

TITLE 10

CHAPTER 14

PARKING

SECTION:

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10-14-1: PARKING AND ACCESS

Except as provided herein, no building or structure shall be erected, altered or converted for or to any use unless there shall be provided on the lot or parcel, parking of at least the following ratio of spaces for the uses specified in Table 10-14-1-1: Parking By Land Use Category. The exception being that an established use lawfully existing on the effective date hereof may continue; provided, that no existing parking or roadway be reduced below the minimum standards herein required. Parking areas and access in Residential, Commercial and Mixed Use zones shall meet requirements of this code. Strategies for walkable commercial development and Mixed Use zones as suggested by "Envision Utah's Urban Planning for Quality Growth" shall be implemented where appropriate.

- A. Purpose: The purpose of this chapter is to establish standards for the development of parking facilities, access to private and public property, and ensure public health and safety with facilities which safely accommodate vehicles, bicycles, and pedestrians.
- B. Applicability
 - 1. The standards of the chapter apply to all public and private development, new construction, exterior remodeling, enlargement or change of use, unless otherwise specifically stated herein.
 - 2. Expansions and Alterations: The off-street parking standards of this chapter apply when an existing structure or use is expanded or enlarged. Additional off-street parking spaces shall be required only to serve the enlarged or expanded area, not the entire building or use. The City may require increases in parking for non-conforming parking areas when it is found necessary to ensure adequate off-street parking.
 - 3. Change of Use: Off-Street parking shall be required for any change of use or change of operation that would result in a requirement for more parking than the existing use. Additional parking shall be required only in

proportion to the extent of the change, not for the entire building or use.
 Explanation:

- a. A business is required to provide and has provided 10 parking spaces when it vacates. The new business on the site requires 15 parking spaces. The new business is required to provide 5 more parking spaces.
 - b. A business has 8 parking spaces. The current code requires 10 spaces. The business vacates and a new business opens requiring 15 spaces. The new business only needs to provide 5 parking spaces. It is not required to resolve the deficiency of legally existing non-conforming parking spaces. Only a total of 13 parking spaces need be provided.
4. Areas for deliveries and loading shall be required as a part of the site plan review to ensure that loading and deliveries do not constrain fire access, street safety, or use public streets for deliveries.
 5. Off street loading and unloading space shall be provided on the same lot for every commercial building listed in the commercial zone. Such space, unless otherwise adequately provided, shall include a minimum ten foot by twenty-five foot (10' x 25') loading space with a minimum fourteen foot (14') height clearance for every twenty thousand (20,000) square feet or fraction thereof of floor space in the building.
- C. No Reduction below Minimums: Existing parking spaces shall not be reduced below the minimum requirements in this chapter. Any change in use that increases applicable off-street parking requirements will be deemed a violation of the Zoning Ordinance unless parking is provided in accordance with the provisions of this chapter.
- D. Off-Street Parking Schedules
1. Off-street Parking Requirements: The "Off-street Parking Schedule" Table 10-14-1-1 lists the minimum off-street parking requirement for each use category defined in the Land Use Chart. These requirements apply unless an Alternative Parking Plan is reviewed and approved in accordance with 10-14-9.

Table 10-14-1-1: Parking By Land Use Category		
(For land use with unique parking characteristics, refer to the subsection following this table.)		
Category	Specific Uses	Number of Spaces Required
Residential Uses		
Household living	Single family dwelling	2 per dwelling unit
	Residential With Apartment	3 spaces per unit

	Multi-dwelling structures	2 per dwelling unit plus 0.25 guest parking spaces per dwelling unit with a minimum of one guest parking space
Group Living	Structures which exceed the maximum occupancy established by the base zoning district and do provide care, training, or treatment on site.	Refer to "Unique Characteristics" following this table
	Structures which exceed the maximum occupancy established by the base zoning district and do not provide care, training, or treatment on site.	1 space per occupant plus 1 guest parking space per 6 spaces
Commercial Zones		
Office or administrative	Medical/Clinic	15 spaces plus 3 additional spaces for 1 each dentist or doctor over 3
	All Other Office	1 space for each 2 employees on the highest employment shift or 1 for each 250 square feet, whichever is greater
Daycare	Excluding daycare in a residence	1 per 500 square feet
Indoor sales, service or display area		1 per 500 square feet
Outdoor sales, service or display area		1 per 750 square feet
Parking, Commercial	Must meet design/landscaping standards	N/A
Recreation and Entertainment, Outdoor	Refer to "Unique Characteristics" following this table	
Retail Sales and Service	Bank or Financial Service	1 per 250 square feet, plus stacking spaces per Table 10-14-1-2
	Car Wash	Stacking spaces per Table 10-14-1-2
	Health Club	1 per 200 square feet
	Hotel, motel or other transient lodging	1 per guest room, plus required spaces for associated uses

	Restaurant, General	1 per 150 square feet of dining area
	Restaurant, Fast-food	1 per 75 square feet of customer service and dining area or 1 per 150 square feet, whichever is greater, plus stacking spaces per Table 10-14-1-2
	Retail Sales and Service not specifically listed	1 per 250 square feet
	Theater	1 per 4 seats
Self-service Storage	Site design and landscaping of paved areas required	None ³
Vehicle and equipment sales	Parking based on the sum of parking requirements for components	
Vehicle Service, Limited		6 per service bay
Gasoline Sales		1 per 250 square feet
Vehicle Service, Limited		6 per service bay
Video Sales/Rental		1 per 200 square feet
Other Uses		
Community Services Parks and Open Areas Cemetery Safety Service Schools	Refer to "Unique Characteristics" following this table	
Unlisted uses Home Occupation Kennel Laundry or Self-serve Laundry	To be determined by the planning commission under conditional use permit procedures (Ord., 1-22-2002)	
Religious Institutions		1 per 4 persons of maximum capacity ¹
Utilities, Basic	Excluding park 'n' ride facilities ²	None
Agriculture		None
Telecommunications Facilities	Offices and Studios	1 Per 300 square feet
	Transmission Facilities	1 space or as specified in permit

- 1 Parking may be increased for religious institutions that are found by the city to generate vehicle traffic in higher volumes than typical religious institutions.
- 2 Park n' ride facilities shall be developed in conformance with parking design and landscaping requirements
- 3 If office areas are provided, parking must be established for the office use; no use conversion to other than storage shall be permitted without appropriate parking being provided in numbers of spaces, design of the parking facility and landscaping.

2. Off-street Parking for Land Uses with Unique Parking Requirements and uses which have widely varying parking demand characteristics, make it impossible to specify a single off-street parking standard. Uses found by the City to have unique parking requirements shall comply with the provisions of this subsection.

- a. A developer proposing to develop or expand a land use with unique parking requirements shall submit a parking study that provides justification for the number of off-street parking spaces proposed.
- b. The City and City Engineer shall review this study and any other traffic engineering and planning data relevant to the establishment of an appropriate off-street parking standard for the proposed use.
- c. A parking study shall include estimates of parking demand based on recommendations of the Institute of Traffic Engineers (ITE), or other acceptable estimates as approved by the City, and should include other reliable data collected from uses or combinations of uses that are the same as or comparable with the proposed use. Comparability will be determined by density, scale, bulk, area, type of activity, location, or parameters of the use that may be estimated to parking requirements.
- d. The study shall document the source of data used, and methods used to develop the recommendations. After reviewing the parking study, the City and City Engineer shall establish a minimum off-street parking standard for the proposed use.

E. Rules for Computing Requirements. The following rules apply when computing off-street parking and loading requirements:

1. Multiple Uses: Lots containing more than one use shall provide parking in an amount equal to the total of the requirements for all uses. The city may award a reduction of not more than fifteen percent when it can be found that the uses within the business share general customer traffic.
2. Fractions: When measurements of the number of required spaces result in fractions, any fraction of one-half or less will be disregarded and any fraction of more than one-half will be rounded upward to the next highest whole number.
3. Area Measurements: Unless otherwise specifically noted, all square footage-based parking and loading standards are to be computed based on gross floor area.
4. Occupancy-based Standards: For the purpose of computing parking requirements based on employees, students, residents or occupants, calculations shall be based on the largest number of persons working on

any single shift, the maximum enrollment or the maximum fire-rated capacity, whichever is applicable and whichever results in the greater number of spaces.

5. Unlisted Uses: Upon receiving a development application for a use not specifically listed in an off-street parking schedule, the City shall apply the off-street parking standard specified for the listed use that is deemed most similar to the proposed use or require a parking study in accordance with 10-14-1.D.2 of this chapter.

- F. Parking for Residences with Occupancy by Co-housing. Multi family dwelling units used for co-housing: When a dwelling unit, whether single family dwelling or multi family dwelling, is to be occupied on a co-housing basis, the property owner shall provide one conforming parking space per occupant of the dwelling unit. Occupancy of the dwelling or dwellings shall be limited by the number of conforming parking spaces provided. The City may require verification of a parking enforcement program, the use of parking permits, or other parking management programs in order to maintain compliance with this requirement.

- G. Maximum Number of Parking Spaces. The number of parking spaces specified in this chapter shall not be exceeded by an amount of more than twenty-five percent of the minimum without approval by the City.

- H. Vehicle Stacking Capacity in Drive-through Lanes. Based on specific site requirements and business operations, the following table (10-14-1-2) shall be used as a guide for the recommended stacking capacity:

Table 10-14-1-2: Stacking Capacity Guide		
Activity Type	Minimum Stack	Measured From
Bank teller lane	3 per lane	Teller or Window
Automated teller machine	3 per machine	Teller
Restaurant drive through	8	Order Box
Car wash stall, automatic	6	Entrance
Car wash stall, self-service	1	Entrance
Other	Determined by City Engineer based on Traffic Study	
Convenience store drive through	Prohibited	
Gasoline pump island	30 feet from each end of pump island	

- I. Standards for Design and Layout Apply to all Drive Through Facilities: Required stacking spaces are subject to the following design and layout standards:
 1. Stacking space shall be a minimum of 8 feet wide by 16 feet long in size,
 2. Stacking spaces shall not impede on- or off-site traffic movements or movements into or out of off-street parking spaces,

3. Stacking spaces shall be separated from other internal driveways with raised medians, as deemed necessary by the City Engineer for traffic movement and safety.

10-14-2: OFF-STREET RESIDENTIAL PARKING

Off-street parking on lots and parcels of land having a frontage on a public street shall be controlled as follows:

- A. All parking in residential zones shall be on the same lot or parcel with the main building.
- B. Single-Family Dwelling Units: Single-family dwelling unit (detached or attached) parking shall be provided in a private garage, or in an area properly located for a future garage.
- C. Number: Access shall be by not more than two (2) driveways from any one street, or an adjacent side street on a corner lot;
- D. Width: In residential zones, driveway approaches shall be not more than twenty-eight feet (28') in width and shall be a minimum of six feet (6') from property line; (1-2016, 3-22-16) (6-2016, 9-27-16)
- E. Distance in Intersection: On corner lots, no driveways shall be less than fifteen feet (15') to the point of intersection of the front property line with the side property line which abuts upon a street;
- F. Curb or Fence may be Required: Where there is no existing curb and gutter or sidewalk, a curb or fence may be required by the city. (Ord., 1-22-2002)
- G. Storage of Commercial Vehicles in Residential Zones Prohibited: The storage and/or continuous parking of trucks having a rated capacity of greater than one ton, and construction equipment such as bulldozers, graders, compressors, etc., shall not be permitted in any residential zone; provided, that construction equipment may be stored on a lot during construction of a building thereon for less than one year. Trucks and equipment parked in the required setbacks on residential lots for more than three (3) consecutive days in any one month are prohibited. (Ord., 1-22-2002)

10-14-3: STREET AND ROADWAY STANDARDS

Motor vehicle access to a commercial parcel or lot shall be as follows:

- A. Number: Access shall be by not more than two (2) roadways for each one hundred feet (100') of frontage on any street and in no event, shall the width of such roadways exceed fifty percent (50%) of the entire street frontage.
- B. Distance to Another Roadway: No two (2) roadways shall be closer to each other than twenty feet (20') and no roadway shall be closer to a side property line than two feet (2').
- C. Width: Each roadway or driveway shall not be more than thirty feet (30') in width, measured at right angle to the centerline of the roadway or driveway, except as increased by permissible curb return radii.

- D. Distance to Intersection: No roadway shall be closer than thirty feet (30') to the point of intersection of two (2) property lines at any corner as measured along the property line, and no roadway shall extend across such extended property line. (Ord., 1-22-2002)

10-14-4: PARKING LOT REQUIREMENTS

- A. Onsite parking in commercial and residential planned unit developments shall be required to provide adequate parking onsite or by an approved alternative parking plan. (6-2022, 6-21-22)
- B. Location of Parking: When parking is located between the building and the street, landscaped separations between the right-of-way and the parking shall be required in conformance with Chapter 10-15-8 as shown in Figure 10-15-8a. Within the commercial and residential planned unit development zones, the City may reduce setback requirements if parking is not located between the building and the right-of-way. (6-2022, 6-21-22)
- C. Parking Lot Design: Parking lots and parking spaces shall be designed and maintained in conformance with the standards shown in Figure 10-14-3-1.

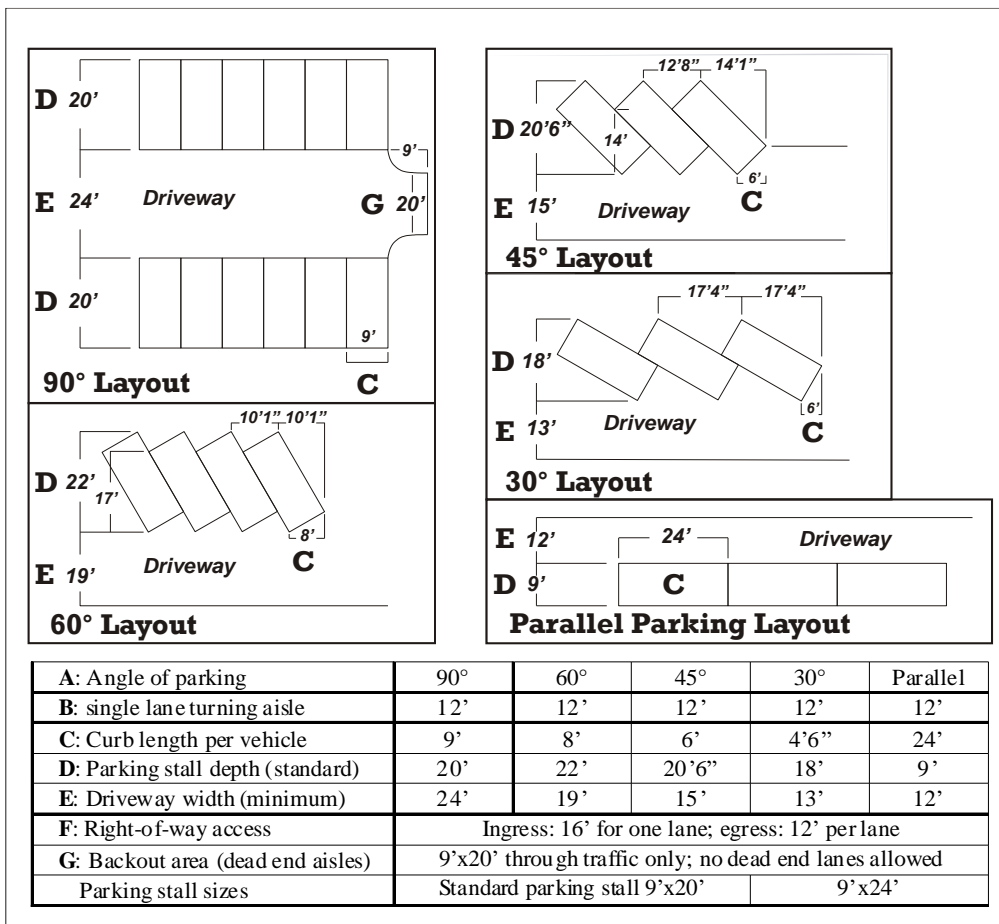


Figure 10-14-3-1: Parking Lot Specifications and Dimensions

- D. All parking for commercial and residential planned unit developments must be designated properly by painted lines or other approved methods. (6-2022, 6-21-22)

- E. Parking for People with Disabilities: Off-street parking for persons with disabilities shall be provided in accordance with the Americans with Disabilities Act (ADA) and the Uniform Federal Accessibility Standards. In addition, parking for the disabled shall be provided at all occupancies where access by ramp or elevator is specified in the international building code (IBC). Minimum design, sign and identification of disabled parking spaces shall be as designated in the IBC. No parking shall be allowed in setbacks. (Ord., 1-22-2002; and. 2005 Code)
- F. Snow Storage: A snow storage plan is required and shall be noted on the final plat. (2-2019, 5-28-19)

10-14-5: ALTERNATIVE PARKING PLAN

An Alternative Parking Plan is a proposal to meet vehicle parking needs by means other than providing parking spaces onsite in accordance with the ratios established in this chapter. Proponents who wish to provide fewer off-street parking spaces than required shall secure approval of an Alternative Parking Plan, in accordance with the standards of this section.

- A. Procedures
 - 1. Plan Contents. Alternative Parking Plans shall be submitted in a form established by the Planning Commission. At a minimum, such plans shall detail the type of alternative proposed and the rationale for such a proposal. Plans shall be prepared by a professional appropriately licensed by the State of Utah.
 - 2. Review and Approval: Alternative Parking Plans for off-street parking spaces require review and action by the City.
 - 3. Recordation of Approved Plans: A copy of an approved Alternative Parking Plan shall be submitted by the City to the County Recorder's office for recordation. An Alternative Parking Plan may be amended by following the same procedure required for the original approval.
- B. Off-Site Parking: Required parking may be located offsite, if approved as a part of an Alternative Parking Plan and in compliance with all of the following standards:
 - 1. Ineligible Activities: Off-site parking may not be used to satisfy parking for restaurants, convenience stores or other convenience-oriented uses. Required parking spaces reserved for persons with disabilities may not be located offsite.
 - 2. Location: Offsite parking spaces may not be separated from the use served by a street right-of-way with a width of more than 80 feet, unless a grade separated pedestrian walkway or other traffic control, or safety device is provided.
- C. Agreement for Off-site Parking: Off-site parking requires a written agreement that shall run with the land, and which shall be recorded. A signed, notarized copy of the agreement between the owners of record shall be submitted to the City for review and approval. Recordation of the agreement shall take place prior to the issuance of a building permit for any use to be served by the

Off-site parking area. An Off-site parking agreement may be revoked only if required off-street parking spaces are provided in conformance with the provisions of this chapter.

- D. Shared Parking: Developments or uses with different operating hours or peak business periods may share off-street parking spaces if approved as part of an Alternative Parking Plan and if the shared parking complies with all the following standards.
1. Shared Parking Study: A parking study prepared by a professional appropriately licensed by the State of Utah shall be submitted to the City that clearly demonstrates the feasibility of shared parking. At a minimum, the study shall address the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces.
 2. Agreement for Shared Parking: A shared parking agreement shall be enforced through written agreement among all owners of record. A signed, notarized copy of the agreement between the owners of record shall be submitted to the City for approval prior to recordation. Recordation of the agreement shall take place prior to the issuance of a building permit for any use to be served by the Off-site parking area. A shared parking agreement may be revoked only if required off-street parking spaces can be otherwise provided, in conformance with the provisions of this chapter.

10-14-6: USE OF PARKING AREAS FOR TEMPORARY EVENTS AND SALES

- A. A portion of a parking lot that allows at least seventy-five percent of the remaining legal parking spaces to be used for parking in conformance with the standards of this chapter may be set aside for purposes of a temporary event, such as a "tent sale," "sidewalk/parking lot sale," or other permitted activity. These events may not exceed seven consecutive days in length and may not occur more than once each calendar quarter.
- B. The property owner and operator of the licensed business at the location are jointly responsible for ensuring that events blocking parking lots do not result in unsafe traffic or circulation conditions and ensures that there is adequate fire and emergency vehicle access. The Sheriff, Fire Chief or their designee may order the event cancelled and removed without hearing or notice if found that the arrangement of the temporary event or sale interferes with safe flow of traffic or emergency vehicle access to a site.
- C. The property owner of the business licensed at the site, and entity responsible for the event are jointly responsible for ensuring there is adequate parking at the event site. Parking arrangements may be made for use of adjoining or nearby parking areas within a 300-foot radius, but a copy of the agreements shall be in writing and filed with the City at least 2 working days prior to the event. (1-2015, 6-23-15)

10-14-7: USE OF PARKING AREAS BY TEMPORARY VENDORS

Temporary long-term use of a parking lot for a vendor (example and not limited to: Christmas trees, fireworks, snow cone sales, ice cream sales, seasonal food sales) that will be located in the parking lot for more than seven consecutive days may be permitted by the city provided that a copy of a written agreement for use of the parking area is submitted to the city prior to the establishment of the use.

- A. A site plan showing the location of the facility and an indication of the total number of existing spaces in the parking lot and parking to be removed by the vendor shall be submitted to the City.
- B. Depending on the design of the parking area and location of the long-term vendor, the city may require parking spaces in the area of the vendor to be restriped for purposes of providing parking or accommodating safe traffic flows.
- C. In no case shall a long-term vendor be permitted to remove more than five percent of the subject property's parking spaces from general usage.
- D. The use of undeveloped sites for parking or sales by temporary vendors shall be prohibited. (1-2015, 6-23-15)

10-14-8: ON-STREET PARKING

Individuals may park licensed passenger vehicles upon any city street, except where and when prohibited:

- A. By state law (ref Title 41-6a-1401, 41-6a-1402, 41-6a-1403)
- B. By applicable city ordinance or resolution
- C. By signage or street markings prohibiting parking
- D. For longer than 48 consecutive hours in the same location
- E. It shall be unlawful to park any vehicle on any public street from November 15th through March 15th during the hours of four o'clock (4:00) a.m. to twelve o'clock (12:00) p.m. noon. (4-2013, 10-24-13)

10-14-9: MISCELLANEOUS PARKING ORDINANCE

- A. Parking for bicycles shall be provided as follows:
 - 1. Multiple dwelling structures: Storage areas capable of securing and holding two bicycles per each dwelling unit shall be provided. Bike racks are acceptable.
 - 2. Commercial businesses: One bicycle parking space with a fixed mount capable of accommodating locking bicycle storage shall be provided for each five parking spaces with a minimum of two. Parking lots with more than 50 parking spaces shall provide bicycle parking on a ratio of one lockable space per ten parking spaces.

- B. Cart corrals or similar facilities shall not be permitted to replace required parking. New development shall identify cart corral or collection areas on the site plan.

10-14-10: TEMPORARY OFF-STREET PARKING

- A. Temporary off-street parking may be allowed in the commercial zone in an approved parking facility meeting the following minimum standards for a period of 12 months, beginning on a date agreed upon at the time of approval or, as extended by the Planning Commission (up to an additional six (6) months). At the conclusion of the approved period, the parking area shall be vacated and restored to its previous condition, a condition agreed to by the City Council or fully developed as a hard surface parking lot in accordance with city ordinance.
- B. Temporary parking lots are not allowed as part of an overall development plan.
- C. Temporary parking lots shall comply with setback requirements.
- D. Temporary parking facilities are not intended to include accessible parking meeting ADA requirements. ADA parking shall be provided as part of primary and permanent parking facilities.
- E. Minimum improvements that must be in place for a property to be utilized as a temporary parking lot are:
 - 1. Provide a safe and drivable entry via a finished curb cut where curb and gutter exist, or by a paved approach to the right of way line where no curb and gutter exist. The access shall meet the requirements of Section 10-14-3 Street and Roadway Standards.
 - 2. Provide surface grading such that storm water does not pond on the parking area or travel way of the facility.
 - 3. Incorporate a storm water handling plan and grading plan such that storm runoff is collected and detained or retained on-site. The storm water plan shall provide sediment and erosion control to minimize sediment discharge from the site.
 - 4. Provide a stabilized entry to the temporary parking facility such that tracking of sediment to public streets is prevented. The stabilized entry shall be maintained/cleaned/replaced as necessary to prevent tracking.
 - 5. Provide a stable parking section for the intended use. Possible temporary surfaces may include but are not limited to compacted road base, recycled concrete, furnace slag, or crushed gravel. The surface material shall be approved prior to installation and may require a test section as part of the approval process.
 - 6. Parking lot lighting shall be provided to meet industry standards for outdoor lighting of the intended use. (5-2014, 8-26-14)