response to Issues Raised at the February 2006 TAB Meeting

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On February 2, 2006, Planning Staff was asked to present the details of the above referenced petition to the Transportation Advisory Board (TAB) at their regularly scheduled meeting on February 6, 2006. During this meeting several issues were raised by members of the Board, and Planning Staff was asked to formulate a response to these issues and present them at the TAB meeting on March 6, 2006. The following issues were raised and each is followed with a response from Planning Staff:

- 1. Is the change meant to legalize tandem parking citywide or only to allow tandem parking to be considered for counting toward the required parking on new infill single family homes?**

**Staff response:** Initially Planning Staff had proposed that tandem parking would be for new single-family residential development. Upon further consideration, Planning Staff proposes that tandem parking should be allowed for existing single-family residential units as well. Again, this is a proposal to allow for one (1) parking space in the front or corner side yard of a residentially zoned property to be used for new or existing single-family development, that meets minimum parking space size requirements of 9'x20', that does not encroach into the public right-of-way, that is located in a hard-surfaced driveway leading to a properly located parking space for a passenger vehicle only.

2. **How is "infill" defined with respect to differentiating from a true infill lot versus development of any vacant lot?**

**Staff response:** Planning Staff contends that there is no distinction between an "infill" lot and a "vacant" lot in terms of this proposal, because Salt Lake City is essentially "built out" in terms of residential construction. There are few, if any, larger vacant tracts of land located within the City limits that are available for substantial residential development at this time. The terms "infill" and "vacant" lots can be used interchangeably in this case.

3. **Can the applicability of this ordinance be tied to a maximum lot size or some other mechanism to avoid "standard" size lots with seemingly no "hardship" being developed using tandem parking to simply allow a larger house to be built?**

**Staff response:** This is an element that could be incorporated, however is not going to be proposed by Planning Staff. There are several reasons for this action. The first is that the magnitude of this tandem parking proposal is relatively insignificant. As stated previously, this is a proposal to allow for one (1) parking space in the front or corner side yard of a residentially zoned property to be used for new or existing single-family development, that meets minimum parking space size requirements of 9'x20', that does not encroach into the public right-of-way, that is located in a hard-surfaced driveway leading to a properly located parking space, and for a passenger vehicle only. Secondly, the issues of "larger" homes being built across the City has been addressed through the adoption of the 'Compatible Infill Ordinance'. This ordinance addresses the maximum size of residential unit on a given lot in a residential zone.

4. **TAB suggests considering not applying the ordinance citywide, but only consider certain areas or zoning types.**

**Staff response:** Again, given the magnitude of this proposal, and given the fact that this proposal is designed, in part, to address parking vehicles on the street as opposed to in a driveway, Planning Staff contends that this amendment should apply City wide. Further, Planning Staff contends that it is especially pertinent that this amendment apply to properties located in the older and more dense residential areas of our City including the Avenues, Capitol Hill, Central Community and Sugar House. It is in these areas that the provision of one additional off-street parking space is most beneficial.

5. **TAB suggests not having tandem parking allowed in areas already experiencing on-street parking problems that would be exacerbated by allowing tandem parking, since most people will choose to try to park in the street before parking tandem and gambling they will need to shuttle cars. Some restrictions to consider are to not allow tandem parking in areas that are in the City Permit Parking Program or with narrow streets where parking must be restricted to one side only.**

**Staff response:** One of the primary purposes of this petition is to reduce the number of automobiles parked on the street, and open up possibilities for on-site parking. Currently, in residential zoning districts, parking is not allowed in the front or corner side yards. This proposal will allow limited front or corner side yard parking having the effect of a reduced number of cars parked on the street. Planning Staff contends that tandem parking should be allowed especially in areas that have narrow, steep, heavy traffic, or one-way restrictions to get autos parked in more appropriate areas; namely on-site as opposed to on the street.

At this time, the following information is the extent of the text amendment that Planning Staff is proposing:

Table 21A.44.05 of the Salt Lake City Zoning Ordinance indicates that parking is not allowed in any residential district in the front or corner side yard with the one exception of the R-MU zone. In the R-MU zone, parking is allowed in the front or corner side yard if it is located at least fifteen feet from the lot line.

Planning Staff proposes to recognize one (1) tandem parking space in the required front or corner side yard for existing or new single-family residential development city wide if the following criteria are met.

1. The tandem parking space is at least nine feet (9') wide by twenty feet (20') deep;
2. The vehicle will not encroach into the public right of way;
3. The tandem parking space is located within a driveway that leads to a properly located new or existing parking space (garage, carport or parking pad);
4. Parking on the hard surface tandem space is limited to passenger vehicles only.

In addition, in order to encourage residential infill development, Planning Staff proposes that for new single-family, residential construction, one (1) parking space located within the front or corner side yard setback in a "tandem" configuration will be permitted, and said space can be included in the required parking calculation for the proposed residential use if the same criteria are met.

These criteria would appear in the Zoning Ordinance as a footnote to Table 21A.44.050 - Parking Restrictions Within Yards, Residential Districts. Because a definition of "Tandem Parking" is not currently included in the Zoning Ordinance, Planning Staff proposes a definition which reads, "A parking space within a group of two or more parking spaces arranged one behind the other such that the space nearest the street serves as the only means of access to the other space(s)."

Planning Staff notes that this tandem parking provision is not applicable for the purposes of unit legalization. The unit legalization process does not apply to single-family residential housing units, rather applies to what the City recognizes as duplexes, triplexes and so forth. The unit legalization process is for the purposes of recognizing more than one dwelling unit on a given parcel. This proposed amendment is for new or existing single-family residential development only; one dwelling unit on one parcel.

**Exhibit 5 -  
Public Comment**

## Traughber, Lex

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**From:** pv4910@xmission.com  
**Sent:** Tuesday, March 14, 2006 11:17 AM  
**To:** Traughber, Lex  
**Subject:** Tandem Parking

Dear Lex,

At the last meeting of the Capitol Hill Community Council on February 15, Trustee Bonnie Mangold presented a report on a TAB meeting in which she participated. Apparently the Planning Commission is working on new regulations covering tandem parking in Salt Lake City.

After the Council discussed Mangold's report, a member proposed taking a straw poll on the community's sense about tandem parking. A majority of 15:3 was of the opinion that tandem parking is not suited for the Capitol Hill Council area. This opinion coincides with several earlier votes taken in the Council during the past few years, mostly in conjunction with the Watts housing project on Apricot St. (It is my understanding that Mr. Watts is again pushing for tandem for the completion of his Apricot St. project.)

Furthermore, the Capitol Hill Master Plan, which is part of Salt Lake City's rules and regulations and not an optional document to be consulted by Planning or not, is explicit about not reducing parking requirements in conjunction with new housing developments.

I am appealing to you to make the new proposals covering tandem parking in Salt Lake flexible enough so that historic areas with their traditionally limited parking spaces, such as Captol Hill, will not suffer reductions as a result of new housing developments.

Sincerely yours,

Peter von Sivers, Chair  
Capitol Hill Community Council

**Traughber, Lex**

**From:** Jim Jenkin [jim.jenkin@hsc.utah.edu]  
**Sent:** Thursday, March 09, 2006 5:51 PM  
**To:** Traughber, Lex  
**Cc:** BONSCELLO@aol.com; EricJergensen@cs.com; Paterson, Joel; alex.ikefuna@slcgov.com; Harpst, Tim; Coffey, Cheri; comebackshane@comcast.net; sfmecham@cnmlaw.com; hesmichael@comcast.net  
**Subject:** Re: Tandem Parking

Dear Lex,

I appreciate the work and consideration that you have put in on the Tandem Parking issue as well as Planning Staff's effort to address concerns raised by the Transportation Advisory Board (TAB) in our first hearing of this proposal. I discussed the proposed tandem parking change with the Board of the Greater Avenues Community Council (GACC) last night at our regular meeting. Since the Board has no decision making authority outside of the meeting agenda these should be considered my personal comments as Traffic Committee Chair. Please include them in the staff report.

1. Parking in front of the residence is generally consider an ascetic detracton from the neighborhood except where driveways are below grade.
2. Whether or not getting more cars off the street is of benefit to the general Avenues Community is unclear, since the perception of a wider street results in more speeding. It might be of benefit in the higher density lower Avenues where many older apartments contribute to a shortage of street parking.
3. As you stated much of the Avenues was developed when reliance on public transportation was greater and reliance on the auto was less, however, we don't consider this viewpoint to be obsolete in much of the Avenues.
4. This issue is complicated for the Avenues by the transformation of City Parking Enforcement from an enforcement to a revenue generating arm. If the City will be writing every possible ticket in the Avenues for tandem parking many residents will probably support the proposal. However, losing the ability to get enforcement where Tandem Parking is a problem is also undesirable.

As I stated at the TAB Meeting, as originally presented (an infill development only proposal) tandem parking had limited relevance in the Avenues and virtually none in the lower Avenues. When I found out on Monday that it had become a blanket legalization of Tandem parking it took on significance for the Avenues that would have merited discussion at a meeting of the full GACC at an early stage, if we had had the notice to do so.

The Capitol Hill Community has serious concerns about this proposal, as you are aware. It has been the established practice of the GACC to support Capitol Hill and I expect to do so in this matter as well.

In summary, I find I still support the original recommendation of the Transportation Advisory Board that this proposal is not appropriate on all areas of the City.



Sincerely submitted,

Jim Jenkin  
Chair, GACC Traffic Committee  
Member, Transportation Advisory Board

## Traughber, Lex

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**From:** BONSCELLO@aol.com  
**Sent:** Thursday, March 09, 2006 10:49 AM  
**To:** Traughber, Lex  
**Cc:** EricJergensen@cs.com; jim.jenkin@hsc.utah.edu; Paterson, Joel; alex.ikefuna@slcgov.com; Harpst, Tim; Coffey, Cheri; dixonwr@yahoo.com; falgarin@rappidmapper.com; jwilliams@uta.cog.ut.us; kelly@crsa-us.com; Young, Kevin; Zunguze, Louis; mark@pikapackworks.com; perrin@civil.utah.edu; Atkinson, Scott; pv4910@xmission.com; atrans@networld.com; john@catalystmagazine.net; kgjensen@juno.com; a022055@fmr.com; Jardine, Janice  
**Subject:** Tandem Parking

Dear Lex,

Please include this letter in your staff report. Hopefully these comments are more articulate than what I said at the TAB meeting. Also, Mr. Ikefuna mentioned there had been an Open House re Tandem Parking. When was that? Usually I get notices of open houses and pass the word, but I don't recall receiving that one. I'm sorry that those of us in the Capitol Hill neighborhoods missed it.

After being a part of a unique neighborhood for 26 years, I see that a neighborhood is a living organism -- not unlike a family. The care and nurturing of that organism needs to be at least as much of a focus for planning efforts as is our societal fascination with materialism. Applying this proposed tandem parking ordinance indiscriminately would add to the existing tensions in fragile neighborhoods such as the Capitol Hill Historic District. These tensions from parking shortages were the concern behind the adopted policy in the Capitol Hill Master Plan: *Prohibit a reduction in parking requirements for new developments in the Marmalade, Kimball and West Capitol Hill Neighborhoods or in neighborhoods where inadequate amounts of off-street parking already exist.*

The parking requirement for new development as it currently reads, is what helps to keep cars off the street. Allowing tandem parking to meet the legal requirement for two stalls in new development is a de facto reduction in these requirements. Its action would be to put *more* cars on the street competing for available street parking, as tandem parking formats are inconvenient for homeowners. The second car returning home tends to end up parked on the street. If your home has this older "grandfathered-in" tandem parking situation then you know how tempting it is to avoid having to juggle the cars in the driveway by parking one on the street. For neighborhoods such as those mentioned in the Master Plan where a shortage of parking, both on and off street, now exists, it is counterproductive to increase the pressure on what little public parking exists. In some areas as many as half the living units have *no* off street parking and are on narrow streets with limited public parking. Why exacerbate an already difficult situation, one which is perhaps the major contributor to neighborhood tensions in the Capitol Hill area? The critical question to consider would seem to be: is there already a shortage of street parking in the neighborhood? If so, this proposal is not in the best interests of that neighborhood and should not be applied.

It is incumbent upon individuals and development firms to do the appropriate research prior to purchasing property. There is a responsibility to know the piece of property, know what zoning and building regulations apply and to base plans on what exists, rather than speculating on being able to change regulations to make the land fit a preconceived design or profit goal. I am reminded of a case before the Board of Adjustment a number of years ago when a petitioner who had purchased a small piece of property now wanted three variances in order to build a very large house. Fortunately in that case he was asked to reconsider the neighborhood and his plans.

Every new development does not have to maximize home size or profit potential. There is a place, and no doubt a need, for humbler homes such as the ones that make up much of our Capitol Hill Historic District. This proposal, as presented, also seems contrary to the ongoing effort to rein in some of the oversize homes being built in older neighborhoods. Let us look closely at what strengthens neighborhoods and what degrades them. Certainly it will not be the same citywide.

I would request of the Planning Commission that you amend this ordinance in such a way as to address these concerns.

3/9/2006

Sincerely,  
Bonnie Mangled,  
Trustee Capitol Hill Neighborhood Council, member TAB

cc: Eric Jergensen  
Louis Zunguse  
Alex Ikefuna  
Cheri Coffey  
Joel Paterson  
Janice Jardine  
Peter von Sivers  
Tim Harpst  
Kevin Young  
Members TAB

Dear Planning Commission Member,

Last night, January 11th, you voted to initiate an ordinance relative to tandem parking. The other half of the proposal from Planning Staff, which wasn't mentioned at the meeting, was the aspect of allowing tandem parking to count towards fulfilling the current parking requirements. This latter part of Staff's proposal is what has the potential for negative impacts under certain circumstances - circumstances which I discussed in my previous letter, that is, neighborhoods with streets too narrow to allow for parking on both sides.

In many cases tandem parking is grandfathered-in. As Mr. Ikefuna pointed out, older homes, built before current ordinances, may have a narrow driveway ending in a one car garage or carport. It becomes necessary to park a second car behind the first - in the driveway - which may also mean between the house and the street. Where this exists it is my understanding that it is protected by the principal of "grandfathering" and that no citation would be issued for lack of compliance with the ordinance - unless a car were actually blocking the sidewalk.

I would agree that there needs to be an ordinance to protect such homeowners should the home be destroyed and need to be rebuilt. Perhaps an ordinance should exist exempting such a rebuild from having to meet the current requirement if doing so would cause the footprint of the house to be reduced from the prior footprint.

To exempt new development from meeting the current standards does not make sense when an area has an insufficiency of street parking to meet the needs in that neighborhood, especially considering that the second car and guest vehicles will often be on the street, adding to that demand for street parking.

*in the case of tandem parking*

There are two parts to what was requested - not just the one aspect mentioned last night. I am disappointed that this wasn't pointed out.

Sincerely,

Bonnie Mangold

*E-mail I sent to the Planning Commission on Jan. 12, 2006. The third paragraph is an attempt to address the concern Joe voiced in our January meeting.*

**Wheelwright, Doug**

**From:** BONSCELLO@aol.com  
**Sent:** Wednesday, January 04, 2006 5:18 PM  
**To:** Wheelwright, Doug  
**Cc:** EricJergensen@cs.com; Zunguze, Louis; pv4910@xmission.com; Harpst, Tim; alex.ikefuna@slcgov.com  
**Subject:** Letter for Planning Commission  
**Follow Up Flag:** Follow up  
**Flag Status:** Red

Dear Doug,

Would you please include the letter copied below in the staff report for the Planning Commission meeting of January 11, 2006. I am also sending it as an attachment in case it didn't format correctly as an e-mail. Thank you.

Bonnie Mangold

December 4, 2006

Dear Planning Commission Members,

Planning Staff is requesting that you initiate a petition to allow tandem parking in required residential yards and to allow such tandem parking to count towards fulfilling the parking requirement, which currently it does not.

While there may be residential areas where this would be appropriate and would not contribute to a worsening of parking problems in the neighborhood, there are also neighborhoods where it would be harmful. The Capitol Hill Historic District is an example of an area where the impacts of allowing this or a reduction in parking requirements would be decidedly negative. For this reason, our Capitol Hill Master Plan, approved in 1999, as many of you may remember, included the following policies and action items:

**Policy (page 7)**

*Prohibit a reduction in the parking requirements for new developments in the Marmalade, Kimball and West Capitol Hill Neighborhoods or in neighborhoods where inadequate amounts of off-street parking already exist.*

**Action Item (page 7)**

*Create a Capitol Hill Parking Overlay Zone that would increase parking requirements for new development as a means of alleviating additional pressure on the inadequate parking supply especially in the Kimball, West Capitol Hill and Marmalade neighborhoods.*

Parking and commuter traffic issues were, and still are, the dominant issues when our master plan was being developed, and we endeavored to address this with various policies and action items, including the above. These serious issues exist in part because of the steep and narrow streets which are intrinsic to the historic streetscape, yet either do not allow for parking or parking on one side only. There are the additional problems of: many historic homes have no off-street parking at all, many homes were converted to multiple units without additional parking being required (and now this is "grandfathered-in"), and, the parking which does exist may be grandfathered-in tandem parking or shared driveways - neither of which is adequately functional.

The problem with the tandem parking and shared driveways is that people tend to be lazy about doing the necessary switch of cars, (which can be difficult on narrow and/or steep streets), and often opt to park one car on the street. This solution of one car on the street exacerbates the problems for the entire block as then the residents with no off-street parking may not be able to find parking. The 300 block of Quince Street is an example where this has been a big issue.

Almond Street is another street with major issues. On the half block from 300 North to Apricot Street there are 33 living units - some tucked behind those fronting on the street. Sixteen have no off-street parking, some have either one space or tandem parking, and several have adequate parking. It is a 12 foot wide no-parking street. There is a city owned parking lot that accommodates 7 cars legally, (though 11 have been stuffed in at times and are also sometimes ticketed). Because of this shortage people often park illegally up on the sidewalk, partially blocking the narrow street. Those who have tandem parking frequently contribute to this problem. Solutions other than illegal street parking are to look for parking on 300 North - which has its own problems, or on Center Street which is generally parked to capacity and also has issues with tandem parking.

The other block of Almond Street, where the Russ Watts' Almond Street development project is located, is also narrow (14 feet wide) and is a no-parking street. The units that he has built so far have adequate parking - something that came about due to much effort on the part of our neighborhood. The townhouses across the street also have double garages. Nevertheless there are still residents or guests who will frequently be illegally parked on the street, and of course all delivery trucks, utility trucks, moving vans, etc. park on the street - often blocking it for emergency sized vehicles.

The same situation exists on the block of West Temple between 200 North and 300 North, where more units are planned by Mr. Watts. The street here is also 14 feet wide and is posted no parking on the west side. It used to be posted on the east side as well, but I notice all the signs have disappeared. Currently commuters who work downtown park off the side of the pavement, on the dirt right of way (or private property) on the southern half of the block. Due to the proximity of the Conference Center and Temple Square this area is always filled with parked cars whenever there are events in these venues. (This unfortunate problem extends much further north and to the east and west as well, but that is another issue.) When cars are parked on even one side, access by the larger fire trucks is probably blocked, particularly at the "dog-leg" curves in the middle of the block.

If adequate off street parking is not provided for new development on streets such as this, the increased parking impacts will never go away. Owners of such units, if standard parking requirements are not met, will quickly be petitioning the city to solve the problem. As we in the area have discovered, there are few solutions, and a steadily increased impact from parking for the venues to the south.

Parking and traffic impacts directly affect quality of life, which is why so much attention and effort went into trying to solve them in our Capitol Hill Master Plan. This is a fragile area - not so long removed from being a slum neighborhood. I am sorry to say that I believe we are now trending back towards slum conditions, with responsible home owners selling in part because of frustration with these issues. As absentee owners take over, drug problems increase, as well as crime and a lack of pride and responsibility for the neighborhood. The 300 North block of Almond Street (where I live) is an example of the reversing trend. The Capitol Hill Historic District is too unique and valuable to the City to allow this to happen.

Ideally residents throughout the City would abandon their cars and take to mass transit and walking or biking; providing parking would cease to be an issue. Unfortunately in our area we have lost our only bus service - on Second West, and the lack of community services in the District plus the combination of steep streets, missing sidewalks and inclement winter weather ensures that people will continue to need their cars. (We hope to eventually get some services in the RDA project area on Third West and Fifth North, but most people will still need to drive.) If we didn't have the parking impacts from LDS Church Campus and Downtown destinations to contend with, perhaps we could cope, and this Action Item in the CH Master Plan might not have been needed. However the process of changing people's behavior is a long one, and in the meantime our Historic District needs to be protected.

I would ask that you consider very carefully this request and where it might be appropriate and where it isn't appropriate. As is always the case with anything regarding real estate, it is a question of location, location, location. There might for example be qualifiers such as a minimum street width - probably at least 40 feet - and a requirement that public parking be feasible on both sides of the street. However I am not sure that this change is actually needed in any circumstance. It would be important to know how many properties, in what locations are in true need of such changes in order for development to occur. If the goal for this proposed change is to maximize construction size on a lot, or maximize development profits, it probably would not be a worthy City goal, particularly if it comes at the overall expense of the surrounding neighborhood.

Sincerely,  
Bonnie Mangold (Trustee Capitol Hill Neighborhood Council)  
326 Almond Street

Salt Lake City, Utah 84103

1/6/2006





# QUESTIONNAIRE

## Petition 400-06-01, Tandem Parking Zoning Ordinance Text Amendment

Date: February 23, 2006

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Your comments are critical to the outcome of this process. Please take some time to fill out this series of questions. Use the back of this page if additional space is needed. Thank you for your participation.

Name MIKE NELSON

Address 5200 SO HIGHLAND DR.

Phone 550-1292

For what location(s) do you have specific interest regarding the proposed zoning ordinance text amendment?

ALMOND STREET

Do you have specific comments regarding the proposed zoning ordinance text amendment?

Do you support or oppose this proposal? Please state why.

SUPPORT, HELPS PROMOTE IN-FILL IN THE CITY  
+ AFFORDABLE UNITS.

If you need additional time to complete this questionnaire, please feel free to do so. however please return as soon as possible to:

Salt Lake City Planning Division  
Attention: Lex Traughber  
451 S. State Street, Room 406  
Salt Lake City, UT 84111

Or email: [lex.traughber@slcgov.com](mailto:lex.traughber@slcgov.com)  
Fax: (801)535-6174

# QUESTIONNAIRE

## Petition 400-06-01, Tandem Parking Zoning Ordinance Text Amendment

Date: February 23, 2006

Your comments are critical to the outcome of this process. Please take some time to fill out this series of questions. Use the back of this page if additional space is needed. Thank you for your participation.

Name Boyd Anderson  
Address Home: 1759 HUBBARD BUSINESS 6914 So 3000 E  
Phone 5838543 SLC UT 84108 SLC UT 84121

For what location(s) do you have specific interest regarding the proposed zoning ordinance text amendment?

ALMOND STREET

Do you have specific comments regarding the proposed zoning ordinance text amendment?

FOR OUR PROJECT IT IS ESSENTIAL THE AMENDMENT WOULD ALLOW US TO BUILD SMALLER / MORE AFFORDABLE UNITS. IF THE CITY REALLY WANTS MORE DOWNTOWN RESIDENTS THIS CHANGE WILL HELP MAKE IT HAPPEN.

Do you support or oppose this proposal? Please state why.

YES, IT WILL ALLOW CONSTRUCTION OF LESS EXPENSIVE HOMES AND ENCOURAGE DOWNTOWN LIVING. IN THE CASE OF ALMOND ST. THE PRICE REDUCTION MAY BE 50%.

If you need additional time to complete this questionnaire, please feel free to do so, however please return as soon as possible to:

Salt Lake City Planning Division  
Attention: Lex Traughber  
451 S. State Street, Room 406  
Salt Lake City, UT 84111

Or email: [lex.traughber@slcgov.com](mailto:lex.traughber@slcgov.com)  
Fax: (801)535-6174

ALEXANDER C. IKEFUNA  
PLANNING DIRECTOR

# SALT LAKE CITY CORPORATION

DEPARTMENT OF COMMUNITY DEVELOPMENT  
PLANNING AND ZONING DIVISION

ROSS C. ANDERSON  
MAYOR


DOUGLAS L. WHEELWRIGHT, AICP  
DEPUTY PLANNING DIRECTOR

CHERI COFFEY, AICP  
DEPUTY PLANNING DIRECTOR

A. LOUIS ZUNGUZE  
COMMUNITY DEVELOPMENT DIRECTOR

## MEMORANDUM

**To:** Interested Members of the Public

**From:** Lex Traugher – Principal Planner  
Salt Lake City Planning Division 

**Date:** February 23, 2006

**Re:** Petition 400-06-01,  
Tandem Parking Zoning Ordinance Text Amendment

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The Planning Commission initiated a petition requesting that Planning Staff review the Zoning Ordinance in reference to regulations governing tandem parking in residential zones. Parking is not currently allowed in the front or corner side yard (area between the property line and the front wall of the principal building) in any residential district. The one exception is the R-MU (Residential Mixed-Use) district which does allow some limited front yard parking.

Planning Staff proposes limited tandem parking in the front and corner side yards for existing and new single family residential construction, including townhomes, condominiums and twin homes, where the parking will have minimal impacts on adjacent property owners and the localized area in general. It would be beneficial to local neighborhood communities and to the City as a whole to allow some limited parking in a tandem pattern in required yards, to recognize existing and commonly utilized parking configurations and to facilitate single family residential infill development. Allowing this parking configuration has the potential to decrease the number of automobiles that are parked on the street, decrease car theft and burglary, and facilitate the maintenance of public streets.

Table 21A.44.05 of the Salt Lake City Zoning Ordinance indicates that parking is not allowed in any residential district in the front or corner side yard with the one exception of the R-MU zone. In the R-MU zone, parking is allowed in the front or corner side yard if it is located at least fifteen feet from the lot line.

Planning Staff proposes to recognize one (1) tandem parking space in the required front or corner side yard for existing or new single-family residential development city wide if the following criteria are met:

1. The tandem parking space is at least nine feet (9') wide by twenty feet (20') deep
2. The vehicle will not encroach into the public right of way
3. The tandem parking space is located within a driveway that leads to a properly located new or existing parking space (garage, carport or parking pad).
4. Parking on the hard surface tandem space is limited to passenger vehicles only.

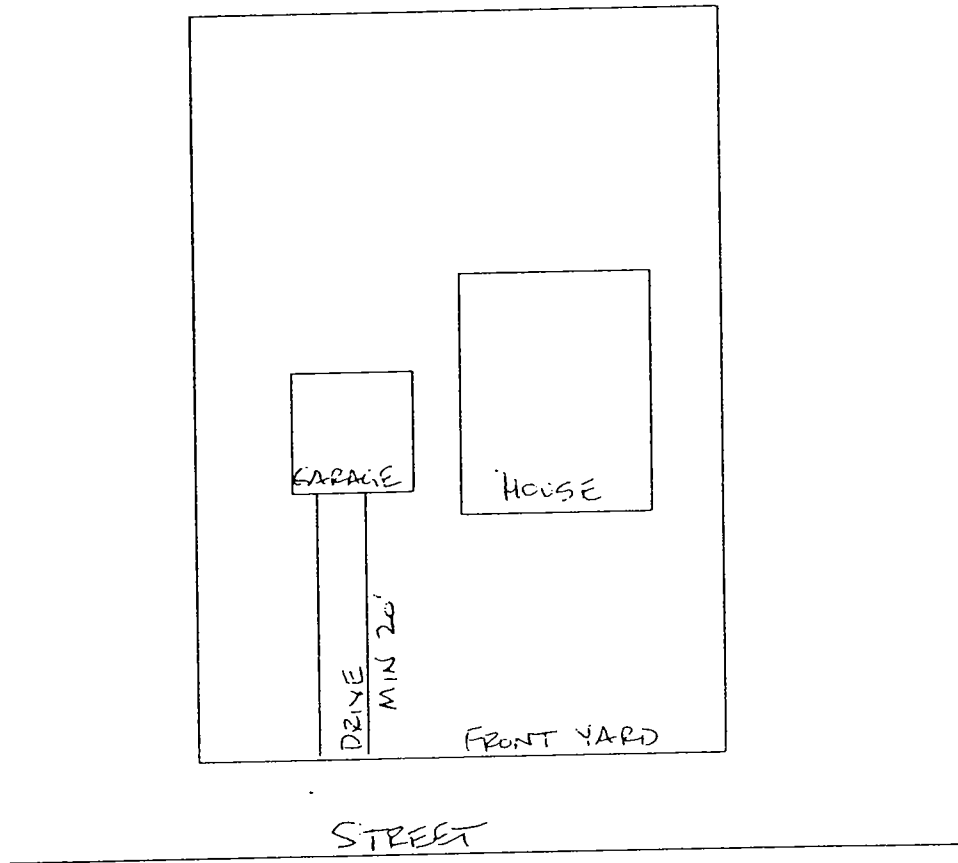
In addition, in order to encourage residential infill development, Planning Staff proposes that for new single-family, residential construction, one (1) parking space located within the front or corner side yard setback in a "tandem" configuration will be permitted, and said space can be included in the required parking calculation for the proposed residential use if the same criteria are met.

Attached to this memorandum are examples of tandem parking configurations that would be allowed by the proposed amendment.

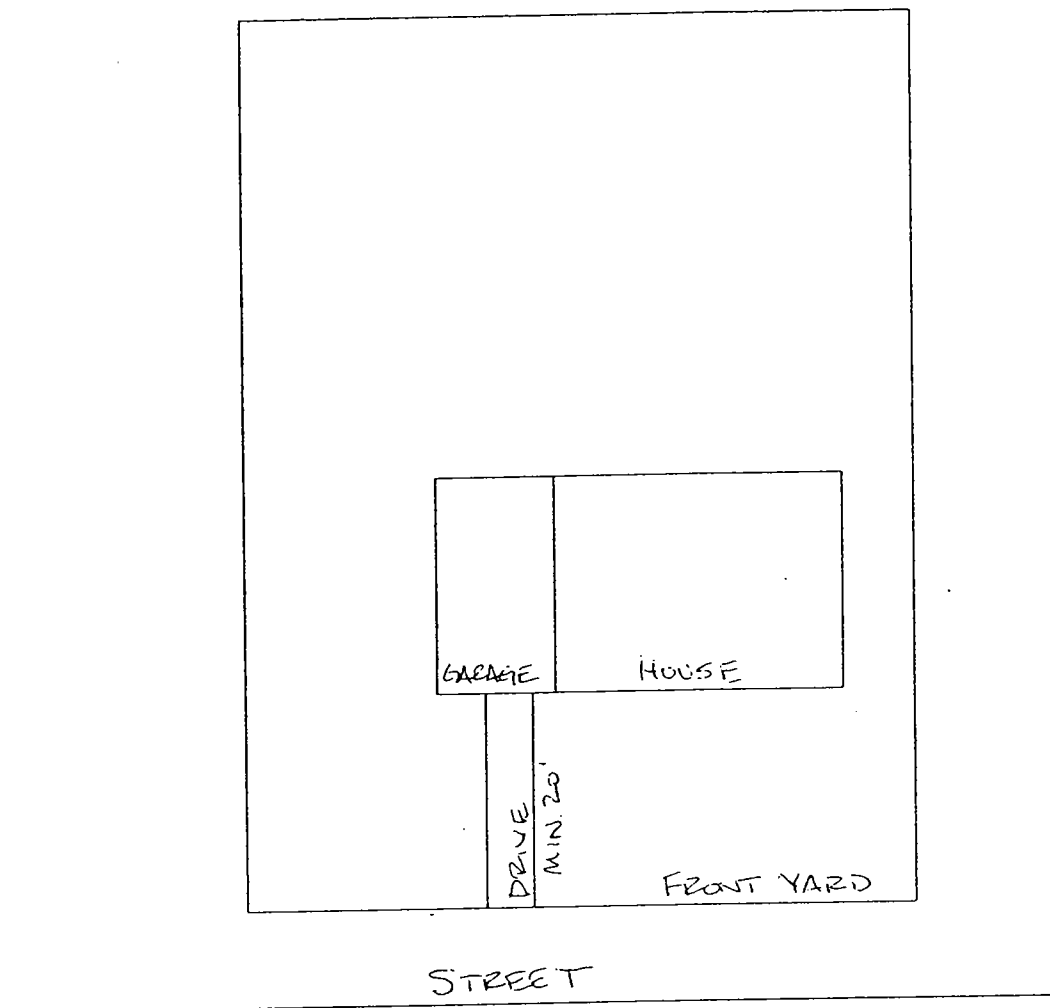
# Petition 400-06-01, Tandem Parking Zoning Ordinance Text Amendment

Example Parking Configurations:

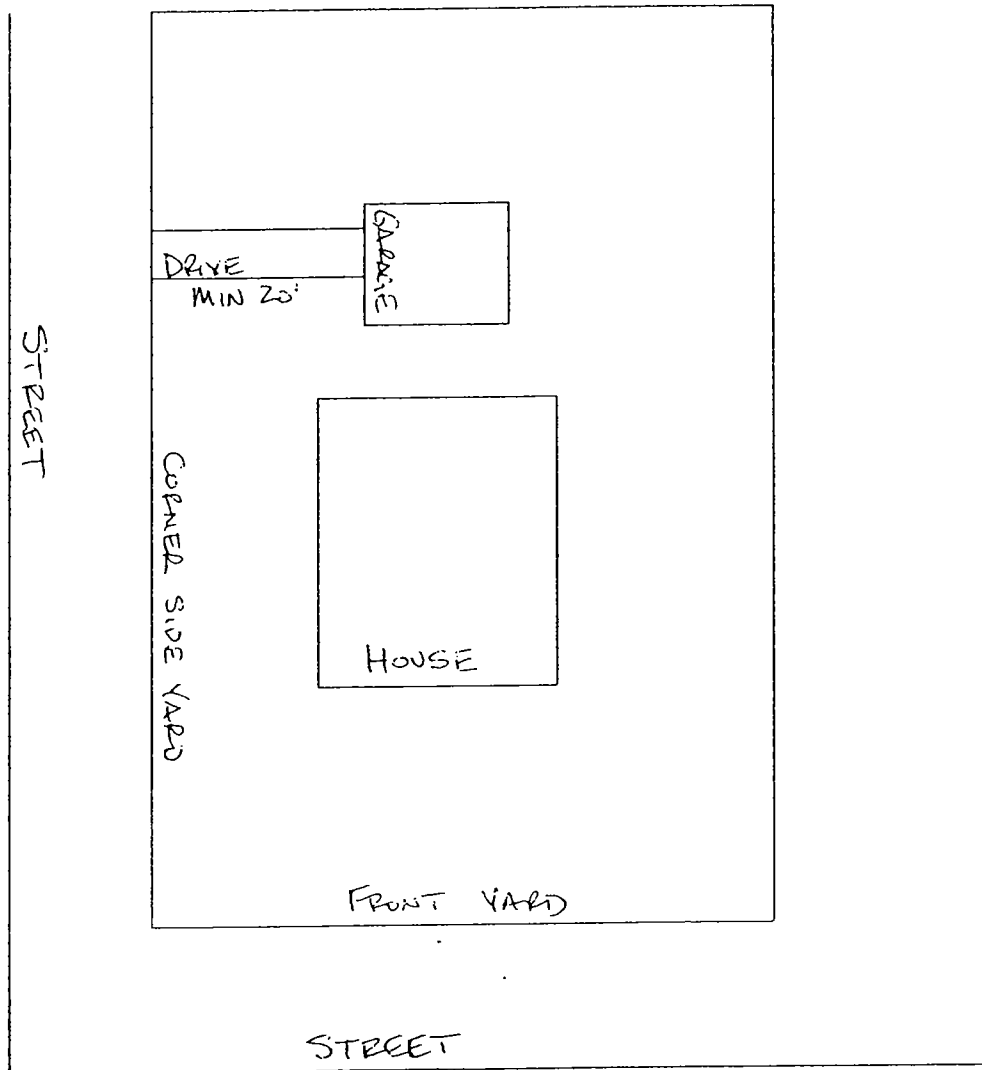
1. Parking in the front yard – Detached Garage



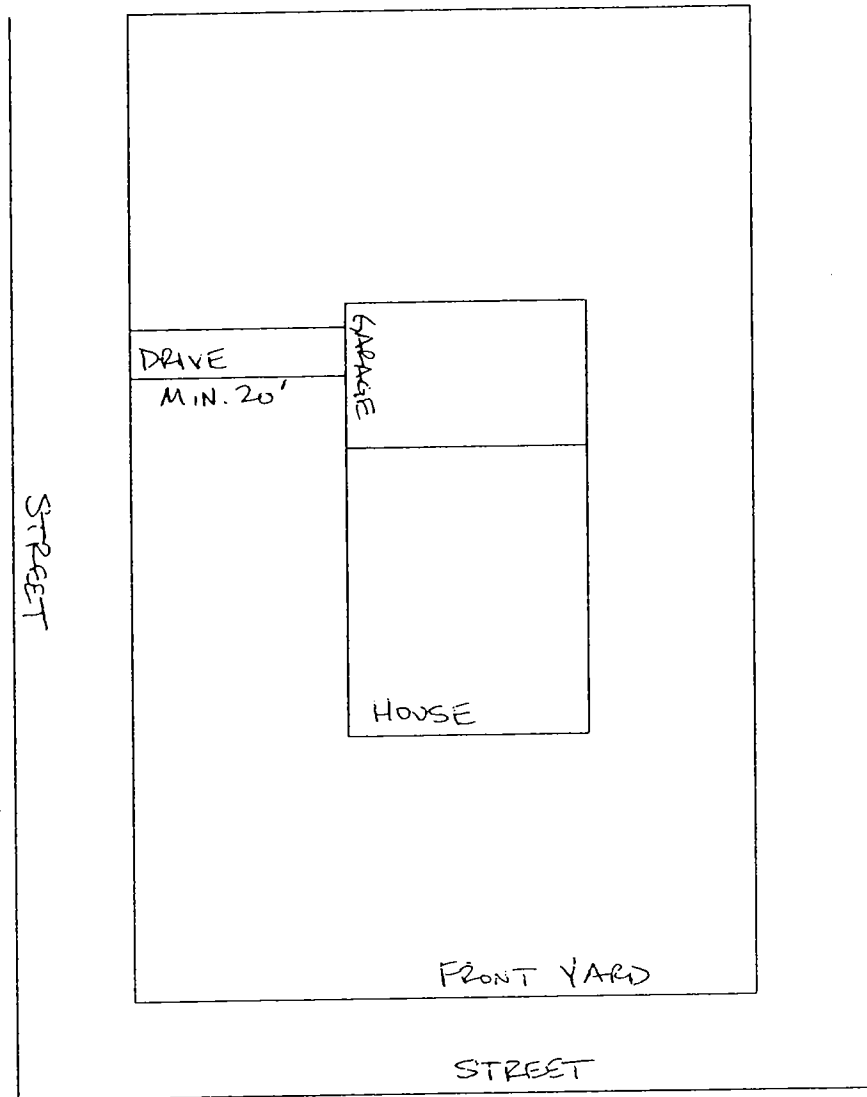
2. Parking in a Front Yard – Attached Garage



### 3. Parking in a Corner Side Yard – Detached Garage



4. Parking in a Corner Side Yard – Attached Garage






**Exhibit 6 -  
Transportation Comments**

MEMORANDUM

TO: Lex Traugher  
Principal Planner

FROM: Kevin J. Young, P.E.   
Transportation Planning Engineer

DATE: March 15, 2006

SUBJECT: Tandem Parking Text Amendment  
Petition 400-06-01

379-1000 (10)

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The Transportation Division provides the following comments about the proposed text amendment regarding tandem parking.

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

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

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

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

Included with our response is a copy of a letter to the Planning Commission from the Transportation Advisory Board regarding actions taken by the board at their February 6, 2006 and March 6, 2006 meetings about the proposed text amendment. Copies of the minutes from those meetings are also included.

March 9, 2006

Ms. Laurie Noda, Chair  
Salt Lake City Planning Commission  
451 South State Street  
Salt Lake City, Utah 84111

Re: Transportation Advisory Board recommendations on the request to amend provisions of the zoning ordinance to allow tandem parking.

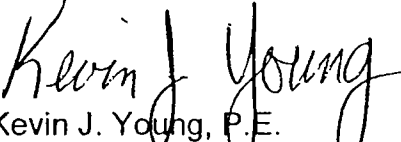
Dear Ms. Noda:

This letter is written to inform you of actions taken by the Transportation Advisory Board (TAB). At the February 6, 2006 and March 6, 2006 TAB meetings, the board heard presentations on the proposed text amendment changes regarding tandem parking.

After hearing the presentation at the February 6, 2006 meeting and discussing the issue, a motion that the proposed text amendment regarding tandem parking not be applied to all areas of the city was approved. After the presentation at the March 6, 2006 meeting and further discussing the issue, a motion was approved recommending that tandem parking not be counted towards the parking requirement in new development if the street is not wide enough to allow parking on both sides of the street.

I have enclosed a copy of the minutes from the February 6, 2006 TAB meeting, which include the first motion approved by the board. These minutes were approved at the March 6, 2006 TAB meeting. I have also enclosed a copy of the draft minutes from the March 6, 2006 TAB meeting, which include the second motion approved by the board.

Sincerely,

  
Kevin J. Young, P.E.  
Transportation Planning Engineer

cc: Alex Ikefuna  
file

Approved on: \_\_\_\_\_  
Chair

SALT LAKE CITY  
TRANSPORTATION ADVISORY BOARD

Minutes of the March 6, 2006 Meeting

Present from the Transportation Advisory Board were Kelly Gillman, Joe Perrin, Steve Sturzenegger, Randy Dixon, Jeanetta Williams, Bonnie Mangold, Frank Algarin, Keith Jensen, Jim Jenkin, and Milton Braselton.

Also present were Kevin Young, Scott Vaterlaus, Alex Ikefuna, Lex Traughber, Joel Paterson, Sherry Repscher, Teri Newell, and Matt Sibal.

The meeting was called to order at 4:05 p.m. by Chair Kelly Gillman. Kelly asked the board for approval of the minutes of the February 6, 2006 meeting.

**Motion:** Jeanetta Williams moved to approve the minutes of the February 6, 2006 meeting. Frank Algarin seconded the motion. The motion passed unanimously.

Teri Newell gave the board a presentation on toll roads. It has been projected that by the year 2030 there will be a \$16.5 billion shortfall in transportation funding. Toll roads and HOT lanes have been suggested as possible funding methods to ease this shortfall. The spectrum of toll facilities ranges from the traditional model, where the government controls and operates the facility, to the full concession model, where the government has oversight, but the toll facility is privately built and operated. In Utah they are looking at all electronic collection facilities, with no collection of coin or currency. There would be no toll booths. Transponders placed in vehicles would be read as the vehicles pass by readers. The reading system would be able to detect those who travel on the facility without paying. Typical nationwide use rates for toll facilities is \$0.10 - \$0.20 per mile. Teri said UDOT is still in the beginning stages of looking at the Mountain View Corridor as a toll facility and that it would be approximately six to eight months before a decision is made. Bonnie Mangold asked if the new legislation allows for tolling of existing facilities and if UDOT has considered changing the exiting HOV lanes so they are only in effect during rush hours. Terri said the general lanes of existing freeways can't be tolled, but that HOT lanes can be tolled. Joe Perrin said he had been involved in a study of the HOV lanes where the hours of usage were looked at and that the decision had been made to keep the HOV lanes in effect 24 hours a day.

Alex Ikefuna explained that the Planning Division had gone through the tandem parking issues raised by the board at the February meeting. Lex Traughber handed out a memo which addressed the five main issues raised by the board regarding tandem parking.

Lex said that Planning had initially proposed that tandem parking would only apply to new single family residential development, but upon further consideration was now proposing that it be allowed for existing single family residential units as well. Planning contends that this proposed change should be applied citywide and not just in certain areas. Bonnie Mangold said there appears to be a lack of knowledge by Planning about the problems with parking, especially in areas where there are narrow streets or where parking is allowed only on one side of the street. Bonnie said this proposal is going in the wrong direction and will exacerbate parking problems. Lex said Planning felt this proposed change would give the opportunity of providing additional parking and getting more vehicles off the street, especially in older neighborhoods where there are problems with meeting the two side by side parking space requirement. Bonnie asked if there were specific situations where development wasn't occurring because of the inability to meet the parking requirement. Alex said there have been inquiries about development and the inability to meet the parking requirements. Alex explained that Planning held an open house and less than six people attended, but those who attended provided favorable comments regarding the proposed change. Lex said this issue will be on the March 22 Planning Commission agenda.

**Motion:** Bonnie Mangold moved that the board recommend that tandem parking not be counted towards the parking requirement in new development if the street is not wide enough to allow parking on both sides of the street. Jim Jenkin seconded the motion. The motion passed by a vote of five for and four against.

Bonnie Mangold updated the board on her efforts towards transportation education. Bonnie said education materials could be submitted to commercial driving schools and to high schools. Another opportunity may be the National Energy Foundation, which has grants available to develop programs for school children on a variety of topics. Bonnie also told the board of an upcoming Utah Driver & Traffic Safety Education Association Conference, which will be held on April 24. The board could apply to have a table where education materials could be distributed. Bonnie volunteered to attend this conference on behalf of the board. Scott Vaterlaus passed out a handout which outlined some other possible education efforts, with topics such as driving courteously, not speeding, and pedestrian and bicycle safety. The City does have available funding with thoughts of using it to hire a PR agency to develop an education campaign.

**Motion:** Frank Algarin moved that available funding be used to send Bonnie Mangold to the Utah Traffic Education Conference. Joe Perrin seconded the motion. The motion passed unanimously.

Under general updates and other business, Kevin Young updated the board on the status of the Downtown Transportation/Transit Study. Contract negotiations are being finalized and the consultant team should be starting soon. It is expected this will be a year long effort. Frank Algarin asked about the recent pedestrian accident at 1300 East 700 South where a boy was hit and died. Scott Vaterlaus explained that 1300 East

where the accident occurred is a State controlled road, but the City is working with UDOT on some possible enhancements to the crossing. Scott did say that UTA is looking at moving the bus stop from a near side stop to a far side stop, which will help with the visibility of the crosswalk. Kelly Gillman asked about the different crosswalk types and when they are used. Kevin explained where lined and double ladder type crosswalks are used.

With no further business, the meeting adjourned at 5:47 p.m.

*Draft*

Approved on: \_\_\_\_\_  
Chair \_\_\_\_\_

SALT LAKE CITY  
TRANSPORTATION ADVISORY BOARD

Minutes of the February 6, 2006 Meeting

Present from the Transportation Advisory Board were Kelly Gillman, Joe Perrin, Steve Sturzenegger, Randy Dixon, Scott Atkinson, Tim Harpst, Jeanetta Williams, Bonnie Mangold, Mark Smedley, Frank Algarin, Keith Jensen, Jim Jenkin, and Milton Braselton.

Also present were Kevin Young, Kurt Larson, Tom Stetich, Lex Traugher, Cheri Coffey, Sherry Repscher, and Jay Nelson.

The meeting was called to order at 4:01 p.m. by Chair Kelly Gillman. Kelly asked the board for approval of the minutes of the January 9, 2006 meeting.

**Motion:** Steve Sturzenegger moved to approve the minutes of the January 9, 2006 meeting. Bonnie Mangold seconded the motion. The motion passed unanimously.

Lex Traugher explained to the board the proposed text amendment to the zoning ordinance regarding tandem parking in residential zones. Current zoning doesn't allow for front or side yard parking, except in the R-MU zone, where it is allowed if it is located at least 15 feet from the lot line. In order to encourage residential infill development, Planning staff is proposing that for new, single-family residential construction, one parking space located within the front or corner side yard in a tandem parking configuration be allowed. Certain criteria must be met, which include the vehicle can't encroach into the public right-of-way, the driveway must lead to a legal parking space, and the parking is for passenger vehicles only. Planning thinks this proposed text amendment will help get some vehicles off the street by allowing tandem parking. Lex emphasized that this proposal is only for new, infill, residential development. Tim Harpst asked if this change would be city-wide or if it was only for certain areas. Lex said it would be city-wide. Bonnie Mangold said she felt this change would not help keep vehicles from parking on-street and that it would cause more vehicles to be parked on-street. Tandem parking shouldn't be allowed on narrow streets where parking is restricted to one side or on streets with permit parking. Lex said many residential neighborhoods were developed when having vehicles was not common, so parking is limited. Cheri Coffey said new homes require two parking spaces and that this proposed text amendment would allow for infill development where it is difficult to meet the parking requirement. The board discussed various conditions where this proposed change would apply. Tim suggested looking at the ratio of lot size to parking or some other mechanism to avoid someone using tandem parking as a means to build a bigger



house on a smaller lot at the expense of parking. Mark Smedley said that conditions such as street width, whether there was or was not on-street parking, etc. should be considered as part of where tandem parking is allowed. Cheri said Planning will take this issue back to the Planning Director and discuss the issues that were brought up by the board.

**Motion:** Jim Jenkin moved that the proposed text amendment regarding tandem parking not be applied to all areas of the city. Bonnie Mangold seconded the motion. The motion passed with Keith Jensen and Mark Smedley in opposition.

Jim Jenkin started a discussion regarding pedestrian traffic signals by stating that there is a large priority of time given to vehicles at intersections, which may not be best for the safety of pedestrians. Jim gave a couple of examples where he felt pedestrians crossing intersections were at a disadvantage compared to the vehicles. Kurt Larson handed out to the board a pamphlet on "How Pedestrian Signals Work". Kurt said that sometimes both drivers and pedestrians don't understand what pedestrian signals mean and how they are to respond to them. Kelly Gillman said there are intersections where a pedestrian has to push the pedestrian button to cross in one direction, such as north/south, but don't have to push the pedestrian button to cross in the other direction, east/west. This is confusing for pedestrians. There needs to be some standard. Things need to be consistent. Tom Stetich gave a history of traffic signal operation and explained how traffic signal operation has changed over the years and has gotten more complicated. It is hard to have every intersection operate the same because intersections may be different in how the signal phasing works, number of phases, etc. Kurt explained that in Salt Lake City we trying to make it so that if there are pedestrian push buttons a pedestrian must push the button in order to get the pedestrian walk symbol to be displayed. Tim said that part of the confusion is the result of trying to be too accommodating in trying to serve those who use intersections, both pedestrians and vehicles. This has created the problem that in some ways intersections are more confusing. The City is working with UDOT to try and agree to one common philosophy of how pedestrian push buttons will operate. The City and UDOT are also experimenting with different types of push buttons. One type of push button that is being considered has a confirmation light so that pedestrians know the pedestrian cycle has been activated.

Mark Smedley asked why the pedestrian walk symbol can't be displayed each time without the use of a pedestrian push button. This type of operation would seem to be the most pedestrian friendly. Joe Perrin said the pedestrian walk symbol can only come up when there is enough time within the cycle for the slowest pedestrian to cross. Having the pedestrian walk symbol come up every time would not allow for the best coordination of the traffic signals. Jim Jenkin said he is not sure technology is adding to the safety of pedestrians. There is still a need to address the social and education issues of pedestrian safety. Tim Harpst said a lot of good things are going on in terms of pedestrian safety. Salt Lake City is the only city in the world that allows pedestrians

to cross after the walk symbol has ended. Tim also said that people need to recognize that things do break and that some of the problems encountered are related to equipment problems. Tim encouraged the board to let him know if they see anything that is not working.

Tim Harpst handed out a copy of a draft letter regarding Amtrak service. Tim said the letter had been reviewed by D.J. Baxter of the Mayor's Office. Board members suggested some additional wording to the letter that will be included before the letter is sent out. It was decided that the letter should be sent to some other people in addition to those listed on the draft letter. Milton Braselton talked about the information he had given to each board member regarding Amtrak service. Milton thanked the board for their input on the Amtrak service issue.

Under other business, Jeanetta Williams handed out information on UTA's work on the Mid-Jordan transit corridor. Bonnie Mangold said she has been researching places where educational information on transportation can be passed along and will have more information ready by the March board meeting. Tim Harpst updated the board on the progress of the extension of the TRAX line from the Delta Center station to the Intermodal Hub. A briefing of the City Council is scheduled for February 14. The City and UTA have agreed on most issues regarding the TRAX extension project, but there still remains the issue of the number of stations and station locations. UTA wants only one station and the City wants two stations. A compromise is being worked on where one station would be built now and one built in the future. Criteria for when the second station would be built needs to be developed and agreed upon by the City and UTA. Tim also said the City and UTA will be interviewing consultant teams for final selection for the Downtown Transportation and Transit study.

The next meeting of the board was set for Monday, March 6, 2006. Tentative agenda items for this meeting include an education update by Bonnie Mangold, an update on the tandem parking issue, and a presentation on toll roads.

With no further business, the meeting adjourned at 5:38 p.m.

**5. PLANNING COMMISSION**  
**D. Staff Report**  
**May 10, 2006**

# MEMORANDUM


451 South State Street, Room 406  
Salt Lake City, Utah 84111  
(801) 535-7757



Planning and Zoning Division  
Department of Community Development

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**TO:** Salt Lake City Planning Commission

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

**DATE:** May 10, 2006  
Planning Commission Meeting

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

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

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

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

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

### **Transportation Comments**

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

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

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

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

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

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

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

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

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

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

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

### **Proposed Ordinance Language**

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

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

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

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

### **Proposed Definition**

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

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

### **Recommendation**

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

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

1. The tandem parking space shall be at least nine feet (9’) wide by twenty feet (20’) deep;
2. The tandem parking space shall be entirely located on private property unless otherwise approved by the City;
3. The parking stall shall not impede vehicular or pedestrian traffic;
4. The tandem parking space shall be located within a driveway that leads to a new or existing properly located, legal parking space;
5. The tandem parking space shall be located in a driveway that abuts and is assigned/dedicated to the dwelling unit that it serves, and use of the tandem parking space shall not block the use of the driveway to access other parking spaces if the driveway is a shared driveway;
6. Parking on the hard surface tandem space shall be limited to passenger vehicles only;
7. The right-of-way fronting the new residential development must allow parking on both sides or neither side of the street;

8. Tandem parking shall not be allowed where the tandem parking is being requested as a result of a remodel or rehabilitation project that includes the elimination of legally configured off-street parking;

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

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

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

Attachments:

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

Attachment 2 – Transportation Division Comments

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




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

**Attachment 2 –**  
Transportation Division Comments

MEMORANDUM

TO: Lex Traugher  
Principal Planner

FROM: Kevin J. Young, P.E.   
Transportation Planning Engineer

DATE: April 24, 2006

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

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The Transportation Division appreciates the time and effort given to address our issues pertaining to tandem parking. The following are my comments on the proposed text amendment regarding tandem parking and on Planning's response to Transportation's previous comments.

General Comment:

The Transportation Division does not believe it is necessary to be restrictive to the point of not allowing any new single-family detached dwellings to take advantage of tandem parking. New single-family detached dwellings that are ten or less units in number in a proposed development, which would include reasonable infill situations, could be allowed to incorporate tandem parking as long as there is either parking allowed on both sides of the street or no parking on the street. A developer could use the tandem parking configuration to minimize properly located parking area on the site in order to realize larger dwelling units with both attached and detached units. Our concern is with the on-street parking problems that can occur if more than ten units in one development are allowed to utilize tandem parking.

Issue #1:

Our same comment applies.

Issue #2:

Our same comment applies.

Issue #3:

We still contend that allowing tandem parking could create a situation where more vehicles are parked on-street. But if tandem parking is only allowed in developments, infill or not, detached or attached, of ten units or less, any on-street parking impacts

should be minimal.

Issue #4:

Our same comment applies, but is clarified to indicate developments of more than ten units.

Issue #5:

Our same comment applies.

Section 21A44.020M, Item #4:

The wording of this item needs to be modified to make it clear that the tandem parking space cannot be located such that it blocks the use of shared driveways. Perhaps the following wording could be added to the proposed sentence so that it reads: "The tandem parking space is located in a driveway that abuts and is assigned/dedicated to the dwelling unit that it serves and use of the tandem parking space does not block the use of the driveway to access other parking spaces if the driveway is a shared driveway."

**Traughber, Lex**

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**From:** Young, Kevin  
**Sent:** Wednesday, April 26, 2006 10:34 AM  
**To:** Traughber, Lex  
**Cc:** Paterson, Joel; Coffey, Cheri; Ikefuna, Alexander  
**Subject:** RE: Tandem parking

Lex,

I have no specific data or evidence to support capping the number of units for allowing tandem parking at ten. It just seemed like a reasonable upper limit number, given that every location, every situation, etc. will be different. I should have been clearer in what I said, so that it was evident that we feel there should be some reasonable limit to the number of units when tandem parking is allowed and that using the number ten was our best attempt.

Kevin

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**From:** Traughber, Lex  
**Sent:** Wednesday, April 26, 2006 9:23 AM  
**To:** Young, Kevin  
**Cc:** Paterson, Joel; Coffey, Cheri; Ikefuna, Alexander  
**Subject:** RE: Tandem parking

Kevin,

Thanks for your comments. I have one follow-up question, why the number 10? Is there data or evidence, that suggest that this should be the cutoff number? It would be helpful to have a rationale so that when we hit public hearing with this number I will be able to defend it.

Lex

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**From:** Young, Kevin  
**Sent:** Wednesday, April 26, 2006 8:07 AM  
**To:** Traughber, Lex; Ikefuna, Alexander  
**Subject:** Tandem parking

Lex,

Attached are Transportation's comments regarding tandem parking. A hard copy will follow.

Kevin

**Kevin J. Young, P.E.**  
**Transportation Planning Engineer**  
Salt Lake City Transportation Division  
349 South 200 East, Suite 450  
Salt Lake City, Utah 84111  
(801) 535-7108  
(801) 535-6019 Fax

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

## 21A.44.050 Parking Restrictions Within Yards:

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

Table 21A.44.050 PARKING RESTRICTIONS WITHIN YARDS RESIDENTIAL DISTRICTS				
Parking Restrictions Within Yards				
Zoning Districts	Front Yard	Corner Side Yard	Interior Side Yard	Rear Yard
Single/two- family residential districts: FR-1 to SR-1	Parking not permitted between front lot line and the front wall of the	Parking not permitted between front lot line and the front wall of the	Parking permitted. In the FR districts parking not permitted within 6 feet of interior	Parking permitted

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



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

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

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

**5. PLANNING COMMISSION**  
**E. Agenda & Minutes**  
**March 22, 2006**

**AGENDA FOR THE  
SALT LAKE CITY PLANNING COMMISSION MEETING  
In Room 326 of the City & County Building at 451 South State Street  
Wednesday, March 22, 2006, at 5:45 p.m.**

Dinner will be served to the Planning Commissioners and Staff at 5:00 p.m., in Room 126. During the dinner, Staff may share general planning information with the Planning Commission. This portion of the meeting is open to the public for observation.

- 1. APPROVAL OF MINUTES from Wednesday, March 8, 2006.**
- 2. REPORT OF THE CHAIR AND VICE CHAIR**
- 3. REPORT OF THE DIRECTOR**
- 4. PUBLIC NOTICE AGENDA Salt Lake City Property Conveyance Matters**

Projects within Salt Lake City:


- a) Salt Lake City Property Management and New Cingular Wireless PCS, LLC—Cingular Wireless is requesting that Property Management approve a site lease agreement to allow a portion of the City-owned street right-of-way to be used to install underground power and signal cables connecting a utility pole-mounted cellular telephone antenna installation within the public way to a remote site equipment shelter to be constructed in the rear yard area on an neighboring property at approximately 1314 South 1100 East Street. The property is located within Salt Lake City and the adjacent properties are zoned Neighborhood Commercial (CN) and Residential/Business (RB). Property Management staff intends to approve the site lease request.
- b) Salt Lake City Public Utilities Department and Freeport West Development—Freeport West is requesting that Public Utilities approve a new standard use permit to allow the re-routing of the Ridgeland Irrigation Canal (not City owned) to cross the City owned easement for the Lee Drain (storm water drain) at a new location located at approximately 4898 West California Avenue. Adjacent property is zoned Light Industrial (M-1). The Public Utilities staff intends to approve the standard use permit as requested.

Projects outside of Salt Lake City:

- c) Salt Lake Public Utilities Division and UTOPIA DBA Murray City—UTOPIA is requesting that Public Utilities issue a standard utility permit to allow installation of overhead telecommunications cables over the Salt Lake and Jordan Canal property located at approximately 700 East and I-215 within the boundaries of Midvale City. The Public Utilities staff intends to approve the utility permit request.
- d) Salt Lake City Public Utilities Division and the Utah Telecommunications Open Infrastructure Agency—Utah Telecommunications Agency is requesting that Public Utilities issue a standard utility permit to allow installation of telecommunications cables to cross Salt Lake City-owned canal property, at approximately 930 East South Union Avenue, in Midvale City. The Public Utilities staff intends to approve the utility permit request.
- e) Salt Lake City Public Utilities Department and Mr. Alonzo A. Hinckley—Mr. Hinckley is requesting that Public Utilities issue a standard use permit to allow him to continue gardening and maintaining landscaping on a small portion of Public Utilities owned property adjacent to the rear of 4471 Camille Drive in Holladay City. The Public Utilities staff intends to approve the standard use permit request.
- f) Salt Lake City Public Utilities Department and Donna and Graham Doxey—The Doxeyes are requesting that Public Utilities vacate an existing right-of-way for the Big Cottonwood Conduit which impacts the rear of their property located at 6320 South Canyon Cove Drive in un-incorporated Salt Lake County. The conduit right-of-way is no longer needed because the conduit was relocated during the 1980s into Wasatch Drive. The Public Utilities staff intends to vacate the right-of-way in favor of the Doxeyes, subject to compensation at fair market value, as requested.

- g) Salt Lake Public Utilities Department and Norine Kautzman and Doug Burnett—Ms. Kautzman and Mr. Burnett are requesting that Public Utilities approve a renewal permit to a previously granted standard use permit, which grants access rights over a Public Utilities owned access road right-of-way, to benefit the property located at approximately 6456 South Crest Mount Drive, in un-incorporated Salt Lake County. The Public Utilities staff intends to approve the access renewal permit request.
- h) Salt Lake City Public Utilities Department and Mr. Marv Thomas—Mr. Thomas is requesting that Public Utilities approve a bridge, utility and access permit in favor of the purchasers of her property, located at approximately 2825 North Rose Park Lane, at an existing bridge crossing which was constructed by Salt Lake County over the City Drain (storm water drain) canal, in un-incorporated Salt Lake County. The existing bridge structure provides access to the property owned by Mr. Thomas. The Public Utilities staff intends to approve the bridge, utility and access permit as requested.

## 5. PUBLIC HEARINGS

- a)  **Petition 400-06-01** — A request by the Salt Lake City Planning Commission to amend provisions of the zoning ordinance to allow tandem parking. This petition would allow for limited parking, one (1) space, in a tandem configuration in the front and corner side yards for new and existing single-family residential development and said space can be included in the required parking calculation for the proposed residential use. (Staff – Lex Traughber at 535-6184 or [lex.traughber@slcgov.com](mailto:lex.traughber@slcgov.com)).
- b) **Petition No. 400-06-03** — A legislative action item initiated by the City Council requesting revisions to the Zoning Ordinance relating to registered home daycare and preschools. Two actions were requested by the City Council; to change the current child home care group size limitation of six (6) to eight (8) children; to correspond with State Licensing standards. The second request is to require an annual business license for this type of home occupation. (Staff – Janice Lew at 535-7625 or [janice.lew@slcgov.com](mailto:janice.lew@slcgov.com)).
- c) **Petition 410-770** — A request initiated by Jeffrey Keller for conditional use approval to operate a used car sales lot at 853 South State Street #3 in a Downtown Support (D-2) zoning district. (Staff – Janice Lew at 535-7625 or [janice.lew@slcgov.com](mailto:janice.lew@slcgov.com)).
- d) **Petition 400-05-02** — A request initiated by the Salt Lake City Council to amend provisions of Chapter 21A.46 of the Salt Lake City Zoning Ordinance regarding portable signs which are often referred to as “A-frame” signs. The proposed amendments would limit the distance that portable signs could be located from an advertising business. (Staff – Joel Paterson at 535-6141 or [joel.paterson@slcgov.com](mailto:joel.paterson@slcgov.com)).

## 6. UNFINISHED BUSINESS

The next scheduled Planning Commission meeting will be April 12, 2006. This information can be accessed at [www.slcgov.com/CED/planning](http://www.slcgov.com/CED/planning).

which was constructed by Salt Lake County over the City Drain (storm water drain) canal, in unincorporated Salt Lake County. The existing bridge structure provides access to the property owned by Mr. Thomas. The Public Utilities staff intends to approve the bridge, utility and access permit as requested.

Chairperson Noda noted that there were no comments or questions from the public or Commissioners. The matters were approved.

## **PUBLIC HEARINGS**

**Petition 400-06-01 — A request by the Salt Lake City Planning Commission to amend provisions of the zoning ordinance to allow tandem parking. This petition would allow for limited parking, one (1) space, in a tandem configuration in the front and corner side yards for new and existing single-family residential development and said space can be included in the required parking calculation for the proposed residential use.**

(This item was heard at 6:18 p.m.)

Chairperson Noda stated that the hearing of this petition during this meeting consists of "issues only"; namely, the Staff Report and public comment. A discussion and vote will not occur at this time.

Mr. Lex Traugher was the staff representative for this petition. He stated the reasoning behind the "issues only" decision at the Public Hearing was due to comments received from the City Transportation Division that require thoughtful consideration.

Mr. Traugher gave a brief synopsis of the background and creation of this request. One of the reasons for the request is that by allowing tandem parking, on-street parking will be lessened. Mr. Traugher noted that developers of new residential developments must meet parking requirements in small areas. Planning Staff contends that it is not in the City's best interest to forgo new residential development due to a lack of parking. Mr. Traugher stated that flexibility in residential parking requirements could increase the City's housing stock.

The proposal states that one tandem parking space could be placed in a front or corner side yard. Mr. Traugher noted that this is presently not allowed within the City. The following four criteria must be met to utilize the tandem parking in a single, residential district:

1. The tandem parking space is at least nine feet (9') wide by twenty feet (20') deep;
2. The vehicle will not encroach into the public right-of-way;
3. The tandem parking space is located within a driveway that leads to a properly located new or existing parking space (garage, carport or parking pad);
4. Parking on the hard surface tandem space is limited to passenger vehicles only.

Mr. Traugher also noted that existing tandem parking options should be recognized by the Planning Division. For new residential, an additional tandem parking spot could be presented as a parking stall allotted to the new home.

Commissioner De Lay requested more information regarding stacked parking; as found in larger cities. She questioned its relevance and relation to the possibility of this adoption.

Mr. Traugher stated that the main focus on the petition for tandem parking maintains a strict focus on residential. He stated that tandem parking is a common occurrence found in the City, but is not part of the ordinance. He also stated that enforcement of tandem parking is not strong unless the vehicle is blocking a fire hydrant or encroaching into the right-of-way.

Commissioner Forbis stated that people he knew have been ticketed for tandem parking on 900 South.

Commissioner Scott clarified that only one passenger vehicle would be allowed in the designated tandem parking stall. She requested the definition of a passenger vehicle.

Mr. Traugher stated that Staff would need to research the passenger vehicle definition and determine if it is presently in the Zoning Ordinance. Mr. Traugher stated that the issue would be researched by Staff prior to the next hearing in relation to this petition.

Mr. Ikefuna stated that one of the concerns addressed by the Transportation Advisory Board was that tandem parking be disallowed in an area where "no parking" signs are placed on the street. Also, Staff will be reviewing the option of duplex and residential development to utilize tandem parking as a fulfillment of parking requirements.

Chairperson Noda requested comments from the public.

Russ Watts, Watts Enterprises, is a representative to the many developers of housing in the City. He stated that a decision relating to tandem parking is a critical point to further develop City housing. Mr. Watts stated that a simple way to approach the idea is land cost and parking cost. The two costs impact the affordability and the level of housing created. He stated that affordable, purchasable units are difficult to create considering the cost of land and the standard parking requirements. In order to create vitality in the City, the parking requirements need to be altered. Mr. Watts suggested locating parking one to two blocks away from the Main street area to place more people in the Downtown area. He suggested shared use/share leasing with parking lots, to better utilize the space.

Commissioner McDonough requested clarification for the on-street parking limitation in areas where "no parking" signs are posted proposed by the Transportation Division.

Mr. Kevin Young, Salt Lake City Transportation, stated that the tandem parking option can cause difficulty to some individuals because of the possibility of moving one car before the other. An example was cited in the lower Avenues by Chairperson Noda. Mr. Young stated that most of the concern presented by the Advisory Board was from the representatives of the Capitol Hill and Avenues area, and a "park by permit" option had not been considered.

**No motion was made. Chairperson Noda closed the "issues only" Public Hearing.**

**Petition No. 400-06-03 — A legislative action item initiated by the City Council requesting revisions to the Zoning Ordinance relating to registered home daycare and preschools. Two actions were requested by the City Council; to change the current child home care group size limitation of six (6) to eight (8) children to correspond with State Licensing standards. The second request is to require an annual business license for this type of home occupation.**

(This item was heard at 6:39 p.m.)

Chairperson Noda recognized Janice Lew, Principal Planner, on behalf of Planning Staff.

Ms. Lew provided a background and synopsis of the petition. She stated that the proposed text amendments would change the group size limitation from six to eight, to coincide with State Licensing, and would require a current business license.

Ms. Lew stated that, in review of the request, Staff is recommending that the Planning Commission forward a favorable recommendation to the City Council.

**5. PLANNING COMMISSION**

**F. Agenda & Minutes**

**May 10, 2006**



**AGENDA FOR THE  
SALT LAKE CITY PLANNING COMMISSION MEETING**  
In Room 326 of the City & County Building at 451 South State Street  
Wednesday, May 10, 2006, at 5:45 p.m.

Dinner will be served to the Planning Commissioners and Staff at 5:00 p.m., in Room 126. During the dinner, Staff may share general planning information with the Planning Commission. This portion of the meeting is open to the public for observation.

1. APPROVAL OF MINUTES from Wednesday, April 26, 2006.
2. REPORT OF THE CHAIR AND VICE CHAIR
3. REPORT OF THE DIRECTOR
  - a) Acknowledgement of Commissioner Galli's service
4. PUBLIC NOTICE AGENDA Salt Lake City Property Conveyance Matters — (Staff – Doug Wheelwright at 535-6171 or [doug.wheelwright@slcgov.com](mailto:doug.wheelwright@slcgov.com), Karryn Greenleaf at 483-6769 or [karryn.greenleaf@slcgov.com](mailto:karryn.greenleaf@slcgov.com), or Matt Williams at 535-6447 or [matthew.williams@slcgov.com](mailto:matthew.williams@slcgov.com))
  - a) Cricket Utah Property Company and Salt Lake City Property Management Division — A request for Property Management to grant a lease agreement to allow the installation of a utility pole mounted cellular telephone antenna and connecting underground telecommunications conduits within a portion of the public street right-of-way for:
    - i. 1300 West Street which adjoins the property located at 530 North 1300 West Street and
    - ii. 1100 East Street which adjoins the property located at 1336 South 1100 East Street
 A separate, administratively approved Conditional Use application is required for both utility pole installations. The Property Management staff intends to approve the requested lease agreements.
  - b) Board of Realtors/ASWN and Salt Lake City Public Utilities Department — A request for Public Utilities to exchange a right-of-way interest in a portion of the Jordan and Salt Lake City Canal for a fee title interest in a similar portion of the Canal involving the property located at 9661 South Monroe Street in Sandy City. The proposal will better align the actual canal facilities with the easement or property interest. Public Utilities staff intends to approve the transaction as proposed.
  - c) Chapman Richards, Layton Construction, and Salt Lake City Public Utilities Department — Two requests for Public Utilities to approve a temporary lease agreement in a portion of the Jordan and Salt Lake City Canal involving the property located at 9661 South Monroe Street in Sandy City.
    - i. A proposed lease term will be for an 18-month period to allow Chapman Richards to install an advertising sign for the leasing of an adjacent business/office complex project. Public Utilities staff intends to approve the temporary lease as proposed.
    - ii. A proposed lease term will be for an 18-month period to allow Layton Construction to place a temporary, construction office trailer during the construction of an adjacent business/office complex project. Public Utilities staff intends to approve the temporary lease as proposed.
5. OTHER BUSINESS
  - a) Salt Lake City Critical Open Lands Inventory and Preservation Priority Assessment presentation by Jan Striefel; Principal and President Landmark Design Incorporated. Salt Lake City applied for and received a Lee Ray McAllister Fund grant to develop a classification system of nearly 27,000 acres of land zoned Open Space, Foothill Preservation or Agricultural Use. The classification system will provide a framework for defining critical open lands and making informed planning decisions. (Staff – Jackie Gasparik at 535-6354 or [jackie.gasparik@slcgov.com](mailto:jackie.gasparik@slcgov.com))
6. PUBLIC HEARINGS
  - a) **Petition 410-06-02** — A request by Maurine Bachman representing Sprint Spectrum for conditional use approval to locate a wireless telecommunications antenna on an existing wooden pole located at approximately 1388 South 1900 East in an I (Institutional) Zoning District. This project is being forwarded to the Planning Commission by the Administrative Hearing Officer. (Staff – Marilynn Lewis at 535-6409 or [marilynn.lewis@slcgov.com](mailto:marilynn.lewis@slcgov.com))
  - b) **Petition 400-06-01** — A request by the Salt Lake City Planning Commission to amend provisions of the zoning ordinance to allow tandem parking. This petition would allow for limited parking, one (1) space, in a tandem configuration in the front and corner side yards for existing single-family residential development and new single-family attached dwellings (which includes condominiums), twin home dwellings, and two-family dwellings. For new attached single-family dwellings, twin home dwellings and two-family dwelling said tandem parking space can be included in the required parking calculation for the proposed residential use. (Staff – Lex Traughber at 535-6184 or [lex.traughber@slcgov.com](mailto:lex.traughber@slcgov.com))
  - c) **Petition 410-761 and 490-06-04** — A request by Borg Holdings L.L.C., represented by Alan Borg, for a conditional use/planned development and preliminary subdivision approval of a proposed six-lot, single-family residential subdivision located at approximately 1566 West 500 North in a Single Family Residential (R-1/7000) Zoning District. (Staff – Ray McCandless at 535-7282 or [ray.mccandless@slcgov.com](mailto:ray.mccandless@slcgov.com)) (Please view map on reverse.)

The next scheduled Planning Commission meeting will be May 26, 2006. This information can be accessed at [www.slcgov.com/CED/planning](http://www.slcgov.com/CED/planning).

The motion was seconded by Commissioner Diamond. All voted "Aye". The motion passed.

**Petition 400-06-01 — A request by the Salt Lake City Planning Commission to amend provisions of the zoning ordinance to allow tandem parking. This petition would allow for limited parking, one (1) space, in a tandem configuration in the front and corner side yards for existing single-family residential development and new single-family attached dwellings (which includes condominiums), twin home dwellings, and two-family dwellings. For new attached single-family dwellings, twin home dwellings and two-family dwelling said tandem parking space can be included in the required parking calculation for the proposed residential use.**

*(This item was heard at 7:19 p.m.)*

Chairperson Noda recognized Lex Traughber as Staff representative. Mr. Traughber noted that the original petition had been heard at the March 22, 2006 Planning Commission meeting as an Issues Only hearing due to additional comment received from the Transportation Division. He stated that the previous presentation had heard public comment and did present the Staff Report. The issues of the Transportation Division have been addressed in the Supplemental Staff Report, along with other changes suggested by the Commission.

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

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

1. The tandem parking space shall be at least nine feet (9') wide by twenty feet (20') deep.
2. The tandem parking space shall be entirely located on private property unless otherwise approved by the City.
3. The parking stall shall not impede vehicular or pedestrian traffic.
4. The tandem parking space shall be located within a driveway that leads to a new or existing properly located, legal parking space.
5. The tandem parking space shall be located in a driveway that abuts and is assigned/dedicated to the dwelling unit that it serves, and use of the tandem parking space shall not block the use of the driveway to access other parking spaces if the driveway is a shared driveway.
6. Parking on the hard surface tandem space shall be limited to passenger vehicles only.
7. The right-of-way fronting the new residential development must allow parking on both sides or neither side of the street.
8. Tandem parking shall not be allowed where the tandem parking is being requested as a result of a remodel or rehabilitation project that includes the elimination of legally configured off-street parking.

In addition, Planning Staff recommends that the Planning Commission forward a favorable recommendation to the City Council to revise Table 21A.44.050 – Parking Restrictions Within Yards.

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

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

Commissioner De Lay requested a potential timeframe for the City Council to adopt the ordinance and definitions if favorably transmitted by the Commission.

Mr. Traugher responded that the City Council timeframe is not a decision made by the Planning Division, but is left to the discretion of the City Council.

Chairperson Noda requested comments from the Community Council Chairs and the public.

Peter Von Sivers, Capitol Hill Community Council Chair, addressed the Commission regarding two concerns held by the Community in relation to the proposed tandem parking ordinance.

- 1) Tandem parking can require maneuvering between the two vehicles, possibly eliminating on-street parking once the switching of the placement of the vehicles is completed. The on-street parking is a concern because of the narrowness of the streets located in the Capitol Hill area.
- 2) Developers may pursue the option of buying property and allowing tandem parking to be utilized as a required parking space.

Mr. Von Sivers stated that the City Council had conducted a recent tour of Council District Three with a stop at the Watts Project on Apricot Street to illustrate the difficulties that could arise from tandem parking and requested that the allowance of tandem parking be linked to the width of the streets. Mr. Sivers was not sure of the exact width to help determine the appropriate request, but suggested Apricot and Quince Street be considered as appropriate widths to disallow tandem parking.

Commissioner McDonough requested further clarification regarding the relation of the width of the street to the demand of the parking.

Mr. Von Sivers stated that the relation of the width of the street to the demand of the parking is important because of the potential for development, and the possibility the developer may have to allow the tandem parking be utilized as a parking requirement fulfilled. He stated that he would rather have the developer maintain the parking requirements on their own property, rather than use on-street parking.

Commissioner Diamond requested information regarding the number of residents or new developments that meet the required setback, eliminating the need for tandem parking.

Mr. Traugher stated that if the proposed criteria are not met, the tandem parking is not a legal solution. He clarified that tandem parking would not apply on streets wherein parking is available on one side, as stated in the criteria: "The right-of-way fronting the new residential development must allow parking on both sides or neither side of the street"; therefore, excluding the possibility of allowing tandem parking on streets that only allow parking on one side of the street.

Mr. Ikefuna stated that statistics are not available at this time to determine the number of streets that meet the requirements, but overall many do meet the requirements. He added that the Transportation Advisory Board had the same concerns as Mr. Von Sivers, and the Planning Staff has addressed the concerns.

Discussion commenced between the Commissioners, Planning Staff, and Mr. Von Sivers regarding the language of the condition. It was concluded that the language was appropriate and clear in statutory language.

Mr. Russ Watts, Watts Enterprise, addressed the Commission regarding the parking situation of Downtown. Early in the year, he had attended a symposium with members of the City Council discussing the revitalization of the Downtown area, with parking as a concern. He stated that many opportunities exist in the City for revitalization to bring vitality to the certain areas of the City. Mr. Watts stated that numerous cities and various residents are already utilizing the tandem parking option to incorporate more room for parking. He mentioned that the City is in a growing stage in determining how to meet the requirement, while allowing the option (and perhaps encouraging) of mass transit and light rail. Mr. Watts concluded by suggesting that tandem parking is a step in the process of encouraging vitality growth.

**Based on the comments, analysis, findings of fact, testimony heard, and the information noted in the supplemental Staff Report dated May 10, 2006, Commissioner De Lay made a motion that the Planning Commission forward a favorable recommendation to the City Council to adopt the language adding Section 21A.44.020M – Tandem Parking to the Salt Lake City Zoning Ordinance and would read as follows:**

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

- 1. The tandem parking space shall be at least nine feet (9') wide by twenty feet (20') deep.**
- 2. The tandem parking space shall be entirely located on private property unless otherwise approved by the City.**
- 3. The parking stall shall not impede vehicular or pedestrian traffic.**
- 4. The tandem parking space shall be located within a driveway that leads to a new or existing properly located, legal parking space.**
- 5. The tandem parking space shall be located in a driveway that abuts and is assigned/dedicated to the dwelling unit that it serves, and use of the tandem parking space shall not block the use of the driveway to access other parking spaces if the driveway is a shared driveway.**
- 6. Parking on the hard surface tandem space shall be limited to passenger vehicles only.**
- 7. The right-of-way fronting the new residential development must allow parking on both sides or neither side of the street.**
- 8. Tandem parking shall not be allowed where the tandem parking is being requested as a result of a remodel or rehabilitation project that includes the elimination of legally configured off-street parking.**

**The motion included a favorable recommendation to the City Council to adopt the revised Table 21A.44.050 – Parking Restrictions Within Yards and the definition of “Passenger Vehicles” be included in Chapter 21A.62 as stated below:**

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

**The motion was seconded by Commissioner Forbis. All voted “Aye”. The motion passed.**

## **6. ORIGINAL PETITION**

**PETITION CHECKLIST**

<u>Date</u>	<u>Initials</u>	<u>Action Required</u>
<u>1/17/06</u>	<u>LLH</u>	Petition delivered to Planning
<u>1.17.06</u>	<u>PAT</u>	Petition assigned to: <u>Lex Traugber</u>
<u>5.10.06</u>	<u>PAT</u>	Planning Staff or Planning Commission Action Date
<u>5.30.06</u>	<u>PAT</u>	Return Original Letter and Yellow Petition Cover
<u>5.30.06</u>	<u>PAT</u>	Chronology
<u>NA</u>	<u>NA</u>	Property Description (marked with a post it note)
<u>NA</u>	<u>NA</u>	Affected Sidwell Numbers Included
<u>5.30.06</u>	<u>PAT</u>	Mailing List for Petition, include appropriate Community Councils
<u>5.30.06</u>	<u>PAT</u>	Mailing Postmark Date Verification
<u>5.30.06</u>	<u>PAT</u>	Planning Commission Minutes
<u>5.30.06</u>	<u>PAT</u>	Planning Staff Report
<u>5.30.06</u>	<u>PAT</u>	Cover letter outlining what the request is and a brief description of what action the Planning Commission or Staff is recommending.
<u>5.30.06</u>	<u>PAT</u>	Ordinance Prepared by the Attorney's Office
<u>NA</u>	<u>NA</u>	Ordinance property description is checked, dated and initialed by the Planner. Ordinance is stamped by Attorney.
<u>LEX TRAUGBER</u>		Planner responsible for taking calls on the Petition
<u>      </u>	<u>      </u>	Date Set for City Council Action <u>      </u>
<u>      </u>	<u>      </u>	Petition filed with City Recorder's Office

buildable areas of each lot, and it would be costly to redesign the homes. Mr. Larsen asked the Planning Commission to determine that the yard may be 12 feet, consistent with the recorded plat that was presented and approved by them. It was noted that Planning Staff found no substantial difference should the Planning Commission approve this modification.

Mr. Wheelwright then explained that the building official interpreted a side elevation on one of the two house plans as technically having two stories. The proposed elevation is not a problem under building or zoning regulations in that elevations are limited to 30 feet measured to the mid-point or 2 ½ stories. The highest ridge of the originally proposed design is 29 feet and does not change under either interpretation; however, the building official's interpretation conflicts with the limitation of 1 ½ story buildings placed on the project by the Planning Commission. The City required the developer to modify the design of the home on lot 4 to meet the technical definition of 1 ½ stories. Mr. Larsen does not wish to modify the elevations on the other three homes on lots 5, 6, and 7 with the same elevation modifications.

Mr. Larsen reiterated that the plans submitted and approved by the Planning Commission have not changed. The changes in elevations are caused by the interpretation of Building Permit Staff. He explained that he was required to modify the home on lot 4 because construction was underway at the framing stage and was red tagged. The roof ridge was brought down to the eave line in order to meet the definition so that construction could continue. Mr. Larsen said that he does not wish to change the design of the other homes. The proposed building design is more architecturally interesting and pleasing with exposed rafter tails and the original roof line as a whole. He further wanted a mix by having specific designs for the different lots. The four lots on the west portion of the development are narrow and deep. Lots 2 and 3 on the east portion are wider and shallower, and the homes on those lots were designed with elongated gables. Mr. Larsen requested that the Planning Commission reaffirm their approval.

Commissioner Muir noted that the original elevation designs allow a certain amount of light and air into the tight side yards, and more evenly distributes drainage from snow and ice melt. He believed that the originally proposed elevations are better from a technical perspective. The consensus of the Planning Commission was that the elevation and setback issues were inadvertent mistakes, but the expansion of the rear yards should be a separate petition. The expansion would change the pattern of the block behind the project, and should be reviewed under the formal subdivision review process.

**Commissioner De Lay moved for the Planning Commission to approve modifications 1, 3 and 4 as requested. The request to expand the rear yards of lots 2 and 3 to the east must be reviewed and determined through the formal subdivision review process. Commissioner Muir seconded the motion. All voted "Aye"; the motion passed.**

Addressing Commissioner Scott's concerns regarding the conflict in building story interpretations, Mr. Ikefuna explained that it is an issue to be discussed between Building Services and Permits and Planning Staff. Staff will discuss the issue with the Permit Office and report back to the Planning Commission.

**Tandem Parking in Required Yards in Residential Zones (Item a.ii.)**

Mr. Ikefuna requested that the Planning Commission initiate a petition to amend the Zoning Ordinance to allow tandem parking in required yards in residential zones. Currently the Zoning Ordinance does not allow tandem parking in residential areas. He explained that tandem parking should be allowed in order to accommodate future infill and or residential development. Mr. Ikefuna noted that Bonnie Mangold, Avenues Neighborhood Advocate, opposed the initiation of such a petition in an email of which copies were presented to Planning Commission Members.

**Commissioner McDonough moved for the Planning Commission to initiate the petition. Commissioner Chambless seconded the motion, all voted aye; the motion passed.**

Responding to questions from Commissioner Seelig regarding the retreat and briefings with Redevelopment Agency, Mr. Ikefuna explained that briefings will be scheduled. The retreat scheduled for December 13, 2005, has been postponed until further notice. Professor Kelly was unable to make the engagement, and Planning Staff is seeking another facilitator.

#### **PUBLIC NOTICE AGENDA — Salt Lake City Property Conveyance Matters**

- a) **Gabriel Noelle Rosa, LLC and Salt Lake City Property Management Division – The existing apartments located at approximately 201-211 East 3rd Avenue are being converted into the White Lane Condominiums. As part of the conversion approval process, it was noted that there are three stairway and stair rail encroachments into the public right-of-way. The applicants are requesting that the encroachments be allowed to remain as is and have submitted a lease agreement to cover these encroachments. This property is located in Salt Lake City. The Property Management Division intends to approve the requested lease agreement for the encroachment.**
  
- b) **2148 Enterprises, LLC and Salt Lake City Property Management Division – 2148 Enterprises, LLC is in the process of selling their property which is located at 2148 South 900 East. During a due diligence survey, it was discovered that a brick façade along 900 East encroaches into the public right-of-way. The buyer is requiring the current property owner to enter a lease agreement with the City to deal with the encroachment issue. It is contemplated that the encroachment will be removed in a future remodeling process in 2006. The initial term of the lease agreement is 5 years with terms of renewal. Issuing a lease for this purpose is consistent with City policy regarding public-way encroachments. The Property Management Division intends to approve the requested lease agreement for the encroachment.**

(These items were heard at 6:37 p.m.)

Chairperson Noda noted that there were no public comments or questions from the Commissioners.

#### **PUBLIC HEARING**



**Petition No.** 400-06-01

*By* Planning Commission

Is requesting an amendment to the  
Zoning Ordinance to allow tandem  
parking in required yards in  
residential zones.

*Date Filed* \_\_\_\_\_

*Address* \_\_\_\_\_