



SALT LAKE CITY TRANSMITTAL

To:
Salt Lake City Council Chair
Salt Lake City Redevelopment Agency Chair

Start Date:
07/18/2024

Date Sent to Council:
07/19/2024

From:

Employee Name:
Blodgett, Madison

E-mail
madison.blodgett@slcgov.com

Department
Community and Neighborhood

Department Director Signature

Blake H. Thomas

Chief Administrator Officer's Signature *

Jill Love

Director Signed Date
07/18/2024

Chief Administrator Officer's Signed Date
07/19/2024

Subject:
PLNPCM2023-00937 Driveways & Loading Text Amendment

Additional Staff Contact:

Presenters/Staff Table
Madison Blodgett

Document Type *
Ordinance

Budget Impact *
☐ Yes
☒ No

Budget Impact:

Recommendation: *
That the City Council adopt the changes to the zoning ordinance related to driveway and loading standards as recommended by the Planning Commission.

Background/Discussion (?)

Mayor Erin Mendenhall has initiated a zoning text amendment related to driveway and loading area standards found in the zoning code. The Parking Chapter, 21A.44, was amended in October 2022 and since adoption, staff has found that certain standards have created unintended consequences. The purpose of this amendment is to correct the identified issues, adequately address vehicular needs and support good urban design principles.

SUMMARY OF PROPOSED AMENDMENTS

Issues with Driveway Standards:

Maximum Combined Driveway Width: Under the current code, the "maximum driveway width" applies to the combined width of all driveways on a property. This has led to the number and size of driveways permitted to be inconsistent with the use and size of the property. For example, manufacturing and industrial uses require larger driveways and often these uses are on larger properties that logistically need multiple driveways.

Proposed Changes: The proposal removes the standard of combined "maximum driveway widths" and instead proposes to regulate the actual width of the individual drive approaches. This change eliminates issues with the number and size of the driveway being inconsistent with the use and size of the property while still regulating the number and size of curb cuts and supporting transportation goals.

Applicability: There are issues with the applicability of the driveway width standards as it specifically applies to the front and corner side yard. Some zoning districts do not require a front or corner side yard, and because there isn't a required yard to apply the width standards to, it allows for unlimited width in these zones. That is not consistent with the purpose of having the width standard.

Proposed Changes: The proposal applies the width standard to drive approaches. This ensures that the focus is on the approaches and their respective driveway width regardless of whether a zone has a required front of corner side yard. A driveway's width is still regulated and a standard has been added that the driveway must match the drive approach.

Driveway vs. Access: There is needed clarification on what is considered a "driveway" versus "access", and clarification needed on how the standards apply to both. A driveway is vehicular access provided on private property while a drive approach is in the ROW and provides vehicular access from the ROW to private property.

Proposed Changes: Staff has defined driveway" and "drive approach" and amended language in the code to consistently use each term and standards for each separately.

Issues with Loading Standards:

Consistency with Language: Different terms are used throughout the code in reference to loading; such as area, berth or dock. This can cause confusion for the public in understanding the code and for the city in administering the regulations.

Proposed Changes: To enhance clarity and consistency, terminology has been revised to uniformly use the term "loading facility".

CONSIDERATIONS FOR CITY COUNCIL

In the initial draft reviewed by the planning commission on March 27, 2024, staff proposed eliminating the requirement to provide a loading facility but maintained loading facility standards if one is provided. That way, the uses that need a loading facility can choose to provide one without it being a requirement.

The Planning Commission had concerns that removing the loading facility requirement would result in the street being used for loading, ultimately blocking traffic, and voted to table the proposal to give staff time to address their concerns. The ordinance now keeps the loading facility requirement and it is highlighted in yellow.

One of the main issues staff identified with requiring the loading area requirements is the 14' vertical clearance requirement—specifically how that negatively impacts multi-family building design. The 14' clearance requirement is higher than the typical ground floor of a residential building, it leads to a taller than average parking garage ceiling. To address this issue, staff revised the proposal and reduced the vertical clearance requirement from 14' to 9' for multi-family uses. The intent of a loading facility for multi-family uses is for residents to use for moving in and out of the building. Staff researched other City's loading requirements and found that in other cities that require loading for multi-family uses, the vertical clearance requirement is less than commercial or industrial uses.

The Planning Commission considered the revised proposal on May 8, 2024 and expressed concerns that the reduced 9' vertical clearance would not be enough to accommodate moving trucks. Ultimately, Planning Commission voted to forward a recommendation to adopt the text amendment, but recommended to keep the existing height requirements for loading facilities. For multi-family uses this includes the 14' vertical clearance requirement.

The first item of Council consideration is whether to remove the loading facility requirement. The second item of Council consideration is the 14' vertical clearance requirement due to design impacts. The third item for Council consideration is described below, planning commission suggested considerations, which Planning has addressed. If Council wishes to address these, planning recommends that Council compose a legislative intent to address these in another amendment.

Planning Commission considerations

The Planning Commission recommended that the City Council consider when a loading area is required for multi-family uses in relation to number of units, overall building square footage and mix of unit type. Planning staff has provided some additional context in relation to this recommended consideration:

Number of dwelling units

- Planning response: The existing standard is triggered when a development has 80 or more units. Planning Commission discussed the possibility of increasing the number of units that triggers when a loading facility is required. Raising the number of units does not address the issues staff has identified with the impact to design or Planning Commissions concerns with the street being used for loading.

Mix of unit type (studio, 1 bed, 2+ bed)

- Planning response: The unit type does not impact the need for loading. Whether a resident is moving into a studio or 3-bedroom unit, loading will still be required to move their furniture into the unit. Changing the standard to consider the unit type does not address staff issues or Planning Commission concerns.

Total area of the building

- Planning response: The loading requirement for uses other than multi-family is based on the total area of the building. Multi-family is based on the number of units since it is a better measure of the loading needs as the size of units can vary. For example, a building with 80-two-bedroom units could have the same total area as a building with 200 studio units. While the total building area may be the same, the loading needs for the 200 unit building would be greater since the possibility of a resident moving in or out is higher on any given day. The current code accounts to an increased need absent the total square footage of a building. Changing this standard would not address the issues with loading identified by staff or the concerns raised by Planning Commission.

Will the City Council need to hold a public hearing for this item? *

- ☒ Yes
☐ No

Public Process

Community Council Notice: A 45 day required notice of application was sent to all recognized community organizations on November 16, 2023.

Public Open House: An online open house was posted on November 21, 2023 and is still available to the public.

Planning Commission Meeting: The Planning Commission held a public hearing on March 27, 2024. The item was tabled due to concerns with removing requirements to provide a loading facility. Staff took Planning Commission concerns into consideration and found that the design issue

was due to the 14' vertical clearance requirement for multi-family uses. Staff proposed to change the 14' vertical clearance requirement to 9' for multi-family uses.

The Planning Commission held a second public hearing on May 8, 2024 and staff presented the reduced the vertical clearance requirement from 14' to 9' for multi-family uses. The Planning commission had concerns that the 9' clearance would not be enough to accommodate moving vehicles. Ultimately, The Planning Commission provided a positive recommendation to the City Council and to leave the 14' vertical clearance standard for multi-family uses and that council further considers when this standard should apply, such as number of units or overall building size. The Planning Commission changes are highlighted in the ordinance.

Chief Administrator Officer's Comments

Planning Commission (PC) Records

- a) [PC Agenda of March 27, 2024](#) (Click to Access)
- b) [PC Minutes of March 27, 2024](#) (Click to Access)
- c) [Planning Commission Staff Report of March 27, 2024](#) (Click to Access Report)
- d) [PC Agenda of May 8, 2024](#) (Click to Access)
- e) [PC Minutes of May 8, 2024](#) (Click to Access)
- f) [Staff Memo of May 8, 2024](#) (Click to Access)

EXHIBITS:

- 1) Ordinance
- 2) Project Chronology
- 3) Notice of City Council Public Hearing
- 4) Petition to Initiate

Project Title: Modifying Driveway and Loading Standards

Petition No.: PLNPCM2023-00937

Version: 1

Date Prepared: June 18, 2024

Planning Commission Action: Recommended 5/8/2024

APPROVED AS TO FORM
Salt Lake City Attorney's Office

Date: June 25, 2024

By: 
Katherine D. Pasker, Senior City Attorney

This proposed ordinance makes the following amendments:

- Eliminates the standard for maximum combined driveway width; other provisions such as regulations on maximum number of curb cuts and the distance between curb cuts and street corners will achieve the goal of reducing sidewalk interruptions.
- Adds a distinction between driveway and drive approach to avoid interpretation confusion and incorporates the consistent use of these terms.
- Adds the ability for additional curb cuts to be installed for every additional 250' of street frontage.
- Revises a variety of terms used in the code (loading berth, dock, area) to "loading facilities" to create clarity and consistency.

Underlined text is new; text with ~~strikethrough~~ is proposed to be deleted. If modifications are made as part of the Planning Commission recommendation, those will be added and highlighted in yellow. All other text is existing with no proposed change.

1.
Amends Subsection 21A.37.050.K as follows:

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

2.
Amends Section 21A.40.050.A.2 as follows:

2. Corner ~~Lots~~ Side Yards: ~~No accessory building on a corner lot shall be closer to the street than the distance required for corner side yards. At no time, however, shall an accessory building be closer than twenty feet (20') to a public sidewalk or public pedestrian way and~~

~~the accessory building shall be set back at least as far as the principal building. Accessory buildings are prohibited in a required corner side yard. Notwithstanding the foregoing, hoop houses and cold frame structures up to twenty four inches (24") in height may be placed in a corner side yard.~~

3. *Amends the preamble to Section 21A.44.060 as follows:*

21A.44.060: PARKING LOCATION AND DESIGN:

All required parking areas shall be located and designed in accordance with the standards in this Chapter 21A.44: Off Street Parking, Mobility, and Loading and the standards in the Off Street Parking Standards Manual. ~~Modifications to the standards of this Section 21A.44.060 may be granted through the design review process, subject to conformance with the standards and procedures of Chapter 21A.59: Design Review.~~

4. *Amends Subsection 21A.44.060.A.6 as follows:*

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

a. Compliance with Other Adopted Regulations:

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

(A) Minimum distances between curb cuts;

(B) Proximity of curb cuts to intersections;

(C) Provisions for shared driveways;

(D) Location, quantity and design of landscaped islands; and

(E) Design of parking lot interior circulation system.

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

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

- (1) To the maximum extent practicable, all off street parking facilities shall be designed with vehicular access to a street or alley that will least interfere with automobile, bicycle, and pedestrian traffic movement.
- (2) Parking facilities in excess of five (5) spaces that access a public street shall be designed to allow vehicles to enter and exit the lot in a forward direction.
- (3) Number of curb cuts: ~~Parking facilities on lots~~ Lots with less than one hundred feet (100') of street frontage shall have only one (1) curb cut, ~~and lots~~ Lots with one hundred feet (100') of street frontage or more shall be limited to two (2) curb cuts, unless, are permitted one (1) curb cut for the first one hundred feet (100') of street frontage and one (1) additional curb cut for every additional two hundred fifty feet (250') of street frontage. the The transportation director determines that may approve additional curb cuts are when necessary to ensure pedestrian, bicycle, and vehicle safety or to comply with the fire code. Public safety uses shall be exempt from limitations on curb cuts.
- ~~(4) All vehicular access roads/driveways shall be surfaced as required in accordance with Subsection 21A.44.060.A.8, "Surface Materials".~~
- (4) Location: Driveways and drive approaches shall be at least 5 feet from any public utility infrastructure such as power poles, fire hydrants, and water meters.
- (5) Distance from street corners: Driveways and drive approaches for Single and Two-Family Dwellings shall be located at least 20 feet from street corner property lines. Driveways and drive approaches for all other uses shall be at least 50 feet from street corner property lines. When the width of the lot is less than the required distance, the transportation director may approve modifications no greater than the minimum necessary to accommodate the driveway and drive approach.
- (6) Lead to approved parking area: Except for entrance and exit driveways leading to approved parking areas, no curb cuts or driveways are permitted.
- e. ~~Driveway Standards: All driveways shall comply with the following standards:~~
- ~~(1) Driveway Location: Driveways shall be at least 5 feet from any public utility infrastructure such as power poles, fire hydrants, and water meters. Except for entrance and exit driveways leading to approved parking areas, no curb cuts or driveways are permitted.~~
- ~~(2) Distance from street corners: Driveways for Single and Two-Family Dwellings shall be located at least 20 feet from street corner property lines. Driveways for all other uses shall be at least 50 feet from street corner property lines. When the width of the lot is less than the required distance, the transportation director may approve modifications no greater than the minimum necessary to accommodate the driveway leading to approved parking areas, no curb cuts or driveways are permitted.~~

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

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

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

- (9) Garage Doors and Vehicle Staging: All driveways providing access to a garage shall have a minimum vehicle staging area. Garage doors for passenger vehicles shall be setback at least 17 feet 6 inches from the back edge of sidewalk, or property line when a sidewalk is not provided. Garage doors for large trucks shall be setback at least 100 feet from back edge of sidewalk, or property line when a sidewalk is not provided. This requirement does not apply to garage doors abutting alleys.

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

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

5. *Amends Subsection 21A.44.060.A.8 as follows:*

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

6. *Amends Subsection 21A.44.060.B.1.a.(2) as follows:*

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

7. *Deletes Subsection 21A.44.060.B.2.b(2) as follows:*

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

8. *Creates a new Subsection 21A.44.060.B.3 as follows:*

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

9. *Amends Subsection 21A.44.060.C.2 as follows:*

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

10. Amends Section 21A.44.070 as follows:

21A.44.070: OFF STREET LOADING AREAS FACILITIES:

A. Number and Size of Loading Areas Required:

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

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

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

TABLE 21A.44.070-A: OFF STREET LOADING REQUIREMENTS:		
Use	Gross Floor Area (Square Feet)	Number and Size of Berths
Hotels, Institutions, and Institutional Living	50,000 - 100,000	1 short
	Each additional 100,000	1 short
Office/Commercial	50,000 - 100,000	1 short
	Each additional 100,000 up to 500,000	1 short
Retail	50,000 - 100,000	1 long
	Each additional 100,000	1 long
Industrial	25,001 - 50,000	1 long
	50,001 - 100,000	2 long
	Each additional 100,000	1 long
Multi- Family Residential	# of Dwelling Units (Per Building)	Number and Size of Berths
	80-200	1 short
	Greater than 200	1 additional short

B. Location and Design of Loading Areas:

1. All ~~required~~ loading berths shall be located on the same development site as the use(s) served.
2. No loading berth shall be located within thirty feet (30') of the nearest point of intersection of any two (2) streets.
3. No loading berth shall be located in a required front yard.
4. Each ~~required~~ loading berth shall be located and designed to:
 - a. Allow all required vehicle maneuvering and backing movements on-site;
 - b. Minimize conflicts with pedestrian, bicycle, and traffic movement or encroachments into any pedestrian walkway, bicycle lane, public right-of-way, and fire lane; and
 - c. Avoid the need to back into a public street while leaving the site to the maximum extent practicable, as determined by the planning director and the transportation director.
5. Landscaping and screening of all loading berths shall be provided to comply with the requirements of ~~Subsection 21A.40.120, "Regulation of Fences, Walls, and Hedges"~~. Chapter 21A.40.120, "Landscaping and Buffers" and Chapter 21A.37, "Design Standards".
6. Where a loading berth is illuminated, the light source shall be shielded so that the light source is not directly visible from any abutting property or abutting private or public street.
7. All signs in loading ~~areas~~ facilities shall comply with Chapter 21A.46, "Signs", and applicable provisions of the Manual on Uniform Traffic Control Devices.
8. All ~~required~~ loading berths shall comply with the surfacing standards of the Off Street Parking Standards Manual.

11. *Amends Subsection 21A.44.110.A as follows:*

A. Continuation of Nonconforming Parking and Loading Facilities: Any parking spaces, loading facilities, or ~~access to public rights-of-way~~ drive approaches that were lawfully existing or created prior to the effective date of this ordinance, but that have since become nonconforming with the provisions of this chapter through the actions of the city or any governmental entity, shall be allowed to continue, but any expansion of the use or structure, or change of use, after the adoption date of this ordinance shall comply with the provisions of this Chapter 21A.44, "Off Street Parking, Mobility, and Loading".

12. *Amends Subsection 21A.59.050.I as follows:*

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

13. *Amends Section 21A.62.040 to add the definitions “Drive Approach” and “Driveway” to the list of defined terms, in alphabetical order with existing definitions, as follows:*

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

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

Project Chronology

Petition: PLNPCM2023-00937

November 15, 2023	Application accepted.
November 15, 2023	Petition assigned to Madison Blodgett, Principal Planner.
November 2023 – February 2024	Petition reviewed internally, and staff drafted language to support goals of the petition.
November 16, 2023	Notice mailed to all Community Councils
November 16, 2023	Application posted for the online open house.
March 15, 2024	Planning Commission agenda posted to website, emailed to the listserv and notice of public hearing posted at libraries.
March 21, 2024	Staff report posted to Planning’s webpage.
March 27, 2024	Planning Commission meeting and public hearing. Item was tabled.
April 26, 2024	Planning Commission agenda posted to website and emailed to the listserv.
May 2, 2024	Staff report posted to Planning’s webpage.
May 8, 2024	Planning Commission meeting and public hearing. Positive recommendation with additional recommendations was forwarded.
June 25, 2024	Signed ordinance received from Attorney’s Office.

NOTICE OF PUBLIC HEARING

The Salt Lake City Council is considering **Petition PLNPCM2023-00937** a zoning text amendment related to driveway and loading area standards found in the zoning code. Chapter 21A.44 was amended in October 2022 and since adoption, staff has found that certain standards are creating unintended consequences and the purpose of this amendment is to address the identified issues.

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

DATE: TBD, at 7:00 PM
PLACE: Electronic and in-person options.
451 South State Street, Room 315, Salt Lake City, Utah

**** This meeting will be held via electronic means, while also providing an in-person opportunity to attend or participate in the hearing at the City and County Building, located at 451 South State Street, Room 315, Salt Lake City, Utah. For more information, including Zoom connection information, please visit <https://www.slc.gov/council/agendas/>. Comments may also be provided by calling the 24-hour comment line at (801) 535-7654 or emailing council.comments@slcgov.com. All comments received through any source are shared with the Council and added to the public record.**

If you have any questions relating to this proposal or would like to review the file, please call Madison Blodgett at 801-535-7749 between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday or via e-mail at madison.blodgett@slcgov.com. The application details can be accessed at <https://citizenportal.slcgov.com>, by selecting the “Planning” tab and entering the petition numbers PLNPCM2024-00128.

The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the City Council Office at council.comments@slcgov.com, 801-535-7600, or relay service 711.

Z 20240082



MEMORANDUM

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Mayor Erin Mendenhall

Cc: Rachel Otto, Chief of Staff; Blake Thomas, Department of Community and Neighborhoods Director;
Michaela Oktay, Deputy Planning Director

From: Nick Norris, Planning Director

Date: November 14, 2023

Re: Amendments related to driveways and loading areas in Chapter 21A.44 of the Zoning Ordinance


The Planning Division is requesting that you initiate a zoning text amendment to correct driveway and loading area standards found in the zoning code. Chapter 21A.44 was amended in October 2022 and since then, staff has found that certain standards created unintended consequences. For example, the ordinance now requires a maximum combined driveway width and a maximum number of driveways that is inconsistent with the size and use of properties in the industrial and some commercial zones. This creates issues in the ability of properties to be developed and to accommodate convenient and safe access. Similarly, staff have noticed that off-street loading area requirements are leading to likely unusable spaces and undesirable building designs. This petition will allow staff to revisit these standards, including with the Transportation Division, to adequately address parking needs and city goals.

This zoning amendment would also correct language in other related sections of the code. A public process will be conducted to gauge public input on the proposed changes and the proposal will follow the same required steps of any other text amendment, including notification to recognized community organizations, a public hearing with the Planning Commission and a decision from City Council.

This memo includes a signature block to initiate the petition if that is the decided course of action. If the decided course of action is to not initiate the application, the signature block can remain blank. Please notify the Planning Division when the memo is signed or if the decision is made not to initiate the petition.

Please contact me at ext. 6173 or nick.norris@slcgov.com if you have any questions. Thank you.

Concurrence to initiate the zoning text amendment petition as noted above.


Erin Mendenhall (Nov 14, 2023 14:59 MST)

Erin Mendenhall, Mayor

Mayor

Date






Driveways and Loading - Petition Initiation

Final Audit Report

2023-11-14

Created:	2023-11-14
By:	Mayara Balhego De Lima (mayara.lima@slcgov.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAANS87z1L_HLWrf28eW7YN7XNfjnvNyp1

"Driveways and Loading - Petition Initiation" History

-  Document created by Mayara Balhego De Lima (mayara.lima@slcgov.com)
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-  Document emailed to Erin Mendenhall (erin.mendenhall@slcgov.com) for signature
2023-11-14 - 7:41:09 PM GMT
-  Email viewed by Erin Mendenhall (erin.mendenhall@slcgov.com)
2023-11-14 - 9:59:48 PM GMT
-  Document e-signed by Erin Mendenhall (erin.mendenhall@slcgov.com)
Signature Date: 2023-11-14 - 9:59:59 PM GMT - Time Source: server
-  Agreement completed.
2023-11-14 - 9:59:59 PM GMT



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