

**ORDINANCE NO. 2025-08-25**

**AN ORDINANCE AMENDING SECTION 17.5.133 TITLED OFF-STREET PARKING STANDARDS PROVIDING FOR THE ADOPTION AND ENFORCEMENT OF THE AMENDMENTS.**

**WHEREAS**, American Fork City is authorized to enact ordinances as are necessary and proper to promote the health, safety, morals, convenience, order, prosperity, and general welfare of American Fork; and

**WHEREAS**, it is in the best interest and general welfare of residents of American Fork to amend Section 17.5.133 relating to clarifying the requirements for the surfacing of off-street parking by requiring a hard surface as recommended by a geotechnical engineer.

**NOW THEREFORE, BE IT ORDAINED** BY THE CITY COUNCIL OF AMERICAN FORK, UT as follows:

**PART I  
TEXT OF ORDINANCE**

**SECTION 1.** Section 17.5.133 of the American Fork municipal code is hereby amended to read as follows:

[Sec 17.5.133 Off-Street Parking Standards](#)

- A. Title. This section shall be entitled the Off-Street Parking Standards Ordinance of American Fork, Utah.
- B. Application of standards. Wherever the terms of the American Fork Development Code or other ordinance of the city require that off-street parking facilities be required in conjunction with a specific use or development project, the minimum number of spaces to be provided, the location of off-street parking facilities, vehicular access to and circulation within the parking area, the layout and design, and the landscape treatment of the areas designated for off-street parking shall conform to the terms of this section.
- C. Number of required parking spaces. The minimum number of off-street parking spaces required for a specific use shall be as set forth on the following schedule:
  - 1. Residential uses.
    - a) One-family dwelling: Two spaces per dwelling unit. All spaces shall be located on the same parcel as the dwelling. No portion of a front or side setback area adjacent to a street, including any portion thereof used as a driveway, shall be construed as part of the required off-street parking area.

- b) Multiple family dwelling: Two spaces per dwelling unit, plus 0.25 spaces per dwelling unit for visitor parking. Visitor parking shall be evenly distributed throughout the project.
- c) Long-term patient care facilities (assisted living centers, rest homes nursing homes): One space for each employee during the maximum care period, plus one space for each four patient rooms for visitors.

2. Retail/service commercial uses.

- a) General retail: Four and one-half spaces per one thousand square feet of gross floor area.
- b) Personal care service: Two spaces per treatment station, but not less than four spaces per one thousand square feet of gross floor area.
- c) Grocery: Five spaces per one thousand square feet of gross floor area.
- d) Retail shopping center projects (centers containing no cinema and not more than five percent dining space): Four and one-half spaces per one thousand square feet of gross floor area.
- e) Discount superstores: Five and one-half spaces per one thousand square feet of gross floor area. Areas intended for outside display and sales (garden areas) shall not be included in calculating compliance with the parking standard.
- f) Home improvement centers: Four and one-half spaces per one thousand square feet of gross floor area, not including areas for outside display and sales (garden areas). Areas intended for outside display and sales (garden areas) shall not be included in calculating compliance with the parking standard.
- g) Motor vehicle sales and service: The sum of the following:
  - 1. Three spaces per one thousand square feet of gross floor area used for display, sales and administration.
  - 2. One and one-half spaces per one thousand square feet of area used for warehouse of parts and materials.
  - 3. Four spaces per service bay.
- h) Car wash: Two spaces, plus one and one-half additional space for each two employees on highest shift.
- i) Retail and service commercial/warehouse: Four and one-half spaces per one thousand square feet for portion used for retail purposes, plus one space per one thousand square feet for the total floor area.
- j) Multi-tenant/strip commercial buildings: For any proposed multi-tenant/strip commercial building wherein the occupancy is unknown at the time of request for approval, parking requirements shall be calculated as follows:

1. One-half of the gross floor area of the building at the rate of four and one-half spaces per one thousand square feet (general retail standard)
2. One-half of the gross floor area of the building at the rate of twelve spaces per one thousand square feet of dining floor area (fast food restaurant standard).

In addition, the city may require a written agreement with the city to the effect that the amount of floor area devoted to restaurant use will not exceed the amount identified on the approved plan.

3. Office and business uses.

- a) General business office—Fixed wall construction: Four spaces per one thousand square feet of gross floor area excluding portion devoted to stairs and elevator and open atrium spaces above the ground floor.
- b) Business office—Open wall/telemarketing and customer support center: The sum of the following:
  1. For portion of building having fixed-wall construction, four spaces per one thousand square feet of gross floor area excluding portion devoted to stairs and elevator and open atrium spaces above the ground floor.
  2. For open-wall portion of building, six spaces per one thousand square feet of open-wall area.
- c) Medical office: Four and one-half spaces per one thousand square feet of gross floor area.
- d) Medical clinics: Five spaces per one thousand square feet of gross floor area.
- e) Bank with drive-in: Five spaces per one thousand square feet of gross floor area.
- f) Office/warehouse: Four spaces per one thousand square feet used for office purpose, plus one space per one thousand square feet used for warehouse purpose, up to eighty percent of the total floor area.
- g) Light manufacturing: Five spaces per one thousand square feet used for office purpose, plus one space per work station or one space for each employee during the greatest shift, which ever is greater.

4. Food and beverage uses.

- a) Restaurant (sit-down): Whichever of the following is greater:
  1. Twenty spaces per one thousand square feet of dining floor area; or
  2. One space for each three seats, plus one space per employee during the largest shift.
- b) Fast-food with sit-down and take-out: Twelve spaces per one thousand square feet of dining floor area. Where take-out window is included, the outside order

and stacking lane shall provide an automobile stacking lane for not less than ten vehicles.

5. Public assembly uses.

- a) Churches (single session occupancy): One parking space for each three seats or seating spaces within the portion of the building used for assembly. In the instance where seating is by pews or benches, eighteen inches of bench length shall be considered as one seat.
- b) Churches (overlapping session occupancy): Two times the number of spaces for single session occupancy.
- c) Cinemas: One parking space for each three seats.
- d) Elementary schools (students below minimum driver age):
  - 1. Parking. The sum of the following: One parking space for each teaching station, plus one space for each administrative and support employee, plus one space for each ten students.
  - 2. Student drop-off and pick-up. In addition to the off-street parking area, the layout of the school site shall include an area and facilities sufficient to accommodate anticipated student drop-off and pick-up by school bus and private vehicle.
- e) Secondary schools (students above minimum driver age): The sum of the following: One parking space for each teaching station, plus one space for each administrative and support employee, plus one space for each three and one-half students.

6. Uses not specifically listed. For uses not identified in the above schedule, the number of off-street parking spaces shall be determined by the planning commission. The determination shall be based upon the requirements for the most comparable use listed, and/or that certain table entitled recommended parking ratio requirements set forth under part 3 p. 246 of that certain book entitled Planning and Urban Design Standards, 2006 Edition, which is set out below, and/or upon an independent determination of parking demands for such uses in comparable locations, all at the discretion of the planning commission.

RECOMMENDED PARKING RATIO REQUIREMENTS\*

Use	Parking Spaces Required	Comments
Residential		
Sleeping rooms	1 per unit or room plus 2 for owner/manager	
Commercial lodgings	1.25 per guest room, plus 10 per ksf restaurant lounge, plus 30 per ksf	Peak spaces for each component shown; use shared parking analysis

	meeting/banquet room (<50 ksf per guest room) or 20 per ksf meeting/banquet room (>50 ksf per guest room)	to determine appropriate parking ratio for particular hotel <sup>3</sup>
Elderly housing, independent living	0.6 per dwelling unit	1
Elderly housing, assisted living	0.4 per dwelling unit	1
Group, convalescent, and nursing homes	1 per room	1
Day care center	0.35 per person (licensed capacity)	1
Hospital/medical center	0.4 per employee, plus 1 per 3 beds, plus 1 per 5 average daily outpatient treatments, plus 1 per 4 medical staff, plus 1 per student/faculty/staff	
Retail/Service		
General retail (not in shopping center)	3.5 per ksf GFA**	
Grocery (freestanding)	6.0 per ksf GFA	1
Discount superstores/clubs (freestanding)	6.0 per ksf GFA	1
Home improvement superstores	5.0 per ksf GFA	1
Other heavy/hard goods (furniture, appliances, building materials, etc.)	3.0 per ksf GFA	1
Shopping centers	4.0 per ksf GLA up to 400 ksf, 4.0 to 4.5 per ksf GFA sliding scale between 400 and 600 ksf; 4.5 per ksf GLA over 600 ksf	With up to 10 percent GLA in dining/entertaining; over 10 percent use shared parking analysis <sup>2</sup>
Personal care services	2 per treatment station but not less than 4.3 per ksf	
Coin-operated laundries	1 per 2 washing and drying machines	

Motor vehicle sales and service	2.7 per ksf GFA interior sales area, plus 1.5 ksf GFA interior or storage/display area, plus 2 per service bay	
Motor vehicle laundries	2, plus 1 per each 2 peak shift employees	
Food and Beverage		
Fine dining	21.5 per ksf GFA 3	
Casual restaurant (with bar)	22.5 per ksf GFA 3	
Family restaurant (without bar)	16.0 per ksf GFA 3	
Fast food	15.0 per ksf GFA 3	
Office and Business Services (3)		
General business offices suburban/low-rise	3.6 per ksf GFA <250 ksf, 3.35 per ksf GLA >250 ksf	1
Office downtown/mid-high-rise business center	3.0 per ksf GLA	1
Consumer service offices (freestanding)	4 per ksf GLA	1
Data processing/telemarketing/operations	6.0 per ksf GFA	1
Medical offices (multitenant)	4.5 per ksf GFA	1
Clinic (medical offices with outpatient treatment; no overnight stays)	5.5 per ksf GFA	1
Bank branch with drive-in	5.5 per ksf GFA	1
Bank headquarters (with admin offices, etc.)	4.4 per ksf GFA	1
Industrial/storage/wholesale utility	2 per ksf GFA	Add spaces as required for office, sales, or similar use when more than 10 percent GFA
Manufacturing/light industrial (single use)	1.5 per ksf	
Industrial park (multitenant or mix of service, warehouse)	2.0 per ksf	1

Warehouse	0.7 per ksf GFA	
Mini-warehouse	0.25 per ksf GFA	<sup>1</sup>
Governmental	As determined by zoning administrator	
Educational		
Elementary and secondary schools	0.35 per student	<sup>1</sup>
College or university	Determined by parking study specific to subject institution	
Cultural/Recreational/Entertainment		
Public assembly	0.25 per person in permitted capacity	
Museum	1.5 per 1,000 annual visitors	<sup>1</sup>
Library	4.5 per ksf GFA	<sup>1</sup>
Religious centers	0.6 per seat	<sup>1</sup>
Cinemas	Single-screen: 0.5 per seat; Up to 5 screens: 0.33 per seat 50 to 10 screens: 0.3 per seat Over 10 screens: 0.27 per seat	<sup>3</sup>
Theaters (live performance)	0.4 per seat	<sup>3</sup>
Arenas and stadiums	0.33 per seat	<sup>3</sup>
Health clubs and recreational facilities	2 per player or 1 per 3 persons permitted capacity	<sup>3</sup>

7.

Source: Adopted from Transportation Planning Handbook, 2nd ed. Washington DC: Institute of Transportation Engineers, 1999, unless otherwise noted. \* All parking recommendations presented here should be considered in the context of local conditions, parking requirements, and other factors that may affect the actual number of parking spaces needed.

<sup>1</sup> Adopted from Parking Generation, 3rd ed. Washington DC: Institute of Transportation Engineers, 2004. <sup>2</sup> Adopted from Parking Requirements for Shopping Centers, 2nd ed. Washington DC: ULI-The Urban Land Institute and International Council of Shopping

Centers, 1999. <sup>3</sup> Adopted from Shared Parking, 2nd ed. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2004.

D. Adjustments permitted.

1. The planning commission may recommend to the city council an increase or decrease to the number of off-street parking spaces herein specified upon a finding, made following a study on the matter, that the use characteristics of the proposed use warrant adjustment. Provided, however, no reduction in the parking requirement shall be permitted based on the projected demand of the initial occupant of a new retail, office or similar use for which a subsequent change in tenancy to another user is probable.
  2. After receiving a recommendation (positive or negative) from planning commission regarding the number of off-street parking spaces, the city council shall have the authority to increase or decrease the number of off-street parking spaces herein specified upon a finding, made following a study on the matter, that the use characteristics of the proposed use warrant adjustment. Provided, however, no reduction in the parking requirement shall be permitted based on the projected demand of the initial occupant of a new retail, office or similar use for which a subsequent change in tenancy to another user is probable.
- E. Exception to standard in downtown area. Notwithstanding the provisions of subsection C of this section, on street parking along the frontage of the project lot may be used to meet the required minimum number of off-street parking spaces required for a specific use within the "Downtown" area of the city, as shown in the figure below, subject to the following:

1. The proposed project is located wholly within the designated downtown area as set forth on the following map.



2. The proposed reconstruction or expansion will not reduce the number of off-street parking spaces along the frontage of the project lot, unless approved by the Development Services Director.
  3. The project shall install and/or replace all existing curb, gutter, & sidewalk along the frontage of the project lot in compliance with current city code.
  4. The project shall install and/or replace all parking islands and driveway approaches in compliance with current city code.
- F. Exception to off-street parking standard in the CC-1 Zone, excluding the Downtown Area. Notwithstanding the provisions of subsections C and E of this section, additional off-street parking spaces will be required as a condition of approval for any new construction, reconstruction of an existing building, or incidental expansion of any building in the CC-1 zone subject to either one of the following criteria:
1. Residential uses: Either of the following off-street parking calculations may be requested by the applicant and may be approved by the city council.
    - a) Two spaces per dwelling unit, plus 0.25 spaces per dwelling unit for visitor parking. Visitor parking shall be evenly distributed throughout the project. However, if any of the conditions found in Table A of this subsection apply, the City Council may, after review and recommendation (positive or negative) from the Planning Commission, decrease the required number of off-street parking spaces as shown. The visitor parking requirement shall not be affected by this reduction and remains at 0.25 spaces per dwelling unit. Under no circumstance shall the per-unit parking requirement drop below 1.75 spaces per dwelling unit, accept as referenced in 17.5.133(D). Table A

<b>Condition</b>	<b>Parking Reduction Per Dwelling Unit</b>
Bike Room <sup>1</sup>	0.05
Grocery Store <sup>2</sup>	0.10
Off-Site Parking <sup>3</sup>	0.15
Transit <sup>4</sup>	0.15
Public <sup>5</sup> Agency/HUD	Up to 0.15

Definitions:

<sup>1</sup> - Bike Room: A secured bike room of sufficient size to accommodate a minimum of one bicycle per dwelling unit shall be located within the structure. In the event of a multi-structure project each building shall have a secured bike room of sufficient size to accommodate a minimum of one bicycle per dwelling unit in the building. The applicant can opt to either (1) show how the required

number of bicycles is accommodated in the room or (2) provide a minimum of 40 square feet per bicycle in the room.

<sup>2</sup> – Grocery Store: The location of the grocery store shall be less than 1320 feet walking distance from the main entrance of the most distant dwelling unit in the project.

<sup>3</sup> – Off-Site Parking: Additional public or shared parking shall be located less than 1320 feet walking distance from the main entrance of the most distant dwelling unit in the project. Parking equivalent to the 0.15 space per dwelling unit reduction shall be secured via agreement with the property owner and recorded. A parking study shall accommodate the agreement so that it can be ensured that the parking facility will not be overallocated.

<sup>4</sup> – Transit: The stop location of the high-capacity transit line (light rail, “Trax”, heavy rail, “FrontRunner”, streetcar, high-capacity Bus Rapid Transit, “BRT”) shall be less than 1320 feet walking distance from the main entrance of the most distant dwelling unit in the project.

<sup>5</sup> - Public Agency/HUD: Projects that are owned and operated by a public agency or have received a subsidy by HUD or other public agency may be eligible for a reduction of up to 0.15 stalls per unit upon a study that a reduction is warranted.

- c) Parking shall be required per unit size as depicted in Table B of this subsection, plus 0.25 spaces per dwelling unit for visitor parking. Visitor parking shall be evenly distributed throughout the project. The visitor parking requirement shall not be affected by this reduction and remains at 0.25 spaces per dwelling unit. Under no circumstance shall the per-unit parking requirement including visitor parking drop below 1.75 spaces per dwelling unit, accept as referenced in 17.5.133(D). Table B

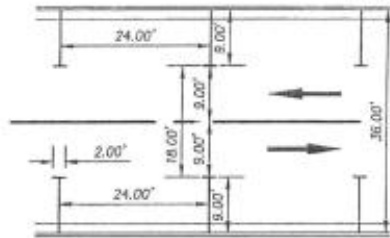
<b>Unit Size</b>	<b>Parking Requirement Per Unit (Add 0.25 for visitor parking per unit to derive the aggregated requirement.)</b>
0-350 square feet	1.50
351-600 square feet	1.75
Above 600 square feet	2.00

- G. Location of off-street parking areas. All off-street parking areas shall be located on the same parcel as the use intended to served thereby, except that for uses other than dwellings, the planning commission may approve the placement of some of the required parking spaces on adjacent lands, upon a finding that:

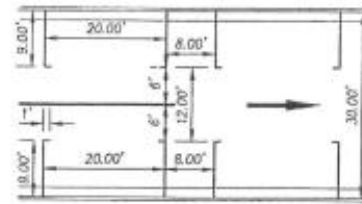
1. The use is part of a combined parking facility as authorized under subsection I.1 of this section, and
  2. The location of the proposed off-site spaces are reasonable and conveniently accessible to the use they are intended to serve.
- H. Parking space and driveway dimension requirements and parking lot layout requirements. All parking spaces, access driveway and the layout of parking lot areas shall conform to the typical design standards, set forth below.

# CITY STANDARD - PARKING MODULE DIMENSIONS

## PARALLEL PARKING



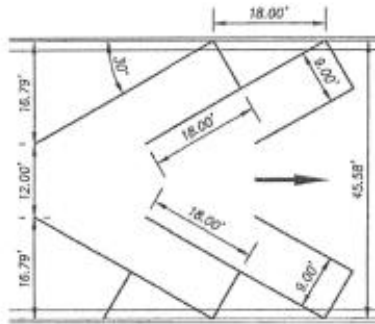
TWO-WAY TRAFFIC (SINGLE-LINE PAINTING)



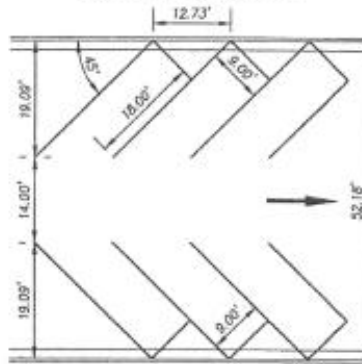
ONE-WAY TRAFFIC (DOUBLE-LINE PAINTING)

\*EITHER PAINTING OPTION MAY BE USED WITH ONE OR TWO-WAY TRAFFIC

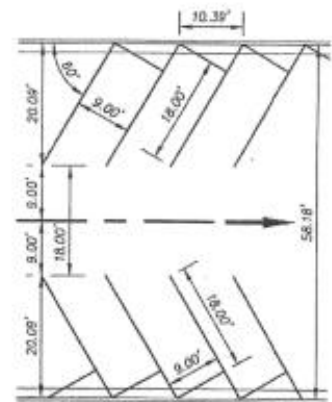
## ANGLE PARKING



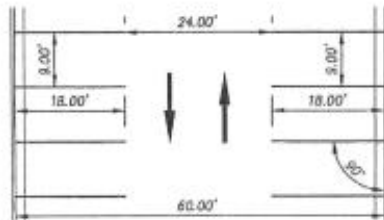
30° ANGLE PARKING - ONE WAY AISLE  
(SEE 18' PARKING STALL NOTE)



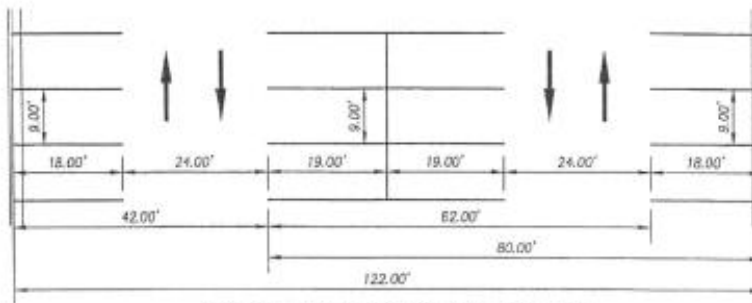
45° ANGLE PARKING - ONE-WAY AISLE  
(SEE 18' PARKING STALL NOTE)



60° ANGLE PARKING  
(ONE-WAY DRIVE AISLE)  
(SEE 18' PARKING DIMENSION NOTE BELOW)



90° ANGLE PARKING (ONE-WAY DRIVE AISLE)  
(SEE 18' PARKING DIMENSION NOTE BELOW)



90° ANGLE PARKING (TWO-WAY DRIVE AISLE)  
(“NOSE TO NOSE” PARKING IS 19’, “CURB OVERHAND” PARKING IS 18’)

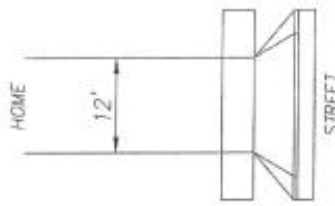
NOTE: 18' DIMENSION SHALL BE INCREASED TO 19' WHERE THE PARKING DOES NOT OVERHANG A LOW CURB WHICH ALLOWS ROOM FOR VEHICLE OVERHANG. WITH INCREASE IN PARKING LENGTH, MINIMUM DRIVE AISLE WIDTH OF 12' SHALL BE MAINTAINED.

ALL PARKING STALLS ARE SHOWN WITH CURB AND GUTTER - DIMENSIONING IS FROM FACE OF CURB TO FACE OF CURB

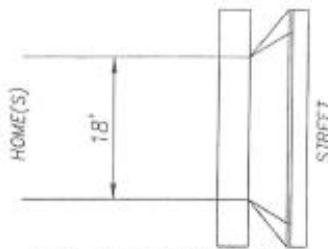
AISLE WIDTHS SHALL INCREASE PER THE INTERNATIONAL FIRE CODE WHERE NECESSARY FOR FIRE PROTECTION



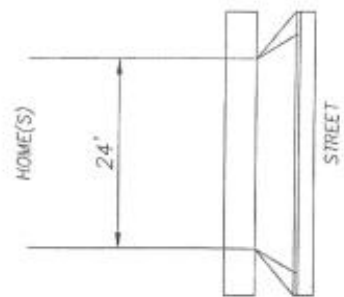
MINIMUM STANDARDS FOR  
ACCESS DRIVEWAYS - RESIDENTIAL



TWO-WAY TRAFFIC  
2 PARKING SPACES  
(1 DWELLING UNIT)



TWO-WAY TRAFFIC  
3~7 PARKING SPACES  
(3 DWELLING UNITS)

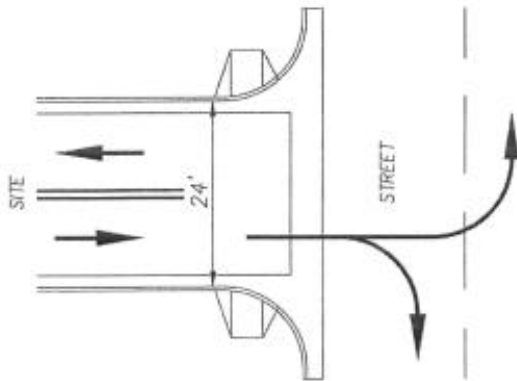


TWO-WAY TRAFFIC  
MORE THAN 7 PARKING SPACES  
(MORE THAN 3 DWELLING UNITS)

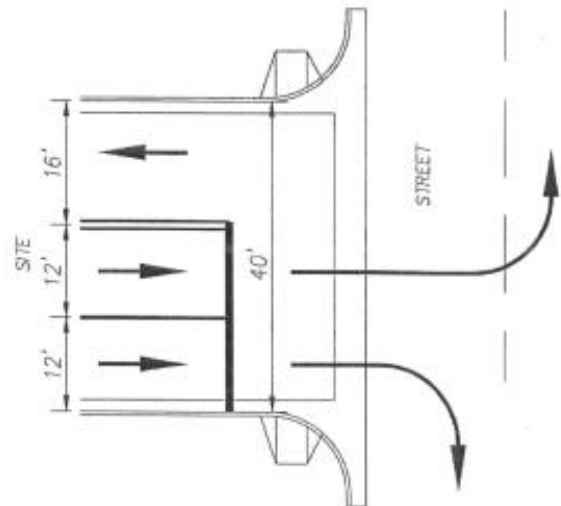
NOTES:

1. WHERE PRIMARY DRIVEWAY SURFACING IS ASPHALT, SOME TYPE OF CONCRETE CURBING OR CONCRETE EDGE TREATMENT IS REQUIRED FOR LANDSCAPE MAINTENANCE PURPOSES.
2. FOR PURPOSES OF "SEALED SURFACE" CALCULATION, DRIVEWAY IS CONSIDERED "SEALED" IN ITS ENTIRETY REGARDLESS OF SURFACING MATERIALS"

MINIMUM STANDARDS FOR  
ACCESS DRIVEWAYS - COMMERCIAL



TWO-WAY TRAFFIC  
SINGLE EXIT LANE



TWO-WAY TRAFFIC  
DUAL EXIT LANE

NOTES:

1. WHERE PRIMARY DRIVEWAY SURFACING IS ASPHALT, SOME TYPE OF CONCRETE CURBING OR CONCRETE EDGE TREATMENT IS REQUIRED FOR LANDSCAPE MAINTENANCE PURPOSES.
2. FOR PURPOSES OF "SEALED SURFACE" CALCULATION, DRIVEWAY IS CONSIDERED "SEALED" IN ITS ENTIRETY REGARDLESS OF SURFACING MATERIALS"

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DATE: NOV 7, 2007



- Parking areas to be located in the same zone district as primary use. Off-street parking and loading space which is required in connection with a particular use shall constitute a portion of the use and shall not be permitted to extend into an adjacent zone district unless specifically permitted within the adjacent zone district.

- J. Combined parking areas and shared parking arrangements authorized—Conditions.
1. Combined parking authorized. The off-street parking for a project containing two or more adjacent buildings or uses may be combined, provided that the total number of spaces shall be not less than the sum of the requirements for each of the individual uses and that the area devoted to off-street parking area is part of the common amenities of the project and/or the right of use and access to the combined parking area by all uses within the project is assured through reciprocal cross-easements and agreements and/or other legal documents which prohibit the reservation of a portion of the off-street parking area to a specific owner or tenant and which establish responsibility for maintenance thereof.
  2. Shared parking arrangements authorized. The off-street parking for a development project containing a variety of uses having different parking demand characteristics and time-of-day demand may be combined, subject to the following:
    - a) The total number of spaces shall be sufficient to meet the maximum time-of-day requirement for the project (as determined by the city).
    - b) The area devoted to off-street parking shall be part of the common amenities of the project and/or the right of use and access to the combined parking area by all uses within the project is assured through reciprocal cross-easements and agreements and/or other legal documents which prohibit the reservation of a portion of the off-street parking area by a specific owner or tenant and which establish responsibility for maintenance thereof.
    - c) The location and design of the parking areas within the project area shall provide an adequate number of spaces in the proximity of the use intended to be served.
- K. Parking area to have hard surface. All off-street parking stalls, loading spaces, maneuvering areas, and driving aisles shall be paved with asphalt, concrete, paving stone, or masonry to a sufficient thickness to withstand repeated vehicular traffic, or based on a geotechnical evaluation by a licensed geotechnical engineer. Where this requirement may conflict with any other parking requirement, the more stringent shall prevail.

(Ord. No. 2015-10-67, pts. I (§§ 1—3), II, 10-27-2015)

#### HISTORY

*Amended by Ord. [2020-07-35](#) on 7/14/2020*

*Amended by Ord. [2021-12-61](#) on 12/14/2021*

*Amended by Ord. [2022-04-18](#) on 4/26/2022*

## PART II PROVISIONS AND ADOPTION

### SECTION 1. Severability

The sections, paragraphs, sentences, clauses and phrases of this Ordinance are severable. If any such section, paragraph, sentence, clause, or phrase shall be declared invalid or unconstitutional by the valid judgment or decree of a Court of competent jurisdiction, such invalidity or

unconstitutionality shall not affect the validity of constitutionality of any of the remaining sections, paragraphs, sentences, clauses or phrases of this Ordinance.


**SECTION 2.** Amendments to be added to the City Code.

The City Council hereby directs that the provisions enacted by this ordinance shall be made and placed in the City Code.

**SECTION 3.** Effective Date

This ordinance shall take effect immediately upon its passage and publication as required by law.

PASSED AND ADOPTED BY THE CITY COUNCIL OF AMERICAN FORK, STATE OF UTAH, ON THIS 12TH DAY OF AUGUST, 2025.

  
\_\_\_\_\_  
Bradley J. Frost, Mayor

ATTEST:

  
\_\_\_\_\_  
Terilyn Lurker, City Recorder



Vote:	Yes	No	Abstain	Absent
Council Member Carroll	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Holley	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Hunter	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Council Member John	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Taylor	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>