Transit Context

(Current D-1, D-3, D-4, G-MU, TSA-C, UI, FB-UN2, FB-UN3, FB-SC, R-MU zoning districts)

- Highest density development
- Adjacent to mass-transit facilities
- Lowest parking demand

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

> e.g. Downtown, Gateway, North Temple & 400 South corridors, Central 9th

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.

General 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

Transit Context Updates

This category includes those zoning districts that immediately surround mass-transit facilities and/or are in the downtown core. The standards listed below are specific to the Transit Context.

Minimum and maximum parking sample comparison*:

Use	Proposed	Current
Office	Min: None Max: 2/1000 sq ft	Min: 3/1000 sq ft main floor + 1.25/1000 sq ft other floors Max: based on zoning district
Retail	Min: None Max: 2/1000 sq ft	Min: 2/1000 sq ft Max: based on zoning district
Restaurant	Min: 2/1000 sq ft Max: 5/1000 sq ft	Min: 2/1000 sq ft Max: based on zoning district
Bike (Residential)	Min: 1 per 2 units	5% of total parking stall count
Bike (Commercial)	Min: 1/2000 sq ft	5% of total parking stall count
Drive-through stacking spaces	4 for restaurant; 3 other uses	5 for all uses

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

Contact info: Eric Daems at (801) 535-7236 or eric.daems@slcgov.com