
MEMORANDUM

DATE: September 5, 2006

SUBJECT: **Legislative Action: Council Members Love and Saxton
Commercial Parking in Neighborhoods**

REPORT BY: Cindy Gust-Jenson

AFFECTED COUNCIL DISTRICTS: Citywide

Council Members Love and Saxton each initiated Legislative Actions through the City Council in 2002 relating to parking requirements and shared parking options. For ease of processing the Administration combined the two petitions.

The goal of each was to open opportunities for shared, leased or off-site parking in commercial areas that abut neighborhoods in order to provide opportunities for businesses to exist, while limiting negative impacts on neighborhoods.

Council Member Love's Legislative Action focused on the Commercial Neighborhood Zone (CN), and requested evaluation of:

- Opportunities for shared off-site parking.
- Specific criteria within the ordinance for Administrative interpretations.
- Consideration of whether counting on-street parking toward an establishment's parking requirement is in the best interest of the neighborhood.
- Other potential areas City-wide or zoning classifications that may be considered for similar revisions.
- Definition

Council Member Saxton's Legislative Action focused on the Commercial Business (CB) and the Commercial Shopping (CS) zones, and requested similar evaluations.

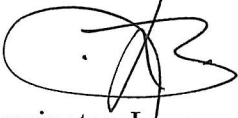
The Planning staff memo outlines the changes recommended to address these items and the rationale. Planning staff will make a brief presentation at the Council's September 7 meeting, to be held in District 5.

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 **DATE:** June 1, 2006
FROM: Louis Zunguze, Community Development Director 
RE: Petition 400-02-22 by City Council Members Jill Remington-Love and Nancy Saxton to amend the Zoning Ordinance relating to the definition of "restaurant" and the associated parking requirements for retail goods establishments, retail service establishments, and restaurants. Additionally, the proposal includes a re-evaluation and expansion of alternative parking solutions, as well as an expansion of "off-site" and "shared" parking possibilities.

STAFF CONTACTS: Lex Traugher, Principal Planner, at (801) 535-6184 or
lex.traugher@slcgov.com

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

DOCUMENT TYPE: Ordinance

BUDGET IMPACT: None

DISCUSSION:

Issue Origin: This petition was a result of two separate legislative actions initiated by City Council Members Jill Remington-Love and Nancy Saxton. Council Member Love's legislative action was initiated to study the parking impacts occurring in residential neighborhoods near small commercial areas due to the cumulative success of individual businesses and the lack of adequate parking within these commercial nodes. Examples of such businesses noted at that time included the Dodo Restaurant at 1321 South 2100 East, Cucina at 1026 E. Second Avenue, the Paris Restaurant/Bistro at 1500 South and 1500 East, and the Liberty Heights Fresh Market at 1242 South 1100 East. Council Member Love's legislative action specifically requested that the Administration look at the definition of "restaurants", "retail goods and retail service establishments", and the associated parking requirements for these uses, as well as off-site and alternative parking solutions.

Council Member Saxton's legislative action was initiated to look at alternative, shared, and off-site parking requirements for Commercial Business (CB) and Commercial Shopping (CS) zoning

districts. The purpose of this action was to examine expanded opportunities for shared parking and more efficient use of existing parking areas in commercial centers.

Analysis: The following is an overview:

1. Eliminate a definition for “restaurant” that is based on sales volume and replace it with a definition that is based on the number of seats provided.

Rationale: This proposal would amend the definition for a restaurant and parking requirement that is based on sales volume of take-out food with a definition based on the seats provided in a restaurant. A definition based on the number of seats is more easily quantifiable and, if necessary, enforceable. In many instances this new definition will limit the ability of large restaurants to locate in small neighborhood commercial nodes. The definitions are as follows:

Restaurant (Large) – a food or beverage service establishment where seating is greater than forty (40) seats total for both indoor and outdoor dining areas

Restaurant (Small) – a food or beverage service establishment where seating is less than or equal to forty (40) seats total for both indoor and outdoor dining

2. Distinguish between small and large restaurants and establish a different parking requirement for each category. Large restaurants must provide 6 stalls per 1,000 square feet of gross floor area, and small restaurants must provide 3 stalls per 1,000 square feet of gross floor area.

Rationale: Differentiating between restaurants that have different impacts and standardizing the parking requirement of small restaurants with those of retail goods and service establishments facilitates the reuse of a small retail business for a small restaurant. Allowing conversions to small restaurants tends to enhance the viability of neighborhood business areas.

3. Facilitate the reuse of buildings between land use categories by providing the same parking ratio requirement (3 stalls/1,000 s.f.) for retail goods establishments, retail service establishments, and small restaurants.

Rationale: This will facilitate the interchangeability of the buildings that these three types of uses typically occupy. These three uses have similar intensities and impacts, and therefore the parking requirements should be consistent.

4. Allow greater flexibility and opportunity for shared and off-site parking by implementing the following:
 - A. Allowing parking to be shared on more than one lot;
 - B. Providing for off-site parking as a conditional use in the CN zone and as a permitted use in the CB, CS, and CSHBD zones;

- C. Providing for off-site parking as a conditional use on non-conforming properties in residential zones or to support uses in the RMU, CN, CB and RB zones. This provision may only apply if the property is occupied by an existing non-residential use and may exceed the standard 500-foot distance limitation; it also proposes to allow the Planning Commission to make exceptions when actual data on parking demand is presented; and
- D. Establishing new land use categories for community centers, schools, colleges and universities in the shared parking schedule.

Rationale: The purpose of these amendments is to create and expand the means by which parking requirements can be satisfied. These provisions will allow some flexibility for those attempting to find reasonable parking solutions while using existing parking areas and eliminating an overabundance of parking spaces where it is not absolutely necessary.

Master Plan Considerations: One of the objectives of the Salt Lake City Strategic Plan (1993) is to develop “business friendly” licensing and regulatory practices (p.22). This proposal is consistent with this policy by creating greater flexibility for shared and off-site parking that businesses may consider to address parking requirements. This proposal is also consistent by allowing retail operations and small restaurants (cafes/delis) to reuse the same building space by applying the same parking ratio requirement to these land use categories.

The Salt Lake City Transportation Master Plan (1996) guiding principles “support and encourage the viability and quality of life of its residential and business neighborhoods” (pg. 1). The Transportation Master Plan also states: “residential neighborhoods will be protected from the negative impact of overflow parking from adjacent land uses” (pg. 9). This proposal is consistent with these policies by addressing the negative impacts of overflow parking that have been created by the current definition of restaurants. Also, this proposal provides flexibility to ensure that we are not over-parking.

PUBLIC PROCESS:

The proposed ordinance amendments were presented to the Transportation Advisory Board (TAB) on January 6, 2003. Staff continued a discussion of the proposed amendments with the Transportation Advisory Board on February 3, 2003. The TAB Board comments are in Exhibit 5B of this transmittal (see page two of the staff report dated March 12, 2003, which is found as “Attachment 1” of the staff report dated February 8, 2006). The TAB Board recommended “that the procedure be required to go through a conditional use process rather than an administrative process because it gives the Community Councils an opportunity to provide input.”

On January 16, 2003, an Open House was held, and various groups and individuals were notified of the proposed changes. These parties included the TAB Board, all Community Council Chairs, all Business Advisory Board members, the Vest Pocket Business Coalition, and all property

owners around the 9th & 9th and the 15th & 15th commercial districts. A summary of the comments from the Open House are located in Exhibit 5B of this transmittal (see page two of the staff report dated March 12, 2003, which is found as "Attachment 1" of the staff report dated February 8, 2006). The following comments were noted:

1. A combination of square footage and seating capacity plus employees is recommended rather than just the number of seats for the size of a restaurant.
2. An administrative review process for off-site parking in residential zones to support uses in the CN, CB and RMU zones is recommended to provide a streamlined process for small businesses.
3. Concern about increasing parking requirements for retail service establishments was expressed.
4. Support shared parking.
5. The Sugar House Community Council is very supportive of shared parking arrangements and supports the proposed amendments.

On March 12, 2003, the Planning Commission heard the proposal and remanded the petition back to Planning Staff for further revision. The Planning Commission identified six issues to be addressed by Planning Staff, which are discussed on page three of the February 8, 2006, staff report, found in Exhibit 5B of this transmittal. The following issues were identified for review:

1. Compare parking ratio formulas and determine if a square footage ratio, perhaps in combination with seating provided can be used; include a formula that allows flexibility for small restaurants.
2. Evaluate how the City will deal with businesses that would be moved from "conforming" to "non-conforming" status in terms of parking.
3. Evaluate the proposal of two (2) parking stalls per 1,000 square feet for retail service establishments, retail sales establishments, and small restaurants. Eliminate the 25 seat cutoff for determining restaurant size.
4. Consider changing the word "uses" to "user" in the definition of "Shared Parking", and the consider eliminating the requirement that shared parking be located within 500 feet (500') of the primary use that it serves.
5. Bring back amendments that include the whole parking ordinance so the Commission can see the continuity.
6. Look at how angled, on-street parking can be used to address the parking issue.

An Open House was again held on January 9, 2006. The following groups were notified of this meeting: all the Community Council Chairs, all Business Advisory Board members, the Vest Pocket Business Coalition, the Downtown Alliance, the Downtown Merchants Association, the Hispanic Chamber of Commerce, the Westside Alliance, the Sugar House Merchants Association, the Salt Lake Chamber of Commerce, as well as all property owners within 450 feet of the 9th & 9th, and 15th & 15th commercial nodes.

Three members of the public attended the meeting. The major concern raised at the Open House was a “solution” for the parking problem at the Paris Restaurant at the 15th & 15th commercial node. Planning Staff noted that the proposed text amendment may help to alleviate some of the parking difficulties in this area; however, they would not “solve” the Paris Restaurant’s parking issues. Planning Staff noted that the proposed changes would likely prevent a similar situation in the future, particularly due to the re-definition/clarification of the term “restaurant” in the Zoning Ordinance.

On February 8, 2006, the Planning Commission re-heard the proposed amendments and unanimously voted in favor of forwarding a positive recommendation to the City Council to adopt the proposed changes.

RELEVANT ORDINANCES:

The petition amends the following Salt Lake City Code Sections:

21A.24.190 – Table of Permitted and Conditional Use for Residential Districts

21A.26.080 – Table of Permitted and Conditional Uses for Commercial Districts

21A.44.010(G) – Damage Or Destruction

21A.44.020 – General Off-Street Parking Requirements

21A.44.030(A)(1) – Uses For Which An Alternative Parking Requirement May Be Allowed

21A.44.060 – Number of Off-Street Parking Spaces Required

21A.44.060(E) – Schedule of Shared Parking

21A.44.060(F) – Schedule of Minimum Off-Street Parking Requirements

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 11 of the Planning Commission Staff Report (see Attachment 5B).

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1. CHRONOLOGY

PROJECT CHRONOLOGY

Petition 400-02-22

July 2, 2002	Petition assigned to Melissa Anderson.
August-November 2002	Staff conducted research and held various internal meetings in order to prepare recommended changes to the ordinance.
December 16, 2002	A copy of the draft changes was sent out for interdepartmental review and for community council review.
December 30, 2002	A copy of the draft changes and a public notice for an open house was sent to all Community Council Chairs, the Vest Pocket Coalition, the Business Advisory Board, the Transportation Advisory Board, and property owners around 9 th & 9 th and 15 th & 15 th .
January 6, 2003	Planning Staff attended the Transportation Advisory Board meeting to discuss the proposed changes and solicit comments.
January 16, 2003	An open house was conducted for public comment and review.
February 3, 2003	Planning Staff again attended the Transportation Advisory Board meeting to discuss the proposed changes and solicit comments.
February 25, 2003	Notices for the Planning Commission public hearing were sent out to the all Community Council Chairs, the Vest Pocket Coalition, the Business Advisory Board, the Transportation Advisory Board and property owners around 9 th & 9 th and 15 th & 15 th .
March 12, 2003	The Planning Commission held a public hearing for the petition and tabled the item requesting more information.
May 5, 2003	Staff reviewed the Planning Commission minutes from the March 12 th , 2003, hearing to identify issues raised during the meeting.
June 18, 2003	A meeting with representatives from the Planning Division, the City Attorney's Office and the Business Licensing Division was held to discuss the definition of "restaurants"

to ensure consistency with the State Law and other City Ordinances.

June 25, 2003	Planning Staff, Melissa Anderson, prepared a summary of the project and identified the next steps in order to hand off the petition.
October 2003	Planner Lex Traugher inherits petition and starts to analyze past work and Planning Commission concerns.
December 9, 2005	Planning Staff holds another open house. Notices were sent out to the all Community Council Chairs, all organizations contacted regularly for planning proposals including the Vest Pocket Coalition, the Business Advisory Board, and all property owners around 9 th & 9 th and 15 th & 15 th .
January 9, 2006	Open House held. Three members of the public attended. No Community Council Chairs attended.
January 24, 2006	Notices were sent for a Planning Commission public hearing. Notices were sent out to the all Community Council Chairs, all organizations contacted regularly for planning proposals including the Vest Pocket Coalition, the Business Advisory Board, and all property owners around 9 th & 9 th and 15 th & 15 th .
February 8, 2006	The Planning Commission held a public hearing and voted to forward a favorable recommendation to the City Council to adopt the proposed zoning ordinance text amendments.
February 9, 2006	Planning Staff requested an ordinance from the City Attorney's Office.
February 24, 2006	Ordinance received from the City Attorney's Office.

2. ORDINANCE

SALT LAKE CITY ORDINANCE

No. _____ of 2006

(Amending Definition of “Restaurant” in Section 21A.62.040, Amending Off Street Parking and Loading Requirements in Sections 21A.44.010, 21A.44.020, 21A.44.030 and 21A.44.060, and Amending Tables in Sections 21A.44.060E, 21A.44.060F, 21A.24.190, and 21A.26.080)

AN ORDINANCE AMENDING SECTION 21A.62.040, *SALT LAKE CITY CODE*, PERTAINING TO ZONING CODE DEFINITIONS, AND SECTIONS 21A.44.010, 21A.44.020, 21A.44.030, AND 21A.44.060, *SALT LAKE CITY CODE*, PERTAINING TO OFF STREET PARKING AND LOADING REQUIREMENTS, AND AMENDING TABLES IN SECTION 21A.44.060E, PERTAINING TO SCHEDULE OF SHARED PARKING, SECTION 21A.44.060F, PERTAINING TO SCHEDULE OF MINIMUM OFF STREET PARKING REQUIREMENTS, SECTION 21A.24.190, PERTAINING TO PERMITTED AND CONDITIONAL USES FOR RESIDENTIAL DISTRICTS, AND SECTION 21A.26.080, PERTAINING TO PERMITTED AND CONDITIONAL USES FOR COMMERCIAL DISTRICTS, PURSUANT TO PETITION NO. 400-02-22.

WHEREAS, the Salt Lake City Code contains certain definitions, including a definition for “restaurant” in Section 21A.62.040; and

WHEREAS, the City Council now desires to amend said definition; and

WHEREAS, the proposed amendment is consistent with the purposes, goals, objectives, and policies of Salt Lake City’s general plan; and

WHEREAS, the Salt Lake City Code contains certain provisions pertaining to off-street parking and loading; and

WHEREAS, the Salt Lake City Code contains certain provisions pertaining to permitted and conditional uses for residential districts; and

WHEREAS, the Salt Lake City Code contains certain provisions pertaining to permitted and conditional uses for commercial districts; and

WHEREAS, the City Council finds 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. AMENDMENT TO DEFINITIONS. That Section 21A.62.040 of the *Salt Lake City Code*, pertaining to zoning code definitions be, and hereby is, amended, in part, to read as follows:

"Restaurant (Large)" means a food or beverage service establishment where seating is greater than forty (40) seats total for both indoor and outdoor dining areas.

"Restaurant (Small)" means a food or beverage service establishment where seating is less than or equal to forty (40) seats total for both indoor and outdoor dining.

SECTION 2. AMENDMENT TO OFF-STREET PARKING AND LOADING REQUIREMENTS. That Section 21A.44.010G of the *Salt Lake City Code*, pertaining to off-street parking and loading be, and hereby is, amended, to read as follows:

G. Damage Or Destruction: For any conforming or nonconforming use which is damaged or destroyed by fire, collapse, explosion or other cause, and which is reconstructed, reestablished or repaired, off-street parking or loading facilities in

compliance with the requirements of this Chapter need not be provided, except that parking or loading facilities equivalent to any maintained at the time of such damage or destruction shall be restored or continued in operation. It shall not be necessary to restore or maintain parking or loading facilities in excess of those required by this Title for equivalent new uses or construction.

SECTION 3. AMENDMENT TO GENERAL OFF-STREET PARKING REQUIREMENTS. That Section 21A.44.020L of the *Salt Lake City Code*, pertaining to off-street parking dimensions be, and hereby is, amended, to read as follows:

L. Off Site Parking Facilities: Off site parking facilities may, in districts where they are specifically allowed as permitted or conditional uses, be used to satisfy the requirements of this title for off street parking, subject to the following requirements:

1. The maximum distance between the proposed use and the closest point of the off site parking facility shall not exceed five hundred feet (500'). However, in the D-1 district, such distance shall not exceed one thousand two hundred feet (1,200').
2. Off-site parking to support uses in the RMU, CN, CB, and RB zones or a legal non-conforming use in a residential zone need not comply with the maximum five hundred foot (500') distance limitation, provided the applicant can demonstrate that a viable

plan to transport patrons or employees has been developed. Such plans include, but are not limited to, valet parking or a shuttle system. Off-site parking within residential zones to support uses in the aforementioned zones or a legal non-conforming use in a residential zone may only be applied to properties occupied by an existing non-residential use and are subject to the conditional use process. Parcels with residential uses may not be used for the purposes of off-site parking. The Zoning Administrator has the authority to make discretionary decisions concerning the provisions of Table 21A.44.060E – Schedule of Shared Parking, when actual data is presented which supports a change in the parking requirement. The Zoning Administrator may require a traffic and/or parking impact study in such matters.

3. Off site parking facilities shall be under the same ownership or leasehold interest as the lot occupied by the building or use to which the parking facilities are accessory. Private possession of off street parking facilities may be either by deed or by long term lease. The deed or lease shall require the owner and/or heirs, successors or assigns to maintain the required number of parking facilities for the duration of five (5) years' minimum contractual relationship. The city shall be notified when the contract is terminated. If for any reason the lease is terminated during the five

(5) year minimum contractual period, the lessee, shall either replace the parking being lost through the terminated lease, or obtain approval for alternative parking requirements, section 21A.44.030 of this chapter. Pursuant to obtaining a building permit or conditional use permit, documentation of the off site parking facility shall be recorded against both the principal use property and the property to be used for off site parking.

SECTION 4. AMENDMENT TO ALTERNATIVE PARKING

REQUIREMENTS. That Section 21A.44.030A of the *Salt Lake City Code*, pertaining to alternative parking requirements be, and hereby is, amended, to read as follows:

A. Types Of Alternative Parking Requirements: In considering a request for alternative parking requirements pursuant to this section the following actions may be taken:

1. Uses For Which An Alternative Parking Requirement May

Be Allowed: The zoning administrator may authorize an alternative parking requirement for any use meeting the criteria set forth in Section 21A.44.030(B)(4) of this Chapter.

2. Modification Of Parking Geometries: The zoning administrator may authorize parking geometry configurations other than those normally required by city code or policy if such parking

geometries have been approved, and the reasons therefor explained in writing, by the city transportation engineer.

3. Alternatives To On Site Parking: The zoning administrator may consider the following alternatives to on site parking:

- a. Leased parking;
- b. Shared parking;
- c. Off site parking;
- d. An employer sponsored employee vanpool;
- e. An employer sponsored public transportation program. (Note: See also subsections 21A.44.020L and 21A.44.060E of this chapter. These alternatives to on site parking are not subject to the alternative parking requirements outlined in this section.)

SECTION 5. AMENDMENT TO NUMBER OF OFF-STREET PARKING SPACES REQUIRED. That Section 21A.44.060E of the *Salt Lake City Code*, pertaining to alternative parking requirements be, and hereby is, amended, to read as follows:

- E. Shared Parking:** Where multiple uses share the same off-street parking facilities, reduced total demand for parking spaces may result due to differences in parking demand for each use during the course of the day. The following schedule of shared parking is provided indicating how

shared parking for certain uses can be used to reduce the
total parking required for shared parking facilities:

SECTION 6. AMENDMENT TO TABLE OF SCHEDULE OF SHARED PARKING. That the table, entitled Schedule of Shared Parking, which is located at Section 21A.44.060E of the *Salt Lake City Code*, shall be, and hereby is, amended, as set forth in the attached Exhibit “A”.

SECTION 7. AMENDMENT TO TABLE OF SCHEDULE OF MINIMUM OFF STREET PARKING REQUIREMENTS. That the table, entitled Schedule of Minimum Off Street Parking Requirements, which is located at Section 21A.44.060F of the *Salt Lake City Code*, shall be, and hereby is, amended, to read as set forth in the attached Exhibit “B”.

SECTION 8. AMENDMENT TO TABLE OF PERMITTED AND CONDITIONAL USES FOR RESIDENTIAL DISTRICTS. That the table, entitled Table of Permitted and Conditional Uses for Residential Districts, which is located at Section 21A.24.190 of the *Salt Lake City Code*, shall be, and hereby is, amended, to read as set forth in the attached Exhibit “C”.

SECTION 9. AMENDMENT TO TABLE OF PERMITTED AND CONDITIONAL USES FOR COMMERCIAL DISTRICTS. That the table, entitled Table of Permitted and Conditional Uses for Commercial Districts, which is located at Section 21A.26.080 of the *Salt Lake City Code*, shall be, and hereby is, amended, to read as set forth in the attached Exhibit “D”.

SECTION 10. 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 _____, 2005.

CHAIRPERSON

ATTEST:

CHIEF DEPUTY CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CHIEF DEPUTY CITY RECORDER

(SEAL)

Bill No. _____ of 2005.
Published: _____.

APPROVED AS TO FORM
Salt Lake City Attorney's Office
Date February 24, 2006
By Melanie Hef

Exhibit A

Table 21A.44.060E						
Schedule of Shared Parking						
General Land Use Classification	Weekdays			Weekends		
	Midnight – 7:00 A.M.	7:00 A.M. – 6:00 P.M.	6:00 P.M. - Midnight	Midnight – 7:00 A.M.	7:00 A.M. – 6:00 P.M.	6:00 P.M. - Midnight
Office and industrial	5%	100%	5%	0%	5%	0%
Retail	0%	100%	80%	0%	100%	60%
Restaurant	50%	70%	100%	70%	45%	100%
Hotel	100%	65%	100%	100%	65%	100%
Residential	100%	50%	80%	100%	75%	75%
Theater/entertainment	5%	20%	100%	5%	50%	100%
Place of worship	0%	30%	50%	0%	100%	75%
Community Centers	0%	30%	75%	0%	100%	80%
Schools: Elementary & Secondary	5%	100%	75%	0%	25%	10%
College & University	15%	100%	85%	5%	50%	75%

Exhibit B

Table 21A.44.060F SCHEDULE OF MINIMUM OFF STREET PARKING REQUIREMENTS	
Each principal building or use shall have the following minimum number of parking spaces:	
Residential	
Bed and breakfast establishment	1 parking space per room
Congregate care facility	1 parking space for each living unit containing 2 or more bedrooms 3/4 parking space for each 1 bedroom living unit
Fraternity, sorority or dormitory	1 parking space for each 2 residents, plus 1 parking space for each 3 full-time employees. Note: The specific college or university may impose additional parking requirements
Group home	1 parking space per home and 1 parking space for every 2 support staff present during the most busy shift
Hotel or motel	1 parking space for each 2 separate rooms, plus 1 space for each dwelling unit
Multiple-family dwellings	(1) 2 parking spaces for each dwelling unit containing 2 or more bedrooms (2) 1 parking space for 1 bedroom and efficiency dwelling (3) 1/2 parking space for single room occupancy dwellings (600 square foot maximum) (4) 1/2 parking space for each dwelling unit in the R-MU, D-1, D-2 and D-3 Zones
Rooming house	1 parking space for each 2 persons for whom rooming accommodations are provided
Single-family attached dwellings (row and townhouse) and single-	1 parking space for each dwelling unit in the SR-3 Zone

family detached dwellings	1 parking space for each dwelling in the D-1, D-2 and D-3 Zones 2 parking spaces for each dwelling unit in all other zones where residential uses are allowed 4 outdoor parking spaces maximum for single-family detached dwellings
Transitional treatment home/halfway house	1 parking space for each 4 residents and 1 parking space for every 2 support staff present during the most busy shift
Two-family dwellings and twin home dwellings	2 parking spaces for each dwelling unit
Institutional	
Assisted living facility	1 parking space for each 4 employees, plus 1 parking space for each 6 infirmary or nursing home beds, plus 1 parking space for each 4 rooming units, plus 1 parking space for each 3 dwelling units
Auditorium; accessory to a church, school, university or other institution	1 space for each 5 seats in the main auditorium or assembly hall
Daycare, child and adult	2 spaces per 1,000 square feet of gross floor area
Funeral services	1 space per 4 seats in parlor plus 1 space per 2 employees plus 1 space per vehicle used in connection with the business
Hospital	1.80 parking spaces per hospital bed
Places of worship	1 parking space for each 5 seats in the main auditorium or assembly hall
Sanitarium, nursing care facility	1 parking space for each 6 beds for which accommodations are offered, plus 1 parking space for each 4 employees other than doctors, plus 1 parking space for each 3 dwelling units
Schools	
K-8th grades	1 parking space for each 3 faculty members and other full-time employees
Senior high school	1 parking space for each 3 faculty members, plus 1 parking space for each

	3 full time employees, plus 1 parking space for each 10 students
College/university, general	1 parking space for each 3 faculty members, plus 1 parking space for each 3 full time employees, plus 1 parking space for each 10 students
Vocational/trade school	1 space per 1 employee plus 1 space for each 3 students based on the maximum number of students attending classes on the premises at any time
Homeless shelters	1 parking space for each employee
Recreation, Cultural, Entertainment	
Art gallery/museum/house museum	1 space per 1,000 square feet gross floor area
Bowling alley	2 spaces per lane
Club/lodge	6 spaces per 1,000 square feet of gross floor area
Dance/music studio	1 space for every 1 employee
Gym/health club/recreation facilities	3 spaces per 1,000 square feet of gross floor area
Library	1 space per 1,000 square feet of gross floor area
Sports arena/stadium	1 space per 10 seats
Swimming pool, skating rink or natatorium	1 space per 5 seats and 3 spaces per 1,000 square feet of gross floor area
Tennis court	2 spaces per court
Theater, movie and live	1 space per 4 seats
Commercial/Manufacturing	
Bus facility, intermodal transit passenger hub	1 space per 2 employees plus 1 space per bus
Durable goods, furniture, appliances, etc.	1 space per 500 square feet gross floor area
General manufacturing	1 space per 3 employees plus 1 space per company vehicle
Radio/TV station	3 spaces per 1,000 square feet
Warehouse	2 spaces per 1,000 square feet of gross

	floor area for the first 10,000 square feet plus 1/2 space per 2,000 square feet for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates.
Wholesale distribution	1 space per 1,000 square feet of gross floor area for the first 10,000 square feet, plus 1/2 per 2,000 square feet floor area for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates.
Retail Goods And Services	
Auto repair	1 space per service bay plus 3 stalls per 1,000 square feet for office and retail areas
Car wash	3 stacked spaces per bay or stall, plus 5 stacking spaces for automated facility
Drive through facility	5 stacking spaces on site per cashier, teller or similar employee transacting business directly with drive through customers at any given time in addition to the parking required for that specific land use
Outdoor display of live plant materials	1 parking space per 1,000 square feet of display area
Outdoor display of merchandise for sale, other than live plant materials	2 parking spaces per 1,000 square feet of display area
Restaurants (large), taverns and private clubs	6 spaces per 1,000 square feet gross floor area
Restaurants (small)	3 spaces per 1,000 square feet gross floor area
Retail goods establishment	3 spaces per 1,000 square feet gross floor area
Retail service establishment	3 spaces per 1,000 square feet gross floor area
Retail shopping center over 55,000 square feet GFA	2 spaces per 1,000 square feet gross floor area
Office And Related Uses	

Financial establishments	2 spaces per 1,000 square feet
General office	3 spaces per 1,000 square feet gross floor area for the main floor plus 1 1/4 spaces per 1,000 square feet gross floor area for each additional level, including the basement
Laboratory	2 spaces per 1,000 square feet of gross floor area for the first 10,000 square feet plus 1/2 space per 2,000 square feet for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates.
Medical/dental offices	5 spaces per 1,000 square feet gross floor area
Miscellaneous	
Kennels (public) or public stables	1 space per 2 employees
All other uses	3 spaces per 1,000 square feet

Exhibit C

21A.24.190 Table Of Permitted And Conditional Uses For Residential Districts:

LEGEND		PERMITTED AND CONDITIONAL USES, BY DISTRICT															
C = Conditional Use P = Permitted Use																	
Use		FR-1/ 43,560	FR-2/ 21,780	FR-3/ 12,000	R-1/ 12,000	R-1/ 7,000	R-1/ 5,000	SR-1 2	SR-3	R-2	R-MF 30	R-MF 35	R-MF 45	R-MF 75	R-B	R-MU	R-O
Residential																	
Accessory guest and servants quarters	C																
Accessory uses on accessory lots	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Assisted living facility, large																	
Assisted living facility, small					C	C	C	C		C	C	P	P	P	P	P	P
Dormitories, fraternities, sororities (see Section 21A.36.150 of this Title)																	
Dwelling units, including multi-family dwellings above or below first story office, retail and commercial uses or on the first story, as defined in the Uniform Building Code, where the unit is not located adjacent to the street frontage															P1	P	P
Group home, large (see Section 21A.36.070 of this Title)											C	C	C	C	C	C	C
Group home, small (see Section 21A.36.070 of this Title)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Manufactured home	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Multiple-family dwellings											P	P	P	P	P	P	P
Nursing care facility (see Section 21A.36.060 of this Title)													P	P		P	

[illegible]

[illegible]

[illegible]

[illegible]

Qualifying Provisions:

1. A single apartment unit may be located above first floor retail/office.
2. Provided that no more than 2 two-family buildings are located adjacent to one another and no more than 3 such dwellings are located along the same block face (within subdivisions approved after April 12, 1995).
3. Subject to conformance with the provisions of subsection 21A.24.170D of this Chapter.
4. Construction for a nonresidential use shall be subject to all provisions of subsection 21A.24.160I and J of this Chapter.
5. See subsection 21A.02.050B of this Title for utility regulations.
6. Subject to conformance of the provision in Section 21A.36.180 of this Title.
7. When located in a building listed on the Salt Lake City Register of Cultural Resources (see subsection 21A.24.010S of this Chapter).
8. Buildings in excess of 7,000 square feet in the SR-1 and R-2 Districts when located in a building listed on the Salt Lake City Register of Cultural Resources (see subsection 21A.24.010S of this Chapter).
9. Building additions on lots less than 20,000 square feet for office uses may not exceed 50 percent of the building's footprint. Building additions greater than 50 percent of the building's footprint or new office building construction are subject to the conditional use process.

Exhibit D

21A.26.080 Table Of Permitted And Conditional Uses For Commercial Districts:

LEGEND		PERMITTED AND CONDITIONAL USES BY DISTRICT							
C = Conditional Use P = Permitted Use									
Use		CN	CB	CC	CS1	CSHBD1	CG		
Residential									
Assisted living center, large			P	P			P		P
Assisted living center, small			P	P			P		P
Dwelling units, including multi-family dwellings, above or below first story office, retail and commercial uses or on the first story, as defined in the adopted building code, where the unit is not located adjacent to the street frontage		P	P	P	P	P	P		P
Group home, large (see section 21A.36.070 of this title)				C					C
Group home, small (see section 21A.36.070 of this title) above or below first story office, retail and commercial uses or on the first story, as defined in the adopted building code where the unit is not located adjacent to the street frontage		P	P	P	P	P	P		P
Halfway homes (see section 21A.36.110 of this title)									C
Living quarters for caretaker or security guard		P	P	P	P	P	P		P
Multi-family residential						P			
Nursing home			P	P					P
Residential substance abuse treatment home, large (see section 21A.36.100 of this title)				C					C
Residential substance abuse treatment home, small (see section 21A.36.100 of this title)				C					C
Transitional treatment home, large (see section 21A.36.090 of this title)				C					C
Transitional treatment home, small (see section 21A.36.090 of this title)				C					C
Transitional victim home, large (see section 21A.36.080 of this title)				C					C
Transitional victim home, small (see section 21A.36.080 of this title)				C					C

[illegible]

Sign painting/fabrication							P
Warehouse				P			P
Welding shop							P
Wholesale distributors				P			P
Recreation, Cultural And Entertainment							
Amusement park					P		P
Art gallery	P	P	P	P	P	P	P
Art studio	P	P	P	P	P	P	P
Commercial indoor recreation				P	P	P	P
Commercial outdoor recreation					C		P
Commercial video arcade				P		P	P
Dance studio	P	P	P	P	P	P	P
Live performance theaters				P	P	P	P
Miniature golf				P	P		P
Movie theaters						P	P
Natural open space and conservation areas	C	C	C	C	C	C	C
Parks and playgrounds, public and private, on lots less than 4 acres in size	P	P	P	P	P	P	P
Pedestrian pathways, trails, and greenways	P	P	P	P	P	P	P
Private club		C	C	P	P	P	P
Sexually oriented businesses							
Squares and plazas on lots less than 4 acres in size	P	P	P	P	P	P	P
Tavern/lounge/brewpub; 2,500 square feet or less in floor area				P	P	P	P
Tavern/lounge/brewpub; more than 2,500 square feet in floor area			C	C	C	P	P
Miscellaneous							
Accessory uses, except those that are specifically regulated in this chapter, or elsewhere in this title	P	P	P	P	P	P	P
Ambulance services, dispatching, staging and maintenance conducted entirely within an enclosed building				P	P	P	P
Ambulance services, dispatching, staging and maintenance utilizing outdoor operations							P
Auditorium			P	P	P	P	P

Auto salvage (indoor)										P
Bed and breakfast	P	P	P	P	P	P	P	P	P	P
Bed and breakfast inn	P	P	P	P	P	P	P	P	P	P
Bed and breakfast manor	C3	C3	P	P		P		P		P
Bus line terminals			P							P
Bus line yards and repair facilities										P
Commercial parking garage or lot			C			P		P		P
Communication towers		P	P	P	P	P	P	P	P	P
Communication towers, exceeding the maximum building height		C	C	C	C		C			C
Contractor's yard/office (including outdoor storage)			C	C						P
Farmers' market			C	C	C					P
Flea market (indoor)			P	P	P	P	P	P	P	P
Flea market (outdoor)										P
Funeral home			P	P	P	P	P	P	P	P
Homeless shelter										C
Hotel or motel			P			P		P		P
Impound lot										C
Intermodal transit passenger hub										C
Kennels										P
Limousine service, utilizing 4 or more limousines										P
Limousine service, utilizing not more than 3 limousines		C	C							P
Microbrewery										P
Park and ride lots		C	C	C	C	P	P	P	P	P
Park and ride, parking shared with existing use		P	P	P	P	P	P	P	P	P
Pet cemeteries ⁴										P
Off site parking: as per chapter 21A.44 of this title	C	P	P	P	P	P	P	P	P	P
Outdoor sales and display		C	P	P	C		P			P
Outdoor storage			C							P

Outdoor storage, public				C				P
Precision equipment repair shops				P				P
Public/private utility buildings and structures	C	C	P	P	C		P	P
Public/private utility transmission wires, lines, pipes and poles2	P	P	P	P	P	P	P	P
Radio, television station					C	P	P	P
Recreational vehicle park (minimum 1 acre)			C					
Recycling collection station	P	P	P	P	P	P	P	P
Reverse vending machines	P	P	P	P	P	P	P	P
Taxicab facilities, dispatching, staging and maintenance								P
Temporary labor hiring office								P
Vehicle auction use								P
Vending carts on private property as per chapter 5.65 of this code						P		
Wireless telecommunications facility (see table 21A.40.090E of this title)								

Qualifying Provisions:

1. Development in the CS district and CSHBD district shall be subject to planned development approval pursuant to the provisions of section 21A.54.150 of this title.
2. See subsection 21A.02.050B of this title for utility regulations.
3. When located in a building listed on the Salt Lake City Register of Cultural Resources (see subsection 21A.24.010S of this part and subsection 21A.26.010K of this chapter).
4. Subject to Salt Lake City/County health department approval.
5. Pursuant to the requirements set forth in section 21A.36.140 of this title.

(Ord. 18-04 § 2, 2004; Ord. 17-04 § 6 (Exh. E), 2004; Ord. 13-04 § 7 (Exh. B), 2004; Ord. 6-03 § 1 (Exh. A), 2003; Ord. 23-02 § 3 (Exh. A), 2002; Ord. 2-02 § 1, 2002; Ord. 38-99 § 6, 1999; Ord. 35-99 § 29, 1999; Ord. 19-98 § 2, 1998; amended during 5/96 supplement: Ord. 88-95 § 1 (Exh. A), 1995; Ord. 84-95 § 1 (Exh. A), 1995; Ord. 26-95 § 2(13-7), 1995)

**3. NOTICE OF CITY
COUNCIL HEARING**

NOTICE OF PUBLIC HEARING

The Salt Lake City Council is considering Petition 400-02-22 to amend the definition of “restaurant” (large or small), and amend the parking requirements for small restaurants, retail goods establishments, and retail service establishments, such that the requirements are the same for these three uses. The proposal includes a re-evaluation and expansion of alternative parking solutions as well as an expansion of off-site and shared parking options.

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

Assisted listening devices or interpreting services are available for public meetings. Salt Lake City complies with the American Disabilities Act (ADA). For further information, contact the TDD number 535-6021.

4. MAILING LABELS

16161550080000
SLIND, KONRAD L &
1424 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161550200000
BLATTNER, ERNEST W &
1433 E BRYAN AVE
SALT LAKE CITY UT 84105

16161550310000
DAVID, TRACI L &
1562 S 1500 E
SALT LAKE CITY UT 84105

16161550090000
SKAAR, STEVEN
9846 E EMERALD DR
SUN LAKES AZ 85248

16161550210000
PEACOCK, LOIS & JULIE (JT)
1441 E BRYAN AVE
SALT LAKE CITY UT 84105

16161550320000
WESEMANN, TERESA; TR
1482 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161550100000
STEADMAN, KANDACE C
1438 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161550220000
LIVESEY, THOMAS L &
1449 E BRYAN AVE
SALT LAKE CITY UT 84105

16161550330000
TRECKER, HEATHER J
1492 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161550110000
HANSEN, ELAINE A; TR
2214 BELLAIRE ST
DENVER CO 80207

16161550230000
BROUSE, MARK S & LYNN H
1455 E BRYAN AVE
SALT LAKE CITY UT 84105

16161560110000
MILLER, JAMES A
1464 E BRYAN AVE
SALT LAKE CITY UT 84105

16161550120000
KELLY, WILLIAM A, JOHN A,
1450 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161550240000
CUTLER, DAL H; TR
1457 E BRYAN AVE
SALT LAKE CITY UT 84105

16161560120000
MOFFAT, JENNIFER A
PO BOX 521631
SALT LAKE CITY UT 84152

16161550130000
MEKKELSON, JEREMY J
1456 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161550250000
MCDONALD, MICHAEL A &
1465 E BRYAN AVE
SALT LAKE CITY UT 84105

16161560130000
SMITH, BEN H
1478 E BRYAN AVE
SALT LAKE CITY UT 84105

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JONES, BRYAN W &
1458 E KENSINGTON AVE
SALT LAKE CITY UT 84105

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FRASUER, BLUFORD H. &
1469 E BRYAN AVE
SALT LAKE CITY UT 84105

16161560320000
MESICEK, RUDOLF
1582 S 1500 E
SALT LAKE CITY UT 84105

16161550150000
JACKSON, RUTH
1466 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161550280000
HANSEN, FOREST A; TR
1546 S 1600 E
SALT LAKE CITY UT 84105

16161760010000
SOUTHWICK, ANDREW &
1537 S 1500 E
SALT LAKE CITY UT 84105

16161550160000
WILLIAMS, MARK A &
1920 THREE KINGS DR
PARK CITY UT 84060

16161550290000
GORDON, DOROTHY W
1548 S 1500 E
SALT LAKE CITY UT 84105

16161760020000
STRONG, STEPHEN C & ELEANOR L;
1545 S 1500 E
SALT LAKE CITY UT 84105

16161550190000
GLASSCOCK, BILLY K &
1425 E BRYAN AVE
SALT LAKE CITY UT 84105

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FOOTE, RICHARD
1556 S 1500 E
SALT LAKE CITY UT 84105

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LINTON, CURTIS W &
1549 S 1500 E
SALT LAKE CITY UT 84105

16161100100000
SACCHETTI, MARK &
1456 E EMERSON AVE
SALT LAKE CITY UT 84105

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JOHNSON, JODY N &
1455 E KENSINGTON AVE
SALT LAKE CITY UT 84105

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VAN FRANK, ROGER M & SHEILA
1445 E MICHIGAN AVE
SALT LAKE CITY UT 84105

16161100110000
OSSANA, TOMI J &
1464 E EMERSON AVE
SALT LAKE CITY UT 84105

16161100240000
BARTEL, PAUL L &
1461 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161310140000
TOLHURST, JANICE W; TR
1519 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161100120000
SMITH, DAVID W
1468 E EMERSON AVE
SALT LAKE CITY UT 84105

16161100250000
QUICK, DONALD E &
1423 S 300 E
SALT LAKE CITY UT 84115

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THOMPSON, STEVEN K &
1525 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

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SPRINGER, SUSAN
1472 E EMERSON AVE
SALT LAKE CITY UT 84105

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LANDVATTER, TONI L
1475 E KENSINGTON AVE
SALT LAKE CITY UT 84105

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BERNARD, SHERI P &
1531 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161100170000
BURTON, SCOTT C
1421 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161100270000
CAMERON, SHIRLEY &
2165 E SHERMAN AVE
SALT LAKE CITY UT 84108

16161310170000
FINE, MARK A
1537 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161100180000
ANDERSON, JOSEPH L.
1425 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161100280000
1515 GENERAL PARTNERS
2668 S 2000 E
SALT LAKE CITY UT 84109

16161310180000
MCCARTHEY, RACHELE M; LLC
1543 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161100190000
GANDY, BARBARA &
1433 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161100290000
HONG-HUN, MARIANNE; TR
1800 WASHINGTON ST #315
SAN FRANCISCO CA 94109

16161310190000
HAYES, KAREN A; TR
1549 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161100200000
TURKANIS, CAROLYN G
1443 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161100300000
NAKAMURA, MIKE &
1809 S 1300 E
SALT LAKE CITY UT 84105

16161320010000
WELCH, STEPHANIE &
1465 S 1500 E
SALT LAKE CITY UT 84105

16161100210000
MAHAFFEY, DON J &
1445 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161310020000
ELKINS, JOHN G & MARGARET J
1435 S 1500 E
SALT LAKE CITY UT 84105

16161320020000
SCHOVARES, BARBARA
1469 S 1500 E
SALT LAKE CITY UT 84105

16161100220000
HARTMAN, ALLAN &
1451 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161310030000
TELFORD, JAMES M
PO BOX 581216
SALT LAKE CITY UT 84158

16161550070000
WINTERS, A CORT &
1420 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161760040000
GABARDI, LILLIAN O (TR)
1557 S 1500 E
SALT LAKE CITY UT 84105

16161760140000
STEVENS, AMY
860 E ELGIN AVE
SALT LAKE CITY UT 84106

16161770060000
CLEMENT, M SCOTT &
1520 E BRYAN AVE
SALT LAKE CITY UT 84105

16161760050000
GABARDI, LLC
1557 S 1500 E
SALT LAKE CITY UT 84105

16161760150000
BAKER, MARELLA S; TR
1519 E BRYAN AVE
SALT LAKE CITY UT 84105

16161770070000
GAIA, ROBERT A
1528 E BRYAN AVE
SALT LAKE CITY UT 84105

16161760060000
JAMISON, GEORGE S & JANET R;
1520 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161760160000
KLEIN, MARTHA E
1523 E BRYAN AVE
SALT LAKE CITY UT 84105

16161770080000
HUGHES, KELLY T
1534 E BRYAN AVE
SALT LAKE CITY UT 84105

16161760070000
MC GEE, VIOLA G
1526 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161760170000
KELLEY, MICHAEL K &
1531 E BRYAN AVE
SALT LAKE CITY UT 84105

16161770090000
MC DONALD, GREGORY M & SHEILA
1538 E BRYAN AVE
SALT LAKE CITY UT 84105

16161760080000
OSBORN, WILLIAM H III
1532 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161760180000
NALECZ-MROZOWSKI, TADEUSZ
1537 E BRYAN AVE
SALT LAKE CITY UT 84105

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PLUIM, STEVE &
1481 S 1500 E
SALT LAKE CITY UT 84105

16161760090000
MORI, KLEW L Y & THOMAS J;
757 W ASPEN HEIGHTS DR
MURRAY UT 84123

16161760190000
STEUR, STANTON P II &
1541 E BRYAN AVE
SALT LAKE CITY UT 84105

16161320060000
CHRISTOPULOS, ANNETTE
1487 S 1500 E
SALT LAKE CITY UT 84105

16161760100000
HIPPLER, KAREN C; TR
1550 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161760200000
WHEADON, KENNETH E; ET AL
1194 E CRYSTAL AVE
SALT LAKE CITY UT 84106

16161320070000
SEMERAD, NATHAN E &
1520 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

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TORRENCE, TONIA
1552 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161760210000
DALY, ROGER K &
1555 E BRYAN AVE
SALT LAKE CITY UT 84105

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HATHAWAY, DUSTIN &
1526 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161760120000
KILBOURN, EDWARD; ET AL
1560 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161760220000
MYERS, ELIZABETH M; TR ET AL
4608 S LEDGEMONT DR
SALT LAKE CITY UT 84124

16161320090000
WILLIAMS, ROSE M; TR
1528 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161760130000
MCCULLOCH, MICHAEL G &
1566 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161770010000
CROOKSTON, KEITH E. & LAUREL
1946 E MILLBROOK DR
SALT LAKE CITY UT 84106

16161320100000
KOLTZ, DAVID L
1538 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161090050000
HISE, WALLACE; TR ET AL
1426 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161090180000
SNOW, PHILIP K & KATHLEEN S;
1425 E EMERSON AVE
SALT LAKE CITY UT 84105

16161090290000
MAACK, DANA A &
1433 E EMERSON AVE
SALT LAKE CITY UT 84105

16161090060000
MERZ, SARAH E
1432 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161090190000
WEST, WILLIAM B. & KATHY
1429 E EMERSON AVE
SALT LAKE CITY UT 84105

16161090300000
BRINGHURST, JAMES S
1445 E EMERSON AVE
SALT LAKE CITY UT 84105

16161090070000
DAVIS, GARY M &
PO BOX 8334
INCLINE VILLAGE NV 89452

16161090200000
MAACK, DANA A &
1433 E EMERSON AVE
SALT LAKE CITY UT 84105

16161090310000
LORENZE, ROGER &
1451 E EMERSON AVE
SALT LAKE CITY UT 84105

16161090080000
HOUGH, JANET L
1444 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161090220000
MURTAUGH, LEWIS C &
1467 E EMERSON AVE
SALT LAKE CITY UT 84105

16161090320000
GREEN, PENELOPE U
1459 E EMERSON AVE
SALT LAKE CITY UT 84105

16161090090000
ANDERSON, RAYMOND &
1450 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161090230000
CACCIAMANI, MARK J
1471 E EMERSON AVE
SALT LAKE CITY UT 84105

16161100040000
MOORE, HELEN C; TR
1420 E EMERSON AVE
SALT LAKE CITY UT 84105

16161090100000
KOUCOS, LOUIS W & ELLEN S
1454 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161090240000
GARDNER, LYALL J &
1428 S 750 E
KAYSVILLE UT 84037

16161100050000
NAUGHTON, MARY S; TR
1424 E EMERSON AVE
SALT LAKE CITY UT 84105

16161090110000
FELIX, WESLEY D &
1460 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161090250000
PRALOC CORP
1478 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161100060000
HIRATA, MARK Y
1432 E EMERSON AVE
SALT LAKE CITY UT 84105

16161090120000
JONES, KARI S
1466 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161090260000
KIRKLAND, RICHARD L
1466 S 1500 E
SALT LAKE CITY UT 84105

16161100070000
OTTOSEN, MARGARET P; TR
1438 E EMERSON AVE
SALT LAKE CITY UT 84105

16161090130000
WILDE, JASON &
1472 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161090270000
MCCOY, JENNEL L
1474 S 1500 E
SALT LAKE CITY UT 84105

16161100080000
MOON, JOAN
1250 JONES ST APT 702
SAN FRANCISCO CA 94109

16161090170000
MCKEE, JOEL & JUDI; JT
1419 E EMERSON AVE
SALT LAKE CITY UT 84105

16161090280000
HANSEN, GERALD H &
3200 E SKYCREST CIR
SALT LAKE CITY UT 84108

16161100090000
WALLACE, ANDREW B
1450 E EMERSON AVE
SALT LAKE CITY UT 84105

16161320030000
MEAD, A DENNIS; TR
1475 S 1500 E
SALT LAKE CITY UT 84105

16161330200000
SCHWEMMER, INES &
1519 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161330320000
VANDEL, JEFFREY C &
1538 E EMERSON AVE
SALT LAKE CITY UT 84105

16161320040000
RAWSON, DIANE H
1477 S 1500 E
SALT LAKE CITY UT 84105

16161330210000
THOMSON, CECILIA A
1525 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161330330000
CACCIAMANI, MARK
1556 E EMERSON AVE
SALT LAKE CITY UT 84105

16161330070000
PERRY, JASON P &
1544 E EMERSON AVE
SALT LAKE CITY UT 84105

16161330220000
KEKAHUNA, PEGGY ANN
PO BOX 520864
SALT LAKE CITY UT 84152

16161080240000
BREINHOLT, RICHARD &
1447 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161330080000
EYRE, ALYSON &
1550 E EMERSON AVE
SALT LAKE CITY UT 84105

16161330230000
ZITTING, KAREN B &
1539 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161080250000
OSTLER, TERESA C &
1455 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161330110000
THOMAS, DARL & IVANA O
1564 E EMERSON AVE
SALT LAKE CITY UT 84105

16161330240000
MCCLEARY, CHAD K &
1547 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161080260000
MOZAFFARI, CAROL S
PO BOX 521645
SALT LAKE CITY UT 84152

16161330120000
BRESSLOER, SUSAN &
1570 E EMERSON AVE
SALT LAKE CITY UT 84105

16161330250000
ERESUMA, ADAM L &
1553 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161080270000
VODOSEK, MARKUS &
1463 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161330160000
HANSEN, ELIZABETH M
1363 E SECOND AVE
SALT LAKE CITY UT 84103

16161330260000
JOHNSON, ALAN B &
1559 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161080280000
BERRY, MICHAEL C
1467 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161330170000
KOELSCH, JOHN M; TR
PO BOX 167
WELLS NV 89835

16161330270000
KELSEY, FRED B &
1565 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161080290000
YOUNKER, CHESTER C. & MARGARE
1471 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161330180000
RENOVATION INVESTMENTS LLC
1519 S 1500 E
SALT LAKE CITY UT 84105

16161330280000
FOWLER, JASON &
1569 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16161080340000
SPEROS ENTERPRISES
PO BOX 58137
SALT LAKE CITY UT 84158

16161330190000
ARNOLD, R CLARK; TR ET AL
425 S 400 E
SALT LAKE CITY UT 84111

16161330310000
STILL, MONTGOMERY F &
1532 E EMERSON AVE
SALT LAKE CITY UT 84105

16161080350000
REDD, MATT
PO BOX 9
NORWOOD CO 81423

16082540470000 RUEGNER, MONICA E; TR 917 S 1000 E SALT LAKE CITY UT 84105	16081080170000 HARRIS, JAMES A & 765 S 800 E SALT LAKE CITY UT 84102	16081080320000 MONTGOMERY, SUZANNE & 823 E 800 S SALT LAKE CITY UT 84102
16082540480000 PHILLIPS, SHERYL J 927 S 1000 E SALT LAKE CITY UT 84105	16081080220000 WINDSOR P & I, LLC 1484 E HARVARD AVE SALT LAKE CITY UT 84105	16081080330000 CHAMBERLAIN, ROGER 831 E 800 S SALT LAKE CITY UT 84102
16082540490000 NOBLE, CHRISTOPHER B 1032 E 900 S SALT LAKE CITY UT 84105	16081080230000 WELLS, DEBRA LYN 750 S WINDSOR ST SALT LAKE CITY UT 84102	16081080340000 RICH, REBECCA L 835 E 800 S SALT LAKE CITY UT 84102
16082540500000 HOEFER, EDWARD C IV 1038 E 900 S SALT LAKE CITY UT 84105	16081080240000 ETHERINGTON, KELLY T & 4831 S BITTER ROOT DR TAYLORSVILLE UT 84118	16081080350000 DOUGLAS, PAUL A PO BOX 510227 SALT LAKE CITY UT 84151
16082540510000 ESTRADA, MIGUEL JR 920 S MCCLELLAND ST SALT LAKE CITY UT 84105	16081080250000 TSOUFAKIS, CHRISTOS & 760 S WINDSOR ST SALT LAKE CITY UT 84102	16081080360000 MILES, BRIAN C 809 E 800 S SALT LAKE CITY UT 84102
16082560010000 COCO, M KATIE 1054 E 900 S SALT LAKE CITY UT 84105	16081080260000 HALL, JEFF 762 S WINDSOR ST SALT LAKE CITY UT 84102	16081300110000 RYAN, ELSIE & 743 S WINDSOR ST SALT LAKE CITY UT 84102
16081080130000 NEGUS, PETER K & 749 S 800 E SALT LAKE CITY UT 84102	16081080270000 ALMSTEAD, ROBERT J 785 S 800 E SALT LAKE CITY UT 84102	16081300120000 MERRILL, EDWARDS S & 751 S WINDSOR ST SALT LAKE CITY UT 84102
16081080140000 FISH, RUSSELL D; TR 1618 E MEADOWMOOR RD HOLLADAY UT 84117	16081080290000 MILES, BRIAN C 809 E 800 S SALT LAKE CITY UT 84102	16081300130000 HICKMAN, MELISSA & 1484 E HARVARD AVE SALT LAKE CITY UT 84105
16081080150000 SOFFE, CRAIG A 757 S 800 E SALT LAKE CITY UT 84102	16081080300000 MARTINEZ, TONY PO BOX 1875 SANDY UT 84091	16081300140000 DESHAZO, ROSEMARY A & 755 S WINDSOR ST SALT LAKE CITY UT 84102
16081080160000 ZENNER, ILONA & CLAUDIA (JT) 761 S 800 E SALT LAKE CITY UT 84102	16081080310000 CHRISTENSEN, BRENDA L 819 E 800 S SALT LAKE CITY UT 84102	16081300150000 ARCHULETA, GREG B & 759 S WINDSOR ST SALT LAKE CITY UT 84102

16082510460000
EATON & LARSEN, LLC
2902 S ZENITH CIR
SALT LAKE CITY UT 84106

16082540080000
HIND, SPENCER J & JUDY R;
1335 W 7800 S
WEST JORDAN UT 84088

16082540350000
GILLIS, KIMBALL M &
1011 E BELMONT AVE
SALT LAKE CITY UT 84105

16082510470000
EATON & LARSEN LLC
2902 S ZENITH CIR
SALT LAKE CITY UT 84106

16082540090000
BANKS, DAVID A
943 S 1000 E
SALT LAKE CITY UT 84105

16082540370000
EKDAHL, NICHOLAS A &
947 S 1000 E
SALT LAKE CITY UT 84105

16082510480000
KLEIN, RICK J; TR
1495 LAKE FRONT CT
PARK CITY UT 84098

16082540110000
FERRON, FACUNDO M &
1012 E 900 S
SALT LAKE CITY UT 84105

16082540380000
GILLIS, KIMBALL M & ANNETTE K
1011 E BELMONT AVE
SALT LAKE CITY UT 84105

16082510490000
GOODE, CAROL A
823 S 1000 E
SALT LAKE CITY UT 84102

16082540120000
DAVIS, HELEN B; ET AL
PO BOX 8334
INCLINE VILLAGE NV 89452

16082540390000
CULLEN, ROBERT J
1017 E BELMONT AVE
SALT LAKE CITY UT 84105

16082510500000
UTAH POWER & LIGHT CO
825 NE MULTNOMAH ST
PORTLAND OR 97232

16082540130000
KEENE, PAUL
1018 E 900 S
SALT LAKE CITY UT 84105

16082540400000
ULRICH, CARRIE L
1007 E BELMONT AVE
SALT LAKE CITY UT 84105

16082540010000
JOHNSON, CLINT &
818 SW THIRD AVE #319
PORTLAND OR 97204

16082540170000
DAVIS, HELEN B; ET AL
PO BOX 8334
INCLINE VILLAGE NV 89452

16082540410000
ULRICH, CARRIE L
1007 E BELMONT AVE
SALT LAKE CITY UT 84105

16082540020000
CARPENTER, GLEN A
909 S 1000 E
SALT LAKE CITY UT 84105

16082540190000
SAKONJU, SHIGERU
926 S MCCLELLAND ST
SALT LAKE CITY UT 84105

16082540420000
CHANG, DOLLY T &
1003 E BELMONT AVE
SALT LAKE CITY UT 84105

16082540030000
HELIER, SUSAN; TR
913 S 1000 E
SALT LAKE CITY UT 84105

16082540200000
HERMANSEN, CAROL J.
928 S MCCLELLAND ST
SALT LAKE CITY UT 84105

16082540430000
CHANG, DOLLY T &
1003 E BELMONT AVE
SALT LAKE CITY UT 84105

16082540060000
PHILLIPS, SHERYL J
927 S 1000 E
SALT LAKE CITY UT 84105

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WEBER, MELISSA &
934 S MCCLELLAND ST
SALT LAKE CITY UT 84105

16082540440000
ESTRADA, MIGUEL JR
920 S MCCLELLAND ST
SALT LAKE CITY UT 84105

16082540070000
MARLEY, LISA D
933 S 1000 E
SALT LAKE CITY UT 84105

16082540220000
ANDERSON, TERRY R &
940 S MCCLELLAND ST
SALT LAKE CITY UT 84105

16082540450000
SAKONJU, SHIGERU
926 S MCCLELLAND ST
SALT LAKE CITY UT 84105

16081830060000
TELEMARK PROPERTY MANAGEMENT
PO BOX 522057
SALT LAKE CITY UT 84152

16081830160000
SMIT, PETER J & MARIA A
922 S 1000 E
SALT LAKE CITY UT 84105

16081830260000
HANSEN, TRICIA
985 E BELMONT AVE
SALT LAKE CITY UT 84105

16081830070000
GILLMOR, STEPHEN T III
949 S LINCOLN ST
SALT LAKE CITY UT 84105

16081830170000
HILL, THOMAS & DEBORAH J;
924 S 1000 E
SALT LAKE CITY UT 84105

16081850010000
SASICH, MICHAEL J
977 S 900 E
SALT LAKE CITY UT 84105

16081830080000
BENTLEY, DANIEL C; TR
1045 E HOLLYWOOD AVE
SALT LAKE CITY UT 84105

16081830180000
MELBY, KATHY
932 S 1000 E
SALT LAKE CITY UT 84105

16081850020000
FERRIS, TERRY J
920 E BELMONT AVE
SALT LAKE CITY UT 84105

16081830090000
ROSQUIST, JAKE
959 S LINCOLN ST
SALT LAKE CITY UT 84105

16081830190000
MADSEN, ERIC LEE &
936 S 1000 E
SALT LAKE CITY UT 84105

16081850050000
HIGH, DARRYL W & LOUISE H
980 S LINCOLN ST
SALT LAKE CITY UT 84105

16081830100000
LAINE, MOHICAN &
1056 E KENSINGTON AVE
SALT LAKE CITY UT 84105

16081830200000
RHODES, PIPER J
938 S 1000 E
SALT LAKE CITY UT 84105

16081860010000
JAGGI, STANLEY R &
977 S LINCOLN ST
SALT LAKE CITY UT 84105

16081830110000
BYCROFT, JOSEPH E &
8364 TOP OF THE WORLD DR
COTTONWOOD HTS UT 84121

16081830210000
LAWLOR, MARY
940 S 1000 E
SALT LAKE CITY UT 84105

16081860020000
FOREST CREEK PROPERTIES, LLC
8560 S SUGAR LOAF LN
SANDY UT 84093

16081830120000
TAYLOR, NORMA
984 E 900 S
SALT LAKE CITY UT 84105

16081830220000
GRUNDTVIG, G SCOTT &
952 S 1000 E
SALT LAKE CITY UT 84105

16081860050000
TURLAK, JOHN G &
970 E BELMONT AVE
SALT LAKE CITY UT 84105

16081830130000
JENKINS, PATSY P; TR
3094 S 1935 E
SALT LAKE CITY UT 84106

16081830230000
RODRIGUEZ, GUADALUPE &
971 E BELMONT AVE
SALT LAKE CITY UT 84105

16081860060000
MAYHEW, DANIEL R &
974 E BELMONT AVE
SALT LAKE CITY UT 84105

16081830140000
GIBSON, WILLIAM H JR &
150 E FIRST AVE # 609
SALT LAKE CITY UT 84103

16081830240000
DAILEY, RICHARD L; TR
3478 S CRESTWOOD DR
SALT LAKE CITY UT 84109

16081860070000
ROBINSON, EULALIA J &
982 E BELMONT AVE
SALT LAKE CITY UT 84105

16081830150000
BRERETON, EILEEN R &
916 S 1000 E
SALT LAKE CITY UT 84105

16081830250000
KRESSER, MURIEL D W; TR
981 E BELMONT AVE
SALT LAKE CITY UT 84105

16081860080000
FAHYS, JUDITH A
988 E BELMONT AVE
SALT LAKE CITY UT 84105

Jam-Proof

16081810310000
MERRILL, VIRGIL B & SARA JO
1079 E 200 S
SALT LAKE CITY UT 84102

16081820100000
BONACCI, MARY H.
951 S 900 E
SALT LAKE CITY UT 84105

16081820200000
MANWILL, JIM S &
3160 S 1810 E
SALT LAKE CITY UT 84106

16081820010000
SCHMIDT, REEDA M; TR ET AL
287 E 4600 S
MURRAY UT 84107

16081820110000
WELSH, HARDEN G &
953 S 900 E
SALT LAKE CITY UT 84105

16081820210000
KALLBACKA, EDWARD A
944 S LINCOLN ST
SALT LAKE CITY UT 84105

16081820020000
SCHMIDT, REEDA M; TR ET AL
287 E 4600 S
MURRAY UT 84107

16081820120000
MALONE, FRED J. & ETHEL
957 S 900 E
SALT LAKE CITY UT 84105

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PITCHER, CANDICE
948 S LINCOLN ST
SALT LAKE CITY UT 84105

16081820030000
BRIDGE, EDWARD K &
2538 S 600 E
SALT LAKE CITY UT 84106

16081820130000
STUDIO NINE, LLC
926 E 900 S
SALT LAKE CITY UT 84105

16081820230000
NELSON, KLAUDIA K
952 S LINCOLN ST
SALT LAKE CITY UT 84105

16081820040000
SMITH, DAVID G &
921 S 900 E
SALT LAKE CITY UT 84105

16081820140000
BARKER, TERRY A &
4441 W 5135 S
SALT LAKE CITY UT 84118

16081820240000
PRZYBYLA, ANDREAS M &
958 S LINCOLN ST
SALT LAKE CITY UT 84105

16081820050000
CRISPIN, JAN E
927 S 900 E
SALT LAKE CITY UT 84105

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GARDEN GATE CANDY, LC
1929 E 3780 S
SALT LAKE CITY UT 84106

16081830010000
GRETCHEN, LC
965 E 900 S
SALT LAKE CITY UT 84105

16081820060000
GUDMUNDSEN, LANCE S
931 S 900 E
SALT LAKE CITY UT 84105

16081820160000
HANSON SECURITIES CORP.
13263 S 1162 E
DRAPER UT 84020

16081830020000
JENKINS, PATSY P; TR
964 E 900 S
SALT LAKE CITY UT 84105

16081820070000
MERKLEY, JOHANNA
937 S 900 E
SALT LAKE CITY UT 84105

16081820170000
HANSON SECURITIES CORP.
13263 S 1162 E
DRAPER UT 84020

16081830030000
RAMIREZ, IVAN D &
4037 RIVERMIST LN
LEHI UT 84043

16081820080000
RAST, CHARITY K
943 S 900 E
SALT LAKE CITY UT 84105

16081820180000
KINYON, RANDAL E
926 S LINCOLN ST
SALT LAKE CITY UT 84105

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NORMAN, KENNETH D; ET AL
931 S LINCOLN ST
SALT LAKE CITY UT 84105

16081820090000
CLIFFORD, BRETT A &
949 S 900 E
SALT LAKE CITY UT 84105

16081820190000
MANWILL, JIM S &
3160 S 1810 E
SALT LAKE CITY UT 84106

16081830050000
BARR, HELEN R
937 S LINCOLN ST
SALT LAKE CITY UT 84105

16081800420000 UPC HOLDINGS, LC 965 E 900 S SALT LAKE CITY UT 84105	16081810090000 STONE, PAMELA & 931 S WINDSOR ST SALT LAKE CITY UT 84105	16081810200000 HOUSE OF CARDS HOLDINGS LLC 878 E 900 S SALT LAKE CITY UT 84105
16081800470000 ROWLAND-HALL-ST MARKS SCHOOL 720 S GUARDSMAN WY SALT LAKE CITY UT 84108	16081810100000 JOHNSON, BAERBEL K. 937 S WINDSOR ST SALT LAKE CITY UT 84105	16081810210000 WALLMAN, ROBERT W & 920 S 900 E SALT LAKE CITY UT 84105
16081800480000 ROWLAND HALL-ST MARK'S SCHOOL 720 S GUARDSMAN WY SALT LAKE CITY UT 84108	16081810110000 MULLENAX, STEVEN M 945 S WINDSOR ST SALT LAKE CITY UT 84105	16081810220000 SEAVEY, BONNIE 528 S 900 E SALT LAKE CITY UT 84102
16081810010000 HOLT, STEPHEN M & 4764 S SPRING MEADOW CIR BOUNTIFUL UT 84010	16081810120000 SHIRLEY, PETER S & 951 S WINDSOR ST SALT LAKE CITY UT 84105	16081810240000 DEBOUZEK-DORNAN, MICHELE 940 S 900 E SALT LAKE CITY UT 84105
16081810020000 HOLT, STEPHEN M & 4764 SPRING MEADOW CIR BOUNTIFUL UT 84010	16081810130000 RAMOZ, GINA 851 E BELMONT AVE SALT LAKE CITY UT 84105	16081810250000 LOFTHOUSE, KIMBERLEE 942 S 900 E SALT LAKE CITY UT 84105
16081810030000 CLASSIC PROPERTIES, LLC 3905 E PARKVIEW DR SALT LAKE CITY UT 84124	16081810150000 MILLIKAN, DIANN 861 E BELMONT AVE SALT LAKE CITY UT 84105	16081810260000 ORULLIAN, TODD J & PO BOX 95691 SOUTH JORDAN UT 84095
16081810040000 SALT, TAMARA L 870 E 900 S SALT LAKE CITY UT 84105	16081810160000 ENDICOTT, SCOTT K 865 E BELMONT AVE SALT LAKE CITY UT 84105	16081810270000 KIDD, JESSICA G 952 S 900 E SALT LAKE CITY UT 84105
16081810060000 TAYLOR, CORDELL B & 919 S WINDSOR ST SALT LAKE CITY UT 84105	16081810170000 SAMPINOS, SAM P; 50% INT PO BOX 65727 SALT LAKE CITY UT 84165	16081810280000 GRIZZLY GULCH LC 1568 E LAIRD AVE SALT LAKE CITY UT 84105
16081810070000 BENNETT, JOHN 923 S WINDSOR ST SALT LAKE CITY UT 84105	16081810180000 HOUSE OF CARDS HOLDINGS LLC 878 E 900 S SALT LAKE CITY UT 84105	16081810290000 CASH, BRYANT T & COLLEEN R; JT 855 E BELMONT AVE SALT LAKE CITY UT 84105
16081810080000 WALLIS, KELLY T & 9190 N UPPER LANDO LN PARK CITY UT 84098	16081810190000 D & S FAMILY ENTERPRISES, 902 S 900 E SALT LAKE CITY UT 84105	16081810300000 CASH, BRYANT T & 855 E BELMONT AVE SALT LAKE CITY UT 84105

16081570210000
DEFREESE, AMY S
932 S WINDSOR ST
SALT LAKE CITY UT 84105

16081570300000
PACE, DAVE G & CHERYL C;
933 S 800 E
SALT LAKE CITY UT 84105

16081760120000
NAK, ROBERT S & MARIA L; JT
823 S 800 E
SALT LAKE CITY UT 84102

16081570220000
MANUM, SEAN A
938 S WINDSOR ST
SALT LAKE CITY UT 84105

16081760010000
KONTGIS, ANGELINA; TR
768 E 800 S
SALT LAKE CITY UT 84102

16081760130000
MEIK, LINDA D
829 S 800 E
SALT LAKE CITY UT 84102

16081570230000
MANUM, SEAN A
938 S WINDSOR ST
SALT LAKE CITY UT 84105

16081760020000
KONTGIS, ANGELINA, TR
768 E 800 S
SALT LAKE CITY UT 84102

16081760150000
LIBERTY STAKE OF CH OF JC OF
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

16081570240000
ELDREDGE, HAROLD D & ANNA S;
946 S WINDSOR ST
SALT LAKE CITY UT 84105

16081760030000
KONTGIS, ANGELINA; TR
768 E 800 S
SALT LAKE CITY UT 84102

16081760160000
SMITH'S FOOD KING PROPERTIES
3336 E 32ND ST STE 217
TULSA OK 74135

16081570250000
MIKOLASH, GREGORY H
952 S WINDSOR ST
SALT LAKE CITY UT 84105

16081760060000
SMITH'S FOOD KING PROPERTIES
3336 E 32ND ST STE 217
TULSA OK 74135

16081760170000
SMITH'S FOOD KING PROPERTIES
3336 E 32ND ST STE 217
TULSA OK 74135

16081570260000
LOWE, JANET M
958 S WINDSOR ST
SALT LAKE CITY UT 84105

16081760070000
SMITH'S FOOD KING
3336 E 32ND ST STE 217
TULSA OK 74135

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SMITH'S FOOD KING PROPERTIES
3336 E 32ND ST STE 217
TULSA OK 74135

16081570270000
CORNELL, JON M & SHANEY S;
962 S WINDSOR ST
SALT LAKE CITY UT 84105

16081760080000
SMITH'S FOOD KING PROPERTIES
3336 E 32ND ST STE 217
TULSA OK 74135

16081760220000
SMITH'S FOOD KING PROPERTIES
3336 E 32ND ST STE 217
TULSA OK 74135

16081570280000
ORANGE CRANE THREE, LLC
1183 E PRINCETON AVE
SALT LAKE CITY UT 84105

16081760090000
SMITH'S FOOD KING PROPERTIES
3336 E 32ND ST STE 217
TULSA OK 74135

16081760230000
SMITH'S FOOD KING PROPERTIES
3336 E 32ND ST STE 217
TULSA OK 74135

16081570290000
LANEY, WILLIAM K & REBECCA H;
1356 E EMERSON AVE
SALT LAKE CITY UT 84105

16081760100000
ALLEN, STEPHANIE
813 S 800 E
SALT LAKE CITY UT 84102

16081760240000
KONTGIS, CHRIS & ELENE;
3410 S COLEMERE WY
SALT LAKE CITY UT 84109

16081570290000
LANEY, WILLIAM K & REBECCA H;
1356 E EMERSON AVE
SALT LAKE CITY UT 84105

16081760110000
FLORENCE, NATHAN S &
817 S 800 E
SALT LAKE CITY UT 84102

16081760250000
SMITH'S FOOD & DRUG CENTERS
1550 S REDWOOD RD
SALT LAKE CITY UT 84104

16081760260000
HARKNESS, THOMAS L
833 S 800 E
SALT LAKE CITY UT 84102

16081770100000
NIELSON, JOSEPH E
PO BOX 9164
SALT LAKE CITY UT 84109

16081780110000
SMITH'S FOOD KING
3336 E 32ND ST STE 217
TULSA OK 74135

16081770010000
FIRST CHRISTIAN REFORMED
803 E 900 S
SALT LAKE CITY UT 84105

16081770110000
CHATTERTON, KAYE C
821 E 900 S
SALT LAKE CITY UT 84105

16081780120000
SMITH'S FOOD KING PROPERTIES
3336 E 32ND ST STE 217
TULSA OK 74135

16081770020000
CHRISTIAN REFORMED CHURCH OF
803 E 900 S
SALT LAKE CITY UT 84105

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MARTIN, TERRY L
825 E 900 S
SALT LAKE CITY UT 84105

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SMITH'S FOOD KING PROPERTIES
3336 E 32ND ST STE 217
TULSA OK 74135

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FIRST CHRISTIAN REFORMED
803 E 900 S
SALT LAKE CITY UT 84105

16081770130000
WU, JIAMNING &
3540 GREER RD
PALO ALTO CA 94303

16081790010000
BOWMAN, MICHAEL V
801 S 900 E
SALT LAKE CITY UT 84102

16081770040000
WHITNEY, WENDY; TR
3044 E 3135 S
SALT LAKE CITY UT 84109

16081770130000
WU, JIAMNING &
3540 GREER RD
PALO ALTO CA 94303

16081790020000
CARTER, H CRAIG &
1392 S WASATCH DR
SALT LAKE CITY UT 84108

16081770050000
TOLMAN, CALVIN D & DAVID L &
1169 E 500 S
SALT LAKE CITY UT 84102

16081770140000
STOKER, MARGARET L
839 E 900 S
SALT LAKE CITY UT 84105

16081790030000
CARTER, H CRAIG &
1392 S WASATCH DR
SALT LAKE CITY UT 84108

16081770060000
ARMSTRONG, ELAINE F
826 E CHASE AVE
SALT LAKE CITY UT 84102

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COLANGELO, DANIEL V
841 E 900 S
SALT LAKE CITY UT 84105

16081790040000
SHAVERS, LISA L
811 S 900 E
SALT LAKE CITY UT 84102

16081770070000
WILLIAMS, PETER N &
1065 S MILITARY DR
SALT LAKE CITY UT 84105

16081780070000
WOODMAN ASSOCIATES LC
859 E 900 S # 200
SALT LAKE CITY UT 84105

16081790050000
PERNA, TYSON C; ET AL
815 S 900 E
SALT LAKE CITY UT 84102

16081770080000
SMITHS FOOD & DRUG CENTERS
1550 S REDWOOD RD
SALT LAKE CITY UT 84104

16081780080000
WOODMAN ASSOCIATES LC
859 E 900 S # 200
SALT LAKE CITY UT 84105

16081790060000
WARD, DOUGLAS L, JR &
823 S 900 E
SALT LAKE CITY UT 84102

16081770090000
SMITHS FOOD & DRUG CENTERS
1550 S REDWOOD RD
SALT LAKE CITY UT 84104

16081780100000
WOODMAN ASSOCIATES LC
859 E 900 S # 200
SALT LAKE CITY UT 84105

16081790070000
WEYRICH, ANDREW S &
827 S 900 E
SALT LAKE CITY UT 84102

16081530460000
BLACKMAN, RONALD G
1073 HUBERT RD
OAKLAND CA 94610

16081560050000
GILEADI, JONATHAN C &
778 E 900 S
SALT LAKE CITY UT 84105

16081570110000
BUBLIK, LADISLAV &
1744 S LAKE ST
SALT LAKE CITY UT 84105

16081530470000
OROZCO, MIGUEL
2143 VIOLA WAY
OXNARD CA 93030

16081560060000
SCHAFFER, EDWARD D
780 E 900 S
SALT LAKE CITY UT 84105

16081570120000
HANCOCK, RUDOLPH H JR &
957 S 800 E
SALT LAKE CITY UT 84105

16081530480000
THOMAS, DUSTIN J
765 E 900 S
SALT LAKE CITY UT 84105

16081560070000
ROCK ENTERPRISES LLC
331 S 600 E
SALT LAKE CITY UT 84102

16081570130000
GREENFIELD, MARTHA
963 S 800 E
SALT LAKE CITY UT 84105

16081530490000
WRIGHT, DERREK M
1388 S 1300 E
SALT LAKE CITY UT 84105

16081570020000
HANSON, KEVIN D
909 S 800 E
SALT LAKE CITY UT 84105

16081570140000
FOGG, WILLIAM R
822 E 900 S
SALT LAKE CITY UT 84105

16081530500000
BRADBERRY, KENDRA T
777 E 900 S
SALT LAKE CITY UT 84105

16081570030000
WATTS, BART T &
915 S 800 E
SALT LAKE CITY UT 84105

16081570150000
VENIZELOS, GEORGE A
470 E 900 S
SALT LAKE CITY UT 84111

16081530510000
FENSTERMAKER, ARTHUR F, ET AL
5625 S 1180 E
SALT LAKE CITY UT 84121

16081570040000
CHRISTIANSEN, NEIL, CHARISSE &
901 E 7800 S
MIDVALE UT 84047

16081570160000
VENIZELOS, GEORGE A
470 E 900 S
SALT LAKE CITY UT 84111

16081530520000
FAULK, JOSEPH A
843 S LAKE ST
SALT LAKE CITY UT 84105

16081570050000
MALOOF, PAULA L &
925 S 800 E
SALT LAKE CITY UT 84105

16081570170000
HANKINS, RANDALL M
830 E 900 S
SALT LAKE CITY UT 84105

16081530530000
AUTONOMY INC
PO BOX 711906
SALT LAKE CITY UT 84171

16081570060000
SALT LAKE COUNTY
2001 S STATE ST # N4500
SALT LAKE CITY UT 84190

16081570180000
JACOBY, JAMES E & SUZANNE S;
3500 RIVERWOOD RD
ALEXANDRIA VA 22309

16081530540000
ACCOUNTABLE CUSTOM R E MGMT &
PO BOX 711904
SALT LAKE CITY UT 84171

16081570070000
BARNITZ, CRAIG R
929 S 800 E
SALT LAKE CITY UT 84105

16081570190000
HARDING, MICHAEL R &
3869 S MANHATTEN DR
WEST VALLEY UT 84120

16081560040000
BOARDMAN, CALVIN M &
939 S 1200 E
SALT LAKE CITY UT 84105

16081570100000
MCCARTY, SUSAN C; TR
941 S 800 E
SALT LAKE CITY UT 84105

16081570200000
POLSON, RANDALL C &
928 S WINDSOR ST
SALT LAKE CITY UT 84105

16161320110000
NELSON, HANS C &
1548 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161320230000
CLAWSON, DREW B &
1551 E EMERSON AVE
SALT LAKE CITY UT. 84105

16161320120000
MEMMOTT, DAVID A &
1552 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161320240000
AUSTIN, HARRY A &
1559 E EMERSON AVE
SALT LAKE CITY UT 84105

16161320130000
ERICSON, ALAN B &
1558 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161320250000
KNUDSON, SCOTT &
1567 E EMERSON AVE
SALT LAKE CITY UT 84105

16161320140000
MEAD, FLORENCE ANN, TR
1564 E ROOSEVELT AVE
SALT LAKE CITY UT 84105

16161330010000
BURTON, ELIZABETH M &
1363 E SECOND AVE
SALT LAKE CITY UT 84103

16161320170000
NICHOLS, CLARK R &
1519 E EMERSON AVE
SALT LAKE CITY UT 84105

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MOHR, MICHAELA; TR
1514 E EMERSON AVE
SALT LAKE CITY UT 84105

16161320180000
LUCARELLI, HANA J &
1527 E EMERSON AVE
SALT LAKE CITY UT 84105

16161330030000
LEHMANN, WILHELM T &
1520 E EMERSON AVE
SALT LAKE CITY UT 84105

16161320190000
HAILES, STEPHEN R &
PO BOX 526184
SALT LAKE CITY UT 84152

16161330040000
YANIK, SUSAN C
1528 E EMERSON AVE
SALT LAKE CITY UT 84105

16161320200000
TERRY, TRENA L
1537 E EMERSON AVE
SALT LAKE CITY UT 84105

16161330060000
VANDEL, JEFFREY C &
1538 E EMERSON AVE
SALT LAKE CITY UT 84105

16161320210000
CROWELL, ELLWOOD & MARGARET
1545 E EMERSON AVE
SALT LAKE CITY UT 84105

16161320220000
GREGORY, ROBERT D
1549 E EMERSON AVE
SALT LAKE CITY UT 84105

16081530070000
KONTGIS, ANGELINA; TR
768 E 800 S
SALT LAKE CITY UT 84102

16081530240000
MARQUARDSON, DAVID K
PO BOX 1893
HONOLULU HI 96805

16081530360000
LILLY, CATHERINE E
824 S 800 E
SALT LAKE CITY UT 84102

16081530080000
KONTGIS, ANGELINA; TR
768 E 800 S
SALT LAKE CITY UT 84102

16081530270000
LINDBERG, ERNESTINE
847 S MENDON CT
SALT LAKE CITY UT 84105

16081530370000
CAIRNS, BRADLEY R
828 S 800 E
SALT LAKE CITY UT 84102

16081530090000
KONTGIS, ANGELINA; TR
768 E 800 S
SALT LAKE CITY UT 84102

16081530280000
LINDBERG, ERNESTINE
847 S MENDON CT
SALT LAKE CITY UT 84105

16081530380000
JACOBSEN, MICHAEL S &
832 S 800 E
SALT LAKE CITY UT 84102

16081530110000
HUTTON, KATHERINE J
821 S LAKE ST
SALT LAKE CITY UT 84102

16081530290000
EB JONES & SONS LLC
2064 E ASHTON CIR
SALT LAKE CITY UT 84109

16081530390000
JELLUM, KIRK
PO BOX 521143
SALT LAKE CITY UT 84152

16081530150000
HUERTA, JOSEPH
817 S LAKE ST
SALT LAKE CITY UT 84102

16081530300000
EB JONES & SONS LLC
2064 E ASHTON CIR
SALT LAKE CITY UT 84109

16081530400000
ALBERS, BRUCE S & TRACY R;
844 S 800 E
SALT LAKE CITY UT 84102

16081530160000
HOPE, LESLIE J &
825 S LAKE ST
SALT LAKE CITY UT 84102

16081530310000
EB JONES & SONS LLC
2064 E ASHTON CIR
SALT LAKE CITY UT 84109

16081530410000
PHELPS, CYNTHIA A
848 S 800 E
SALT LAKE CITY UT 84102

16081530170000
MADRIAGA, WILLY D &
833 S LAKE ST
SALT LAKE CITY UT 84102

16081530320000
RASMUSEN, EARL H &
1798 S PARK ST
SALT LAKE CITY UT 84105

16081530420000
EB JONES & SONS LLC
2064 E ASHTON CIR
SALT LAKE CITY UT 84109

16081530200000
HOLLAND, JOSEPHINE L
847 S LAKE ST
SALT LAKE CITY UT 84105

16081530330000
BRAUN, LIZABETH P
PO BOX 511006
SALT LAKE CITY UT 84151

16081530430000
ROBERTS, RAYMOND D & DOROTHY;
910 S 1500 E
SALT LAKE CITY UT 84105

16081530210000
LODEFINK, LOUIS S
853 S LAKE ST
SALT LAKE CITY UT 84105

16081530340000
KONTGIS, ANGELINA; TR
768 E 800 S
SALT LAKE CITY UT 84102

16081530440000
SAVIT, MARK N; ET AL
747 E 900 S
SALT LAKE CITY UT 84105

16081530230000
WING, DELANO P
863 S LAKE ST
SALT LAKE CITY UT 84105

16081530350000
JACOBSEN, MICHAEL S &
818 S 800 E
SALT LAKE CITY UT 84102

16081530450000
BLACKMAN, RONALD G
1073 HUBERT RD
OAKLAND CA 94610

16081070160000
HAMILTON PLACE HOUSING
756 S 200 E # A
SALT LAKE CITY UT 84111

16081300310000
VAUGHN, JEFFREY W
9748 S BLUFFSIDE DR
SANDY UT 84092

16081320170000
DEMURI, CHRISTOPHER
420 N MAIN ST
SALT LAKE CITY UT 84103

16081080120000
MACDONOUGH, ROBERT H; ET AL
PO BOX 171046
SALT LAKE CITY UT 84117

16081300320000
ANDERSON, KATRINA M
772 S 900 E
SALT LAKE CITY UT 84102

16081320180000
NADIR LTD
825 E 4800 S # 133
MURRAY UT 84107

16081300160000
TYSON, LESLIE A
3778 S MOSHIER LN
WEST VALLEY UT 84120

16081300330000
CRAWFORD, S'EAN
6743 S OLIVET DR
COTTONWOOD HTS UT 84121

16081320190000
NADIR, LC
825 E 4800 S # 133
MURRAY UT 84107

16081300170000
HANCOCK, MAE A; ET AL
763 S WINDSOR ST
SALT LAKE CITY UT 84102

16081300340000
PARSONS, ALAN
724 S 300 E
SALT LAKE CITY UT 84111

16081320200000
ANASTASIOU, ANASTASIOS &
140 CONWAY COURT
DANVILLE LA 94526

16081300190000
BEVBRO INVESTMENTS
1484 S AMBASSADOR WY
SALT LAKE CITY UT 84108

16081300350000
WOOD, JAMES K &
861 E 800 S
SALT LAKE CITY UT 84102

16081320210000
NADIR, LC
825 E 4800 S # 133
MURRAY UT 84107

16081300200000
NEJAD, KHOSROW D &
3553 E BRIGHTON POINT DR
COTTONWOOD HTS UT 84121

16081320120000
BUNCE, MARK G &
753 S 900 E
SALT LAKE CITY UT 84102

16081320290000
NADIR LTD
825 E 4800 S # 133
MURRAY UT 84107

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LINDSLEY, RONALD &
861 E 800 S
SALT LAKE CITY UT 84102

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BUNCE, MARK G &
753 S 900 E
SALT LAKE CITY UT 84102

16081320300000
NADIR, LC
825 E 4800 S # 133
MURRAY UT 84107

16081300220000
AGUIRRE, KELLY P; ET AL
867 E 800 S
SALT LAKE CITY UT 84102

16081320140000
BAXTER, WILLIAM K &
761 S 900 E
SALT LAKE CITY UT 84102

16081530040000
WHITE, GARY W
341 E 2100 S
SOUTH SALT LAKE UT 84115

16081300290000
PINGREE, GEORGE C, ET AL
8800 S KINGS HILL DR
COTTONWOOD HTS UT 84121

16081320150000
RUBIN, ERICA
767 S 900 E
SALT LAKE CITY UT 84102

16081530050000
JACOBSEN, MICHAEL; ET AL
756 E 800 S
SALT LAKE CITY UT 84102

16081300300000
PINGREE, GEORGE C, ET AL
8800 S KINGS HILL DR
COTTONWOOD HTS UT 84121

16081320160000
BOLDS, BOB &
1713 E SUSAN DR
SANDY UT 84092

16081530060000
KONTGIS, ANGELINA; TR
768 E 800 S
SALT LAKE CITY UT 84102



ORGANIZATIONS:

Updated: 4/1/2005 sj

DOWNTOWN ALLIANCE
BOB FARRINGTON, DIRECTOR
175 EAST 400 SOUTH, #100
SALT LAKE CITY, UT 84111

S.L. CHAMBER OF COMMERCE
175 EAST 400 SOUTH, SUITE #100
SALT LAKE CITY, UT 84111

ATTN: CAROL DIBBLEE
DOWNTOWN MERCHANTS ASSN.
10 W. BROADWAY, SUITE #420
P.O. BOX
SALT LAKE CITY, UT 84101

HISPANIC CHAMBER OF
COMMERCE
P.O. BOX 1805
SALT LAKE CITY, UT 84110

VEST POCKET BUSINESS
COALITION
P.O. BOX 521357
SALT LAKE CITY, UT 84152-1357

SUGAR HOUSE MERCHANTS ASSN.
c/o BARBARA GREEN
SMITH-CROWN
2000 SOUTH 1100 EAST
SALT LAKE CITY, UT 84106

WESTSIDE ALLIANCE
c/o NEIGHBORHOOD HOUSING SVS.
MARIA GARCIA
622 WEST 500 NORTH
SALT LAKE CITY, UT 84116

LEX TRANAMBER
451 S. STATE ST, RM 406
SLC, UT 84105





COMMUNITY COUNCIL CHAIRS:

Updated: 11/3/2005 cr

KEN FUTZ, CHAIR
WEST POINTE COMM. COUNCIL
1217 NO. BRIGADIER CIRCLE
SALT LAKE CITY, UT 84116

KENNETH L. NEAL, CHAIR
ROSE PARK COMMUNITY COUNCIL
1071 NO. TOPAZ DR.
SALT LAKE CITY, UT 84116

ANGIE VORHER, CHAIR
JORDAN MEADOWS COMM. COUNCIL
1988 SIR JAMES DRIVE
SALT LAKE CITY, UT 84116

VICKY ORME, CHAIR
FAIRPARK COMM. COUNCIL
159 NORTH 1320 WEST
SALT LAKE CITY, UT 84116

MIKE HARMAN, CHAIR
POPLAR GROVE COMM. COUNCIL
1044 WEST 300 SOUTH
SALT LAKE CITY, UT 84104

RANDY SORENSON, CHAIR
GLENDALE COMMUNITY COUNCIL
1184 SO. REDWOOD DRIVE
SALT LAKE CITY, UT 84104-3325

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

JILL VAN LANGEVELD, CHAIR
GRTR. AVENUES COMM. COUNCIL
807 E. NORTHCLIFFE DRIVE
SALT LAKE CITY, UT 84103

BILL DAVIS, CHAIR
RIO GRANDE COMMUNITY COUNCIL
329 E. HARRISON AVENUE
SALT LAKE CITY, UT 84115

BILL PLASTOW, CHAIR
PEOPLES FREEWAY COMM. COUNCIL
1625 SOUTH WEST TEMPLE
SALT LAKE CITY, UT 84115

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

DENNIS GUY-SELL, CHAIR
EAST CENTRAL COMMUNITY
COUNCIL
P.O. BOX 520473
SALT LAKE CITY, UT 84152-0473

BRIAN WATKINS, CHAIR
LIBERTY WELLS COMM. COUNCIL
1744 SOUTH 600 EAST
SALT LAKE CITY, UT 84106

JIM WEBSTER, CHAIR
YALECREST COMMUNITY COUNCIL
938 MILITARY DRIVE
SALT LAKE CITY, UT 84108-1326

MARYDELLE GUNN, CHAIR
WASATCH HOLLOW
COMMUNITY COUNCIL
1595 SOUTH 1300 EAST
SALT LAKE CITY, UT 84105

ELIOT BRINTON, CHAIR
SUNNYSIDE EAST ASSOCIATION
849 SOUTH CONNOR ST
SALT LAKE CITY, UT 84108

ELLEN REDDICK, CHAIR
BONNEVILLE HILLS
COMMUNITY COUNCIL
2177 ROOSEVELT AVE.
SALT LAKE CITY, UT 84108

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

MARK HOLLAND, CHAIR
SUGAR HOUSE COMM. COUNCIL
1942 BERKELEY STREET
SALT LAKE CITY, UT 84105

PAM PEDERSON, CHAIR
EAST LIBERTY PARK COMMUNITY
COUNCIL CHAIR
1165 WINDSOR STREET
SALT LAKE CITY, UT 84105

MICHAEL AKERLOW
FOOTHILL/SUNNYSIDE
COMMUNITY COUNCIL
1940 E. HUBBARD AVENUE
SALT LAKE CITY, UT 84108

PAUL TAYLER, CHAIR
OAK HILLS COMMUNITY COUNCIL
1165 SO. OAKHILLS WAY
SALT LAKE CITY, UT 84108

MIKE ZUHL, CHAIR
INDIAN HILLS COMMUNITY COUNCIL
2676 E. COMANCHE DRIVE
SALT LAKE CITY, UT 84108

St. Mary's Community Council
VACANT

TIM DEE, CHAIR
SUNSET OAKS COMMUNITY COUNCIL
1575 DEVONSHIRE DRIVE
SALT LAKE CITY, UT 84108

SHAWN McMILLEN, CHAIR
H ROCK COMMUNITY COUNCIL
1855 SOUTH 2600 EAST
SALT LAKE CITY, UT 84108



5. PLANNING COMMISSION

A. Original Notice Postmarks

March 12, 2003

February 8, 2006

A. LOUIS ZUNGUZE
PLANNING DIRECTOR

BRENT B. WILDE
DEPUTY PLANNING DIRECTOR

DOUGLAS L. WHEELWRIGHT, AICP
DEPUTY PLANNING DIRECTOR

SALT LAKE CITY CORPORATION

COMMUNITY AND ECONOMIC DEVELOPMENT
PLANNING AND ZONING DIVISION

ROSS C. ANDERSON
MAYOR

February 25, 2003

NOTICE OF PUBLIC HEARING SALT LAKE CITY PLANNING

To whom it may concern:

The Salt Lake City Planning Commission is considering amendments to the zoning ordinance (petition #400-02-22), which addresses issues relating to restaurant definitions and parking requirements in commercial zones. Proposed changes will 1) eliminate a definition for restaurants that is based on sales volume, which is difficult to enforce, and 2) allow greater flexibility for shared and off-site parking.

These changes are summarized below:

1. Allow greater flexibility for shared parking between properties;
2. Allow shared parking with two new land use categories: 1) community centers and 2) schools;
3. Eliminate a definition for restaurants that is based on sales volume and replace it with a definition based on the number of seats; and create a new definition for small restaurants;
4. Provide the same parking ratio requirement for retail goods establishments, retail service establishments and small restaurants to facilitate the reuse of buildings between land uses;
5. Provide off-site parking as a conditional use in the CN, CB and CS zones; and
6. Provide off-site parking as a conditional use in residential zones if it is to support uses in the RMU, CN, CB and RB zones. This may only be applied on properties occupied by an existing non-residential use.

As part of their review, the Planning Commission will hold a public hearing. Anyone wishing to address the Planning Commission concerning this request will be given the opportunity. You are invited to the public hearing to be held:

WEDNESDAY, MARCH 12, 2003

6:40 P.M.

ROOM 326

SALT LAKE CITY AND COUNTY BUILDING

451 SOUTH STATE STREET

SALT LAKE CITY, UTAH

Since it is very difficult for us to inform all interested parties about this request, we would appreciate you discussing this matter with your neighbors and informing them of the meeting. Accessible parking and entrance are located on the east side of the building. Hearing impaired individuals who wish to attend this meeting should contact our TDD service number, 535-6021, 4 days in advance so that an interpreter can be provided. If you have any questions on this issue, please call Melissa Anderson at 535-6184, between the hours of 8:00 am – 5:00 pm. The petition file is available for review in the Salt Lake City Planning Division Office located at 451 South State Street, Room 406. Copies of the staff report are available the Friday, after 5:00 pm before the public hearing.

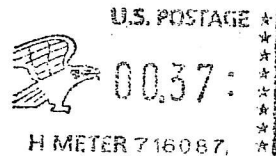
Salt Lake City, UT 84111

NOTICE OF PUBLIC HEARING

84111#3102



Salt Lake City Planning Division
Attn: M.A.
451 S. State Street, Rm. 406
Salt Lake City, UT 84111



Melissa Anderson
Salt Lake City Planning Division
451 S. State St., Rm. 406

**AGENDA FOR THE
SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building at 451 South State Street
Wednesday, February 8, 2006, at 5:45 p.m.**

The Planning Commissioners and Staff will have dinner 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, January 25, 2006.

2. REPORT OF THE CHAIR AND VICE CHAIR


3. REPORT OF THE DIRECTOR

- a) Petition 400-04-21 by the Salt Lake City Planning Division, requesting that Petition 400-04-21, to allow a stand alone retail option as a land use within the Business Park Zoning District be withdrawn by the Salt Lake City Planning Commission.

4. PUBLIC NOTICE AGENDA Salt Lake City Property Conveyance Matters – (John Spencer at 535-6938 or john.spencer@slcgov.com; Matt Williams at 535-6447 or matt.williams@slcgov.com; Doug Wheelwright at 535-6178 or doug.wheelwright@slcgov.com):

- a) T-Mobile USA and Salt Lake City Property Management — T-Mobile USA received Conditional Use approval for a utility pole installation of a cellular telephone antenna under Case #410-763 at approximately 1200 West and 1000 North Streets, through an Administrative Hearing held September 27, 2005. The subject utility pole is owned by Utah Power and is located within the City owned street right-of-way of 1000 North Street. T-Mobile USA is now seeking a three foot by approximately thirty-one foot telecommunications right-of-way permit from Salt Lake City Property Management, to allow the connection of underground power and telecommunications cables to connect from the power pole to the required equipment shelter structure, located in the rear yard area of an adjoining Residential R-1-7000 zoned property by separate lease agreement. The Property Management Division staff intends to approve the requested right-of-way permit.
- b) C F J Properties and Salt Lake City Property Management — C F J Properties, dba Flying “J” Truck Stop, is requesting the Property Management Division to approve a short term (up to one year) commercial lease for the temporary use of a City owned alley and a partial street, which were never developed or improved, and which City property impacts the Flying “J” Truck Stop property, in a way as to be inconsistent with the proposed redevelopment of the Flying “J” Property. Flying “J” has submitted building permit plans to reconstruct and expand the existing truck stop facility, located at 900 West and 2100 South Street. During the initial building permit review, City Permits Office staff identified the alley conflict and referred the applicant to the Planning Office. Recently, Flying “J” filed for Alley Closure and Street Closure in petitions 400-05-47 and 400-05-48, which are beginning to be processed by the Planning Staff. Since the alley and street closure processes typically take 6 to 8 months to complete, Flying “J” is requesting a short term lease to allow the street and alley properties to be redeveloped consistent with the proposed redevelopment and expansion plans for the new truck stop facility, while the alley and street closure processes are completed. The subject alley is located at approximately 850 West on 2100 South Street and is approximately 700 feet by 12 feet, and contains 8400 square feet. The subject partial street is located at 800 West and extends north from 2100 South Street approximately 191 feet by 33 feet wide, and contains 6303 square feet. The Property Management staff intends to approve the requested short term commercial lease, pending notification to the Planning Commission and the City Council, consistent with City policy.

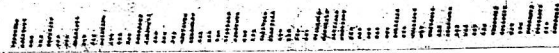
5. PUBLIC HEARINGS

- a) Petition 410-774 – A request by Mike Weller of Diamond Parking, for conditional use approval of a commercial surface parking lot in a D-3 zoning district at 179 W. Broadway. *(Staff - Elizabeth Giraud at 535-7128 or elizabeth.giraud@slcgov.com).*
- b) Petition 400-02-41 – A request by the Salt Lake City Planning Commission to modify the text of Capitol Hill Protective Area Overlay District to establish height limits for residential and Urban Institutional zoned properties and to amend the Zoning Map by adjusting the boundaries of the Capitol Hill Protective Area Overlay District in the following locations:
1. Generally, from Main Street and Center Street to 200 West between Girard Avenue and 200 North; and
 2. Generally, from Canyon Road to "A" Street between Fourth Avenue and Second Avenue. *(Staff – Everett Joyce at 535-7930 or everett.joyce@slcgov.com)*
- c) Petition No. 400-05-24 – A request by Harrison Apartments, LLC for a zoning map amendment to rezone the property located at 713 East Harrison Avenue from R-1/5000, Single Family Residential to RMF-35, Moderate Density Multi-Family Residential in order to demolish the existing structure and construct six individually owned town homes. The project will also require an amendment to the future land use map of the Central Community Master Plan to identify the property as Low Medium Density Residential rather than Low Density Residential. *(Staff – Sarah Carroll at 535-6260 or sarah.carroll@slcgov.com)*
- d)  Petition 400-02-22 - Restaurant Definition, Parking Ratios, Shared Parking, Off-site and Alternative Parking Amendments - Proposal to amend the text of the Salt Lake City Zoning Ordinance relating to small commercial areas zoned CN (Neighborhood Commercial), CB (Community Business) and CS (Community Shopping). Specifically, the proposal is to amend the definition of "restaurant" (large or small), and amend the parking requirements for small restaurants, retail goods establishments, and retail service establishments, such that the requirement is the same for these three uses. The purpose of this parking requirement amendment is to facilitate the interchangeability of these three types of uses. Additionally, the proposal includes a re-evaluation and expansion of shared, off-site, and alternative parking solutions. *(Staff – Lex Traugher 535-6184 or lex.traugher@slcgov.com)*

6. UNFINISHED BUSINESS

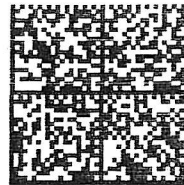
The next scheduled Planning Commission meeting will be February 22, 2006. This information can be accessed at www.slcgov.com/CED/planning.

24111/3102



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 considered 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 Planning Office 48 hours in advance of the meeting and we will try to provide whatever assistance may be required. Please call 535-7757 for assistance.

SALT LAKE CITY PLANNING DIVISION
451 SOUTH STATE STREET, ROOM 406
SALT LAKE CITY, UT 84111 (LT)



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NOTICE OF A HEARING

LEX TRAUMBER
451 S. STATE ST, RM 406
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5. PLANNING COMMISSION

B. Staff Reports

March 12, 2003

February 8, 2006

DATE: January 31, 2006
TO: Salt Lake City Planning Commission
FROM: Lex Traugher
Principal Planner
Telephone: (801)535-6184
Email: lex.traugher@slcgov.com
RE: STAFF REPORT FOR THE FEBRUARY 8, 2006 MEETING

CASE #: 400-02-22

APPLICANT: Council Members Jill Remington-Love & Nancy Saxton

STATUS OF APPLICANT: Council Members

PROJECT LOCATION: Citywide

PROJECT/PROPERTY SIZE: Not applicable

COUNCIL DISTRICTS: Citywide

REQUESTED ACTION: Proposal to amend the Zoning Ordinance relating to the definition of "restaurant", and the associated parking requirements for retail goods establishment, retail service establishments, and restaurants. Additionally, the proposal includes a re-evaluation and expansion of alternative parking solutions, as well as an expansion of "off-site" and "shared" parking possibilities.

PROPOSED USE(S): Not applicable

APPLICABLE LAND USE REGULATIONS: The petition amends the CN (Neighborhood Commercial), CB (Commercial Business), CS (Community Shopping), C-SHBD (Commercial - Sugar House Business District), FR-1 (Foothills Estate Residential), FR-2 (Foothills Residential), FR-3 (Foothills Residential), R-1-12,000 (Single Family Residential), R-1-7,000 (Single Family Residential), R-1-5,000 (Single Family Residential), SR-1 (Special Development Pattern Residential),

SR-3 (Special Development Pattern Residential), R-2 (Single and Two Family Residential), RMF-30 (Low Density Multi-Family Residential), RMF-35 (Moderate Density Multi-Family Residential), RMF-45 (Moderate/High Density Multi-Family Residential), RMF-75 (High Density Multi-Family Residential), RB (Residential/Business), RMU (Residential Mixed Use), and RO (Residential Office) zones as found in the Salt Lake City Zoning Ordinance.

The petition amends the following Salt Lake City Code Sections:

21A.24.190 – Table of Permitted and Conditional Use for Residential Districts

21A.26.080 – Table of Permitted and Conditional Uses for Commercial Districts

21A.44.010(G) – Damage Or Destruction

21A.44.020 – General Off-Street Parking Requirements

21A.44.030(A)(1) – Uses For Which An Alternative Parking Requirement May Be Allowed

21A.44.060 – Number of Off-Street Parking Spaces Required

21A.44.060(E) – Schedule of Shared Parking

21A.44.060(F) – Schedule of Minimum Off-Street Parking Requirements

21A.62.040 - Definitions

**APPLICABLE
MASTER PLANS:**

Salt Lake City Vision and Strategic Plan (1993)
Salt Lake City Transportation Master Plan (1996)

**SUBJECT PROPERTY
HISTORY:**

Not Applicable

ACCESS:

Not Applicable

PROJECT DESCRIPTION/HISTORY:

This petition was a result of two separate legislative actions initiated by City Council Members Jill Remington-Love and Nancy Saxton. Council Member Love's legislative action was initiated to study the parking impacts occurring in residential neighborhoods near small commercial areas due to the cumulative success of individual businesses and the lack of adequate parking within these commercial nodes. Examples of such businesses noted at that time included the Dodo Restaurant at 1321 South 2100 East, Cucina at 1026 E. Second Avenue, the Paris Restaurant/Bistro at 1500 South and 1500 East, and Liberty Heights Fresh Market at 1242 South 1100 East. Council Member Love's legislative action specifically requested that the administration look at the definition of "restaurants", "retail goods and retail service establishments", and the associated parking requirements for these uses, as well as off-site and alternative parking solutions.

Council Member Saxton's legislative action was initiated to look at parking requirements, alternative, shared, and off-site, for CB (Commercial Business) and CS (Commercial Shopping) zoning districts. The purpose of this action was to examine expanded opportunities for shared and more efficient use of existing parking areas in commercial centers.

These actions were studied and analyzed by Planning Staff, and the result of this work was presented to the Planning Commission on March 12, 2003. The original staff report in its entirety is attached to this supplemental report (Attachment 1). In addition, the minutes from the Planning Commission hearing concerning this matter are included for review (Attachment 2). In order to follow and understand this supplemental staff report, a review of the original staff report (Attachment 1) and hearing proceedings (Attachment 2) is imperative.

The Planning Commission heard the proposal and remanded the petition back to Planning Staff with six (6) specific items to evaluate and analyze. This supplemental staff report represents a detailed response to the Planning Commission's questions and comments, and includes a few adjustments to the discussion and recommendation originally presented at the March 12, 2003, hearing. Essentially, this report justifies the original work and provides further explanation and rationale.

Planning Commission Inquiries/Questions:

- 1. Compare parking ratio formulas and determine if a square footage ratio, perhaps in combination with seating provided can be used; include a formula that allows flexibility for small restaurants.**

Staff response: The idea of a parking ratio formula based on a combination of seating and floor space is one that does exist, however is somewhat uncommon. Examples of this type of requirement can be found in the ordinances of Provo,

Utah, Shasta, California, Hickory, North Carolina, and Sunnyvale, California. More typically, parking requirements for restaurants are a function of floor space. In the case of Salt Lake City, in order to easier facilitate the flexibility and interchangeability between retail service, retail goods, and small restaurants as proposed, Planning Staff recommends that the parking ratio remain as outlined at three (3) parking stalls per one thousand (1,000) square feet of gross floor area for these uses. The rationale behind this recommendation is the assumption that businesses of this nature would occupy similar existing spaces, therefore the requirements for parking should be the same.

2. Evaluate how the City will deal with businesses that would be moved from “conforming” to “non-conforming” status in terms of parking.

Staff response: Existing businesses will not be affected by the proposed text amendments in terms of required parking and “conforming” or “non-conforming” status. Conforming or non-conforming status is the relationship between land use and zoning, and whether the land use is allowed by zone. On the other hand, complying and non-complying status is a function of whether the permitted land use meets the standards established for the zone. To address this concern, a business may move from complying to non-complying status in terms of parking, but would not necessarily move from conforming to non-conforming status because the parking requirement is not met.

In light of the Planning Commission comment concerning conforming or non conforming status and parking, Planning Staff evaluated the section of the Zoning Ordinance that addresses this issue. Section 21A.44.010G – Damage or Destruction, is the paragraph in the Zoning Ordinance that is of concern in light of this proposal. This section states, *“For any conforming or nonconforming use which is in existence on the effective date hereof, April 12, 1995, which thereafter is damaged or destroyed by fire, collapse, explosion or other cause, and which is reconstructed, reestablished or repaired, off-street parking or loading facilities in compliance with the requirements of this Chapter need not be provided, except that parking or loading facilities equivalent to any maintained at the time of such damage or destruction shall be restored or continued in operation. It shall not be necessary to restore or maintain parking or loading facilities in excess of those required by this Title for equivalent new uses or construction.”*

This Section has been interpreted to apply to businesses that cease to operate whether due to destruction or economic reasons. This Section refers to a business that is “damaged or destroyed by fire, collapse, explosion or other cause”. The “other cause” can and has been interpreted to mean an enterprise that goes out of business. If a business ceases to exist, policy allows a replacement use of equal or less intensity if the space is continually being marketed for occupation.

Planning Staff notes that this Section is problematic, and as such proposes to amend this Section of Code. As it reads, this Section applies to businesses in

existence prior to April 12, 1995. It is likely that there are businesses that started operations after this date, and by doing so were only required to provide two (2) parking stalls as stated in the current adopted ordinance. Because this Section of Code addresses “conforming and non-conforming” uses, the date that a use becomes non-conforming is irrelevant. Planning Staff proposes that this date be eliminated because the City is essentially interested in knowing if the use is conforming or not, regardless of the date. The important issue is the fact that the parking requirement is not going to change if a building or use is damaged or destroyed.

3. Evaluate the proposal of two (2) parking stalls per one thousand (1,000) square feet for retail service establishments, retail sales establishments, and small restaurants. Eliminate the twenty five (25) seat cutoff for determining restaurant size.

Staff response: The Building Services and Transportation Divisions indicated that the proposed number of parking spaces required for a restaurant (either large or small) according to the proposed definition is inadequate. The Building Services Division noted that the Building Code and the Fire Code allow sixty-seven (67) occupants per one thousand (1,000) square feet of dining area in a restaurant. Therefore in the case of a “small restaurant”, three (3) parking spaces per one thousand (1,000) square feet of dining area appears inadequate. The Transportation Division notes that six (6) stalls per one thousand (1,000) square feet of dining area for any restaurant is not adequate according to the ITE Manual Parking Generation Guidelines, and that a “small restaurant” would be more preferably served with four (4) parking stalls per one thousand (1,000) square feet of dining area. Planning Staff notes that the parking requirement currently outlined in the Zoning Ordinance for a “restaurant” use is six (6) stalls per one thousand (1,000) square feet of gross floor area. To summarize, the Building Services and Transportation Divisions comments suggest that the currently required six (6) stalls per one thousand (1,000) square feet of gross floor area for any size restaurant is inadequate.

While Planning Staff respects and appreciates the comments received from the Building Services and Transportation Divisions, noting that these ratios are outlined in the ITE Parking Guidelines, the feasibility of these ratios is unrealistic for the specific issue that the City is attempting to address. Planning Staff contends that these numbers are a good “baseline” to start discussions and make decisions, however they should be tailored to address the specific reality of the situation encountered. If the City chooses to adopt parking requirement ratios such as those suggested in the ITE Parking Guidelines, Planning Staff contends that many restaurants across the City would be grossly short of required parking stalls.

At the opposite end of the parking requirement spectrum, Planning Staff has heard the comment, particularly from business owners, that the parking requirements for retail service establishments, retail sales establishments, and small restaurants

should be two (2) spaces per 1,000 square feet across the board. This would be a reduction of one (1) parking space for those establishments classified as retail goods or the proposed “small restaurant”.

To resolve this difference of opinions, Planning Staff has proposed a compromise of three (3) parking spaces per one thousand (1,000) square feet for retail goods establishments, retail service establishments, and small restaurants. This compromise position takes into account the input received and sentiments expressed from internal City Departments and various members of the public. Additionally, this compromise position addresses the interchangeability of these three uses in terms of parking requirements as businesses close and other businesses take their place. This ratio should provide a reasonable amount of required parking given the size and magnitude of the small businesses in the various zones affected. Planning Staff’s proposed parking requirement compromise of three (3) parking spaces per one thousand (1,000) square feet of floor space for these land uses is identical to the requirements of the Zoning Ordinance prior to 1995.

The elimination of the twenty five (25) seat threshold used for determining restaurant size is a valid comment that prompts re-evaluation of the original proposal. Planning Staff specifically looked at seating numbers in various restaurants that appear to be small in character and are located in the specific geographic areas that these proposed text amendments would most likely affect. The purpose of this field study was to formulate a baseline seating number for restaurants considered to be small in size. Seating counts for these “small restaurants” appear on page five (5) of the original staff report. While Planning Staff contends at this present date that the restaurants surveyed appear to fall into the “small restaurant” category, the rationale for the twenty five seat cutoff is flawed as it was originally defined.

The original definitions proposed are as follows:

Restaurant (Large) – means a food or beverage service establishment where seating is greater than 25 seats indoors, or more than 40 seats total, for both indoor and outdoor dining areas.

Restaurant (Small) – means a food or beverage service establishment that has limited seating of no more than 25 seats indoors with a maximum of 40 seats total, for both indoor and outdoor dining areas.

Under these definitions, a restaurant that has 26 seats indoors with no outdoor seating would be considered a “large restaurant”, while a restaurant having 10 seats indoors and 29 seats outdoors for a total of 39 seats would be considered a “small restaurant”.

To eliminate this inconsistency, based on the total seat numbers collected through field survey, Planning Staff at this time proposes the following restaurant definitions:

Restaurant (Large) – means a food or beverage service establishment where seating is greater than forty (40) seats total for both indoor and outdoor dining areas.

Restaurant (Small) – means a food or beverage service establishment where seating is less than or equal to forty (40) seats total for both indoor and outdoor dining.

This revised definition appears to support the idea that the large majority of surveyed restaurants in the original staff report are indeed truly small. It also allows the restaurants some flexibility in their seating arrangement, whether seats are indoors or outdoors, as weather conditions permit.

Forty (40) seats is a reasonable baseline number with which to start based on field observations. Should this number prove to be problematic in the future, Planning Staff would suggest that a re-evaluation occur at that time. As for now, Planning Staff recommends that the Planning Commission forward a positive recommendation to the City Council for approval of the forty (40) seat threshold as proposed, based on field study and analysis.

Finally, it should be noted here that the parking requirement for outdoor dining is outlined in Chapter 21A.40.065 of the Salt Lake City Code and reads, *“No additional parking is required unless the seating capacity is being increased by five hundred (500) square feet. Parking for outdoor dining areas in excess of five hundred (500) square feet is required at a ratio of three (3) stalls per one thousand (1,000) square feet of outdoor dining area.”* This requirement further supports the proposed compromise position of three (3) parking spaces per one thousand (1,000) square feet for retail goods establishments, retail service establishments, and small restaurants, as it promotes the interchangeability of these three uses in terms of parking requirements, and provides consistency in terms of the parking requirement for these uses as businesses close and other similar businesses take their place.

4. **Suggestion to change the word “uses” to “user” in the definition of “Shared Parking”, and the suggestion to eliminate the requirement that shared parking be located within five hundred feet (500’) of the primary use that it serves.**

Staff response: The definition of *Shared Parking* according to the Salt Lake City Zoning Ordinance reads, *“Off-street parking facilities on one lot shared by multiple uses because the total demand for parking spaces is reduced due to the differences in parking demand for each use during specific periods of the day.”*

As the Planning Director indicated during the Planning Commission hearing on March 12, 2003, the term “uses” in the context of this definition confers a different meaning than “users”. Multiple users in this instance would mean that there is more than one individual person using a parking lot. Each individual automobile in a parking lot would be an indication that the lot is for multiple users. On the contrary, multiple uses in this case means that there is more than one individual “land use” that is doing the sharing. For example, a restaurant and a church, two separately distinct land uses, may have an agreement to share the church’s parking lot. The term “uses” is also consistent in the context of the definition as there is reference to the parking demand for each “use”, not “user”.

During the Planning Commission hearing, former Planning Commissioner Arla Funk suggested elimination of Zoning Ordinance Section 21A.44.020(L) - Off Site Parking Facilities. This suggestion would call for the total elimination of the maximum distance allowed between a proposed use and the closest point of any related off-site parking; being either five hundred feet (500’) or one thousand two hundred feet (1,200’) in the D-1 Downtown District. Planning Staff contends that the elimination of the maximum distance of five hundred feet (500’) that an off-site parking facility can be located from an associated primary use is a suggestion that is not prudent; one that could potentially have detrimental impacts. An exaggerated example may illustrate this point best. Should the distance requirement be eliminated, there could be a business owner in the Capitol Hill area that will propose off-site parking to be located in Sugar House. The point being, if off-site parking is not within a reasonable distance to the primary use that it serves, clients/customers/employees, etc., will not use said parking, negating the sole function of the very lot itself.

In summary, Planning Staff contends that the definition of “shared parking” should remain intact, and the five hundred foot (500’) off-site parking requirement as it exists in the Zoning Ordinance should remain as well. Planning Staff does note that the proposed language in the original staff report calling for the elimination of the five hundred foot (500’) requirement in the RMU (Residential Mixed Use), CN (Neighborhood Commercial), CB (Community Business) and RB (Residential Business) zones is proposed to remain. The section is proposed to read as follows:

Off-site parking to support uses in the RMU, CN, CB, and RB zones or a legal non-conforming use in a residential zone need not comply with the maximum five hundred foot (500’) distance limitation, provided the applicant can demonstrate that a viable plan to transport patrons or employees has been developed. Such plans include, but are not limited to, valet parking or a shuttle system. Off-site parking within residential zones to support uses in the aforementioned zones or a legal non-conforming use in a residential zone may only be applied to properties occupied by an existing non-residential use and are subject to the conditional use process. Parcels with residential uses may not be used for the purposes of off-site parking. The Zoning Administrator has the authority to make discretionary

decisions concerning the provisions of Table 21A.44.060E – Schedule of Shared Parking, when actual data is presented which supports a change in the parking requirement. The Zoning Administrator may require a traffic and/or parking impact study in such matters

5. **Bring back amendments that include the whole parking ordinance so the Commission can see the continuity.**

Staff response: All the proposed amendments as identified in this staff report are included in the context of the entire ordinance section in which they are proposed to appear. In addition, the entire parking ordinance has been included as requested (Attachment 6).

6. **Look at how angled, on-street parking can be used to address the parking issue.**

Staff response: Planning Staff consulted with the City Transportation Division regarding this alternative. It is generally recognized that angled parking is a more efficient utilization of space than parallel parking. In other words, in a given stretch of block X, one could designate a greater number of angled parking spaces than parallel spaces. However, it should be recognized that angled parking requires minimum street widths to function. In those areas where angled parking is feasible, given required street widths and travel lanes, angled parking configurations could certainly be utilized.

The difficulty with the 15th & 15th area specifically is that the street width in certain portions of this business node is not wide enough to accommodate angled parking. Further, angled parking in this area would interfere with the designated, and highly utilized, bike lanes.

Alternative Parking:

The legislative actions initiated by Council Members Love and Saxton included a request of the Administration to evaluate the types of uses that may take advantage of alternative parking options such as shared, off-site or leased parking. Currently, Zoning Ordinance Section 21A.44.030(A)(1) indicates four uses for which an alternative parking requirement may be allowed, specifically, “intensified parking reuse, unique nonresidential uses, single room occupancy residential uses, or unique residential populations.”

In light of this request, Planning Staff contends that any entity meeting the criteria for alternative parking as outlined in the Zoning Ordinance under Section 21A.44.030(B)(4) should be eligible for consideration of such use. These criteria are:

- a. That the proposed parking plan will satisfy the anticipated parking demand for the use up to the maximum number specified in Table 21A.44.060 of the Zoning Ordinance, Schedule of Minimum Off-Street Parking Requirements;
- b. That the proposed parking plan does not have a material adverse impact on adjacent or neighboring properties;
- c. That the proposed parking plan includes mitigation strategies for any potential impact on adjacent neighboring properties, and;
- d. That the proposed alternative parking requirement is consistent with applicable City master plans and is in the best interest of the City.

The Board of Adjustment has decision making authority regarding alternative parking proposals through the Special Exception process.

Planning Staff proposes the elimination of the language in the Zoning Ordinance limiting alternative parking to the aforementioned four uses. In this manner, the possibilities for various uses to take advantage of alternative parking is expanded, while at the same time maintaining the specific criteria within the Zoning Ordinance for making recommendations and decisions for alternative parking requests to ensure that negative impacts are minimized.

DEPARTMENT/DIVISION COMMENTS:

The Department/Division comments concerning the proposed amendments are attached to the original staff report submitted to the Planning Commission for the meeting held on March 12, 2003 (Attachment 1). Of particular note are the comments received from Building Services, Transportation, and Public Utilities. The comments received from the Building Services and Transportation Divisions have been previously noted and discussed under number 3 in the "Planning Commission's Inquiries/Questions" section above.

The Public Utilities Department has stated opposition to any ordinance change that will weaken their ability to distinguish restaurant uses from other retail uses. This is based on the perception that the definition of "restaurant" is going to skew their ability to assess differing land uses in terms of the price paid for sewer service. Planning Staff notes that the definition of "restaurant" is proposed to change such that restaurants will be defined by the number of seats in the dining area as opposed to the percentage of gross volume of food sales served for consumption on the premises. This definition change will not affect the manner by which the Public Utilities Department determines the actual land use of a property, in particular a "restaurant" use. A restaurant use will remain consistent for sewer billing purposes. The use will still be licensed by the Business Licensing Department as a restaurant. Planning Staff is not proposing a zoning change for restaurant properties, thereby weakening the ability of the Public Utilities Department to distinguish restaurant use from other retail uses. The proposed definition change is

simply for the purpose of clarifying that which constitutes a “restaurant”, and further defining required parking for any type of restaurant use.

PUBLIC COMMENT:

Page two of the original Planning Commission staff report dated March 12, 2003, outlines the public notification process followed for the proposal. Also noted on page two is a summary of the written comments received from the Open House that was held on January 16, 2003, with response from Planning Staff.

In terms of public hearing notification for the current phase in the planning process, the following groups were contacted; all the Community Council Chairs, all Business Advisory Board members, the Vest Pocket Business Coalition, the Downtown Alliance, the Downtown Merchants Association, the Hispanic Chamber of Commerce, the Westside Alliance, the Sugar House Merchants Association, the Salt Lake Chamber of Commerce, as well as all property owners within 450 feet of the 9th & 9th, and 15th & 15th commercial nodes.

An Open House was again held on January 9, 2006. Three members of the public attended the meeting. The major concern raised at the Open House was a “solution” for the parking problem at the Paris Restaurant at the 15th & 15th commercial node. Planning Staff noted that the proposed text amendment may help to alleviate some of the parking difficulties in this area, however they would not “solve” the Paris Restaurant’s parking issues. Planning Staff noted that the proposed changes would likely eliminate a similar situation such as that of the Paris Restaurant in the future, particularly due to the re-definition/clarification of the term “restaurant” in the Zoning Ordinance.

Additional written comments received in January 2006 are attached to this staff report (Attachment 7).

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 adopted standards for general amendments as noted in Section 21A.50.050 of the Zoning Ordinance. An analysis of these standards was provided in the original Planning Commission staff report dated March 12, 2003, starting on page three. This analysis remains current and valid as follows:

21A.50.050 Standards for general amendments.

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

Discussion: One of the objectives of the Salt Lake City Strategic Plan (1993) is to develop “business friendly” licensing and regulatory practices (p.22). This

proposal is consistent with this policy by creating greater flexibility for shared and off-site parking that businesses may consider to address parking requirements. This proposal is also consistent by allowing retail operations and small restaurants (cafes/delis) to reuse the same building space by applying the same parking ratio requirement to these land use categories.

The Salt Lake City Transportation Master Plan (1996) guiding principles “support and encourage the viability and quality of life of its residential and business neighborhoods” (pg. 1). The Transportation Master Plan also states: “residential neighborhoods will be protected from the negative impact of overflow parking from adjacent land uses” (pg. 9). This proposal is consistent with these policies by addressing the negative impacts of overflow parking that have been created by the current definition of restaurants. This proposal amends the definition for a restaurant and parking requirement that is based on sales volume of take-out food with a definition based on the seats provided in a restaurant and an increased parking requirement for large restaurants. In many instances this new definition will limit the ability of large restaurants from locating in small neighborhood commercial notes.

Findings: The proposed amendment is consistent with the Salt Lake City Strategic Plan (1993) by allowing greater flexibility for shared and off-site parking that businesses can use to address parking requirements, and by facilitating the reuse of buildings between retail uses and small restaurants (cafes/delis). The amendments also support the policies of the Salt Lake City Transportation Master Plan (1996) by amending zoning ordinances to mitigate the negative impacts of overflow parking that are created by large restaurants that have a greater need for on-site parking.

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

Findings: The proposed amendment is not site specific; however, the amendments will work to alleviate negative impacts associated with overflow parking in residential neighborhoods.

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

Discussion: The proposed ordinance amendments are intended to mitigate the adverse impact to properties that are adjacent to large restaurants. Currently, the definition for restaurants allows businesses to use a parking ratio based on retail use if they prove that more than 60% of their food sales will be for take-out. This definition has been difficult to enforce, and has been criticized for how it is applied. Therefore, the proposed ordinance eliminates a definition that is based on the percentage of food sales and substitutes the number of seats in a restaurant as the measure for distinguishing between large and small restaurants. This in turn

will limit the size of the establishment to more closely reflect the scale of the area in which it is located.

The proposed amendments also address overflow parking by creating greater flexibility in the off-site and shared parking provisions. Shared parking is proposed to be allowed on more than one lot, where it was not before. Amendments are also proposed to the shared parking table to allow new categories that would include schools, churches and community centers, which may be located in residentially zoned districts. The shared parking table is also proposed to allow the Planning Commission to make exceptions when actual data on parking demand is presented.

Opportunities to use off-site parking are also proposed to be expanded by providing off-site parking as a conditional use in the CN (Neighborhood Commercial) zone and as a permitted use in the CB (Commercial Business), CS (Community Shopping) and CSHBD (Sugar House Business District) zones. Off-site parking opportunities are also expanded in residential zones to support non-conforming uses in a residential zone or uses in the RMU (Residential Mixed-Use), CN (Neighborhood Commercial), CB (Community Business) and RB (Residential/Business) zones. These zones were chosen due to the fact that they are typically located near or adjacent to residential zones. Off-site parking in residential zones for these purposes may also exceed the standard 500-foot distance limitation, and may only be applied on properties occupied by an existing non-residential use. In order to protect residential uses, this provision may not be used on residentially zoned land that is used for residential purposes.

Findings: The proposed ordinance amendments are intended to mitigate the adverse impact to properties that are adjacent to large restaurants. The proposed amendments also address overflow parking by creating greater flexibility in the off-site and shared parking provisions.

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

Findings: The proposed amendment is not site specific. Any new development will be required to comply with any applicable overlay zone.

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 waste water and refuse collection.

Discussion: The amendments are not site specific. Staff requested feedback from the Building Services and Licensing Division, Public Utilities, Zoning Enforcement, Engineering, Transportation, Property Management, the Fire Department and the Police Department.

Findings: The proposed ordinance amendments strengthen the distinction between restaurants and other retail uses, for the purposes of billing and site plan review for the Department of Public Utilities. The ordinance amendments are not site specific. Therefore, determining adequacy of public facilities will occur with the review of specific development proposals. Both the Transportation Division and the Building Services and Licensing Division personnel have suggested increasing the parking ratios for small restaurants. Planning staff does not agree with their recommendations because 1) the definition for small restaurants will apply to a limited number of small businesses which may locate in buildings of a limited size with a fixed number of parking stalls, and 2) the intent is to facilitate reuse of small commercial buildings with a variety of land uses. Large restaurants create a greater impact and thus the parking ratio requirement is larger (6 stall per 1,000 square feet) for this land use category.

RECOMMENDATION:

Based on the comments and analysis of this staff report, as well as the findings of fact noted in the original staff report (Attachment 1), Planning Staff recommends that the Planning Commission forward a favorable recommendation to the City Council to adopt the attached text (Attachments 3-6), amending the Salt Lake City Code concerning the definition of "shared parking" and "restaurant", the parking requirements for restaurants and retail service establishments, the expanded opportunities for off-site and shared parking in certain residential and commercial districts, and the expansion of alternative parking options.

Attachments:

Attachment 1 – Staff Report for the March 12, 2003 Planning Commission hearing
Attachment 2 – Planning Commission hearing minutes, March 12, 2003
Attachment 3 – Proposed Changes to the Table of Permitted and Conditional Uses for Commercial Districts
Attachment 4 – Proposed Change to the Table of Permitted and Conditional User for Residential Districts
Attachment 5 – Proposed Changes to Definitions
Attachment 6 – Off-Street Parking Chapter and Proposed Changes
Attachment 7 – Additional Comments received January 2006

Attachment 1 –

Staff Report for the March 12, 2003 Planning Commission Hearing

SALT LAKE CITY PLANNING COMMISSION
STAFF REPORT
Text Amendments for Restaurant Definitions
Shared and Off-Site Parking
Petition 400-02-22
March 12, 2003

REQUEST

Petition 400-02-22 is a request by the City Council to re-evaluate the zoning ordinance relating to the restaurant use definition and options for shared and off-site parking for the CN, CB and CS zones. To address these issues, staff is recommending changes that affect various sections of the zoning code. Staff is also recommending changes for 1) off-site parking in the CSHBD zone from a conditional use to a permitted use to streamline the process; and 2) the parking ratio requirement for retail service establishments from two parking stalls to three stalls per 1,000 square feet to facilitate the reuse of buildings between different land uses. The proposed changes:

1. Eliminate a definition for restaurants that is based on sales volume and replace it with a definition for restaurants that is based on the number of seats provided (size);
2. Distinguish between small and large restaurants and establish a different parking requirement for each category: large restaurants must provide 6 stalls/1,000 s.f. and small restaurants must provide 3 stalls/1,000 s.f.;
3. Facilitate the reuse of buildings between land use categories by providing the same parking ratio requirement (3 stalls/1,000 s.f.) for retail goods establishments, retail service establishments and small restaurants; and
4. Allow greater flexibility and opportunity for shared and off-site parking by:
 - a. Allowing parking to be shared on more than one lot;
 - b. Providing for off-site parking as a conditional use in the CN zone and as a permitted use in the CB, CS zones; and staff is also recommending to change the conditional use to a permitted use in the CSHBD zones;
 - c. Providing for off-site parking as a conditional use in residential zones if it is a non-conforming use in residential zones or to support uses in the RMU, CN, CB and RB zones; this provision may only apply if the property is occupied by an existing non-residential use and may exceed the standard 500-foot distance limitation; it also proposes to allow the Planning Commission to make exceptions when actual data on parking demand is presented; and
 - d. Establishing new land use categories for community centers and schools in the shared parking schedule.

NOTIFICATION:

Community Council Chairs: On December 12, 2002, a notice was mailed to the Community Council Chairs in order to solicit their comments. There were no issues identified by the Community Councils at that time.

Open House: On January 16, 2003, an open house was held, and various groups and individuals were notified of the proposed changes and the open house. These parties included Community Council Chairs, Business Advisory Board members, Vest Pocket Business Coalition, and property owners around the 900 East 900 South and 1500 East and 1500 South business centers. The written comments that were received at the open house are summarized below:

Public Comments	Staff Response
A combination of square footage and seating capacity plus employees is recommended rather than just the number of seats for the size of a restaurant.	Staff recommends the definition of small and large restaurants is based on the number of seats provided because it provides an accurate measure of the number of customers that will be accommodated; it also provides an effective measure for enforcement.
An administrative review process for off-site parking in residential zones to support uses in the CN, CB and RMU zones is recommended to provide a streamlined process for small businesses.	The administrative review process does not necessarily save time for the applicant, due to the requirements for a community council meeting, public notification and an administrative hearing. Staff also recommends that off-site parking in residential zones remain as a conditional use in order to retain the review by the Planning Commission to mitigate potential negative impacts.
Concern about increasing parking requirements for retail service establishments.	Increasing the parking requirement for retail service establishments from 2 to 3 stalls per 1,000 s.f. creates a greater potential for reuse of existing buildings between other land uses. New buildings will need to meet the increased requirement of 3 stalls per 1,000 s.f.
Support shared parking.	Noted.
The Sugar House Community Council is very supportive of shared parking arrangements and supports the proposed amendments.	Noted.

Transportation Advisory Board (TAB): The proposed ordinance amendments were presented to the Transportation Advisory Board on January 6, 2003. The board was notified of the open house that was scheduled for January 16, 2003. Staff continued a

discussion of the proposed amendments with the board on February 3, 2003. The only specific comment contained in the minutes of the TAB meeting was a recommendation that the procedure be required to go through a conditional use process rather than an administrative process because it gives the community councils an opportunity to provide input.

GENERAL BACKGROUND AND OVERVIEW

Applicant:	City Council
Purpose of proposal and proposed amendment:	This proposal amends the definition of restaurants and amends the shared and off-site parking ordinances.
Existing Zoning and Overlay Districts:	The petition amends the CN, CB, CS, CSHBD, FR-1, FR-2, FR-3, R-1-12,000, R-1-7,000, R-1-5,000, SR-1, SR-3, R-2, RMF-30, RMF-35, RMF-45, RMF-75, RB, RMU, and RO zones. The ordinance sections affected include: 21A.26.080, 21A.24.190, 21A.44.020, 21A.44.060, 21A.44.060E, 21A.44.060F, and 21A.62.040.
Existing Master Plan Policies:	Salt Lake City Strategic Plan (1993) Salt Lake City Transportation Master Plan (1996)
Affected areas and parcel numbers:	Zoning text amendments. Not site specific.

IDENTIFICATION AND ANALYSIS OF ISSUES

Issues that are being generated by this proposal.

The issues generated by this proposal relate to how restaurants are defined and the number of parking stalls that are required. The new definitions for restaurants are intended to eliminate a definition that is based upon sales volume, and to create a definition based upon the size of the facility. The proposed definitions are intended to decrease overflow parking problems by setting a parking ratio requirement (6 stall/1,000 s.f.) that is commensurate with the need and impact of large restaurants. The proposal also expands opportunities for off-site and shared parking in order to meet overflow parking demands in the specified zoning districts.

CODE CRITERIA / DISCUSSION / FINDINGS OF FACT

Section 21A.50.050 of the Salt Lake City Zoning Ordinance states "A decision to amend the text of the Zoning Ordinance 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. However, in making its decision concerning a proposed amendment, the City Council should consider the following factors.”

21A.50.050 Standards for general amendments.

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

Discussion: One of the objectives of the Salt Lake City Strategic Plan (1993) is to develop “business friendly” licensing and regulatory practices (p.22). This proposal is consistent with this policy by creating greater flexibility for shared and off-site parking that businesses may consider to address parking requirements. This proposal is also consistent by allowing retail operations and small restaurants (cafes/delis) to reuse the same building space by applying the same parking ratio requirement to these land use categories.

The Salt Lake City Transportation Master Plan (1996) guiding principles “support and encourage the viability and quality of life of its residential and business neighborhoods” (pg. 1). The Transportation Master Plan also states: “residential neighborhoods will be protected from the negative impact of overflow parking from adjacent land uses” (pg. 9). This proposal is consistent with these policies by addressing the negative impacts of overflow parking that have been created by the current definition of restaurants. This proposal amends the definition for a restaurant and parking requirement that is based on sales volume of take-out food by creating a definition based on the seats provided in a restaurant and increasing the parking requirement for large restaurants, which will mitigate the potential overflow parking issues within residential neighborhoods.

Findings:

The proposed amendment is consistent with the Salt Lake City Strategic Plan (1993) by allowing greater flexibility for shared and off-site parking that businesses can use to address parking requirements, and by facilitating the reuse of buildings between retail uses and small restaurants (cafes/delis). The amendments also support the policies of the Salt Lake City Transportation Master Plan (1996) by amending zoning ordinances to mitigate the negative impacts of overflow parking that are created by large restaurants that have a greater need for on-site parking.

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

Findings: The proposed amendment is not site specific; however, the amendments will work to alleviate negative impacts associated with overflow parking in residential neighborhoods.

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

Discussion: The proposed ordinance amendments are intended to mitigate the adverse impact to properties that are adjacent to large restaurants. Currently the definition for restaurants allows businesses to use a parking ratio based on retail use if they prove that more than 60% of their food sales will be for take-out. This definition has been difficult to enforce, and has been criticized for how it is applied. Therefore, the proposed ordinance eliminates a definition that is based on the percentage of food sales and substitutes the number of seats in a restaurant as the measure for distinguishing between large and small restaurants. This in turn will limit the size of the establishment to more closely reflect the scale of the area it is located in.

The rationale for distinguishing between large and small restaurants was based, in part, on a survey of small restaurants, cafes and delis. The following table illustrates the average number of seats found in restaurants of this size.

	Business	Indoor	Outdoor	Total
900 S 900 E				
	Starbucks	18	4	22
1500 S 1500 E				
	Mazzas	36	14	50
	Starbucks	16	15	31
2100 S 1500 E				
	Baskin n Robbins	20	0	20
2100 S 700 E				
	Starbucks	22	11	33
	Jamba Juice	15	0	15
	Schmidts Bakery	18	16	34
2100 S State St.				
	Curry in a Hurry	15	8	23
300 S 300 W.				
	Carlucci's Bakery	20	19	39
	Tony Caputto's	35	18	53
	LOW	15	0	15
	HIGH	36	19	53
	AVERAGE	21.5	10.5	32

The proposed amendments also address overflow parking by creating greater flexibility in the off-site and shared parking provisions. Shared parking is proposed to be allowed on more than one lot, where it was not before. Amendments are also proposed to the shared parking table to allow new categories that would include schools and community centers, which may be located in residentially zoned districts. The shared parking table is also proposed to allow the Planning Commission to make exceptions when actual data on parking demand is presented.

Opportunities to use off-site parking are also proposed to be expanded by providing off-site parking as a conditional use in the CN zone and as a permitted use in the CB, CS and CSHBD zones. Off-site parking opportunities are also

expanded in residential zones to support non-conforming uses in a residential zone or uses in the RMU, CN, CB and RB zones. These zones were chosen due to the fact that they are typically located near or adjacent to residential zones. Off-site parking in residential zones for these purposes may also exceed the standard 500-foot distance limitation, and may only be applied on properties occupied by an existing non-residential use. In order to protect residential uses, this provision may not be used on residentially zoned land that is used for residential purposes.

Findings:

The proposed ordinance amendments are intended to mitigate the adverse impact to properties that are adjacent to large restaurants. The proposed amendments also address overflow parking by creating greater flexibility in the off-site and shared parking provisions.

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

Findings: The proposed amendment is not site specific.

- 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 waste water and refuse collection.**

Discussion: The amendments are not site specific. Staff requested feedback from the Building Services and Licensing Division, Public Utilities, Zoning Enforcement, Engineering, Transportation, Property Management, the Fire Department and the Police Department. The comments that are applicable to the ordinance changes as proposed include the following:

Department Comments	Staff Response
Transportation Division recommends 4 parking stalls per 1,000 square feet for small restaurants rather than 3 parking stalls per 1,000 s.f..	If the parking ratio is increased from 3 to 4 stalls per 1,000 s.f., small cafes and delis will have less opportunity to reuse buildings that may have been occupied by retail sales or service industries. The proposed parking ratio recognizes that existing buildings around small commercial areas have a fixed amount of parking available and the intent is to facilitate reuse of small commercial buildings with a variety of land uses.
Building Permits and Licensing recommends that the parking ratio for small restaurants be increased.	The definition for small restaurants will apply to a limited number of small businesses, such as cafes and delis, which may locate in buildings of a limited size with a fixed number of parking stalls. In contrast, large restaurants create a greater impact and thus the parking ratio requirement is increased for this land use category.

Department Comments	Staff Response
Public Utilities is opposed to ordinance changes that weaken the ability to distinguish between restaurants and other retail uses due to the difference in billing rates and site plan review associated with each category.	This issue has been discussed with public utilities and they understand that the proposed ordinance amendments will strengthen the distinction between restaurants and other retail uses. Therefore, they will have greater ability to apply the appropriate billing and reviews necessary to restaurants and other retail uses. With this understanding public utilities does not object to the proposed changes.

Findings:

The proposed ordinance amendments strengthen the distinction between restaurants and other retail uses, for the purposes of billing and site plan review for the Department of public utilities. The ordinance amendments are not site specific. Therefore, determining adequacy of public facilities will occur with the review of specific development proposals. Both the Transportation Division and the Building Permits and Licensing Division personnel have suggested increasing the parking ratios for small restaurants. Planning staff does not agree with their recommendations because 1) the definition for small restaurants will apply to a limited number of small businesses which may locate in buildings of a limited size with a fixed number of parking stalls, and 2) the intent is to facilitate reuse of small commercial buildings with a variety of land uses. Large restaurants create a greater impact and thus the parking ratio requirement is larger (6 stall / 1,000 s.f.) for this land use category.

RECOMMENDATION:

Based on the findings of fact contained in this staff report, the Planning Staff recommends the Planning Commission transmit a favorable recommendation to the City Council to amend the Salt Lake City Ordinance as proposed in Exhibit 1.

Respectfully submitted,

Melissa Anderson, AICP
Principal Planner

Attachments:

1. Draft Ordinance Amendments
2. Public Comments
3. Other Department Comments

Exhibit 1

Draft Ordinance

Amendments

SUMMARY & PURPOSE OF PROPOSED AMENDMENTS

DEFINITIONS:

- This amendment is intended to allow parking on more than one lot to facilitate shared parking between adjacent properties.

21A.62.040 Definitions: "Shared parking" means off-street parking facilities ~~on one lot~~ shared by multiple uses because the total demand for parking spaces is reduced due to the differences in parking demand for each use during specific periods of the day.

- This amendment is intended to eliminate a definition that is based upon sales volume, and to create a definition based upon the size and seating capacity of the facility. This definition is directly related to the parking required for the facility, which is 6 stalls per 1,000 square feet.

21A.62.040 Definitions: "Restaurant, large" means ~~a building within which there is served a variety of hot food for consumption on the premises and where more than sixty percent (60%) of the gross volume is derived from the sale of foods served for consumption on the premises~~ a food or beverage service establishment where seating is greater than 25 seats indoors, or more than 40 seats total, for both indoor and outdoor dining areas.

- This amendment is intended to create a new category for small restaurants, which is distinguished from large restaurants. This definition is directly related to the parking required for the facility, which is 3 stalls per 1,000 square feet. It also provides consistency with the outdoor dining provision, which exempts the first 500 square feet of outdoor dining from parking requirements.

21A.62.040 Definitions: "Restaurant, small" means a food or beverage service establishment that has limited seating of no more than 25 seats indoors with a maximum of 40 seats total, for both indoor and outdoor dining areas.

PARKING:

- This amendment is intended to allow parking on more than one lot to facilitate shared parking between adjacent properties.

21A.44.060 Number Of Off-Street Parking Spaces Required:

- E. **Shared Parking:** Where multiple uses ~~on one lot~~ share the same off-street parking facilities, reduced total demand for parking spaces may result due to differences in parking demand for each use during the course of the day. The following schedule of shared parking is provided indicating how shared parking

SUMMARY & PURPOSE OF PROPOSED AMENDMENTS

for certain uses can be used to reduce the total parking required for shared parking facilities:

- This will create a category of shared parking for schools and community centers, thus providing greater flexibility to meet parking requirements through shared parking.

Table 21A.44.060E SCHEDULE OF SHARED PARKING¹						
General Land Use Classification	Weekdays			Weekends		
	Midnight- 7:00 A.M.	7:00 A.M.- 6:00 P.M.	6:00 P.M.- Midnight	Midnight- 7:00 A.M.	7:00 A.M.- 6:00 P.M.	6:00 P.M.- Midnight
Office and industrial	5%	100%	5%	0%	5%	0%
Retail	0%	100%	80%	0%	100%	60%
Restaurant	50%	70%	100%	70%	45%	100%
Hotel	100%	65%	100%	100%	65%	100%
Residential	100%	50%	80%	100%	75%	75%
Theater/ entertainment	5%	20%	100%	5%	50%	100%
Place of worship	0%	30%	50%	0%	100%	75%
<u>Community Centers</u>	<u>0%</u>	<u>30%</u>	<u>75%</u>	<u>0%</u>	<u>100%</u>	<u>80%</u>
<u>Schools:</u>						
<u>Elementary & Secondary</u>	<u>5%</u>	<u>100%</u>	<u>75%</u>	<u>0%</u>	<u>25%</u>	<u>10%</u>
<u>College & University</u>	<u>15%</u>	<u>100%</u>	<u>85%</u>	<u>5%</u>	<u>50%</u>	<u>75%</u>

SUMMARY & PURPOSE OF PROPOSED AMENDMENTS

- These amendments are intended to facilitate the re-use of buildings between retail, retail service and small restaurant (e.g. café/deli) land uses, by applying the same parking ratio requirement of 3 stalls per 1,000 square feet to each of these categories. The amendment also creates a land use category for small restaurants with a parking requirement of 3 stalls per 1,000 square feet of floor area, which is distinguished from large restaurants that has a parking requirement of 6 stalls per 1,000 square feet.

Table 21A.44.060F

SCHEDULE OF MINIMUM OFF STREET PARKING REQUIREMENTS

Restaurants, <u>large and</u> taverns and private clubs	6 spaces per 1,000 square feet gross floor area
<u>Restaurants, small</u>	<u>3 spaces per 1,000 square feet gross floor area</u>
Retail goods establishment	3 spaces per 1,000 square feet gross floor area
Retail service establishment	<u>2 3</u> spaces per 1,000 square feet gross floor area

OFF-SITE PARKING CRITERIA:

- This amendment responds to smaller isolated neighborhood commercial areas by allowing the use of non-residential occupied property within residential zones to be used for off-site parking.

21A.44.020 General Off-Street Parking Requirements.

L. Off-Site Parking Facilities: Off-site parking facilities may, in districts where they are specifically allowed as permitted or conditional uses, be used to satisfy the requirements of this Title for off-street parking, subject to the following requirements:

1. The maximum distance between the proposed use and the closest point of the off-site parking facility shall not exceed five hundred feet (500'). However, in the D-1 District, such distance shall not exceed one thousand two hundred feet (1,200').

a. Off-site parking to support uses in the RMU, CN, CB and RB zones or a non-conforming use in a residential zone need not comply with the maximum five hundred feet (500') distance limitation provided the applicant can demonstrate that a viable plan to transport patrons or employees has been developed. Off-site parking within residential zones to support uses in the RMU, CN, CB and RB zones or a non-conforming use in a residential zone may only be applied on properties occupied by an existing non-residential use and are subject to the conditional use permit.

Residential uses may not be used as an off-site parking lot. The Planning Commission has the authority to make exception to the shared parking table when actual data on parking demand is presented. The Zoning Administrator may require a traffic and/or parking impact study.

2. Off-site parking facilities shall be under the same ownership or leasehold interest as the lot occupied by the building or use to which the parking facilities are accessory. Private possession of off-street parking facilities may be either by deed or by long-term lease. The deed or lease shall require the owner and/or heirs, successors or assigns to maintain the required number of parking facilities for the duration of

SUMMARY & PURPOSE OF PROPOSED AMENDMENTS

five (5) years minimum contractual relationship. The City shall be notified when the contract is terminated. If for any reason the lease is terminated during the five (5) year minimum contractual period, the leasee, shall either replace the parking being lost through the terminated lease, or obtain approval for alternative parking requirements, Section 21A.44.030 of this Chapter. Pursuant to obtaining a building permit or conditional use permit, documentation of the off-site parking facility shall be recorded against both the principal use property and the property to be used for off-site parking. (Ord. 35-99 §§ 66-70, 1999: Ord. 30-98 § 6, 1998: Ord. 88-95 § 1 (Exh. A), 1995: Ord. 26-95 § 2(22-2), 1995)

LAND USES:

- This amendment is intended to facilitate coordinated and shared parking in commercial zones by providing for off-site parking as a conditional use in the CN zone, and as a permitted use in the CB, CS and CSHBD zones.

21A.26.080

Table of Permitted And Conditional Uses For Commercial Districts:

LEGEND	PERMITTED AND CONDITIONAL USES, BY DISTRICT COMMERCIAL DISTRICTS					
C = Conditional Use P = Permitted Use						
Use	CN	CB	CC	CS ¹	CSHBD ¹	CG
Miscellaneous						
Off site parking; as per chapter 21A.44 of this title	<u>C</u>	<u>P</u>	P	<u>P</u>	<u>C</u> <u>P</u>	P

SUMMARY & PURPOSE OF PROPOSED AMENDMENTS

LAND USES cont.:

- This amendment is intended to facilitate coordinated and shared parking in small commercial zones by providing for off-site parking for low intensity commercial uses as a conditional use in residential zones. Criteria for this application is found in chapter 21A.44(L), Off-site parking facilities.

21A.24.190

Table Of Permitted And Conditional Uses For Residential Districts:

PERMITTED AND CONDITIONAL USES, BY DISTRICT RESIDENTIAL DISTRICTS																	
LEGEND																	
C=Conditional Use P = Permitted Use																	
Use	FR-1/ 43,560	FR-2/ 21,780	FR-3/ 12,000	R-1/ 12,000	R-1/ 7,000	R-1/ 5,000	SR-1	SR-2	SR-3	R-2	R-MF 30	R-MF 35	R-MF 45	R-MF 75	R-B	R-MU	R-O
Miscellaneous																	
Parking, off site facilities (accessory to permitted uses)	C	C							C		C	C	C	C	C	C	C
<u>Parking, off site</u> (to support non-conforming uses in a residential zone or uses in the RMU, CN, CB and RB zones)	C	C	C	C	C	C	C		C	C	C	C	C	C	C	C	C

Exhibit 2

Public Comments

Anderson, Melissa

From: Young, Kevin
Sent: Tuesday, February 25, 2003 5:11 PM
To: Anderson, Melissa
Subject: RE: Wednesday

Melissa,

The TAB didn't make a motion to provide any formal comments on the parking ratio and restaurant definition changes and I didn't receive any additional comments from any of the members. The only specific thing contained in the minutes is where Mark Smedley said he would like the procedure to be required to go through a conditional use process rather than an administrative process because it gives the community councils a way to provide input.

Kevin

-----Original Message-----

From: Anderson, Melissa
Sent: Tuesday, February 25, 2003 10:00 AM
To: Young, Kevin
Subject: Wednesday

Kevin,

Can you get the TAB comments to me by tomorrow afternoon? I am preparing the staff report for the parking ratio and restaurant definition changes. If TAB has a letter they want to submit, I will need it by Wednesday to complete my staff report.

Thank you,
Melissa

2/25/2003

Anderson, Melissa

From: Peter Corroon [petercorroon@hotmail.com]
Sent: Monday, March 10, 2003 1:24 PM
To: melissa.anderson@ci.slc.ut.us
Cc: council.comments@slcgov.com
Subject: ZONING AMENDMENTS TO PARKING ORDINANCE

Dear Ms. Anderson,

The Salt Lake Vest Pocket Business Coalition is an association representing the interests of locally owned, independent businesses in the Salt Lake City metropolitan area. Vest Pocket includes nearly 200 members representing diverse businesses and thousands of employees.

Vest Pocket has reviewed the proposed amendments to the zoning ordinance (petition #400-02-02) which addresses issues relating to restaurant definitions and parking requirements in commercial zones.

Vest Pocket is very supportive of the shared parking proposal of the amendment and we commend you for initiating these changes. We support the general goal to facilitate the re-use of buildings between retail, retail service and small restaurant land uses, by applying the same parking ration requirements for these type of businesses.

However, we have serious concerns about some of the other proposed changes.

First, Vest Pocket does not support the increase in the parking requirement for retail establishments from 2 to 3 spaces per 1,000 square feet of floor area. We believe this requirement will be detrimental to retail establishments, especially smaller independent businesses that do not have significant parking available for their stores. Higher parking requirements would not support the Mayor's goal of walkable communities if small businesses could not be created in neighborhoods. Even if existing businesses are grandfathered with the lower parking requirement, the change will ultimately create problems for selling, refinancing, or expanding the businesses. The result may be boarded up buildings that cannot be sold or torn down.

If the goal is to have uniform requirements, we would prefer the lower requirement (2 per 1,000 be used) or another method that would not require excessive parking in order to establish a business.

Second, Vest Pocket does not support a conditional use requirement to implement shared parking in RMU, CN, CB and RB zones. We would prefer a system where if a business showed proof that there was an agreement with another property owner for shared parking, the use would be allowed without going through the conditional use process. We would recommend providing clear guidelines as to what would be sufficient to meet the shared parking requirements. If those requirements are met, then the use would automatically be permitted.

Thank you for your consideration of our views. Please feel free to contact me at 532-3702 to discuss further.

Sincerely,

Peter M. Corroon
Vice-President
Salt Lake Vest Pocket Business Coalition

OPEN HOUSE
Parking Ordinance & Restaurant Definition
ATTENDANCE ROLL
January 16, 2003

PRINT NAME <u>Beth Bowman</u> ADDRESS <u>1445 Harrison Ave</u> ZIP CODE <u>84105</u>	PRINT NAME _____ ADDRESS _____ ZIP CODE _____
PRINT NAME <u>Randy Green</u> ADDRESS <u>1459 Emerson Ave</u> ZIP CODE <u>84105-2607</u>	PRINT NAME _____ ADDRESS _____ ZIP CODE _____
PRINT NAME <u>Helen M Peters</u> ADDRESS <u>2803 Beverly Street</u> ZIP CODE <u>SLC UT 84106</u>	PRINT NAME _____ ADDRESS _____ ZIP CODE _____
PRINT NAME <u>Peter Carreon</u> ADDRESS <u>476 E. So. Temple #238</u> ZIP CODE <u>SLC UT 84111</u>	PRINT NAME _____ ADDRESS _____ ZIP CODE _____
PRINT NAME <u>Annette Christopoulos</u> ADDRESS <u>1487 So. 1500 E.</u> ZIP CODE <u>SLC, UT 84111</u>	PRINT NAME _____ ADDRESS _____ ZIP CODE _____
PRINT NAME _____ ADDRESS _____ ZIP CODE _____	PRINT NAME _____ ADDRESS _____ ZIP CODE _____

OPEN HOUSE COMMENTS

January 16, 2003

Please provide us with the following information, so that we may contact you for further comment:

Name Helen M Peters

Address 2803 Beverly Street

SLC UT 84106

E-mail hmpeters@uofu.net

Phone 466-7170

Do you have any concerns or recommendations regarding the proposed changes in parking requirements or the restaurant definitions?

I do not have any concerns. Sugar House
Community Council is very supportive of
shared parking arrangements. Sugar
House Community Council supports
the proposed amendments.

Other comments.

OPEN HOUSE COMMENTS

January 16, 2003

Please provide us with the following information, so that we may contact you for further comment:

Name RANDY J GREEN
Address 1459 FINESON AVENUE
S.L.C. UT 84105-2602
E-mail rgreen@rpa.utah.edu
Phone W 583-8811 H 474-0486

Do you have any concerns or recommendations regarding the proposed changes in parking requirements or the restaurant definitions?

THERE NEEDS TO BE A REVIEW OF "PARKING REQUIRED"; CONSIDER
SOME COMBINATION OF SQ. FT. AND SEATING CAPACITY +
EMPLOYEES; I.E. THE PARS CAN SEAT 90 PEOPLE PLUS
8-10 EMPLOYEES — SAY 100 PEOPLE, @ 3/CAR ⇒ 33
SPACES; AS COMPARED TO ± 19 BY SQ. FT. THAT PUTS
14 CARS ON THE RESIDENTIAL STREETS.

Other comments.

OPEN HOUSE COMMENTS

January 16, 2003

Please provide us with the following information, so that we may contact you for further comment:

Name Peter Corroon
Address 476 E. So. Temple #238
SLC UT 84111
E-mail peter corroon@hotmail.com
Phone _____

Do you have any concerns or recommendations regarding the proposed changes in parking requirements or the restaurant definitions?

Other comments.

- It might be better to have administrative review process for off-site parking & support CB, CN, RMC.
- I support shared parking zoning.
- I am concerned about increasing parking requirements for retail service establishment.

Exhibit 3

Other Department Comments

Anderson, Melissa

From: Calfa, Enzo
Sent: Wednesday, January 15, 2003 10:35 AM
To: Anderson, Melissa
Cc: Boyd, Harvey; Brown, Ken; Hardman, Alan; Michelsen, Alan; Pahl, Margaret; Ukena, Jan
Subject: RE: Petition 400-02-22
Categories: Program/Policy

Melissa, the permits staff have the following comments and concerns:

- 3 stalls per 1000 square feet of restaurant is not adequate parking. The Building Code and the Fire Code recognize occupant load factors of 15 square feet per occupant. In other words, the Building Code allows 67 occupants every 1000 square feet of dining area. Three parking stalls for 67 customers seems inadequate.
- The last sentence in the definition of "Restaurant, Large" is confusing. It would appear that any restaurant with an inside seating in excess of 25 is a large restaurant. The outside seating has no bearing on this definition.
- A restaurant can be classified as "Small" having 25 indoor and 14 outdoor (39 total), while an indoor only with 26 seats can be classified as a "Large"
- Consider changing the structure of the last sentence in the definition of "Restaurant, small" to: **Typical small restaurant uses include cafes, coffee shops and delis.**

-----Original Message-----

From: Anderson, Melissa
Sent: Tuesday, January 14, 2003 12:32 PM
To: Spangenberg, Craig; Calfa, Enzo; Smith, Craig
Subject: Petition 400-02-22

Greetings,

An interdepartmental review request was sent to you and I will need your recommendations (if any) by the end of this week. Please send me your comments on petition 400-02-22, for parking ratio and restaurant definition ordinance amendments. I have attached the changes for your convenience.

Thank you,
Melissa

TIMOTHY P. HARFST, P.E.
TRANSPORTATION DIRECTOR

SALT LAKE CITY CORPORATION
COMMUNITY AND ECONOMIC DEVELOPMENT
DIVISION OF TRANSPORTATION

ROSS C. "ROCKY" ANDERSON
MAYOR

December 19, 2002

Melissa Anderson
Planning Division
451 South State St, Rm. 406
Salt Lake City, Utah 84111

Re: Petition #400-02-22 Zoning Ordinance Evaluation of Parking Ratios.

Dear Melissa,

The Division of Transportation review comments and recommendations for the proposed Parking Ratio are as follows:

Page 1 paragraph 4 – "Restaurant Large". ... seating is greater than 25 seats indoors and/or more than 40 seats or a minimum of 40 seats total, for.... The language is not as clear as that stated for the "small" .

Our evaluation of overall restaurant parking and comparison with ITE's Parking Generation guidelines is that 6 stalls per 1000 square feet is not adequate. We do recognize that it has been the accepted water mark for our area and the expedited congestion level. With that directive we feel the proposal to re-define the parking ratio with a "small" category would be better met with a 4 stalls per 1000 square feet to accommodate a convenience retail level. Rather than the proposed 3 stalls per 1000 square feet.

We have redlines our Percentage recommendation for the Schedule of Shared Parking proposed category additions of Sport facility and Community center differences, and the school categories as Elementary and Secondary levels, and College & University level.

Enclosed are our study notes, a large & small scenario, a review of your field comparisons of seating, and reference note from the ITE Planning Guide, sheets 508-517 and 524-531.

Please feel free to call me if you have any questions or concerns about these comments.

Sincerely,

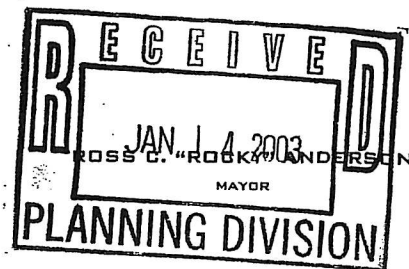


Barry D. Walsh
Transportation Engineer Assoc.

cc: Kevin J. Young, P.E.
Kurt G. Larson, P.E.
Craig Smith, Engineering
Enzo Calfa, Permits
Craig Spangenberg, Planning.
file

LEROY W. HOOTON, JR.
DIRECTOR

SALT LAKE CITY CORPORATION
DEPARTMENT OF PUBLIC UTILITIES
WATER SUPPLY AND WATERWORKS
WATER RECLAMATION AND STORMWATER



January 6, 2003

Melissa Anderson
Principal Planner
451 South State Street
Salt Lake City, UT 84111

Re: Public Utilities Department Comments on Petition # 400 - 02 - 22, Zoning Ordinance Evaluation of Parking Ratios

Dear Ms. Anderson:

Salt Lake City Department of Public Utilities offers the following comments regarding the above-mentioned petition:

The Public Utilities Department is opposed to any ordinance changes that weaken the ability to distinguish restaurant uses from other retail uses. Public Utilities is largely reliant on zoning classifications and business licensing designations to trigger appropriate design review and billing for various retail uses. For example, restaurants are required, by City Code and Health Department regulation, to have grease traps. City Ordinance (17.72.030) requires that users producing stronger waste be charged at a higher rate to more fairly assign costs. A blurring of the designations between various retail uses by zoning rules aggravates Public Utilities need to distinguish more precisely.

Brad Stewart (483-6733), will contact you to set up a more detailed discussion of the matter.

Sincerely,


LeRoy W. Hooton, Jr.
Director

BDS 

Jon Adams
Jim Lewis

Anderson, Melissa

From: Orgill, Alicia
Sent: Wednesday, December 18, 2002 11:51 AM
To: Anderson, Melissa
Subject: Pitition#400-20-22

Melissa:

The parking issue for Commercial use or Businesses, generally the only parking related to car repair business, they make use of off street parking for junk cars, cars to be repairs, not including the patron parking. This type of businesses, should have a requirement that includes a lot for their vehicles of all types, other issues they create is selling the cars that customers won't pick-up after repair. the other business parking issues do not affect us.

12/19/2002

Anderson, Melissa

From: Spangenberg, Craig
Sent: Thursday, January 16, 2003 7:29 AM
To: Anderson, Melissa
Subject: RE: Petition 400-02-22
Categories: Program/Policy

Melissa:

Randy Isbell and myself have both looked at the petition and see no problems.

Thanks,

Craig

-----Original Message-----

From: Anderson, Melissa
Sent: Tuesday, January 14, 2003 12:32 PM
To: Spangenberg, Craig; Calfa, Enzo; Smith, Craig
Subject: Petition 400-02-22

Greetings,

An interdepartmental review request was sent to you and I will need your recommendations (if any) by the end of this week. Please send me your comments on petition 400-02-22, for parking ratio and restaurant definition ordinance amendments. I have attached the changes for your convenience.

Thank you,
Melissa

o

1/16/2003

SALT LAKE CITY CORPORATION

ROCKY J. FLUHART
CHIEF ADMINISTRATIVE OFFICER

DEPARTMENT OF MANAGEMENT SERVICES
PURCHASING, CONTRACTS AND PROPERTY MANAGEMENT DIVISION

ROSS C. ANDERSON
MAYOR

INTEROFFICE MEMORANDUM Property Management Room 245

11 December 2002

TO: Melissa Anderson
Planning

FROM : Linda Cordova *Lpc*
Property Manager

RE: Petition No. 400-02-22, Zoning Ordinance Evaluation of
Parking Ratios

Property Management has no objection to this petition request.

Anderson, Melissa

From: Butcher, Larry
Sent: Friday, October 18, 2002 9:20 AM
To: Anderson, Melissa
Subject: Additional Ordinance Revision

Melissa:

I have talked with Brent and we would like to add an ordinance change to the off site parking bundle you are working on. The change will be to the required parking chart for retail service uses. We wish to change the parking requirement from 2 stalls/1000 to 3 stalls/1000.

The rationale for this change is that existing noncomplying or nonconforming business uses will have more flexibility to lease their buildings. Presently, if a small barber shop or beauty salon left an existing nonconforming property, a property owner could not lease the space to a starter retail operation or an office use that would have an equal or lesser impact to the neighborhood.

Also, retail service uses such as beauty salons or laundromats probably generate as much traffic as a small retail operation. We should look into the numbers. New retail service businesses are usually small in size and the additional one stall per thousand sq. ft. would not have a significant impact on their development.

In short, we believe that more problems will be solved than created by increasing the parking requirement for retail service. Let's talk about the details.

Thanks,

LB

Anderson, Melissa

From: Larson, Bradley
Sent: Thursday, December 19, 2002 10:55 AM
To: Anderson, Melissa
Subject: Petition #400-02-22

Melissa,

Thank you for the opportunity to review the Zoning Ordinance Evaluation of Parking Ratios. The Fire Department agrees with the Summary and Purpose of Proposed Amendments and support the amendments. Please contact me should you require further assistance.

Thank You,

Brad Larson
Deputy Fire Marshal

12/19/2002

Attachment 2 –

Planning Commission Hearing Minutes, March 12, 2003

Petition No. 400-02-22, is a request by the City Council to reevaluate the zoning ordinance relating to restaurant use definition and options for shared and off-site parking for the CN, CB and CS zones. Staff is recommending changes that will 1) amend the definition for restaurants and 2) allow greater flexibility for shared and off-site parking.

Ms. Seelig left the meeting at this point.

Planner Melissa Anderson reviewed the petition as written in the staff report. The amendment addressed the definition of how restaurants are defined. The current definition has a caveat that if over 60 percent of sales are for take-out purposes, the parking ratio is based on retail service, or half of what would otherwise be required. Instead of 6 stalls/1,000 square feet, they would only have to provide for 3 stalls/1,000 square feet.

This definition has been problematic and difficult to enforce. Staff has worked to amend the definition and create a definition for both small and large restaurants, as well as creating more opportunities for shared and off-site parking. The proposed changes amend a variety of sections of the ordinance and which are summarized in the staff report. In general, large restaurants would be required to have 6 stalls/1,000 square feet, and small restaurants (defined as 25 seats or less and no more than 40 seats total, including indoor and outdoor seating) would be required to have 3 stalls/1,000 square feet. There is an acknowledgement that this intends to support small businesses.

The amendment is also intended to facilitate the reuse of buildings so that a retail service establishment, such as a salon, and another tenant wanted to buy or lease the space they would have the same number of parking stalls required. At present, with the difference between the retail service and retail sales, there is difficulty in terms of reusing the buildings.

The amendment also includes greater flexibility for shared and off-site parking, and Staff has included a new provision in the CN zone for a conditional use for off-site parking. In the CB and CS zones, off-site parking is newly provided to support streamlining. Staff is also proposing to amend the off-site parking in the CSHBD zone from a conditional use to a permitted use. There is also a new provision for off-site parking to support uses in low impact commercial zones (RMU, CN, CB, & RB) in residential zones. This is provided as a conditional use option and may only be applied to properties with and existing non-residential use. This is not allowed to be applied for residentially used properties in the residential zone. There have been instances where the City wanted to look creatively at mitigating any overflow parking and the ordinance did not allow it. The amendment would allow the City to implement more creatively opportunities for addressing overflow parking.

Two new land use categories have also been provided in the shared parking table for community centers and schools.

Ms. Anderson noted for the record that a letter had been received from Vest Pocket Business, which had been distributed to the Commission.

Council Staff had brought up issues as well. Mr. Daniels asked if Ms. Anderson was referring to the Salt Lake City Council Staff. She said yes, that this amendment was initiated by the City Council, who have been tracking the petition and are interested in the result. One of the issues concerning the Council Staff was a provision in the ordinance to allow for parking lots in a residential zone. There is a concern that this would encourage people to use or demolish residentially used land for the parking lots. Ms. Anderson said Staff is proposing the off-site parking in residentially zoned land, however it can only be applied to properties in non-residential use. Property in residential use is not permitted to be turned over for a parking lot.

Another issue from the Council Staff was why there are two parking ratio standards – one for small restaurants at 3 stalls/1,000 square feet and one for large restaurants at 6 stalls/1,000 square feet. The proposed ordinance is acknowledging and giving support to small businesses because those that could fit into the small restaurant category are very limited. The intent is to recognize existing conditions and provide opportunities in a limited capacity so that tenants can reuse the buildings for a variety of uses. Large restaurants have a large impact, so the 6 stalls/1,000 square feet would apply.

Mr. Jonas clarified that in the previous ordinance there was only one definition for a restaurant. He asked if it did not meet the 60 percent of gross volume was it considered a retail service establishment. Ms. Anderson said it was essentially a restaurant, but if the restaurant could prove 60 percent sales was for take out, they would be considered as a retail sales establishment and would only have to provide 3 stalls/1,000 square feet.

Mr. Jonas asked what a retail service establishment would be if it only required 2 stalls/1,000 square feet. Ms. Anderson gave a beauty salon or dry cleaning business as examples.

Ms. Arnold questioned some of the examples listed in the staff report used to distinguish between a large and small restaurant. She felt the numbers listed under Mazza's and Starbucks restaurants were inflated. Ms. Anderson felt these restaurants were good examples of what constituted small restaurants, and the ordinance changes are intended to support them.

Ms. Anderson clarified another point brought up by the Council Staff. It was asked if the small restaurants definition was to apply to taverns and private clubs. The intent by Staff was not to have it be applied to taverns and private clubs.

Mr. Jonas asked if the square footage requirements in the ordinance applied to both indoor and outdoor seating. Ms. Anderson said it applied to the indoor square footage of the entire building. Another approach could be a combination of square footage and seating or parking stalls required based on the number of seats.

Ms. Arnold wondered why Staff was increasing the needed spaces for the 1,000 square feet when their intent was to support small businesses. Ms. Anderson said the intent is to help small businesses facilitate reuse of the buildings. According to the current ordinance if a salon has only 2 stalls/1,000 ratio, and if a retail sales wanted to lease the same space, they would be unable to do so unless they had more parking. In many cases, there is no more room for parking, so the retail sales use would not be allowed to move in and use the same space the salon once used.

Mr. Wilde said that prior to 1995 there was a 3 stalls/1,000 ratio across the board and the success of enlivening the small business areas is to allow for transitions from use to use. Reducing the parking requirement to 2 stalls/1,000 in 1995 for the services uses resulted in two problems. Not all services uses can get by with lesser parking. Also, many of the businesses were listed as non-conforming to parking requirements. Once the parking requirement was reduced it could not be converted back to a use requiring greater amounts of parking, thus stifling the ability to move from business to business.

Mr. Diamond asked how more parking could be created in areas such as 900 East and 900 South with very little parking available. Mr. Wilde said the intent was not to create more parking. Most of those buildings are non-conforming as to parking anyway, so the increase to 3 stalls/1,000 would allow a service use business to convert to a retail sales use without having to provide more parking.

Mr. Diamond asked if one of the businesses on 900 East and 900 South were to change and require more parking, where would they get it. He wondered if the new business would be considered non-conforming. Ms. Anderson said a lot of them are already existing non-conforming, but the old ordinance would not allow a business to move into an existing non-conforming space if their parking would require even more stalls. A consistent ratio for parking would facilitate reuse of these existing buildings.

Mr. Wilde gave the example of a Laundromat at 900 East and 900 South. At present their parking requirements are 2 stalls/1,000. The Laundromat is leaving, and a retail sales service use is coming in. The ordinance would not allow them to convert from a laundromat to a retail sales use because the parking requirement would be increased. If the parking requirement for the Laundromat is changed to 3 stalls/1,000 even though they may already be non-conforming, it does not retroactively require they provide the parking. The Laundromat at 3 stalls/1,000 can convert to any other 3 stalls/1,000 use.

Ms. Arnold said the biggest impact in a neighborhood is a salon because there are several employees and several customers at all times. They need a lot of stalls, but are not treated any differently in the ordinance.

Mr. Wilde said offices were a challenge as well. An attorney's office has different parking demands than an insurance office with much more employee support.

Mr. Jonas expressed concern about the threshold of large and small restaurants, citing Mazzas and Frescos as very small restaurants who are being categorized as large based on the number of seating. They could never meet the 6 stalls/1,000 requirement.

Ms. Arnold asked how the cut off was determined for restaurant size. Ms. Anderson said it was 25 seats inside or 40 total including outside seats.

Mr. Wilde said Mazzas and Frescos would become non-conforming but would continue to operate and could change hands. These neighborhoods are reaching the saturation point. Any new restaurant coming in would have to address the parking need on-site, or make arrangements for off-site parking. Making off-site arrangements seems to be a reasonable solution with perhaps valet parking.

Ms. Arnold thought off-site parking had always been allowed. Ms. Anderson said it was allowed in commercial zones, but the current ordinance would not allow it in residential zones where churches or schools could be used.

Ms. Arnold asked why 25 was chosen as the cut off for determining restaurant size. Ms. Anderson said it was determined in part by looking at the average seat number in small cafes and delis, and an attempt to trying to find a medium point. It is not a fixed number, but is the Staff's recommendation.

Mr. Diamond asked if any other formulas could be used, such as using the square footage ratios of the seating areas. He gave the example of Ruby's Restaurant as one that does almost entirely catered foods and has about 8 seats inside the restaurant. It would not be fair to count the entire square footage of their building as a calculation for their parking requirements.

Ms. Anderson clarified then that what Mr. Diamond was suggesting are the seats and square footage areas factored into the equation for the parking ratio. Mr. Muir suggested then that it could be done with sales areas as well, separating sales from back of the building.

Mr. Jonas said there were people working in the back of sales buildings and restaurants that would also need parking all day. Mr. Diamond said something different may have to be done with employees, and felt that a blanket approach was not the best idea.

Ms. Funk said that approach would then make conversions a problem. Ms. Anderson said it could potentially work against some of the small businesses. Staff tried to work primarily with a definition and left the parking ratio calculation intact. If the Commission would prefer Staff to reevaluate the parking ratio calculation, this could be done.

Mr. Diamond said some flexibility was needed for the smaller restaurants.

Mr. Jonas then opened the hearing to the public.

Mary Corporon, 808 East South Temple, spoke next. She is a member of the Board of Directors of Vest Pocket Business Coalition and was present as a representative of the Board and organization. Vest Pocket Business Coalition has a membership of over 200 small and locally owned businesses. They are well aware of the current definitions for parking stalls for retail service and retail sales. They agree that there is difficulty in reusing buildings because of the two definitions. They are deeply concerned about increasing the requirement from 2 to 3 parking stalls/1,000. It could create a burden for an Applicant for a business license in attempting to present a case about why their business would have a lower parking impact. It could create a large number of non-conforming businesses in the area. Non-conforming use category creates fears about the ability to sell a business, finance it, or fund a mortgage. They wondered why it would not be more appropriate to decrease everyone to 2 stalls/1,000 across the board.

Mr. Muir asked Ms. Corporon if her organization had a sense of how many new non-conforming use businesses would be created by the new ordinance. She was unsure.

Ms. Funk asked if Staff had any idea of the number of non-conforming use businesses, relating to parking requirements, were in the City. Mr. Wilde said there were a lot of properties in the City that are non-conforming. Prior to 1995 there was not a 2 stall/1,000 requirement. New services uses have undoubtedly come in since then, but the number would be small. Some more research could be done about a uniform standard for retail service and sales.

Ms. Arnold supported the idea of 2 stalls/1,000 across the board. Mr. Zunguze said the issue of creating non-conforming use is clearly a problem. **It should be balanced with the notion that the proposal is trying to open up areas within residential zones.** He suggested Staff should go back to the drawing board and address how the City would deal with the businesses that would be moved from conformance to non-conformance status.

Mr. Jonas asked for more information on where the zoning districts are in the City that would be affected by the amended ordinance. There is an inherent conflict with people wanting walkable communities, but not wanting any parking for the businesses that want to come in.

Ms. Funk wondered if the parking ratio could be determined by a building or an area, for example the area of 900 East and 900 South would need a certain amount of parking because there is so many square feet. Perhaps it should not be based on the type of business out by the overall parking need for the area. Mr. Diamond agreed it was a good idea, but may cause some battle for "turf".

Mr. Jonas then closed the meeting to the public and brought it back to the Commission for further discussion.

Ms. Anderson addressed Ms. Funk's comment by saying some of the amendments were intended to help provide opportunities for shared parking. Shared parking

between businesses would be based on their own voluntary initiative to pursue options for off-site and/or shared parking with their neighboring businesses.

Ms. Arnold said she was shocked no one from the community was present to address this issue. She agreed with Mr. Diamond about looking at useable sitting space to determine parking ratios. She did not like the number 25 as the cutoff for determining large and small restaurants and was all for making a 2 stalls/1,000 change across the board rather than 3 stalls/1,000.

Ms. Anderson asked if Ms. Arnold had another number or suggestion for the 25 seat that was suggested in the staff report for the cutoff. Ms. Arnold said that number would come into play with Mr. Diamond's square footage and useable sitting space suggestion.

Mr. Muir asked about the rewrite of the off-street parking on page 3 of the proposed amendments. It refers to "residential uses may not be used as off-site parking lots." He wondered if that should not be "residential zones". The Commissioners agreed. Ms. Coffey said that would be covered in the housing mitigation policy. If someone is trying to get a conditional use for parking, in a residential zone, residentially used land would not qualify for this purpose. Otherwise, the property would have to apply for a rezone and the housing mitigation ordinance would apply.

Mr. Muir said Island Park Plaza has been gradually turning from residences into parking lots and he wanted to make sure there were good barriers to discourage that kind of thing.

Mr. Wilde said to satisfy the parking requirement in a residential zone, a new parking lot cannot be created. The intent is to not allow the creation of new lots.

Ms. Arnold asked if a school or church would allow much off-site parking because of liability issues, and wondered if it would actually happen. Ms. Coffey said West High School was rented often for Jazz games, so it does happen. Mr. Zunguze said the same idea has been used throughout the country. The issue of parking can be resolved without adding more asphalt.

Ms. Funk commented on the ordinance itself. The definition of shared parking should be changed from "shared by multiple uses" to "shared by multiple **users**". She wrote an alternative definition as, "Shared parking means off-street parking facilities shared by multiple users where the time of day demands for parking spaces differs with each business."

Ms. Funk was troubled with the general off-street parking requirements on page 3 of the proposed amendments. Number 1 says the maximum distance should be 500 feet and then it goes on to say it need not be 500 feet. She asked why there was the 500 feet requirement to begin with. Number 1 should be deleted and paragraph "a" should be used.

The last sentence of paragraph "a" should say "The Planning Commission has the authority to make exception to the shared parking table when actual data **is presented which supports a change in the parking requirement.**"

Mr. Jonas said off-site parking relates to more than one zoning area, and needs to be left in as it relates to different districts.

Mr. Zunguze addressed the definition of shared parking. "Multiple uses" was referring to a church parking lot that a restaurant also uses. The Staff meant that two separate uses were using the same parking lot. "Multiple users" does not confer the same meaning. Ms. Funk stood by her point the "users" was more appropriate, but agreed that it was something for the Staff to look at.

Mr. Diamond felt the new amendments were confusing, especially for a new user and wondered if it could be made simpler. Ms. Anderson said what was before the Commission was only the sections of the zoning ordinance that were being changed, and that the changes cover several different sections of the ordinance.

Mr. Wilde said they would bring the amendments back as they related to the entire parking ordinance. It would be lengthier, but may make it easier to understand.

Ms. Funk suggested the possibility of implementing angle parking. It may facilitate needs even better than shared parking. Kevin Young, of the Transportation Department, said they were agreeable to angle parking.

Ms. Coffey asked if the City allowed on-street parking to meet the requirement in commercial zones. Mr. Wilde said in many of the zones it was allowed, but not all.

Mr. Muir asked if an open house was conducted. Ms. Anderson said yes, there were only five attendees. Mr. Muir asked if there was any way to create a better outreach to the businesses. Ms. Anderson said the mailing went to the Community Council Chairs, property owners within a 300' radius of 900 East and 900 South as well as the 1500 East and 1500 South area. The Vest Pocket Business Coalition and Business Advisory Board were also notified.

Ms. Arnold asked if the tenants were given notice. Ms. Anderson said just the property owners. Ms. Arnold said the actual tenants needed to be given notice as well.

Mr. Jonas asked Ms. Corporon to try to drum up some more interest from the Vest Pocket Business Coalition members.

Mr. Daniels requested that the address of Clucci's Bakery and Tony Caputto's listed in the staff report be changed to "300 S and 300 W."

Motion

Ms. Funk moved that Petition No. 400-02-22 be continued for further study by the Planning Staff, and brought back as a public hearing to the Commission with additional recommendations.

Mr. Diamond seconded the motion.

Ms. Arnold asked the staff to contact actual tenants.

Mr. Diamond, Mr. Muir, Ms. Noda, Ms. Arnold, Ms. Funk and Mr. Daniels voted "Aye". Ms. McDonough, Mr. Chambless, and Ms. Seelig were not present. Mr. Jonas, as Chair, did not vote. The motion carried.

Mr. Jonas asked on behalf of Peggy McDonough for some discussion about changing the Planning Commission meetings to another night. The Commissioners concurred that Wednesday was the only viable night for the meetings.

Attachment 3 –
Proposed Changes to the Table of Permitted and
Conditional Uses for Commercial Districts

21A.26.080 Table Of Permitted And Conditional Uses For Commercial Districts:

LEGEND	PERMITTED AND CONDITIONAL USES BY DISTRICT						
	COMMERCIAL DISTRICTS						
C = Conditional Use P = Permitted Use							
Use	CN	CB	CC	CS1	CSHBD1	CG	
Residential							
Assisted living center, large		P	P			P	
Assisted living center, small		P	P			P	
Dwelling units, including multi-family dwellings, above or below first story office, retail and commercial uses or on the first story, as defined in the adopted building code, where the unit is not located adjacent to the street frontage	P	P	P	P	P	P	
Group home, large (see section 21A.36.070 of this title)			C			C	
Group home, small (see section 21A.36.070 of this title) above or below first story office, retail and commercial uses or on the first story, as defined in the adopted building code where the unit is not located adjacent to the street frontage	P	P	P	P	P	P	
Halfway homes (see section 21A.36.110 of this title)							C
Living quarters for caretaker or security guard	P	P	P	P	P	P	
Multi-family residential					P		
Nursing home		P	P			P	
Residential substance abuse treatment home, large (see section 21A.36.100 of this title)			C			C	
Residential substance abuse treatment home, small (see section 21A.36.100 of this title)			C			C	
Transitional treatment home, large (see section 21A.36.090 of this title)			C			C	
Transitional treatment home, small (see section 21A.36.090 of this title)			C			C	
Transitional victim home, large (see section 21A.36.080 of this title)			C			C	
Transitional victim home, small (see section 21A.36.080 of this title)			C			C	
Office And Related Uses							
Financial institutions, with drive-through facilities		P	P	P	P	P	

Financial institutions, without drive-through facilities		P	P	P	P	P	P
Medical and dental clinics		P	P	P	P	P	P
Offices		P	P	P	P	P	P
Veterinary offices, operating entirely within an enclosed building and keeping animals overnight only for treatment purposes		C	P	P	P	P	P
Retail Sales And Services							
Auction sales				P			P
Automobile repair, major				P	C		P
Automobile repair, minor		C	P	P	P	P	P
Automobile sales/rental and service				P			P
Boat/recreational vehicle sales and service				P			P
Car wash as accessory use to gas station or convenience store that sells gas			P	P	P	P	P
Car wash, with or without gasoline sales				P	P		P
Department stores							
Equipment rental, indoor and outdoor				P			P
Furniture repair shop			P	P	P	P	P
Gas station (may include accessory convenience retail and/or "minor repairs" as defined in part VI, chapter 21A.62 of this title)		P	P	P	P	P	P
Health and fitness facility			P	P	P	P	C
Liquor store			C	C	C	C	C
Manufactured/mobile home sales and service							P
Pawnshop							P
Restaurants, with drive-through facilities		C	P	P	P	P	P
Restaurants, without drive-through facilities		P	P	P	P	P	P
Retail goods establishments with drive-through facilities		C	P	P	P	P	P
Retail goods establishments without drive-through facilities		P	P	P	P	P	P
Retail services establishments with drive-through facilities		C	P	P	P	P	P
Retail services establishments without drive-through facilities		P	P	P	P	P	P

Truck repair, large									P
Truck sales and rental, large							P		P
Upholstery shop				P		P	P	P	P
Value retail/membership wholesale									P
Institutional Uses (Sites << 2 Acres)									
Adult daycare center		P	P	P	P	P	P	P	P
Child daycare center		P	P	P	P	P	P	P	P
Community recreation centers on lots less than 4 acres in size		P	P	P	P	P	P	P	P
Government facilities (excluding those of an industrial nature and prisons)		P	P	P	P	P	P	P	P
Museum					P	P	P	P	
Music conservatory					P	P	P	P	
Places of worship on lots less than 4 acres in size	C		P	P	P	P	P	P	P
Schools, professional and vocational		P	P	P	P	P	P	P	P
Commercial And Manufacturing									
Bakery, commercial									P
Blacksmith shop									P
Blood donation centers, commercial and not accessory to a hospital or medical clinic						C			P
Cabinet and woodworking mills									P
Commercial laundries, linen service and dry cleaning									P
Industrial assembly									P
Laboratory; medical, dental, optical						P	P	P	P
Laboratory; testing						C	C		P
Miniwarehouse						P			P
Motion picture studio							P	P	P
Photo finishing lab						P	P	P	P
Plant and garden shop, with outdoor retail sales area		C	C	C	C	C	C	C	P
Sign painting/fabrication									P
Warehouse						P			P

Welding shop									P		P
Wholesale distributors								P			P
Recreation, Cultural And Entertainment											
Amusement park											
Art gallery										P	P
Art studio						P	P	P	P	P	P
Commercial indoor recreation										P	P
Commercial outdoor recreation										C	P
Commercial video arcade									P		P
Dance studio						P	P	P	P	P	P
Live performance theaters								P	P	P	P
Miniature golf								P	P	P	P
Movie theaters										P	P
Natural open space and conservation areas						C	C	C	C	C	C
Parks and playgrounds, public and private, on lots less than 4 acres in size						P	P	P	P	P	P
Pedestrian pathways, trails, and greenways						P	P	P	P	P	P
Private club							C	C	P	P	P
Sexually oriented businesses											P5
Squares and plazas on lots less than 4 acres in size						P	P	P	P	P	P
Tavern/lounge/brewpub; 2,500 square feet or less in floor area								P	P	P	P
Tavern/lounge/brewpub; more than 2,500 square feet in floor area								C	C	P	P
Miscellaneous											
Accessory uses, except those that are specifically regulated in this chapter, or elsewhere in this title						P	P	P	P	P	P
Ambulance services, dispatching, staging and maintenance conducted entirely within an enclosed building								P	P	P	P
Ambulance services, dispatching, staging and maintenance utilizing outdoor operations											P
Auditorium								P	P	P	P
Auto salvage (indoor)											P
Bed and breakfast						P	P	P	P	P	P

Bed and breakfast inn	P	P	P	P	P
Bed and breakfast manor	C3	C3	P		P
Bus line terminals			P		P
Bus line yards and repair facilities					P
Commercial parking garage or lot			C		P
Communication towers		P	P	P	P
Communication towers, exceeding the maximum building height					P
Contractor's yard/office (including outdoor storage)			C		P
Farmers' market			C	C	P
Flea market (indoor)			P	P	P
Flea market (outdoor)					P
Funeral home			P	P	P
Homeless shelter					C
Hotel or motel			P	P	P
Impound lot					C
Intermodal transit passenger hub					C
Kennels					P
Limousine service, utilizing 4 or more limousines					P
Limousine service, utilizing not more than 3 limousines		C	C		P
Microbrewery					P
Park and ride lots			C	C	P
Park and ride, parking shared with existing use			P	P	P
Pet cemeteries ⁴					P
Off site parking: as per chapter 21A.44 of this title	C	P	P	P	P
Outdoor sales and display		C	P	C	P
Outdoor storage			C		P
Outdoor storage, public			C		P
Precision equipment repair shops			P		P

Public/private utility buildings and structures		C	C	P	P	C	P
Public/private utility transmission wires, lines, pipes and poles2		P	P	P	P	P	P
Radio, television station					C	P	P
Recreational vehicle park (minimum 1 acre)				C			
Recycling collection station		P	P	P	P	P	P
Reverse vending machines		P	P	P	P	P	P
Taxicab facilities, dispatching, staging and maintenance							P
Temporary labor hiring office							P
Vehicle auction use							P
Vending carts on private property as per chapter 5.65 of this code						P	
Wireless telecommunications facility (see table 21A.40.090E of this title)							

Qualifying Provisions:

1. Development in the CS district and CSHBD district shall be subject to planned development approval pursuant to the provisions of section 21A.54.150 of this title.
2. See subsection 21A.02.050B of this title for utility regulations.
3. When located in a building listed on the Salt Lake City Register of Cultural Resources (see subsection 21A.24.010S of this part and subsection 21A.26.010K of this chapter).
4. Subject to Salt Lake City/County health department approval.
5. Pursuant to the requirements set forth in section 21A.36.140 of this title.

(Ord. 18-04 § 2, 2004; Ord. 17-04 § 6 (Exh. E), 2004; Ord. 13-04 § 7 (Exh. B), 2004; Ord. 6-03 § 1 (Exh. A), 2003; Ord. 23-02 § 3 (Exh. A), 2002; Ord. 2-02 § 1, 2002; Ord. 38-99 § 6, 1999; Ord. 35-99 § 29, 1999; Ord. 19-98 § 2, 1998; amended during 5/96 supplement: Ord. 88-95 § 1 (Exh. A), 1995; Ord. 84-95 § 1 (Exh. A), 1995; Ord. 26-95 § 2(13-7), 1995)

Attachment 4 –
Proposed Changes to the Table of Permitted and
Conditional Uses for Residential Districts

21A.24.190 Table Of Permitted And Conditional Uses For Residential Districts:

LEGEND	PERMITTED AND CONDITIONAL USES, BY DISTRICT																
	RESIDENTIAL DISTRICTS																
C = Conditional Use P = Permitted Use																	
Use	FR-1/ 43,560	FR-2/ 21,780	FR-3/ 12,000	R-1/ 12,000	R-1/ 7,000	R-1/ 5,000	SR-1 2	SR-3	R-2	R-MF 30	R-MF 35	R-MF 45	R-MF 75	R-B	R-MU	R-O	
Residential																	
Accessory guest and servants quarters	C																
Accessory uses on accessory lots	C	C	C	C	C	C	C		C	C	C	C	C	C	C	C	
Assisted living facility, large															P	P	
Assisted living facility, small				C	C	C	C		C	C	P	P	P	P	P	P	
Dormitories, fraternities, sororities (see Section 21A.36.150 of this Title)																	
Dwelling units, including multi-family dwellings above or below first story office, retail and commercial uses or on the first story, as defined in the Uniform Building Code, where the unit is not located adjacent to the street frontage														P1	P	P	
Group home, large (see Section 21A.36.070 of this Title)										C	C	C	C	C	C	C	
Group home, small (see Section 21A.36.070 of this Title)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Manufactured home	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
Multiple-family dwellings										P	P	P	P		P	P	
Nursing care facility (see Section 21A.36.060 of this Title)												P	P		P		
Resident health care facility (see Section 21A.36.040 of this Title)										P	P	P	P	P	P	P	
Residential substance abuse treatment												C	C		C	C	

[illegible]

[illegible]

[illegible]

Attachment 5 –

Proposed Changes to Definitions

21A.62.040 Definitions:

Parking, Shared: "Shared parking" means off street parking facilities ~~on one lot~~ shared by multiple uses because the total demand for parking spaces is reduced due to the differences in parking demand for each use during specific periods of the day.

~~"Restaurant" means a building within which there is served a variety of hot food for consumption on the premises and where more than sixty percent (60%) of the gross volume is derived from the sale of foods served for consumption on the premises.~~

Restaurant (Large) – means a food or beverage service establishment where seating is greater than forty (40) seats total for both indoor and outdoor dining areas.

Restaurant (Small) – means a food or beverage service establishment where seating is less than or equal to forty (40) seats total for both indoor and outdoor dining.

Attachment 6 –
Off-Street Parking Chapter and Proposed Changes

Chapter 21A.44

OFF-STREET PARKING AND LOADING

21A.44.010 Purpose And Scope Of Off Street Parking And Loading Requirements:

- A. **Purpose Statement:** The requirements of this chapter are intended to promote the orderly use of land and buildings by identifying minimum and maximum standards for accessory parking and loading facilities that will promote safe and convenient vehicular transportation and movement of goods. These requirements are also intended to help lessen traffic congestion and promote public health and welfare through a cleaner environment by reducing the number of vehicle trips. Encouraging non-motorized transportation and relating parking requirements to the local land use/transportation system are consistent with the objectives of this chapter.
- B. **Scope Of Regulations:** The off street parking and loading provisions of this title shall apply to all buildings and structures erected and all uses of land established after April 12, 1995.
- C. **Intensification Of Use:** When the intensity of any building, structure or premises is increased through the addition of dwelling units, gross floor area, seating capacity, or other units of measurement specified herein for required parking, additional parking shall be provided in the amount by which the requirements for the intensified use exceed those for the existing use.
- D. **Change In Use:** When the use of an existing building or structure is changed to a different type of use, parking shall be provided in the amount required for such new use. However, if an existing building or structure was established prior to the effective date hereof, any increase in required parking shall be limited to the amount by which the new use exceeds the existing use except in the downtown D-1, D-2 and D-3 districts where a change of use shall not require additional parking or loading facilities.
- E. **Existing Parking And Loading Facilities:** If parking and loading facilities are below these requirements, they shall not be further reduced.
- F. **Voluntary Provision Of Additional Parking And Loading Facilities:** The voluntary establishment of off-street parking spaces or loading facilities in excess of the requirements of this Title to serve any use shall be permitted; provided, that all regulations herein governing the location, design and operation of such facilities are satisfied. For single-family detached dwellings and uses in the downtown D-1 District voluntary additional off-street parking

spaces or loading facilities are permitted subject to the maximum limits specified in subsections 21A.44.040C1c through C1e of this Chapter.

- G. **Damage Or Destruction:** For any conforming or nonconforming use which is in existence on the effective date hereof, April 12, 1995, which thereafter is damaged or destroyed by fire, collapse, explosion or other cause, and which is reconstructed, reestablished or repaired, off-street parking or loading facilities in compliance with the requirements of this Chapter need not be provided, except that parking or loading facilities equivalent to any maintained at the time of such damage or destruction shall be restored or continued in operation. It shall not be necessary to restore or maintain parking or loading facilities in excess of those required by this Title for equivalent new uses or construction.
- H. **Submission Of A Site Plan:** Any application for a building permit shall include a site plan, drawn to scale and fully dimensioned, showing any off-street parking or loading facilities to be provided in compliance with this Title.
- I. **Parking Lots With Non-complying Setbacks:** A parking lot existing prior to April 12, 1995, that is non-complying with respect to landscaped setbacks, may be reconstructed, subject to the following requirements:
1. Compliance with subsection E of this Section; and
 2. Development shall be reviewed through the site plan review process to consider the feasibility of redesign of parking layout to provide required landscaped setbacks without a reduction in the number of existing parking stalls. (Ord. 88-95 § 1 (Exh. A), 1995; Ord. 26-95 § 2(22-1), 1995)

21A.44.020 General Off-Street Parking Requirements:

- A. **Location Of Parking Spaces:** All parking spaces required to serve buildings or uses erected or established after the effective date hereof shall be located on the same lot as the building or use served, except that off-site parking spaces to serve nonresidential uses, and as accessory to permitted uses in residential districts, may be permitted in districts which designate off-site parking spaces as permitted or conditional uses.
- B. **Access:** All off-street parking facilities shall be designed with appropriate means of vehicular access to a street or alley in a manner which will least interfere with traffic movement. Parking lots in excess of five (5) spaces shall be designed to allow vehicles to enter and exit the lot in a forward direction. All vehicular access roads/driveways shall be maintained as hard surface.
- C. **Utilization Of Required Parking Spaces:** Except as otherwise provided in this Section, required accessory off-street parking facilities provided for uses

listed in Section 21A.44.060 of this Chapter shall be solely for the parking of passenger automobiles of guests, patrons, occupants, or employees of such uses.

- D. Parking For The Disabled:** Any parking area to be used by the general public shall provide parking spaces designated and located to adequately accommodate the disabled, and these shall be clearly marked as such. Parking spaces for the disabled shall be located in close proximity to the principal building. The designation of parking spaces for the disabled shall constitute consent by the property owner to the enforcement of the restricted use of such spaces to disabled motorists by the City. Parking spaces for the disabled shall conform to the standards of the Americans with Disabilities Act. The number of required parking spaces accessible to the disabled shall be as follows:

Total In Parking Lot Spaces			Required Minimum Number Of Accessible Spaces
1	to	25	1
26	to	50	2
51	to	75	3
76	to	100	4
101	to	150	5
151	to	200	6
201	to	300	7
301	to	400	8
401	to	500	9
501	to	1,000	2 percent of total
1,001	and over		20, plus 1 for each 100 over 1,000

E. Off -Street Parking Dimensions:

1. The dimensions for parking stalls and associated aisles are established by the Transportation Division and are set forth in Table 21A.44.020 of this Section.
2. The following modifications and additions to the dimensions set forth in Table 21A.44.020 of this Section shall apply:

a. Parking stalls located adjacent to walls or columns shall be one foot (1') wider to accommodate door opening clearance and vehicle maneuverability;

b. Requests for parking angles other than those shown on Table 21A.44.020 of this Section (including parking angles between 0 degrees and 45 degrees, and between 75 degrees and 90 degrees) may be approved by the City Transportation Engineer; and

c. If a public alley is used as a parking aisle for single-family dwellings, two-family dwellings or twin homes, additional space shall be required on the lot to provide the full width of aisle as required on Table 21A.44.020 of this Section. The parking design for all other uses shall not require backing into an alley or right of way.

F. Design And Maintenance: Parking lots shall be designed to ensure safe and easy ingress, egress and movement through the interior of the lot. The number of curb cuts onto major roads should be minimized. Shared access driveways between adjacent sites are encouraged. Parking lot islands should be provided on the interior of the parking lot to help direct traffic flow and to provide landscaped areas within such lots.

1. Parking lots shall be designed in accordance with applicable City codes, ordinances and guidelines with respect to:

a. Minimum distances between curb cuts;

b. Proximity of curb cuts to intersections;

c. Provisions for shared driveways;

d. Location, quantity and design of landscaped islands; and

e. Design of parking lot interior circulation system.

2. **Plan:** The design of parking facilities shall be subject to the approval of the development review team and shall conform to the standards developed by the City Transportation Engineer.

3. **Landscaping And Screening:** Landscaping and screening shall be provided in accordance with the requirements of Chapter 21A.48 of this Part.

4. **Lighting:** Where a parking area or parking lot is illuminated, direct rays of light shall not shine into adjoining property or into a street.

5. **Signs:** Accessory signs shall be permitted on parking areas in accordance with the provisions specified in Chapter 21A.46 of this Part.

6. **Parking Lot Surface:** All open parking areas or lots shall be improved and maintained as hard surface.

7. **Driveway Standards:**

a. **Driveway Location:** In nonresidential districts, the minimum distance between curb cuts shall be twelve feet (12'). In residential districts, driveways shall be six feet (6') from abutting property lines and ten feet (10') from street corner property lines.

b. **Driveway Widths:** In front and corner side yards, driveway widths shall not exceed twenty two feet (22') in SR-1 and SR-3 Residential Districts. In all other districts, the driveways in front and corner side yards shall not exceed thirty feet (30') in width, unless a wider driveway is approved through the site plan review process.

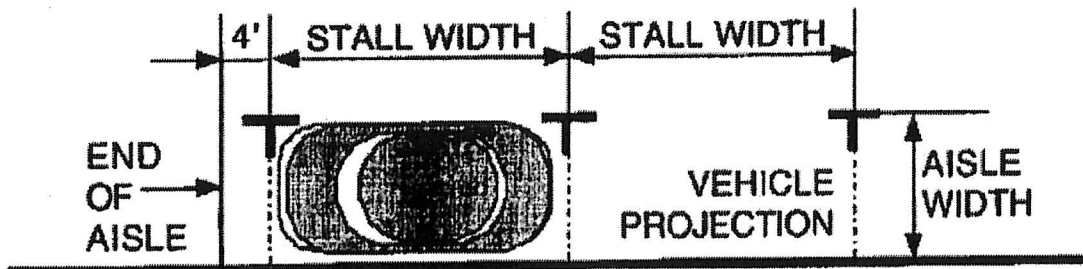
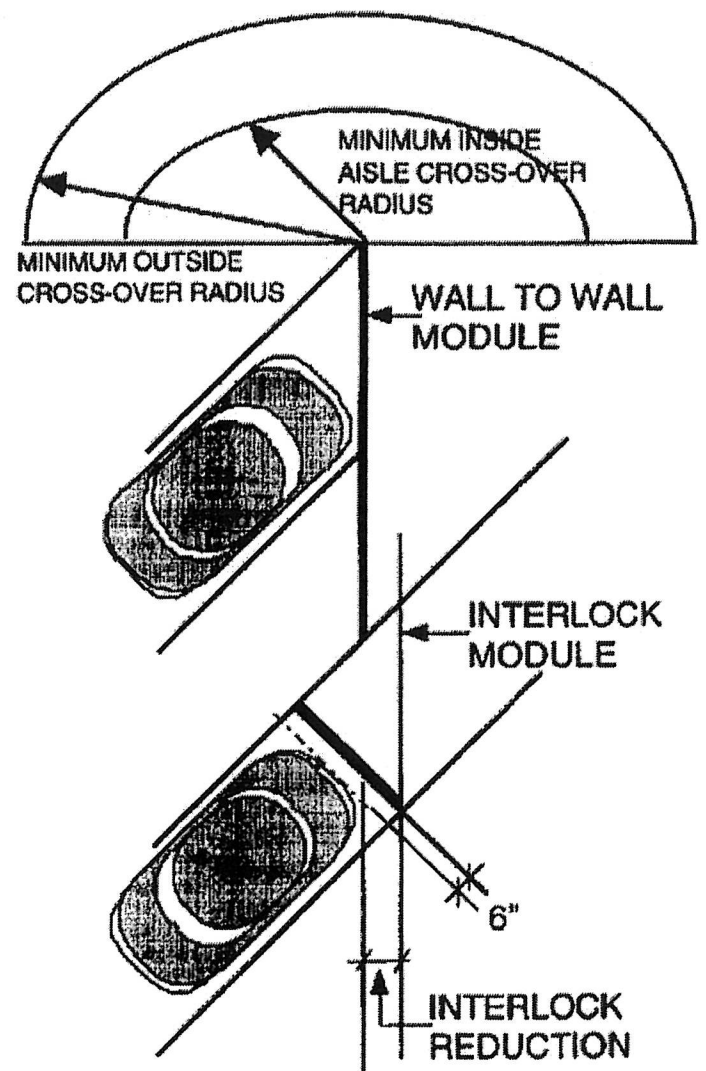
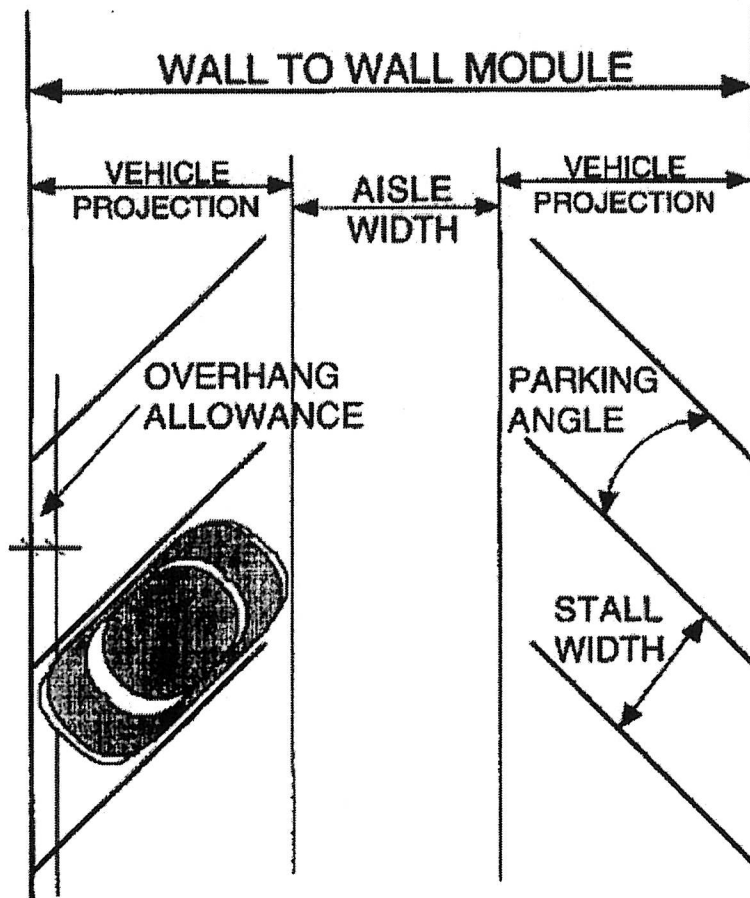
c. **Shared Driveways:** Shared driveways, where two (2) or more properties share one driveway access, may be permitted by the development review team.

d. **Circular Driveways:** Circular driveways that connect to a driveway extending to a legal parking location shall be permitted in the front yard area as a special exception. Circular driveways shall be concrete, brick pavers, block or other hard surface material, other than asphalt, with the street front edge set back at least fifteen feet (15') from the property line; not be wider than twelve feet (12') in width, and shall not be used for overnight parking.

e. **Driveway Surface:** All driveways providing access to parking areas or lots shall be improved and maintained as hard surface.

Table 21A.44.020
Off-Street Parking Dimensions

PARKING ANGLE	STALL WIDTH	VEHICLE PROJEC- TION	AISLE WIDTH	WALL TO WALL MODULE WIDTH	INTERLOCK REDUCTION	OVERHANG ALLOWANCE
0	22'-0"	8'-3"	12'-8"	29'-2"	0'-0"	2'-0"
45	8'-3"	16'-10"	14'-11"	48'-7"	2'-3"	2'-0"
50	8'-3"	17'-5"	15'-6"	50'-4"	2'-0"	2'-0"
55	8'-3"	17'-11"	16'-2"	52'-0"	1'-10"	2'-1"
60	8'-3"	18'-3"	16'-10"	53'-4"	1'-7"	2'-2"
65	8'-3"	18'-6"	17'-9"	54'-9"	1'-4"	2'-3"
70	8'-3"	18'-7"	18'-7"	55'-9"	1'-1"	2'-4"
75	8'-3"	18'-6"	20'-1"	57'-1"	0'-10"	2'-5"
90	8'-3"	17'-6"	24'-10"	59'-10"	0'-0"	2'-6"
0	22'-0"	8'-6"	11'-11"	28'-11"	0'-0"	2'-0"
45	8'-6"	16'-10"	14'-2"	47'-10"	2'-3"	2'-0"
50	8'-6"	17'-5"	14'-9"	49'-7"	2'-0"	2'-0"
55	8'-6"	17'-11"	15'-5"	51'-3"	1'-10"	2'-1"
60	8'-6"	18'-3"	16'-1"	52'-7"	1'-7"	2'-2"
65	8'-6"	18'-6"	17'-0"	54'-0"	1'-4"	2'-3"
70	8'-6"	18'-7"	17'-10"	55'-0"	1'-1"	2'-4"
75	8'-6"	18'-6"	19'-4"	56'-4"	0'-10"	2'-5"
90	8'-6"	17'-6"	24'-1"	59'-1"	0'-0"	2'-6"
0	22'-0"	8'-9"	10'-8"	28'-2"	0'-0"	2'-0"
45	8'-9"	16'-10"	13'-5"	47'-1"	2'-3"	2'-0"
50	8'-9"	17'-5"	14'-0"	48'-10"	2'-0"	2'-0"
55	8'-9"	17'-11"	14'-8"	50'-6"	1'-10"	2'-1"
60	8'-9"	18'-3"	15'-4"	51'-10"	1'-7"	2'-2"
65	8'-9"	18'-6"	16'-3"	53'-3"	1'-4"	2'-3"
70	8'-9"	18'-7"	17'-1"	54'-3"	1'-1"	2'-4"
75	8'-9"	18'-6"	18'-7"	55'-7"	0'-10"	2'-5"
90	8'-9"	17'-6"	23'-4"	58'-4"	0'-0"	2'-6"
0	22'-0"	9'-0"	9'-5"	27'-5"	0'-0"	2'-0"
45	9'-0"	16'-10"	12'-6"	46'-4"	2'-3"	2'-0"
50	9'-0"	17'-5"	13'-3"	48'-1"	2'-0"	2'-0"
55	9'-0"	17'-11"	13'-11"	49'-9"	1'-10"	2'-1"
60	9'-0"	18'-3"	14'-7"	51'-1"	1'-7"	2'-2"
65	9'-0"	18'-6"	15'-6"	52'-6"	1'-4"	2'-3"
70	9'-0"	18'-7"	16'-4"	53'-6"	1'-1"	2'-4"
75	9'-0"	18'-6"	17'-10"	54'-10"	0'-10"	2'-5"
90	9'-0"	17'-6"	22'-7"	57'-7"	0'-0"	2'-6"



- G. Interpreting Calculation Of Fractional Parking Spaces:** When determination of the number of off-street parking spaces required by this Title results in a requirement of a fractional space, any fraction of less than one-half ($1/2$) may be disregarded, while a fraction of one-half ($1/2$) or more, shall be counted as one parking space.

Parking space requirements based on the number of employees or users shall be based on the maximum number of employees or users on the premises at any one time.

- H. Parking For Low Density Residential Districts:** The following restrictions shall apply to single-family detached, single-family attached and two-family dwellings in the FP, FR-1/43,560, FR-2/21,700, FR-3/12,000, R-1/12,000, R-1/7,000, R-1/5,000, SR-1, SR-3 and R-2 Districts:

1. Parking on driveways located between the front and corner side lot line and the building line shall not be allowed for satisfying the requirements of Section 21A.44.060 of this Chapter.

2. The provisions of parking spaces elsewhere on the lot shall conform to the other applicable requirements of this Chapter. Requirements for garages shall be as specified in Chapter 21A.40 of this Part.

3. No parkway shall be used for parking.

4. A maximum of four (4) outdoor parking spaces shall be permitted per lot. Recreational vehicle parking, where permitted, shall be included in this maximum.

5. Parking on an adjacent lot shall be permitted as an accessory use for conforming residential uses, when the accessory lot abuts the principal lot, within FR-1, FR-2, FR-3, R-1-5000, R-1-7000, R-1-12000, R-2, SR-1 and SR-3 Zones, subject to the property owner combining the two (2) properties into a single parcel. The term "conforming residential uses", for the purpose of this Section, does not include legal-conforming two-family and twin homes, nor nonconforming uses.

- I. Legalization Of Converted Garages And Associated Front Yard Parking In Residential Zoning Districts:** The intent of this Section is to facilitate the legalization of attached garages that have been converted to living space without building permits and without replacing parking in a legal location on the lot. Attached garages converted prior to April 12, 1995, including the associated front yard parking, may be legalized subject to obtaining a building permit for all building modifications associated with converting the garage to living space. The Building Services and Licensing Division shall inspect the

conversion for substantial life safety compliance. Additional requirements include the following:

1. The driveway leading to the converted garage shall not be removed without replacing the same number of parking stalls in a location that is authorized by this Title.
2. The driveway shall not be wider than the original garage unless a permit is issued to extend a driveway into the side or rear yard for additional parking. No other portion of the front yard may be used for parking.
3. Parking on the driveway in the front yard is restricted to passenger vehicles only.

J. Special Parking Provisions For The D-1, D-2 Or D-3 Districts:

1. **Intent:** The intent of this subsection is to establish short-term parking requirements within the Main Street retail core area and to limit required parking increases resulting from a change in use.
2. **Applicability:** The regulations of subsections J3 and J4 of this Section shall apply to parking structures or lots located within, or partially within, the Main Street retail core area, as defined in subsection 21A.30.020G2 of this Title. These regulations shall also apply to parking structures or lots established to serve uses located wholly or partially within the area defined in subsection 21A.30.020G2 of this Title. The regulations of this subsection shall apply to all uses in the downtown D-1, D-2 and D-3 Districts.
3. **Short-Term Parking Requirements:** That number of parking spaces required to serve retail goods or retail service establishments located within the Main Street retail core area shall be designated as short-term parking spaces (i.e., for less than one day). These spaces shall be at the retail level (not necessarily the ground level) of a parking structure, or the spaces closest to the retail use shall be designated for short-term parking.
4. **Change Of Use:** Any legally established use in the D-1, D-2 or D-3 District may be changed to any other legal use without providing any additional off-street parking, provided that the change of use does not require any expansion to the existing principal structure greater than one thousand (1,000) square feet.

K. Recreationa l Vehicle Parking: The parking of recreational vehicles shall conform to the standards set forth below:

1. Standards:

- a. Recreational vehicle parking spaces shall be in addition to, and not in lieu of, other required off-street parking spaces.
- b. Recreational vehicle parking is prohibited in the front yard.
- c. Recreational vehicle parking is permitted in any enclosed structure conforming to building code and zoning requirements for the zoning district in which it is located.
- d. Recreational vehicle parking in side or rear yards may be permitted subject to the following conditions:
 - i. Recreational vehicle parking permitted for each residence shall be limited to one motor home or travel trailer and a total of two (2) recreational vehicles of any type;
 - ii. Recreational vehicles may be parked in the rear yard only on an adequate hard-surfaced pad with access provided by either a hard-surfaced driveway, hard-surfaced drive strips or an access drive constructed of turf block materials with an irrigation system; and
 - iii. Recreational vehicle parking shall be allowed in side yards only if the rear yard cannot be reasonably accessed, and in a side yard other than the driveway side yard only if the driveway side yard cannot reasonably be used for such additional parking. The existence of a fence or other structure which is not part of a building, shall not constitute a lack of rear yard access. Topographical factors, the existence of mature trees or the existence of properly permitted and constructed structures precluding rear yard parking is sufficient to establish a lack of rear yard access.
 - iv. Side yard parking shall only be permitted subject to the following conditions:
 - (A) The parking area for the recreational vehicle must be a hard surface of either concrete, asphalt, or turf-block;
 - (B) The recreational vehicle parking space shall not interfere with access to other required parking for the structure;
 - (C) Access to the recreational vehicle parking from the existing driveway on the property shall have an access taper from the existing driveway and be hard surfaced;

(D) The access or transition area from the existing driveway to the recreational vehicle parking space shall not be used for any parking;

(E) The recreational vehicle parking space shall be screened from the front or street side at the setback line of the existing principal building with a six foot (6') high sightproof fence with a gate for access; and

(F) The recreational vehicle parking space shall be screened on the side yard with a six foot (6') high sightproof fence or equivalent vertical vegetation.

v. No parked recreational vehicle shall be used for storage of goods, materials or equipment other than those which are reasonably and customarily associated with the recreational vehicle.

vi. All recreational vehicles must be stored in a safe and secure manner. Any tie-downs, tarpaulins or ropes must be secured from flapping in windy conditions.

vii. Recreational vehicles shall not be occupied as a dwelling while parked on the property.

L. Off-Site Parking Facilities: Off-site parking facilities may, in districts where they are specifically allowed as permitted or conditional uses, be used to satisfy the requirements of this Title for off-street parking, subject to the following requirements:

1. The maximum distance between the proposed use and the closest point of the off-site parking facility shall not exceed five hundred feet (500'). However, in the D-1 District, such distance shall not exceed one thousand two hundred feet (1,200').

2. Off-site parking to support uses in the RMU, CN, CB, and RB zones or a legal non-conforming use in a residential zone need not comply with the maximum five hundred foot (500') distance limitation, provided the applicant can demonstrate that a viable plan to transport patrons or employees has been developed. Such plans include, but are not limited to, valet parking or a shuttle system. Off-site parking within residential zones to support uses in the aforementioned zones or a legal non-conforming use in a residential zone may only be applied to properties occupied by an existing non-residential use and are subject to the conditional use process. Parcels with residential uses may not be used for the purposes of off-site parking. The Zoning Administrator has the authority to make discretionary decisions concerning the provisions of Table 21A.44.060E – Schedule of Shared Parking, when actual data is presented which supports a change in the parking requirement.

The Zoning Administrator may require a traffic and/or parking impact study in such matters.

~~2.~~ 3. Off-site parking facilities shall be under the same ownership or leasehold interest as the lot occupied by the building or use to which the parking facilities are accessory. Private possession of off-street parking facilities may be either by deed or by long-term lease. The deed or lease shall require the owner and/or heirs, successors or assigns to maintain the required number of parking facilities for the duration of five (5) years minimum contractual relationship. The City shall be notified when the contract is terminated. If for any reason the lease is terminated during the five (5) year minimum contractual period, the leasee, shall either replace the parking being lost through the terminated lease, or obtain approval for alternative parking requirements, Section 21A.44.030 of this Chapter. Pursuant to obtaining a building permit or conditional use permit, documentation of the off-site parking facility shall be recorded against both the principal use property and the property to be used for off-site parking. (Ord. 35-99 §§ 66-70, 1999: Ord. 30-98 § 6, 1998: Ord. 88-95 § 1 (Exh. A), 1995: Ord. 26-95 § 2(22-2), 1995)

21A.44.030 Alternative Parking Requirements:

Alternative parking requirements may be allowed for certain uses to prevent land from being devoted unnecessarily to parking spaces when other parking solutions respond better to the parking needs of the property, the enjoyment of neighboring property rights and the general neighborhood compatibility. These alternative parking requirements are intended to allow a reduced number of required off-street parking stalls when: there is documentation that actual parking demand is less than the number required by Table 21A.44.060 of this Chapter; when special circumstances justify satisfying a portion of a parking requirement by means other than on-site parking; or when reduction in required parking spaces is otherwise approved.

A. **Types Of Alternative Parking Requirements:** In considering a request for alternative parking requirements pursuant to this Section the following actions may be taken:

1. Uses For Which An Alternative Parking Requirement May Be Allowed:

The Zoning Administrator may authorize an alternative parking requirement for any use meeting the criteria set forth in Section 21A.44.030(B)(4) of this Chapter. ~~for an intensified parking reuse, unique nonresidential uses, single room occupancy residential uses, or unique residential populations.~~

2. **Modification Of Parking Geometries:** The Zoning Administrator may authorize parking geometry configurations other than those normally required by City Code or policy if such parking geometries have been approved, and

the reasons therefore explained in writing, by the City Transportation Engineer.

3. Alternatives To On-Site Parking: The Zoning Administrator may consider the following alternatives to on-site parking:

- a. Leased parking;
- b. Shared parking;
- c. Off-site parking;
- d. An employer sponsored employee vanpool;
- e. An employer sponsored public transportation program. (Note: also see subsections 21A.44.020L and 21A.44.060E of this Chapter. These alternatives to on-site parking are not subject to the alternative parking requirements outlined in this Section.)

4. Areas Exempted: Intensified parking reuses within the downtown D-1 District shall not be required to provide any more parking stalls than that number currently used by the existing use.

B. Procedure: All requests for alternative parking requirements shall be processed in accordance with the provisions of Part V, Chapter 21A.52 of this Title.

1. Application: In addition to the materials required by Part V, Chapter 21A.52 of this Title, the applicant for an alternative parking requirement must also submit:

- a. A written statement specifying the alternative parking requirement requested and the rationale supporting the application;
- b. A professionally prepared parking study for alternative parking requirements requested for unique nonresidential uses and intensified parking reuse;
- c. A site plan of the entire alternative parking property drawn to scale at a minimum of one inch equals thirty feet (1" = 30') showing the proposed parking plan.

2. Notice And Hearing: As a special exception, all requests for alternative parking requirements shall require a public notice and a public hearing in conformance with the requirements of Part II, Chapter 21A.10 of this Title.

3. City Internal Review:

- a. The Zoning Administrator shall obtain comments regarding the application from all interested City departments or divisions.
- b. The City Transportation Engineer may, if it determines that the proposal may have an adverse material impact on traffic, require the applicant to submit a professionally prepared traffic impact study prior to the hearing on the application.
- c. The Zoning Administrator may require a professionally prepared parking study where deemed appropriate for applications for unique residential populations and single-room occupancy residential uses.

4. General Standards And Considerations For Alternative Parking Requirements: Requests for alternative parking requirements shall be granted in accordance with the standards and considerations for special exceptions in Section 21A.52.060 of this Title. In addition, an application for an alternative parking requirement shall be granted only if the following findings are determined:

- a. That the proposed parking plan will satisfy the anticipated parking demand for the use up to the maximum number specified in Table 21A.44.060 of this Chapter, Schedule of Minimum Off-Street Parking Requirements;
- b. That the proposed parking plan does not have a material adverse impact on adjacent or neighboring properties;
- c. That the proposed parking plan includes mitigation strategies for any potential impact on adjacent or neighboring properties; and
- d. That the proposed alternative parking requirement is consistent with applicable City master plans and is in the best interest of the City.

C. Limitation On Period Of Alternative Parking Requirement: Alternative parking requirements granted pursuant to this Chapter do not run with the land and are limited to the conditions under which approval is granted. Any material change in the design or use of any building or structure which increases the demand for parking or any material change in the alternative parking provisions from information provided in the original application shall invalidate and nullify any granted alternative parking requirement. Such material changes may be approved only by the City pursuant to the provisions of this Section. The authorization of alternative parking requirement shall survive the sale of the property, and the Zoning Administrator is authorized to certify such continuation, if the sale makes no material change in the design

or use of any building or structure which increases the demand for parking nor makes any material change in the alternative parking provisions from information provided in the original application. (Ord. 26-95 § 2(22-3), 1995)

21A.44.040 Transportation Demand Management:

Because the purposes and intent of this Title include the lessening of congestion on the streets and roads, as well as generally protecting the public health, safety and welfare, specific standards and regulations are outlined which are intended to reduce traffic congestion and environmental pollution associated with vehicular transportation. The standards and regulations established are intended to be components of an overall transportation demand management plan.

A. Bicycle Parking Requirements: Encouraging the use of bicycles is an important non-motorized transportation alternative and a component of a transportation demand management program.

1. Required Bicycle Parking Spaces: The minimum number of bicycle parking spaces provided for any use shall be five percent (5%) of the vehicular parking spaces required for such use.

2. Design Standards For Bicycle Parking Spaces: Bicycle parking spaces shall be:

- a. Located on the same lot as the principal use;
- b. Located to prevent damage to bicycles by cars;
- c. In a convenient, highly visible, active, well-lighted area;
- d. Located so as not to interfere with pedestrian movements;
- e. As near the principal entrance of the building as practical;
- f. Located to provide safe access from the spaces to the right of way or bicycle lane;
- g. Consistent with the surroundings in color and design and incorporated, whenever possible, into buildings or street furniture design;
- h. Designed to allow each bicycle to be supported by its frame;
- i. Designed to allow the frame and wheels of each bicycle to be secured against theft;
- j. Designed to avoid damage to the bicycles;

k. Anchored to resist rust or corrosion, or removal by vandalism;

l. Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles.

3. **Waiver Of Requirement:** If after at least one year from the time that the bicycle parking has been provided to satisfy the requirements of this Title, the property owner documents to the Zoning Administrator that cycling has been promoted within the company and that the bicycle parking provided is not being used in good weather, the Zoning Administrator shall waive all or part of the bicycle parking requirement.

B. **Carpool Parking Incentives:** The following regulations are intended to encourage the use of carpooling to increase vehicle occupancy and reduce traffic volumes and congestion:

1. **Applicability:** The regulations of this subsection shall apply to all nonresidential buildings or uses constructed after April 12, 1995, that employ one hundred (100) or more people. This shall include multi-use buildings and lots which collectively employ one hundred (100) or more people with buildings constructed after the adoption date of this Title, April 12, 1995.

2. **Reserved Parking Spaces:** Each use subject to the requirements of this subsection shall devote ten percent (10%) of the total number of employee parking spaces for vehicles participating in a carpool program. Carpool parking spaces shall be located to provide superior convenience. The number of employee parking spaces shall be based on one parking stall for each two (2) employees on the highest shift.

3. **Submission Of Carpool Parking Plan:** Each use subject to the requirements of this subsection shall submit a plan of the employee parking spaces reserved for carpooling to the development review team for review and approval. The plan shall:

a. Specify the total number of employee parking spaces provided;

b. Indicate the number and location of parking spaces reserved for carpooling; and

c. Include a copy of the carpool program which identifies the individuals participating in the carpool program.

4. **Delineation Of Carpool Parking Spaces:** Carpool parking spaces shall be marked by sign or marking on the pavement to identify that the use of the spaces is reserved for the carpool program.

5. Waiver Of Requirement: If after at least one year from the time that the parking stalls reserved for carpooling vehicles have been provided to satisfy the requirements of this Title, the property owner documents to the Zoning Administrator that carpooling has been promoted within the company and that the parking stalls reserved for carpooling vehicles are not being used, the Zoning Administrator may waive all or part of the carpooling parking requirement.

C. Special Minimum And Maximum Parking For Certain Districts: The regulations of this subsection are intended to reduce traffic volumes in certain zoning districts by reducing the minimum number of parking spaces required, and in some cases, limiting the maximum number of parking spaces permitted. The districts subject to these special controls are districts where alternative forms of transportation exist. The districts subject to these special controls shall be subject to the requirements of Section 21A.44.060 of this Chapter, only to the extent specifically established in this subsection.

1. D-1 District:

a. Minimum Parking Required Nonresidential Uses: The minimum number of parking spaces required for nonresidential uses shall be as follows:

- i. No parking is required for the first twenty five thousand (25,000) square feet of floor area.
- ii. One space shall be required per one thousand (1,000) square feet of gross floor area in excess of twenty five thousand (25,000) square feet.

b. Minimum Parking Required Residential Uses: One-half (1/2) parking space shall be required for each dwelling unit.

c. Parking Allowed Nonresidential Uses: The number of parking stalls provided for any nonresidential use, other than retail sales and service uses, shall not exceed the amount permitted in the following four (4) phase schedule:

- i. **Phase One:** No parking maximum is specified. Phase One commences at the adoption date of the Ordinance codified in this Chapter, April 12, 1995, and remains in effect for two (2) years.
- ii. **Phase Two:** Parking maximum ratio of four (4) parking stalls for each one thousand (1,000) square feet of gross floor area. Phase Two shall commence at the end of Phase One and shall remain in effect for two (2) years.

iii. **Phase Three:** Parking maximum ratio of three (3) parking stalls for each one thousand (1,000) square feet of gross floor area. Phase Three shall commence at the end of Phase Two and shall remain in effect for two (2) years.

iv. **Phase Four:** Parking maximum ratio of two and one-half (2 1/2) parking stalls for each one thousand (1,000) square feet of gross floor area. Phase Four shall commence at the end of Phase Three and shall remain in effect permanently from that time.

v. **Phasing Process:** The process of enacting Phases Two, Three and Four shall include a review and decision process that will involve receiving a recommendation from the City's contract manager of the Downtown Improvement District, a recommendation from the Planning Commission and a public hearing before the City Council, prior to a final City Council decision to enact the next phase. The decision to enact a subsequent phase shall include an analysis of alternative modes of transportation, air quality regulations, land use development, traffic congestion and specifically, the status of the proposed light rail transit system. A subsequent phase shall only be enacted with an affirmative vote by the City Council.

d. **Maximum Parking Allowed Retail Sale And Service Uses:** The maximum parking for retail sales and service uses shall not exceed four (4) parking stalls for each one thousand (1,000) square feet of gross floor area. Implementation of this maximum parking requirement shall commence two (2) years from the adoption date of the Ordinance codified in this Title, April 12, 1995, and shall remain in effect permanently from that time.

e. **Maximum Parking Allowed Residential Uses:** The maximum parking for residential uses shall not exceed two (2) parking stalls for each residential unit.

f. **Exemption From Maximum Parking:** Exemptions from the maximum parking requirements in this subsection C1 may be authorized as a conditional use pursuant to the procedures and standards of Part V, Chapter 21A.54 of this Title. Additionally, the applicant must demonstrate that additional parking is necessary to support a specific land use and that additional on-site parking is the most feasible means of supplying the parking demand.

2. R-MU District:

a. For single-family and two-family residential uses in the R-MU District, one parking stall shall be required for each unit. For multiple-family

residential uses in the R-MU District, one-half (1/2) parking space shall be provided for each dwelling unit.

b. Credit for on-street parking may be granted, as provided in subsection D of this Section.

3. CN And CB Districts:

a. For residential uses in the CN and CB Districts, not less than one parking space shall be provided for each dwelling unit.

b. Credit for on-street parking may be granted, as provided in subsection D of this Section.

4. G-MU, D-3, And D-4 Districts:

a. For residential uses in the G-MU, D-3 and D-4 Districts, not less than one parking space shall be provided for each dwelling unit.

b. For buildings that have ten (10) or more residential units with at least twenty percent (20%) of the units as either affordable, senior housing, or assisted living units shall be allowed to have a minimum of one-half (1/2) of a parking space provided for each dwelling unit.

5. G-MU And D-3 Districts:

a. For nonresidential uses in the G-MU and D-3 Districts, no off-street parking shall be required for the first five thousand (5,000) square feet of floor area. For all uses with more than five thousand (5,000) square feet, the parking requirement shall be one space per one thousand (1,000) square feet of gross floor area, including the initial five thousand (5,000) square feet.

6. D-4 District:

a. For nonresidential uses in the D-4 District, no off-street parking shall be required for the first twenty five thousand (25,000) square feet of floor area. For all uses with more than twenty five thousand (25,000) square feet, the parking requirement shall be one space per one thousand (1,000) square feet of gross floor area, which shall not include the initial twenty five thousand (25,000) square feet.

D. Credit For On-Street Parking: This subsection is intended to reduce the amount of unnecessary parking spaces and to encourage pedestrian activity as an alternative means of transportation. Credit for on-street parking shall be allowed only within the RB, R-MU, CN, CB, CSHBD, D-1, D-2 and D-3

Districts. Some or all of the off-street parking spaces required in Section 21A.44.060 of this Chapter may be met by the provision of on-street spaces. Such credit shall require the site plan review approval. Requests for on-street parking shall meet the following requirements:

1. All on-street parking facilities shall be designed in conformance with the standards established by the City Transportation Engineer;
2. Prior to approving any requests for on-street parking, the development review team shall determine that the proposed on-street parking will not materially adversely impact traffic movements and related public street functions; and
3. Credit for on-street parking shall be limited to the number of spaces provided along the street frontage adjacent to the use. (Ord. 35-99 §§ 71, 72, 1999: Ord. 83-98 § 8, 1998: Ord. 26-95 § 2(22-4), 1995)

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 principal building	Parking not permitted between front lot line and the front wall of the principal building	Parking permitted. In the FR districts parking not permitted within 6 feet of interior side lot line	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	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district

			attached lots	
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 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	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	Parking not permitted within 10 feet of the rear lot line

			single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots	when abutting a single- or two-family district

**Table 21A.44.050
PARKING
RESTRICTIONS
WITHIN YARDS
COMMERCIAL,
MANUFACTURING,
GATEWAY AND
DOWNTOWN
DISTRICTS**

**Parking
Restrictions Within
Yards**

Zoning Districts	Front Yard	Corner Side Yard	Interior Side Yard	Rear Yard
CN	Parking not permitted	Parking not permitted	Parking not permitted within 7 feet of the side lot line when abutting residential district	Parking not permitted within 7 feet of the rear lot line when abutting residential district
CB	No yard required. If yard is provided, parking not permitted within 15 feet of the front lot line	No yard required. If yard is provided, parking not permitted within 15 feet of the	Parking not permitted within 7 feet of the side lot line when abutting residential district	Parking not permitted within 7 feet of the rear lot line when abutting residential district

		corner side lot line		
CS	Parking not permitted within 15 feet of front lot line	Parking not permitted within 15 feet of corner side lot line	Parking not permitted within 15 feet of the side lot line when abutting residential district	Parking not permitted within 15 feet of the rear lot line when abutting residential district
CC	Parking not permitted within 15 feet of front lot line	Parking not permitted within 15 feet of front lot line	Parking not permitted within 7 feet of the side lot line when abutting residential district	Parking not permitted within 7 feet of the rear lot line when abutting residential district
CSHBD	Parking not permitted within 7 feet of front lot line	Parking not permitted within 7 feet of corner side lot line	No yard required. If yard is provided, parking not permitted within 7 feet of side lot line when abutting residential district	No yard required. If yard is provided, parking not permitted within 7 feet of rear lot line when abutting residential district
CG	Parking not permitted within 10 feet of front lot line	Parking not permitted within 10 feet of side lot line	Parking not permitted within 15 feet of the side lot line when abutting residential district	Parking not permitted within 15 feet of the rear lot line when abutting residential district
M-1	Parking not	Parking	Parking not	Parking not

	permitted	not permitted	permitted within 15 feet of the side lot line when abutting residential district	permitted within 15 feet of the rear lot line when abutting residential district
M-2	Parking not permitted within 15 feet of front lot line	Parking not permitted within 15 feet of corner side lot line	Parking not permitted within 50 feet of the side lot line when abutting residential district	Parking not permitted within 50 feet of the rear lot line when abutting residential district
D-1	In block corner areas and Main Street core, structure and surface parking permitted only behind a principal building; in mid-block areas, surface parking permitted only behind a principal building and parking structures must have retail goods/service establishments, offices or restaurants on ground floor along the street; no restrictions on underground parking	Parking permitted	Parking permitted	
D-2	Parking permitted	Parking permitted	Parking permitted	Parking permitted
D-31	Parking not	Parking	Parking	Parking

	permitted within 15 feet of front lot line	not permitted within 15 feet of corner side lot line	permitted	permitted
D-4	In block corner areas, structure and surface parking permitted only behind a principal building; in midblock areas, surface parking permitted only behind a principal building and parking structures must have retail goods/service establishments, offices or restaurants on ground floor along the street; no restrictions on underground parking	Parking permitted	Parking permitted	
G-MU	In block corner areas, structure and surface parking permitted only behind a principal building; in midblock areas, surface parking permitted only behind a principal building and parking structures must have retail goods/service establishments, offices or	Parking permitted	Parking permitted	

	restaurants on ground floor along the street; no restrictions on underground parking			
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**Table
21A.44.050
PARKING
RESTRICTIONS
WITHIN YARDS
SPECIAL
PURPOSE
DISTRICTS**

**Parking
Restrictions
Within Yards**

Zoning Districts	Front Yard	Corner Side Yard	Interior Side Yard	Rear Yard
RP	Parking not permitted	Parking not permitted	Parking not permitted within 30 feet of the side lot line when abutting residential district. Parking not permitted within 8 feet of any side lot line	Parking not permitted within 30 feet of the rear lot line when abutting residential district. Parking not permitted within 8 feet of any rear lot line
BP	Parking not permitted	Parking not permitted	Parking not permitted within 30 feet of the side lot line when abutting residential district. Parking not permitted within 8 feet of any side lot line	Parking not permitted within 30 feet of the rear lot line when abutting residential district. Parking not permitted within 8 feet of any rear lot line
FP	Parking not permitted	Parking not permitted	Parking not permitted within 6 feet of side lot line	Parking permitted

AG	Parking not permitted	Parking not permitted	Parking permitted	Parking permitted
AG-2	Parking not permitted	Parking not permitted	Parking permitted	Parking permitted
AG-5	Parking not permitted	Parking not permitted	Parking permitted	Parking permitted
AG-20	Parking not permitted	Parking not permitted	Parking permitted	Parking permitted
A	Parking permitted	Parking permitted	Parking permitted	Parking permitted
PL	Parking not permitted	Parking not permitted	Parking permitted. Parking not permitted within 10 feet if it abuts a residential district	Parking permitted. Parking not permitted within 10 feet if it abuts a residential district
PL-2	Parking not permitted	Parking not permitted	Parking permitted. Parking not permitted within 10 feet if it abuts a residential district	Parking permitted. Parking not permitted within 10 feet if it abuts a residential district
I	Parking not permitted	Parking not permitted	Parking not permitted within 15 feet of the side lot line when abutting residential district	Parking not permitted within 15 feet of the rear lot line when abutting residential district
UI2	Parking not permitted within 15 feet of the	Parking not permitted within 15 feet of a corner side	Parking permitted. Parking not permitted within 15 feet of lot	Parking not permitted within 10 feet of the rear lot line. Parking not

	front lot line	lot line	line when abutting single- and two-family districts	permitted within 15 feet of lot line when abutting single- and two-family districts
OS	Parking not permitted	Parking not permitted	Parking not permitted within 10 feet of the side lot line	Parking not permitted within 10 feet of the rear lot line
MH	Parking not permitted	Parking not permitted	Parking not permitted within 20 feet of the side lot line	Parking not permitted within 20 feet of the rear lot line
EI	Parking not permitted within 10 feet of the front lot line	Parking not permitted within 30 feet of the corner side lot line	Parking not permitted within 30 feet of the side lot line	Parking not permitted within 20 feet of the rear lot line
MU	Parking not permitted	Parking not permitted between front lot line and building line	Parking not permitted within one of the side yards of interior lots	Parking permitted

1. Minimum open space of 20 percent lot area may impact parking location.
2. Hospitals in the UI Zone: Parking is not permitted within 30 feet of a front and corner side yard, or within 10 feet of an interior side and rear yard.

(Ord. 73-02 § 12 (Exh.E), 2002: Ord. 14-00 § 11, 2000: Ord. 35-99 §§ 73, 74, 1999: Ord. 83-98 § 9 (Exh. E), 1998: Ord. 12-98 § 6, 1998: Ord. 88-95 § 1 (Exh. A), 1995: Ord. 26-95 § 2(22-5), 1995)

21A.44.060 Number Of Off-Street Parking Spaces Required:

- A. **Parking Requirement:** The number of off-street parking spaces provided shall be in accordance with Table 21A.44.060F of this Section, Schedule of Minimum Off-Street Parking Requirements, except that properties located in the D-1 Downtown District shall also meet the specific parking requirements

for the D-1 Downtown District provided in subsection 21A.44.040C of this Chapter.

B. Determination Of Required Number Of Parking Spaces For Uses Not Specified Herein: In the event this Title does not specify the number of parking spaces for a specific use, the Zoning Administrator shall determine the number of spaces required. In making this determination, the Zoning Administrator shall consider the following criteria:

1. The number of parking spaces required for a use listed in Table 21A.44.060F of this Section that is the most similar to the proposed use in terms of the parked vehicles that are anticipated to be generated;
2. The square footage to be occupied by the proposed use; and
3. The number of employees and patrons that are anticipated for the proposed use.

C. Exemption For Calculation Of Required Parking Spaces: Nonresidential uses in buildings less than one thousand (1,000) square feet and located on a lot in the commercial districts or the downtown districts (D-2 and D-3 only) shall be exempt from the requirement of providing off-street parking. The exemption shall be applied to the least generating use on the lot. Only one exemption shall be allowed per lot.

D. Exception To Parking Requirements: The Zoning Administrator may approve an alternative parking requirement as outlined in Section 21A.44.030 of this Chapter.

E. Shared Parking: Where multiple uses ~~on one lot~~ share the same off-street parking facilities, reduced total demand for parking spaces may result due to differences in parking demand for each use during the course of the day. The following schedule of shared parking is provided indicating how shared parking for certain uses can be used to reduce the total parking required for shared parking facilities:

Table 21A.44.060E						
Schedule of Shared Parking						
General Land Use Classification	Weekdays			Weekends		
	Midnight – 7:00 A.M.	7:00 A.M. – 6:00 P.M.	6:00 P.M. - Midnight	Midnight – 7:00 A.M.	7:00 A.M. – 6:00 P.M.	6:00 P.M. - Midnight
Office and industrial	5%	100%	5%	0%	5%	0%
Retail	0%	100%	80%	0%	100%	60%

Restaurant	50%	70%	100%	70%	45%	100%
Hotel	100%	65%	100%	100%	65%	100%
Residential	100%	50%	80%	100%	75%	75%
Theater/entertainment	5%	20%	100%	5%	50%	100%
Place of worship	0%	30%	50%	0%	100%	75%
<u>Community Centers</u>	<u>0%</u>	<u>30%</u>	<u>75%</u>	<u>0%</u>	<u>100%</u>	<u>80%</u>
<u>Schools: Elementary & Secondary</u>	<u>5%</u>	<u>100%</u>	<u>75%</u>	<u>0%</u>	<u>25%</u>	<u>10%</u>
<u>College & University</u>	<u>15%</u>	<u>100%</u>	<u>85%</u>	<u>5%</u>	<u>50%</u>	<u>75%</u>

1. Determining The Total Requirements For Shared Parking Facilities: For each applicable general land use category, calculate the number of spaces required for a use if it were the only use (refer to the schedule of minimum off-street parking requirements). Use those figures for each land use to calculate the number of spaces required for each time period for each use (6 time periods per use). For each time period, add the number of spaces required for all applicable land uses to obtain a grand total for each of the six (6) time periods. Select the time period with the highest total parking requirement and use that total as the shared parking requirement.

F. Use Of Excess Parking And Ride Lots: In zoning districts where Park and Ride Lots are allowed as either a permitted or conditional use, parking in excess of the minimum required may be used for Park and Ride Lot use. Park and Ride Lots may occupy surplus parking as determined in Table 21A.44.060E of this Section, Schedule of Shared Parking.

Table 21A.44.060F SCHEDULE OF MINIMUM OFF STREET PARKING REQUIREMENTS	
Each principal building or use shall have the following minimum number of parking spaces:	
Residential	
Bed and breakfast establishment	1 parking space per room
Congregate care facility	1 parking space for each living unit containing 2 or more bedrooms 3/4 parking space for each 1 bedroom living

	unit
Fraternity, sorority or dormitory	1 parking space for each 2 residents, plus 1 parking space for each 3 full-time employees. Note: The specific college or university may impose additional parking requirements
Group home	1 parking space per home and 1 parking space for every 2 support staff present during the most busy shift
Hotel or motel	1 parking space for each 2 separate rooms, plus 1 space for each dwelling unit
Multiple-family dwellings	(1) 2 parking spaces for each dwelling unit containing 2 or more bedrooms (2) 1 parking space for 1 bedroom and efficiency dwelling (3) 1/2 parking space for single room occupancy dwellings (600 square foot maximum) (4) 1/2 parking space for each dwelling unit in the R-MU, D-1, D-2 and D-3 Zones
Rooming house	1 parking space for each 2 persons for whom rooming accommodations are provided
Single-family attached dwellings (row and townhouse) and single-family detached dwellings	1 parking space for each dwelling unit in the SR-3 Zone 1 parking space for each dwelling in the D-1, D-2 and D-3 Zones 2 parking spaces for each dwelling unit in all other zones where residential uses are allowed 4 outdoor parking spaces maximum for single-family detached dwellings
Transitional treatment home/halfway house	1 parking space for each 4 residents and 1 parking space for every 2 support staff present during the most busy shift
Two-family dwellings and twin home dwellings	2 parking spaces for each dwelling unit
Institutional	
Assisted living facility	1 parking space for each 4 employees,

	plus 1 parking space for each 6 infirmary or nursing home beds, plus 1 parking space for each 4 rooming units, plus 1 parking space for each 3 dwelling units
Auditorium; accessory to a church, school, university or other institution	1 space for each 5 seats in the main auditorium or assembly hall
Daycare, child and adult	2 spaces per 1,000 square feet of gross floor area
Funeral services	1 space per 4 seats in parlor plus 1 space per 2 employees plus 1 space per vehicle used in connection with the business
Hospital	1.80 parking spaces per hospital bed
Places of worship	1 parking space for each 5 seats in the main auditorium or assembly hall
Sanitarium, nursing care facility	1 parking space for each 6 beds for which accommodations are offered, plus 1 parking space for each 4 employees other than doctors, plus 1 parking space for each 3 dwelling units
Schools	
K-8th grades	1 parking space for each 3 faculty members and other full-time employees
Senior high school	1 parking space for each 3 faculty members, plus 1 parking space for each 3 full time employees, plus 1 parking space for each 10 students
College/university, general	1 parking space for each 3 faculty members, plus 1 parking space for each 3 full time employees, plus 1 parking space for each 10 students
Vocational/trade school	1 space per 1 employee plus 1 space for each 3 students based on the maximum number of students attending classes on the premises at any time
Homeless shelters	1 parking space for each employee
Recreation, Cultural, Entertainment	
Art gallery/museum/house museum	1 space per 1,000 square feet gross

	floor area
Bowling alley	2 spaces per lane
Club/lodge	6 spaces per 1,000 square feet of gross floor area
Dance/music studio	1 space for every 1 employee
Gym/health club/recreation facilities	3 spaces per 1,000 square feet of gross floor area
Library	1 space per 1,000 square feet of gross floor area
Sports arena/stadium	1 space per 10 seats
Swimming pool, skating rink or natatorium	1 space per 5 seats and 3 spaces per 1,000 square feet of gross floor area
Tennis court	2 spaces per court
Theater, movie and live	1 space per 4 seats
Commercial/Manufacturing	
Bus facility, intermodal transit passenger hub	1 space per 2 employees plus 1 space per bus
Durable goods, furniture, appliances, etc.	1 space per 500 square feet gross floor area
General manufacturing	1 space per 3 employees plus 1 space per company vehicle
Radio/TV station	3 spaces per 1,000 square feet
Warehouse	2 spaces per 1,000 square feet of gross floor area for the first 10,000 square feet plus 1/2 space per 2,000 square feet for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates.
Wholesale distribution	1 space per 1,000 square feet of gross floor area for the first 10,000 square feet, plus 1/2 per 2,000 square feet floor area for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates.
Retail Goods And Services	
Auto repair	1 space per service bay plus 3 stalls per

	1,000 square feet for office and retail areas
Car wash	3 stacked spaces per bay or stall, plus 5 stacking spaces for automated facility
Drive through facility	5 stacking spaces on site per cashier, teller or similar employee transacting business directly with drive through customers at any given time in addition to the parking required for that specific land use
Outdoor display of live plant materials	1 parking space per 1,000 square feet of display area
Outdoor display of merchandise for sale, other than live plant materials	2 parking spaces per 1,000 square feet of display area
Restaurants (large), taverns and private clubs	6 spaces per 1,000 square feet gross floor area
Restaurants (small)	3 spaces per 1,000 square feet gross floor area
Retail goods establishment	3 spaces per 1,000 square feet gross floor area
Retail service establishment	2 3 spaces per 1,000 square feet gross floor area
Retail shopping center over 55,000 square feet GFA	2 spaces per 1,000 square feet gross floor area
Office And Related Uses	
Financial establishments	2 spaces per 1,000 square feet
General office	3 spaces per 1,000 square feet gross floor area for the main floor plus 1 1/4 spaces per 1,000 square feet gross floor area for each additional level, including the basement
Laboratory	2 spaces per 1,000 square feet of gross floor area for the first 10,000 square feet plus 1/2 space per 2,000 square feet for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates.
Medical/dental offices	5 spaces per 1,000 square feet gross floor area

Miscellaneous	
Kennels (public) or public stables	1 space per 2 employees
All other uses	3 spaces per 1,000 square feet

(Ord. 13-04 § 20 (Exh. I), 2004: Ord. 6-03 § 2 (Exh. B), 2003: Ord. 5-02 § 3, 2002: Ord. 14-00 § 12, 2000: Ord. 35-99 § 75, 1999: Ord. 88-95 § 1 (Exh. A), 1995: Ord. 26-95 § 2(22-6), 1995)

21A.44.070 General Off Street Loading Requirements:

- A. **Location:** All required loading berths and maneuvering areas shall be located on the same lot as the use served. All motor vehicle loading berths which abut a residential district or an intervening alley, separating a residential district from a business, commercial or industrial district, shall be screened according to the standards contained in chapter 21A.48 of this part.

No permitted or required loading berth shall be located within thirty feet (30') of the nearest point of intersection of any two (2) streets. No loading berth shall be located in a required front yard.

- B. **Access:** Each required off street loading berth shall be designed with appropriate means of vehicular access to a street or alley in a manner which will eliminate or minimize conflicts with traffic movement, and shall be subject to approval by the development review team and the city transportation engineer. Maneuvering and backing space to the loading dock shall be accommodated on-site when possible.
- C. **Utilization Of Off Street Loading Areas:** Space allocated to any off-street loading use shall not be used to satisfy the space requirements for any off street parking.
- D. **Size:** Unless otherwise specified, a required off street loading berth shall be at least ten feet (10') in width by at least thirty five feet (35') in length for short berths, and twelve feet (12') in width by at least fifty feet (50') in length for long berths exclusive of aisle and maneuvering space. Maneuvering aprons of appropriate width and orientation shall be provided and will be subject to approval by the development review team and the city transportation engineer.
- E. **Vertical Clearance:** All loading areas shall have a vertical clearance of at least fourteen feet (14').

F. Design And Maintenance:

1. **Design Of Loading Areas:** All loading areas shall be oriented away from adjacent residential or other incompatible uses.
2. **Plan:** The design of loading areas shall be subject to the approval of the development review team and the city transportation engineer.
3. **Landscaping And Screening:** Landscaping and screening shall be provided in accordance with the requirements of chapter 21A.48 of this part.
4. **Lighting:** Any lighting used to illuminate loading areas shall be down-lit away from residential properties and public streets in such a way as not to create a nuisance.
5. **Cleaning And Maintenance:** Except in the industrial (M-1 and M-2), general commercial (CG) and downtown (D) districts, no cleaning or maintenance of loading areas utilizing motorized equipment may be performed between ten o'clock (10:00) P.M. and seven o'clock (7:00) A.M. each day, except for snow removal.
6. **Signs:** Accessory signs shall be permitted on loading areas in accordance with the provisions specified in chapter 21A.46 of this part.
7. **Loading Area Surface:** Loading area surfaces shall be hard surfaced and drained to dispose of all surface water and to provide effective drainage without allowing the water to cross the sidewalk or driveway. (Ord. 88-95 § 1 (Exh. A), 1995; Ord. 26-95 § 2(22-7), 1995)

21A.44.080 Specific Off Street Loading Requirements:

Off street loading facilities for new developments shall be provided at the rate specified for a particular use in table 21A.44.080 of this section. The zoning administrator may waive any off street loading requirement with a recommendation of the development review team.

Table 21A.44.080
Schedule Of Off Street Loading Requirements

Gross Floor Area <u>Use</u>	Number2 Of Berths And (Square Feet)1	Size3
Hotels, institutions and institutional living	50,000 100,000 each additional 100,000	1 short 1 short

Multi-family each additional 200,000	100,000 200,000 1 short	1 short
Retail/ commercial each additional 100,000	25,000 40,000 40,000 100,000 1 long	1 short 1 long
Office uses each additional 100,000 up to 500,000 each additional 500,000	50,000 100,000 1 short 1 short	1 short
Industrial uses 10,001 40,000 40,001 100,000 each additional 100,000	5,000 10,000 1 long 2 long 1 long	1 short
1. Gross floor area refers to buildings or structures on premises.		
2.	Loading dock requirement is cumulative.	
3.	Berth (loading dock) dimensions:	
Short	Long	
10 ft. wide x 35 ft. deep	12 ft. wide x 50 ft. deep	

(Ord. 26-95 § 2(22-8), 1995)

Attachment 7 –
Additional Comments Received January 2006

Traughber, Lex

From: Walsh, Barry
Sent: Thursday, January 05, 2006 4:33 PM
To: Traughber, Lex
Cc: Young, Kevin
Subject: Pet 400-02-22
Categories: Program/Policy

January 5, 2006

Lex Traughber, Planning

Re: Petition 400-02-22 - Proposal to amend the Zoning Ordinance relating to small commercial areas zoned CN (Neighborhood Commercial), CB (Community Business) and CS (Community Shopping), specifically the definition of restaurants, retail goods establishment, retail service establishment, and the associated parking requirements for such uses. Additionally, the proposal includes a re-evaluation and expansion of alternative parking solutions.

The Division of Transportation review comments and recommendations are as follows:

We appreciate your attention to our last review letter dated December 19, 2002 and your evaluations of the various issues to establish the compromise of (3) parking spaces per one thousand (1,000) square feet for retail and small restaurants. We are still unsure of the 40 seat designations and its relationship to square feet, but as you note we can adjust that designations if problems arise. We see no real issue with the proposal to eliminate the date status issue with non-compliance creation.

We agree with the expansion proposal of the alternative parking to include any entity meeting the criteria review and evaluations process, being eligible.

Sincerely,

Barry Walsh

Cc Kevin Young, P.E.
File

Traughber, Lex

From: jim ack [jja-1@comcast.net]
Sent: Sunday, January 08, 2006 10:05 PM
To: Traughber, Lex
Cc: Local First Board; Info@vestpocket.org; Ellen Reddick
Subject: CS, CN, CB Parking Requirements

Hi Lex,

I don't think we've met. My name is Jim Ack. My wife and I own the University Pet Clinic on 900 South. Hope to meet in person some day....

As a charter board member of the Vest Pocket Business Coalition, I was very active with respect to planning and zoning issues in the late 1990s and early 2000s. I sat on a couple of planning department committees, including a proposed rezoning of certain CB zones (which didn't happen) and a revision of the Central City Master Plan (which, of course, did). So I've had more than passing exposure to this issue.

I'm unable to make the open house on Monday, but would like the opportunity to share a few thoughts. Hope that's OK.

It's always struck me that there hasn't seemed to be a highly coherent link between a type of use and its parking requirement. I haven't gone back and revisited it, but ones which seem to come back from memory are those addressed by the coming open house, as well as movie theatres and health clubs. On the one hand, it would seem to make sense that parking requirement be based, at least in part, on the average length of time a patron stays at an establishment, e.g. longer for restaurants, theatres & health clubs; shorter for retail goods and services. That said, however, I'm a firm believer that the City's requirements for non-CBD commercial parking, in general, seem weighted toward an abundance of on-site parking. This seems to have the potential to be burdensome. And more relaxed on-site requirements might be more practical and favorable toward economic (re)development. I recognize that this view, and it's rationale which follows, may be somewhat controversial. But, I'd respectfully suggest they have merit, nonetheless.

There seems to have been a prevailing perspective that on-street parking in front of residences belongs to the resident, as opposed to the public. This is coupled with fairly ample on-site parking requirement for residences. There seems also to have been a tendency for the City to try to establish and maintain on-site commercial parking requirements which will prevent "spill-over" of substantial commercial parking into residential areas. I'd respectfully propose that this should be reconsidered. Because first, the on-site commercial requirements are often an entrepreneurial disincentive, inasmuch as they can lead to a business decision not to locate in an area where on-site parking may be insufficient to support a city requirement and/or a business plan. As long as there continues to be an ample on-site parking requirement for residences, it seems as though the City may be missing an economic development opportunity on this front. I know there is an argument that residents in proximity to commercial zones should not have to contend with vehicle parking from commercial sources. I'd propose that folks who rent, own, or purchase residential property in proximity to commercial zones (even CN), likely have done so at least in part, due to the benefits of being close to these business centers: Easy access to goods, services, restaurants and public transportation, and (typically) stable or increasing property values. The trade-off, which doesn't seem unreasonable, is the recognition that they are in an urban, rather than

suburban environment, where vehicles are pretty much a fact of life. I know there is also an argument that these business centers, especially CN, should only have permitted uses which serve the "Immediate" neighborhood. The problem, I would again respectfully suggest, is that there is scarcely a business in these zones in OUR city which could begin to survive on bike or pedestrian traffic alone. IF (big IF), public transportation were considerably farther along in Salt Lake, and IF our blocks weren't so large as to discourage more pedestrian activity, then limiting uses in these areas to businesses which had minimal regional draw might be viable. But, from a business standpoint, limiting a business to being able to draw from only a walkable radius creates a fairly tenuous business plan and is unlikely to encourage local small business owners to step up and take a chance.

The second rationale is that the City, (commendably) seems to be moving more toward a paradigm of higher density residential occupancy in urban areas. I can't help but wonder if a review of other cities' vital, successful, beloved, urban business districts (outside their CBDs) would reveal comparable on-site commercial parking requirements to our's. Or, if as empirically seems to be the case, that these cities have less intensive on-site parking requirements and the folks who live nearby accept the dynamic created by less ample on-site parking as a "Normal" part of living near a vital business district. This would seem like a worthwhile exercise, if it has not already been done. Perhaps an allowance for off-site parking, as is being considered, is a reasonable solution. I wonder, though how many locations have the potential for easily accessible off-site parking.

Thanks for the opportunity to weigh in. I'd be pleased to discuss further, if desired.

Best regards,

Jim Ack
574-3975

5. PLANNING COMMISSION

C. Agendas & Minutes

March 12, 2003

February 8, 2006

**AMENDED AGENDA FOR THE
SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building at 451 South State Street
Wednesday, March 12, 2003, at 5:45 p.m.**

The Planning Commission will be having dinner at 5:15 p.m., in Room 126. During the dinner, Staff may share planning information with the Planning Commission. This portion of the meeting will be open to the public.

- 1. APPROVAL OF MINUTES** from Wednesday, February 26, 2003
- 2. REPORT OF THE DIRECTOR**
 - a. Updates of Appeals to the Land Use Appeals Board
- 3. CONSENT AGENDA** – Salt Lake City Property Conveyance Matters: (See attached list)
- 4. UNFINISHED BUSINESS**
 - a. Continuation from the Planning Commission meeting held on February 26, 2003, of The Highland Dental Plaza Subdivision and condominium amendment. The property is located at 1955 & 1977 South 1300 East, in a Residential/Office "R-O" zoning district. (Staff – Jackie Gasparik at 535-6354 or Greg Mikolash at 535-7932)
- 5. PUBLIC HEARINGS**
 - b. **PUBLIC HEARING at 6:00 p.m.** – Petition No. 410-627, by Nexus Architectural Inc., requesting conditional use approval for additional building height for the proposed University of Utah Orthopedic Institute structure, located at 590 South Wakara Way in the "RP" zoning district at the University of Utah Research Park. (Staff – Greg Mikolash at 535-7932)
 - c. **PUBLIC HEARING at 6:20 p.m.** – Petition No. 410-625, by Press Realty Advisors, in behalf of Signature Doors Inc., requesting conditional use approval for a light manufacturing use (Custom wood door manufacturing, warehousing and sales) in a portion of the existing building located at 1490 North 2200 West, which is in a Business Park BP zoning district. (Staff – Jackie Gasparik at 535-6354)
 - d. **PUBLIC HEARING at 6:40 p.m.** – Petition No. 400-02-22, is a request by the City Council to reevaluate the zoning ordinance relating to restaurant use definition and options for shared and off-site parking for the CN, CB and CS zones. Staff is recommending changes that will 1) amend the definition for restaurants and 2) allow greater flexibility for shared and off-site parking. (Staff – Melissa Anderson at 535-6184)
- 6. LONG RANGE PLANNING ISSUES**
 - a. Petition No. 400-02-39, Briefing on the Westminster Small Area Master Plan, presented by the consultant team of Landmark Design and Interplan. (Staff – Melissa Anderson at 535-6184)

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.

**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.**

Salt Lake City Planning Commission
Wednesday, March 12, 2003

Salt Lake City Property Conveyance Matters Attachment:

- a. Timar Holdings L.L.C. and Salt Lake City Corp. (Public Utilities) – Requesting to vacate a public utility easement necessary to record the Montgomery Villa Subdivision located at approximately 1660 W. 300 S. in Salt Lake City in a Residential R-1/5000 zoning district.
- b. Herman and Virginia Aragon and Salt Lake City Public Utilities--Salt Lake City Property Management Division, in behalf of Salt Lake City Public Utilities Department, is attempting to purchase a water line easement across a small corner of the residential property identified as sidwell property parcel # 15-14-129-002, owned by the Aragons, located at 1095 West California Ave., containing 20 square feet, for an existing water line. The owners of the property have agreed to sell the easement to the City.
- c. Mountain Enterprises LLC and Salt Lake City Public Utilities--Salt Lake City Public Utilities Department will receive a new easement for an open channel drainage ditch to be constructed across Mountain's property, located at approximately 750 North and 5400 West, in the area north of the Salt Lake International Center Industrial Park, to facilitate new industrial development in the Industrial M-1 zoning district. The new drainage channel will connect to the existing Little Goggin Drain.
- d. Touch America, Inc. and Salt Lake City Public Utilities--Salt Lake Public Utilities is requesting approval of a change to an existing Utility Permit issued to Broadwing, Inc. in 2000, which allowed 6 telecommunications buried conduits installed under a drainage ditch owned by SLC Public Utilities and located at 3670 West 500 South in the Industrial M-1 zoning district. Broadwing has sold four of the six existing conduits to Touch America.
- e. Comcast of California/Massachusetts/Michigan/Utah, Inc. and Salt Lake City Public Utilities--Salt Lake City Public Utilities is requesting approval to grant Comcast a Utility Permit to cross a portion of the Jordan and Salt Lake Canal right of way to install four telecommunications conduits (buried) at approximately 10000 South State Street, in Sandy City. (Staff – Doug Wheelwright at 535-6178)

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.

**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.**

Petition No. 400-02-22, is a request by the City Council to reevaluate the zoning ordinance relating to restaurant use definition and options for shared and off-site parking for the CN, CB and CS zones. Staff is recommending changes that will 1) amend the definition for restaurants and 2) allow greater flexibility for shared and off-site parking.

Ms. Seelig left the meeting at this point.

Planner Melissa Anderson reviewed the petition as written in the staff report. The amendment addressed the definition of how restaurants are defined. The current definition has a caveat that if over 60 percent of sales are for take-out purposes, the parking ratio is based on retail service, or half of what would otherwise be required. Instead of 6 stalls/1,000 square feet, they would only have to provide for 3 stalls/1,000 square feet.

This definition has been problematic and difficult to enforce. Staff has worked to amend the definition and create a definition for both small and large restaurants, as well as creating more opportunities for shared and off-site parking. The proposed changes amend a variety of sections of the ordinance and which are summarized in the staff report. In general, large restaurants would be required to have 6 stalls/1,000 square feet, and small restaurants (defined as 25 seats or less and no more than 40 seats total, including indoor and outdoor seating) would be required to have 3 stalls/1,000 square feet. There is an acknowledgement that this intends to support small businesses.

The amendment is also intended to facilitate the reuse of buildings so that a retail service establishment, such as a salon, and another tenant wanted to buy or lease the space they would have the same number of parking stalls required. At present, with the difference between the retail service and retail sales, there is difficulty in terms of reusing the buildings.

The amendment also includes greater flexibility for shared and off-site parking, and Staff has included a new provision in the CN zone for a conditional use for off-site parking. In the CB and CS zones, off-site parking is newly provided to support streamlining. Staff is also proposing to amend the off-site parking in the CSHBD zone from a conditional use to a permitted use. There is also a new provision for off-site parking to support uses in low impact commercial zones (RMU, CN, CB, & RB) in residential zones. This is provided as a conditional use option and may only be applied to properties with and existing non-residential use. This is not allowed to be applied for residentially used properties in the residential zone. There have been instances where the City wanted to look creatively at mitigating any overflow parking and the ordinance did not allow it. The amendment would allow the City to implement more creatively opportunities for addressing overflow parking.

Two new land use categories have also been provided in the shared parking table for community centers and schools.

Ms. Anderson noted for the record that a letter had been received from Vest Pocket Business, which had been distributed to the Commission.

Council Staff had brought up issues as well. Mr. Daniels asked if Ms. Anderson was referring to the Salt Lake City Council Staff. She said yes, that this amendment was initiated by the City Council, who have been tracking the petition and are interested in the result. One of the issues concerning the Council Staff was a provision in the ordinance to allow for parking lots in a residential zone. There is a concern that this would encourage people to use or demolish residentially used land for the parking lots. Ms. Anderson said Staff is proposing the off-site parking in residentially zoned land, however it can only be applied to properties in non-residential use. Property in residential use is not permitted to be turned over for a parking lot.

Another issue from the Council Staff was why there are two parking ratio standards – one for small restaurants at 3 stalls/1,000 square feet and one for large restaurants at 6 stalls/1,000 square feet. The proposed ordinance is acknowledging and giving support to small businesses because those that could fit into the small restaurant category are very limited. The intent is to recognize existing conditions and provide opportunities in a limited capacity so that tenants can reuse the buildings for a variety of uses. Large restaurants have a large impact, so the 6 stalls/1,000 square feet would apply.

Mr. Jonas clarified that in the previous ordinance there was only one definition for a restaurant. He asked if it did not meet the 60 percent of gross volume was it considered a retail service establishment. Ms. Anderson said it was essentially a restaurant, but if the restaurant could prove 60 percent sales was for take out, they would be considered as a retail sales establishment and would only have to provide 3 stalls/1,000 square feet.

Mr. Jonas asked what a retail service establishment would be if it only required 2 stalls/1,000 square feet. Ms. Anderson gave a beauty salon or dry cleaning business as examples.

Ms. Arnold questioned some of the examples listed in the staff report used to distinguish between a large and small restaurant. She felt the numbers listed under Mazzas and Starbucks restaurants were inflated. Ms. Anderson felt these restaurants were good examples of what constituted small restaurants, and the ordinance changes are intended to support them.

Ms. Anderson clarified another point brought up by the Council Staff. It was asked if the small restaurants definition was to apply to taverns and private clubs. The intent by Staff was not to have it be applied to taverns and private clubs.

Mr. Jonas asked if the square footage requirements in the ordinance applied to both indoor and outdoor seating. Ms. Anderson said it applied to the indoor square footage of the entire building. Another approach could be a combination of square footage and seating or parking stalls required based on the number of seats.

Ms. Arnold wondered why Staff was increasing the needed spaces for the 1,000 square feet when their intent was to support small businesses. Ms. Anderson said the intent is to help small businesses facilitate reuse of the buildings. According to the current ordinance if a salon has only 2 stalls/1,000 ratio, and if a retail sales wanted to lease the same space, they would be unable to do so unless they had more parking. In many cases, there is no more room for parking, so the retail sales use would not be allowed to move in and use the same space the salon once used.

Mr. Wilde said that prior to 1995 there was a 3 stalls/1,000 ratio across the board and the success of enlivening the small business areas is to allow for transitions from use to use. Reducing the parking requirement to 2 stalls/1,000 in 1995 for the services uses resulted in two problems. Not all services uses can get by with lesser parking. Also, many of the businesses were listed as non-conforming to parking requirements. Once the parking requirement was reduced it could not be converted back to a use requiring greater amounts of parking, thus stifling the ability to move from business to business.

Mr. Diamond asked how more parking could be created in areas such as 900 East and 900 South with very little parking available. Mr. Wilde said the intent was not to create more parking. Most of those buildings are non-conforming as to parking anyway, so the increase to 3 stalls/1,000 would allow a service use business to convert to a retail sales use without having to provide more parking.

Mr. Diamond asked if one of the businesses on 900 East and 900 South were to change and require more parking, where would they get it. He wondered if the new business would be considered non-conforming. Ms. Anderson said a lot of them are already existing non-conforming, but the old ordinance would not allow a business to move into an existing non-conforming space if their parking would require even more stalls. A consistent ratio for parking would facilitate reuse of these existing buildings.

Mr. Wilde gave the example of a Laundromat at 900 East and 900 South. At present their parking requirements are 2 stalls/1,000. The Laundromat is leaving, and a retail sales service use is coming in. The ordinance would not allow them to convert from a laundromat to a retail sales use because the parking requirement would be increased. If the parking requirement for the Laundromat is changed to 3 stalls/1,000 even though they may already be non-conforming, it does not retroactively require they provide the parking. The Laundromat at 3 stalls/1,000 can convert to any other 3 stalls/1,000 use.

Ms. Arnold said the biggest impact in a neighborhood is a salon because there are several employees and several customers at all times. They need a lot of stalls, but are not treated any differently in the ordinance.

Mr. Wilde said offices were a challenge as well. An attorney's office has different parking demands than an insurance office with much more employee support.

Mr. Jonas expressed concern about the threshold of large and small restaurants, citing Mazzas and Frescos as very small restaurants who are being categorized as large based on the number of seating. They could never meet the 6 stalls/1,000 requirement.

Ms. Arnold asked how the cut off was determined for restaurant size. Ms. Anderson said it was 25 seats inside or 40 total including outside seats.

Mr. Wilde said Mazzas and Frescos would become non-conforming but would continue to operate and could change hands. These neighborhoods are reaching the saturation point. Any new restaurant coming in would have to address the parking need on-site, or make arrangements for off-site parking. Making off-site arrangements seems to be a reasonable solution with perhaps valet parking.

Ms. Arnold thought off-site parking had always been allowed. Ms. Anderson said it was allowed in commercial zones, but the current ordinance would not allow it in residential zones where churches or schools could be used.

Ms. Arnold asked why 25 was chosen as the cut off for determining restaurant size. Ms. Anderson said it was determined in part by looking at the average seat number in small cafes and delis, and an attempt to trying to find a medium point. It is not a fixed number, but is the Staff's recommendation.

Mr. Diamond asked if any other formulas could be used, such as using the square footage ratios of the seating areas. He gave the example of Ruby's Restaurant as one that does almost entirely catered foods and has about 8 seats inside the restaurant. It would not be fair to count the entire square footage of their building as a calculation for their parking requirements.

Ms. Anderson clarified then that what Mr. Diamond was suggesting are the seats and square footage areas factored into the equation for the parking ratio. Mr. Muir suggested then that it could be done with sales areas as well, separating sales from back of the building.

Mr. Jonas said there were people working in the back of sales buildings and restaurants that would also need parking all day. Mr. Diamond said something different may have to be done with employees, and felt that a blanket approach was not the best idea.

Ms. Funk said that approach would then make conversions a problem. Ms. Anderson said it could potentially work against some of the small businesses. Staff tried to work primarily with a definition and left the parking ratio calculation intact. If the Commission would prefer Staff to reevaluate the parking ratio calculation, this could be done.

Mr. Diamond said some flexibility was needed for the smaller restaurants.

Mr. Jonas then opened the hearing to the public.

Mary Corporon, 808 East South Temple, spoke next. She is a member of the Board of Directors of Vest Pocket Business Coalition and was present as a representative of the Board and organization. Vest Pocket Business Coalition has a membership of over 200 small and locally owned businesses. They are well aware of the current definitions for parking stalls for retail service and retail sales. They agree that there is difficulty in reusing buildings because of the two definitions. They are deeply concerned about increasing the requirement from 2 to 3 parking stalls/1,000. It could create a burden for an Applicant for a business license in attempting to present a case about why their business would have a lower parking impact. It could create a large number of non-conforming businesses in the area. Non-conforming use category creates fears about the ability to sell a business, finance it, or fund a mortgage. They wondered why it would not be more appropriate to decrease everyone to 2 stalls/1,000 across the board.

Mr. Muir asked Ms. Corporon if her organization had a sense of how many new non-conforming use businesses would be created by the new ordinance. She was unsure.

Ms. Funk asked if Staff had any idea of the number of non-conforming use businesses, relating to parking requirements, were in the City. Mr. Wilde said there were a lot of properties in the City that are non-conforming. Prior to 1995 there was not a 2 stall/1,000 requirement. New services uses have undoubtedly come in since then, but the number would be small. Some more research could be done about a uniform standard for retail service and sales.

Ms. Arnold supported the idea of 2 stalls/1,000 across the board. Mr. Zunguze said the issue of creating non-conforming use is clearly a problem. **It should be balanced with the notion that the proposal is trying to open up areas within residential zones.** He suggested Staff should go back to the drawing board and address how the City would deal with the businesses that would be moved from conformance to non-conformance status.

Mr. Jonas asked for more information on where the zoning districts are in the City that would be affected by the amended ordinance. There is an inherent conflict with people wanting walkable communities, but not wanting any parking for the businesses that want to come in.

Ms. Funk wondered if the parking ratio could be determined by a building or an area, for example the area of 900 East and 900 South would need a certain amount of parking because there is so many square feet. Perhaps it should not be based on the type of business out by the overall parking need for the area. Mr. Diamond agreed it was a good idea, but may cause some battle for "turf".

Mr. Jonas then closed the meeting to the public and brought it back to the Commission for further discussion.

Ms. Anderson addressed Ms. Funk's comment by saying some of the amendments were intended to help provide opportunities for shared parking. Shared parking

between businesses would be based on their own voluntary initiative to pursue options for off-site and/or shared parking with their neighboring businesses.

Ms. Arnold said she was shocked no one from the community was present to address this issue. She agreed with Mr. Diamond about looking at useable sitting space to determine parking ratios. She did not like the number 25 as the cutoff for determining large and small restaurants and was all for making a 2 stalls/1,000 change across the board rather than 3 stalls/1,000.

Ms. Anderson asked if Ms. Arnold had another number or suggestion for the 25 seat that was suggested in the staff report for the cutoff. Ms. Arnold said that number would come into play with Mr. Diamond's square footage and useable sitting space suggestion.

Mr. Muir asked about the rewrite of the off-street parking on page 3 of the proposed amendments. It refers to "residential uses may not be used as off-site parking lots." He wondered if that should not be "residential zones". The Commissioners agreed. Ms. Coffey said that would be covered in the housing mitigation policy. If someone is trying to get a conditional use for parking, in a residential zone, residentially used land would not qualify for this purpose. Otherwise, the property would have to apply for a rezone and the housing mitigation ordinance would apply.

Mr. Muir said Island Park Plaza has been gradually turning from residences into parking lots and he wanted to make sure there were good barriers to discourage that kind of thing.

Mr. Wilde said to satisfy the parking requirement in a residential zone, a new parking lot cannot be created. The intent is to not allow the creation of new lots.

Ms. Arnold asked if a school or church would allow much off-site parking because of liability issues, and wondered if it would actually happen. Ms. Coffey said West High School was rented often for Jazz games, so it does happen. Mr. Zunguze said the same idea has been used throughout the country. The issue of parking can be resolved without adding more asphalt.

Ms. Funk commented on the ordinance itself. The definition of shared parking should be changed from "shared by multiple uses" to "shared by multiple **users**". She wrote an alternative definition as, "Shared parking means off-street parking facilities shared by multiple users where the time of day demands for parking spaces differs with each business."

Ms. Funk was troubled with the general off-street parking requirements on page 3 of the proposed amendments. Number 1 says the maximum distance should be 500 feet and then it goes on to say it need not be 500 feet. She asked why there was the 500 feet requirement to begin with. Number 1 should be deleted and paragraph "a" should be used.

The last sentence of paragraph "a" should say "The Planning Commission has the authority to make exception to the shared parking table when actual data **is presented which supports a change in the parking requirement.**"

Mr. Jonas said off-site parking relates to more than one zoning area, and needs to be left in as it relates to different districts.

Mr. Zunguze addressed the definition of shared parking. "Multiple uses" was referring to a church parking lot that a restaurant also uses. The Staff meant that two separate uses were using the same parking lot. "Multiple users" does not confer the same meaning. Ms. Funk stood by her point the "users" was more appropriate, but agreed that it was something for the Staff to look at.

Mr. Diamond felt the new amendments were confusing, especially for a new user and wondered if it could be made simpler. Ms. Anderson said what was before the Commission was only the sections of the zoning ordinance that were being changed, and that the changes cover several different sections of the ordinance.

Mr. Wilde said they would bring the amendments back as they related to the entire parking ordinance. It would be lengthier, but may make it easier to understand.

Ms. Funk suggested the possibility of implementing angle parking. It may facilitate needs even better than shared parking. Kevin Young, of the Transportation Department, said they were agreeable to angle parking.

Ms. Coffey asked if the City allowed on-street parking to meet the requirement in commercial zones. Mr. Wilde said in many of the zones it was allowed, but not all.

Mr. Muir asked if an open house was conducted. Ms. Anderson said yes, there were only five attendees. Mr. Muir asked if there was any way to create a better outreach to the businesses. Ms. Anderson said the mailing went to the Community Council Chairs, property owners within a 300' radius of 900 East and 900 South as well as the 1500 East and 1500 South area. The Vest Pocket Business Coalition and Business Advisory Board were also notified.

Ms. Arnold asked if the tenants were given notice. Ms. Anderson said just the property owners. Ms. Arnold said the actual tenants needed to be given notice as well.

Mr. Jonas asked Ms. Corporon to try to drum up some more interest from the Vest Pocket Business Coalition members.

Mr. Daniels requested that the address of Clucci's Bakery and Tony Caputto's listed in the staff report be changed to "300 S and 300 W."

Motion

Ms. Funk moved that Petition No. 400-02-22 be continued for further study by the Planning Staff, and brought back as a public hearing to the Commission with additional recommendations.

Mr. Diamond seconded the motion.

Ms. Arnold asked the staff to contact actual tenants.

Mr. Diamond, Mr. Muir, Ms. Noda, Ms. Arnold, Ms. Funk and Mr. Daniels voted "Aye". Ms. McDonough, Mr. Chambless, and Ms. Seelig were not present. Mr. Jonas, as Chair, did not vote. The motion carried.


Mr. Jonas asked on behalf of Peggy McDonough for some discussion about changing the Planning Commission meetings to another night. The Commissioners concurred that Wednesday was the only viable night for the meetings.

**AGENDA FOR THE
SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building at 451 South State Street
Wednesday, February 8, 2006, at 5:45 p.m.**

The Planning Commissioners and Staff will have dinner 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, January 25, 2006.**
- 2. REPORT OF THE CHAIR AND VICE CHAIR**
- 3. REPORT OF THE DIRECTOR**
 - a) Petition 400-04-21 by the Salt Lake City Planning Division, requesting that Petition 400-04-21, to allow a stand alone retail option as a land use within the Business Park Zoning District be withdrawn by the Salt Lake City Planning Commission.
- 4. PUBLIC NOTICE AGENDA Salt Lake City Property Conveyance Matters – (John Spencer at 535-6938 or john.spencer@slcgov.com; Matt Williams at 535-6447 or matt.williams@slcgov.com; Doug Wheelwright at 535-6178 or doug.wheelwright@slcgov.com):**
 - a) T-Mobile USA and Salt Lake City Property Management — T-Mobile USA received Conditional Use approval for a utility pole installation of a cellular telephone antenna under Case #410-763 at approximately 1200 West and 1000 North Streets, through an Administrative Hearing held September 27, 2005. The subject utility pole is owned by Utah Power and is located within the City owned street right-of-way of 1000 North Street. T-Mobile USA is now seeking a three foot by approximately thirty-one foot telecommunications right-of-way permit from Salt Lake City Property Management, to allow the connection of underground power and telecommunications cables to connect from the power pole to the required equipment shelter structure, located in the rear yard area of an adjoining Residential R-1-7000 zoned property by separate lease agreement. The Property Management Division staff intends to approve the requested right-of-way permit.
 - b) C F J Properties and Salt Lake City Property Management — C F J Properties, dba Flying “J” Truck Stop, is requesting the Property Management Division to approve a short term (up to one year) commercial lease for the temporary use of a City owned alley and a partial street, which were never developed or improved, and which City property impacts the Flying “J” Truck Stop property, in a way as to be inconsistent with the proposed redevelopment of the Flying “J” Property. Flying “J” has submitted building permit plans to reconstruct and expand the existing truck stop facility, located at 900 West and 2100 South Street. During the initial building permit review, City Permits Office staff identified the alley conflict and referred the applicant to the Planning Office. Recently, Flying “J” filed for Alley Closure and Street Closure in petitions 400-05-47 and 400-05-48, which are beginning to be processed by the Planning Staff. Since the alley and street closure processes typically take 6 to 8 months to complete, Flying “J” is requesting a short term lease to allow the street and alley properties to be redeveloped consistent with the proposed redevelopment and expansion plans for the new truck stop facility, while the alley and street closure processes are completed. The subject alley is located at approximately 850 West on 2100 South Street and is approximately 700 feet by 12 feet, and contains 8400 square feet. The subject partial street is located at 800 West and extends north from 2100 South Street approximately 191 feet by 33 feet wide, and contains 6303 square feet. The Property Management staff intends to approve the requested short term commercial lease, pending notification to the Planning Commission and the City Council, consistent with City policy.

5. PUBLIC HEARINGS

- a) Petition 410-774 – A request by Mike Weller of Diamond Parking, for conditional use approval of a commercial surface parking lot in a D-3 zoning district at 179 W. Broadway. *(Staff - Elizabeth Giraud at 535-7128 or elizabeth.giraud@slcgov.com).*
- b) Petition 400-02-41 – A request by the Salt Lake City Planning Commission to modify the text of Capitol Hill Protective Area Overlay District to establish height limits for residential and Urban Institutional zoned properties and to amend the Zoning Map by adjusting the boundaries of the Capitol Hill Protective Area Overlay District in the following locations:
1. Generally, from Main Street and Center Street to 200 West between Girard Avenue and 200 North; and
 2. Generally, from Canyon Road to "A" Street between Fourth Avenue and Second Avenue.
- (Staff – Everett Joyce at 535-7930 or everett.joyce@slcgov.com)*
- c) Petition No. 400-05-24 – A request by Harrison Apartments, LLC for a zoning map amendment to rezone the property located at 713 East Harrison Avenue from R-1/5000, Single Family Residential to RMF-35, Moderate Density Multi-Family Residential in order to demolish the existing structure and construct six individually owned town homes. The project will also require an amendment to the future land use map of the Central Community Master Plan to identify the property as Low Medium Density Residential rather than Low Density Residential. *(Staff – Sarah Carroll at 535-6260 or sarah.carroll@slcgov.com)*
- d)  Petition 400-02-22 - Restaurant Definition, Parking Ratios, Shared Parking, Off-site and Alternative Parking Amendments - Proposal to amend the text of the Salt Lake City Zoning Ordinance relating to small commercial areas zoned CN (Neighborhood Commercial), CB (Community Business) and CS (Community Shopping). Specifically, the proposal is to amend the definition of "restaurant" (large or small), and amend the parking requirements for small restaurants, retail goods establishments, and retail service establishments, such that the requirement is the same for these three uses. The purpose of this parking requirement amendment is to facilitate the interchangeability of these three types of uses. Additionally, the proposal includes a re-evaluation and expansion of shared, off-site, and alternative parking solutions. *(Staff – Lex Traugher 535-6184 or lex.traugher@slcgov.com)*

6. UNFINISHED BUSINESS

The next scheduled Planning Commission meeting will be February 22, 2006. This information can be accessed at www.slcgov.com/CED/planning.

recommendation to the City Council rather than an administrative decision based on a set of rules and standards. The Applicants are also willing to enter into a development agreement in order to address the Planning Commissioners' concerns regarding density control for any other future development on the property.

Addressing concerns regarding the front porches, Mr. Strasters explained that one of the porches is larger than the others in that it measures 10 to 12 feet wide and 4 feet deep. The others are 4 feet by 4 feet. Along with the smaller porches, they added features that would bring the existing influence of the neighborhood into the building and onto the property. Mr. Strasters said that they would further review modifications that would allow them to provide significant porches.

The meeting was closed to public comment and the Commissioners discussed the proposal.

The consensus of the Commission was that the Applicants have been sensitive to the economic growth and the characteristics of the neighborhood, and the proposed development would be compatible. However, the Commission was divided in favoring the proposal because it will set a precedent and delay the more important issue of addressing infill housing. Commissioner Seelig added that she finds the proposal conflicts with the Central Community Master Plan that has recently been adopted and the expectations of the community to follow the plan.

Motion for Petition 400-05-24

Based on the Findings of Fact outlined in the Staff Report and the review and discussion set forth, Commissioner McDonough moved to forward a recommendation to the City Council to deny the request to approve the proposed zoning map amendment and the amendment to the Central Community Master Plan to identify the property as RMF-35 Moderate Density Residential zoning and Low Medium Density Residential land use. The Planning Commission finds that the proposal would not meet Standard A of Section 21A.50.050 of the Zoning Ordinance in that the amendment is not consistent with the purposes, goals, objectives and policies of adopted general plans of Salt Lake City including master plans and zoning maps. Commissioner Scott seconded the motion. Commissioners McDonough, Scott, Seelig and Diamond voted *aye*. Commissioners De Lay, Forbis and Chambless voted *no*. The motion passed with a four-three vote.

The Applicants may proceed to the City Council with a negative recommendation.

It is noted that Commissioner De Lay moved for the Planning Commission to forward a favorable recommendation to the City Council and the motion was seconded by Commissioner Forbis, but it was defeated with a three-four vote. (This motion was made prior to the break. The motion to forward an unfavorable recommendation to the City Council was made after the break. Commissioner Diamond was excused at 7:30 p.m.)

(The Planning Commission took a break from 7:19 p.m. to 7:27 p.m.)

- d) **Petition 400-02-22 - Restaurant Definition, Parking Ratios, Shared Parking, Off-site and Alternative Parking Amendments - Proposal to amend the text of the Salt Lake City Zoning Ordinance relating to small commercial areas zoned CN (Neighborhood Commercial), CB (Community Business) and CS (Community Shopping). Specifically, the proposal is to amend the definition of "restaurant" (large or small), and amend the parking requirements for small restaurants, retail goods establishments, and retail service establishments, such that the requirement is the same for these three uses. The purpose of this parking requirement amendment is to facilitate the interchangeability of these three types of uses. Additionally, the proposal includes a re-evaluation and expansion of shared, off-site, and alternative parking solutions. (Staff – Lex Traughber 535-6184 or lex.traughber@slcgov.com)**

Mr. Traugher explained that the petition was initiated several years ago by City Council Members Jill Remington-Love and Nancy Saxton. It consists of two legislative actions that were combined into one petition. Council Member Saxton's legislative action was to review parking requirements in the CB and CS zones, and how to better implement alternative and shared off-site parking in commercial centers. Council Member Remington-Love's legislative action was to study parking impacts occurring in residential neighborhoods near small commercial nodes; such as the areas of 9th & 9th and 15th & 15th. Noting the original Staff Report and minutes, Mr. Traugher has formulated a response to each of the issues the Planning Commission put forth when the petition was originally presented to them on March 12, 2003. In summary: 1) The definition of a restaurant was reviewed because it was difficult to utilize and enforce, so Staff is proposing a new definition based on seating which would be easier to quantify and enforce. 2) Parking requirements for retail goods establishments, retail service establishments and small restaurants are proposed to be standardized in order to promote flexibility and interchangeability between the three uses. Staff found that these uses are interchangeable. 3) Expanded off-site and shared parking in residential and commercial zones. Staff is proposing allowing nonresidential occupied property within a residential zone to be used for off-site parking. For example, small commercial nodes would be allowed to use a church parking lot zoned residential at other times of the week. This proposal would also provide the option for off-site parking in all commercial zones. 4) Expand the alternative parking options. Currently, the Zoning Ordinance allows only four specific uses to be eligible for alternative parking. Staff is proposing that any entity meeting criteria already established in the Ordinance would be able to go through the alternative parking process. Mr. Traugher added that departmental comments and Staff analyses are included in the original Staff Report and are still valid. The Planning Division also held an open house on January 9, 2006 and input received at that time is included in the analysis of the updated Staff Report. Based on the comments, analysis outlined in the updated Staff Report and the Findings of Fact in the original Staff Report, Planning Staff recommends that the Planning Commission forward a favorable recommendation to the City Council to adopt the text amendment to the Salt Lake City Zoning Ordinance.

The Planning Commission voiced concerns about the length of time the petition has been in the process and acknowledged that the Planning Division is understaffed. However, Chairperson Noda asked that Staff update the Commission from time to time when review of petitions takes this long.

There was no Community Council representation present to speak to the issue.

Wayne Belka asked the Planning Commission to consider approving the amendments because he is an owner of a small piece of commercial property that has been difficult to develop. For the past six years, he has tried to develop the property only to be stopped by obstructions, one is required parking. The proposed amendments would provide him several options for developing the property and perhaps attract an immediate tenant. Furthermore, tenants do not stay forever and having the flexibility of interchanging uses would help development of smaller commercial properties and the economy of the City.

The meeting was closed to public comment and there was no further discussion.

Motion for Petition 400-02-22

Based on the Findings of Fact as outlined in the Staff Report and the discussion set forth, Commissioner Seelig moved for the Planning Commission to forward a favorable recommendation to the City Council to adopt the amendments. Commissioner Forbis seconded the motion, all voted aye; the motion passed.

UNFINISHED BUSINESS

(This item was heard at 7:47 p.m.)

300 West Improvements Addressing Commissioner De Lay's concerns at the January 25 meeting regarding implementation of beautification features along 300 West, Mr. Ikefuna explained that Staff and the Planning Commission discussed the issue in April 2005, but no petition was initiated. However, the

6. ORIGINAL PETITION

PETITION NO. 400-02-22

PETITION CHECKLIST

<u>Date</u>	<u>Initials</u>	<u>Action Required</u>
<u>7.2.02</u>	<u> </u>	Petition delivered to Planning
<u>10.2003</u>	<u>PAT</u>	Petition assigned to: <u>MELISSA ANDERSON</u> <u>LEX TRAUGHER</u>
<u>3.12.03</u>	<u>PAT</u>	Planning Staff or Planning Commission Action Date
<u>2.8.06</u>	<u>PAT</u>	
<u>2.23.06</u>	<u>PAT</u>	Return Original Letter and Yellow Petition Cover
<u>2.23.06</u>	<u>PAT</u>	Chronology
<u> </u>	<u>NA</u>	Property Description (marked with a post it note)
<u> </u>	<u>NA</u>	Affected Sidwell Numbers Included
<u>2.23.06</u>	<u>PAT</u>	Mailing List for Petition, include appropriate Community Councils
<u>2.23.06</u>	<u>PAT</u>	Mailing Postmark Date Verification
<u>2.23.06</u>	<u>PAT</u>	Planning Commission Minutes
<u>2.23.06</u>	<u>PAT</u>	Planning Staff Report
<u>2.23.06</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>2.24.06</u>	<u>PAT</u>	Ordinance Prepared by the Attorney's Office
<u>2.24.06</u>	<u>PAT</u>	Ordinance property description is checked, dated and initialed by the Planner. Ordinance is stamped by Attorney.
<u>LEX TRAUGHER</u>	<u> </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

Petition No. 400-02-22

By City Council

Is requesting a new restaurant definition
and amendment to parking requirements
and alternatives.

Date Filed

Address