

General Context

- Applies in all areas not defined in other contexts
- More auto-dependent and/or suburban in scale
- Fewest mass-transit options available
- Highest parking demand



e.g. Redwood Rd., South State Street, Single-family Neighborhoods, Industrial Areas

Salt Lake City has a wide variety of development “contexts” that make any single approach to minimum and maximum parking requirements ineffective. The parking demand for a downtown area served by transit will be much lower than a suburban shopping center. The new ordinance seeks to utilize parking “contexts” to implement the standards in a customized way that better reflects the unique neighborhoods of Salt Lake City. The standards are based on community feedback, the goals of *Plan Salt Lake*, community master plans, and industry best-practices.

Chapter-Wide Updates

Emphasized Pedestrian-Scale Development

- Tailored standards based on context
- Adjusted standards on drive-through & loading areas based on best practices
- Revised method of calculating bicycle parking standards to match development activity

Prioritized Economic Growth

- Provided alternative methods to modify minimum and maximum parking
- Allowed parking reductions for affordable/senior housing
- Relaxed parking requirements for change or expansion of use

Improved Ordinance Usability

- Created new parking requirement tables with uses organized by category and context
- Simplified processes for adjustments
Clarified layout and language throughout

Implemented Environmental Best-Practices

- Implemented new options for car/van-pool, car share, and shared parking
- Lowered required parking to reduce surface area heat gain, water contamination, and emissions

General Context Updates

This category includes zoning districts that are more auto-dependent and/or suburban in scale and parking needs. This context applies broadly to all zoning districts not specifically listed in the other context areas.

Minimum and maximum parking sample comparison*:

| Use | Proposed | Current |
|----------------------------------|--|--|
| Office | Min: 3/1000 sq ft Max: 4/1000 sq ft | Min: 3/1000 sq ft main floor + 1.25/1000 sq ft other floors Max: based on zoning district |
| Retail | Min: 2/1000 sq ft Max: 4/1000 sq ft | Min: 2/1000 sq ft Max: based on zoning district |
| Restaurant | Min: 2/1000 sq ft Max: 7/1000 sq ft | Min: 2/1000 sq ft Max: based on zoning district |
| Bike (Residential) | Min: 1 per 5 units | 5% of total parking stall count |
| Bike (Commercial) | Min: 1/20,000 sq ft | 5% of total parking stall count |
| Drive-through Stacking spaces | 5 for restaurant; 3 other uses | 5 for all uses |

* This table represents only a few uses, see proposed and current ordinances for complete information