

Chapter 21A.44

OFF STREET PARKING, MOBILITY AND LOADING

21A.44.010: PURPOSE AND SCOPE:

- A. Purpose Statement: The regulations of this chapter are intended to promote the orderly use of land and buildings by identifying minimum and maximum standards for accessory parking and loading facilities that will promote safe and convenient vehicular transportation and movement of goods. These requirements are also intended to help lessen traffic congestion and promote public health and welfare through a cleaner environment by reducing the number of vehicle trips. Encouraging nonmotorized transportation and relating parking requirements to the local land use/transportation system are consistent with the objectives of this chapter.
- B. Intensification Of Use: When the intensity of any building, structure or premises is increased through the addition of dwelling units, gross floor area, seating capacity, or other units of measurement specified herein for required parking, additional parking shall be provided in the amount by which the requirements for the intensified use exceed those for the existing use.
- C. Change In Use: When the use of an existing building or structure is changed to a different type of use, parking shall be provided in the amount required for such new use. However, if an existing building or structure was established prior to the effective date hereof, any increase in required parking shall be limited to the amount by which the new use exceeds the existing use except in the downtown D-1, D-2 and D-3 districts where a change of use shall not require additional parking or loading facilities.
- D. Existing Parking And Loading Facilities: If parking and loading facilities are below these requirements, they shall not be further reduced.
- E. Voluntary Provision Of Additional Parking And Loading Facilities: The voluntary establishment of off street parking spaces in excess of the maximum allowable parking specified in this title shall not be permitted unless established through the transportation demand management standards found in section [21A.44.050](#) of this chapter. Voluntary establishment of loading facilities in excess of the requirements of this title to serve any use shall be permitted provided that all regulations herein governing the location, design and operation of such facilities are satisfied.
- F. Damage Or Destruction: For any conforming or nonconforming use which is involuntarily damaged or destroyed by fire, collapse, explosion or other cause, and which is reconstructed, reestablished or repaired, off street parking or loading facilities in compliance with the requirements of this chapter need not be provided, except that parking or loading facilities equivalent to any maintained at the time of such damage or destruction shall be restored or continued in operation. It shall not be necessary to restore or maintain parking or loading facilities in excess of those required by this title for equivalent new uses or construction.
- G. Submission Of A Site Plan: Any application for a building permit shall include a site plan, drawn to scale and fully dimensioned, showing any off street parking or loading facilities to be provided in compliance with this title.

H. **Parking Lots With Noncomplying Setbacks:** A parking lot existing prior to April 12, 1995, that is noncomplying with respect to landscaped setbacks, may be reconstructed, subject to the following requirements:

1. Compliance with subsection D of this section; and
2. Development shall be reviewed through the site plan review process to consider the feasibility of redesign of parking layout to provide required landscaped setbacks without a reduction in the number of existing parking spaces. (Ord. 62-13, 2013)

21A.44.020: GENERAL OFF STREET PARKING REGULATIONS:

- A. **Location Of Parking Spaces:** All parking spaces required to serve buildings or uses erected or established after the effective date hereof shall be located on the same lot as the building or use served, unless off site parking is approved as an alternative to the required parking spaces as specified in section [21A.44.040](#) of this chapter and allowed in the underlying zoning district.
- B. **Access:** All off street parking facilities shall be designed with appropriate means of vehicular access to a street or alley in a manner which will least interfere with automobile, bicycle and pedestrian traffic movement. Parking lots in excess of five (5) spaces shall be designed to allow vehicles to enter and exit the lot in a forward direction. All vehicular access roads/driveways shall be maintained as hard surface.
- C. **Utilization Of Required Parking Spaces:** Except as otherwise provided in this section, required off street parking facilities provided for uses listed in section [21A.44.030](#) of this chapter shall be solely for the parking of passenger automobiles of guests, patrons, occupants, or employees of such uses.
- D. **Parking For Persons With Disabilities:** Any parking area to be used by the general public shall provide parking spaces designated and located to adequately accommodate persons with disabilities and these shall be clearly marked as such. Parking spaces for persons with disabilities shall be located in close proximity to the principal building. The designation of parking spaces for persons with disabilities shall constitute consent by the property owner to the enforcement of the restricted use of such spaces to motorists with disabilities by the city. Parking spaces for persons with disabilities shall conform to the standards of the Americans with disabilities act. The number of required parking spaces accessible to persons with disabilities shall be as follows:

Required Minimum Total In Parking Lot Spaces	Number Of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5

151 to 200		6
201 to 300		7
301 to 400		8
401 to 500		9
501 to 1,000		2 percent of total
1,001 and over		20, plus 1 for each 100 over 1,000

E. Off Street Parking Dimensions:

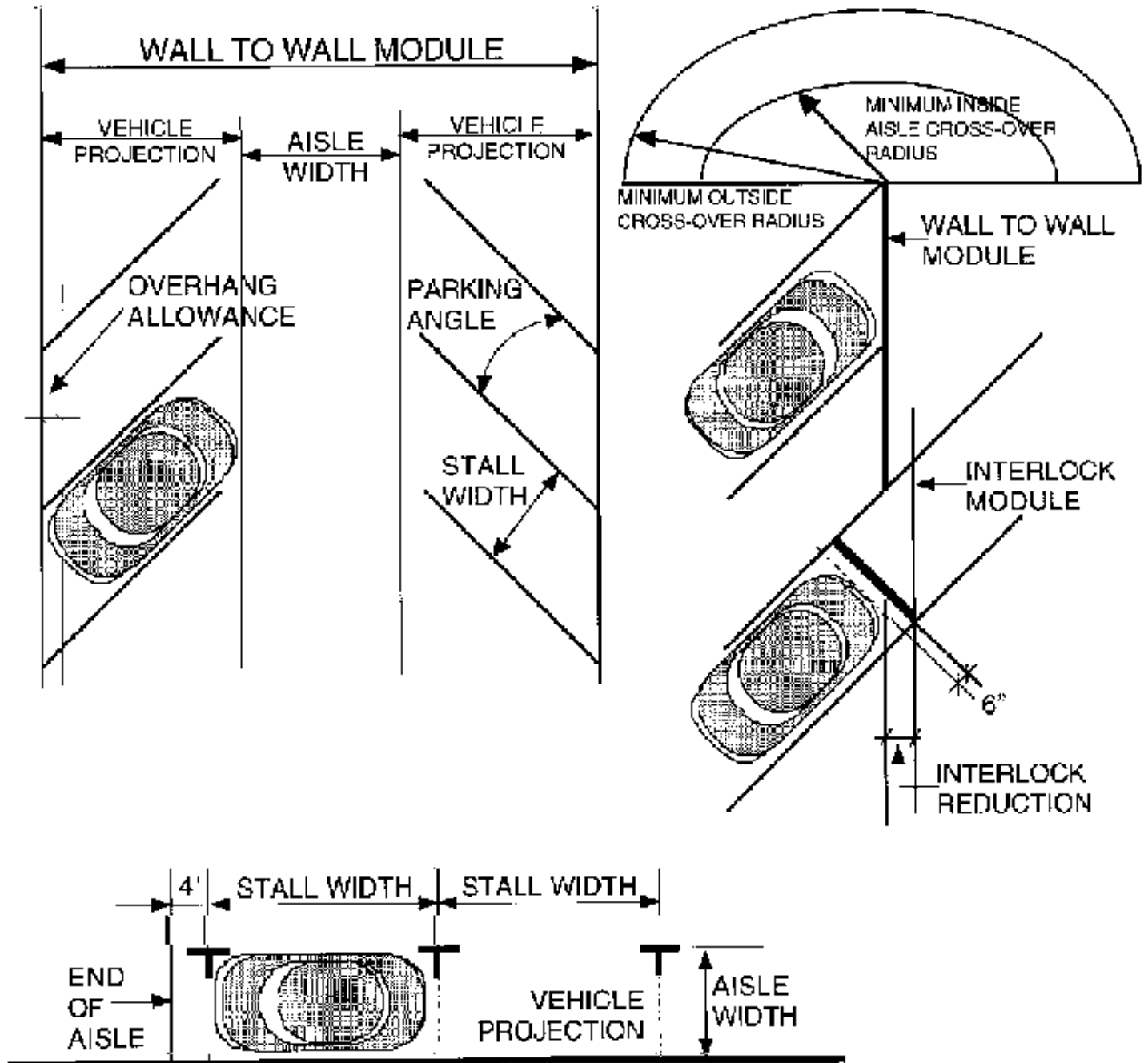
1. The dimensions for parking spaces and associated aisles are established by the transportation division and are set forth in table 21A.44.020 of this section.
2. The following modifications and additions to the dimensions set forth in table 21A.44.020 of this section shall apply:
 - a. Parking spaces located adjacent to walls or columns shall be one foot (1') wider to accommodate door opening clearance and vehicle maneuverability;
 - b. Requests for parking angles other than those shown on table 21A.44.020 of this section (including parking angles between 0 degrees and 45 degrees, and between 75 degrees and 90 degrees) may be approved by the city transportation director;
 - c. If a public alley is used as a parking aisle for single-family dwellings, two-family dwellings or twin homes, additional space shall be required on the lot to provide the full width of aisle as required on table 21A.44.020 of this section. The parking design for all other uses shall not require backing into an alley or right of way;
 - d. The dimensions of parking spaces in a valet attended parking lot can be modified with approval of the city transportation director; and
 - e. Parking spaces in an automated parking garage are exempt from the off street parking dimensions found in this subsection provided the design of the automated parking garage has been approved by the city transportation director.

TABLE 21A.44.020
OFF STREET PARKING DIMENSIONS

Parking Angle	Stall Width	Vehicle Projection	Aisle Width	Wall To Wall Module Width	Interlock Reduction	Overhang Allowance
0	22'0"	8'3"	12'8"	29'2"	0'0"	2'0"
45	8'3"	16'10"	14'11"	48'7"	2'3"	2'0"
50	8'3"	17'5"	15'6"	50'4"	2'0"	2'0"
55	8'3"	17'11"	16'2"	52'0"	1'10"	2'1"
60	8'3"	18'3"	16'10"	53'4"	1'7"	2'2"
65	8'3"	18'6"	17'9"	54'9"	1'4"	2'3"

Parking Angle	Stall Width	Vehicle Projection	Aisle Width	Wall To Wall Module Width	Interlock Reduction	Overhang Allowance
70	8'3"	18'7"	18'7"	55'9"	1'1"	2'4"
75	8'3"	18'6"	20'1"	57'1"	0'10"	2'5"
90	8'3"	17'6"	24'10"	59'10"	0'0"	2'6"
0	22'0"	8'6"	11'11"	28'11"	0'0"	2'0"
45	8'6"	16'10"	14'2"	47'10"	2'3"	2'0"
50	8'6"	17'5"	14'9"	49'7"	2'0"	2'0"
55	8'6"	17'11"	15'5"	51'3"	1'10"	2'1"
60	8'6"	18'3"	16'1"	52'7"	1'7"	2'2"
65	8'6"	18'6"	17'0"	54'0"	1'4"	2'3"
70	8'6"	18'7"	17'10"	55'0"	1'1"	2'4"
75	8'6"	18'6"	19'4"	56'4"	0'10"	2'5"
90	8'6"	17'6"	24'1"	59'1"	0'0"	2'6"
0	22'0"	8'9"	10'8"	28'2"	0'0"	2'0"
45	8'9"	16'10"	13'5"	47'1"	2'3"	2'0"
50	8'9"	17'5"	14'0"	48'10"	2'0"	2'0"
55	8'9"	17'11"	14'8"	50'6"	1'10"	2'1"
60	8'9"	18'3"	15'4"	51'10"	1'7"	2'2"
65	8'9"	18'6"	16'3"	53'3"	1'4"	2'3"
70	8'9"	18'7"	17'1"	54'3"	1'1"	2'4"
75	8'9"	18'6"	18'7"	55'7"	0'10"	2'5"
90	8'9"	17'6"	23'4"	58'4"	0'0"	2'6"
0	22'0"	9'0"	9'5"	27'5"	0'0"	2'0"
45	9'0"	16'10"	12'6"	46'4"	2'3"	2'0"
50	9'0"	17'5"	13'3"	48'1"	2'0"	2'0"
55	9'0"	17'11"	13'11"	49'9"	1'10"	2'1"
60	9'0"	18'3"	14'7"	51'1"	1'7"	2'2"
65	9'0"	18'6"	15'6"	52'6"	1'4"	2'3"
70	9'0"	18'7"	16'4"	53'6"	1'1"	2'4"
75	9'0"	18'6"	17'10"	54'10"	0'10"	2'5"
90	9'0"	17'6"	22'7"	57'7"	0'0"	2'6"

OFF STREET PARKING DIMENSIONS



F. Design And Maintenance: Parking lots shall be designed to ensure safe and easy ingress, egress and movement through the interior of the lot. The number of curb cuts onto major roads should be minimized. Shared access driveways between adjacent sites are encouraged. Parking lot islands should be provided on the interior of the parking lot to help direct traffic flow and to provide landscaped areas within such lots.

1. Design Elements: Parking lots shall be designed in accordance with applicable city codes, ordinances and guidelines with respect to:
 - a. Minimum distances between curb cuts;
 - b. Proximity of curb cuts to intersections;
 - c. Provisions for shared driveways;
 - d. Location, quantity and design of landscaped islands; and
 - e. Design of parking lot interior circulation system.
2. Plan: The design of parking facilities shall be subject to the approval of the development review team and shall conform to the standards developed by the city transportation director.
3. Landscaping And Screening: Landscaping and screening shall be provided in accordance with the requirements of [chapter 21A.48](#) of this title.
4. Lighting: Where a parking area or parking lot is illuminated, direct rays of light shall not shine into adjoining property or into a street.
5. Signs: Accessory signs shall be permitted on parking areas in accordance with the provisions specified in chapter 21A.46 of this title.
6. Parking Lot Surface: All open parking areas or lots shall be improved and maintained as hard surface.
7. Driveway Standards: In addition to further restrictions elsewhere in this title or [title 12](#), "Vehicles And Traffic", of this code, the following standards shall apply to driveways:
 - a. Driveway Location:
 - (1) Nonresidential Districts: For lots in nonresidential districts with a width of less than one hundred feet (100'), only one curb cut shall be allowed per street frontage. For lots in nonresidential districts with a width of one hundred feet (100') or greater, more than one curb cut shall be allowed per street frontage provided they are at least one hundred feet (100') apart.
 - (2) Residential Districts: With the exception of legal shared driveways, driveways shall be at least six feet (6') from abutting property lines, twenty feet (20') from street corner property lines and five feet (5') from any public utility infrastructure such as power poles, fire hydrants and water meters. Except for entrance and exit driveways leading to properly located parking areas, no curb cuts or driveways are permitted.
 - b. Driveway Widths: In front and corner side yards, driveway widths shall not exceed twenty two feet (22') in SR-1 and SR-3 residential districts or sixteen feet (16') in the MH district. In all other districts, the driveways in front and corner side yards shall have a minimum single lane driveway width of twelve feet (12') and shall not exceed thirty feet (30') in width.
 - c. Shared Driveways: Shared driveways, where two (2) or more properties share one driveway access, may be permitted by the development review team.
 - d. Circular Driveways: Circular driveways that connect to a driveway extending to a legal parking location shall be constructed of concrete, brick pavers, block or other hard surface material other than impermeable asphalt. The circular driveway shall be situated such that the street front edge is situated parallel to the property line and shall not be used for overnight parking. In residential districts, circular driveways shall be set back at least fifteen feet (15') from the front property line

no wider than twelve feet (12') in width. In commercial districts, circular driveways shall be set back at least five feet (5') from the property line and no wider than twenty feet (20') in width.

- e. Driveway Surface: All driveways providing access to parking areas or lots shall be improved and maintained as hard surface.
 - f. Exceptions: Exceptions to these standards may be approved by the development review team through the site plan review process, based on the slope of the roadway or lot and location of drive approaches serving abutting properties.
8. Pedestrian Access: All surface parking lots for nonresidential uses shall provide a clear pedestrian pathway from the parking lot to the entry of the building and the public sidewalk. The pedestrian pathway should be clearly marked with pavement marking, landscaping, change in surface material, curb separation or grade separation.
9. Vehicle And Equipment Storage: In CG, M-1, M-2 and EI zoning districts, vehicle and equipment storage without hard surfacing may be allowed as a special exception provided:
- a. The lot is used for long term vehicle storage, not for regular parking and/or maneuvering.
 - b. The vehicles stored are large and/or on tracks that could destroy normal hard surfacing.
 - c. The parking surface is compacted with six inches (6") of road base and other semihard material with long lasting dust control chemical applied annually.
 - d. A hard surfaced wash bay is installed to wash wheels to prevent tracking of mud and sand onto the public way.
 - e. A minimum of fifty feet (50') paved driveway from the public street property line is provided.
 - f. City transportation director's approval.
- G. Parking For Low Density Residential Districts: The following regulations shall apply to single-family detached, single-family attached and two-family dwellings in the FP, FR-1/43,560, FR-2/21,700, FR-3/12,000, R-1/12,000, R-1/7,000, R-1/5,000, SR-1, SR-3 and R-2 districts:
1. Parking spaces satisfying the requirements of section [21A.44.030](#) of this chapter shall be located only in an interior side yard or a rear yard unless approved as a special exception in accordance with subsection [21A.44.060B](#) of this chapter.
 2. The provisions of parking spaces elsewhere on the lot shall conform to the other applicable requirements of this chapter. Requirements for garages shall be as specified in chapter 21A.40 of this title.
 3. No park strip shall be used for parking.
 4. A maximum of four (4) outdoor parking spaces shall be permitted per lot. Recreational vehicle parking, where permitted, shall be included in this maximum.
- H. Legalization Of Converted Garages And Associated Front Yard Parking In Residential Zoning Districts: The intent of this section is to facilitate the legalization of attached garages that have been converted to living space without building permits and without replacing parking in a legal location on the lot. Attached garages converted prior to April 12, 1995, including the associated front yard parking, may be legalized subject to obtaining a building permit for all building modifications associated with converting the garage to living space. The building services division shall inspect the conversion for substantial life safety compliance. Additional requirements include the following:

1. The driveway leading to the converted garage shall not be removed without replacing the same number of parking spaces in a location that is authorized by this title.
2. The driveway shall not be wider than the original garage unless a permit is issued to extend a driveway into the side or rear yard for additional parking. No other portion of the front yard may be used for parking.
3. Parking on the driveway in the front yard is restricted to passenger vehicles only.

I. Short Term Parking Provisions For The D-1, D-2 Or D-3 District:

1. Intent: The intent of this subsection is to establish short term parking requirements within the Main Street retail core area and to limit required parking increases resulting from a change in use.
2. Applicability: The regulations of this subsection shall apply to parking structures or lots located within, or partially within, the Main Street retail core area, as defined in chapter 21A.30 of this title. These regulations shall also apply to parking structures or lots established to serve uses located wholly or partially within the area defined in chapter 21A.30 of this title. The regulations of this subsection shall apply to all uses in the D-1, D-2 and D-3 districts.
3. Short Term Parking Requirements: That number of parking spaces required to serve retail goods or retail service establishments located within the Main Street retail core area shall be designated as short term parking spaces (i.e., for less than 1 day). These spaces shall be at the retail level (not necessarily the ground level) of a parking structure, or the spaces closest to the retail use shall be designated for short term parking.
4. Change Of Use: Any legally established use in the D-1, D-2 or D-3 district may be changed to any other legal use without providing any additional off street parking, provided that the change of use does not require any expansion to the existing principal structure greater than one thousand (1,000) square feet.

J. Recreational Vehicle Parking: The parking of recreational vehicles shall conform to the standards set forth below:

1. Standards:
 - a. Recreational vehicle parking spaces shall be in addition to, and not in lieu of, other required off street parking spaces.
 - b. Recreational vehicle parking is prohibited in the front yard.
 - c. Recreational vehicle parking is permitted in any enclosed structure conforming to building code and zoning requirements for the zoning district in which it is located.
 - d. Recreational vehicle parking in side or rear yards may be permitted subject to the following conditions:
 - (1) Recreational vehicle parking permitted for each residence shall be limited to one motor home or travel trailer and a total of two (2) recreational vehicles of any type;
 - (2) Recreational vehicles may be parked in the rear yard only on an adequate hard surfaced pad with access provided by either a hard surfaced driveway, hard surfaced drive strips or an access drive constructed of turf block materials with an irrigation system; and
 - (3) Recreational vehicle parking shall be allowed in side yards only if the rear yard cannot be accessed, and in a side yard other than the driveway side yard only if the driveway side yard

cannot be used for such additional parking. The existence of a fence or other structure which is not part of a building shall not constitute a lack of rear yard access. Topographical factors, the existence of mature trees or the existence of properly permitted and constructed structures precluding rear yard parking is sufficient to establish a lack of rear yard access.

(4) Side yard parking shall only be permitted subject to the following conditions:

(A) The parking area for the recreational vehicle must be a hard surface of either concrete, asphalt, or turf block;

(B) The recreational vehicle parking space shall not interfere with access to other required parking for the structure;

(C) Access to the recreational vehicle parking from the existing driveway on the property shall have an access taper from the existing driveway and be hard surfaced;

(D) The access or transition area from the existing driveway to the recreational vehicle parking space shall not be used for any parking;

(E) The recreational vehicle parking space shall be screened from the front or street side at the setback line of the existing principal building with a six foot (6') high sightproof fence with a gate for access; and

(F) The recreational vehicle parking space shall be screened on the side yard with a six foot (6') high sightproof fence or equivalent vertical vegetation.

(5) No parked recreational vehicle shall be used for storage of goods, materials or equipment other than those which are customarily associated with the recreational vehicle.

(6) All recreational vehicles must be stored in a safe and secure manner. Any tie downs, tarpaulins or ropes must be secured from flapping in windy conditions.

(7) Recreational vehicles shall not be occupied as a dwelling while parked on the property. (Ord. 62-13, 2013)

21A.44.030: NUMBER OF OFF STREET PARKING SPACES REQUIRED:

A. Parking Requirements For Passenger Vehicles:

1. **Minimum Number Of Spaces:** The minimum number of off street parking spaces provided shall be in accordance with subsection G, "Minimum Off Street Parking Requirements", of this section unless otherwise specified elsewhere in this chapter.

2. **Maximum Number Of Spaces:** The maximum number of off street parking spaces provided shall be in accordance with subsection H, "Maximum Off Street Parking Allowance", of this section unless otherwise specified elsewhere in this chapter.

3. General Parking Calculation Regulations:

a. Parking space requirements based on the number of employees or users shall be based on the maximum number of employees or users on the premises at any one time.

b. When determination of the number of off street parking spaces required by this title results in a requirement of a fractional space, any fraction of less than one-half ($\frac{1}{2}$) may be disregarded, while a fraction of one-half ($\frac{1}{2}$) or more, shall be counted as one parking space.

- c. Parking spaces designed exclusively for motorcycles, scooters and other two (2) wheeled automobiles shall not count toward the required number of parking spaces.
 - d. Parking spaces intended for storage of business related vehicles, such as fleet vehicles or delivery vehicles in commercial, manufacturing and special purposes districts, shall not count toward the required number of parking spaces.
- B. Determination Of Required Number Of Parking Spaces For Uses Not Specified Herein: In the event this title does not specify the number of parking spaces for a specific use, the Zoning Administrator shall determine the number of spaces required. In making this determination, the Zoning Administrator shall consider the following criteria:
- 1. The number of parking spaces required for a use listed in table 21A.44.030 of this section that is the most similar to the proposed use in terms of the parked vehicles that are anticipated to be generated;
 - 2. The square footage to be occupied by the proposed use; and
 - 3. The number of employees and patrons that are anticipated for the proposed use.
- C. Exemption From Calculation Of Required Parking Spaces: Nonresidential uses in buildings less than one thousand (1,000) square feet and located on a lot in the commercial districts or the D-2 and D-3 Downtown Districts shall be exempt from the requirement of providing off street parking. The exemption shall be applied to the land use on the lot requiring the fewest number of spaces. Only one exemption shall be allowed per lot.
- D. Alternative Parking Requirements: An alternative means of meeting the parking requirements of this section can be used as outlined in section [21A.44.040](#) of this chapter.
- E. Reductions To The Number Of Required Parking Spaces: The number of required parking spaces may be reduced as provided in section [21A.44.040](#) of this chapter.
- F. Transportation Demand Management: For all uses requiring at least ten (10) parking spaces, the minimum and maximum parking requirements can be modified as outlined in section [21A.44.050](#) of this chapter.
- G. Minimum Off Street Parking Requirements:
- 1. Applicability: Unless otherwise regulated in the special provisions in subsection G2 of this section, each principal building or use shall provide the minimum number of parking spaces as outlined in table 21A.44.030 of this section:

TABLE 21A.44.030
 SCHEDULE OF MINIMUM
 OFF STREET PARKING REQUIREMENTS³

Residential:	
Bed and breakfast establishment	1 parking space per room

Community correctional facility	1 parking space for each 4 residents and 1 parking space for every 2 support staff present during the busiest shift
Eleemosynary facility	1 parking space for each family, plus 1 parking space for every 4 individual bedrooms, plus 1 parking space for every 2 support staff present during the busiest shift
Fraternity, sorority or dormitory	1 parking space for each 2 residents, plus 1 parking space for each 3 full time employees. Note: The specific college or university may impose additional parking requirements
Group home	2 parking spaces per home and 1 parking space for every 2 support staff present during the busiest shift
Multiple-family dwellings ¹	2 parking spaces for each dwelling unit containing 2 or more bedrooms 1 parking space for 1 bedroom and efficiency dwelling ¹ / ₂ parking space for single room occupancy dwellings (600 square foot maximum)
Rooming house	1 parking space for each 2 persons for whom rooming accommodations are provided
Single-family attached dwellings (row house and townhouse) and single-family detached dwellings ²	2 parking spaces for each dwelling unit
Two-family dwellings and twin home dwellings	2 parking spaces for each dwelling unit
Institutional:	
Assisted living facility	1 parking space for each 4 employees, plus 1 parking space for each 6 infirmary or nursing home beds, plus 1 parking space for each 4 rooming units, plus 1 parking space for each 3 dwelling units
Auditorium; accessory to a church, school, university or other institution	1 space for each 5 seats in the main auditorium or assembly hall
Daycare, child and adult	2 spaces per 1,000 square feet of usable floor area
Funeral services	1 space per 4 seats in parlor plus 1 space per 2 employees plus 1 space per vehicle used in connection with the business
Homeless resource center	1 parking space for every 10 beds
Homeless shelter	1 parking space for every 10 beds
Hospital	1.5 parking spaces per hospital bed
Places of worship	1 parking space per 1,000 square feet of seating or congregation

	area
Schools:	
K - 8th grades	1 parking space for each 3 faculty members and other full time employees
Senior high school	1 parking space for each 3 faculty members, plus 1 parking space for each 3 full time employees, plus 1 parking space for each 10 students
College/university, general	1 parking space for each 3 faculty members, plus 1 parking space for each 3 full time employees, plus 1 parking space for each 10 students
Vocational/trade school	1 space per 1 employee plus 1 space for each 3 students based on the maximum number of students attending classes on the premises at any time
Recreation, cultural, and entertainment:	
Art gallery/museum/house museum	1 space per 1,000 square feet of usable floor area
Baseball or soccer field	10 spaces per field
Bowling alley	2 spaces per lane plus 1 space for every 2 employees
Club/lodge	3 spaces per 1,000 square feet of usable floor area
Dance/music studio	1 space for every 1 employee
Gym/health club/recreation facilities	3 spaces per 1,000 square feet of usable floor area
Library	1 space per 1,000 square feet of usable floor area
Sports arena/stadium	1 space per 1,000 square feet of seating area
Swimming pool, skating rink or natatorium	1 space per 5 seats and 3 spaces per 1,000 square feet of usable floor area
Tennis court	2 spaces per court
Theater, movie and live	1 space per 4 seats
Commercial/manufacturing:	
Artisan food production	2 spaces per 1,000 square feet of usable floor area
Bus facility, intermodal transit passenger hub	1 space per 2 employees plus 1 space per bus
Commercial food preparation	2 spaces per 1,000 square feet of usable floor area
Durable goods, furniture, appliances, etc.	1 space per 500 square feet of usable floor area
General manufacturing	1 space per 3 employees plus 1 space per company vehicle

Hotel or motel	1 parking space for each 2 separate rooms
Radio/TV station	3 spaces per 1,000 square feet of usable floor area
Warehouse	2 spaces per 1,000 square feet of usable floor area for the first 10,000 square feet plus $\frac{1}{2}$ space per 2,000 square feet for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates
Wholesale distribution	1 space per 1,000 square feet of usable floor area for the first 10,000 square feet, plus $\frac{1}{2}$ space per 2,000 square feet of floor area for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates
Retail goods and services:	
Auto repair	1 space per service bay plus 3 spaces per 1,000 square feet for office and retail areas
Car wash	3 stacked spaces per bay or stall, plus 5 stacking spaces for automated facility
Drive-through facility	5 stacking spaces on site per cashier, teller or similar employee transacting business directly with drive-through customers at any given time in addition to the parking required for that specific land use
Outdoor display of merchandise for sale	1 parking space per 1,000 square feet of display area
Restaurants, taverns and bar establishments	2 spaces per 1,000 square feet of usable floor area
Retail goods establishment	2 spaces per 1,000 square feet of usable floor area
Retail service establishment	2 spaces per 1,000 square feet of sales floor area
Retail shopping center over 55,000 square feet usable floor area	2 spaces per 1,000 square feet of usable floor area
Office and related uses:	
Financial establishments	2 spaces per 1,000 square feet of usable floor area
General office	3 spaces per 1,000 square feet of usable floor area for the main floor plus $1\frac{1}{4}$ spaces per 1,000 square feet of usable floor area for each additional level, including the basement
Laboratory	2 spaces per 1,000 square feet of usable floor area for the first 10,000 square feet plus $\frac{1}{2}$ space per 2,000 square feet for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates
Medical/dental offices	5 spaces per 1,000 square feet of usable floor area

Miscellaneous:	
Kennels or public stables	1 space per 2 employees
All other uses	3 spaces per 1,000 square feet of usable floor area

Notes:

1. Minimum parking requirements for affordable housing and senior housing: Buildings that have 10 or more residential units with at least 25 percent of the units as either affordable or senior housing shall be allowed to have a minimum of $\frac{1}{2}$ of a parking space provided for each dwelling unit.
2. For specific parking requirements for accessory dwelling units, see section [21A.40.200](#) of this title.
3. Requirements for buildings with more than 1 use shall be calculated separately for individual primary use as required and then combined.

2. District Specific Minimum Requirements:

TABLE OF DISTRICT SPECIFIC
MINIMUM OFF STREET PARKING REQUIREMENTS

District	Land Use	Minimum
D-1, D-2, D-4	Residential	$\frac{1}{2}$ space per dwelling unit
	Nonresidential	No spaces required up to 25,000 square feet usable floor area. 1 space per 1,000 usable square feet over 25,000 square feet thereafter
D-3, GMU	Residential	$\frac{1}{2}$ space per dwelling unit. 1 space per single-family, two-family and twin home dwellings
	Nonresidential	No spaces required up to 10,000 square feet usable floor area. 1 space per 1,000 usable square feet over 10,000 square feet thereafter
TSA core	All uses	No spaces required
TSA transition	All uses	50% of required in table 21A.44.030 of this section minimum requirements
FB-SC	All uses	No spaces required
FB-SE	All uses	50% of required in table 21A.44.030 of this section minimum requirements
FB-UN	All uses	No spaces required
MU, R- MU	Residential	$\frac{1}{2}$ space per multi-family dwelling unit. 1 space per single-family, two-family and twin home dwellings
R-MU-35	Residential	1 space per dwelling unit
R-MU-45	Residential	1 space per dwelling unit

CB	Residential	1 space per dwelling unit
CN	Residential	1 space per dwelling unit
SR-3	Residential	1 space per dwelling unit

Note: Any use or district not listed in this "Table Of District Specific Minimum Off Street Parking Requirements", of this section will refer to the minimum requirement in table 21A.44.030 of this section.

H. Maximum Off Street Parking Allowance:

1. Applicability: For zones not listed in the "Table Of District Specific Maximum Parking Allowance", of this section the number of parking spaces allowed shall be twenty five percent (25%) greater than the minimum found in table 21A.44.030 of this section. Formula: $0.25 \times \text{Minimum} + \text{Minimum} = \text{Maximum}$.

2. District Specific Maximum Allowance:

TABLE OF DISTRICT SPECIFIC MAXIMUM PARKING ALLOWANCE

District	Land Use	Maximum
D-1, D-2, D-4	Residential	Equivalent to minimum
	Nonresidential ¹	Up to 25 spaces for first 25,000 square feet. No more than 1 space per 1,000 square feet thereafter
D-3, G-MU	Residential	Equivalent to minimum
	Nonresidential	Up to 10 spaces for first 10,000 square feet. No more than 1 space per 1,000 square feet thereafter
TSA Core	Residential	1 space per dwelling unit
	Nonresidential	3 spaces for every 1,000 usable square feet
TSA Transition	Residential	1 ¹ / ₂ spaces per dwelling unit
	Nonresidential	3 spaces for every 1,000 usable square feet
FB-SC, FB-SE ²	All uses	The maximum parking allowance is equal to the minimum off street parking requirements found in this section
FB-UN	All uses	The maximum parking allowance is equal to the minimum off street parking requirements found in this section
M-1, M-2, BP, Airport	All uses	No maximum for any property located west of the centerline of Redwood Road

Qualifying provisions:

1. An office use to accommodate government prosecutorial and civil legal services on a parcel located within 500 feet of a parcel on which a State courthouse is located may have a maximum of 2.7 parking spaces per 1,000 square feet of usable floor area, but not more than 300 spaces for a building of any size.
2. Parking in excess of the maximum allowed may be granted as a special exception subject to the special exception standards in chapter 21A.52 of this title. The maximum parking requirement does not apply to parking structures or garages that serve multiple parcels or uses or structures that provide off site parking.

Note: With the exception of the zones listed in the "Table Of District Specific Maximum Parking Allowance", of this section, single-family and two-family residential uses are limited to 4 outdoor off street parking spaces, including parking for recreational vehicles as identified in subsection [21A.44.020G](#) of this chapter.

(Ord. 23-18, 2018: Ord. 60-17, 2017: Ord. 47-17, 2017: Ord. 23-16, 2016: Ord. 7-16, 2016: Ord. 71-15, 2015: Ord. 70-15, 2015: Ord. 66-13, 2013: Ord. 62-13, 2013)

21A.44.040: ALTERNATIVE PARKING REQUIREMENTS AND OFF STREET PARKING REDUCTIONS:

A. Purpose And Scope: The number of required off street parking spaces may be met via alternative means or reduced in some circumstances. Alternatives and reductions help prevent land from being devoted unnecessarily to parking spaces when other parking solutions respond better to the parking needs of the use of the property, the enjoyment of neighboring property rights and the general neighborhood compatibility. These options are intended to allow satisfying a portion of parking requirements by means other than on site parking or by reducing the number of required parking spaces when there is documentation that actual parking demand is less than the number required by section [21A.44.030](#), table [21A.44.030](#) of this chapter.

B. Permitted Parking Alternatives And Reductions:

1. Shared Parking: Where multiple uses share the same off street parking facilities, reduced total demand for parking spaces may result due to differences in parking demand for each use during the course of the day. The following schedule of shared parking is provided indicating how shared parking for certain uses can be used to reduce the total parking required for shared parking facilities:

TABLE 21A.44.040B
SCHEDULE OF SHARED PARKING

General Land Use Classification	Weekdays			Weekends		
	Midnight - 7:00 A.M.	7:00 A.M. - 6:00 P.M.	6:00 P.M. - Midnight	Midnight - 7:00 A.M.	7:00 A.M. - 6:00 P.M.	6:00 P.M. - Midnight
College and university	0%	100%	50%	5%	50%	50%
Community centers	0%	30%	75%	0%	100%	80%

Hotel	100%	65%	100%	100%	65%	100%
Office and industrial	5%	100%	5%	0%	5%	0%
Place of worship	0%	30%	50%	0%	100%	75%
Residential	100%	50%	80%	100%	75%	75%
Restaurant	10%	70%	100%	25%	50%	100%
Retail/service	0%	100%	80%	0%	100%	75%
Schools, elementary and secondary	5%	100%	75%	0%	25%	10%
Theater/entertainment	5%	40%	100%	5%	75%	100%

- a. Determining The Total Requirements For Shared Parking Facilities: For each applicable general land use category, calculate the number of spaces required for a use if it were the only use (refer to section [21A.44.030](#), table [21A.44.030](#) of this chapter). Use those figures for each land use to calculate the number of spaces required for each time period for each use (6 time periods per use). For each time period, add the number of spaces required for all applicable land uses to obtain a grand total for each of the six (6) time periods. Select the time period with the highest total parking requirement and use that total as the shared parking requirement.
 - b. Location For Shared Parking: Shared parking spaces must be within five hundred feet (500') of the primary entrance of all uses served unless remote parking shuttle bus service is provided.
 - c. Agreement For Shared Parking: A shared parking plan will be enforced through written agreement among all owners of record. An attested copy of the agreement between the owners of record must be submitted to the zoning administrator and it must be recorded by the applicant in a form established by the city attorney. If building permits are required for the development, recordation of the agreement must take place before building permit issuance for any use utilizing the shared parking. A shared parking agreement may be revoked only if all required off street parking spaces will be provided in accordance with section [21A.44.030](#) of this chapter.
2. Off Site Valet Parking: The zoning administrator may approve valet parking as a means of satisfying otherwise applicable off street parking requirements as required by section [21A.44.030](#) of this chapter if:
 - a. Adequate assurances are provided attesting to the continued operation of the valet parking, such as a long term contract with a provider or a contract for lease of off site parking spaces;
 - b. The design of the valet parking does not cause customers who do not use the valet services to park off the premises or cause queuing in the right of way; and
 - c. The valet parking service is conspicuously posted outside the establishment and near the main entrance.
 3. Modification Of Parking Geometries: The zoning administrator may authorize parking geometry configurations other than those normally required by city code or policy if such parking geometries have been approved, and the reasons therefor explained in writing, by the city transportation director. In no case shall parking geometry modifications be allowed if they would in any way impact spaces designated for person with disabilities.

4. Use Of Excess Parking In Park And Ride Lots: Park and ride lots that are not used to capacity may be used for a new development's required parking provided that the lot is within one thousand feet (1,000') of the development and the applicant can demonstrate to the zoning administrator's satisfaction that the lot is underutilized and that use of the excess parking spaces will not interfere with the park and ride use of the lot. An agreement between the property owners of the development and the park and ride lot is required and a copy of the agreement shall be submitted to the zoning administrator and recorded by the applicant in a form established by the city attorney.
5. Off Site Parking Facilities: Off site parking facilities under shared ownership or through a lease agreement may, in districts where they are specifically allowed as permitted or conditional uses, be used to satisfy the requirements of this title for off street parking, subject to the following requirements:
 - a. The maximum distance between the proposed use and the closest point of the off site parking facility shall not exceed one thousand feet (1,000'). However, in the D-1 district, such distance shall not exceed one thousand two hundred feet (1,200').
 - b. Projects requiring off site, shared, and/or alternative parking in areas of the city where a UI zoning district abuts a D-1 district, the following apply:
 - (1) For a project located within a UI district, the area available for off site, shared, and/or alternative parking shall not exceed five hundred feet (500') within the UI district unless the D-1 district is located within one thousand two hundred feet (1,200'), in which case the area available for off site, shared, and/or alternative parking may extend up to one thousand two hundred feet (1,200') from the project in the direction of the D-1 district;
 - (2) For a project located within a D-1 district, the area available for off site, shared, and/or alternative parking shall not exceed one thousand two hundred feet (1,200'); however, if the UI district is located within one thousand two hundred feet (1,200'), the area available for off site, shared, and/or alternative parking shall not extend into the UI district more than five hundred feet (500');
 - (3) The maximum distance between the proposed use and the off site, shared, and/or alternative parking shall be measured radially from the closest property line of the proposed use to the closest property line of the off site, shared, and/or alternative parking;
 - (4) Parking spaces shall not be counted more than once in off site, shared, and/or alternative parking plans for different facilities, except where different plans comply with off site, shared, and/or alternative parking regulations due to hours of operation, days of usage, or other reasons.
 - c. Off site parking to support uses in the CB, CN, RB, MU, R-MU, R-MU-35 and R-MU-45 zones or a legal nonconforming use in a residential zone need not comply with the maximum five hundred foot (500') distance limitation, provided the applicant can demonstrate that a viable plan to transport patrons or employees has been developed. Such plans include, but are not limited to, valet parking or a shuttle system. After July 31, 2008, no new off site parking facilities may be created in any residential zoning district, except in the RB, RO, R-MU, R-MU-35 and R-MU-45 zoning districts. The zoning administrator has the authority to make discretionary decisions concerning the provisions of section [21A.44.030](#), table [21A.44.030](#) of this chapter when actual data is presented which supports a change in the parking requirement. The zoning administrator may require a traffic and/or parking impact study in such matters.
 - d. Off site parking facilities shall be under the same ownership or leasehold interest as the lot occupied by the building or use to which the parking facilities are accessory. Private possession of off street parking facilities may be either by deed or by long term lease. The deed or lease shall require the owner and/or heirs, successors or assigns to maintain the required number of parking facilities through contract for the duration of five (5) years. The city shall be notified when the

contract is terminated. If for any reason the lease is terminated during the five (5) year minimum contractual period, the lessee shall either replace the parking being lost through the terminated lease, or obtain approval for alternative parking requirements. Pursuant to obtaining a building permit or conditional use approval, documentation of the off site parking facility shall be recorded against both the principal use property and the property to be used for off site parking.

6. On Street Parking: In all zoning districts other than single- or two-family residential districts, credit for on street parking shall be allowed to satisfy some or all off street parking required in section [21A.44.030](#) of this chapter. For single- and two-family uses, regardless of the underlying zoning district, on street parking cannot be used to satisfy required off street parking. On street parking cannot be used to satisfy ADA required parking. Such credit shall require site plan review approval and shall meet the following requirements:
 - a. Parking must be permitted without time restrictions along the streets to be used;
 - b. All on street parking facilities shall be designed in conformance with the standards established by the city transportation director;
 - c. Prior to approving any requests for on street parking, the zoning administrator, in consultation with the city transportation director, shall determine that the proposed on street parking will not materially adversely impact traffic movements and related public street functions; and
 - d. Credit for on street parking shall be limited to the number of spaces provided along the street frontage adjacent to the use.
7. Parking Exemptions For Proximity To Mass Transit: For any new multi-family residential, commercial, office or industrial development within one-fourth ($\frac{1}{4}$) mile of a fixed transit station, the minimum number of parking spaces required according to section [21A.44.030](#) of this chapter can be reduced by fifty percent (50%).
8. Parking Exemptions For Pedestrian Friendly Development:
 - a. Applicability: Any business located in the CB, CN, RB, MU, R-MU, R-MU-35 and R-MU-45 zoning districts and classified in section [21A.44.030](#), table [21A.44.030](#) of this chapter as "recreational, cultural or entertainment" or as "retail goods and services" may be granted a partial exemption from the off street parking requirements to the extent authorized below and provided the requirements of this subsection are met.
 - b. Pedestrian Friendly Amenities: For any business that has pedestrian friendly amenities, such as bike racks, baby buggy parking areas, benches or other similar pedestrian oriented amenities, which are located within one hundred feet (100') of the entrance to the business, either on public or private property, the first two thousand five hundred (2,500) square feet of the building area shall be excluded from parking calculations and exempt from parking requirements. Any such pedestrian oriented amenities must be permanently affixed to the property and shall be installed and maintained at the property owner or business owner's expense. Any pedestrian oriented amenities to be located on public property may only be installed pursuant to authorization granted by the city, and upon proof of adequate insurance coverage to protect the city from liability.
 - c. Time Limited: For any business which meets the criteria set forth in subsection B8b of this section, and which also has time limited on street parking of two (2) hours or less within one hundred feet (100') of the entrance to the business, an additional one thousand (1,000) square feet of the building area shall be excluded from parking calculations and exempt from parking requirements. Any request to change unlimited on street parking to time limited on street parking must be reviewed and approved by the city transportation director.
 - d. Angular Parking: For any business which meets the criteria set forth in subsection B8b of this section and which also has angular parking spaces which provide traffic calming and provide

shorter unprotected crossing distances by narrowing the roadway within one hundred feet (100') of the entrance to the business, an additional one thousand (1,000) square feet of building area shall be excluded from parking calculations and exempt from parking requirements. Any request to create angular on street parking spaces where such parking does not now exist, must be reviewed and approved by the city transportation director.

e. Exemptions: For any business which meets the criteria set forth in subsections B8b, B8c and B8d of this section, the first five thousand (5,000) square feet of building area shall be excluded from parking calculations and exempt from parking requirements.

C. Transportation Demand Management: A reduction in the number of required parking spaces can be permitted through the transportation demand management regulations found in section [21A.44.050](#) of this chapter.

D. Other Eligible Alternatives: Any alternative to off street parking spaces not outlined in this section may be considered. Such alternatives shall be processed as special exceptions in accordance with the provisions of chapter 21A.52 of this title and as follows:

1. Application: In addition to the materials required by chapter 21A.52 of this title, the applicant for an alternative parking requirement must also submit:

a. A written statement specifying the alternative parking requirement requested and the rationale supporting the application;

b. A professionally prepared parking study for alternative parking requirements requested for unique nonresidential uses and intensified parking reuse; and

c. A site plan of the entire alternative parking property drawn to scale at a minimum of one inch equals thirty feet (1" = 30') showing the proposed parking plan.

2. Notice And Hearing: As a special exception, all requests for alternative parking requirements shall require a public notice and a public hearing in conformance with the requirements of chapter 21A.10 of this title.

3. City Internal Review:

a. The zoning administrator shall obtain comments regarding the application from all interested city departments or divisions.

b. The city transportation director may, if it is determined that the proposal may have an adverse material impact on traffic, require the applicant to submit a professionally prepared traffic impact study prior to the hearing on the application.

c. The city transportation director may require a professionally prepared parking study, where deemed appropriate, for applications for unique residential populations and single room occupancy residential uses.

4. General Standards And Considerations For Alternative Parking Requirements: Requests for alternative parking requirements shall be granted in accordance with the standards and considerations for special exceptions in section [21A.52.060](#) of this title. In addition, an application for an alternative parking requirement shall be granted only if the following findings are determined:

a. That the proposed parking plan will satisfy the anticipated parking demand for the use, up to the maximum number specified in section [21A.44.030](#), table [21A.44.030](#) of this chapter;

- b. That the proposed parking plan will be at least as effective in maintaining traffic circulation patterns and promoting quality urban design as would strict compliance with the otherwise applicable off street parking standards;
- c. That the proposed parking plan does not have a materially adverse impact on adjacent or neighboring properties;
- d. That the proposed parking plan includes mitigation strategies for any potential impact on adjacent or neighboring properties; and
- e. That the proposed alternative parking requirement is consistent with applicable city master plans and is in the best interest of the city. (Ord. 62-13, 2013)

21A.44.050: TRANSPORTATION DEMAND MANAGEMENT:

A. Purpose: The purposes of the following provisions relating to transportation demand management are to:

1. Enable Salt Lake City to reduce vehicle miles traveled in the City, thereby reducing the use of gasoline, the use of other fossil fuels, and greenhouse gas emissions;
2. Improve public health;
3. Reduce air, water, and noise pollution associated with motorized vehicular transportation;
4. Promote alternative modes of transportation, such as bicycling and walking;
5. Lessen congestion on the streets and roads of the City;
6. Promote road safety and reduce the number of accidents;
7. Provide opportunities for residents, institutions, and businesses of the City to save fuel costs related to driving;
8. Encourage compact development patterns and reduce sprawl development;
9. Reduce the amount of surface parking lots in the City by facilitating other modes of transportation;
10. Reduce road and parking facility construction and maintenance costs; and
11. Support community economic development objectives.

B. Generally Applicable Transportation Demand Management Standards:

1. **Applicability:** The following standards shall be applicable to all new buildings that exceed five thousand (5,000) square feet in floor area or a major expansion of an existing building. For this subsection, a "major expansion" is defined as any alteration or modification to a building that increases the building's gross floor area by twenty five percent (25%) or five thousand (5,000) square feet, whichever is less.
2. **Electric Vehicle Parking:** The following standards shall only apply to multi-family uses. At least one (1) parking space dedicated to electric vehicles shall be provided for every twenty five (25) parking spaces provided. Electric vehicle parking spaces shall count toward the required number of parking spaces. The electric vehicle parking space shall be:

- a. Located in the same lot as the principal use;
 - b. Located as close to a primary building entrance as possible;
 - c. Signed in a clear and conspicuous manner, such as special pavement marking or signage, indicating exclusive availability to electric vehicles; and
 - d. Outfitted with a standard electric vehicle charging station.
3. Number Of Required Bicycle Parking Spaces:
- a. Applicability: The following regulations apply to all uses except for single- and two-family residential uses and nonresidential uses having one thousand (1,000) square feet or less.
 - b. Fractional Spaces: When determination of the number of bicycle spaces required by this title results in a requirement of a fractional space, any fraction of less than one-half ($1/2$) may be disregarded, while a fraction of one-half ($1/2$) or more, shall be counted as one (1) bicycle parking space.
 - c. Calculation Of Required Bicycle Parking Spaces: The calculation of the number of required bicycle spaces shall be based on the minimum number of motorized vehicle spaces as required by section [21A.44.030](#), table 21A.44.030 of this chapter. If more vehicular parking is provided beyond the minimum, then the calculation shall be based on what has been provided.
 - (1) Residential And Commercial Uses: The number of bicycle parking spaces provided for any residential or commercial use shall be five percent (5%) of the vehicular parking spaces required for such use. At least two (2) bicycle parking spaces are required.
 - (2) Office Uses: The number of bicycle parking spaces provided for any office use shall be ten percent (10%) of the vehicular parking spaces required for such use. At least five (5) bicycle parking spaces are required and at least twenty five percent (25%) of the required bicycle parking spaces shall be in the form of bicycle lockers or another means of secure, protected bicycle storage.
 - (3) Educational Uses: The number of bicycle parking spaces provided for any educational use shall be one and one-half ($1\frac{1}{2}$) bicycle parking spaces for every twenty (20) students and one (1) space for every ten (10) employees. At least ten (10) bicycle parking spaces are required.
 - (4) Manufacturing Uses: The number of bicycle parking spaces provided for any manufacturing use shall be two percent (2%) of the vehicular parking spaces required for such use. At least two (2) bicycle parking spaces are required and at least one (1) of the required bicycle parking spaces shall be in the form of bicycle lockers or other means of secure, protected bicycle storage.
 - (5) All Other Uses: The number of bicycle parking spaces provided for any other use shall be five percent (5%) of the vehicular parking spaces required for such use. At least two (2) bicycle parking spaces are required.
 - d. Existing Bicycle Parking Spaces: Permanent bicycle parking spaces, such as City installed bicycle racks or bike corrals, that are in existence at the time of development and within fifty feet (50') of the primary entrance to the principal building can be used for a maximum of two (2) required bicycle parking spaces. A single bicycle rack can only be used by one (1) development.
4. Bicycle Parking Location Standards: Bicycle parking spaces shall be:
- a. Located on the same lot as the principal use;

- b. Located to prevent damage to bicycles by cars;
 - c. Located in a convenient, highly visible, active, well lighted area;
 - d. Located so as not to interfere with pedestrian movements;
 - e. Located no more than fifty feet (50') from the primary entrance of each principal building;
 - f. Distributed to serve all buildings and primary entrances if the development has multiple buildings on one (1) or more lots;
 - g. Connected to the right-of-way, sidewalk or bicycle lane by a path that is clearly separated from the parking lot and drive lanes; and
 - h. Located within the building if it is not possible to meet the location standards above.
5. Bicycle Rack Design Standards: All bicycle racks provided shall be:
- a. Designed to be consistent with the surroundings in color and design and incorporated, whenever possible, into buildings or street furniture design;
 - b. Designed to allow each bicycle to be supported by its frame;
 - c. Designed to allow the frame and front wheel of each bicycle to be secured against theft;
 - d. Designed to avoid damage to the bicycles;
 - e. Designed to resist rust or corrosion, or removal by vandalism; and
 - f. Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles.

C. Transportation Demand Management Parking Incentives:

1. Purpose: The following parking incentives are intended to encourage the use of transportation demand management strategies not regulated elsewhere in this subsection. These additional strategies are available to applicants who want to modify the amount of off street parking required by either decreasing the number of spaces below the minimum requirement or increasing the number of spaces beyond the maximum requirement.
2. Applicability: The regulations of this subsection shall only apply to applicants intending to provide transportation demand management elements beyond the required strategies in exchange for modification to the number of required parking spaces. These incentives are available to all new residential and nonresidential uses requiring at least five (5) parking spaces according to section [21A.44.030](#), table 21A.44.030 of this chapter.
3. Modification Of The Number Of Required Parking Spaces:
 - a. Reduction Of The Number Of Required Parking Spaces: The minimum number of off street parking spaces, as determined by section [21A.44.030](#), table 21A.44.030 of this chapter, can be reduced to seventy five percent (75%) of the minimum requirement provided the applicant fulfills at least two (2) of the minor transportation demand management strategies listed in this subsection. This modification shall only apply to the minimum established in section [21A.44.030](#), table 21A.44.030 of this chapter prior to any other permitted parking reductions.
 - b. Increase Of The Maximum Number Of Allowable Parking Spaces: The minimum number of off street parking spaces, as determined by subsection [21A.44.030G](#) of this chapter, can be

increased to double the minimum requirement under section [21A.44.030](#), table 21A.44.030 and "Table Of District Specific Minimum Off Street Parking Requirements", of this chapter provided the applicant fulfills at least one (1) of the major transportation demand management strategies and one (1) of the minor transportation demand management strategies listed in this subsection.

4. Eligible Transportation Demand Management Strategies: The strategies are available for use as part of the parking modification incentive process. Strategies not listed here, but demonstrated to meet the intent of this section, may be approved by the Planning Director.

a. Major transportation demand management strategies:

- (1) At least fifty percent (50%) of the required bicycle parking provided in the form of secured long term bicycle parking located in the interior of a building and made available to residents, employees or patrons of the development.
- (2) A facility for bicycle or pedestrian commuters that offer at least one (1) unisex shower and five (5) lockers for storage for use by employees of a nonresidential development.
- (3) A full service bus stop sited to serve the development's employees or residents, either of new construction or with improvements, such as additional lighting, security features, benches or shelter, to an existing stop. A full service bus stop includes, but is not limited to, full ADA accessibility, a paved pathway to the right-of-way, trash cans, lighting, a bench and a shaded, sheltered waiting area. The applicant must work with Utah Transit Authority to establish and verify the long term viability of the proposed or existing bus stop.
- (4) An on site business center or satellite office facility, within a residential development, designed to facilitate telecommuting.
- (5) An on premises daycare in a nonresidential or mixed use development.
- (6) An on premises gym or workout facility for residents or employees with at least four hundred (400) square feet of space dedicated to workout equipment.
- (7) An on premises restaurant, cafeteria or lunchroom that provides meals for purchase by employees, residents or patrons of the development.

b. Minor transportation demand management strategies:

- (1) Permanently sheltered, covered or secure facilities for the required bicycle parking.
- (2) Participation or investment in an approved motor vehicle sharing program, including at least one (1) dedicated parking space for a shared vehicle.
- (3) Participation in, investment in or sponsorship of an approved bicycle sharing program.
- (4) At least ten percent (10%) of the required parking in the form of dedicated parking spaces for employees participating in a car pool or vanpool program, located as close as possible to the main entrance.
- (5) Unbundled parking provisions, where off street parking can be purchased or rented by residents or tenants independently of a residential unit or nonresidential space within a development. (Ord. 20-17, 2017: Ord. 71-15, 2015: Ord. 62-13, 2013)

21A.44.060: PARKING RESTRICTIONS WITHIN REQUIRED YARDS:

- A. Regulations, Form Of Restrictions: Within the various chapters of this title, there are regulations that restrict the use of certain yards for off street parking. These regulations can take the form of restrictions against parking in required yards, landscape yard restrictions, or landscape buffer restrictions.
- B. Front Yard Parking: For any zoning district, if front yard parking is prohibited in table 21A.44.060 of this section, it may be allowed as a special exception when the rear or side yards cannot be accessed and it is not feasible to build an attached garage that conforms to yard area and setback requirements, subject to the following conditions:
 1. The hard surfaced parking area be limited to nine feet (9') wide by twenty feet (20') deep;
 2. A minimum twenty foot (20') setback from the front of the dwelling to the front property line exists so that vehicles will not project into the public right of way; and
 3. Parking on the hard surfaced area is restricted to passenger vehicles only.
- C. Drive-Through Lane Restrictions: In zoning districts where uses with drive-through facilities are allowed and where no front or corner side yard setback is required, the drive-through lanes shall not be located between the front or corner side lot line and any walls of the principal structure.
- D. Parking Restrictions Within Yards: To make the use of this title more convenient, table 21A.44.060 of this section has been compiled to provide a comprehensive listing of those districts where restrictions exist on the location of parking in yards.

TABLE 21A.44.060
PARKING RESTRICTIONS WITHIN YARDS

Zoning Districts	Front Yard	Corner Side Yard	Interior Side Yard	Rear Yard
Residential districts:				
Single-/two-family residential districts: FR-1 to SR-1 and R-2	Parking not permitted between front lot line and the front line of the principal building	Parking not permitted between front lot line and the front line of the principal building	Parking permitted. In the FR districts parking not permitted within 6 feet of interior side lot line	Parking permitted
SR-3	Parking not permitted	Parking not permitted	Parking permitted	Parking permitted
RMF-30	Parking not permitted	Parking not permitted	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district

Zoning Districts	Front Yard	Corner Side Yard	Interior Side Yard	Rear Yard
RMF-35	Parking not permitted	Parking not permitted	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district
RMF-45	Parking not permitted	Parking not permitted	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district
RMF-75	Parking not permitted	Parking not permitted	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district
RB	Parking not permitted	Parking not permitted	Parking permitted	Parking permitted
R-MU-35	Parking not permitted	Parking not permitted	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district

Zoning Districts	Front Yard	Corner Side Yard	Interior Side Yard	Rear Yard
R-MU-45	Parking not permitted	Parking not permitted	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district
R-MU	Parking not permitted	Parking not permitted	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district
RO	Parking not permitted	Parking not permitted	Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots	Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district
Commercial, manufacturing, gateway and downtown districts:				
CN	Parking not permitted	Parking not permitted	Parking not permitted within 7 feet of the side lot line when abutting residential district	Parking not permitted within 7 feet of the rear lot line when abutting residential district
SNB	Parking not permitted	Parking not permitted	Parking not permitted within 7 feet of the side lot line when abutting residential district	Parking not permitted within 7 feet of the rear lot line when abutting residential district

Zoning Districts	Front Yard	Corner Side Yard	Interior Side Yard	Rear Yard
CB	Parking not permitted	Parking not permitted	Parking not permitted within 7 feet of the side lot line when abutting residential district	Parking not permitted within 7 feet of the rear lot line when abutting residential district
CS	Parking not permitted within 15 feet of front lot line	Parking not permitted within 15 feet of corner side lot line	Parking not permitted within 15 feet of the side lot line when abutting residential district	Parking not permitted within 15 feet of the rear lot line when abutting residential district
CC	Parking not permitted within 15 feet of front lot line	Parking not permitted within 15 feet of front lot line	Parking not permitted within 7 feet of the side lot line when abutting residential district	Parking not permitted within 7 feet of the rear lot line when abutting residential district
CSHBD	Parking not permitted between front property line and front building line	Parking not permitted between corner side property line and corner side building line	If yard is provided, parking not permitted within 7 feet of side lot line when abutting residential district	If yard is provided, parking not permitted within 7 feet of rear lot line when abutting residential district
CG	Parking not permitted within 10 feet of front lot line	Parking not permitted within 10 feet of side lot line	Parking not permitted within 15 feet of the side lot line when abutting residential district	Parking not permitted within 15 feet of the rear lot line when abutting residential district
TSA	See section 21A.26.078 of this title			
M-1	Parking not permitted	Parking not permitted	Parking not permitted within 15 feet of the side lot line when abutting residential district	Parking not permitted within 15 feet of the rear lot line when abutting residential district

Zoning Districts	Front Yard	Corner Side Yard	Interior Side Yard	Rear Yard
M-2	Parking not permitted within 15 feet of front lot line	Parking not permitted within 15 feet of corner side lot line	Parking not permitted within 50 feet of the side lot line when abutting residential district	Parking not permitted within 50 feet of the rear lot line when abutting residential district
D-1	Parking restrictions within yards for the D-1 zone are found in section 21A.30.020 , "D-1 Central Business District", of this title			
D-2	Parking not permitted	Parking not permitted	Parking permitted	Parking permitted
D-3 ¹	Parking not permitted	Parking not permitted	Parking permitted	Parking permitted
D-4	In block corner areas, structure and surface parking permitted only behind a principal building; in mid block areas, surface parking permitted only behind a principal building and parking structures must have retail goods/service establishments, offices or restaurants on ground floor along the street; no restrictions on underground parking		Parking permitted	Parking permitted
G-MU	In block corner areas, structure and surface parking permitted only behind a principal building; in mid block areas, surface parking permitted only behind a principal building and parking structures must have retail goods/service establishments, offices or restaurants on ground floor along the street; no restrictions on underground parking		Parking permitted	Parking permitted
Special purpose districts:				
RP	Parking not permitted	Parking not permitted	Parking not permitted within 8 feet of the side lot line or within 30 feet of the side lot line when abutting residential district	Parking not permitted within 8 feet of any rear lot line or within 30 feet of the rear lot line when abutting residential district

Zoning Districts	Front Yard	Corner Side Yard	Interior Side Yard	Rear Yard
BP	Parking not permitted	Parking not permitted	Parking not permitted within 30 feet of the side lot line when abutting residential district. Parking not permitted within 8 feet of any side lot line	Parking not permitted within 30 feet of the rear lot line when abutting residential district. Parking not permitted within 8 feet of any rear lot line
FP	Parking not permitted	Parking not permitted	Parking not permitted within 6 feet of side lot line	Parking permitted
AG	Parking not permitted	Parking not permitted	Parking permitted	Parking permitted
AG-2	Parking not permitted	Parking not permitted	Parking permitted	Parking permitted
AG-5	Parking not permitted	Parking not permitted	Parking permitted	Parking permitted
AG-20	Parking not permitted	Parking not permitted	Parking permitted	Parking permitted
A	Parking permitted	Parking permitted	Parking permitted	Parking permitted
PL	Parking not permitted	Parking not permitted	Parking permitted. Parking not permitted within 10 feet if it abuts a residential district	Parking permitted. Parking not permitted within 10 feet if it abuts a residential district
PL-2	Parking not permitted	Parking not permitted	Parking permitted. Parking not permitted within 10 feet if it abuts a residential district	Parking permitted. Parking not permitted within 10 feet if it abuts a residential district

Zoning Districts	Front Yard	Corner Side Yard	Interior Side Yard	Rear Yard
I	Parking not permitted	Parking not permitted	Parking not permitted within 15 feet of the side lot line when abutting residential district	Parking not permitted within 15 feet of the rear lot line when abutting residential district
UI ²	Parking not permitted within 15 feet of the front lot line	Parking not permitted within 15 feet of a corner side lot line	Parking not permitted within 15 feet of lot line when abutting single- and two-family districts	Parking not permitted within 10 feet of the rear lot line or within 15 feet of lot line when abutting single- and two-family districts
OS	Parking not permitted	Parking not permitted	Parking not permitted within 10 feet of the side lot line	Parking not permitted within 10 feet of the rear lot line
MH	Parking not permitted	Parking not permitted	Parking permitted	Parking permitted
EI	Parking not permitted within 10 feet of the front lot line	Parking not permitted within 30 feet of the corner side lot line	Parking not permitted within 30 feet of the side lot line	Parking not permitted within 20 feet of the rear lot line
MU	Parking not permitted	Parking not permitted	Parking permitted within 1 side yard only	Parking permitted

Notes:

1. Minimum open space of 20 percent lot area may impact parking location.
2. Hospitals in the UI zone: Parking is not permitted within 30 feet of a front and corner side yard, or within 10 feet of an interior side and rear yard.

(Ord. 62-13, 2013)

21A.44.070: GENERAL OFF STREET LOADING REQUIREMENTS:

- A. Location: All required loading berths and maneuvering areas shall be located on the same lot as the use served. All motor vehicle loading berths which abut a residential district or an intervening alley, separating a residential district from a business, commercial or industrial district, shall be screened

according to the standards contained in [chapter 21A.48](#) of this title.

No permitted or required loading berth shall be located within thirty feet (30') of the nearest point of intersection of any two (2) streets. No loading berth shall be located in a required front yard.

- B. Access: Each required off street loading berth shall be designed with appropriate means of vehicular access to a street or alley in a manner which will eliminate or minimize conflicts with traffic movement, and shall be subject to approval by the development review team and the city transportation director. Maneuvering and backing space to the loading dock shall be accommodated on site when possible.
- C. Utilization Of Off Street Loading Areas: Space allocated to any off street loading use shall not be used to satisfy the space requirements for any off street parking.
- D. Size: Unless otherwise specified, a required off street loading berth shall be at least ten feet (10') in width by at least thirty five feet (35') in length for short berths, and twelve feet (12') in width by at least fifty feet (50') in length for long berths exclusive of aisle and maneuvering space. Maneuvering aprons of appropriate width and orientation shall be provided and will be subject to approval by the development review team and the city transportation director.
- E. Vertical Clearance: All loading areas shall have a vertical clearance of at least fourteen feet (14').
- F. Design And Maintenance:
1. Design Of Loading Areas: All loading areas shall be oriented away from adjacent residential or other incompatible uses.
 2. Plan: The design of loading areas shall be subject to the approval of the development review team and the city transportation director.
 3. Landscaping And Screening: Landscaping and screening shall be provided in accordance with the requirements of chapter 21A.48 of this title.
 4. Lighting: Any lighting used to illuminate loading areas shall be down lit away from residential properties and public streets in such a way as not to create a nuisance.
 5. Cleaning And Maintenance: Except in the industrial (M-1 and M-2), general commercial (CG) and downtown (D) districts, no cleaning or maintenance of loading areas utilizing motorized equipment may be performed between ten o'clock (10:00) P.M. and seven o'clock (7:00) A.M. each day, except for snow removal.
 6. Signs: Accessory signs shall be permitted on loading areas in accordance with the provisions specified in chapter 21A.46 of this title.
 7. Loading Area Surface: Loading area surfaces shall be hard surfaced and drained to dispose of all surface water and to provide effective drainage without allowing the water to cross the sidewalk or driveway. (Ord. 62-13, 2013)

21A.44.080: SPECIFIC OFF STREET LOADING REQUIREMENTS:

Off street loading facilities for new developments shall be provided at the rate specified for a particular use in table 21A.44.080 of this section. The zoning administrator may waive any off street loading requirement

with a recommendation of the development review team.

TABLE 21A.44.080
SCHEDULE OF OFF STREET LOADING REQUIREMENTS

Use	Usable Floor Area ¹ (Square Feet)	Number Of Berths And Size ^{2,3}
Hotels, institutions and institutional living	50,000 - 100,000	1 short
	Each additional 100,000	1 short
Industrial uses	5,000 - 10,000	1 short
	10,001 - 40,000	1 long
	40,001 - 100,000	2 long
	Each additional 100,000	1 long
Multi-family	100,000 - 200,000	1 short
	Each additional 200,000	1 short
Office uses	50,000 - 100,000	1 short
	Each additional 100,000 up to 500,000	1 short
	Each additional 500,000	1 short
Retail/commercial	25,000 - 40,000	1 short
	40,000 - 100,000	1 long
	Each additional 100,000	1 long

Notes:

1. Usable floor area refers to buildings or structures on premises.
2. Loading dock requirement is cumulative.
3. Berth (loading dock) dimensions:
Short: 10 feet wide x 35 feet deep.
Long: 12 feet wide x 50 feet deep.

(Ord. 62-13, 2013)