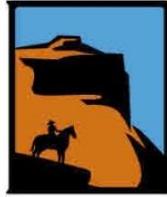


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KANAB CITY PLANNING COMMISSION STAFF REPORT- March 18, 2014

I. REQUEST: Land Use Ordinance Amendment: Parking Requirements (Chapter 6, Exhibit A)

II. STAFF ANALYSIS

Based upon interactions with perspective and existing business owners and operators in Kanab, a review of the current Parking regulations contained in the Kanab City Land Use Ordinance, a review of the Kanab City General Plan, a review of current parking demand studies, and consultation with planning staff in communities throughout the State of Utah, staff has determined that it would be advantageous for the community to amend the Land Use Ordinance related to parking.

Staff has determined that the current ordinance, in many cases, is overly restrictive and impractical to impose upon businesses and other private developers. The purpose of imposing parking regulations is to ensure that adequate parking will be available for the use and that the proposed use will not have a negative impact upon surrounding development. However, overly restrictive parking requirements can stifle economic development, reduce productivity of available land, and create conditions which make walking less safe and unfeasible. The General Plan emphasizes encouraging private development (Section 1.10), making downtown more pedestrian friendly (Section 3.5) and economic revitalization of downtown (Section 4.7). The following changes to the Land Use Ordinance are recommended in order to be in accordance with these goals and improve efficiency of resources.

1. Do not impose parking requirements upon a proposed use to occupy an existing building or a minor addition to an existing building

Section 6-1 of the current Kanab City Land Use Ordinance states:

At the time any building or structure is erected or enlarged or increased in capacity or any use is established, there shall be provided off-street parking spaces for automobiles adjacent to the building, structure or use in accordance with the following requirements.

Prohibiting a use from occupying an existing site because of a lack of parking will likely prohibit existing buildings from being used productively and inhibit the ability for perspective businesses to locate in Kanab. Furthermore, imposing parking requirements upon businesses which propose to enlarge an existing building can inhibit the business from making the improvement. To foster productive use of existing buildings in Kanab and promote the retention of existing businesses, Staff proposes to amend this section and replace it with the following phrase:

– A Western Classic –

At the time any building or structure is erected or enlarged at greater than 30% of the square footage of the existing building, there shall be provided off-street parking spaces for automobiles adjacent to the building, structure or use in accordance with the following requirements.

2. Amend parking space requirements of Section 6-4 to be in accordance with more recent standards for parking demand

The Institute of Transportation Engineers (ITE) produces a *Parking Generation Manual*, which is based upon parking studies, to determine parking demand for various land uses. The most recent manual (4th edition) was published in 2007. Staff has reviewed the standards of the ITE Parking Generation Manual, and has determined that many of the Parking Space Requirements enumerated in Section 6-4 of the Land Use Ordinance require more parking spaces than is necessary for the use. Parking demand in the manual is estimated based upon average peak demand and 85th percentile peak demand for each use. If parking is provided at average peak demand, then sufficient parking will be available most of the time, with some overflow at certain times of the day on some days of the week. If parking is provided at 85th percentile peak demand then parking will likely be sufficient all day long during at least 85% of the days, with very occasional overflow. The manual produces very precise rates for very precise use categories. In reviewing the requirements of the current ordinance, Staff estimated a rate that was an approximate average of the 85th percentile peak and the average peak rates, and an average of the use that would be within the categories listed in the Kanab City Land Use Ordinance.

Based upon this analysis, staff recommends several changes to the parking space requirements (see attached Section 6-4). In general, several parking space requirements are currently overly restrictive, although staff believes that many requirements are reasonable, according to the parking demand estimates of the ITE Parking Generation Manual. In some instances, Staff recommends separating categories for uses. For example, single-family and multi-family dwellings have significant differences in parking demand rates and should be applied separately. In addition, grocery, convenience, and shopping centers have similar parking demand rates, while apparel, hardware, electronics, office supply and other stores have significantly lower parking demand rates. Therefore, staff recommends two categories for the two sets of retail stores mentioned above.

In addition to these changes to the parking space requirements, staff recommends removing the “handicapped and motorcycle parking spaces” category. “Handicap accessible” spaces are more appropriate to be included in a separate section. In addition, the ADA standards for accessible spaces change often. The current ordinance does not meet these minimum standards. Therefore, staff recommends that the ordinance should simply reference the ADA standards. The motorcycle parking requirements could be applied as a reduction incentive, as explained below.

It should be noted that lessening the parking space requirements does not prevent a developer from building additional parking. No parking maximum requirements are being proposed at this time. The proposed changes are intended to reduce the amount of unnecessary parking imposed upon a development, based upon recent studies and standards.

3. Clarify instances in which an exception or a reduction may be applied to the parking space requirements of Section 6-4

Currently, Section 6-4 of the Land Use Ordinance provides that parking for “commercial parking spaces fronting Highway 89/SR11” may be modified by a conditional use permit. Section 1-18 Exhibit A (downtown overlay) states that “all requests for exceptions from the parking requirements outlined in Chapter 6 (Parking) of this ordinance shall be considered as part of site plan review.”

These exceptions acknowledge that in some instances, parking should not need to abide by the parking space requirements of the ordinance. However, the ordinance does not provide the parameters for exceptions to the ordinance. This is left to the discretion of the Planning Commission. To improve the clarity and predictability for applicants and reduce the risk of being arbitrary and capricious in the review of

applications, staff proposes that the following “parking space reductions” section be added to Chapter 6 of the Land Use Ordinance.

Parking Space Requirements enumerated in Section 6-4 may be reduced by up to 50% of the requirement when one or a combination of the following methods is utilized:

1. *A shared parking agreement between the applicant and adjacent or on-site land-owners (up to 40% reduction).*
 - a. *Up to 50% of parking stalls in an adjacent parking lot may be applied toward the reduction, provided that:*
 - i. *The applicant demonstrates that the adjacent uses have differing demand for parking in time and volume.*
 - ii. *All parking stalls identified in the agreement are within 500 feet of the entrance of the building.*

Oftentimes, adjacent uses have reciprocal demand for parking. For example, an office building may operate between the hours of 8 am and 5 pm, while a theatre operates between 6 pm and 11 pm. A shared parking agreement could allow the adjacent uses to improve land productivity by sharing parking.

2. *The presence of a drive-thru (up to 10% reduction).*

Some of the clientele for retail businesses do not need a parking space to patronize the business because of the presence of a drive-thru. In many cases, the ITE Parking Generation Manual provides that businesses with a drive-thru have slightly lower parking demand.

3. *The presence of bicycle parking. One (1) parking space reduced for every two bicycle parking spaces provided (up to 10% reduction).*

Chapter 5 (Transportation) of the Kanab City General Plan states that “alternative modes of transportation are strongly encouraged in Kanab.” If bicycle parking is not provided at destinations, this mode of transportation is much less feasible to use. By providing this incentive for bicycle parking, Kanab City could more effectively encourage cycling as an alternative mode of transportation.

4. *The presence of motorcycle parking. One (1) parking space reduced for each motorcycle parking space provided (up to 10% reduction).*

Providing motorcycle parking reduces the need for additional parking and allows businesses to better provide for motorcycles, which require less space for parking.

5. *Within Downtown Overlay: Identification of nearby on-street parking. Up to 50% of on-street parking located within 300 feet of the building may be applied toward the reduction (up to 20% reduction).*

As provided in Section 1-18 of Exhibit A, the downtown overlay is considered a “walk-able area.” On-street parking provides a buffer from pedestrians and motorists and should be utilized to conveniently access pedestrian-oriented businesses. In addition, the City has created a “Downtown Parking District to create diagonal parking on side streets.” This additional parking is intended to be utilized for visitors to the downtown area and should be applied to an off-street parking reduction for downtown businesses.

6. *Within Downtown Overlay: primary entrance and at least 75% of the length of the front building facade located within 10 feet of the sidewalk and oriented toward the street (up to 20% reduction).*

As mentioned above the downtown overlay is considered a walkable area. In addition, alternative modes are strongly encouraged in Kanab. Orienting a building and its entrance toward the street makes walking more

safe and practical and encourages more pedestrian activity. Indeed, the most walk-able section of Kanab is currently composed of buildings which front the street, with the primary entrance faced toward the street. Providing for a reduction in parking when buildings are oriented toward the street will more feasibly allow proposed businesses to locate parking in the rear of the building and visitors of downtown will more likely walk from destination to destination.

III. FINDINGS

1. The General Plan emphasizes encouraging private development (Section 1.10), making downtown more pedestrian friendly (Section 3.5) and economic revitalization of downtown (Section 4.7).
2. Amending the ordinance so that proposed uses may utilize the existing parking facilities will allow more productive usage of existing buildings and allow businesses to more feasibly operate in Kanab.
3. The current parking space requirements are too restrictive in many cases, based upon estimated parking demand for various uses. Amending these requirements would allow for more productive use of land.
4. Exceptions to the parking ordinance are currently unclear. Clarifying these exceptions will provide for more predictability for applicants, while encouraging more productive usage of land and more pedestrian-friendly design.

IV. STAFF RECOMMENDATION

That the Planning Commission recommends the City Council an amendment to the Kanab City Land Use Ordinance regarding parking requirements, as provided in the attached documents.

KANAB

Land Use Ordinance

Chapter 6

OFF-STREET PARKING REQUIREMENTS

This ordinance establishes requirements for **off-street** parking spaces for automobiles adjacent to the building, structure or use.

Adopted January 22, 2008
Revised April 12, 2011

Sections

- 6-1 Off-Street Parking Required
- 6-2 Size
- 6-3 Access to Individual Parking Space
- 6-4 Number of Parking Spaces
- 6-5 Access Requirements
- 6-6 Location of Gasoline Pumps
- 6-7 Maintenance of Parking Lots
- 6-8 Lighting of Parking Lots
- 6-9 Parking Space Reductions
- 6-10 Handicapped Accessible Parking

Section 6-1 Off-Street Parking Required

At the time any building or structure is erected or enlarged at greater than 30% of the square footage of the existing building or increased in capacity or any use is established, there shall be provided off-street parking spaces for automobiles adjacent to the building, structure or use in accordance with the following requirements.

Section 6-2 Size

The dimensions of each off-street parking space shall be at least nine (9) feet by twenty (20) feet for diagonal or ninety-degree spaces; or nine (9) by twenty-two (22) feet for parallel spaces, exclusive of access drives or aisles, provided that in parking lots of not less than twenty (20) parking spaces the Planning Commission may approve a design allowing not more than twenty (20) percent of such spaces to be not less than seven and one-half (7½) feet by fifteen (15) feet to be marked and used for compact automobiles only.

Type of Space	Minimum Width	Minimum Length
Diagonal	9 feet	20 feet
90° Angle	9 feet	20 feet
Parallel	9 feet	22 feet
Compact (approved 20%)	7½ feet	15 feet

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Section 6-3 Access to Individual Parking Space

Except for single-family and two-family dwellings, access to each parking space shall be from a private driveway and not from a public street.

Section 6-4 Numbers of Parking Spaces

The number of off-street parking spaces required shall be as follows:

A professional parking study may be required by the Planning Commission.

#	Type of Use	Parking Spaces Requirement
1.	Business or professional offices	1 per 300 400 sq. ft. of floor area
2.	Churches, sports arenas, auditoriums, theaters, assembly halls, meeting rooms	1 per each 3-5 5 seats of maximum seating capacity
3.	Commercial properties fronting Highway 89/SR11	Parking may be modified by a conditional use permit
4.	Dwellings, single-family, two-family, multi-family and cluster (townhouse and condominium)	2-25 per dwelling unit
	Dwellings, Two-family, multi-family, townhouse and condominium	1.5 per dwelling unit
5.	Furniture and appliance stores	1 per 600 800 sq. ft. of floor area
6.	Handicapped and motorcycle parking spaces	1 handicapped per 25 spaces, plus 1 per each additional 50 spaces, & 1 motorcycle stall per 25 spaces
7.	Hospitals	2 per each bed
8.	Hotels, motels, motor hotels	1 per each sleeping unit, plus parking for all accessory uses as herein specified.
9.	Lodging House	1 space per each 2 persons.
10.	Nursing homes	4, plus 1 per each 5 beds

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11.	Restaurants, taverns, private clubs, and all other similar dining and/or drinking establishments	1 per each 3.5 seats or 1 per each 300 sq. ft. (excluding kitchen, storage, etc.), whichever is greater
12.	Retail stores, shops not including furniture, appliance, grocery, convenience stores, and shopping centers	1 per each 300-500 sq. ft. of retail floor space.
	Grocery stores, convenience stores, and shopping centers	1 per each 300 sq. ft. of retail floor space
13.	Shopping centers or other groups of uses not listed above	As determined by conditional use permit or Planned development procedure, if applicable, or by the Kanab City Planning Commission.
14.	Storage units (commercial)	1 per each 30 ft of building frontage storage space
15.	Wholesale establishments, warehouses, manufacturing establishments, and all industrial uses	As determined by conditional use permit or by planned development requirements, if applicable, or by the Kanab City Planning Commission, but in no case fewer than 1 space for each employee projected for the highest employment shift.
16.	All other uses not listed above	As determined by the Kanab City Planning Commission, based on the nearest comparable use standards.

Section 6-5 Access Requirements

Adequate ingress and egress to and from all uses shall be provided as follows (Minimum widths of drives within parking lots are provided in the Kanab City Design and Construction Standards):

A. Residential Lots - For each residential lot not more than two (2) driveways, each of which shall be a maximum of twenty-five (25) feet wide at the street lot line, or one (1) driveway with a maximum of 50 feet wide at the street lot line. Driveways shall not be closer than six (6) feet to each other.

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Land Use Ordinance

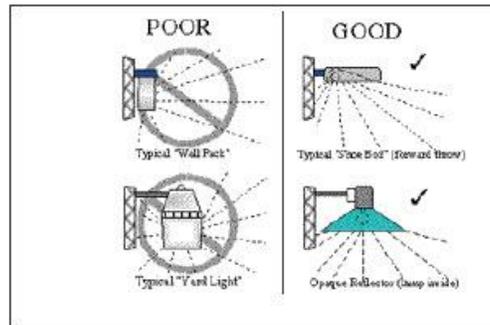
Chapter 6

OFF-STREET PARKING REQUIREMENTS

This ordinance establishes requirements for **off-street** parking spaces for automobiles adjacent to the building, structure or use.

Adopted January 22, 2008
Revised April 12, 2011

be integrated with landscape features. The height of pole mounted fixtures shall be held to a minimum practical height, but not exceeding twenty feet (20').



Section 6-9 Parking Space Reductions

Parking Space Requirements enumerated in Section 6-4 may be reduced by up to 50% of the requirement when one or a combination of the following methods is utilized:

1. A shared parking agreement between the applicant and adjacent land-owners (up to 40% reduction).
 - a. Up to 50% of parking stalls in an adjacent parking lot may be applied toward the reduction, provided that:
 - i. The applicant demonstrates that the adjacent use is reciprocal in time and volume for parking demand.
 - i. All parking stalls identified in the agreement are within 500 feet of the entrance of the building.
2. The presence of a drive-thru (up to 10% reduction).
3. The presence of bicycle parking. One (1)

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Adopted January 22, 2008
Revised April 12, 2011

parking space reduced for every two bicycle parking spaces provided (up to 10% reduction).

4. The presence of motorcycle parking. One (1) parking space reduced for each motorcycle parking space provided (up to 10% reduction).
5. Within Downtown Overlay: Identification of nearby on-street parking. Up to 50% of on-street parking located within 300 feet of the building may be applied toward the reduction (up to 20% reduction).
6. Within Downtown Overlay: primary entrance and at least 75% of the length of the front building facade located within 10 feet of the sidewalk and oriented toward the street (up to 20% reduction).

Section 6-10, Handicapped Accessible Parking

Parking lots shall provide adequate "accessible" parking spaces in compliance with the Americans with Disabilities Act (ADA).

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Land Use Ordinance

Exhibit A

Design Standards
&
Guidelines

Downtown
Overlay

Adopted January 22, 2008
Revised July 28, 2009

Section 1-8 Parking Lots

~~Some established and new businesses in this overlay district do not have adequate parking. With new construction and/or when a change of use occurs, parking standards for these businesses will be considered by the Planning Commission as specified in Chapter 6, (6-4 #3 Commercial properties fronting on Highways 89/89A).~~

Kanab City has developed the Downtown Parking District to create diagonal parking on the side streets in order to create additional downtown parking. ~~The Downtown Overlay is considered a walk-able area that allows less restrictive parking space requirements. All requests for exceptions from the parking requirements outlined in Chapter 6 (Parking) of this ordinance shall be considered as part of the site plan review.~~ Parking lots constructed for new buildings within the Downtown Overlay shall be located in the rear or side of the building, unless access to the side or rear is not feasible to be determined during the site plan approval process. Reductions to off-street parking requirements of Section 6-4 are provided in Section 6-9 of this ordinance, including those specific to the downtown overlay.

Section 1-9 Exterior Lighting and Signage

All exterior lighting and signage on or adjacent to a business/building in the Downtown Overlay shall meet the requirements outlined in this ordinance.

Section 1-10 Building Height

No building within the Downtown Overlay shall exceed the allowable height for the underlying zone.

Section 1-11 Fencing

All fences in the Downtown Overlay must comply with the City fencing regulations.

Outdoor storage area must be enclosed in a solid barrier fence.