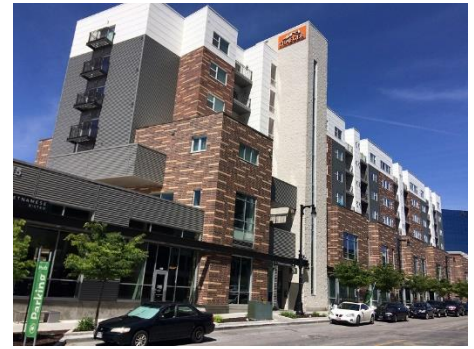


Urban Center Context

(Current D-2, MU, TSA-T, CSHBD1, CSHBD2 zoning districts)

- Higher density, pedestrian-scale development
- Increased development/mobility options
- Low/moderate parking demand



e.g. Sugar House, Marmalade, Downtown Adjacent, Guadalupe

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.

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

Urban Center Context Updates

This category includes zoning districts with dense, pedestrian-oriented development within more intensely developed urban centers. The standards listed below are specific to the Urban Center Context.

Minimum and maximum parking sample comparison*:

Use	Proposed	Current
Office	Min: 1/1000 sq ft 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: 1/1000 sq ft Max: 3/1000 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 3 units	5% of total parking stall count
Bike (Commercial)	Min: 1/5000 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