



# SANDY CITY COMMUNITY DEVELOPMENT

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COMMUNITY DEVELOPMENT  
DIRECTOR

KURT BRADBURN  
MAYOR

MATTHEW HUISH  
CHIEF ADMINISTRATIVE OFFICER

## MEMORANDUM

May 31, 2018

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**To:** City Council via Planning Commission  
**From:** Community Development Department  
**Subject:** Parking Requirements CODE-05-18-5417  
Amend Title 15A, Chapter 24, Parking, Access, &  
Circulation Requirements,  
Land Development Code, Revised Ordinances of Sandy  
City, 2008

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**HEARING NOTICE:** *This item has been noticed on public websites, and in the newspaper at least 10 days prior to the Public Hearing.*

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### BACKGROUND

The Community Development Department has filed a request to amend Title 15A, Chapter 24, Parking, Access, & Circulation Requirements, Land Development Code, Revised Ordinances of Sandy City, 2008. The purpose of the Code Amendment is to make changes in our code that responds to changes in market conditions regarding parking requirements.

### ANALYSIS

Staff is seeking some revisions to the existing provisions in the Development Code that allow for some flexibility in the amount of parking that is provided within a development. A developer is currently required to provide no more and no less than the required parking as required by this code section. There is no flexibility in these requirements, except for petitioning the Planning Commission for an increase or decrease up to 25% of the required amount. The code currently has justification requirements for these requests as well.

The proposed changes include a new provision to give the Community Development Director the ability to make minor adjustments based on the criteria found in the code up to 10% of the required amount of parking. The Planning Commission would continue to be the authority on any request above 10% increase or reduction. It would also grant them the ability to approve greater increases to a development that wanted to do more parking than required if the additional stalls are located within a parking structure and follows certain conditions.

This code amendment responds to recent changes in market demands amongst certain office development projects. Some office users are requiring the developer to provide parking ratios that average above our required four (4) parking spaces per 1,000 sq. ft. This is due to higher office densities with less office area per employee. Staff doesn't want to require more parking for all office users, but allow for greater flexibility to accommodate these recent trends.

The clean version of all final proposed text is shown in Exhibit "A" attached hereto. A full detail of all redlined changes is shown in the attached Exhibit "B".

### **NON-CONFORMING USES**

This Code Amendment would not create any non-conforming situations.

### **LAND DEVELOPMENT CODE PURPOSE COMPLIANCE**

The Sandy City Land Development Code in 15A-01-03 lists the criteria explaining the intent and purpose of the Ordinance. The purpose is:

#### **15A-01-03 Purpose**

This Code is adopted to implement Sandy City's General Plan and to promote: public health, safety, convenience, aesthetics, welfare; efficient use of land; sustainable land use and building practices; transportation options and accessibility; crime prevention; timely citizen involvement in land use decision making; and efficiency in development review and land use administration. Specifically, this Code is established to promote the following purposes:

#### **1. General**

- a. To facilitate the orderly growth and development of Sandy City.
- b. To facilitate adequate provision for transportation, water, sewage, schools, parks, and other public requirements.
- c. To stabilize property values.
- d. To enhance the economic well-being of Sandy City and its inhabitants.

#### **2. Implementation of General Plan**

To coordinate and ensure the implementation of the City's General Plan through effective execution of development review requirements, adequate facility and services review and other goals, policies, or programs contained in the General Plan.

#### **3. Comprehensive, Consistent and Equitable Regulations**

To establish a system of fair, comprehensive, consistent and equitable regulations, standards and procedures for review and approval of all proposed land development within the City.

#### **4. Efficiently and Effectively Managed Procedures**

- a. To promote fair procedures that are efficient and effective in terms of time and expense.
- b. To be effective and responsive in terms of the allocation of authority and delegation of powers and duties among ministerial, appointed, and elected officials.
- c. To foster a positive customer service attitude and to respect the rights of all applicants and affected citizens.

One of the stated purposes of the City's land use ordinances is to facilitate the orderly growth and development of Sandy City. Some of the general purposes of the City's Development Code are to implement Sandy City's General Plan, and to promote the following public policies: public health, safety, convenience, aesthetics, welfare; efficient use of land; sustainable land use and building

practices; transportation options and accessibility; crime prevention; timely citizen involvement in land use decision making; and efficiency in development review and land use administration.

**GENERAL PLAN COMPLIANCE**

The General Plan encourages appropriate development standards for all uses and zoning categories within Sandy City. This code amendment would further that goal and objective.

**STAFF RECOMMENDATION**

The Community Development Department requests that the Planning Commission forward a positive recommendation to the City Council to adopt the proposed ordinance amendment as shown in Exhibit "A", attached, for the following reasons:

1. Compliance with the Purpose of the Land Development Code by facilitating the orderly growth and development of Sandy City.
2. Compliance with the Goals and Policies of the General Plan by establishing appropriate development standards for all uses and zoning categories within Sandy City.

Planner:

Reviewed by:



Mike Wilcox  
Zoning Administrator

## Exhibit "A"

### 15A-24-03 Special Access and Parking Provisions

**B. Parking Reduction/Increase.** Developments are required to provide a certain number of parking stalls, as determined by this code, based on the land uses associated with the site. In some cases, it may be appropriate to allow for more or less than the required parking. At the time of site plan review, a parking plan shall be submitted showing all parking spaces, the overall circulation system, and justification for requesting reductions or increases in parking space requirements as specified below:

1. Reduction/Increase up to 10%. The Director may approve a reduction or increase of up to 10% of the amount of required parking upon review of one or more of the following that justifies the request:
  - a. Parking Demand Analysis. A study provided by a licensed transportation engineer that demonstrates actual usage of employees and customers of the proposed land use or similarly situated land uses in other locations.
  - b. Market Demand Analysis. A study provided by a licensed real estate professional or real estate financial professional that provides estimates of current market demand for a particular land use.
  - c. Walkability and Multi-Model Design. If a reduction is requested, a site plan design that demonstrates walkable elements and promotes multiple modes of transportation that would help reduce the number of needed parking stalls and automobile trips
  - d. Proximity to Transit. If a reduction is requested, a site that is within a half-mile of existing or immediately planned local mass transit systems that would help reduce the number of needed parking stalls and automobile trips.
2. Reduction/Increase above 10%. The Planning Commission may approve a reduction or increase of up to 25% of the amount of required parking upon review of the criteria listed in section 15A-24-03(B)(1). The Planning Commission may approve a request to increase the amount of parking provided beyond the 25% increase of required parking if the additional parking is sited within a parking structure that meets the following criteria:
  - a. The parking structure contains at least 90% or more of the total proposed parking stalls of the development; and
  - b. The footprint of the parking structure consumes no more than 50% of the above grade total site area, is contained within the proposed building footprint, or is completely underground; and
  - c. The parking structure contains at least three levels; and
  - d. The parking structure does not exceed the height of the surrounding buildings within the site.

**E. Excessive Parking.** Developments shall not have parking in excess of that required by this Code without prior approval of the Director or Planning Commission, upon written justification of the specific need for more parking spaces than the provisions of this Code allows. In addition, developers are encouraged to work out shared parking agreements with adjacent users wherever possible according to the provisions for shared parking contained within this Code.



## Exhibit "B"

### 15A-24-03 Special Access and Parking Provisions

**B. Parking Reduction/Increase.** Developments are required to provide a certain number of parking stalls, as determined by this code, based on the land uses associated with the site. In some cases, it may be appropriate to allow for more or less than the required parking. At the time of site plan review, a parking plan shall be submitted showing all parking spaces, the overall circulation system, and justification for requesting reductions or increases in parking space requirements as specified below:

1. Reduction/Increase up to 10%. The Director may approve a reduction or increase of up to 10% of the amount of required parking upon review of one or more of the following that justifies the request:
    - a. Parking Demand Analysis. A study provided by a licensed transportation engineer that demonstrates actual usage of employees and customers of the proposed land use or similarly situated land uses in other locations.
    - b. Market Demand Analysis. A study provided by a licensed real estate professional or real estate financial professional that provides estimates of current market demand for a particular land use.
    - c. Walkability and Multi-Model Design. If a reduction is requested, a site plan design that demonstrates walkable elements and promotes multiple modes of transportation that would help reduce the number of needed parking stalls and automobile trips
    - d. Proximity to Transit. If a reduction is requested, a site that is within a half-mile of existing or immediately planned local mass transit systems that would help reduce the number of needed parking stalls and automobile trips.
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    - a. The parking structure contains at least 90% or more of the total proposed parking stalls of the development; and
    - b. The footprint of the parking structure consumes no more than 50% of the above grade total site area, is contained within the proposed building footprint, or is completely underground; and
    - c. The parking structure contains at least three levels; and
    - d. The parking structure does not exceed the height of the surrounding buildings within the site.
- ~~1. In cases where parking, other than herein required, may be appropriate, the Planning Commission may increase or reduce requirements based upon actual usage of employees and customers, but in no case shall the requirements be increased or reduced by more than 25 percent.~~

~~2.—At the time of site plan review, a parking plan shall be submitted showing all parking spaces, the overall circulation system, an analysis of the parking demand for the specific land uses proposed, and other justification as necessary for requesting reductions in parking space requirements.~~

~~3.—Developments may be under parked upon the review and approval of the Planning Commission if justified with a walkable design that demonstrates such and/or where local multi-modal transit systems exist or are immediately planned that would help reduce the number of needed parking stalls and automobile trips.~~

**E. Excessive Parking.** Developments shall not have parking in excess of that required by this Code without prior approval of the Director or Planning Commission, upon written justification of the specific need for more parking spaces than the provisions of this Code allows. In addition, developers are encouraged to work out shared parking agreements with adjacent users wherever possible according to the provisions for shared parking contained within this Code.