

PLANNING COMMISSION STAFF REPORT

Parking & Transportation Demand Management

Sustainability City Code Initiative

November 14, 2012

Petition #PLNPCM2010-00468



Planning Division
Department of Community and
Economic Development

Applicant:

Mayor Ralph Becker

Staff:

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Modified Land Use Chapters:

- 21A.24: Residential Districts
- 21A.26: Commercial Districts
- 21A.30: Downtown Districts
- 21A.31: Gateway Districts
- 21A.32: Special Purpose Districts
- 21A.34: Overlay Districts
- 21A.36: General Provisions
- 21A.38: Nonconforming Uses and Noncomplying Structures
- 21A.40: Accessory Uses, Buildings and Structures
- 21A.44: Off Street Parking and Loading
- 21A.52: Special Exceptions
- 21A.56: Condominium Approval Procedure
- 21A.59: Conditional Building and Site Design Review
- 21A.60: List of Terms
- 21A.62: Definitions

Attachments:

- A. Proposed Ordinance
- B. Public Comments and Meeting Summaries
- C. Department and Division Comments
- D. Other Materials

Request

As part of his *Vision for a Green City* document, Mayor Ralph Becker initiated petitions to revise parts of the Salt Lake City Zoning Ordinance to incorporate policies that encourage sustainable development. As part of this initiative, the request included a recommendation to make changes to the City's off-street parking regulations to integrate transportation demand management strategies. This proposal also includes reorganization of Chapter 21A.44, the off-street parking chapter, and minor changes to other chapters of Title 21A. Chapter 21A.44 deals with off-street parking—parking provided as part of private development—as opposed to on-street parking, such as metered parking.

A breakdown of the proposed changes is found on page 3 under the "Proposed Ordinance" section. Major proposals include:

- Chapter reorganization;
- Maximum parking regulations;
- Expanded transportation demand management standards and incentives; and
- Expansion of certain parking requirements and reductions.

Recommended Motion

Based on the analysis and findings of this report, it is the opinion of staff that the proposed text amendment meets the standards for an amendment of the zoning ordinance and staff recommends that the Planning Commission forward a favorable recommendation to the City Council.

Potential Motions

Consistent with Staff Recommendation:

Based on the analysis and findings of this report and the testimony received, I move that the Planning Commission transmit a favorable recommendation to the City Council regarding petition PLNPCM2010-00468, a text amendment to chapter 21A.44 of the zoning ordinance. The recommendation is based on the following standards:

1. Whether a proposed text amendment is consistent with the purposes, goals, objectives and policies of the city as stated through its various adopted planning documents;
2. Whether a proposed text amendment furthers the specific purpose statements of the zoning ordinance;
3. Whether a proposed text amendment is consistent with the purposes and provisions of any applicable overlay district; and
4. The extent to which a proposed text amendment implements best current, professional practices of urban planning and design.

	<p>Not Consistent With Staff Recommendation:</p> <p>I move that the City Council transmit a negative recommendation to the City Council regarding petition PLNPCM2010-00468, a text amendment to chapter 21A.44 of the zoning ordinance. The negative recommendation is based on the following: [<i>the Planning Commission must provide specific reasons for the negative recommendation based on one or more of the following standards:</i>]</p> <ol style="list-style-type: none"> 1. Whether a proposed text amendment is consistent with the purposes, goals, objectives and policies of the city as stated through its various adopted planning documents; 2. Whether a proposed text amendment furthers the specific purpose statements of the zoning ordinance; 3. Whether a proposed text amendment is consistent with the purposes and provisions of any applicable overlay district; and 4. The extent to which a proposed text amendment implements best current, professional practices of urban planning and design
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Background Information

Project Description

Mayor Ralph Becker, in cooperation with the City Council, initiated a series of petitions to encourage more sustainable land use policies and regulations within the City. A number of petitions were specific to the City’s zoning ordinance. For the project, referred to as the Sustainability City Code Initiative, Clarion Associates was retained to produce draft ordinances for a number of the zoning petitions. Since the initial submittal by Clarion, the draft ordinance has been redrafted and refined a number of times to address concerns raised by both City staff, stakeholders and other affected entities.

Petition PLNPCM2010-00468 is designed to incorporate more rigorous and effective transportation demand management (“TDM”) policies and strategies into the City’s zoning ordinance. TDM is a general term for any number of strategies intended to influence travel behavior. Travel behavior includes how people get to work (e.g., car, bicycle or train), the number of trips they generate (i.e., how many times someone goes from one place to another during the day), and the length of those trips (i.e., is that person driving 15 miles to work or walking a half-mile to work). The Victoria Transportation Policy Institute’s *TDM Encyclopedia* (<http://www.vtppi.org/tdm/index.php>) offers an expanded explanation for TDM:

A typical person makes more than a dozen trips away from home each week – to work, shopping, errands, social and recreation activities. Many of these trips are flexible in terms of their timing, mode and destination. For example, many commuters can vary when and how they travel to work or school, at least some days. Similarly, errands can be organized in various ways, such as walking or bicycling to neighborhood shops, driving to a downtown or mall, or making several automobile trips to various destinations dispersed along major highways. Recreational activities can also have various travel options, ranging from a neighborhood stroll, driving across town to exercise at a gym, or cycling for errands and commuting. Many factors affect people’s transport decisions including the relative convenience and safety of travel modes (such as whether streets have sidewalks and bike paths, and the quality of transit services available), prices (transit fares and the price of parking at destinations); and land use factors (such as whether or not schools, parks and shops are located close to residential neighborhoods).

TDM strategies can be implemented in a number of ways, but the most effective at times are related to land use since zoning, parking and development regulations factor heavily in travel behavior. The results of adopting a comprehensive TDM program, however, extend beyond land use. As stated in section 21A.44.050A of the proposed code, the purpose of these TDM measures 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.

Parking is a major part of TDM and, from a zoning and land use perspective, the element that can have the most immediate impact. As part of the process of adding more TDM strategies it became clear to staff that chapter 21A.44, the off-street parking chapter of the zoning ordinance, would need to be reorganized. This also provided an opportunity for staff to address other issues with the chapter, including its ease of use and the fact that there are parking regulations in other chapters of the ordinance. As part of this zoning ordinance text amendment petition, chapter 21A.44 was reorganized and some regulations were moved from one section to another. In addition, modifications were made to a number of regulations. In addition, other chapters were modified in parts.

Proposed Text Amendment

The proposed ordinance as presented in Attachment “A” begins with chapter 21A.44 and is followed by the other chapters that would be modified as part of this proposal. In the ordinance, struck text indicates old text that has been replaced, removed or moved to a new place and red, underlined text indicates the proposed changes, which may include existing language that has been moved. Below, chapter 21A.44 is summarized and discussed by section. Following that, the remaining chapters affected by this proposal are discussed.

Sections 21A.44.070, “General Off Street Loading Requirements”, and 21A.44.080, “Specific Off Street Loading Requirements”, are not affected by this proposal.

Chapter 21A.44

Organization

The most immediate change is the renaming of the chapter and reorganization of its contents. Although a majority of the regulations are still related to off-street parking, staff believed it was important to highlight that other forms of transportation—walking, bicycling, mass transit, etc.—were also part of this ordinance. The reorganization is summarized below:

Section	Old Chapter	New Chapter
21A.44.010	Purpose and Scope of Off-Street Parking and Loading Requirements	Purpose and Scope
21A.44.020	General Off Street Parking Requirements	General Off Street Parking Regulations
21A.44.030	Alternative Parking Requirements	Number of Off-Street Parking Spaces Required
21A.44.040	Transportation Demand Management	Alternative Parking Requirements
21A.44.050	Parking Restrictions Within Yards	Transportation Demand Management
21A.44.060	Number of Off-Street Parking Spaces Required	Parking Restrictions Within Yards

The first two sections did not change order due to their general nature and overall applicability to the remainder of the chapter. The third section was considered out of place because it outlined alternatives to the minimum off-street parking requirements which are currently first established three sections later. The section of the ordinance most frequently referenced on a day-to-day basis is the minimum parking requirements, so that section was moved from the sixth section to the third section. The alternatives to those requirements were then moved down to the fourth section. “Transportation Demand Management” and “Parking Restrictions Within Yards” were then moved down.

Staff believes that a simple reorganization would make the chapter easier to use because the most commonly referenced information was now at the beginning of the chapter. In addition, the alternatives section was renamed to incorporate changes to the regulations within and other minor changes were made to clarify or simplify the language.

Two other chapter-wide changes are replacing all usage of “stall” with “space” to make the chapter language consistent and changing “city transportation engineer” to “city transportation director”.

All references to section numbers refer to the proposed ordinance.

21A.44.010: Purpose and Scope

Very little was modified in this section outside of the section name (see Attachment “A” beginning with page 1). Regulatory language was changed to incorporate the proposed maximum parking and voluntary addition of parking spaces beyond what is currently allowed would no longer be allowed (unless allowed through the TDM program).

21A.44.020: General Off Street Parking Regulations

The following is a list of proposed changes within section 21A.44.020 (see Attachment “A” beginning with page 3):

- Minimum parking space dimensions may be modified in two additional instances: in valet parking lots and in automated parking garages.

- Driveway location standards for both residential and nonresidential districts were clarified, including the number of curb cuts allowed. The reduction in allowed curb cuts is intended to create a safer environment for pedestrians and cyclists. Standards for circular driveways were also clarified and the standards for residential and commercial were differentiated.
- For all nonresidential uses, pedestrian access would require clearly marked pathways through parking lots and must connect the building entrance to a public right-of-way.
- Legal parking spaces outside of the interior side yard or rear yard could be established with special exception approval.
- Off-site parking regulations and pedestrian-friendly parking exemptions were both moved to the alternative parking section.

21A.44.030: Number of Off Street Parking Spaces Required

The following is a list of proposed changes within section 21A.44.030 (see Attachment “A” beginning with page 17):

- All language directly related to calculating the parking requirements was moved to this section. It is currently spread throughout the chapter.
- Shared parking regulations were moved to the alternative parking section.
- Parking designed for motorcycles, scooters or other two-wheeled vehicles would not count for or against the parking requirements. Nor would parking designated for fleet or delivery vehicles.
- Any development with ten or more residential units that have 25% of its units as affordable or senior housing can reduce its parking requirement by half.
- A reference for accessory dwelling unit parking was added to the chapter.
- Very few changes were made to the minimum requirements. The term “usable floor area” replaced “gross floor area” in the table. The definition for “usable floor area” specifically references parking calculations.
- Regulations were added to establish a maximum for the number of off-street parking spaces allowed for new development. In general, the maximum is 125% of the minimum. Exceptions include:
 - For residential uses in the D-1, D-2, D-3, D-4 and G-MU districts, the maximum is equivalent to the minimum for the specific use as specified in the table;
 - For nonresidential uses in the D-1, D-2 and D-4 districts, the maximum is two spaces per 1,000 square feet beyond the first 25,000 square feet (which is exempted from parking calculations);
 - For nonresidential uses in the D-3 and G-MU districts, the maximum is two parking spaces per 1,000 square feet beyond the first 10,000 square feet (which is exempted from calculations); and
 - For developments in the TSA district, as established already in the TSA zoning district (moved to chapter 21A.44).

21A.44.040: Alternative Parking Requirements and Off Street Parking Reductions

The following is a list of proposed changes within section 21A.44.040 (see Attachment “A” beginning with page 31):

- Anything specifically listed within this chapter as an alternative or reduction is permitted. Currently a special exception is required for any alternative to the required number of off-street parking spaces. The proposal is that a special exception is only required when the applicant proposes an alternative or reduction not specifically listed.

- The shared parking table was modified slightly to be consistent with other cities’ regulations and “model” shared parking percentages. Modifications were applied to educational uses, restaurants and entertainment uses.
- Modifications to parking geometries that impact ADA parking are explicitly prohibited.
- Credit for on-street parking would be expanded. It is currently allowed in the following districts: RB, R-MU, CN, CB, CSHBD, D-1, D-2 and D-3. The proposal would expand the allowance to all other districts excluding single- or two-family residential districts or uses (regardless of underlying zoning district). The spots must be along streets where on-street parking is already permitted (but not metered) and only spots directly adjacent to the property can be used.

21A.44.050: Transportation Demand Management

The following is a list of proposed changes within section 21A.44.050 (see Attachment “A” beginning with page 46):

- All regulations currently in this section, except for those pertaining to bicycle parking, were moved to appropriate sections or removed.
- A purpose statement was created to define short- and long-term goals of these regulations.
- The standards found here only apply to new development over 5,000 square feet or expansions that increase a building’s floor area by 25% or by 5,000 square feet (whichever is less).
- The following regulations would apply to all new development:
 - At least one electric vehicle parking space (with infrastructure) for every fifty parking spaces.
 - Bicycle parking calculations separated out by general use. Standards based on Association of Pedestrian and Bicycle Professional recommendations.
 - Bicycle parking regulations were expanded for location, design and accessibility. Public bicycle racks can be used in some instances when they meet certain location requirements.
- A transportation demand management incentive program was created:
 - The program is available to new development, regardless of use, that requires at least five parking spaces. Applicants would be able to reduce or increase their required parking in exchange for implementation of TDM strategies. They are divided into two types: minor and major.
 - Minor strategies are those that are based on investment in existing TDM systems (e.g., car or bike sharing), property management policies (e.g., leasing and selling units and parking spaces independently, known as unbundled parking) or small-scale infrastructure improvements (e.g., sheltered and secured bicycle parking).
 - Major strategies are those requiring large scale improvements such as on-premise services (e.g., daycare or restaurants) or commuter facilities (e.g., commuter locker room with showers).
 - Parking requirements can be either decreased or increased. Parking can be reduced to 75% of the minimum requirement in exchange for implementation of two minor strategies. It can be increased to 125% of the maximum requirement in exchange for implementation of one major and one minor strategy. Both percentages are based on the standard requirements prior to any other permitted parking reductions.

21A.44.060: Parking Restrictions Within Required Yards

The only notable change in this section deals with parking restrictions for single- and two-family districts. “Front line of building” was used in lieu of “front wall of building” as the latter is not defined. This modification is consistent with the interpretation of the existing language.

Other Chapters

These chapters and sections are also part of this proposal (see Attachment “A”, beginning with page 68):

Chapter	Proposed Change(s)
Title 21A: Zoning	<ul style="list-style-type: none"> ▪ Changed chapter name in table of contents
21A.24: Residential Districts 010: General Provisions 100: SR-3 District 160: RB District 170: R-MU District	<ul style="list-style-type: none"> ▪ Generalized reference to 21A.44 ▪ Removed off-site parking language ▪ Removed parking location regulation
21A.26: Commercial Districts 020: CN District 030: CB District 078: TSA District	<ul style="list-style-type: none"> ▪ Removed parking location regulation ▪ Fixed citation to match proposal
21A.30: Downtown Districts 040: D-3 District 045: D-4 District	<ul style="list-style-type: none"> ▪ Language regarding parking reductions removed (now applied to all zones)
21A.31: Gateway Districts 010: General Provisions	<ul style="list-style-type: none"> ▪ Language regarding parking reductions removed (now applied to all zones)
21A.32: Special Purpose Districts 110: MH District 130: MU District	<ul style="list-style-type: none"> ▪ Removed parking location regulation
21A.34: Overlay Districts 040: AFPP Overlay District	<ul style="list-style-type: none"> ▪ Generalized reference to 21A.44
21A.36: General Provisions 020: Lot and Bulk Controls	<ul style="list-style-type: none"> ▪ Generalized reference to 21A.44 ▪ Removed parking location regulation
21A.38: Nonconforming Uses... 040: Nonconforming Parking...	<ul style="list-style-type: none"> ▪ Minor grammatical edit
21A.40: Accessory Uses... 065: Outdoor Dining	<ul style="list-style-type: none"> ▪ Made minimum parking requirement consistent with requirements in 21A.44
21A.52: Special Exceptions 030: Special Exceptions Auth.	<ul style="list-style-type: none"> ▪ Fixed language to be consistent with other changes ▪ Language modification to be consistent with 21A.44 ▪ Addition of a special exception referenced in 21A.44 but not in 21A.52
21A.56: Condominium Approval... 060: Condominium Conversion...	<ul style="list-style-type: none"> ▪ Generalized reference to 21A.44
21A.59: Conditional Building... 060: Standards of Review	<ul style="list-style-type: none"> ▪ Removed parking location regulation that was inconsistent with intent of language
21A.60: List of Terms 020: List of Defined Terms	<ul style="list-style-type: none"> ▪ New terms added to 21A.44 that need definitions
21A.62: Definitions 040: Definitions of Terms	<ul style="list-style-type: none"> ▪ New terms added to 21A.44 that need definitions

Planning Process

After the Planning Division received the first draft of the ordinance from Clarion Associates, the draft was reviewed by a number of City staff members and the comments were sent back to Clarion for adjustments. The second draft was then modified to fit into the existing language of the zoning ordinance. During this time—the beginning of 2011—an article was published in the Mayor’s newsletter that outlined the proposal and background information regarding TDM. In addition, staff created a frequently asked questions sheet to handout at events and public meetings and an informational video. During this time, the proposed ordinance was constantly being revised to address comments from other departments and divisions and stakeholders (such as the Downtown Alliance and City advisory boards) and changes from staff review. In April of 2011, the Planning Division newsletter featured an article on TDM, further explaining what the proposal meant and how it would affect residents and developers.

The City Council was briefed by staff about the proposals in February of 2011, primarily to discuss the concepts that were being proposed and seek direction on potential issues. Planning Division management also briefed the administration about the proposal during the process. Finally, the project has been briefed before the Planning Commission twice: in August of 2011 and in October of this year.

The following is a timeline of the planning process, including the formal meetings or presentations with the public, committees and stakeholders:

2010	
December 6	Transportation Advisory Board
December 9	Sustainability Code Initiative Open House
2011	
Jan. – Feb.	Review of drafts #1 and #2
February 1	Downtown Alliance (Downtown Transportation and Parking Subcommittee)
February 3	Mayor’s Breakfast for Community Council Chairs
February 7	Transportation Advisory Board
February 9	Mayor’s Bicycle Advisory Committee
Feb. – March	Creation of draft #3
March 3	Focus Group with Developers
March 7	Transportation Advisory Board
March 9	Business Advisory Board
April 5	Downtown Alliance (Downtown Development Subcommittee)
April – July	Work on draft #4
June 9	Presentation at Architectural Nexus open house
August 24	Planning Commission briefing #1
Sept. – Dec.	Work on draft #5
December 6	Downtown Alliance (Downtown Transportation and Parking Subcommittee)

2012	
January 17	Downtown Alliance (Downtown Development Subcommittee)
Feb. – May	Work on draft #6
June 4	Transportation Advisory Board
June – Sept.	Refining and finalizing draft #6
August 16	Planning Division Open House
October 10	Planning Commission briefing #2

Comments

Public and Stakeholder Comments

One of the goals of the public process for this project was to educate the public about TDM and how it impacts the lives of Salt Lake City’s residents. The phrase “transportation demand management” without context likely has no meaning to most people. However, concepts like parking, traffic, bicycling, air quality and safety are easily understandable and definable ideas that most residents are likely to have interest in. The goal then was to show how these elements all fit together and impact not only day-to-day activities like commuting or shopping but also long-term factors like road maintenance and air quality.

The education component of the process required staff to show the relationship between the regulatory aspects of TDM and the intended effects. One example that came up in a number of areas was commuter facilities at places of business: People would be more willing to ride their bicycles to work if there was convenient access to a shower.

Comments and feedback from the public were encouraged throughout the amendment process via public meetings, e-mail and Open City Hall. Residents also posted unsolicited comments on the Speak Out SLC forum regarding issues relating to parking and TDM. Staff received a number of phone calls from the public regarding general transportation issues. Many of the issues raised pertained to bicycle lanes and on-street parking, which were not directly addressed in this ordinance. Some of the specific issues raised included:

- Salt Lake City has too many surface parking lots, especially in areas downtown, which were mostly empty. These were opportunities for more development.
- Big parking lots are not safe for pedestrians or cyclists.
- Bicycle facilities should be required for all new development and not treated as an afterthought in terms of location and design.
- Bicycle racks are installed when necessary or for a parking credit but then removed at a later date.
- Businesses in neighborhoods do not provide enough parking and customers park on surrounding streets.
- Many bus stops around the city are not sheltered or hard to reach in inclement weather.

A majority of the feedback received from the public was from the development community. There was concern amongst developers that the early drafts were too heavily reliant of regulation and they lacked the incentives necessary to implement some of the City’s goals. In addition, there was a difference in

opinion amongst developers regarding parking requirements. Some developers felt that the City required too much parking and were content with a maximum parking regulation. Other developers, however, did not believe it was a good idea to limit the amount of parking. There was also disagreement about the minimum requirements for uses in the central business district. The proposed ordinance includes substantial alterations in the required off-street parking in the downtown districts to remove the existing phasing system which was considered complicated and never fully implemented.

The City's bicycle, business and transportation advisory boards expressed concerns for the City's ability to monitor and enforce any TDM strategies that weren't based on physical improvements. The original drafts also contained performance measurements for the TDM strategies that developers had to meet which the transportation advisory board in particular found problematic. The bicycle advisory board wanted the City to find ways to ensure that commuter facilities weren't built and then locked or used as janitorial or storage rooms. A summary of the comments from advisory boards can be found in Attachment "B".

The last three drafts have been available on the City's website and at public meetings, committee meetings or open houses. However, partially as a result of this education component of the public process, most of the feedback staff received was in response to the general concepts or the proposed ideas, not the details of the ordinance.

Department and Division Comments

Throughout the drafting process, comments were received from various departments and divisions about specific issues. There were three major commenting periods for the proposed ordinance. The first period was during the spring of 2011, in which many of the Clarion Associates recommendations were analyzed in light of Salt Lake City's current regulations and sustainability goals. The second was a review of the fourth draft during the summer of 2011. Finally, the third was during the summer of 2012 in which the final draft currently before the Planning Commission was refined.

Throughout the process, comments were received from the following departments and divisions: Building Services, Economic Development, the Salt Lake City Redevelopment Agency (RDA) and Transportation. A number of Transportation Division staff members reviewed the proposed ordinances with specific attention paid to their areas of interest. In addition to review of the proposals, some staff members provided research for certain elements of the regulations, such as bicycle rack standards and regulations for electric vehicle and bicycle parking. The prominent elements of the department and division reviews of the ordinances are summarized in Attachment "C". While all of the feedback received from City departments and divisions was considered and analyzed, not all of it was fully implemented into the proposed ordinance. Some ideas were considered to be outside the scope of this particular project but could be analyzed as part of a future text amendment.

Analysis

Standards for General Amendments

A decision to amend the text of this title or the zoning map by general amendment is a matter committed to the legislative discretion of the city council and is not controlled by any one standard.

A. In making its decision concerning a proposed text amendment, the city council should consider the following factors:

1. Whether a proposed text amendment is consistent with the purposes, goals, objectives and policies of the city as stated through its various adopted planning documents;

Discussion: The proposed amendment was initiated by Mayor Ralph Becker as part of a larger sustainability program. The sustainability initiative contains a number of proposals intended to provide flexibility and direction on the City's future growth. TDM provides that flexibility and direction by promoting transportation options and influencing travel decisions. While the specific elements of this proposal are beyond the scope of more general policy documents such as master plans, the overall goals of this amendment—specifically those found in 21A.44.050, the TDM section—reinforce the goals found in those plans and other master plans, such as the Transportation Division's *Downtown in Motion* plan and the *Bicycle & Pedestrian Master Plan*. The 1993 *City Vision and Strategic Report* contains a number of goals that this proposed ordinance would support, such as:

- *Objective A: Salt Lake City residents will exhibit a high level of environmental consciousness and protect the natural beauty that frames their city.*
 - Adopt policies which allow future development to occur in an environmentally conscious and fiscally sound manner.
 - Develop policies to minimize resource consumption
- *Objective E: The City will include a wide variety of affordable housing opportunities in attractive, friendly neighborhoods that provide a safe environment for families.*
 - Clearly define future land use and vehicular transportation policies for all existing and future neighborhoods.
 - Enhance neighborhood security and personal safety.

These overarching goals are met through strategies that are intended to give residents and employees of the City flexibility in not only their day-to-day decisions but their long-term goals for where to live, work and play. A majority of Salt Lake City's master plans call for more housing and a mix of housing options in appropriate locations. The development community plays a larger role in that and giving developers flexibility in parking, for instance, allows them to be more creative with density, building design and other amenities. Additionally, provisions for options like commuter facilities, bike lockers, and investment in car or bicycle sharing programs help meet connectivity goals and help create safer environments for pedestrians and cycling, both of which are stressed heavily in the City's policies and goals.

Finding: The proposed text amendment is consistent with the purposes, goals, objectives and policies of the city's adopted planning documents.

2. Whether a proposed text amendment furthers the specific purpose statements of the zoning ordinance;

Discussion: Currently, the purpose statement for chapter 21A.44 reads: *The requirements 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.* All proposed new regulations and modifications to existing regulations further implement that purpose statement.

The proposed text amendment is also consistent with the purpose statements of individual zoning districts. In general, the parking regulations have been adapted to the various land uses and specifics related to individual zoning districts are in keeping with each district's purpose statements. For example, expansion of on-street parking credits for the parking requirements to more zones fosters the pedestrian-friendly environment many zones emphasize. The parking maximums reinforce the goals of the transit-oriented development and mixed use zones recently adopted along North Temple and 400 South and are being implemented in other parts of the City. From a general usability perspective, the proposed text amendment condenses all parking regulations in the ordinance into a single chapter.

Finding: The proposed text amendment furthers the specific purpose statements of the zoning ordinance.

3. Whether a proposed text amendment is consistent with the purposes and provisions of any applicable overlay zoning district; and

Discussion: There are no overlay zoning districts with purposes and provisions that conflict with the proposed text amendment. Two overlay districts currently contain language that addresses off-street parking regulations: the AFPP Airport Flight Path Protection overlay district and the SSSC South State Street Corridor overlay district. The AFPP overlay is specific to temporary parking lots and presents no regulations that conflict with the proposed amendment. The only change is the reference to chapter 21A.44. The SSSC overlay contains language regulating surface parking in front or corner yards, but it is specific to the design guidelines for that overlay district and not any specific zoning district. The overlay district's guidelines would trump any conflicting language in chapter 21A.44 with regard to prohibited locations for surface parking.

Finding: The proposed text amendment is consistent with the purposes and provisions of the City's overlay zoning districts.

4. The extent to which a proposed text amendment implements best current, professional practices of urban planning and design.

Discussion: For the most part, TDM is a relatively new concept in practice but many of the elements that make it up are not new. Many transportation decisions focus on the public right-of-way and connectivity as opposed to the programmatic and development regulations on either side of the right-of-way. In order for the latter set of options to work, the infrastructure—bike

lanes, mass transit options, car sharing programs, etc.—must be in place, so there is a clear relationship between the two. However, simply providing a light rail line might not entice people to use it because those people may assign its cost a higher weight than the ease of driving to work. Certain TDM strategies can complement the infrastructure when employers, for example, provide their employees with free or pre-tax transit passes. The aforementioned example of bicycle commuting is a situation where the private sector can implement strategies. A commuter facility such as a small locker room with a shower may provide the encouragement needed for those who desire washing facilities after cycling from home to work.

There are companies who consider these amenities necessary in order to attract the types of employees they want. And there are residents who want a home and a job within a few blocks of each other. The overall trend of more livable communities and the focus on sustainability underscore the importance of TDM. Two primary goals of these strategies are to influence travel behavior and to provide options in transportation decisions. The regulations and development options in this proposed amendment are intended to meet those goals.

Salt Lake City's current parking standards are comparable to the parking standards found throughout the country, which are based on type and size of land uses and contain only minimum requirements. A minimum is required for every use and that requirement is more flexible in downtown or mixed use zoning districts. Shared parking, carpool parking incentives, and bicycle parking requirements are common elements of zoning ordinances.

Few municipalities have instituted parking maximums and the ones that have, namely Minneapolis, San Francisco, Portland, Ore., and Seattle are cities with larger populations and larger downtown cores. By instituting a parking maximum, Salt Lake City is well ahead of the curve for cities of its size and more restrictive than a city like Minneapolis. What makes it workable, though, is Salt Lake City's extensive public transit system and the mix of uses in the downtown area which were greatly expanded with the establishment of City Creek. The recommendation here—125% of the minimum required—is consistent with other cities though some larger cities, such as Portland, have opted for no minimum requirements in some cases.

While staff is not recommending that more specific TDM strategies be required, it is important to introduce the concepts in anticipation that more developers will utilize the incentive program. One concern from the development community repeated throughout this process is their perception that the City regulates far more than it incentivizes to meet its goals. Increasing or decreasing the off-street parking requirements was the only significant incentive that the Planning Division can currently offer. Staff believes that this is a strong incentive because in many cases parking is a major factor in the viability, financing and overall cost of development and what kind of land uses the development is trying to attract. The opposing viewpoints on the City's parking regulations—the belief that too much parking is required versus the fear that financing will be difficult with a maximum—can be balanced with the flexibility of the proposed TDM program.

Finding: The proposed text amendment exhibits many elements of best practices in off-street parking regulations and general urban planning and could be considered far more advanced than regulations for similarly-sized cities. It also furthers the City's shared focus on pedestrians, cyclists, mass transit and vehicles as opposed to just vehicles.

Options

The Planning Commission's role in this process is to make a recommendation to the City Council for the proposed text amendment. The commission can opt to forward a positive recommendation for the entirety of the proposal or the proposal with minor modifications or changes to the City Council. Alternately, the Planning Commission could forward a negative recommendation based on the overall concept with the belief that the issues cannot be mitigated through additional analysis. Finally, the Planning Commission could continue the public hearing and request that staff look into specific issues further or the potential for modifications to the proposal.

Noticing

Agenda published via City and State websites: November 1, 2012

Agenda published via listserv: November 1, 2012

Newspaper notice: November 2, 2012

Attachment A
Proposed Ordinance

CHAPTER 21A.44

~~OFF STREET PARKING AND LOADING~~ OFF STREET PARKING, MOBILITY AND LOADING

SECTION:

~~21A.44.010: Purpose And Scope Of Off Street Parking And Loading Requirements~~

21A.44.020: General Off Street Parking Requirements Regulations

~~21A.44.030: Alternative Parking Requirements~~ Number Of Off Street Parking Spaces Required

~~21A.44.040: Transportation Demand Management~~ Alternative Parking Requirements and Off Street Parking Reductions

~~21A.44.050: Parking Restrictions Within Yards~~ Transportation Demand Management

~~21A.44.060: Number Of Off Street Parking Spaces Required~~ Parking Restrictions Within Yards

~~21A.44.010: PURPOSE AND SCOPE OF OFF STREET PARKING AND LOADING REQUIREMENTS:~~

- A. Purpose Statement: The ~~requirements~~ 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. Scope Of Regulations: The off street parking and loading provisions of this title shall apply to all buildings and structures erected and all uses of land established after April 12, 1995 prior to the effective date of this title.~~
- ~~C. 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.~~
- ~~D. 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 ~~or loading facilities~~ in excess of the requirements of maximum allowable parking specified in this title to ~~serve any use~~ shall not be permitted unless established through the Transportation Demand Management standards found in section 21A.44.050 of this chapter. ; ~~provided,~~ that all regulations herein governing the location, design and operation of such facilities are satisfied. For single family detached dwellings and uses in the downtown D-1 district voluntary additional off street parking spaces or loading facilities are permitted subject to the maximum limits specified in subsections 21A.44.040G1c through G1e 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 E 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 ~~stalls~~ spaces.

21A.44.020: GENERAL OFF STREET PARKING REQUIREMENTS 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, ~~except that off site parking spaces to serve nonresidential uses, and as accessory to permitted uses in residential districts, may be permitted in districts which designate off site parking spaces as permitted or conditional uses.~~ 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 ~~accessory~~ 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~~ 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 stalls ~~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 stalls ~~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 engineer ~~director~~; and

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.;

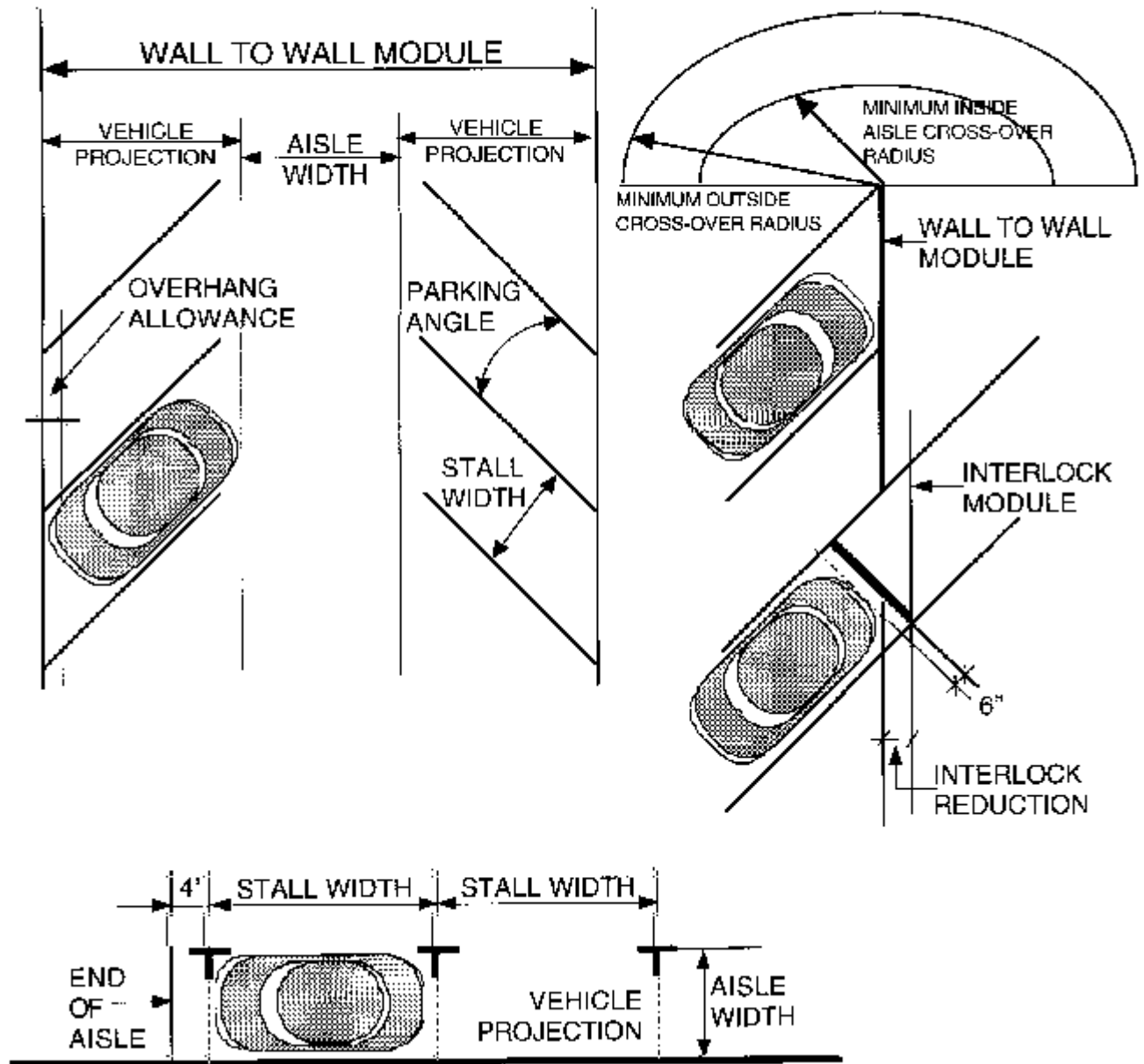
d. The dimensions of parking spaces in a valet-attended parking lot can be modified with approval of the city transportation director; and

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"
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 engineer ~~engineer~~ **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", the following standards shall apply to driveways:

a. Driveway Location: ~~In nonresidential districts, the minimum distance between curb cuts shall be twelve feet (12'). In residential districts, driveways shall be six feet (6') from abutting property lines and ten feet (10') from street corner property lines.~~

(1) Nonresidential Districts: For lots in nonresidential districts with a width of less than one hundred feet (100'), only one (1) 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 (1) 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, ~~unless a wider driveway is approved through the site plan review process.~~

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 asphalt~~ other than impermeable asphalt. The circular driveway shall be situated such that the street front edge is situated parallel to the property line, ~~shall be set back at least fifteen feet (15') from the property line, shall not be wider than twelve feet (12') in width,~~ 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 20 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 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 ~~in excess of thirty (30) parking stalls~~ shall provide a clear pedestrian pathway from the parking lot to the entry of the building ~~or~~ 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 ~~may be allowed~~ without hard surfacing may be allowed by 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 of road base and other semi-hard 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 50 feet paved driveway from the public street property line is provided.

f. City ~~traffic engineer's~~ transportation director's approval.

~~G. Interpreting Calculation Of Fractional Parking Spaces: 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.~~

~~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.~~

H.G. Parking For Low Density Residential Districts: The following ~~restrictions~~ 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 on driveways located between the front and corner lot side lot line and the building line shall not be allowed for~~ Parking spaces satisfying the requirements of section 21A.44.060 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 section 21A.44.060B.

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 parkway 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.

~~5. Parking on an adjacent lot shall be permitted as an accessory use for conforming residential uses, when the accessory lot abuts the principal lot, within FR-1, FR-2, FR-3, R-1/5,000, R-1/7,000, R-1/12,000, R-2, SR-1 and SR-3 zones,~~

~~subject to the property owner combining the two (2) properties into a single parcel. The term "conforming residential uses", for the purpose of this section, does not include legal conforming two-family and twin homes, nor nonconforming uses.~~

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 and licensing 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 stalls 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.

J. Special 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 subsections ~~13 and 14 of this section~~ shall apply to parking structures or lots located within, or partially within, the Main Street retail core area, as defined in ~~subsection 21A.30.020G2~~ 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 ~~subsection 21A.30.020G2~~ chapter 21A.30 of this title. The regulations of this subsection shall apply to all uses in the ~~downtown~~ 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 one 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.

KJ. 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 reasonably accessed, and in a side yard other than the driveway side yard only if the driveway side yard cannot reasonably 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 reasonably and 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.

~~L. Off Site Parking Facilities: Off site parking facilities 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:~~

~~1. The maximum distance between the proposed use and the closest point of the off site parking facility shall not exceed five hundred feet (500'). However, in the D-1 district, such distance shall not exceed one thousand two hundred feet (1,200').~~

~~2. 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:~~

~~a. 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;~~

~~b. 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');~~

~~c. 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;~~

~~d. Parking stalls 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.~~

~~3. 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 table 21A.44.060E, "Schedule Of Shared Parking", 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.~~

~~4. 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 for the duration of five (5) years' minimum contractual relationship. 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, section 21A.44.030 of this chapter. Pursuant to obtaining a building permit or conditional use permit, 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.~~

~~M. Parking Exemptions For Pedestrian Friendly Development:~~

~~1. In the CB, CN, RB, MU, R-MU, R-MU-35 and R-MU-45 zoning districts, businesses may be granted a partial exemption from off street parking requirements if they satisfy the criteria set forth below.~~

~~2. 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 appropriate city officials, and upon proof of adequate insurance coverage to protect the city from liability.~~

~~3. For any business which meets the criteria set forth in subsection M2 of this section, and which also has time limited on street parking of two (2) hours or less ending at six o'clock (6:00) P.M. located within the commercially zoned area and within one hundred feet (100') of the entrance to the business, the first three thousand five hundred (3,500) 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 appropriate city officials.~~

~~4. For any business which meets the criteria set forth in subsection M2 of this section and which also has angular parking spaces which provide traffic calming and provide shorter unprotected crossing distances by narrowing the roadway, and which parking spaces are located within the commercially zoned area and within one hundred feet (100') of the entrance to the business, the first three thousand five hundred (3,500) 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 appropriate city officials.~~

~~5. For any business which meets the criteria set forth in subsections M2, M3 and M4 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.~~

~~21A.44.030: **ALTERNATIVE PARKING REQUIREMENTS:** Alternative parking requirements may be allowed for certain uses to prevent land from being devoted unnecessarily to parking spaces when other parking solutions respond better to the parking needs of the property, the enjoyment of neighboring property rights and the general neighborhood compatibility. These alternative parking requirements are intended to allow a reduced number of required off street parking stalls when there is documentation that actual parking demand is less than the number required by table 21A.44.060F of this chapter; when special circumstances justify satisfying a portion of a parking requirement by means other than on site parking; or when reduction in required parking spaces is otherwise approved.~~

~~A. **Types Of Alternative Parking Requirements:** In considering a request for alternative parking requirements pursuant to this section the following actions may be taken:~~

~~1. **Uses For Which An Alternative Parking Requirement May Be Allowed:** The zoning administrator may authorize an alternative parking requirement for any use meeting the criteria set forth in subsection B4 of this section.~~

~~2. **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 engineer.~~

~~3. **Alternatives To On Site Parking:** The zoning administrator may consider the following alternatives to on site parking:~~

~~a. Leased parking;~~

~~b. Shared parking;~~

~~c. Off site parking;~~

~~d. An employer sponsored employee vanpool;~~

~~e. An employer sponsored public transportation program. (Note: See also subsections 21A.44.020L and 21A.44.060E of this chapter. These alternatives to on site parking are not subject to the alternative parking requirements outlined in this section.)~~

~~B. **Procedure:** All requests for alternative parking requirements shall be processed in accordance with the provisions of chapter 21A.52 of this title.~~

~~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;~~

~~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 engineer may, if it determines 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 zoning administrator 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 table 21A.44.060F, "Schedule Of Minimum Off Street Parking Requirements", of this chapter;~~

~~b. That the proposed parking plan does not have a material adverse impact on adjacent or neighboring properties;~~

~~c. That the proposed parking plan includes mitigation strategies for any potential impact on adjacent or neighboring properties; and~~

~~d. That the proposed alternative parking requirement is consistent with applicable city master plans and is in the best interest of the city.~~

~~C. Limitation On Period Of Alternative Parking Requirement: Alternative parking requirements granted pursuant to this chapter do not run with the land and are limited to the conditions under which approval is granted. Any material change in the design or use of any building or structure which increases the demand for parking or any material change in the alternative parking provisions from information provided in the original application shall invalidate and nullify any granted alternative parking requirement. Such material changes may be approved only by the city pursuant to the provisions of this section. The authorization of alternative parking requirement shall survive the sale of the property, and the zoning administrator is authorized to certify such continuation, if the sale makes no material change in the design or use of any building or structure which increases the demand for parking nor makes any material change in the alternative parking provisions from information provided in the original application.~~

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

A. Parking Requirements for Passenger Vehicles:

1. The minimum number of off street parking spaces provided shall be in accordance with subsection 21A.44.030G “Minimum Number Of Off Street Parking Requirements” of this section unless otherwise specified elsewhere in this chapter.

2. The maximum number of off street parking spaces provided shall be in accordance with subsection 21A.44.030H “Maximum Number Of Off Street Parking Requirements” 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 (1) parking space.

c. Parking spaces designed exclusively for motorcycles, scooters and other two-wheeled automobiles shall not count towards 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 towards 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 (1) 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.

G. Minimum Off Street Parking Requirements:

1. Applicability: Unless otherwise regulated in the special provisions in subsection G2 below, each principal building or use shall provided the minimum number of parking spaces as outlined in table 21A.44.030:

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

<u>Residential:</u>	-	-
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-	<u>Bed and breakfast establishment</u>	-	<u>1 parking space per room</u>
-	<u>Congregate care facility</u>	-	<u>1 parking space for each living unit containing 2 or more bedrooms</u> <u>$\frac{3}{4}$ parking space for each 1 bedroom living unit</u>
-	<u>Eleemosynary facility</u>	-	<u>1 parking space for each family, plus 1 parking space for every 4 individual bedrooms, plus 1 parking space for every 2 support staff on present during the busiest shift</u>
-	<u>Fraternity, sorority or dormitory</u>	-	<u>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</u>
-	<u>Group home</u>	-	<u>2 parking spaces per home and 1 parking space for every 2 support staff present during the busiest shift</u>
-	<u>Hotel or motel</u>	-	<u>1 parking space for each 2 separate rooms, plus 1 space for each dwelling unit</u>
-	<u>Multiple-family dwellings¹</u>	-	<u>2 parking spaces for each dwelling unit containing 2 or more bedrooms</u> <u>1 parking space for 1 bedroom and efficiency dwelling</u> <u>$\frac{1}{2}$ parking space for single room occupancy dwellings (600 square foot maximum)</u>
-	<u>Rooming house</u>	-	<u>1 parking space for each 2 persons for whom rooming accommodations are provided</u>
-	<u>Single-family attached dwellings (row house and townhouse) and single-family detached dwellings²</u>	-	<u>2 parking spaces for each dwelling unit</u>
-	<u>Transitional treatment home or community correctional facility</u>	-	<u>1 parking space for each 4 residents and 1 parking space for every 2 support staff present during the busiest shift</u>
-	<u>Two-family dwellings and twin</u>	-	<u>2 parking spaces for each dwelling unit</u>

	<u>home dwellings</u>		
	<u>Institutional:</u>	-	-
-	<u>Assisted living facility</u>	-	<u>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</u>
-	<u>Auditorium; accessory to a church, school, university or other institution</u>	-	<u>1 space for each 5 seats in the main auditorium or assembly hall</u>
-	<u>Daycare, child and adult</u>	-	<u>2 spaces per 1,000 square feet of usable floor area</u>
-	<u>Funeral services</u>	-	<u>1 space per 4 seats in parlor plus 1 space per 2 employees plus 1 space per vehicle used in connection with the business</u>
-	<u>Homeless shelters</u>	-	<u>1 parking space for each employee</u>
-	<u>Hospital</u>	-	<u>1.5 parking spaces per hospital bed</u>
-	<u>Places of worship</u>	-	<u>1 parking space per 1,000 square feet of seating or congregation area</u>
-	<u>Sanitarium, nursing care facility</u>	-	<u>1 parking space for each 6 beds for which accommodations are offered, plus 1 parking space for every 4 employees other than doctors, plus 1 parking space for each 3 dwelling units</u>
-	<u>Schools:</u>	-	-
-	-	-	<u>1 parking space for each 3 faculty members and other full time employees</u>
-	-	-	<u>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</u>
-	-	-	<u>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</u>

-	-	<u>Vocational/trade school</u>	-	<u>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</u>
		<u>Recreation, cultural, and entertainment:</u>	-	-
-		<u>Art gallery/museum/house museum</u>	-	<u>1 space per 1,000 square feet of usable floor area</u>
-		<u>Bowling alley</u>	-	<u>2 spaces per lane plus 1 space for every two employees</u>
-		<u>Club/lodge</u>	-	<u>3 spaces per 1,000 square feet of usable floor area</u>
-		<u>Dance/music studio</u>	-	<u>1 space for every 1 employee</u>
-		<u>Gym/health club/recreation facilities</u>	-	<u>3 spaces per 1,000 square feet of usable floor area</u>
-		<u>Library</u>	-	<u>1 space per 1,000 square feet of usable floor area</u>
-		<u>Sports arena/stadium</u>	-	<u>1 space per 1,000 square feet of seating area</u>
-		<u>Swimming pool, skating rink or natatorium</u>	-	<u>1 space per 5 seats and 3 spaces per 1,000 square feet of usable floor area</u>
-		<u>Tennis court</u>	-	<u>2 spaces per court</u>
		<u>Baseball or soccer field</u>		<u>10 spaces per field</u>
-		<u>Theater, movie and live</u>	-	<u>1 space per 4 seats</u>
		<u>Commercial/manufacturing:</u>	-	-
-		<u>Bus facility, intermodal transit passenger hub</u>	-	<u>1 space per 2 employees plus 1 space per bus</u>
-		<u>Durable goods, furniture, appliances, etc.</u>	-	<u>1 space per 500 square feet of usable floor area</u>
-		<u>General manufacturing</u>	-	<u>1 space per 3 employees plus 1 space per company vehicle</u>
-		<u>Radio/TV station</u>	-	<u>3 spaces per 1,000 square feet</u>
-		<u>Warehouse</u>	-	<u>2 spaces per 1,000 square feet of usable floor</u>

		<u>area for the first 10,000 square feet plus 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.</u>
-	<u>Wholesale distribution</u>	- <u>1 space per 1,000 square feet of usable floor area for the first 10,000 square feet, plus 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.</u>
	<u>Retail goods and services:</u>	- -
-	<u>Auto repair</u>	- <u>1 space per service bay plus 3 spaces per 1,000 square feet for office and retail areas</u>
-	<u>Car wash</u>	- <u>3 stacked spaces per bay or stall, plus 5 stacking spaces for automated facility</u>
-	<u>Drive-through facility</u>	- <u>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</u>
-	<u>Outdoor display of merchandise for sale</u>	- <u>1 parking space per 1,000 square feet of display area</u>
-	<u>Restaurants, taverns and private clubs</u>	- <u>2 spaces per 1,000 square feet of usable floor area</u>
-	<u>Retail goods establishment</u>	- <u>2 spaces per 1,000 square feet of usable sales floor area</u>
-	<u>Retail service establishment</u>	- <u>2 spaces per 1,000 square feet of sales floor area</u>
-	<u>Retail shopping center over 55,000 square feet usable floor area</u>	- <u>2 spaces per 1,000 square feet of usable floor area</u>
	<u>Office and related uses:</u>	- -
-	<u>Financial establishments</u>	- <u>2 spaces per 1,000 square feet of usable floor area</u>
-	<u>General office</u>	- <u>3 spaces per 1,000 square feet of usable floor</u>

			<u>area for the main floor plus 1¹/₄ spaces per 1,000 square feet of usable floor area for each additional level, including the basement</u>
-	<u>Laboratory</u>	-	<u>2 spaces per 1,000 square feet of usable floor area for the first 10,000 square feet plus 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.</u>
-	<u>Medical/dental offices</u>	-	<u>5 spaces per 1,000 square feet of usable floor area</u>
	<u>Miscellaneous:</u>	-	-
-	<u>Kennels (public) or public stables</u>	-	<u>1 space per 2 employees</u>
-	<u>All other uses</u>	-	<u>3 spaces per 1,000 square feet of usable floor area</u>

Notes:

1. Minimum Parking Requirements for Affordable Housing and Senior Housing: Buildings that have ten (10) or more residential units with at least twenty five percent (25%) of the units as either affordable or senior housing shall be allowed to have a minimum of one-half (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.

2. D-1, D-2 and D-4 Districts:

a. Nonresidential Uses: No parking is required for the first twenty-five thousand (25,000) square feet of usable floor area. One (1) parking space shall be required for each one thousand (one thousand) square feet of usable floor area beyond the first twenty-five thousand (25,000) square feet.

b. Single-Family Attached Dwellings and Single-Family Detached Dwellings: One (1) parking space shall be required for each dwelling.

c. Two-Family Dwellings and Twin Home Dwellings: One (1) parking space for each dwelling unit.

d. All Other Residential Uses: One-half (1/2) parking spaces shall be required for each dwelling unit.

3. D-3 and G-MU Districts:

a. Nonresidential Uses: No parking is required for the first ten thousand (10,000) square feet of usable floor area. One (1) parking space shall be required for each one thousand (one thousand) square feet of usable floor area beyond the first ten thousand (10,000) square feet.

b. Single-Family Attached Dwellings and Single-Family Detached Dwellings: One (1) parking space shall be required for each dwelling.

c. Two-Family Dwellings and Twin Home Dwellings: One (1) parking space for each dwelling unit.

d. All Other Residential Uses: One-half (½) parking spaces shall be required for each dwelling unit.

4. TSA District:

a. There are no minimum off street parking requirements in the core area as identified in section 21A.26.078.

b. The minimum off street parking requirement in a transition area as identified in Section 21A.26.078 shall be equal to fifty percent (50%) of the requirement in table 21A.44.030.

5. R-MU, R-MU-35, R-MU-45 and MU Districts: For single- and two-family residential uses in the R-MU, R-MU-35, R-MU-45 and MU districts, one (1) parking space shall be required for each unit. For multiple-family residential uses, one-half (½) parking space shall be provided for each dwelling unit.

6. SR-3 District: For single-family attached dwellings and single-family detached dwellings, one (1) parking space for each dwelling unit.

7. CN and CB Districts: For residential uses in the CN and CB districts, not less than one (1) parking space shall be provided for each dwelling unit. For any buildings with two (2) or more types of uses, only one-half (½) parking spaces shall be required for each dwelling unit.

H. Maximum Off Street Parking Requirements:

1. Applicability: The following maximum parking requirements shall apply to all uses regardless of the zone in which they are found, except single-family and two-family residential uses, which are limited to a maximum of four (4) outdoor off street parking spaces, including parking for recreational vehicles.

2. All Zoning Districts: For all uses in districts other than the downtown districts, the G-MU district, and the TSA district, the maximum allowable number of parking

spaces shall be one hundred and twenty-five percent (125%) of the required minimum as specified in section 21A.44.030G of this section.

3. D-1, D-2 and D-4 Districts:

a. Nonresidential Uses: For the first twenty-five thousand (25,000) square feet of usable floor area, the maximum number of allowable parking spaces shall not exceed one (1) parking space for each one thousand (1,000) square feet. In excess of twenty-five thousand (25,000) square feet, the maximum number of allowable parking spaces shall not exceed two (2) spaces per one thousand (1,000) square feet of usable floor area.

b. Residential Uses: The maximum allowable number of parking spaces shall be equivalent to the minimum required for the specific residential use as indicated in section 21A.44.030G of this chapter.

4. D-3 and G-MU Districts:

a. Nonresidential Uses: For the first ten thousand (10,000) square feet of usable floor area, the maximum number of allowable parking spaces shall not exceed one (1) parking space for each one thousand (1,000) square feet. In excess of ten thousand (10,000) square feet, the maximum number of allowable parking spaces shall not exceed two (2) spaces per one thousand (1,000) square feet of usable floor area.

b. Residential Uses: The maximum allowable number of parking spaces shall be equivalent to the minimum required for the specific residential use as indicated in section 21A.44.030G of this chapter.

5. TSA District:

a. The maximum allowable number of off street parking spaces shall be as follows:

(1) Residential Uses: One (1) parking space for each dwelling unit in the core area as defined in section 21A.26.078 and one and one-half (1½) parking spaces for each dwelling unit in the transition area as defined in section 21A.26.078.

(2) All Other Uses: Three (3) parking spaces for every one thousand (1,000) square feet of usable floor area in the core and transition areas.

(3) Mixed Use Developments: The maximum allowable number of off street parking spaces for mixed use developments in both the core and transition areas shall be calculated on the ratios above for each type of use that may occupy each principal building.

~~21A.44.040: **TRANSPORTATION DEMAND MANAGEMENT:** Because the purposes and intent of this title include the lessening of congestion on the streets and roads, as well as generally protecting the public health, safety and welfare, specific standards and regulations are outlined which are intended to reduce traffic congestion and environmental pollution associated with vehicular transportation. The standards and regulations established are intended to be components of an overall transportation demand management plan.~~

~~A. **Bicycle Parking Requirements:** Encouraging the use of bicycles is an important nonmotorized transportation alternative and a component of a transportation demand management program.~~

~~1. **Required Bicycle Parking Spaces:** The minimum number of bicycle parking spaces provided for any use shall be five percent (5%) of the vehicular parking spaces required for such use.~~

~~2. **Design Standards For Bicycle Parking Spaces:** 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. In a convenient, highly visible, active, well lighted area;~~
- ~~d. Located so as not to interfere with pedestrian movements;~~
- ~~e. As near the principal entrance of the building as practical;~~
- ~~f. Located to provide safe access from the spaces to the right of way or bicycle lane;~~
- ~~g. Consistent with the surroundings in color and design and incorporated, whenever possible, into buildings or street furniture design;~~
- ~~h. Designed to allow each bicycle to be supported by its frame;~~
- ~~i. Designed to allow the frame and wheels of each bicycle to be secured against theft;~~
- ~~j. Designed to avoid damage to the bicycles;~~
- ~~k. Anchored to resist rust or corrosion, or removal by vandalism;~~
- ~~l. Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles.~~

~~3. Waiver Of Requirement: If after at least one year from the time that the bicycle parking has been provided to satisfy the requirements of this title, the property owner documents to the zoning administrator that cycling has been promoted within the company and that the bicycle parking provided is not being used in good weather, the zoning administrator shall waive all or part of the bicycle parking requirement.~~

~~B. Car Pool Parking Incentives: The following regulations are intended to encourage the use of car pooling to increase vehicle occupancy and reduce traffic volumes and congestion:~~

~~1. Applicability: The regulations of this subsection shall apply to all nonresidential buildings or uses constructed after April 12, 1995, that employ one hundred (100) or more people. This shall include multiuse buildings and lots which collectively employ one hundred (100) or more people with buildings constructed after the adoption date of this title, April 12, 1995.~~

~~2. Reserved Parking Spaces: Each use subject to the requirements of this subsection shall devote ten percent (10%) of the total number of employee parking spaces for vehicles participating in a car pool program. Car pool parking spaces shall be located to provide superior convenience. The number of employee parking spaces shall be based on one parking stall for each two (2) employees on the highest shift.~~

~~3. Submission Of Car Pool Parking Plan: Each use subject to the requirements of this subsection shall submit a plan of the employee parking spaces reserved for car pooling to the development review team for review and approval. The plan shall:~~

~~a. Specify the total number of employee parking spaces provided;~~

~~b. Indicate the number and location of parking spaces reserved for car pooling;
and~~

~~c. Include a copy of the car pool program which identifies the individuals participating in the car pool program.~~

~~4. Delineation Of Car Pool Parking Spaces: Car pool parking spaces shall be marked by sign or marking on the pavement to identify that the use of the spaces is reserved for the car pool program.~~

~~5. Waiver Of Requirement: If after at least one year from the time that the parking stalls reserved for car pooling vehicles have been provided to satisfy the requirements of this title, the property owner documents to the zoning administrator that car pooling has been promoted within the company and that the parking stalls~~

reserved for car pooling vehicles are not being used, the zoning administrator may waive all or part of the car pooling parking requirement.

~~C. Special Minimum And Maximum Parking For Certain Districts: The regulations of this subsection are intended to reduce traffic volumes, energy consumption, pollution and encourage multi-modal transit in certain zoning districts by reducing the minimum number of parking spaces required, and in some cases, limiting the maximum number of parking spaces allowed. The districts subject to these special controls are districts where alternative forms of transportation exist. The districts subject to these special controls shall be subject to the requirements of section 21A.44.060 of this chapter, only to the extent specifically established in this subsection.~~

~~1. D-1 District:~~

~~a. Minimum Parking Required; Nonresidential Uses: The minimum number of parking spaces required for nonresidential uses shall be as follows:~~

~~(1) No parking is required for the first twenty five thousand (25,000) square feet of floor area.~~

~~(2) One space shall be required per one thousand (1,000) square feet of gross floor area in excess of twenty five thousand (25,000) square feet.~~

~~b. Minimum Parking Required; Residential Uses: One half (1/2) parking space shall be required for each dwelling unit.~~

~~c. Parking Allowed; Nonresidential Uses: The number of parking stalls provided for any nonresidential use, other than retail sales and service uses, shall not exceed the amount permitted in the following four (4) phase schedule:~~

~~(1) Phase One: No parking maximum is specified. Phase one commences at the adoption date hereof, April 12, 1995, and remains in effect for two (2) years.~~

~~(2) Phase Two: Parking maximum ratio of four (4) parking stalls for each one thousand (1,000) square feet of gross floor area. Phase two shall commence at the end of phase one and shall remain in effect for two (2) years.~~

~~(3) Phase Three: Parking maximum ratio of three (3) parking stalls for each one thousand (1,000) square feet of gross floor area. Phase three shall commence at the end of phase two and shall remain in effect for two (2) years.~~

~~(4) Phase Four: Parking maximum ratio of two and one-half (2 1/2) parking stalls for each one thousand (1,000) square feet of gross floor area. Phase four shall commence at the end of phase three and shall remain in effect permanently from that time.~~

~~(5) Phasing Process: The process of enacting phases two, three and four shall include a review and decision process that will involve receiving a recommendation from the city's contract manager of the downtown improvement district, a recommendation from the planning commission and a public hearing before the city council, prior to a final city council decision to enact the next phase. The decision to enact a subsequent phase shall include an analysis of alternative modes of transportation, air quality regulations, land use development, traffic congestion and specifically, the status of the proposed light rail transit system. A subsequent phase shall only be enacted with an affirmative vote by the city council.~~

~~d. Maximum Parking Allowed; Retail Sale And Service Uses: The maximum parking for retail sales and service uses shall not exceed four (4) parking stalls for each one thousand (1,000) square feet of gross floor area. Implementation of this maximum parking requirement shall commence two (2) years from the adoption date hereof, April 12, 1995, and shall remain in effect permanently from that time.~~

~~e. Maximum Parking Allowed; Residential Uses: The maximum parking for residential uses shall not exceed two (2) parking stalls for each residential unit.~~

~~f. Exemption From Maximum Parking: Exemptions from the maximum parking requirements in this subsection C1 may be authorized as a conditional use pursuant to the procedures and standards of chapter 21A.54 of this title. Additionally, the applicant must demonstrate that additional parking is necessary to support a specific land use and that additional on-site parking is the most feasible means of supplying the parking demand.~~

~~2. R-MU District:~~

~~a. For single family and two family residential uses in the R-MU district, one parking stall shall be required for each unit. For multiple-family residential uses in the R-MU district, one-half (1/2) parking space shall be provided for each dwelling unit.~~

~~b. Credit for on street parking may be granted, as provided in subsection D of this section.~~

~~3. CN And CB Districts:~~

~~a. For residential uses in the CN and CB districts, not less than one parking space shall be provided for each dwelling unit.~~

~~b. Credit for on street parking may be granted, as provided in subsection D of this section.~~

~~4. G-MU, D-3, And D-4 Districts:~~

~~a. For residential uses in the G-MU, D-3 and D-4 districts, not less than one parking space shall be provided for each dwelling unit.~~

~~b. For buildings that have ten (10) or more residential units with at least twenty percent (20%) of the units as either affordable, senior housing, or assisted living units shall be allowed to have a minimum of one-half (1/2) of a parking space provided for each dwelling unit.~~

~~5. G-MU And D-3 Districts:~~

~~a. For nonresidential uses in the G-MU and D-3 districts, no off street parking shall be required for the first five thousand (5,000) square feet of floor area. For all uses with more than five thousand (5,000) square feet, the parking requirement shall be one space per one thousand (1,000) square feet of gross floor area, including the initial five thousand (5,000) square feet.~~

~~6. D-4 District:~~

~~a. For nonresidential uses in the D-4 district, no off street parking shall be required for the first twenty five thousand (25,000) square feet of floor area. For all uses with more than twenty five thousand (25,000) square feet, the parking requirement shall be one space per one thousand (1,000) square feet of gross floor area, which shall not include the initial twenty five thousand (25,000) square feet.~~

~~7. TC-75 District:~~

~~a. For nonresidential uses in the TC-75 district, no off street parking shall be required for the first five thousand (5,000) square feet of floor area. For all nonresidential uses with more than five thousand (5,000) square feet, the parking requirement shall be one space per one thousand (1,000) square feet of gross floor area, including the initial five thousand (5,000) square feet.~~

~~b. All residential parking requirements listed in table 21A.44.060F of this chapter are reduced by fifty percent (50%) within the TC-75 zoning district.~~

~~8. TSA District:~~

~~a. There are no minimum off street parking requirements in the core area as identified in section 21A.26.078 of this title.~~

~~b. The minimum off street parking requirement in a transition area as identified in section 21A.26.078 of this title shall be equal to fifty percent (50%) of the requirement in section 21A.44.060 of this chapter.~~

~~c. The maximum off street parking allowed shall be as follows:~~

~~(1) Residential Uses: One stall per dwelling unit in the core area and 1.5 stalls per dwelling unit in the transition area.~~

~~(2) All Other Uses: Three (3) stalls for every one thousand (1,000) square feet of net floor space in the core and transition areas.~~

~~(3) Mixed Use Developments: The maximum off street parking requirements for mixed use developments shall be calculated based on the above ratios for each different type of use that may occupy the building.~~

~~D. Credit For On Street Parking: This subsection is intended to reduce the amount of unnecessary parking spaces and to encourage pedestrian activity as an alternative means of transportation. Credit for on street parking shall be allowed only within the RB, R-MU, CN, CB, CSHBD, D-1, D-2 and D-3 districts. Some or all of the off street parking spaces required in section 21A.44.060 of this chapter may be met by the provision of on street spaces. Such credit shall require the site plan review approval. Requests for on street parking shall meet the following requirements:~~

~~1. All on street parking facilities shall be designed in conformance with the standards established by the city transportation engineer;~~

~~2. Prior to approving any requests for on street parking, the development review team shall determine that the proposed on street parking will not materially adversely impact traffic movements and related public street functions; and~~

~~3. Credit for on street parking shall be limited to the number of spaces provided along the street frontage adjacent to the use.~~

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 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**

<u>-</u>	<u>Weekdays</u>			<u>Weekends</u>		
	<u>Midnight-7:00 A.M.</u>	<u>7:00 A.M.-6:00 P.M.</u>	<u>6:00 P.M.-Midnight</u>	<u>Midnight-7:00 A.M.</u>	<u>7:00 A.M.-6:00 P.M.</u>	<u>6:00 P.M.-Midnight</u>
<u>General Land Use Classification</u>						
<u>College and university</u>	<u>0%</u>	<u>100%</u> -	<u>50%</u>	<u>5%</u>	<u>50%</u>	<u>50%</u>
<u>Community centers</u>	<u>0%</u>	<u>30%</u>	<u>75%</u>	<u>0%</u>	<u>100%</u> -	<u>80%</u>
<u>Hotel</u>	<u>100%</u>	<u>65%</u>	<u>100%</u>	<u>100%</u>	<u>65%</u>	<u>100%</u>
<u>Office and industrial</u>	<u>5%</u>	<u>100%</u> -	<u>5%</u>	<u>0%</u>	<u>5%</u>	<u>0%</u>
<u>Place of worship</u>	<u>0%</u>	<u>30%</u>	<u>50%</u>	<u>0%</u>	<u>100%</u> -	<u>75%</u>
<u>Residential</u>	<u>100%</u>	<u>50%</u>	<u>80%</u>	<u>100%</u>	<u>75%</u>	<u>75%</u>
<u>Restaurant</u>	<u>10%</u>	<u>70%</u>	<u>100%</u>	<u>25%</u>	<u>50%</u>	<u>100%</u>
<u>Retail/Service</u>	<u>0%</u>	<u>100%</u> -	<u>80%</u>	<u>0%</u>	<u>100%</u> -	<u>75%</u>
<u>Schools, elementary and secondary</u>	<u>5%</u>	<u>100%</u> -	<u>75%</u>	<u>0%</u>	<u>25%</u>	<u>10%</u>
<u>Theater/entertainment</u>	<u>5%</u>	<u>40%</u>	<u>100%</u>	<u>5%</u>	<u>75%</u>	<u>100%</u>

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 table 21A.44.030). Use those figures for each land use to calculate the number of spaces required for each time period for each use (six [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 therefore 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 offsite 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 offsite, 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 offsite, 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 offsite, 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 offsite, 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 offsite, 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 offsite, shared, and/or alternative parking;

(4) Parking spaces shall not be counted more than once in offsite, shared, and/or alternative parking plans for different facilities, except where different plans comply with offsite, 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 offsite 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 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 offsite parking facility shall be recorded against both the principal use property and the property to be used for offsite parking.

6. 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-quarter (1/4) mile of a fixed transit station, the minimum number of parking stalls required according to Section 21A.44.030 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 table 21A.44.030 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. 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. 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. 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. 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 stalls 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" = 20') 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 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 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.

21A.44.050: ~~PARKING RESTRICTIONS WITHIN 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: Front yard parking may be allowed as a special exception when the rear or side yards cannot be reasonably accessed and it is impossible 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. Parking Restrictions Within Yards: To make the use of this title more convenient, table 21A.44.050 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.44.050
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	Parking not permitted between front lot line and the front wall of the principal building	Parking not permitted between front lot line and the front wall 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
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	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	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-
-R-MU-45-	Parking not permitted-	Parking not permitted-	Parking not permitted within 10 feet of the side	Parking not permitted within 10 feet of the

			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-	rear lot line when abutting a single- or two-family district-
-R-MU-	Parking not permitted within 15 feet of the front lot line-	Parking not permitted within 15 feet of the corner lot line-	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-

-CB-	No yard required. If yard is provided, parking not permitted within 15 feet of the front lot line—	No yard required. If yard is provided, parking not permitted within 15 feet of the corner side 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—
-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 within 7 feet of front lot line—	Parking not permitted within 7 feet of corner side lot line—	No yard required. If yard is provided, parking not permitted within 7 feet of side lot line when abutting residential district -	No yard required. 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—
-M-1-	Parking not	Parking not	Parking not	Parking not

	permitted—	permitted—	permitted within 15 feet of the side lot line when abutting residential district—	permitted within 15 feet of the rear lot line when abutting residential district—
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	In block corner areas and Main Street core, structure and surface parking permitted only behind a principal building; in midblock 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—
D-2	Parking permitted—	Parking permitted—	Parking permitted—	Parking permitted—
D-3¹	Parking not permitted within 15 feet of front lot line—	Parking not permitted within 15 feet of corner side lot line—	Parking permitted—	Parking permitted—
D-4	In block corner areas, structure and surface parking permitted only behind a principal building; in midblock areas, surface parking permitted only behind a principal building and parking structures must have retail goods/service establishments,		Parking permitted—	Parking permitted—

	offices or restaurants on ground floor along the street; no restrictions on underground parking			
G-MU	In block corner areas, structure and surface parking permitted only behind a principal building; in midblock 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 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 -
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	Parking permitted

			feet of side lot line	
-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
-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
-UI²-	Parking not permitted within 15 feet	Parking not permitted within 15 feet	Parking permitted. Parking not	Parking not permitted within 10 feet of the

	of the front lot line—	of a corner side lot line—	permitted within 15 feet of lot line when abutting single and two-family districts—	rear lot line. Parking not permitted 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 not permitted within 20 feet of the side lot line—	Parking not permitted within 20 feet of the rear lot line—
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 between front lot line and building line—	Parking not permitted within 1 of the side yards of interior lots—	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.

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 alternation 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: At least one parking space dedicated to electric vehicles shall be provided for every fifty (50) parking spaces provided. Electric vehicle parking spaces shall count towards 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. 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 ($\frac{1}{2}$) may be disregarded, while a fraction of one-half ($\frac{1}{2}$) or more, shall be counted as one 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.44.30. 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 (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 10 (ten) 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. 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: In addition to any 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 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 table 21A.44.030.

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 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 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 maximum number of off street parking spaces, as determined by subsection 21A.44.030G of this chapter, can be increased to one hundred and twenty-five percent (125%) beyond the maximum requirement 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-premise day care in a nonresidential or mixed use development.

(6) An on-premise gym or workout facility for residents or employees with at least 400 square feet of space dedicated to workout equipment.

(7) An on-premise restaurant, cafeteria or lunch room 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 carpool or vanpool program, located as closed 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.

~~21A.44.060: NUMBER OF OFF STREET PARKING SPACES REQUIRED:~~

- ~~A. Parking Requirement: The number of off street parking spaces provided shall be in accordance with table 21A.44.060F, "Schedule Of Minimum Off Street Parking Requirements", of this section, except that properties located in the D-1 downtown district shall also meet the specific parking requirements for the D-1 downtown district provided in subsection 21A.44.040G of this chapter.~~
- ~~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.44.060F 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 For 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 downtown districts (D-2 and D-3 only) shall be exempt from the requirement of providing off street parking. The exemption shall be applied to the least generating use on the lot. Only one exemption shall be allowed per lot.~~
- ~~D. Exception To Parking Requirements: The zoning administrator may approve an alternative parking requirement as outlined in section 21A.44.030 of this chapter.~~
- ~~E. 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.44.60E
SCHEDULE OF SHARED PARKING**

<u>:</u>	<u>Weekdays</u>			<u>Weekends</u>		
<u>General Land Use Classification</u>	<u>Midnight-7:00 A.M.</u>	<u>7:00 A.M.-6:00 P.M.</u>	<u>6:00 P.M.-Midnight</u>	<u>Midnight-7:00 A.M.</u>	<u>7:00 A.M.-6:00 P.M.</u>	<u>6:00 P.M.-Midnight</u>

<u>College and university</u>	<u>0%</u>	<u>100%</u> =	<u>50%</u>	<u>5%</u>	<u>50%</u>	<u>50%</u>
<u>Community centers</u>	<u>0%</u>	<u>30%</u>	<u>75%</u>	<u>0%</u>	<u>100%</u> =	<u>80%</u>
<u>Hotel</u>	<u>100%</u>	<u>65%</u>	<u>100%</u>	<u>100%</u>	<u>65%</u>	<u>100%</u>
<u>Office and industrial</u>	<u>5%</u>	<u>100%</u> =	<u>5%</u>	<u>0%</u>	<u>5%</u>	<u>0%</u>
<u>Place of worship</u>	<u>0%</u>	<u>30%</u>	<u>50%</u>	<u>0%</u>	<u>100%</u> =	<u>75%</u>
<u>Residential</u>	<u>100%</u>	<u>50%</u>	<u>80%</u>	<u>100%</u>	<u>75%</u>	<u>75%</u>
<u>Restaurant</u>	<u>10%</u>	<u>70%</u>	<u>100%</u>	<u>70%</u>	<u>45%</u>	<u>100%</u>
<u>Retail</u>	<u>0%</u>	<u>100%</u> =	<u>80%</u>	<u>0%</u>	<u>100%</u> =	<u>60%</u>
<u>Schools, elementary and secondary</u>	<u>5%</u>	<u>100%</u> =	<u>75%</u>	<u>0%</u>	<u>25%</u>	<u>10%</u>
<u>Theater/entertainment</u>	<u>5%</u>	<u>20%</u>	<u>100%</u>	<u>5%</u>	<u>50%</u>	<u>100%</u>

1. ~~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 the schedule of minimum off street parking requirements). 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.~~
- F. ~~Use Of Excess Parking And Ride Lots: In zoning districts where park and ride lots are allowed as either a permitted or conditional use, parking in excess of the minimum required may be used for park and ride lot use. Park and ride lots may occupy surplus parking as determined in table 21A.44.060E, "Schedule Of Shared Parking", of this section.~~

~~TABLE 21A.44.060F
SCHEDULE OF MINIMUM OFF STREET
PARKING REQUIREMENTS~~

Each principal building or use shall have the following minimum number of parking spaces:

Residential:–	-	-
- Bed and breakfast establishment -	-	1 parking space per room–
- Congregate care facility–	-	1 parking space for each living unit containing 2 or more bedrooms $\frac{3}{4}$ parking space for each 1 bedroom living unit–
- 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 on 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–	-	1 parking space per home and 1 parking space for every 2 support staff present during the busiest shift–
- Hotel or motel–	-	1 parking space for each 2 separate rooms, plus 1 space for each dwelling unit–
- Multiple-family dwellings–	-	2 parking spaces for each dwelling unit containing 2 or more bedrooms 1 parking space for 1 bedroom and efficiency dwelling $\frac{1}{2}$ parking space for single room occupancy dwellings (600 square foot maximum) $\frac{1}{2}$ parking space for each dwelling unit in the R-MU, D-1, D-2 and D-3 zones–
- 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 -	- 1 parking space for each dwelling unit in the SR-3 zone 1 parking space for each dwelling in the D-1, D-2 and D-3 zones 2 parking spaces for each dwelling unit in all other zones where residential uses are allowed 4 outdoor parking spaces maximum for single-family detached dwellings—
-	Transitional treatment home or community correctional facility—	- 1 parking space for each 4 residents and 1 parking space for every 2 support staff present during the busiest shift—
-	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 gross 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 shelters—	- 1 parking space for each employee—
-	Hospital—	- 1.80 parking spaces per hospital bed—
-	Places of worship—	- 1 parking space for each 5 seats in the main auditorium or assembly hall—

-	Sanitarium, nursing care facility—	-	1 parking space for each 6 beds for which accommodations are offered, plus 1 parking space for each 4 employees other than doctors, plus 1 parking space for each 3 dwelling units—	
-	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 ¹ :—		-	-	
-	Art gallery/museum/house museum—	-	1 space per 1,000 square feet of gross floor area—	
-	Bowling alley—	-	2 spaces per lane—	
-	Club/lodge—	-	6 spaces per 1,000 square feet of gross floor area—	
-	Dance/music studio—	-	1 space for every 1 employee—	
-	Gym/health club/recreation facilities—	-	3 spaces per 1,000 square feet of gross floor area—	
-	Library—	-	1 space per 1,000 square feet of gross floor area—	
-	Sports arena/stadium—	-	1 space per 10 seats—	
-	Swimming pool, skating rink or	-	1 space per 5 seats and 3 spaces per	

	natatorium—	1,000 square feet of gross floor area—
-	Tennis court—	- 2 spaces per court—
-	Theater, movie and live—	- 1 space per 4 seats—
	Commercial/manufacturing:—	- -
-	Bus facility, intermodal transit passenger hub—	- 1 space per 2 employees plus 1 space per bus—
-	Durable goods, furniture, appliances, etc.—	- 1 space per 500 square feet of gross floor area—
-	General manufacturing—	- 1 space per 3 employees plus 1 space per company vehicle—
-	Radio/TV station—	- 3 spaces per 1,000 square feet—
-	Warehouse—	- 2 spaces per 1,000 square feet of gross floor area for the first 10,000 square feet plus 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 gross floor area for the first 10,000 square feet, plus 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 ⁴ :—	- -
-	Auto repair—	- 1 space per service bay plus 3 stalls 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 live plant materials—	- 1 parking space per 1,000 square feet of display area—
- Outdoor display of merchandise for sale, other than live plant materials—	- 2 parking spaces per 1,000 square feet of display area—
- Restaurants, taverns and private clubs—	- 2 spaces per 1,000 square feet gross floor area—
- Retail goods establishment—	- 2 spaces per 1,000 square feet gross floor area—
- Retail service establishment—	- 2 spaces per 1,000 square feet gross floor area—
- Retail shopping center over 55,000 square feet gross floor area—	- 2 spaces per 1,000 square feet gross floor area—
Office and related uses:—	- -
- Financial establishments—	- 2 spaces per 1,000 square feet—
- General office—	- 3 spaces per 1,000 square feet gross floor area for the main floor plus 1 ¹ / ₄ spaces per 1,000 square feet gross floor area for each additional level, including the basement—
- Laboratory—	- 2 spaces per 1,000 square feet of gross floor area for the first 10,000 square feet plus 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 gross floor area—
Miscellaneous:—	- -
- Kennels (public) or public stables—	- 1 space per 2 employees—
- All other uses—	- 3 spaces per 1,000 square feet—

Note:

1. Any business classified above as "recreational, cultural, and entertainment" or as "retail goods

and services", which meets the requirements of subsection 21A.44.020M of this chapter, shall be entitled to an exemption from the city's off street parking requirements to the extent authorized therein.

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, 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 principle 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**

<u>Zoning Districts</u>	<u>Front Yard</u>	<u>Corner Side Yard</u>	<u>Interior Side Yard</u>	<u>Rear Yard</u>
<u>Residential districts:</u>				
<u>Single/two-family</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking permitted. In the</u>	<u>Parking permitted</u>

<u>residential districts: FR-1 to SR-1</u>	<u>between front lot line and the front line of the principal building</u>	<u>between corner lot line and the front line of the principal building</u>	<u>FR districts parking not permitted within 6 feet of interior side lot line</u>	
<u>SR-3</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking permitted</u> -	<u>Parking permitted</u>
<u>RMF-30</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district</u>	<u>Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district</u>
<u>RMF-35</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>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</u>	<u>Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district</u>
<u>RMF-45</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>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</u>	<u>Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district</u>

			<u>lots</u>	
<u>RMF-75</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>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</u>	<u>Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district</u>
<u>RB</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking permitted</u> -	<u>Parking permitted</u>
<u>R-MU-35</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>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</u>	<u>Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district</u>
<u>R-MU-45</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>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</u>	<u>Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district</u>

<u>R-MU</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district</u>	<u>Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district</u>
<u>RO</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>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</u>	<u>Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district</u>
<u>Commercial, manufacturing, gateway and downtown districts:</u>				
<u>CN</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking not permitted within 7 feet of the side lot line when abutting residential district</u> -	<u>Parking not permitted within 7 feet of the rear lot line when abutting residential district</u>
<u>CB</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking not permitted within 7 feet of the side lot line when abutting residential district</u> -	<u>Parking not permitted within 7 feet of the rear lot line when abutting residential district</u>
<u>CS</u>	<u>Parking not permitted within 15 feet of front lot line</u>	<u>Parking not permitted within 15 feet of corner side</u>	<u>Parking not permitted within 15 feet of the side lot line when</u>	<u>Parking not permitted within 15 feet of the rear lot</u>

	-	<u>lot line</u>	<u>abutting residential district</u> -	<u>line when abutting residential district</u>
<u>CC</u>	<u>Parking not permitted within 15 feet of front lot line</u> -	<u>Parking not permitted within 15 feet of front lot line</u>	<u>Parking not permitted within 7 feet of the side lot line when abutting residential district</u> -	<u>Parking not permitted within 7 feet of the rear lot line when abutting residential district</u>
<u>CSHBD</u>	<u>Parking not permitted between front property line and front building line</u>	<u>Parking not permitted between corner side property line and corner side building line</u>	<u>If yard is provided, parking not permitted within 7 feet of side lot line when abutting residential district</u> -	<u>If yard is provided, parking not permitted within 7 feet of rear lot line when abutting residential district</u>
<u>CG</u>	<u>Parking not permitted within 10 feet of front lot line</u> -	<u>Parking not permitted within 10 feet of side lot line</u>	<u>Parking not permitted within 15 feet of the side lot line when abutting residential district</u> -	<u>Parking not permitted within 15 feet of the rear lot line when abutting residential district</u>
<u>TSA</u>	<u>See section 21A.44.078</u>			
<u>M-1</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking not permitted within 15 feet of the side lot line when abutting residential district</u> -	<u>Parking not permitted within 15 feet of the rear lot line when abutting residential district</u>
<u>M-2</u>	<u>Parking not permitted within 15 feet of front lot line</u>	<u>Parking not permitted within 15 feet of corner side</u>	<u>Parking not permitted within 50 feet of the side lot line when</u>	<u>Parking not permitted within 50 feet of the rear lot</u>

	-	<u>lot line</u>	<u>abutting residential district</u> -	<u>line when abutting residential district</u>
<u>D-1</u>	<u>In block corner areas and Main Street core, structure and surface parking permitted only behind a principal building; in midblock 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</u>		<u>Parking permitted</u> -	<u>Parking permitted</u>
<u>D-2</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking permitted</u> -	<u>Parking permitted</u>
<u>D-3¹</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking permitted</u> -	<u>Parking permitted</u>
<u>D-4</u>	<u>In block corner areas, structure and surface parking permitted only behind a principal building; in midblock 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</u>		<u>Parking permitted</u> -	<u>Parking permitted</u>
<u>G-MU</u>	<u>In block corner areas, structure and surface parking permitted only behind a principal building; in midblock 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</u>		<u>Parking permitted</u> -	<u>Parking permitted</u>

	<u>restrictions on underground parking</u>			
<u>Special purpose districts:</u>				
<u>RP</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking not permitted within 8 feet of any side lot line or within 30 feet of the side lot line when abutting residential district</u>	<u>Parking not permitted within 8 feet of any rear lot line or within 30 feet of the rear lot line when abutting residential district</u>
<u>BP</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>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</u>	<u>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</u>
<u>FP</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking not permitted within 6 feet of side lot line</u>	<u>Parking permitted</u>
<u>AG</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking permitted</u> -	<u>Parking permitted</u>
<u>AG-2</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking permitted</u> -	<u>Parking permitted</u>
<u>AG-5</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking permitted</u> -	<u>Parking permitted</u>
<u>AG-20</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking permitted</u> -	<u>Parking permitted</u>
<u>A</u>	<u>Parking permitted</u>	<u>Parking permitted</u>	<u>Parking permitted</u> -	<u>Parking permitted</u>

<u>PL</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking permitted. Parking not permitted within 10 feet if it abuts a residential district</u>	<u>Parking permitted. Parking not permitted within 10 feet if it abuts a residential district</u>
<u>PL-2</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking permitted. Parking not permitted within 10 feet if it abuts a residential district</u>	<u>Parking permitted. Parking not permitted within 10 feet if it abuts a residential district</u>
<u>I</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking not permitted within 15 feet of the side lot line when abutting residential district</u> -	<u>Parking not permitted within 15 feet of the rear lot line when abutting residential district</u>
<u>UI²</u>	<u>Parking not permitted within 15 feet of the front lot line</u>	<u>Parking not permitted within 15 feet of a corner side lot line</u>	<u>Parking not permitted within 15 feet of lot line when abutting single- and two-family districts</u>	<u>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</u>
<u>OS</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking not permitted within 10 feet of the side lot line</u>	<u>Parking not permitted within 10 feet of the rear lot line</u>
<u>MH</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking permitted</u>	<u>Parking permitted</u>

<u>EI</u>	<u>Parking not permitted within 10 feet of the front lot line</u>	<u>Parking not permitted within 30 feet of the corner side lot line</u>	<u>Parking not permitted within 30 feet of the side lot line</u>	<u>Parking not permitted within 20 feet of the rear lot line</u>
<u>MU</u>	<u>Parking not permitted</u>	<u>Parking not permitted</u>	<u>Parking permitted within one side yard only</u>	<u>Parking permitted</u>

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.

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TITLE 21A
ZONING

Subject	Chapter
PART IV. REGULATIONS OF GENERAL APPLICABILITY	
Off Street Parking And Loading	21A.44
<u>Off Street Parking, Mobility And Loading</u>	<u>21A.44</u>

DRAFT

CHAPTER 21A.24

RESIDENTIAL DISTRICTS

21A.24.010: GENERAL PROVISIONS:

- R. Accessory Storage: Unless otherwise specified, all accessory storage in residential districts shall be located within enclosed buildings. Firewood and the temporary storage of materials for construction activity in progress on the premises shall be excepted. Ordinary household recycling storage and household garbage container storage is also permitted outdoors. RV parking and storage shall conform to ~~subsection 21A.44.020K~~ the provisions set forth in chapter 21A.44 of this title.

21A.24.100: SR-3 SPECIAL DEVELOPMENT PATTERN RESIDENTIAL DISTRICT:

- ~~G. Special Parking Provisions: On site parking requirements shall be one stall per dwelling unit. Off site parking facilities may be authorized as a conditional use to satisfy the parking requirements of this title, as established in subsection 21A.44.020L of this title.~~
- H.G. Maximum Lot Size: With the exception of lots created by a subdivision plat, notice of minor subdivision or minor subdivision amendments recorded in the office of the Salt Lake County recorder, the maximum size of a new lot shall not exceed two hundred percent (200%) of the minimum lot size allowed by the base zoning district. Lots in excess of the maximum lot size may be created through the subdivision process subject to the following standards:
1. The size of the new lot is compatible with other lots on the same block face;
 2. The configuration of the lot is compatible with other lots on the same block face; and
 3. The relationship of the lot width to the lot depth is compatible with other lots on the same block face.
- H. Standards For Attached Garages: The width of an attached garage facing the street may not exceed fifty percent (50%) of the width of the front facade of the house. The width of the garage is equal to the width of the garage door, or in the case of multiple garage doors, the sum of the widths of each garage door plus the width of any intervening wall elements between garage doors.

21A.24.160: RB RESIDENTIAL/BUSINESS DESTRICT:

F. Minimum Yard Requirements:

~~6. Parking In Required Yard Area: No parking is allowed within the front or corner side yard.~~

I. Design Standards: All principal buildings constructed or remodeled after April 12, 1995, shall conform to the following design standards:

~~7. No parking is allowed within the front or corner side yard.~~

21A.24.170: R-MU RESIDENTIAL/MIXED USE DISTRICT:

E. Minimum Yard Requirements:

~~9. Parking Setback: Surface parking is prohibited in a front or corner side yard. Surface parking lots within an interior side yard shall maintain a thirty foot (30') landscape setback from the front property line or be located behind the primary structure. Parking structures shall maintain a forty five foot (45') minimum setback from a front or corner side yard property line or be located behind the primary structure. There are no minimum or maximum setback restrictions on underground parking. The planning director may modify or waive this requirement if the planning director finds the following:~~

CHAPTER 21A.26

COMMERCIAL DISTRICTS

21A.26.020: CN NEIGHBORHOOD COMMERCIAL DISTRICT:

F. Minimum Yard Requirements:

7. Parking Setback: ~~Surface parking is prohibited in a front or corner side yard.~~ Surface parking lots within an interior side yard shall maintain a thirty foot (30') landscape setback from the front property line or be located behind the primary structure. Parking structures shall maintain a forty five foot (45') minimum setback from a front or corner side yard property line or be located behind the primary structure. There are no minimum or maximum setback restrictions on underground parking. The planning director may modify or waive this requirement if the planning director finds the following:

21A.26.030: CB COMMUNITY BUSINESS DISTRICT:

F. Minimum Yard Requirements:

7. Parking Setback: ~~Surface parking is prohibited in a front or corner side yard.~~ Surface parking lots within an interior side yard shall maintain a twenty foot (20') landscape setback from the front property line or be located behind the primary structure. Parking structures shall maintain a thirty five foot (35') minimum setback from a front or corner side yard property line or be located behind the primary structure. There are no minimum or maximum setback restrictions on underground parking. The planning director may modify or waive this requirement if the planning director finds the following:

21A.26.078: TSA TRANSIT STATION AREA DISTRICT:

G. Development Standards:

2. Application: The dimensional requirements in this section apply to all new buildings and developments as well as additions to existing buildings. The following development standards apply to the core and transition areas of all station types:

f. Circulation And Connectivity: Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.

(1) All parking lots shall comply with the standards in section 21A.44.020, "General Off Street Parking ~~Requirements~~ Regulations", of this title.

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CHAPTER 21A.30

DOWNTOWN DISTRICTS

21A.30.040: **D-3 DOWNTOWN WAREHOUSE/RESIDENTIAL DISTRICT:**

I. Special Provisions:

~~2. Notwithstanding the residential parking requirements, any building that has ten (10) or more residential units with at least twenty percent (20%) of the units as either affordable, senior housing, or assisted living units shall be allowed to have a minimum of one-half (½) of a parking space provided for each dwelling unit.~~

~~3~~2. A modification to the special provisions of this section may be granted as a conditional use, subject to conformance with the standards and procedures of chapter 21A.54 of this title. Such conditional uses shall also be subject to design review.

21A.30.045: **D-4 DOWNTOWN SECONDARY CENTRAL BUSINESS DISTRICT:**

C. D-4 District General Regulations:

~~11. Exception To The Parking Requirements: Notwithstanding the residential parking requirements, any building that has ten (10) or more residential units with at least twenty percent (20%) of the units as either affordable, senior housing, or assisted living units shall be allowed to have a minimum of one-half (½) of a parking space provided for each dwelling unit.~~

CHAPTER 21A.31

GATEWAY DISTRICTS

21A.31.010 GENERAL PROVISIONS

K. Off Street Parking And Loading: All uses in the gateway district shall comply with the provisions governing off street parking and loading in chapter 21A.44 of this title.

~~1. Notwithstanding the residential parking requirements, any building that has ten (10) or more residential units with at least twenty percent (20%) of the units as either affordable, senior housing, or assisted living units shall be allowed to have a minimum of one-half (1/2) of a parking space provided for each dwelling unit.~~

CHAPTER 21A.32

SPECIAL PURPOSE DISTRICTS

21A.32.110: MH MOBILE HOME DISTRICT:

M. Accessory Uses: Mobile home dwellings shall be subject to the following regulations on accessory uses and structures:

1. No accessory uses shall be allowed in the front yard or corner side yard, ~~except for off street parking which may be located in the front yard only on a driveway not more than sixteen feet (16') wide.~~

21A.32.130: MU MIXED USE DISTRICT:

E. Minimum Yard Area Requirements:

7. Parking Setback: ~~Surface parking is prohibited in a front or corner side yard.~~ Surface parking lots within an interior side yard shall maintain a twenty five foot (25') landscape setback from the front property line or be located behind the primary structure. Parking structures shall maintain a forty five foot (45') minimum setback from a front or corner side yard property line or be located behind the primary structure. There are no minimum or maximum setback restrictions on underground parking. The planning director may modify or waive this requirement if the planning director finds the following:

CHAPTER 21A.34

OVERLAY DISTRICTS

21A.34.040: AFPP AIRPORT FLIGHT PATH PROTECTION OVERLAY DISTRICT:

FF. Airport Parking Lot Landscaping: All parking lots located within the airport landscaping overlay district shall comply with the following guidelines:

5. Temporary Parking Lots: Parking lots that are intended to be in use for three (3) years or less are exempt from parking lot landscaping requirements. Such parking lots may exist to phase the construction of other facilities and shall be removed once the facilities are completed. Temporary lots that are within the area of an approved comprehensive plan may remain in use for the duration approved in the plan. However, temporary parking lots shall still comply with applicable development standards for parking lots as outlined in ~~section 21A.44.020~~ [chapter 21A.44](#) of this title. Parking lots that remain in use by the public beyond three (3) years shall be brought into compliance with these standards within twelve (12) months.

21A.34.090: SSSC SOUTH STATE STREET CORRIDOR OVERLAY DISTRICT:

C. Minimum Yard Requirement Exemption:

3. Parking Setback: ~~Surface parking is prohibited in a front or corner side yard.~~ Surface parking lots within an interior side yard shall maintain a twenty five foot (25') landscape setback from the front property line or be located behind the primary structure. Parking structures shall maintain a forty five foot (45') minimum setback from a front or corner side yard property line or be located behind the primary structure. There are no minimum or maximum setback restrictions on underground parking. The planning director may modify or waive this requirement if the planning director finds the following:

CHAPTER 21A.36

GENERAL PROVISIONS

21A.36.020 CONFORMANCE WITH LOT AND BULK CONTROLS:

TABLE 21A.36.020B
OBSTRUCTIONS IN REQUIRED YARDS¹

Parking, carports and covered parking spaces except as otherwise expressly authorized by section 21A.44.050, table 21A.44.050 21A.44.060 of this title.				X
---	--	--	--	---

~~D. Front And Corner Side Yard Driveways: A driveway leading to a properly located garage or parking area shall be permitted in a required front or corner side yard area. No portion of the front or corner side yard as required in this title, except for these approved driveways, shall be hard surfaced or graveled in a manner that will encourage or make possible the parking of automobiles. Except for entrance and exit driveways leading to properly located parking areas, no curb cuts or driveways are permitted.~~

CHAPTER 21A.38

NONCOMFORMING USES AND NONCOMPLYING STRUCTURES

21A.38.040: NONCONFORMING PARKING, SIGNS AND LANDSCAPING: Nonconforming parking, signs and landscaping, as accessory uses, are regulated by the provisions set forth in chapters 21A.44, 21A.46 and 21A.48 of this title, respectively.

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CHAPTER 21A.40

ACCESSORY USES, BUILDINGS AND STRUCTURES

21A.40.065: **OUTDOOR DINING:**

- F. No additional parking is required unless the seating capacity is being increased by more than five hundred (500) square feet. Parking for outdoor dining areas in excess of five hundred (500) square feet is required at a ratio of ~~three (3) stalls~~ two (2) spaces per one thousand (1,000) square feet of outdoor dining area. This requirement may be waived as a special exception, subject to chapter 21A.52 of this title, or if the outdoor dining is approved as part of a conditional use, chapter 21A.54 of this title. No additional parking is required in the D-1, D-2, D-3, D-4 or G-MU zone

CHAPTER 21A.52

SPECIAL EXCEPTIONS

21A.52.030: SPECIAL EXCEPTIONS AUTHORIZED:

A. In addition to any other special exceptions authorized elsewhere in this title, the following special exceptions are authorized under the provisions of this title.

~~7. Alternative parking requests shall comply with the standards and considerations of chapter 21A.44 of this title~~ Any alternative to off street parking not listed in section 21A.44 of this title intended to meet the number of required off street parking spaces.

~~11. Front~~ Use of the front yard for required parking 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 ~~shall comply with the standards found in chapter 21A.44 of this title.~~

22. Vehicle and equipment storage without hard surfacing in the CG, M-1, M-2 or EI districts, subject to the standards in 21A.44 of this title.

CHAPTER 21A.56

CONDOMINIUM APPROVAL PROCEDURE

21A.56.060: CONDOMINIUM CONVERSION PROCESS:

B. Planning Official Duties And Responsibilities:

4. Site Improvements: The planning official shall review the proposed building and site plans and shall have the authority to require additional improvements to be made to the existing site including, but not limited to, landscaping, exterior repairs, and improvements to common areas. This review shall include an analysis of the parking, including internal circulation issues, such as surfacing and control curbs. The analysis shall also include the number of existing parking stalls, noting any deviation from current standards. Based upon this information, the planning official may require construction of additional parking stalls on the site, or may require reasonable alternative parking solutions as outlined in ~~section 21A.44.030~~, [chapter 21A.44](#) "Alternative Parking Requirements", of this title. Any additional parking developed on site or alternative parking solutions may not increase the parking impacts on neighboring properties, and will not develop existing common areas used as open space or green space. Additionally any remodeling proposal which increases the number of bedrooms would require compliance with existing parking requirements. The total number of parking stalls available to the owners of the project shall be disclosed on the condominium plat.

CHAPTER 21A.59

CONDITIONAL BUILDING AND SITE DESIGN REVIEW

21A.59.060: STANDARDS FOR DESIGN REVIEW:

- A. Development shall be primarily oriented to the street, not an interior courtyard or parking lot.
 - 2. At least sixty percent (60%) of the street frontage of a lot shall have any new building located within ten feet (10') of the front setback. ~~Parking is permitted in this area.~~

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CHAPTER 21A.60

LIST OF TERMS

21A.60.020: LIST OF DEFINED TERMS:

Parking garage, automated.

~~Parking, leased – alternative parking.~~

~~Parking, off site – alternative parking.~~

Parking, tandem.

Parking, unbundled.

~~Parking study – alternative parking.~~

Vehicle, electric.

CHAPTER 21A.62

DEFINITIONS

21A.62.040: **DEFINITIONS OF TERMS:** For the purposes of this title, the following terms shall have the following meanings:

ALTERNATIVE PARKING PROPERTY: The property for which an alternative parking requirement is proposed, pursuant to section 21A.44.030 21A.44.040 of this title is proposed.

PARKING GARAGE, AUTOMATED: A parking garage that uses automated technology and equipment to move, park and store vehicles in parking spaces that do not meet minimum dimensional requirements.

PARKING, INTENSIFIED REUSE: "Intensified reuse parking" means the change of the use of a building or structure, the past or present use of which may or may not be legally nonconforming as to parking, to a use which would require a greater number of parking stalls available on site which would otherwise be required pursuant to table 21A.44.060F 21A.44.030 of this title. Intensified parking reuse shall not include residential uses in residential zoning districts other than single room occupancy residential uses and unique residential populations.

PARKING, LEASED-ALTERNATIVE PARKING: "Leased parking-~~alternative parking~~" means the lease, for a period of not less than five (5) years, of parking spaces not required for any other use and located within five hundred feet (500') measured between a public entrance to the alternative parking property place of pedestrian egress from the leased parking along the shortest public pedestrian or vehicle way, except that in the downtown D-1 district the distance to the leased parking may be up to one thousand two hundred feet (1,200') measured between a public entrance to the alternative parking property and a place of pedestrian egress from the leased parking along the shortest public pedestrian or vehicle way.

PARKING, OFF SITE-ALTERNATIVE PARKING: "~~Off site parking-alternative parking~~" means ~~parking under the same ownership as the alternative parking property located within five hundred feet (500') of the alternative parking property, or within the one thousand two hundred feet (1,200') in a downtown D-1 district, measured between a public entrance to the alternative parking property and a place of pedestrian egress from the off site parking along the shortest public pedestrian or vehicle way, and which parking is not required or dedicated for another use.~~

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

PARKING, UNBUNDLED: A parking strategy in which parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial unit. Tenants or owners are able to purchase only as much parking as they need, and are given the opportunity to save money and space by using fewer parking stalls.

~~PARKING STUDY-ALTERNATIVE PARKING:~~ A parking study is a study prepared by a licensed professional traffic engineer specifically addressing the parking demand generated by a use for which an alternative parking requirement is sought and which provides the city information necessary to determine whether the requested alternative parking requirement will have a material negative impact to adjacent or neighboring properties and be in the best interests of the city.

VEHICLE, ELECTRIC: An electric vehicle is a passenger vehicle that uses electricity as its primary source of power, such as a plug-in electric vehicle or a plug-in hybrid electric vehicle.

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Transportation Demand Management Stakeholder and Public Comments

General Comments (from 2010, early 2011)

- Create disincentives for new parking lots downtown (or within certain radius of a transit station).
- Add tandem parking as an alternative parking method.
- Do we still want to use parking as the measure of use intensification?
- Requiring companies just choose three TDM options: no measure of trip reduction or traffic study.
- Enforcement issues with current draft:
 - Who reviews all of the traffic studies and keeps up with the trip counts?
 - What happens if the development fails to meet the 25 percent decrease?
 - Who keeps track of the TDM strategies; if they're in use or actually implemented.
- Impact on economic development:
 - All of these studies (lighting, water, recycling, etc.) will make it really tough for businesses and developers to even get started.
 - Lots of competition along Wasatch Front (South Jordan, Sandy, Ogden, etc.); this is one more disadvantage for Salt Lake City ("we already have highest property taxes.")
 - It's already difficult to deal with Salt Lake City (permitting, code, etc.)
- Define "affordable housing" for parking exemptions.

February 1, 2011: Downtown Alliance (Transportation & Parking Subcommittee)

- "Carrot not a stick."
- Buildings are often times built without knowledge of the eventual tenant(s) or the number of employees at full buildout. How can trips be calculated without the use or the number of employees, etc?
- A lot of the TDM options are employer based. Developer has nothing to do with them.

February 7, 2011: Transportation Advisory Board

- Over what timeframe is that 25 percent reduction required? Number of trips per day or month or year?
- How much do these traffic studies cost? Who pays for them? That cost will be passed on to tenants and residents. Who does the second study if developer sells? Owner, HOA, etc?
- Staggered trips don't reduce trips [in Section 'C'].
- This may drive businesses away from Salt Lake City – too difficult to (re)locate here.
- Incentivize TDM; "carrot over stick."
- Will developers just inflate the number of trips at the beginning? Is there an industry standard for these traffic studies? [Kevin Young: the ITE is the standard; ordinance includes that language.]

- The number of trips should be based on square footage. This makes uncertainty of employees or use less of an issue.
- How many existing developments would fall under the “large development” part of this ordinance?
- What about uses dependent upon vehicle trips: truck distribution, food delivery, UPS, etc?
- Where did 25% come from? Why not more or less?

February 9, 2011: Bicycle Advisory Committee

- Stories about commuter/bicycle facilities being locked, unavailable to employees, or used exclusively by executives or managers.
- How would vehicle trip generation counts be dealt with when looking at delivery businesses (restaurants, etc.)
- Look at regulations for where bike rack is with regard to building (in addition to the 50' requirement).
- What type of rack or rack regulations?

February 15, 2011: City Council Briefing on Sustainability Ordinances

- Søren has additions he'd like to see addressed in the parking chapter from Open City Hall.

March 3, 2011: Focus Group with Developers

- All of these ordinances ignore the economic impact they will have.
- RDA already addresses some of these sustainability issues.
- Maximum parking caps “devalue” properties.
- Too many studies are required; how are they enforced? Does city help in paying for these studies?
- Additional regulations make it difficult for companies to get started.
- City cannot force people to stop using their cars.
- There will be vacancy in commercial areas if there isn't enough parking.
- Proximity to transit is only an opportunity; it doesn't replace a car.
- Is there an overall **objective** for these regulations? Are there better ways to meet that objective?
- City should expect lots of fudging on these traffic reports to eventually get the 25 percent.
- There are going to be lots of unintended and unexpected consequences.

March 7, 2011: Transportation Advisory Board

- Max parking caps:
 - RDA should know what the link is between financing and parking.
 - FEV parking: if you want more parking above the cap, require more FEV parking.
- Costs will be passed on to tenants.
- Complex traffic studies cost between \$3,000 and \$10,000.

March 9, 2011: Business Advisory Board

- Would requirements apply to individual office tenants or for the whole building?
- One of the concerns among building owners with multiple tenants is that they would be the ones responsible for providing & managing the bike facilities.
- The 1,000 square foot threshold is not very much; it almost discourages business owners from expanding and developing business.
- Look at other incentives for business owners who encourage their employees to bike to work, without having to require the large cost of adding showers. An incentive, rather than punitive, system should be explored.
- Is there a broader goal for bike commuting that the City is shooting for in the future. Are there a series of options that could be selected from rather than building showers?
- Is there a way for businesses to provide a shared commuter hub with those facilities?

April 5, 2011: Downtown Alliance (Development Subcommittee)

- Downtown developments need 5+ spaces/1,000 s.f.
- There is no demand for a centralized bike facility and many commuters won't store their expensive bikes in storage lockers.
- Find changes that activate the market and make changes that existing market wants.
- Incentives are important; make the TDM strategies obvious positive additions to development.
- City is putting too much on the developers.
- Relationship between UTA and the City: how does the City force UTA do provide some of these facilities [bus stops, etc.].
- SLC is competing with Sandy, Draper and Utah County. They don't make it this hard to having parking.
- Adobe, eBay and Goldman Sachs were all worried about the lack of parking downtown; Adobe went to Lehi, Goldman Sachs moved into the 222 building.
- Bike commuters would be willing to pay fees for a central bike facility. License fee for downtown bicycles.
- We have to be careful that we're so far beyond other cities with parking that we're never even considered as a place to relocate.

June 9, 2011: Architectural Nexus

- Overall support for concepts, especially the facilities for commuters.
- Some concerns with how we would enforce some of the strategies: bike lockers, unbundled parking, etc.

December 6, 2011: Downtown Alliance (Transportation & Parking Subcommittee)

January 17, 2012: Downtown Alliance (Development Subcommittee)

- Some members happy with focus on incentives and move away from regulations; thought staff responded to their concerns.

- Still concern of the parking maximums for downtown development and it driving away business.
- Some desire for no maximum in downtown districts.
- Others mentioned they have parking garages that are underutilized.
- Overall support for proximity to transit reduction option.

25

votes

Infill big-box parking lots

Posted in [SpeakOutSLC](#)

The huge parking lots in front of big-box supermarkets and malls are never full. The City should reduce parking requirements in order to encourage infill. Better a little overflow the day before Thanksgiving than empty asphalt all year long.

[AmyB](#) on April 26, 2011 10:32 a.m. ([2 comments](#))

History

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Nick Norris, Planning Manager, SLC Planning Division

The City is currently in the proces of modifying the parking regulations, including adding some requirements and incentives to lower parking requirements and in some cases placing maximums on the number of stalls. For more info, go here http://www.slco.gov/ced/planning/documents/SCCI/TransDemand_FS.pdf

* 174

on November 3, 2011 7:51 p.m.

K. Deans

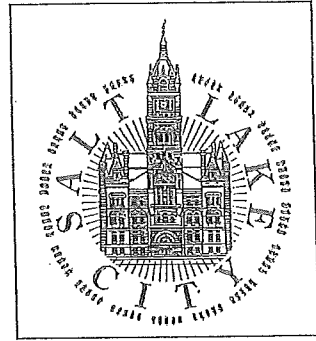
Supermarkets/big box need to have incentives to redevelop their property, to move the stores closer to the street and include the addition of housing, office and other retail opportunities on the property.

* 10

on May 9, 2011 12:53 p.m.

Displaying all 2 [Export to Excel](#)

Public Meeting
PUBLIC COMMENT FORM
December 9, 2010



Planning and Zoning Division
Department of Community and
Economic Development

Sustainability City Code Initiative

Name: Mike Christensen

Address: Salt Lake City UT Zip Code 84116

Phone: _____ E-mail _____

Please circle all that apply City Resident/ Owner Practitioner Special Interest

Please circle topics you are interested in ~~Accessory Dwelling Units~~ ~~Outdoor Lighting~~
Housing Diversity Recycling Transportation Demand Management All

Especially

Please provide your contact information so we can notify you of other meetings or hearings on this issue.

You may submit this sheet before the end of the Open House, or you can provide your comments via e-mail to cheri.coffey@slcgov.com or via mail at the following address: Cheri Coffey, Planning Manager, Salt Lake City Planning Division, PO Box 145480, Salt Lake City, UT 84114-5480. Please provide your comments by Friday December 31, 2010.

Other opportunities for public comment will be available as specific draft ordinances are process. Look for updates on this project by visiting our website at www.slcgov.com/CED/Planning

Questions? Cheri Coffey 801-535-6188

Comments: I am pleased to see Salt Lake City
taking the lead in sustainability. I am
also pleased to see that this process is
being done carefully so as not to scare
citizens away from sustainability.

Continue comments on back

From: Jeremy King
Sent: Friday, December 10, 2010 1:39 PM
To: Coffey, Cheri
Subject: Sustainability City Code Initiative

Hi Cheri,

I attended the Public Meeting last night and had a comment to submit:

Currently there are no suitable designated bike lanes enabling a safe west/east link from the Glendale neighborhood to the CBD.

The abandoned 9th South rail corridor must be designated for this purpose.

Also, the provision of bike racks at all new commercial and public building projects has to be mandated and enforced –not just written into the ordinance and then ignored. Bike racks should also be provided in covered and secure or protected locations if possible and not planned as if it was an after-thought.

Thanks,

Jeremy King AIA LEED® AP
NJRA Architects
801.364 9259
801.521 0420 fax
jking@njraarchitects.com



Please consider the environment before printing this e-mail.

Steve Sturzenegger (Transportation Advisory Board)
Additional Review Comments

Page 6 Section B.2.b.5 50 ft seems too close to me. Where did that number originate? What about different kinds of stores? Why not say something like "in the parking lot on the side nearest the main entrance"

Page 6 Section B.2.b.7 This seems to be an excessive requirement. If a bicycle can maneuver on the right-of-way or in a bicycle lane they should be able to maneuver in a parking lot.

Page 7 c.1.a,b,c Is this one (two) shared showers or one per gender. Are clothes hanging facilities temporary (while the shower is taking place) or for storage?

Page 7 c.2 What is meant by long term?

Page 8 section 3.c Mention enforcement even if it is "enforcement of use by car pools only is at the discretion of the facility owner.

Page 9 section 3.a The applicant may propose alternative measures... Shouldn't provision be made for recording all proposed alternative measure that are deemed suitable so that the list grows and others can use the studies made by others. Why do we have to rely on "actual usage in other communities"? Why can't we be the innovators?

Table 21A.44.040C Category A.1 It says Bike/Pedestrian facilities. What building doesn't have pedestrian facilities?

Table 21A.44.040C Category A.2 1000' seems to arbitrary and short. Why not 2000'? Some facilities for manufacturing or assembly or that exist in an industrial park and lots in front of the building that are 1000' long. Buses that stop too often are part of the problem. People need to walk more.

Table 21A.44.040C Category A.3 Not sure what is being accomplished here.

Table 21A.44.040C Category A.4 How is this a "Trip reduction measure". This may be a good thing to do but we should focus on the task at hand.

Table 21A.44.040C Category A.6 Additional information – must comply with day care regulations

Table 21A.44.040C Category A General – I believe the intent is to cut down trips by providing onsite food, day care, and gym, business center(?). You could also include dry cleaning and groceries. But there has to be a balance between ability to reduce trips and cost to the owner. Everyone eats so that cuts down trips. A lot of people have kids so that seems reasonable. What is the justification for gym and business center? Seems they are over the line of cost benefit.

Table 21A.44.040C Category B.3 What good does showing numbers do? Its full or it isn't if they have a system that can count it ought to show where?

Table 21A.44.040C Category C.5 What is this?

Table 21A.44.040C Category C.7 How does staggered work hours reduce trips?

Page 12 section 5 – We need more incentives i.e. designation as friend of the city, or environment, plaque etc. one time tax reduction or kickback, something they can advertise with etc.

Page 12 section 6 If you are making them measure you might as well include improvements by category so that you can keep data on the most effective efforts to help guide others.

Page 12 section 7 Who is paying for this? The business? Let's squeeze them until they move to west valley? We want them here because of the tax base they provide. We all benefit we should pay for it. Cost effectiveness should be calculated by the company not the city. Figuring the reduction in trips is spelled out.

Attachment C

Department and Division Comments

(Please contact staff for the entirety of the original review comments.)

**Transportation Demand Management Ordinance
Draft Ordinance Comments: Jan/Feb 2011
Comments to Clarion Associates**

Given the number of comments provided from various departments for this draft ordinance, it was impractical to combine them all into one document. This is especially true since many comments were focused on the same section(s) and the resulting document was difficult to read.

I have made an effort to combine all of the comments from each division or department and list them in order of the section of the code to which they refer. Please see the attached comments for more details if necessary.

Nick Britton, AICP / (801) 535-6107 / nick.britton@slcgov.com

>> Nick Britton, Cheri Coffey and Nick Norris (Planning)

>> Kevin Young, Barry Walsh and Dan Bergenthal (Transportation)

>> DJ Baxter (Redevelopment Agency)

In general, Planning staff does not believe the TDM update needs to be a new chapter in the ordinance. We believe it can just replace the existing TDM language in 21A.44.040.

Nick Norris points out that the new TDM ordinance needs to maintain the language that was added for the TSA zoning district back in July. See Attachment C for what was added to the TDM section.

- A(1)(a) Should be simplified.

- B(1) We need to discuss what we want to constitute a "major expansion" for these regulations.

- B(2)(a) Bicycle parking should be based on land use. Consultant should propose parking requirements based on land use. Seconded by Barry.

- B(2)(b) We need to have a minimum requirement for bike parking before we have minimum covered bike parking.

- B(2)(b) – (c) Transportation would like to see references for the outdoor space requirement, distance requirement for parking, and for facilities.

- B(2)(c) Threshold of 25 bike stalls for one shower seems to high. Also, why limit the facilities to just 2 if they want to provide more?

- B(2)(c)(1) Should this be based on employees instead of spaces.

- B(2)(c)(1) – (2) Why have a maximum for changing facilities or storage facilities? Should have one changing facility per gender.

- B(2)(c)(2) Add "secure" to the language and change "lockers" to "storage facilities."
- B(4) Shouldn't this all be in the parking requirements table?
- B(4) Add our MU (Mixed Use) zoning district.
- B(4)(a)(1) Include all downtown districts Alternately, RDA suggests considering no minimum parking requirements in D-1.
- B(4)(a)(3) Include existing TSA language (Attachment
- B(4)(b)(3) Why treat D-3 and D-4 differently than other downtown districts?
- B(4)(b)(4) We should just change Table 21A.44.060F to reflect the 50 percent reduction if it will apply to all new development in those zones. Transportation notes that a blanket 50% reduction may not be appropriate in all cases.
- B(5)(a)(1) New surface parking lots in all downtown and MU zones should be prohibited with a possible exemption for residential uses. Suggest requiring any existing pay lots must be staffed during all revenue collecting hours.
- B(5)(a)(1)(a) Since "Retail and Service Uses" (in next line) is also non-residential, should "Non-Residential Uses" on this line be changed to "Office" or something else?
- B(5)(a)(1)(b) How does the phrase "Retail and Service Uses" mesh with how we handle the breakdown of uses in other parts of our zoning ordinance. Do we need to be more specific or is this clear enough?
- B(5)(a)(1)(c) It is awkward that a "Residential Uses" regulation is found in a section titled "Non-Residential Uses". Transportation also noted that this language conflicts with the language below for the D-1 district.
- B(6) Approval is required, but it does not indicate by whom or through what process approval should be requested. Perhaps this should be up to the Transportation Division, and not Planning. Kevin disagrees with allowing on-street parking credits because it can be removed at any time due to unrelated activities. Dan makes the same point. Barry suggests changing "credit" to "parking reductions" throughout this section.
- B(6)(b) DRT seems to informal for this kind of detailed review. If this request will go through a process with the Planning Division, we can require that kind of information and route the information to Transportation during the process.
- B(7) Unbundled parking seems to be outside the scope of Planning/zoning ordinance. I don't know if we have a way of enforcing these regulations. Sections a) and b) seem to contradict each other. Transportation believes spaces should be designated when leased to individual units. RDA, on the other hand, is supportive of the unbundled

parking proposal with modification that leases must be amended after 5 years to reflect actual usage. Needs more discussion.

- B(8)(a) Add transit service to location possibility.
- B(8)(b) What if off-site parking is allowed in an adjacent zone?
- B(8)(d) Agreement should be recorded with Salt Lake County Recorder. Why not just record it with the property along with an approval letter?
- B(9) Unless you're in a zone that allows off-site parking, how would valet parking affect the off-street requirements?
- B(9)(a) How would we get assurance that valet parking will continue? Would this require some sort of development agreement? Transportation also wonders who will monitor the valet parking to ensure that it will always be offered? Is it realistic to believe that the services will continue? Possibly needs more discussion.
- B(9)(b) Where will the valet parking be handled, on-site or in public right-of-way? The latter will cause problems with our policies. Barry suggests handling it through a revocable lease agreement [*Nick Britton: however, if the lease can be revoked at any time by the city, that conflicts with the need for an assurance valet parking will continue.*]
- B(10) What would be required for the applicant to demonstrate this? Administrative review through an application? What process. Discussion.
- C Kevin Young believes this entire section needs additional discussion.
- C(1) Should there be a clause for uses that exceed the minimum parking requirements?
- C(1)(a) Removal of "occupancy."
- C(1)(a) – (c) How do we know what full build-out would be? Not always clear at the initialization of a development project. Could this be a loophole?
- C(2)(a) We should note that the study shall be a professionally prepared study.
- C(2)(a) – (b) Add "at least" to the language before "the minimum vehicle trip reduction."
- C(2)(b) The Transportation Division should review any issues regarding TDM measures.
- C(3)(a) Documentation sent to Planning Director should also be reviewed by Transportation and/or Engineering, since they have the expertise.
- C(3)(b) What happens when the measures are installed but nobody uses them?

C(3)(c) We will need to define some of the terms in the table in our ordinance. Additionally, should we mention the UCarshare program already in place? Add "on-site childcare facility" under Category A? Add "at least" in "Parking reduced 25% below maximum allowed" standard in Category B.

Additionally, what about uses that do not exceed the minimum parking? How would we monitor Category B, Item 5?

All three categories in the table need discussion to determine how much credit each type is given. More details are needed for items in Category A. Dan has the following questions regarding the methods in the table:

- The likelihood of consistent need for paratransit access;
- How does the provision of special parking spaces cut down on the need for parking?;
- Electronic parking guidance system may actually increase demand for parking;
- How many cars should be provided in a fleet?
- What is the ultimate goal of these regulations? Actual reduction of parking or a developer's promise to try and implement these measures?

C(4) Needs discussion.

C(5) Needs discussion. Seems like a lot of work. Should we deal with it only if there is a complaint?

C(5)(a) – (b) How likely is this to occur? Who is responsible for keeping track of the monitoring? What happens if they do not submit a report or do not install additional trip reduction measures? Why do they need to submit additional studies after approval? Why not just allow them to submit a letter saying they comply?

>> *Becka Roof, Bicycle & Pedestrian Coordinator*

The following comments are copied in full from comments from Beck Roof, the Bicycle & Pedestrian Coordinator with the Transportation Division.

In brief, here are my comments:

The bike parking section needs to be considerably revised. The city's current requirement for bicycle parking as 5% of car parking is a very dated concept and should not be kept. The consultants should look into bike parking requirements that are tied to land use. I would suggest looking at Portland, Oregon, Burlington VT, and then doing a more general search for bike parking ordinances. I hope that their role can be to research what is the current state of the art. I do not have that in my knowledge base without doing research myself.

I would also like to see bicycle parking requirements for:

- Transit stations – covered, secure, possibly key-card access – see model in Boston (Cambridge) at Alewife station
- Airports – ditto – but set up for occasional users – to be managed by airport parking garage
- Inside all parking garages – covered parking space easily accessible on the first level of the parking garage – Cincinnati OH apparently has a recent ordinance on this.
- Apartment buildings and/or condominiums. The ordinance draft addresses larger employers, but does not deal with residences. It should.

Outside my immediate bike/ped realm:

This website also has some good concepts on parking and parking pricing in general – www.parkingreform.org

Let me know if your schedule will permit further comments on my return. Otherwise, the above should be enough to give the consultant some direction on the considerable changes that should be addressed with regard to the bike parking draft.

Thanks,
Becka

Attachment D
Other Materials

Transportation Demand Management

Frequently Asked Questions



What is Transportation Demand Management (TDM)?

TDM is a system of regulations and policies that attempt to influence residents' and employees' travel decisions for the purpose of decreasing vehicle miles traveled, reducing traffic volume during peak periods, and varying travel modes. Effective TDM strategies thus reduce pollution, congestion and infrastructure costs while improving public health and promoting sustainable development.

Definitions.

Vehicle miles traveled is defined as the number of miles someone drives in a private vehicle. The trip could be a commute to work, a visit to the doctor, or a trip to the store.

Peak periods are the times during the day when traffic volume on streets is the heaviest; generally, these times are the morning and afternoon rush hours.

A *travel mode* is the type of transportation someone uses; a personal vehicle, a bicycle, the bus, commuter or light rail, and walking are all modes of travel.



Finally, when we talk about *vehicle trips*, we mean any trips in a private vehicle, regardless of the number of people in the car. For instance, if you and three co-workers each drive to and from work separately, that's eight total trips (four trips to work, four trips back). However, if the four of you decide to carpool, the number of vehicle trips is reduced to two.

What types of TDM strategies are there? What are some examples?

There are a number of strategies that can be implemented. Generally, these TDM strategies break down into three types:

1. *Parking management*: Strategies intended to reduce parking demand, encourage carpooling or other multiple-occupancy travel options, or use available parking in a more efficient manner. Examples include fewer required parking stalls, placing maximums on the number of parking stalls a new development can build, continuing to allow shared parking between multiple businesses or developments, and valet parking.
2. *Trip reduction*: Strategies intended to decrease the number of times people must drive or shift those driving trips to off-peak hours. Trip reduction strategies include telecommuting, alternative work schedules, and carpooling and vanpooling.
3. *Alternative modes*: Strategies intended to encourage the use of travel modes other than personal vehicles. Examples of this type of strategy include carpooling, incentivizing use of public transportation, and commuter facilities for transit riders and bicyclists.



How will these regulations be applied?

Salt Lake City's TDM proposals focus on development options for future developers, retailers, employers, and institutions. This ordinance would only apply to new development or an expansion of an existing development. All new development proposals would be reviewed by appropriate city staff members to ensure the plans meets the TDM regulations.

Some of the proposed regulations will impact *all* types of development: reduced parking requirements, parking maximums, and provision of certain bicycle facilities. Developments will also have the opportunity to meet their parking requirements through other programs such as shared parking or valet parking.

Other regulations will only impact large developments: residential projects with more than 100 units; employers or institutions that will employ or enroll more than 500 employees or students, respectively; or any developments that are projected to generate more than 2,500 vehicle trips per day (as measured by a traffic engineer). Salt Lake City will require these developers, property managers or employers to provide additional measures to reduce the number of vehicle trips they generate. They will get to pick and choose from a variety of strategies and they must demonstrate to the city that their TDM strategies will result in a least a 25 percent reduction in vehicle trips.



As an example, say there is a company relocating to Salt Lake City and they plan to construct a new building. This company is predicting that it will be fully staffed with 750 employees. In addition to required provisions, such as bicycle parking and facilities (showers, lockers, etc.), the developer will have to select from a variety of TDM tools so they can meet that 25 percent reduction in vehicle trips. The new employer provides a covered bus stop on site and provides only 75% of the maximum parking allowed on site. Additionally, parking spaces that are closest to the entrance of the building are reserved for carpools and vanpools only. The employer also opts to institute telecommuting for some of its employees and provides all of their employees with free bus/train passes. As they submit their building plans, they will want to hire a traffic engineer to complete a study of their selected TDM strategies which shows that they will be reducing the number of vehicle trips by at least 25 percent. This study will then be submitted to Salt Lake City and reviewed by the Transportation Division.

What does this mean for residents and employees of the city?

You may not notice changes right away because the new rules would only apply to new developments or major expansions to existing developments. Over time, however, more employers, institutions and other developments will be built that provide improved facilities for bicyclists, public transit users, and carpools. You will also see less parking, as parking requirements will be reduced. More employers will provide incentives for their employees to ride FrontRunner, TRAX, buses, or carpools. Overall, the number of vehicle miles traveled will decrease, which means fewer cars on the road. Fewer cars on the road means less traffic, air pollution, and costs for Salt Lake City and its residents.

If you have any questions regarding Transportation Demand Management or the proposal before the city, please contact Nick Britton at nick.britton@slcgov.com or at (801) 535-6107.

Off-Street Parking Changes (Sustainable Code Initiative)

Off-Street Parking

The proposed changes to the Salt Lake City Zoning Ordinance deal with only *off-street parking*, which is parking that is usually provided on the property. This is in contrast to *on-street parking* which is parking that is on the street, sometimes with meters and time limits. While off-street parking is usually found close to a development, in a parking lot or a parking structure, it can be on a different property than the development it serves. Unless noted otherwise, any “parking” with regard to this project is about the off-street variety. The chapter for off-street parking is 21A.44 in the zoning ordinance.

Parking in Salt Lake City

Parking regulations in the City deal mostly with the following questions: How much? Where? What Kind?

How Much?

There are regulations that require a minimum amount of parking for different types of development. The amount varies, but it is generally based on the zoning district the development is in, the type of uses (e.g., single-family homes, grocery store, medical office, etc.) in the development, and the size of the development. For example, in most zoning districts, a single-family home requires at least two parking spaces. A 50,000 square foot grocery store in a commercial zoning district would require 100 parking spaces. And a 3,000 square foot medical office would need 15 parking spaces. If a development is in the downtown area, the requirements are almost always considerably less than elsewhere: only one parking space is required for every two residential units and no parking is required for the first 25,000 square feet of non-residential uses. This is because there are other options for parking downtown (on the street, in a parking garage, etc.) and most of downtown is within a short distance of a TRAX or bus stop.



Bike storage facilities

Currently, there are no maximums for the number of parking spaces that a development could provide. If a new retail store requires 25 spaces, the developer can provide more than 30 if the extra parking does not conflict with other parts of the zoning ordinance such as landscaping or setbacks. One of the most significant changes being proposed to off-street parking is the introduction of upper limits for the number of parking spaces that can be built.

Where?

The location of parking spaces is another form of regulation. Zoning districts that are designed to encourage a neighborhood feel do not permit parking in front of buildings. Single-family homes require parking spaces to be in the side or back yards. In other zones, such as more intense commercial zones and industrial zones, parking can be anywhere provided it is landscaped and hard-surfaced.

What Kind?

The kind of parking is the most relevant to the proposed changes. Most parking is in the form of parking spaces in a lot or a structure. There are other types of parking that take the same form, such as parking for the disabled or bicycle parking. But there are other ways to meet the required parking. Some examples include shared parking, off-site parking and other strategies. These are discussed in the “Proposed Changes” section.



TRAX

Why is the City Proposing These Changes?

These proposed changes are part of a City-wide effort to introduce more economically and environmentally sustainable building practices within Salt Lake City. Other elements of this initiative include accessory dwelling units, urban farming and landscaping changes. The parking changes that are being proposed are designed to improve Salt Lake City by giving its residents and employees more choices for getting from one place to another, whether it’s commuting to work, heading downtown for dinner, or going shopping. The long-term goals are to relieve vehicle traffic congestion, lessen the costs of building and maintaining roads, and improving health by encouraging walking and bicycling, and improving air quality.



Carpool parking and an electric vehicle charging station



For more information about these proposed changes to the zoning ordinance, please contact Nick Britton at nick.britton@slcgov.com or 801-535-6107.



Proposed Changes

The changes being proposed would only impact new developments over 5,000 square feet or existing developments that are expanding over 25% or 5,000 square feet. None of the changes apply to single- or two-family homes.

Parking Maximums

Salt Lake City is proposing the introduction of upper limits to the number of parking spaces that can be provided. In general, the maximum would be 125% of the minimum. In other words, the same 50,000 square foot grocery store that requires a minimum of 100 parking spaces could not provide more than 125 parking spaces. The same doctor's office that needs 15 parking spaces would be limited to 19 spaces. The goal of introducing maximums is to prevent a "sea of parking" which happens when some developments provide enough parking to accommodate increased demand for a few days of the year, usually for the Christmas shopping season. As a result, during the rest of the year, there are large expanses of empty parking lots which are not pedestrian-friendly and create heat islands. Parking maximums also encourage new developments to provide a safer environment and better resources for people who want to walk or bicycle to work.



Automated parking garages

Minimum/Maximum Modification

Another proposal is to incentivize a number of strategies for reducing both the supply and demand of parking through modification of the parking requirements. An office development that wants more parking than would otherwise be allowed could apply for an increase of the maximum in exchange for certain types of facilities, such as an on-site gym or restaurant/café, commuter showers or secured bicycle parking or lockers. If the same office development would prefer to provide less parking due to space constraints, they could apply for a decrease of the minimum if they, for example, contribute to a car- or bicycle-sharing program or provide additional bicycle parking. These types of facilities and programs on-site may help reduce the number of employees who would otherwise have no choice but to drive to these places.

Alternative Parking and Parking Reductions

There are a number of ways that the parking requirements can be met that aren't in the form of individual parking lots and structures. Examples include:

- Shared parking, where different developments or buildings share a single parking lot;
- Valet parking;
- Proximity to a TRAX station;
- Off-site parking, where parking can be located on another property near a development;
- Pedestrian-friendly development, which allows parking reductions for desired neighborhood elements such as unique bike racks, street parking, and access to mass transit; and
- Use of on-street parking where allowed.

Many of the alternatives and reductions are already built into the City's parking chapter but require special approval. Others are limited. One of the changes being proposed is to make it easier to employ these strategies and expand where they can be used.

Other Types of Parking

Salt Lake City already requires bicycle parking in addition to vehicle parking, but modifications to the regulations for the amount, location and type of bicycle parking have been proposed. These regulations would make it easier and safer for people to ride their bikes instead of driving. Additionally, parking spaces and charging facilities for electric cars would be required for larger developments.

Other Changes

There are other minor changes to Chapter 21A.44 and other chapters throughout the ordinance that are intended to clarify sections of the ordinance or to correct conflicting language. This includes reorganization of the entire chapter to make it easier to read and use.

If you would like a copy of the draft ordinance, scan the code to the right with your phone or contact Nick Britton at nick.britton@slcgov.com or 801-535-6107.



Commuting by Bike

