



Chapter 21A.44: *Off Street Parking, Mobility, and Loading*

May 2019

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Chapter 21A.44: Off Street Parking, Mobility, and Loading

21A.44.010 Purpose

This chapter is intended to require that new development and redevelopment projects provide off street parking and loading facilities in proportion to the parking, loading, and transportation demands of the buildings and land uses included in those projects. This chapter is also intended to help protect the public health, safety, and general welfare by:

- A. Avoiding and mitigating traffic congestion and reducing the financial burden on taxpayer funded roadways;
- B. Providing necessary access for service and emergency vehicles;
- C. Providing for safe and convenient interaction between vehicles, bicycles, and pedestrians;
- D. Providing flexible methods of responding to the transportation and access demands of various land uses in different areas of the city;
- E. Reducing storm water runoff, reducing heat island effect from large expanses of pavement, improving water quality, and minimizing dust pollution;
- F. Establishing context-sensitive parking standards to reflect the current and future built environment of neighborhoods; and
- G. Avoiding and mitigating the adverse visual and environmental impacts of large concentrations of exposed parking.

21A.44.020 Applicability

A. Amounts of Parking, Loading, and Drive-Through Facilities Required

The standards of this chapter are intended to establish: minimum and maximum amounts of vehicle parking; minimum required bicycle parking, minimum required loading facilities, and minimum capacity of drive-through facilities and shall apply to projects involving the activities listed below. In some instances, other standards of this chapter provide alternatives for required compliance. Certain exemptions are intended to encourage utilization of existing structures and preserve desirable characteristics of locations built prior to parking requirements.

1. New Development

Unless otherwise exempted by Section 21A.44.020.A.4, the standards in this chapter shall apply to all development and land uses upon adoption of this ordinance.

2. Expansion of Use or Structure

The number of off street parking and loading spaces for the expansion of a use or structure shall comply with the requirements of Table 21A.44.040-A: *Minimum and Maximum Off Street Parking* and the standards of this chapter when:

- a. One or more additional dwelling units is created; or
- b. The addition to or expansion of one or more structures or uses that, when considered together with any other expansions during the previous two-year period, would increase the total usable floor area of the structure(s) by more than twenty-five percent (25%); or

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B Location and Design

- c. The addition to or expansion of one (1) or more structures or uses that requires conditional use permit approval.

3. Change of Use

- a. Except when located within an Urban Center or Transit Context, or as stated in subsections b and c below, off street parking shall be provided pursuant to this chapter for any change of use that increases the minimum number of required vehicle parking spaces by:
 - (1) More than ten (10) parking spaces; or
 - (2) More than twenty-five percent (25%) of the parking spaces that currently exist on-site or on permitted off-site locations.
- b. For changes in use in buildings built prior to 1944, no additional parking shall be provided beyond what is existing.
- c. Regardless of any partial or complete exemption from the requirement to provide additional parking for a change of use, the number of on-site parking spaces existing before the change of use shall not be reduced below the minimum number of parking spaces required in this chapter.

4. Exemptions from Parking Requirements

The following shall be exempt from providing the minimum parking required by Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*, but shall comply with maximum parking allowed and location and design standards in Section 21A.44.060 if parking is provided:

- a. Lots created prior to April 12, 1995 that are less than five thousand (5,000) square feet in lot area, except those being used for single-family, two-family, and twin home dwelling uses;
- b. Expansions or enlargements that increase the square footage of usable floor area of an existing structure or parking requirements for the use by twenty-five percent (25%) or less, provided that existing off street parking and loading areas are not removed.

B. Location and Design

Section 21A.44.060: *Parking Location and Design*, shall apply to all vehicle parking, bicycle parking, loading, and drive-through facilities, regardless of whether the project is subject to the requirements for additional parking spaces or other facilities pursuant to Section 21A.44.020.A above. Parking garages are subject to design standards found in 21A.44.060.A.16 and specific requirements of other zoning districts found in 21A.44.060.B.

21A.44.030 Calculation of Parking

A. Generally

1. All parking and loading requirements that are based on square footage shall be calculated on the basis of usable floor area of the subject use, unless otherwise specified in Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*.
2. Parking spaces shall not be counted more than once for required off-site, shared, and/or alternative parking plans, except where the development complies with off-site, shared, and/or alternative parking standards.

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B Unlisted Uses

3. Parking spaces designed or designated exclusively for motorcycles, scooters, and other two wheeled vehicles shall not count toward the number of minimum required or maximum allowed off street parking spaces.
4. Parking spaces intended for storage of business vehicles, such as fleet vehicles, delivery vehicles, or vehicles on display associated with sales or rental shall not count toward the number of minimum required or maximum allowed off street parking spaces unless otherwise stated in Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*.
5. Parking spaces designed or designated exclusively for recreational vehicles shall not count toward the number of minimum required or maximum allowed off street parking spaces.
6. When calculations of the number of required off street parking spaces for vehicles or bicycles result in a fractional number, any fraction of 0.5 or larger shall be rounded up to the next higher whole number. Calculations for more than one use in a project shall be calculated for each individual use and may be rounded individually and added, or added then rounded as determined by the applicant.
7. Lots containing more than one (1) use may provide parking and loading based on the shared parking calculations in section 21A.44.050.B: *Shared Parking*.

B. Unlisted Uses

For uses not listed in Table 21A.44.040-A: *Minimum and Maximum Off Street Parking* the Planning Director is authorized to do any of the following:

1. Apply the minimum or maximum off street parking space requirement specified in Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*, for the listed use that is deemed most similar to the proposed use as determined by the Planning Director based on operating characteristics, the most similar related occupancy classification, or other factors related to potential parking demand determined by the Director.
2. Apply a minimum parking requirement of three (3) spaces per one thousand (1,000) square feet of usable floor area for the use and a maximum parking allowance of five (5) spaces per one thousand (1,000) square feet of useable floor area for the use.
3. Establish the minimum off street parking space and loading requirements based on a parking study prepared by the applicant according to Section 21A.44.050.H.

21A.44.040 Required Off Street Parking

A. Minimum and Maximum Parking Spaces Required

1. Unless otherwise provided in this Code, each development or land use subject to this chapter pursuant to Section 21A.44.020 shall provide at least the minimum number, and shall not provide more than the maximum number, of off street parking spaces required by Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*.
2. A parking standard shown in Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*, is not an indication of whether the use is allowed or prohibited in the respective zoning district or context area. See Chapter 21A.33: *Land Use Tables* for allowed and prohibited uses.

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A Minimum and Maximum Parking Spaces Required

3. The maximum parking limit does not apply to parking provided in parking garages, stacked or racked parking structures, or to off-site parking that complies with all other requirements of this title.
4. The maximum parking limit does not apply to properties in the M-1, M-2, BP, or Airport zoning districts that are located west of the centerline of Redwood Road.
5. If a conditional use is approved by the Planning Commission in accordance with Chapter 21A.54: *Conditional Uses*, and the conditional use approval states a different parking requirement than that required by this Chapter 21A.44, and is determined necessary to mitigate a detrimental impact, then the parking requirement in the conditional use approval shall apply.
6. All uses with vehicle stacking and/or drive-through facilities shall comply with Section 21A.44.080: *Drive-Through Facilities and Vehicle Stacking Areas*, in addition to the requirements of Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*.
7. All uses with outdoor sales, display, leasing, and/or auction areas shall also provide one-half (1/2) parking space and no more than two (2) parking spaces per one thousand (1,000) sq. ft. of outdoor sales, display, leasing, and/or auction area. This additional parking shall not count toward the maximum allowed per Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*, when a maximum is specified.

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[This is intended to explain the proposed changes only and will not be part of the ordinance]

Commentary:

This table replaces and consolidates the current tables in Section 21A.44.030.G(1): *Schedule of Minimum Off street Parking Requirements*; Section 21A.44.030.G(2): *Table of District Specific Minimum Off street Parking Requirements*; and Section 21A.44.030.H(2): *Table of District Specific Maximum Parking Allowance*. This table includes all of the use types listed in current Section 21A.33: *Land Use Tables*, making it clear how much parking is required for each land use that is allowed in the City. To make the table more user-friendly, we grouped similar use types into categories and subcategories. We did not change any of the names of the current use types so that this chapter will be consistent with the use names listed in Section 21A.33.

Parking Minimums

All minimum parking standards have been reviewed against those used in other large but relatively low-density cities, and numerous changes have been made. In many cases the minimum requirements have been reduced, but in a few cases (notably retail and restaurant uses) the exceptionally low standards in the current ordinance have been increased in order to reduce overflow parking in neighborhoods.

Parking Maximums

The current 125 percent maximum parking standard has been replaced with tailored maximums targeted at the few land uses where excessive parking significantly undermines planning goals aimed at walkability and urbanism. The maximum parking standards in the table below clarify whether the maximum standard applies to only one context area, a combination of context areas, or to all context areas.

RLUIPA

We have updated the parking requirements to reflect the Federal Religious Land Use and Institutionalize Persons Act (RLUIPA), which requires that zoning standards applied to religious uses not be more restrictive than those applied to similar secular assembly uses. Traditionally, that comparison includes clubs, social clubs, and meeting halls, so we have aligned the parking standards for those named uses. To our knowledge, zoning standard for religious uses have not yet been compared to theater and other places of commercial entertainment (rather than social meeting/assembly) so we have not aligned the parking requirements for religious uses and commercial entertainment. However, the courts could make such a comparison in the future. If the City revises parking standards for clubs, social clubs, or meeting halls from those in this table, it will need

Context Approach

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 downtown adjacent neighborhood or suburban shopping center. To ensure that minimum and maximum parking requirements reflect the built context (and future built context) of the area, we created four distinct "context areas", and then tailored minimum and maximum parking standards to each. The *Minimum and Maximum Off Street Parking Table* below lists the specific zoning districts included in each context area. The following is a brief narrative introducing each context area:

1. **General Context:** This category includes the City's zoning districts that tend to be more auto-dependent and/or suburban in scale and parking needs. This context applies broadly to all of the zoning districts that are not specifically listed in the other context areas.

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2. **Neighborhood Center:** This category includes areas with small- or moderate-scale shopping, gathering, or activity spaces, often within or adjacent to General Context areas, but that are not necessarily well served by transit. This category includes zoning districts with pedestrian-scale development patterns, building forms, and amenities.
3. **Urban Center:** This category includes zoning districts with dense, pedestrian-oriented development within more intensely developed urban centers. The parking demand in this context is higher than in the Neighborhood Center Context, but lower than areas with good transit service.
4. **Transit Context:** This category includes those zoning districts that immediately surround mass-transit facilities and/or are in the downtown core. These areas have the lowest parking demand and may be exempt from minimum parking requirements or be required to provide minimal off street parking.

Table 21A.44.040-A: Minimum and Maximum Off Street Parking

DU = dwelling unit sq. ft. = square feet

Land Use	Minimum Parking Requirement				Maximum Parking Allowed
	General Context	Neighborhood Center Context	Urban Center Context	Transit Context	
	All zoning districts not listed in another context area	RB, SNB, CB, CN, CSHBD2, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE	D-2, MU, R-MU, TSA-T, CSHBD1	D-1, D-3 D-4, G-MU, TSA-C, UI, FB-UN2, FB-SC	
Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Residential Uses					
Household Living					
Artists' loft/studio	1.5 spaces per DU	1 space per DU	0.5 spaces per DU	No Minimum	No Maximum
Manufactured home	2 spaces per DU	1 space per DU	0.5 spaces per DU	No Minimum	All Contexts: 4 spaces, not including recreational vehicle parking spaces
Mobile home					
Single-family (attached)					
Single-family (detached)					
Single-family detached (cottage development building form only)					
Twin home					
Twin home and two-family					
Two-family					
Multi-family	Studio: 1 space per DU 1 bedroom: 1.25 spaces per DU 2+ bedrooms: 1.5 spaces per DU	Studio: 0.5 spaces per DU 1+ bedrooms: 1 space per DU	Studio: No Minimum 1 bedroom: 0.5 space per DU 2+ bedrooms: 1 space per DU	No Minimum	All Contexts: Studio & 1 Bedroom: 2 spaces per DU 2+ bedrooms: 3 spaces per DU
Group Living					
Assisted living facility	1 space for each 6 infirmarary or nursing home beds; plus 1 space for each 4 rooming units; plus 1 space for each 3 DU See Table Note A		1 space for each 8 infirmarary or nursing home beds;	No Minimum	No Maximum

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Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Nursing care facility			plus 1 space for each 6 rooming units; plus 1 space for each 4 DU See Table Note A		
Eleemosynary facility	1 space per 4 persons design capacity; See Table Note A	1 space per 6 persons design capacity; See Table Note A	1 space per 4 persons design capacity; See Table Note A	No Minimum	All Contexts: 1 space per 3 persons design capacity; See Table Note A
Group home					
Residential support					
Dormitory, fraternity, sorority	1 space per 2 persons design capacity	1 space per 3 persons design capacity	1 space per 4 persons design capacity	No Minimum	All Contexts: 1 space per 1 persons design capacity
Rooming (boarding) house	1 space per 2 guest rooms	1 space per 3 guest rooms	1 space per 4 guest rooms	No Minimum	No Maximum
Single room occupancy	0.5 spaces per DU		0.25 spaces per DU	No Minimum	No Maximum
Public, Institutional, and Civic Uses					
Community and Cultural Facilities					
Art gallery	1 space per 1,000 sq. ft.		0.5 spaces per 1,000 sq. ft.	No Minimum	All Contexts: 2 spaces per 1,000 sq. ft.
Studio, Art					
Exhibition hall					
Museum					
Crematorium	2 spaces per 1,000 sq. ft.		1 spaces per 1,000 sq. ft.	No Minimum	No Maximum
Daycare center, adult					
Daycare center, child					
Homeless resource center					
Library					
Community correctional facility,	3 spaces per 1,000 sq. ft.	2.5 spaces per 1,000 sq. ft.			
Community recreation center					
Jail					
Government facility	3 spaces per 1,000 sq. ft. of office area			No Minimum	No Maximum

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Table 21A.44.040-A: Minimum and Maximum Off Street Parking

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	General Context	Neighborhood Center Context	Urban Center Context	Transit Context	
	All zoning districts not listed in another context area	RB, SNB, CB, CN, CSHBD2, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE	D-2, MU, R-MU, TSA-T, CSHBD1	D-1, D-3 D-4, G-MU, TSA-C, UI, FB-UN2, FB-SC	
Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Social service mission and charity dining hall			1 spaces per 1,000 sq. ft. of office area		
Municipal service use, including city utility use and police and fire station	2 spaces per 1,000 sq. ft. of office area, plus 1 space per service vehicle		1 space per 1,000 sq. ft. of office area, plus 1 space per service vehicle	No Minimum	No Maximum
Club/lodge	1 space per 6 seats in main assembly area	1 space per 8 seats in main assembly area	1 space per 10 seats in main assembly area	No Minimum	All Contexts: 1 space per 4 seats in main assembly area
Meeting hall of membership organization					
Convent/monastery	1 space per 4 persons design capacity	1 space per 6 persons design capacity	1 space per 8 persons design capacity	No Minimum	No Maximum
Funeral home	1 space per 4 seats in main assembly area	1 space per 5 seats in main assembly area	1 space per 6 seats in main assembly area	No Minimum	Urban Center and Transit Center Context: 2 spaces per 4 seats in main assembly areas Neighborhood Center and General Context: No maximum
Place of worship	1 space per 6 seats or 1 space per 300 sq. ft., whichever is less	1 space per 8 seats or 1 space per 400 sq. ft., whichever is less	1 space per 10 seats or 1 space per 500 sq. ft., whichever is less	No Minimum	All Contexts: 1 space per 3.5 seats or 1 space per 200 sq. ft., whichever is greater
Fairground	See Table Note B				No Maximum
Philanthropic use	See Table Note B				All Contexts: 2 spaces per 1,000 sq. ft. of office, plus 1 space per 6 seats in assembly areas
Zoological park	See Table Note B				No Maximum
Ambulance service					
Cemetery					
Plazas					
Park					
Open space	No Minimum				

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Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6							
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7							
Educational Facilities							
College and university	2 spaces per 1,000 sq. ft. office, research, and library area, plus 1 space per 6 seats in assembly areas	1 space per 1,000 sq. ft. office, research, and library area, plus 1 space per 10 seats in assembly areas		No Minimum	All Contexts: 4 spaces per 1,000 sq. ft.		
K - 12 private	Elementary or Middle: 1 space per 20 students design capacity High Schools: 1 space per 8 students design capacity		3 spaces per 1,000 sq. ft.			2.5 spaces per 1,000 sq. ft.	1 space per 1,000 sq. ft.
K - 12 public							
Dance/music studio							
Music conservatory							
Professional and vocational							
Professional and vocational (with outdoor activities)							
Seminary and religious institute							
Healthcare Facilities							
Clinic (medical, dental)	4 spaces per 1,000 sq. ft.		1 space per 1,000 sq. ft.	No Minimum	6 spaces per 1,000 sq. ft.		
Blood donation center	3 spaces per 1,000 sq. ft.		1 space per 1,000 sq. ft.		Transit and Urban Center Context: 3 spaces per 1,000 sq. ft. Neighborhood Center and General Context: 6 spaces per 1,000 sq. ft.		
Hospital	1 space per 3 patient beds design capacity		1 space per 2 patient beds design capacity		All Contexts: 1 space per 2 patient beds design capacity		
Hospital, including accessory lodging facility							
Commercial Uses							
Agricultural and Animal Uses							
Greenhouse	2 spaces per 1,000 sq. ft.		1 space per 1,000 sq. ft.	No Minimum	Transit and Urban Center Context: 2 spaces per 1,000 sq. ft.		
Kennel							
Pound							
Veterinary office							
Cremation service, animal	1 space per 1,000 sq. ft.						

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Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Kennel on lots of 5 acres or larger					Neighborhood Center and General Context: No Maximum
Poultry farm or processing plant					
Raising of furbearing animals					
Slaughterhouse					
Agricultural use	No Minimum				
Community garden					
Farmer's market					
Grain elevator					
Pet cemetery					
Stable					
Stockyard					
Urban farm					
Botanical garden	See Table Note B				
Recreation and Entertainment					
Auditorium	1 space per 4 seats in assembly areas	1 space per 6 seats in assembly areas	1 space per 8 seats in assembly areas	No Minimum	All Contexts: 1 space per 3 seats in assembly areas
Theater, live performance					
Theater, movie					
Amphitheater	See Table Note B				
Athletic Field					
Stadium					
Tennis court (principal use)	2 spaces per court		No Minimum		Transit and Urban Center Context: 2 spaces per court or lane
Bowling	2 spaces per lane				Neighborhood Center and General Context: No Maximum
Convention center	1 space per 1,000 sq. ft.			No Minimum	All Contexts: 3 spaces per 1,000 sq. ft.
Swimming pool, skating rink or natatorium					
Health and fitness facility	2 spaces per 1,000 sq. ft.		1 space per 1,000 sq. ft.		All Contexts: 4 spaces per 1,000 sq. ft.
Performing arts production facility					

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Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Reception center					
Recreation (indoor)	3 spaces per 1,000 sq. ft.	2 spaces per 1,000 sq. ft.			
Recreational vehicle park (minimum 1 acre)	1 space per designated camping or RV spot				No Maximum
Amusement park	See Table Note B				
Recreation (outdoor)	See Table Note B				
Food and Beverage Services					
Brewpub	Indoor tasting/seating area: 2 spaces per 1,000 sq. ft.; Outdoor tasting/seating area: 2 spaces per 1,000 sq. ft.		Indoor tasting/seating area: 2 spaces per 1,000 sq. ft.; Outdoor tasting/seating area: 1 space per 1,000 sq. ft.	No Minimum	Transit and Urban Center Context: 5 spaces per 1,000 sq. ft indoor tasting/seating area
Restaurant					Neighborhood Center and General Context: 7 spaces per 1,000 sq. ft. indoor tasting/seating area
Tavern					All Contexts: Outdoor tasting/seating area: 4 spaces per 1,000 sq. ft.
Social club	1 space per 6 seats in main assembly area, or 1 space per 300 sq. ft., whichever is less	1 space per 8 seats in main assembly area, or 1 space per 400 sq. ft., whichever is less	1 space per 10 seats in main assembly area, or 1 space per 500 sq. ft., whichever is less	No Minimum	All Contexts: 1 space per 4 seats in main assembly area, or 1 space per 200 sq. ft., whichever is greater
Office, Business, and Professional Services					
Check cashing/payday loan business	2 spaces per 1,000 sq. ft.		1 space per 1,000 sq. ft.	No Minimum	General Context: 4 spaces per 1,000
Dental laboratory/ research facility					Neighborhood Center Context: 3 spaces per 1,000
Financial institution					
Research and laboratory facilities					

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	All zoning districts not listed in another context area	RB, SNB, CB, CN, CSHBD2, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE	D-2, MU, R-MU, TSA-T, CSHBD1	D-1, D-3 D-4, G-MU, TSA-C, UI, FB-UN2, FB-SC	
Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6 Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Office (excluding medical and dental clinic and office)	3 spaces per 1,000 sq. ft.	2 spaces per 1,000 sq. ft.			Urban Center and Transit Center Contexts: 2 spaces per 1,000
Personal Services					
Photo finishing lab	No Minimum		1 space per 1,000 sq. ft.	No Minimum	Transit and Urban Center Contexts: 2 spaces per 1,000 sq. ft. Neighborhood Center and General Context: 3 spaces per 1,000 sq. ft.
Electronic repair shop					
Furniture repair shop					
Upholstery shop					
Radio, television station	3 spaces per 1,000 sq. ft.	2 spaces per 1,000 sq. ft.	1 space per 1,000 sq. ft.		
Retail Sales					
Store, Convenience	3 spaces per 1,000 sq. ft.	2 spaces per 1,000 sq. ft.	1.5 spaces per 1,000 sq. ft.	No Minimum	Transit and Urban Center Contexts: 2 spaces per 1,000 sq. ft. Neighborhood Center: 3 spaces per 1,000 sq. ft. General Context: 5 spaces per 1,000 sq. ft.
Auction, Indoor	2 spaces per 1,000 sq. ft.	1.5 spaces per 1,000 sq. ft.	1 space per 1,000 sq. ft.		Transit and Urban Center Contexts: 2 spaces per 1,000 sq. ft. Neighborhood Center: 3 spaces per 1,000 sq. ft. General Context: 4 spaces per 1,000 sq. ft.
Store, Department					
Fashion oriented development					
Flea market (indoor)					
Flea market (outdoor)					
Store, Mass merchandising					
Store, Pawn shop					
Store, Specialty					
Retail goods establishment					
Store, Superstore and hypermarket					
Store, Warehouse club					

Chapter 21A.44: Off Street Parking, Mobility, and Loading

21A.44.040 Required Off Street Parking

A Minimum and Maximum Parking Spaces Required

Table 21A.44.040-A: Minimum and Maximum Off Street Parking

DU = dwelling unit sq. ft. = square feet

Land Use	Minimum Parking Requirement				Maximum Parking Allowed
	General Context	Neighborhood Center Context	Urban Center Context	Transit Context	
	All zoning districts not listed in another context area	RB, SNB, CB, CN, CSHBD2, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE	D-2, MU, R-MU, TSA-T, CSHBD1	D-1, D-3 D-4, G-MU, TSA-C, UI, FB-UN2, FB-SC	
Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Retail shopping center over 55,000 sq. ft. usable floor area	Up to 100,000 sq. ft. : 2. spaces per 1,000 sq. ft. . Above 100,000 sq. ft. : sq. ft. 1.5 spaces per 1,000 sq. ft.		Up to 100,000 sq. ft. : 1.5 spaces per 1,000 sq. ft. . Above 100,000 sq. ft. : 1.25 spaces per 1,000 sq. ft.		Transit and Urban Center Contexts: up to 100,000 sq. ft.: 1.5 spaces per 1,000 sq. ft., above 100,000 sq. ft.: 1.25 spaces per 1,000 sq. ft. Neighborhood Center and General Context: Up to 100,000 sq. ft.: 3 spaces per 1,000 sq. ft., above 100,000 sq. ft.: 2.5 spaces per 1,000 sq. ft.
Plant and garden shop with outdoor retail sales area	2 spaces per 1,000 sq. ft.	1.5 spaces per 1,000 sq. ft.	1 space per 1,000 sq. ft.		Transit and Urban Center Contexts: 1.5 spaces per 1,000 sq. ft. Neighborhood Center: 2 spaces per 1,000 sq. ft. General Context: 3 spaces per 1,000 sq. ft.
Lodging Facilities					
Bed and breakfast	1 space per guest bedroom		0.5 spaces per guest bedroom	No Minimum	All Contexts: 1.25 spaces per guest bedroom
Hotel/motel					All Contexts: 1.5 spaces per guest bedroom
Vehicles and Equipment					
Vehicle Auction	2 spaces per 1,000 sq. ft. of office area plus 1 space per service bay		1 space per 1,000 sq. ft. of office area plus 1 space per service bay	No Minimum	No Maximum
Automobile part sales				No Minimum	All Contexts:

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Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Automobile and truck repair sales/rental and service	2 spaces per 1,000 sq. ft. of indoor sales/leasing/office area plus 1 space per service bay	1 space per 1,000 sq. ft. of indoor sales/leasing/office area plus 1 space per service bay			3 spaces per 1,000 sq. ft. of indoor sales/leasing/ office area, plus 1 space per service bay
Boat/recreational vehicle sales and service (indoor)					
Equipment rental (indoor and/or outdoor)					
Equipment, heavy (rental, sales, service)					
Manufactured/mobile home sales and service					
Recreational vehicle (RV) sales and service					
Truck repair sales and rental (large)					
Car wash	No Minimum				Transit and Urban Center Contexts: 1 space per 1,000 sq. ft. Neighborhood Center: 2 spaces per 1,000 sq. ft. General Context: 5 spaces per 1,000 sq. ft.
Car wash as accessory use to gas station or convenience store that sells gas					
Gas station	2 spaces per 1,000 sq. ft.	2 spaces per 1,000 sq. ft.	No Minimum		General Context: 5 spaces per 1,000 sq. ft. Neighborhood Center Context: 3 spaces per 1,000 sq. ft. Urban Center Context: 1 space per 1,000 sq. ft.
Bus line yard and repair facility	1 space per 1,000 sq. ft. , plus 1 space per commercial fleet vehicle			No Minimum	No Maximum
Impound lot					
Limousine service					
Taxicab facility					

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21A.44.040 Required Off Street Parking

A Minimum and Maximum Parking Spaces Required

Table 21A.44.040-A: Minimum and Maximum Off Street Parking

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Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Tire distribution retail/wholesale					
Adult Entertainment Establishments					
Sexually oriented business	3 spaces per 1,000 sq. ft.		1 space per 1,000 sq. ft.	No Minimum	All Contexts: 5 spaces per 1,000 sq. ft.
Transportation Uses					
Airport	Determined by Airport Authority				No Maximum
Heliport					
Bus line station/terminal	No Minimum				Urban Center and Transit Contexts: 2 spaces per 1,000 sq. ft.
Intermodal transit passenger hub					Neighborhood Center and General Context: 1 space per 150 average daily passenger boardings
Railroad, passenger station					
Transportation terminal, including bus, rail and trucking					
Railroad, repair shop	1 space per 1,000 sq. ft. , plus 1 space per fleet vehicle generally stored on-site		No Minimum	No Maximum	
Truck freight terminal					
Railroad, freight terminal facility	No Minimum				
Industrial Uses					
Manufacturing and Processing					
Artisan food production	1 space per 1,000 sq. ft. of production area, plus 2 spaces per 1,000 sq. ft. of office/retail		0.5 spaces per 1,000 sq. ft. of production area, plus 1.5 spaces per 1,000 sq. ft. of office/retail	No Minimum	Transit and Urban Center Contexts: 1 space per 1,000 sq. ft. of production area, plus 2 spaces per 1,000 sq. ft. of office/retail

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21A.44.040 Required Off Street Parking

A Minimum and Maximum Parking Spaces Required

Table 21A.44.040-A: Minimum and Maximum Off Street Parking

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Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Bakery, commercial					Neighborhood Center and General Context: 2 spaces per 1,000 sq. ft. of production area, plus 3 spaces per 1,000 sq. ft. of office/retail
Automobile salvage and recycling (outdoor)	1 space per 1,000 sq. ft. of office		0.5 space per 1,000 sq. ft. of office	No Minimum	All Contexts: 7 spaces per 1,000 sq. ft. of office/retail
Processing center (outdoor)					
Automobile salvage and recycling (indoor)	1 space per 1,000 sq. ft.			No Minimum	No Maximum
Blacksmith shop					
Bottling plant					
Brewery/Small Brewery					
Chemical manufacturing and/or storage					
Commercial food preparation					
Distillery					
Drop forge industry					
Explosive manufacturing and storage					
Food processing					
Heavy manufacturing					
Incinerator, medical waste/hazardous waste					
Industrial assembly					
Jewelry fabrication					
Laundry, commercial					
Light manufacturing					
Manufacturing and processing, food					
Paint manufacturing					
Printing plant					

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21A.44.040 Required Off Street Parking

A Minimum and Maximum Parking Spaces Required

Table 21A.44.040-A: Minimum and Maximum Off Street Parking

DU = dwelling unit sq. ft. = square feet

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	General Context	Neighborhood Center Context	Urban Center Context	Transit Context	
	All zoning districts not listed in another context area	RB, SNB, CB, CN, CSHBD2, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE	D-2, MU, R-MU, TSA-T, CSHBD1	D-1, D-3 D-4, G-MU, TSA-C, UI, FB-UN2, FB-SC	
Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Processing center (indoor)					
Recycling					
Sign painting/ fabrication					
Studio, motion picture					
Welding shop					
Winery					
Woodworking mill					
Collection station	No Minimum				
Concrete and/or asphalt manufacturing					
Extractive industry					
Manufacturing, concrete or asphalt					
Refinery, petroleum products					
Storage and Warehousing					
Air cargo terminals and package delivery facility	1 space per 1,000 sq. ft. , plus 1 space per fleet vehicle generally stored on-site				No Maximum
Building materials distribution					
Flammable liquids or gases, heating fuel distribution and storage					
Package delivery facility					
Warehouse					
Warehouse, accessory to retail and wholesale business (maximum 5,000 square foot floor plate)					
Wholesale distribution					
Storage, self	2 spaces per 1,000 sq. ft. of office area, plus 1 space per 30 storage units		2 spaces per 1,000 sq. ft. of office	1 space for every 15 storage units	
Contractor's yard/office	2 spaces per 1,000 sq. ft. of office area			3 spaces per 1,000 sq. ft. of office area	
Rock, sand and gravel storage and distribution	No Minimum				No Maximum
Storage (outdoor)					
Storage and display (outdoor)					

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21A.44.040 Required Off Street Parking

A Minimum and Maximum Parking Spaces Required

Table 21A.44.040-A: Minimum and Maximum Off Street Parking

DU = dwelling unit sq. ft. = square feet

Land Use	Minimum Parking Requirement				Maximum Parking Allowed
	General Context	Neighborhood Center Context	Urban Center Context	Transit Context	
	All zoning districts not listed in another context area	RB, SNB, CB, CN, CSHBD2, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE	D-2, MU, R-MU, TSA-T, CSHBD1	D-1, D-3 D-4, G-MU, TSA-C, UI, FB-UN2, FB-SC	
Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Storage, public (outdoor)					
Public and Semi-Public Utility Uses					
Utility: Building or structure	No Minimum				No Maximum
Antenna, communication tower					
Antenna, communication tower, exceeding the maximum building height in the zone					
Large wind energy system					
Solar array					
Utility: Electric generation facility					
Utility: Sewage treatment plant					
Utility: Solid waste transfer station					
Utility: Transmission wire, line, pipe or pole					
Wireless telecommunications facility					
Accessory Uses					
Accessory Dwelling Unit	See Section 21A.40.200: <i>Accessory Dwelling Units</i>				
Accessory guest and servant's quarter	1 space per DU		No Minimum	All Contexts: 4 spaces per DU	
Living quarter for caretaker or security guard					
Retail, sales and service accessory use when located within a principal building	2 spaces per 1,000	1 space per 1,000		Transit and Urban Center Contexts: 2 spaces per 1,000 sq. ft. Neighborhood Center: 3 spaces per 1,000 sq. ft. General Context: 4 spaces per 1,000 sq. ft.	
Retail, sales and service accessory use when located within a principal building and operated primarily for the convenience of employees	No Minimum				
Warehouse, accessory	0.5 spaces per 1,000 sq. ft. of warehouse/wholesale		No Minimum	No Maximum	

Chapter 21A.44: Off Street Parking, Mobility, and Loading

21A.44.040 Required Off Street Parking

B Electric Vehicle Parking

Table 21A.44.040-A: Minimum and Maximum Off Street Parking

DU = dwelling unit sq. ft. = square feet

Land Use	Minimum Parking Requirement				Maximum Parking Allowed
	General Context	Neighborhood Center Context	Urban Center Context	Transit Context	
	All zoning districts not listed in another context area	RB, SNB, CB, CN, CSHBD2, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE	D-2, MU, R-MU, TSA-T, CSHBD1	D-1, D-3 D-4, G-MU, TSA-C, UI, FB-UN2, FB-SC	
Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Accessory use, except those that are otherwise specifically regulated elsewhere in this title	No Minimum				
Heliport, accessory					
Reverse vending machine					
Storage, accessory (outdoor)					
Temporary Uses					
Mobile food business (operation in public right-of-way)	No minimum, unless required by temporary use permit or as determined by the Zoning Administrator				No Maximum
Mobile food business (operation on private property)					
Mobile food court					
Vending cart, private property					
Vending cart, public property					
Farm stand, seasonal					
Table Notes:					
A. Facilities that are (a) occupied by persons who's right to live together is protected by the federal Fair Housing Act, and that (b) occupy a building originally constructed for another residential use shall have the same parking requirements as the residential use for which the building was constructed.					
B. Parking requirements to be determined by Transportation Director based on considerations of factors such as estimated facility use, vehicle traffic to the facility, transit use to the facility, potential traffic congestion, and likelihood of overflow parking in surrounding neighborhoods.					

B. Electric Vehicle Parking

Each multi-family use shall provide a minimum of one (1) parking space dedicated to electric vehicles for every twenty five (25) parking spaces provided on-site. Electric vehicle parking spaces shall count toward the minimum required number of parking spaces. The electric vehicle parking space shall be:

1. Located in the same lot as the principal use;
2. Located as close to a primary entrance of the principal building as possible;
3. Signed in a clear and conspicuous manner, such as special pavement marking or signage, indicating exclusive availability to electric vehicles; and
4. Outfitted with a standard electric vehicle charging station.

Chapter 21A.44: Off Street Parking, Mobility, and Loading

21A.44.040 Required Off Street Parking

C Accessible Parking

C. Accessible Parking

1. The number and design of accessible (ADA) parking spaces shall be pursuant to the standards provided in the Salt Lake City Off-Street Parking Standards Manual.
2. Parking areas with four (4) or fewer vehicle parking spaces are not required to identify an accessible parking space; however, if parking is provided, a minimum of one (1) parking space shall comply with the ADA standard dimensions.
3. The number of required accessible spaces shall be based on the total number of vehicle spaces provided to serve the principal uses, as shown below in *Table 21A.44.040-B: Accessible Parking Required*

Table 21A.44.040-B: Accessible Parking Required	
Off Street Parking Spaces Provided	Minimum Required Accessible Spaces
1 to 100	1 per 25 parking spaces
101 to 500	1 per 50 parking spaces
501 to 1,000	2 percent of total number of parking spaces
1,001 and more	20, plus 1 for each 100 parking spaces over 1,000

D. Bicycle Parking

1. Applicability

The following regulations apply to all uses except for single-family, two-family, and twin home residential uses and nonresidential uses having less than one thousand square feet (1,000 sq. ft.) of usable floor area.

2. Calculation of Minimum Required Bicycle Parking Spaces³¹

The number of required bicycle spaces shall be based on the use within the defined parking contexts as shown in *Table 21A.44.040-C: Minimum Bicycle Parking Requirements*, unless another City standard requires a different number of bicycle parking spaces for a specific use, in which case the use-specific bicycle parking standard shall apply.

Table 21A.44.040-C: Minimum Bicycle Parking Requirements*				
(Calculation of Bicycle Parking Spaces to be Provided per Residential Unit or Based on Usable Floor Area)				
Use	General Context	Neighborhood Center Context	Urban Center Context	Transit Context
	All zoning districts not listed in another context area	RB, SNB, CB, CN, CSHBD2, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE	D-2, D-3, MU, R-MU, TSA-T, CSHBD1	D-1, D-4, G-MU, TSA-C, UI, FB-UN2, FB-SC
Residential Uses	1 per 5 units	1 per 4 units	1 per 3 units	1 per 2 units
Public, Institutional, and Civic Uses	1 per 10,000 sq. ft.	1 per 5,000 sq. ft.	1 per 5,000 sq. ft.	1 per 3,000 sq. ft.

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21A.44.050 Alternatives to Minimum and Maximum Parking Calculations
A Limitations on Adjustments to Minimum Required Parking

Table 21A.44.040-C: Minimum Bicycle Parking Requirements*
(Calculation of Bicycle Parking Spaces to be Provided per Residential Unit or Based on Usable Floor Area)

Use	General Context	Neighborhood Center Context	Urban Center Context	Transit Context
	All zoning districts not listed in another context area	RB, SNB, CB, CN, CSHBD2, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE	D-2, D-3, MU, R-MU, TSA-T, CSHBD1	D-1, D-4, G-MU, TSA-C, UI, FB-UN2, FB-SC
Commercial Uses	1 per 20,000 sq. ft.	1 per 5,000 sq. ft.	1 per 4,000 sq. ft.	1 per 2,000 sq. ft.
Industrial Uses	No requirement	No requirement	No requirement	No Requirement
*For all uses: In determining the minimum number of bicycle parking spaces required, fractional spaces are rounded to the nearest whole number, with one-half counted as an additional space				

3. Building Expansions or Changes of Use

Building expansions or changes of use that require additional vehicle parking spaces pursuant to section 21A.44.020 and section 21A.44.040 shall provide additional bicycle parking spaces based on the calculations in *Table 21A.44.040-C: Minimum Bicycle Parking Requirements* for the entire use.

4. Secure/Enclosed Bicycle Parking

Each one (1) bicycle parking space that is within a secure/enclosed bicycle parking facility may be used to satisfy the requirement of two (2) required bicycle parking spaces.

5. Existing Public Bicycle Parking Facilities

Permanent public bicycle racks or bike corrals located within fifty feet (50') of the primary entrance to the principal building may be used to satisfy up to two (2) required bicycle parking spaces.

6. Accessory and Temporary Uses

No bicycle parking spaces are required for accessory or temporary uses.

21A.44.050 Alternatives to Minimum and Maximum Parking Calculations

The amount of off street vehicle parking required pursuant to Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*, may be adjusted by the factors listed in this section. These adjustments may be applied as part of the calculation of parking requirements and do not require discretionary approval by the City.

A. Limitations on Adjustments to Minimum Required Parking

The adjustments listed in sections 21A.44.050.B through 21A.44.050.H may be used in any combination, but shall not be combined to reduce the minimum required parking established in Table 21A.44.040-A: *Minimum and Maximum Off Street Parking* by more than forty percent (40%).

B. Shared Parking

1. Shared Parking for Two or More Uses

- a. Where two (2) or more uses listed in Table 21A.44.040-A: *Minimum and Maximum Off Street Parking* share a parking garage or parking lot that is located on one of the properties that is sharing parking, or is located within the maximum permitted distance of all of the properties sharing parking shown in Table 21A.44.060-B: *Maximum Distances for Off-Site Parking*, the total minimum off street parking requirement for those uses may be reduced by the factors shown in Table 21A.44.050-A: *Shared Parking Reduction Factors*.
- b. The minimum number of off street parking spaces shall be the sum of the parking requirements for the uses divided by the factor shown in Table 21A.44.050-A: *Shared Parking Reduction Factors* for that combination of uses.

Example: If a 5,000 square foot art gallery shared a parking lot with a 5,000 square foot retail goods establishment, and a 100 unit multi-family residential use in the Urban Center Context, the minimum off street parking required would be calculated as follows:



- > Use 1: Art Gallery
- > 0.5 per 1,000 sq. ft. x (5,000 sq. ft.) = 3 parking spaces
- > Use 2: Retail Goods Establishment
- > 1 per 1,000 sq. ft. x (5,000 sq. ft.) = 5 parking spaces
- > Use 3: Multi-Family Residential
- > 0 per studio unit x (20 studio units) = 0 parking spaces
- > 0.5 per 1 bedroom unit x (36 1 bedroom units) = 18 parking spaces
- > 1 per 2+ bedroom units x (44 2+ bedroom units) = 44 parking spaces
- > 0+18+44 = 62 parking spaces
- > Sum of two largest minimum parking requirements:
- > 5 (retail goods establishment)+ 62 (multi-family) = 67 parking spaces
- > Reduction Factor (two largest minimums):
- > 67 ÷ 1.2 reduction factor = 55.8 or 56 parking spaces
- > Add Remaining Minimum(s):
- > 56 (retail & multi-family) + 3 (art gallery) = **59 parking spaces required**

Table 21A.44.050-A: Shared Parking Reduction Factors

Property Use	Multi-Family Residential	Public, Institutional, or Civic	Food and Beverage, Recreation and Entertainment, or Lodging	Retail Sales	Other Non-Residential
Multi-Family Residential [1]					
Public, Institutional and Civic	1.1				

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21A.44.050 Alternatives to Minimum and Maximum Parking Calculations
C Proximity to Transit

Food and Beverage, Recreation and Entertainment, or Lodging	1.1	1.2			
Retail Sales	1.2	1.3	1.3		
Other Non-Residential	1.3	1.5	1.7	1.2	
[1] Applies to multi-family residential, assisted living facility (large), group home (large), and residential support (large) uses					

2. Documentation Required

- a. The owners of record involved in the joint use of shared parking shall submit written documentation of the continued availability of the shared parking arrangement to the Transportation Director for review.
- b. The Director shall approve the shared parking arrangement if the Director determines that the documentation demonstrates the continued availability of the shared parking facility for a reasonable period of time. No zoning or use approval shall be issued until the Director has approved the shared parking documentation.
- c. If the shared parking arrangement is later terminated or modified and the Director determines that the termination or modification has resulted in traffic congestion, overflow parking in residential neighborhoods, or threats to pedestrian, bicycle, or vehicle safety, the property owners involved in the shared parking arrangement may be held in violation of this chapter.

C. Proximity to Transit

Required parking for a development located within one-quarter mile (when measured radially in a straight line from the subject property line) of a fixed transit station platform in the General Context and Neighborhood Center Context areas may be reduced by up to twenty-five percent (25%). This shall not apply to single and two-family uses including: single-family (attached or detached), twin homes, twin home and two-family, two-family).

D. Affordable and Senior Housing (Multi-family Structures)

The minimum number of required off street parking spaces for multi-family residential developments may be reduced by twenty-five percent (25%) if the multi-family development has at least ten (10) dwelling units and:

1. A minimum of twenty-five percent (25%) of the dwelling units are restricted to residents with no greater than sixty percent (60%) area median income (AMI) for leased units; or
2. A minimum of thirty-five percent (35%) of the dwelling units are restricted to residents with no greater than eighty percent (80%) AMI for sale units; or
3. A minimum of seventy-five percent (75%) of the dwelling units are restricted to persons sixty-five (65) years of age or older.

E. Car Pool and Carshare Parking

1. For parking lots with one hundred (100) or more parking spaces, each off street parking space designated and signed for the exclusive use of a shared car pool vehicle shall count as three (3) spaces toward the satisfaction of minimum off street vehicle parking requirements.
2. For parking lots with one hundred (100) or more parking spaces, each off street parking space designated and signed for the exclusive use of a shared vanpool vehicle shall count as seven (7) spaces toward the satisfaction of minimum off street vehicle parking requirements.
3. For parking lots of any size, each off street parking space designated and signed for the exclusive use of a carshare vehicle shall count as four (4) spaces toward the satisfaction of minimum off street vehicle parking requirements.

F. On-Street Parking

Any on-street parking space fully abutting the subject property may reduce the required minimum number of required off street vehicle parking spaces on a one-to-one basis, subject to the following:

1. On-street parking may not be used to meet the minimum off street parking requirements for single-family, single-family attached, two-family, or twin homes;
2. On-street parking that is subject to residential parking permit restrictions shall not be used to meet any off street minimum parking requirements for any use;
3. Each on-street parking space may only be counted once toward reducing the parking requirements of the abutting lot, regardless of the number of individual buildings or tenants on the lot.
4. No development or use granted a parking reduction for abutting on-street parking shall be considered nonconforming if the on-street parking is later removed by City or other jurisdictional action and the remaining off- street parking does not meet the minimum off street parking requirements of this chapter.

G. Valet Parking Services

Modifications to minimum on site parking spaces may occur on a one-to-one basis if off site valet parking is provided and:

1. 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;
2. The availability of valet parking service is clearly posted outside the establishment and near the main entrance; and
3. The applicant provides adequate written assurances for the continued operation of the valet parking, and a written agreement to notify future owners and tenants of the property of the duty to continue to provide off-site valet parking.

Chapter 21A.44: Off Street Parking, Mobility, and Loading

21A.44.060 Parking Location and Design

H Parking Study Demonstrating Different Parking Needs

H. Parking Study Demonstrating Different Parking Needs

1. The Transportation Director, in consultation with the Planning Director, may authorize a change in the amount of off street parking spaces. The authorization shall be based on the applicant submitting a parking study that demonstrates a different off street parking demand for the proposed development, use, or combination of uses than calculated from Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*, and subject to the overall limits on parking adjustments in Section 21A.44.050.A above.
2. The Directors shall determine whether the information and assumptions used in the study are reasonable and whether the study accurately reflects anticipated off street parking demand for the proposed development, use, or combination of uses.
3. Considerations for an alternative parking requirement (parking provided below the minimum required or exceeding the maximum allowed) 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;
 - b. That the proposed parking plan will be at least as effective in maintaining traffic circulation patterns, reducing the visibility of parking areas and facilities 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 plan is consistent with applicable City plans and policies.

21A.44.060 Parking Location and Design

All required parking areas shall be located and designed in accordance with the standards in this Chapter 21A.44: *Off Street Parking, Mobility, and Loading* and the standards in the Off-Street Parking Standards Manual. Modifications to the standards of this section 21A.44.060 may be granted through the design review process, subject to conformance with the standards and procedures of Chapter 21A.59: Design Review.

A. Generally

1. Parking Located on Same Lot as Use or Building Served

All parking spaces required to serve buildings or uses erected or established after the effective date of this ordinance shall be located on the same lot as the building or use served, unless otherwise allowed pursuant to section 21A.44.060.A.5 *Off-Site Parking Permitted*.

2. Biodention and Landscape Islands in General and Neighborhood Center Contexts

For parking lots with one hundred (100) or more parking spaces in the General Context and Neighborhood Center Context areas, parking lot islands or biodetention areas shall

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A Generally

be provided on the interior of the parking lot to help direct traffic flow and to provide landscaped areas within such lots.

3. Park Strip Parking

No park strip shall be used for parking.

4. Parking Location and Setbacks

All parking shall comply with the parking restrictions within yards pursuant to Table 21A.44.060-A: *Parking Location and Setback Requirements*

Table 21A.44.060-A: Parking Location and Setback Requirements				
N = parking prohibited between lot line and front line of building				
Zoning District	Front Lot Line	Corner Side Lot Line	Interior Side Lot Line	Rear Lot Line
General Context				
Residential (FR Districts, RB, RMF, RO)				
FR	N Parking in driveways that comply with all applicable City standards is exempt from this restriction.		6 ft.	0 ft.
R-1, R-2, SR-1, SR-2			0 ft.	
RMF-30	N		0 ft.; or 10 ft. when abutting any 1-2 family residential district	
RMF-35, RMF-45, RMF-75, RO	N		; 0 ft.; or 10 ft. when abutting any 1-2 family residential district. Limited to 1 side yard except for single-family attached lots.	
Commercial and Manufacturing (CC, CS, CG, M-1, M-2, SNB)				
CC	15 ft.		0 ft.; or 7 ft. when abutting any residential district	
CS			0 ft.; or 15 ft. when abutting any residential district	
CG	10 ft.			
M-1	15 ft.			
M-2	15 ft.		0 ft.; or 50 ft. when abutting any residential district	
Special Purpose Districts				
A	0 ft.		0 ft.	
AG, AG-2, AG-5, AG-20	N			
BP	N		8 ft.; or 30 ft. when abutting any residential district	
EI	10 ft.	30 ft.	30 ft.	20 ft.
FP	20 ft.		6 ft.	0 ft.
I	20 ft.		0 ft.; or 15 ft. when abutting any residential district	
MH	20 ft.		0 ft.	
OS	30 ft.		10 ft.	
PL	30 ft.			

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Table 21A.44.060-A: Parking Location and Setback Requirements				
N = parking prohibited between lot line and front line of building				
Zoning District	Front Lot Line	Corner Side Lot Line	Interior Side Lot Line	Rear Lot Line
PL-2	20 ft.		0 ft.; or 10 ft. when abutting any residential district	
RP	30 ft.		8 ft.; or 30 ft. when abutting any residential district	
Neighborhood Center Context				
CB , CN, CSHBD2, SNB	N		0 ft.; or 7 ft. when abutting any 1-2 family residential district	
R-MU-35, R-MU-45			Limited to 1 side yard, 0 ft.; or 10 ft. when abutting any 1-2 family residential district	0 ft.; or 10 ft. when abutting any 1-2 family residential district
RB, SR-3, FB-UN1, FB-SE	N		0 ft.	
Urban Center Context				
D-2	N		0 ft.	
D-3	See section 21A.44.060.B.1			
MU	N		0 ft.; limited to 1 side yard	0 ft.
R-MU	Surface Parking: 30 ft. Parking Garages: 45 ft.		0 ft.; or 10 ft. when abutting any 1-2 family residential district Surface parking at least 30 ft. from front lot line. Parking garages at least 45 ft. from front lot line	0 ft.; or 10 ft. when abutting any 1-2 family residential district
TSA-T	See section 21A.44.060.B.2		0 ft.	
CSHBD1	N		0 ft.; or 7 ft. when abutting any residential district	
Transit Context				
D-1	See section 21A.44.060.B.1			
D-4	See section 21A.44.060.B.1		0 ft.	
FB-UN2, FB-SC	N		0 ft.	
TSA-C	See section 21A.44.060.B.2		0 ft.	
G-MU	See section 21A.44.060.B.1		0 ft.	
UI	0 ft; Hospitals: 30 ft.		0 ft.; or 15 ft. when abutting any 1-2 family residential district; Hospitals: 10 ft.	0 ft.; or 15 ft. when abutting any 1-2 family residential district; Hospitals: 10 ft.

5. Off-Site Parking Permitted

Off-site parking facilities may be used to satisfy the requirements of this chapter and shall comply with the following standards:

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a. Maximum Distance of Off-Site Parking

Off-site parking shall be located according to the distance established in Table 21A.44.060-B: *Maximum Distances for Off-Site Parking* (measured in a straight line from the property boundary of the principal use for which the parking serves to the closest point of the parking area).

Table 21A.44.060-B: Maximum Distances for Off-Site Parking	
Context	Maximum Distance to Off-Site Parking
Neighborhood Center	600 ft.
General	
Legal Nonconforming Use in Residential District	
Urban Center	1,200 ft.
Transit	1,000 ft.

b. Documentation Required

- (1) The owners of record involved in an off-site parking arrangement shall submit written documentation of the continued availability of the off-site parking arrangement to the Planning Director for review.
- (2) The Planning Director shall approve the off-site parking arrangement if the Director determines the location meets the standards of this section. No zoning or use approval shall be issued until the Director has approved the off-site parking arrangement and the documentation has been recorded in the office of the Salt Lake County Recorder.
- (3) If the off-site parking arrangement is later terminated or modified and the Planning Director determines that the termination or modification has resulted in traffic congestion, overflow parking in residential neighborhoods, or threats to pedestrian, bicycle, or vehicle safety, the property owners of the uses for which the off-site parking was provided may be held in violation of this chapter.

6. Circulation Plan Required

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. A tabulation of the number of off street vehicle and bicycle parking, loading, and stacking spaces required by this chapter shall appear in a conspicuous place on the plan.

7. Driveways and Access

a. Compliance with Other Adopted Regulations

- (1) Parking lots shall be designed in compliance with applicable City codes, ordinances, and standards, including but not limited to title 12 of the City Code: *Vehicles and Traffic* and the Off-Street Parking Standards Manual to the maximum degree practicable, 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

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(e) Design of parking lot interior circulation system.

- (2) Notwithstanding the provisions of 21A.44.060.A.7.a.(1) above, relocation of a driveway for a single-family, two-family, or twin home residence in any zoning district shall only be required when the residence is replaced, and shall not be required when the residence is expanded or renovated in compliance with the City code.

b. Access Standards

Access to all parking facilities shall comply with the following standards:

- (1) To the maximum extent practicable, all off street parking facilities shall be designed with vehicular access to a street or alley that will least interfere with automobile, bicycle, and pedestrian traffic movement.
- (2) Parking facilities in excess of five (5) spaces that access a public street shall be designed to allow vehicles to enter and exit the lot in a forward direction.
- (3) Parking facilities on lots with less than one hundred feet (100') of street frontage shall have only one (1) curb cut, and lots with one hundred feet (100') of street frontage or more shall be limited to two (2) curb cuts, unless the Transportation Director determines that additional curb cuts are necessary to ensure pedestrian, bicycle, and vehicle safety or to comply with the fire code. Public safety uses shall be exempt from limitations on curb cuts.
- (4) All vehicular access roads/driveways shall be surfaced as required in accordance with section 21A.44.060.A.9 *Surface Materials*.

c. Driveway Standards

All driveways shall comply with the following standards:

(1) Driveway Location in Residential Zoning Districts

With the exception of legal shared driveways, driveways shall be at least 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 approved parking areas, no curb cuts or driveways are permitted.

(2) Driveway Widths

All driveways serving residential uses shall be a minimum eight feet wide and shall comply with the standards for maximum driveway widths listed in Table 21A.44.060-C: *Minimum and Maximum Driveway Width*.

Table 21A.44.060-C: Minimum and Maximum Driveway Width		
Zoning District	Minimum Driveway Width (in front and corner side yard)	Maximum Driveway Width* (in front and corner side yard)
SR-1, SR-2 and SR-3	8 ft.	22 ft.
MH	8 ft.	16 ft.
Other Residential Zoning Districts	8 ft.	30 ft.
M-1 and M-2	12 ft. single lane and 24 ft. for two-way	50 ft.
Other Non-Residential Zoning Districts	12 ft. single lane and 24 ft. for two-way	30 ft.

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* Maximum width is for all driveways combined when more than one driveway is provided

(3) Shared Driveways

Shared driveways, where two (2) or more properties share one (1) driveway access, may be permitted if the Transportation Director determines that the design and location of the shared driveway access will not create adverse impacts on traffic congestion or public safety.

(4) Driveway Surface

All driveways providing access to parking facilities shall be improved and maintained pursuant to the standards in the Off-Street Parking Standards Manual.

8. Minimum Dimensional Standards

All parking spaces shall comply with the dimensional standards in the Off-Street Parking Standards Manual.

9. Surface Materials

All parking spaces shall comply with the standards for surfacing of access, driving, and parking surfacing in the Off-Street Parking Standards Manual.

10. Grading and Stormwater Management

All surface parking areas shall comply with City grading and stormwater management standards.

11. Sight Distance Triangles

All driveways and intersections shall comply with the sight distance triangle standards as defined in the Off-Street Parking Standards Manual.

12. Landscaping and Screening

All parking areas and facilities shall comply with the landscaping and screening standards in Chapter 21A.48: *Landscaping and Buffers*.

13. Lighting

Where a parking area or parking lot is illuminated, the light source shall be shielded so that the light source is not directly visible from any abutting property or abutting private or public street.

14. Signs

All signs in parking areas or related to parking facilities shall comply with Chapter 21A.46; *Signs*, and applicable provisions of the Manual on Uniform Traffic Control Devices (MUTCD).

15. Pedestrian Walkways

- a. Surface parking lots with between twenty-five (25) and one hundred (100) parking spaces shall provide a pedestrian walkway or sidewalk through the parking lot to the primary entrance of the principal building. Pedestrian walkways shall be identified by a change in color, material, surface texture, or grade elevation from surrounding driving surfaces.
- b. Parking lots with more than one hundred (100) parking spaces shall provide:
 - (1) One (1) or more grade-separated pedestrian walkway(s), at least five feet (5') in width, and located in an area that is not a driving surface, leading from the furthest row of parking spaces to the primary entrance of the principal building.
 - (2) Vehicles shall not overhang the pedestrian walkway(s).

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- (3) Where the walkway(s) crosses a drive aisle, pedestrian walkway(s) shall be identified by a change in color, material, surface texture, or grade elevation from surrounding driving surfaces.
- (4) One (1) pedestrian walkway meeting these standards shall be provided for each one hundred (100) parking spaces provided on site or part thereof, after the first one hundred (100) parking spaces.

16. Parking Garages

The following standards shall apply to all above-ground parking garages, whether freestanding or incorporated into a building:

- a. Each façade or a parking garage adjacent to a public street or public space shall have an external skin designed to conceal the view of all parked cars. Examples include heavy gauge metal screen, precast concrete panels, live green or landscaped walls, laminated or safety glass, or decorative photovoltaic panels.
- b. No horizontal length of the parking garage façade shall extend longer than 40 feet without the inclusion of architectural elements such as decorative grillwork, louvers, translucent screens, alternating building materials, and other external features to avoid visual monotony. Facade elements shall align with parking levels.
- c. Internal circulation shall allow parking surfaces to be level (without any slope) along each parking garage facade adjacent to a public street or public space. All ramps between levels shall be located along building facades that are not adjacent to a public street or public space, or shall be located internally so that they are not visible from adjacent public streets or public spaces.
- d. The location of elevators and stairs shall be highlighted through the use of architectural features or changes in façade colors, textures, or materials so that visitors can easily identify these entry points.
- e. Interior parking garage lighting shall not produce glaring sources toward adjacent properties while providing safe and adequate lighting levels. The use of sensor dimmable LEDs and white stained ceilings are recommended to control light levels on-site while improving energy efficiency.
- f. In the Urban Center Context and Transit Context areas, the street-level facades of all parking garages shall be designed to meet applicable building code standards for habitable space to allow at least one (1) permitted or conditional use, other than parking, to be located where the parking garage is located.
- g. Vent and fan locations shall not be located on parking garage facades facing public streets or public spaces, or adjacent to residential uses, to the greatest extent practicable.

17. Tandem Parking

Where more than one (1) parking space is required to be provided for a residential dwelling unit, the parking spaces may be designed as tandem parking spaces, provided that:

- a. No more than two (2) required spaces may be included in the tandem parking layout; and
- b. Each set of two (2) tandem parking spaces shall be designated for a specific residential unit.

Chapter 21A.44: Off Street Parking, Mobility, and Loading

21A.44.060 Parking Location and Design

B Zone Specific Location and Design Standards

18. Cross-Access between Adjacent Uses

The Transportation Director may require that access to one or more lots be through shared access points or cross-access through adjacent parcels when the Transportation Director determines that individual access to abutting parcels or limited distance between access points will create traffic safety hazards due to traffic levels on adjacent streets or nearby intersections. Such a determination shall be consistent with requirements of state law regarding property access from public streets. Required cross-access agreements shall be recorded with the Salt Lake County Recorder's Office.

B. Zone Specific Location and Design Standards

1. D-1, D-3, D-4, and G-MU Zoning Districts

The following regulations shall apply to surface or above-ground parking facilities. No special design and setback restrictions shall apply to below-ground parking facilities.

a. Block Corner Areas

- (1) Within the D-1 zoning district, above-ground parking facilities located within the block corner areas and on Main Street, shall be located behind principal buildings and;
 - a. All above-ground parking facilities that front a street shall contain uses other than parking along the entire length of the building façade and along all stories or levels of the building.
 - b. Vehicle access to parking shall be located to the side of the building or as far from the street corner as possible unless further restricted by this Title.
- (2) Within the D-3, D-4, or G-MU zoning districts, above-ground parking facilities shall be located behind principal buildings, or at least seventy-five feet (75') from front and corner side lot lines, and shall be landscaped to minimize visual impacts.

b. Mid-Block Areas

- (1) Within the D-1 zoning district, above-ground parking facilities shall be located behind the front line of principal buildings or shall be located at least seventy-five feet (75') from front and corner side lot lines;
 - a. Parking lots proposed as a principal use to facilitate a building demolition are prohibited.
- (2) Within the D-3, D-4, or G-MU zoning districts, parking facilities shall be located behind principal buildings, or at least thirty feet (30') from front and corner side lot lines.
- (3) Parking garages shall meet the following:
 - a. Retail goods/service establishments, offices and/or restaurants shall be provided on the first floor adjacent to the front or corner side lot line. The

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21A.44.060 Parking Location and Design

B Zone Specific Location and Design Standards

facades of such first floors shall be compatible and consistent with the associated retail or office portion of the building and other retail uses in the area.

- b. Levels of parking above the first level facing the front or corner side lot line shall have floors and/or facades that are horizontal, not sloped.

- c. **Landscape Requirements**

Surface parking lots, where allowed shall have a minimum landscaped setback of fifteen feet (15') and shall meet interior parking lot landscaping requirements as outlined in Chapter 21A.48: *Landscaping and Buffers*.

2. TSA Zoning District

New uses and development or redevelopment within the TSA zoning district shall comply with the following standards.

- a. **Surface Parking on Corner Properties**

On corner properties, surface parking lots shall be located behind principal buildings or at least sixty feet (60') from the intersection of the front and corner side lot lines.

- b. **Surface Parking in the Core Area**

Surface parking lots in the core area are required to be located behind or to the side of the principal building.

- (1) **When located to the side of a building, the parking lot shall be:**

- (a) Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The area between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas, or similar features;
 - (b) Screened with a landscaped hedge or wall that is at least thirty-six inches (36") above grade and no taller than forty-two inches (42") above grade. Landscaping berms are not permitted; and
 - (c) No wider than what is required for two (2) rows of parking and one (1) drive aisle as provided in the Off-Street Parking Standards Manual.

- (2) Unless a second driveway is necessary to comply with the fire code, a maximum of one (1) driveway and drive aisle shall be permitted per street frontage. The access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side lot lines. If the front or corner side lot line is less than one hundred feet (100') in length, then the edge of the drive approach shall be located within twenty feet (20') of the side or rear property line.

- c. **Surface Parking In the Transition Area**

- (1) Surface parking lots in the transition area are required to be located behind the principal building or to the side of a principal building.

- (2) **When located to the side of a principal building, the parking lot shall be:**

- (a) Set back so that no portion of the parking area (other than the driveway) shall be closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five feet (5') of a property line adjacent

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21A.44.060 Parking Location and Design

C Recreational Vehicle Parking

to a street, the parking lot shall be set back a minimum of eight feet (8'). The space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas, or similar features; and

- (b) Screened with a landscaped hedge or wall that is at least thirty-six inches (36") above grade and no taller than forty-two inches (42") above grade. Landscaped berms are not permitted.

C. Recreational Vehicle Parking

1. Generally

- a. Recreational vehicle parking spaces shall be in addition to, and not in lieu of, required off street vehicle parking spaces.
- b. Recreational vehicles shall not be used for storage of goods, materials, or equipment other than those that are customarily associated with the recreational vehicle.
- c. All recreational vehicles shall be stored in a safe and secure manner. Any tie downs, tarpaulins, or ropes shall be secured from flapping in windy conditions.
- d. Recreational vehicles shall not be occupied as a dwelling while parked on the property.
- e. 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.
- f. Recreational vehicle parking outside of an approved enclosed structure shall be permitted for each residence and shall be limited to one motor home or travel trailer and a total of two (2) recreational vehicles of any type.
- g. Recreational vehicle parking outside of an enclosed structure shall comply with the standards in this section.

2. Front Yard Parking

Recreational vehicle parking is prohibited in any required or provided front yard.

3. Rear Yard Parking

Recreational vehicles may be parked in the rear yard when they are on a hard surfaced pad compliant with surfacing standards in the Off-Street Parking Standards Manual and 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.

4. Side Yard Parking

Recreational vehicle parking in side yards shall be allowed only when topographical factors, the existence of mature trees, or the existence of properly permitted and constructed structures prohibit access to the rear yard. The existence of a fence or other structure that is not part of a building shall not constitute a lack of rear yard access. Any recreational vehicle parking area in a side yard shall:

- a. Be on a hard surface compliant with the Off-Street Parking Standards Manual;
- b. Be accessed via a driveway compliant with driveway standards of this chapter;
- c. Not obstruct access to other required parking for the use.

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21A.44.070 Off Street Loading Areas

A Number and Size of Loading Areas Required

21A.44.070 Off Street Loading Areas

A. Number and Size of Loading Areas Required

1. 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 shall be subject to approval by the Transportation Director.
2. All loading areas shall have a vertical clearance of at least fourteen feet (14').
3. Off street loading facilities for new developments or for expansion of an existing development shall be provided at the rate specified for a particular use, or if multiple uses, at the rate of the uses combined, in Table 21A.44.070-A: *Off Street Loading Requirements*. Regardless of the combination of uses, all buildings with a gross floor area over 50,000 square feet shall have a minimum of 1 short berth.

Table 21A.44.070-A: Off Street Loading Requirements		
Use	Gross Floor Area (Square Feet)	Number and Size of Berths
Hotels, Institutions, and Institutional Living	50,000 - 100,000	1 short
	Each additional 100,000	1 short
Office/Commercial	50,000 - 100,000	1 short
	Each additional 100,000 up to 500,000	1 short
Retail	50,000 - 100,000	1 long
	Each additional 100,000	1 long
Industrial	25,001 - 50,000	1 long
	50,001 - 100,000	2 long
	Each additional 100,000	1 long
Multi- Family Residential ⁸⁶	# of Dwelling Units (Per Building)	Number and Size of Berths
	40-150	1 short
	151-300	2 short
	Greater than 300	1 additional short per 200 units

B. Location and Design of Loading Areas

1. All required loading berths shall be located on the same development site as the use(s) served.
2. No loading berth shall be located within thirty feet (30') of the nearest point of intersection of any two (2) streets.
3. No loading berth shall be located in a required front yard.
4. Each required loading berth shall be located and designed to:

Chapter 21A.44: Off Street Parking, Mobility, and Loading

21A.44.080 Drive-Through Facilities and Vehicle Stacking Areas

A Number of Stacking Spaces Required

- a. Allow all required vehicle maneuvering and backing movements on-site;
 - b. Minimize conflicts with pedestrian, bicycle, and traffic movement or encroachments into any pedestrian walkway, bicycle lane, public right-of-way, and fire lane; and
 - c. Avoid the need to back into a public street while leaving the site to the maximum extent practicable, as determined by the Planning Director and the Transportation Director.
5. Landscaping and screening of all loading berths shall be provided to comply with the requirements of Chapter 21A.48: *Landscaping and Buffers*.
 6. Where a loading berth is illuminated, the light source shall be shielded so that the light source is not directly visible from any abutting property or abutting private or public street.
 7. All signs in loading areas shall comply with Chapter 21A.46: *Signs*, and applicable provisions of the Manual on Uniform Traffic Control Devices.
 8. All required loading berths shall comply with the surfacing standards of the Off-Street Parking Standards Manual.

21A.44.080 Drive-Through Facilities and Vehicle Stacking Areas

A. Number of Stacking Spaces Required

The following standards apply for all uses with vehicle stacking and/or drive-through facilities.

1. All uses with drive-through facilities shall provide the minimum number of on-site stacking spaces indicated in Table 21A.44.080-A: *Required Vehicle Stacking Spaces*.

Table 21A.44.080-A: Required Vehicle Stacking Spaces

Use	General Context	Neighborhood Center Context	Urban Center Context	Transit Context
	All zoning districts not listed in another context area	RB, SNB, CB, CN, CSHBD2, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE	D-2, D-3, MU, R-MU, TSA-T, CSHBD1	D-1, D-4, G-MU, TSA-C, UI, FB-UN2, FB-SC
Car Wash, Self-Service	3 spaces per bay or stall		2 spaces per bay or stall	
Car Wash, Automated	4 spaces per lane or stall		3 spaces per lane or stall	
Food and Beverage Service Uses	5 spaces per service lane		4 spaces per service lane	
Other Uses	3 spaces per service lane		3 spaces per service lane	

B. Location and Design of Drive-Through Facilities

1. 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 building.
2. Drive-through lanes shall be arranged to avoid conflicts with site access points, access to parking or loading spaces, and internal circulation routes, to the maximum extent practicable.

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21A.44.090 Modifications to Parking Areas

A Administrative Modifications

3. In the General Context zoning districts, a by-pass lane, driveway, or other circulation area around a drive-through facility stacking lane shall be provided for all uses other than automated car washes, financial institutions and restaurant/retail uses.
4. All required stacking spaces shall measure nine (9) feet by twenty (20) feet and shall be counted from the point of service, or final service window.
5. Air quality: Drive through facilities shall post idle-free signs pursuant to Chapter 12.58 of the city code.
6. When a drive through use adjoins any residential use or any residential zoning district, a minimum six foot (6') high masonry wall shall be erected and maintained along such property line.
7. Drive through facility will not result in adverse impacts upon the vicinity after giving consideration to the hours of operation, noise and light generation, traffic circulation, and the site plan.

21A.44.090 Modifications to Parking Areas

Applicants requesting development permits or approvals may request adjustments to the standards and requirements in this Chapter 21A.44: *Off Street Parking, Mobility, and Loading*, and the City may approve adjustments to those standards, as described below.

A. Administrative Modifications

The Planning Director or Transportation Director may approve the following types of modifications without requiring approval of a Special Exception, provided that the Director determines that the adjustment will not create adverse impacts on pedestrian, bicycle, or vehicle safety and that the adjustment is required to accommodate an unusual site feature (such as shape, topography, utilities, or access point constraints) and that the need for the adjustment has not been created by the actions of the applicant.

1. Modification to dimensions or geometries of parking, loading, or stacking space, aisles, or maneuvering areas otherwise required by this chapter, other City regulations, or the Off-Street Parking Standards Manual; provided that those modifications are consistent with federal and state laws regarding persons with disabilities, including but not limited to the Americans with Disabilities Act.
2. Modifications to bicycle parking or loading berth location or design standards.

B. Special Exceptions

The following types of exceptions may be approved through the Special Exception process in section 21A.52.040, provided that the application meets the criteria for approval of a Special Exception in section 21A.52.060 in addition to the standards provided in this section.

1. Exceptions Permitted

a. Front Yard Parking Exception

For any zoning district, if front yard parking is prohibited in Table 21A.44.060-A: *Parking Location and Setback Requirements*, it may be allowed if all of the following conditions are met:

Chapter 21A.44: Off Street Parking, Mobility, and Loading

21A.44.100 Use and Maintenance

A Use of Parking Areas

- (1) The rear or side yards cannot be reasonably accessed by vehicles, specifically;
 - (a) Clearance for a driveway could not be provided in the side yard on either side of the building that is free from obstructions that cannot reasonably be avoided, such as utilities, window-wells, a specimen tree, a direct elevation change of three feet (3') or greater, or retaining walls three feet (3') high or greater; and
 - (b) There is not a right-of-way or alley adjacent to the property with established rights for access, where:
 - a. The travel distance to the property line is less than one hundred feet (100') from an improved street and the right-of-way or alley has at least a minimum twelve foot (12') clearance that is, or could be paved; or
 - b. The travel distance to the property line is more than one hundred feet (100') from an improved street and the right-of-way or alley has an existing minimum twelve foot (12') wide paved surface.
- (2) It is not feasible to build an attached garage that conforms to yard area and setback requirements;
- (3) Parking is limited to an area that is surfaced in compliance with the Off-Street Parking Standards Manual;
- (4) The parking area is limited to nine feet (9') wide by twenty feet (20') deep;
- (5) Vehicles using the parking area will not project across any sidewalk or into the public right-of-way; and
- (6) Parking is restricted to passenger vehicles only.

b. **Vehicle and Equipment Storage Surfacing Exception**

Vehicle and equipment storage without hard surfacing may be permitted in the CG, M-1, M-2 and EI zoning districts provided that:

- (1) The lot is used for long-term vehicle storage, not for regular parking and/or maneuvering;
- (2) The vehicles or equipment stored are large and/or are built on tracks that could destroy normal hard surfacing;
- (3) The parking surface is compacted with six inches (6") of road base and other semi-hard material with long lasting dust control chemical applied annually;
- (4) A hard-surfaced cleaning station is installed to prevent tracking of mud and sand onto the public right-of-way; and
- (5) Any vehicles or equipment that contain oil are stored with pans, drains, or other means to ensure that any leaking oil will not enter the soil.

21A.44.100 Use and Maintenance

A. Use of Parking Areas

1. Except as otherwise provided in this section, required off street parking facilities provided for uses listed in Table 21A.44.040-A: *Minimum and Maximum Off Street Parking* shall be solely for the parking of automobiles or authorized temporary uses.

Chapter 21A.44: Off Street Parking, Mobility, and Loading

21A.44.110 Nonconforming Parking and Loading Facilities

B Maintenance

B. Maintenance

1. Space allocated to any off street loading berth or related access or maneuvering area shall not be used to satisfy the parking space requirements for any off street parking.
2. Except in the M-1, M-2, CG, and D districts, no cleaning or maintenance of loading areas using 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.

21A.44.110 Nonconforming Parking and Loading Facilities

Nonconforming parking and loading facilities shall be subject to the standards established in Chapter 21A.38: *Nonconforming Uses and Noncomplying Structures*, and the criteria established in this section.

A. Continuation of Nonconforming Parking and Loading Facilities

Any parking spaces, loading facilities, or access to public rights-of-way that were lawfully existing or created prior to the effective date of this Ordinance, but that have since become nonconforming with the provisions of this chapter through the actions of the City or any governmental entity, shall be allowed to continue, but any expansion of the use or structure, or change of use, after the adoption date of this Ordinance shall comply with the provisions of this Chapter 21A.44: *Off Street Parking, Mobility, and Loading*.

B. Nonconformity Due to Governmental Acquisition

Where a lot, tract, or parcel is occupied by a lawful structure or use, and where the acquisition of right-of-way by eminent domain, dedication, or purchase by a City, county, state, or federal agency creates noncompliance of the parking, loading, or drive-through facilities with any requirement of this chapter, the parking, loading, or drive-through facility shall be deemed lawful and conforming. This designation shall apply only to noncompliance resulting directly from the acquisition of right-of-way.

C. Damage or Destruction

Reconstruction, reestablishment, or repair of any nonconforming parking, loading, or drive-through area involuntarily damaged or destroyed by fire, collapse, explosion or other natural cause is not required to comply with the standards of this chapter. The parking and loading facilities may be restored or continued as they existed prior to the damage or destruction, or in a manner that reduces any nonconformity that existed prior to the damage or destruction.

D. Legalization of Garages Converted to Residential Use

Garages attached to single-family and two-family residential structures converted to residential uses before April 12, 1995, and any associated front yard parking, may be legalized by complying with the following requirements:

1. The property owner shall obtain a building permit for all building modifications associated with converting the garage to residential use and the City shall inspect the conversion for substantial compliance with adopted life safety regulations.

Chapter 21A.44: Off Street Parking, Mobility, and Loading

21A.44.110 Nonconforming Parking and Loading Facilities

D Legalization of Garages Converted to Residential Use

2. The driveway leading to the converted garage shall not be removed without replacing the same number of parking spaces (up to the minimum required by this chapter) in a location authorized by this chapter.
3. Parking on the driveway in the front yard is restricted to passenger vehicles only.

Definitions

AUTOMOBILE

A self-propelled vehicle with wheels that can legally operate within a public right-of-way. The term includes but is not limited to passenger cars, light trucks, and recreational vehicles.

BIODETENTION

A low impact development term also sometimes called a rain garden, biofilter or porous landscape detention that achieves on-site retention of stormwater through the use of vegetated depressions engineered to collect, store, and facilitate runoff infiltration.

CAR POOL

A group of two or more commuters, including the driver, who share the ride to and from work or other destination on a regularly scheduled basis.

CARSHARE¹²⁹

A membership-based model of car use where people rent or borrow cars for short periods of time, often by the hour. Vehicles may be made available through private individuals, a property owner/manager, or commercial companies, but are managed through a facilitator.

CHANGE OF USE

The replacement of an existing use by a new use, or a change in the nature of an existing. A change of ownership, tenancy, name or management, or a change in product or service within the same use classification where the previous nature of the use, line of business, or other function is substantially unchanged is not a change of use. The conversion of existing residential units to condominiums is not a change of use.

COMMERCIAL VEHICLE

A vehicle associated with a business that exceeds one (1) ton capacity. This includes but is not limited to buses, dump trucks, stake body trucks, step vans, tow trucks and tractor trailers. Taxis and limousines shall also be considered commercial vehicles.

DESIGN CAPACITY

The maximum occupancy of a building or structure based on the Fire and/or Building Code, whichever allows occupancy by a larger group of people.

DEVELOPMENT

- A. The carrying out of any building activity, the making of any material change in the use or appearance of any structure or land, or the dividing of land into parcels by any person. The following activities or uses shall be taken for the purposes of these regulations to involve "development":
1. The construction of any principal building or structure;
 2. Increase in the intensity of use of land, such as an increase in the number of dwelling units or an increase in nonresidential use intensity that requires additional parking;
 3. Alteration of a shore or bank of a pond, river, stream, lake or other waterway;
 4. Commencement of drilling (except to obtain soil samples), the driving of piles, or excavation on a parcel of land;
 5. Demolition of a structure;
 6. Clearing of land as an adjunct of construction, including clearing or removal of vegetation and including any significant disturbance of vegetation or soil manipulation; and

0 Definitions

7. Deposit of refuse, solid or liquid waste, or fill on a parcel of land.
- B. The following operations or uses shall not be taken for the purpose of these regulations to involve "development":
1. Work by a highway or road agency or railroad company for the maintenance of a road or railroad track, if the work is carried out on land within the boundaries of the right of way;
 2. Utility installations as stated in subsection 21A.02.050.B of this title;
 3. Landscaping for residential uses; and
 4. Work involving the maintenance of existing landscaped areas and existing rights of way such as setbacks and other planting areas.

FLOOR AREA, GROSS¹³⁸

- A. For determining size of establishment, the sum of the gross horizontal area of all floors of the building measured from the exterior face of the exterior walls or from the centerline of walls separating two (2) buildings. The floor area of a building shall include basement floor area, penthouses, attic space having headroom of seven feet (7') or more, interior balconies and mezzanines, enclosed porches, and floor area devoted to accessory uses. Space devoted to open air off street parking or loading shall not be included in floor area.
- B. The floor area of structures devoted to bulk storage of materials including, but not limited to, grain elevators and petroleum storage tanks, shall be determined on the basis of height in feet (i.e., 10 feet in height shall equal 1 floor).

FLOOR AREA, USABLE¹³⁸

For determining off street parking and loading requirements, the sum of the gross horizontal areas of all floors of the building, as measured from the outside of the exterior walls, devoted to the principal use, including accessory storage areas located within selling or working space such as counters, racks, or closets, and any floor area devoted to retailing activities, to the production or processing of goods or to business or professional offices. Floor area for the purposes of measurement for off street parking spaces shall not include:

- A. Floor area devoted primarily to mechanical equipment or unfinished storage areas;
- B. Floor area devoted to off street parking or loading facilities, including aisles, ramps, and maneuvering space.

GARAGE

An accessory building or portion of a building designed or used for the storage of vehicles used by the occupants of the principle building.

GARAGE, ATTACHED

A garage that has a roof or wall of which fifty percent (50%) or more is attached to and in common with a principal building. An attached garage shall be considered part of the principal building and shall be subject to all yard requirements of the principal building.

HARD SURFACED¹³⁸

A concrete, asphalt, brick, stone, turf block, or other surface approved by the City Engineer that is suitable for vehicle traffic.

OFF STREET PARKING¹³⁸

A site or portion of a site devoted to the parking of automobiles in an area that is not a public or private street or other public right-of-way, including parking spaces, aisles, driveways, and associated landscaped areas.

OFF-SITE¹³⁸

A lot that is separate from the lot on which the principal use is located.

OUTDOOR DINING¹³⁸

A dining area with seats and/or table(s) located outdoors of a restaurant, brewpub, social club, tavern, market, deli, or other retail sales establishment that sells food and/or drinks, and which is either:

- A. Located entirely outside the walls of the building of the subject business, or
- B. Enclosed on two (2) sides or less by the walls of the building with or without a solid roof cover, or
- C. Enclosed on three (3) sides by the walls of the building without a solid roof cover.

PARKING GARAGE

A structure or part of a structure used primarily for the housing, parking, or storage of automobiles.

PARKING LOT

An area on the surface of the land used for the parking of more than four (4) automobiles. Areas designated for the display of new and used vehicles for sale are not included in this definition.

PARKING, OFF-SITE

An off-street parking area intended to serve one or more uses and that is located on a different parcel or lot than the use(s) it is intended to serve.

PARK AND RIDE LOT¹³⁸

An area or structure intended to accommodate parked vehicles for the general public, where commuters park their vehicles and continue travel to another destination via public transit, carpool, vanpool, or bicycle. Parking lot may be shared with other uses or stand alone.

PARKING, SHARED

Joint use of a parking lot or area for more than one principal use.

PARKING SPACE¹³⁸

Space within a parking area of certain dimensions as defined in Chapter 21A.44 of this title, exclusive of access drives, aisles, ramps, columns, for the storage of one vehicle.

PARKING STUDY

A study prepared by a licensed professional traffic engineer specifically addressing the parking demand generated by a use and which provides information necessary to determine whether proposed parking will have a material negative impact to adjacent or neighboring properties.

PARKING, TANDEM¹³⁸

The in-line parking of one vehicle behind another in such a way that one parking space can only be accessed through another parking space.

PLANNING DIRECTOR¹⁴⁴

The director of the Salt Lake City Planning Division, or his/her designee.

PRIMARY ENTRANCE

The entrance to a building, parcel, or development most used by the public for day-to-day ingress and egress.

STREET¹⁴⁴

A vehicular way which may also serve for all or part of its width as a way for pedestrian traffic, whether called street, highway, thoroughfare, parkway, throughway, road, avenue, boulevard, lane, place, mall or otherwise designated.

VANPOOL

A group of seven (7) to fifteen (15) commuters, including the driver, who share the ride to and from work or other destination on a regularly scheduled basis.

VEHICLE¹³⁸

A device by which any person or property may be transported upon a public highway except devices used exclusively upon stationary rails or tracks or exclusively moved by human power.

VEHICLE, ELECTRIC

A device which is considered a vehicle that uses electricity as its primary source of power, such as a plug-in electric vehicle or a plug-in hybrid electric vehicle. An electric vehicle does not include devices that are moved by human power.

VEHICLE, RECREATIONAL¹³⁸

Any motorized vehicle and/or associated non-motorized equipment used for camping, traveling, boating, or other leisure activities including, but not limited to campers, boats, travel trailers, motor homes, snow mobiles, wave runners, and other vehicles designed for traveling on water (motorized and non-motorized). Trailers used for transporting this type of vehicle are also included within this definition.

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:

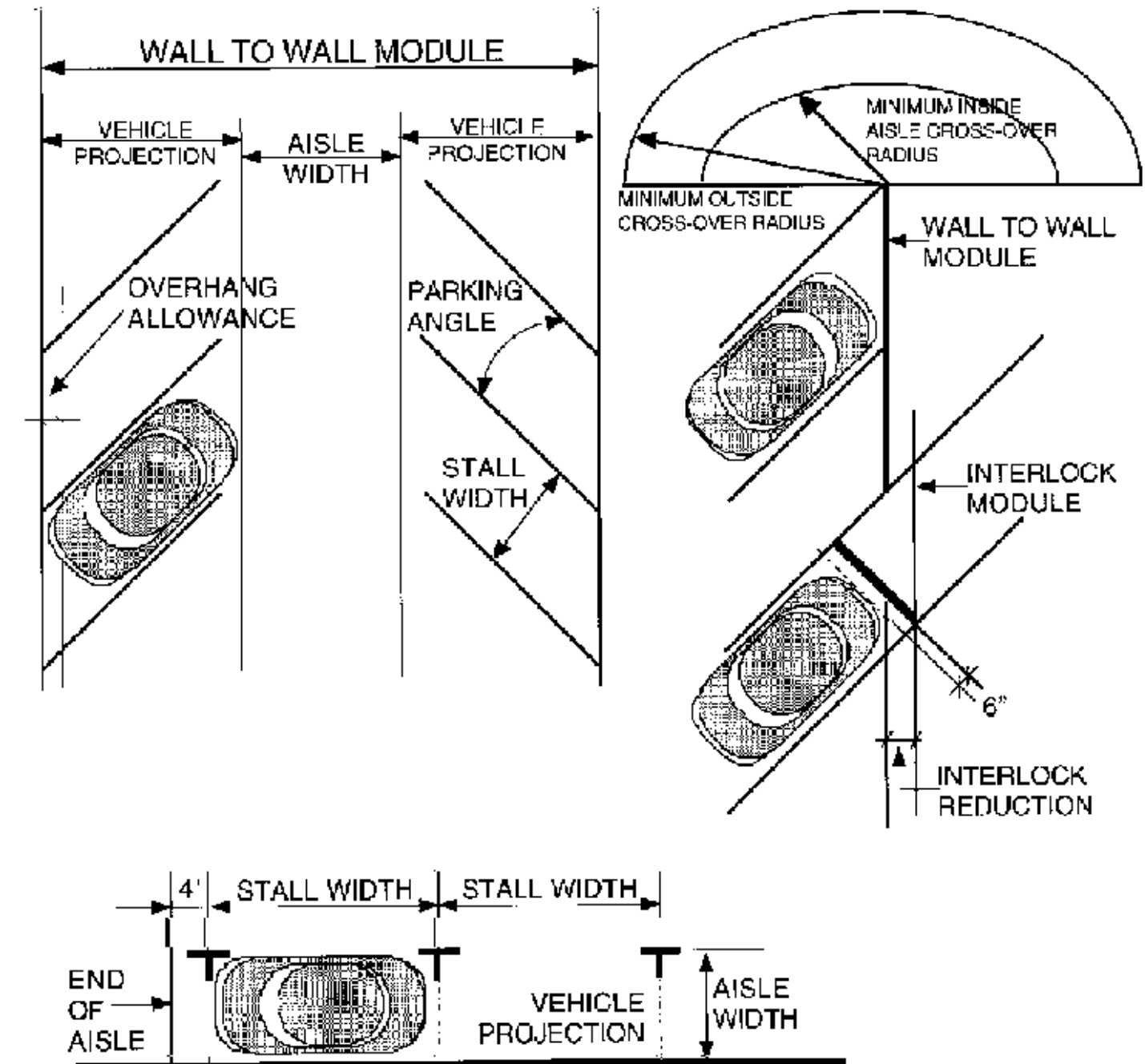
1. The dimensions for parking spaces and associated aisles are established by the transportation division and are set forth in table 21A.44.020 of this section.
2. The following modifications and additions to the dimensions set forth in table 21A.44.020 of this section shall apply:
 - a. Parking spaces 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.44.020](#)G 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)

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

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.



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

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

Neighborhood Center Context

- Small/moderate-scale activity nodes
- Pedestrian-scale development and amenities
- Usually not well served by transit
- Most varied parking needs



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

Neighborhood Center Context Updates

This category includes zoning districts with pedestrian-scale development patterns, building forms, and amenities. It includes areas with small- or moderate-scale shopping, gathering, or activity spaces. The standards listed below are specific to the Neighborhood Center Context.

Minimum and maximum parking sample comparison*:

Use	Proposed	Current
Office	Min: 2/1000 sq ft Max: 3/1000 sq ft	Min: 3/1000 sq ft main floor + 1.25/1000 sq ft other floors Max: based on zoning district
Retail	Min: 1.5/1000 sq ft Max: 3/1000 sq ft	Min: 2/1000 sq ft Max: based on zoning district
Restaurant	Min: 2/1000 sq ft Max: 7/1000 sq ft	Min: 2/1000 sq ft Max: based on zoning district
Bike (Residential)	Min: 1 per 4 units	5% of total parking stall count
Bike (Commercial)	Min: 1/5000 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

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

Transit Context

- 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 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.



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

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: 7/1000 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

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Urban Center Context

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



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

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: 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 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