



**Chapter 21A.44: *Off Street Parking,
Mobility, and Loading***
May 2019

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

21A.44.010 Purpose¹

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

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

21A.44.020 Applicability

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

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

1. New Development²

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

¹ Replaces current 21A.44.010.A. The current purpose statement is very broad, so we have introduced new language including content from current 21A.44.050 to provide a more specific purpose statement.

² We did not carry forward 21A.44.010.D or the last sentence of 21A.44.010.C, these standards were repetitive with other standards of this chapter.

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21A.44.020 Applicability

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

2. Expansion of Use or Structure³

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

- a. One or more additional dwelling units is created; or
- b. The addition to or expansion of one or more structures or uses that, when considered together with any other expansions during the previous two-year period, would increase the total usable floor area of the structure(s) by more than twenty-five percent (25%); or
- c. The addition to or expansion of one (1) or more structures or uses that requires conditional use permit approval.

3. Change of Use⁴

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

4. Exemptions from Parking Requirements

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

- a. Lots created prior to April 12, 1995 that are less than five thousand (5,000) square feet in lot area, except those being used for single-family, two-family, and twin home dwelling uses;⁵

³ Replaces current 21A.44.010.B. This new language establishes specific thresholds for when an expansion would trigger the need to bring the site into conformance with this chapter. The current standard requires compliance as a result of any expansions – large or small. Allowing expansions up to 25 percent without triggering parking or loading improvements promotes reinvestment. Measuring expansions over a two-year window will help prevent property owners from attempting to bypass the standards through completing several small expansions. Any expansion project requiring a Conditional Use Permit would also be required to comply with this chapter, which is a new requirement. The 25 percent figure is consistent with thresholds established in 21A.26.040.C and 21A.31.020.C.

⁴ Replaces current 21A.44.010.C, reworded for clarity and grammatical consistency. Current language exempts the D-1, D-2, and D-3 zoning districts from this requirement; we propose expanding this exemption to all properties within the Urban Center Context and the Transit Center Context.

⁵ Replaces current 21A.44.030.C. This exemption currently applies to nonresidential uses requiring the fewest number of parking spaces on lots smaller than 1,000 square feet within commercial districts and the D-2 and D-3 zoning districts. The exemption is now expanded to apply citywide to all uses on lots (other than single-family or two-family dwellings) that are smaller than 5,000 square feet.

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21A.44.030 Calculation of Parking

B Location and Design^{6F}

- b. Expansions or enlargements that increase the square footage of usable floor area of an existing structure or parking requirements for the use by twenty-five percent (25%) or less, provided that existing off street parking and loading areas are not removed.⁶

B. Location and Design⁷

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

21A.44.030 Calculation of Parking

A. Generally

1. All parking and loading requirements that are based on square footage shall be calculated on the basis of usable floor area of the subject use, unless otherwise specified in Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*.
2. Parking spaces shall not be counted more than once for required off-site, shared, and/or alternative parking plans, except where the development complies with off-site, shared, and/or alternative parking standards.⁸
3. Parking spaces designed or designated exclusively for motorcycles, scooters, and other two wheeled vehicles shall not count toward the number of minimum required or maximum allowed off street parking spaces.⁹
4. Parking spaces intended for storage of business vehicles, such as fleet vehicles, delivery vehicles, or vehicles on display associated with sales or rental shall not count toward the number of minimum required or maximum allowed off street parking spaces unless otherwise stated in Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*.¹⁰
5. Parking spaces designed or designated exclusively for recreational vehicles shall not count toward the number of minimum required or maximum allowed off street parking spaces.¹¹
6. When calculations of the number of required off street parking spaces for vehicles or bicycles result in a fractional number, any fraction of 0.5 or larger shall be rounded up to the next higher whole number.¹² Calculations for more than one use in a project shall be calculated for each individual use and may be rounded individually and added, or added then rounded as determined by the applicant.

⁶ New exemption.

⁷ New, to reflect current practice.

⁸ From current 21A.44.040.B.5.b(4), made generally applicable.

⁹ From current 21A.44.030.A(3)(c).

¹⁰ Replaces 21A.44.030.A(3)(d) exempting business-related vehicles from counting toward required parking stalls. The Minimum-Maximum Parking Table establishes minimums for some uses that have business vehicles (fleet vehicles or delivery vehicles) stored on-site.

¹¹ From current 21A.44.020.J(1)(a). Re-worded for clarity and grammatical consistency.

¹² From current 21A.44.030.A(3)(b). Re-worded for clarity and grammatical consistency.

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B Unlisted Uses^{12F}

7. Lots containing more than one (1) use may provide parking and loading based on the shared parking calculations in section 21A.44.050.B: *Shared Parking*.

B. Unlisted Uses¹³

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

1. Apply the minimum or maximum off street parking space requirement specified in Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*, for the listed use that is deemed most similar to the proposed use as determined by the Planning Director based on operating characteristics, the most similar related occupancy classification, or other factors related to potential parking demand determined by the Director.
2. Apply a minimum parking requirement of three (3) spaces per one thousand (1,000) square feet of usable floor area for the use and a maximum parking allowance of five (5) spaces per one thousand (1,000) square feet of useable floor area for the use.¹⁴
3. Establish the minimum off street parking space and loading requirements based on a parking study prepared by the applicant according to Section 21A.44.050.H.

21A.44.040 Required Off Street Parking¹⁵

A. Minimum and Maximum Parking Spaces Required¹⁶

1. Unless otherwise provided in this Code, each development or land use subject to this chapter pursuant to Section 21A.44.020 shall provide at least the minimum number, and shall not provide more than the maximum number, of off street parking spaces required by Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*.
2. A parking standard shown in Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*, is not an indication of whether the use is allowed or prohibited in the respective zoning district or context area. See Chapter 21A.33: *Land Use Tables* for allowed and prohibited uses.¹⁷
3. The maximum parking limit does not apply to parking provided in parking garages, stacked or racked parking structures, or to off-site parking that complies with all other requirements of this title.¹⁸
4. The maximum parking limit does not apply to properties in the M-1, M-2, BP, or Airport zoning districts that are located west of the centerline of Redwood Road.¹⁹

¹³ Replaces current 21A.44.030.B.

¹⁴ This replaces the current standard in 21A.44.030.G(1) establishing a parking standard for "all other uses." In addition to a minimum requirement, we have included a parking maximum standard of 5 spaces per 1,000 sqft usable floor area.

¹⁵ We did not carry forward current 21A.44.030.H(1) related to the calculation of maximum parking spaces. This information has been integrated into the Off street Parking Requirements Table and throughout the text of this chapter.

¹⁶ Replaces 21A.44.030.G(1), 21A.44.030.A(1), 21A.44.030.A(2), 21A.44.030.E, reworded for clarity and grammatical consistency.

¹⁷ New.

¹⁸ Revised to clarify that the waiver of maximum parking limits are intended for all parking garages and not just those that serve multiple parcels or uses.

¹⁹ From current 21A.44.070.H(2).

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A Minimum and Maximum Parking Spaces Required^{15F}

5. If a conditional use is approved by the Planning Commission in accordance with Chapter 21A.54: *Conditional Uses*, and the conditional use approval states a different parking requirement than that required by this Chapter 21A.44, and is determined necessary to mitigate a detrimental impact, then the parking requirement in the conditional use approval shall apply.²⁰
6. All uses with vehicle stacking and/or drive-through facilities shall comply with Section 21A.44.080: *Drive-Through Facilities and Vehicle Stacking Areas*, in addition to the requirements of Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*.
7. All uses with outdoor sales, display, leasing, and/or auction areas shall also provide one-half (1/2) parking space and no more than two (2) parking spaces per one thousand (1,000) sq. ft. of outdoor sales, display, leasing, and/or auction area. This additional parking shall not count toward the maximum allowed per Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*, when a maximum is specified.

²⁰ New.

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

Commentary:

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

Parking Minimums

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

Parking Maximums

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

RLUIPA

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

Context Approach²¹

Salt Lake City has a wide variety of development contexts that make any single approach to minimum and maximum parking requirements ineffective. The parking demand for a downtown area served by transit will be much lower than a downtown adjacent neighborhood or suburban shopping center. To ensure that minimum and maximum parking requirements reflect the built context (and future built context) of the area, we created four distinct "context areas", and then tailored minimum and maximum parking standards to each. The *Minimum and Maximum Off Street Parking Table* below lists the specific zoning districts included in each context area. The following is a brief narrative introducing each context area:

²¹ Although this may have been intended to be included to present the changes only, we feel it would important to include with the actual ordinance.

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

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

DU = dwelling unit sq. ft. = square feet

Land Use	Minimum Parking Requirement				Maximum Parking Allowed
	General Context	Neighborhood Center Context	Urban Center Context	Transit Context ²²	
	All zoning districts not listed in another context area	RB, SNB, CB, CN, CSHBD2, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE	D-2, MU, R-MU, TSA-T, CSHBD1	D-1, D-3 D-4, G-MU, TSA-C, UI, FB-UN2, FB-SC	
Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Residential Uses					
Household Living²³					
Artists' loft/studio	1.5 spaces per DU	1 space per DU	0.5 spaces per DU	No Minimum	No Maximum
Manufactured home	2 spaces per DU	1 space per DU	0.5 spaces per DU	0.5 spaces per DU	All Contexts: 4 spaces, not including recreational vehicle parking spaces ²⁴
Mobile home					
Single-family (attached)					
Single-family (detached)					
Single-family detached (cottage development building form only)					
Twin home					
Twin home and two-family					
Two-family					

²² Although the Transit Context standard is almost always "No Minimum" we think it is good to include this column so the reader can understand the spread of the four context, and so that if (in the future) Council decides that some of the uses should have parking requirements in the Transit Context this table does not need to be revised to include those standards.

²³ Did not include "mixed use development" or "mixed use developments including residential and other uses allowed in the zoning district" in this table. The parking requirements for these uses are calculated based on the land uses occupying the structure(s).

²⁴ From current 21A.44.020.G.4.

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Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Multi-family	Studio: 1 space per DU 1 bedroom: 1.25 spaces per DU 2+ bedrooms: 1.5 spaces per DU	Studio: 0.5 spaces per DU 1+ bedrooms: 1 space per DU	Studio: No Minimum 1 bedroom: 0.5 space per DU 2+ bedrooms: 1 space per DU	No Minimum	All Contexts: Studio & 1 Bedroom: 2 spaces per DU 2+ bedrooms: 3 spaces per DU
Group Living					
Assisted living facility	1 space for each 6 infirmary or nursing home beds; plus 1 space for each 4 rooming units; plus 1 space for each 3 DU See Table Note A		1 space for each 8 infirmary or nursing home beds; plus 1 space for each 6 rooming units; plus 1 space for each 4 DU See Table Note A	No Minimum	No Maximum
Nursing care facility					
Eleemosynary facility					
Group home	1 space per 4 persons design capacity; See Table Note A	1 space per 6 persons design capacity; See Table Note A	1 space per 4 persons design capacity; See Table Note A	No Minimum	All Contexts: 1 space per 3 persons design capacity; See Table Note A
Residential support					
Dormitory, fraternity, sorority	1 space per 2 persons design capacity	1 space per 3 persons design capacity	1 space per 4 persons design capacity	No Minimum	All Contexts: 1 space per 1 persons design capacity
Rooming (boarding) house	1 space per 2 guest rooms	1 space per 3 guest rooms	1 space per 4 guest rooms	No Minimum	No Maximum
Single room occupancy	0.5 spaces per DU		0.25 spaces per DU	No Minimum	No Maximum
Public, Institutional, and Civic Uses²⁵					
Community and Cultural Facilities					
Art gallery					
Studio, Art					
Exhibition hall					
Museum					
Crematorium	2 spaces per 1,000 sq. ft.			No Minimum	No Maximum

²⁵ Special provision for one-off prosecutorial and legal services facility was not carried forward as unnecessary.

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Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Daycare center, adult			1 spaces per 1,000 sq. ft.		
Daycare center, child					
Homeless resource center					
Library					
Community correctional facility,	3 spaces per 1,000 sq. ft.	2.5 spaces per 1,000 sq. ft.			
Community recreation center					
Jail					
Government facility	3 spaces per 1,000 sq. ft. of office area		1 spaces per 1,000 sq. ft. of office area	No Minimum	No Maximum
Social service mission and charity dining hall	2 spaces per 1,000 sq. ft. of office area, plus 1 space per service vehicle		1 space per 1,000 sq. ft. of office area, plus 1 space per service vehicle	No Minimum	No Maximum
Club/lodge	1 space per 6 seats in main assembly area	1 space per 8 seats in main assembly area	1 space per 10 seats in main assembly area	No Minimum	All Contexts: 1 space per 4 seats in main assembly area
Meeting hall of membership organization					
Convent/monastery	1 space per 4 persons design capacity	1 space per 6 persons design capacity	1 space per 8 persons design capacity	No Minimum	No Maximum
Funeral home	1 space per 4 seats in main assembly area	1 space per 5 seats in main assembly area	1 space per 6 seats in main assembly area	No Minimum	Urban Center and Transit Center Context: 2 spaces per 4 seats in main assembly areas Neighborhood Center and General Context: No maximum
Place of worship ²⁶				No Minimum	All Contexts:

²⁶ The federal Religious Land Use and Institutionalize Persons Act (RLUIPA) requires that zoning standards applied to religious uses not be more restrictive than those applied to similar secular assembly uses. Traditionally, that comparison includes clubs, social clubs, and meeting halls, so we have aligned the parking standards for those named uses. To our knowledge zoning standard for religious uses have not yet been compared to theater and other places of commercial entertainment (rather than social meeting/assembly) so we have not aligned the parking requirements for religious uses and commercial entertainment. However, the courts could make such a comparison in the future. If the City wants to revise parking standards for clubs, social clubs, or meeting

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Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
	1 space per 6 seats or 1 space per 300 sq. ft., whichever is less	1 space per 8 seats or 1 space per 400 sq. ft., whichever is less	1 space per 10 seats or 1 space per 500 sq. ft., whichever is less		1 space per 3.5 seats or 1 space per 200 sq. ft., whichever is greater
Fairground	See Table Note B				No Maximum
Philanthropic use	See Table Note B				All Contexts: 2 spaces per 1,000 sq. ft. of office, plus 1 space per 6 seats in assembly areas
Zoological park	See Table Note B				No Maximum
Ambulance service	No Minimum				
Cemetery					
Plazas					
Park					
Open space					
Educational Facilities					
College and university	2 spaces per 1,000 sq. ft. office, research, and library area, plus 1 space per 6 seats in assembly areas	1 space per 1,000 sq. ft. office, research, and library area, plus 1 space per 10 seats in assembly areas		No Minimum	All Contexts: 4 spaces per 1,000 sq. ft.
K - 12 private	Elementary or Middle: 1 space per 20 students design capacity High Schools: 1 space per 8 students design capacity				
K - 12 public					
Dance/music studio	3 spaces per 1,000 sq. ft.	2.5 spaces per 1,000 sq. ft.	1 space per 1,000 sq. ft.		
Music conservatory					
Professional and vocational					
Professional and vocational (with outdoor activities)					
Seminary and religious institute					
Healthcare Facilities					

halls from those in this table, it needs to ensure that those changes do not allow lower minimums, or higher maximums, to the secular uses.

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Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Clinic (medical, dental)	4 spaces per 1,000 sq. ft.		1 space per 1,000 sq. ft.	No Minimum	6 spaces per 1,000 sq. ft.
Blood donation center	3 spaces per 1,000 sq. ft.		1 space per 1,000 sq. ft.		Transit and Urban Center Context: 3 spaces per 1,000 sq. ft.
Hospital					Neighborhood Center and General Context: 6 spaces per 1,000 sq. ft.
Hospital, including accessory lodging facility	1 space per 3 patient beds design capacity		1 space per 2 patient beds design capacity		All Contexts: 1 space per 2 patient beds design capacity
Commercial Uses					
Agricultural and Animal Uses					
Greenhouse	2 spaces per 1,000 sq. ft.		1 space per 1,000 sq. ft.	No Minimum	Transit and Urban Center Context: 2 spaces per 1,000 sq. ft.
Kennel					
Pound					
Veterinary office					
Cremation service, animal	1 space per 1,000 sq. ft.				Neighborhood Center and General Context: No Maximum
Kennel on lots of 5 acres or larger					
Poultry farm or processing plant					
Raising of furbearing animals					
Slaughterhouse	No Minimum				
Agricultural use					
Community garden					
Farmer's market					
Grain elevator					
Pet cemetery					
Stable					
Stockyard					
Urban farm					
Botanical garden	See Table Note B				

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

21A.44.040 Required Off Street Parking^{14F}

A Minimum and Maximum Parking Spaces Required^{15F}

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

DU = dwelling unit sq. ft. = square feet

Land Use	Minimum Parking Requirement				Maximum Parking Allowed
	General Context	Neighborhood Center Context	Urban Center Context	Transit Context ²²	
	All zoning districts not listed in another context area	RB, SNB, CB, CN, CSHBD2, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE	D-2, MU, R-MU, TSA-T, CSHBD1	D-1, D-3 D-4, G-MU, TSA-C, UI, FB-UN2, FB-SC	
Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Recreation and Entertainment					
Auditorium	1 space per 4 seats in assembly areas	1 space per 6 seats in assembly areas	1 space per 8 seats in assembly areas	No Minimum	All Contexts: 1 space per 3 seats in assembly areas
Theater, live performance					
Theater, movie					
Amphitheater	See Table Note B				
Athletic Field					
Stadium					
Tennis court (principal use) ²⁷	2 spaces per court		No Minimum	No Minimum	Transit and Urban Center Context: 2 spaces per court or lane Neighborhood Center and General Context: No Maximum
Bowling	2 spaces per lane				
Convention center	1 space per 1,000 sq. ft.			No Minimum	All Contexts: 3 spaces per 1,000 sq. ft.
Swimming pool, skating rink or natatorium					
Health and fitness facility	2 spaces per 1,000 sq. ft.		1 space per 1,000 sq. ft.	No Minimum	All Contexts: 4 spaces per 1,000 sq. ft.
Performing arts production facility					
Reception center					
Recreation (indoor)	3 spaces per 1,000 sq. ft.	2 spaces per 1,000 sq. ft.			
Recreational vehicle park (minimum 1 acre)	1 space per designated camping or RV spot				No Maximum
Amusement park	See Table Note B				
Recreation (outdoor)	See Table Note B				
Food and Beverage Services					
Brewpub	Indoor tasting/seating area: 2 spaces per 1,000 sq. ft.; Outdoor tasting/seating area:		Indoor tasting/seating area:	No Minimum	Transit and Urban Center Context: 5 spaces per 1,000

²⁷ Land use name slightly modified from 21A.33 to clarify this applies to primary uses.

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Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Restaurant	2 spaces per 1,000 sq. ft. ²⁸		2 spaces per 1,000 sq. ft.; Outdoor tasting/seating area: 1 space per 1,000 sq. ft.		sq. ft indoor tasting/seating area Neighborhood Center and General Context: 7 spaces per 1,000 sq. ft. indoor tasting/seating area All Contexts: Outdoor tasting/seating area: 4 spaces per 1,000 sq. ft.
Tavern					All Contexts: 1 space per 4 seats in main assembly area, or 1 space per 200 sq. ft., whichever is greater
Social club	1 space per 6 seats in main assembly area, or 1 space per 300 sq. ft., whichever is less	1 space per 8 seats in main assembly area, or 1 space per 400 sq. ft., whichever is less	1 space per 10 seats in main assembly area, or 1 space per 500 sq. ft., whichever is less	No Minimum	
Office, Business, and Professional Services					
Check cashing/payday loan business	2 spaces per 1,000 sq. ft.		1 space per 1,000 sq. ft.	No Minimum	General Context: 4 spaces per 1,000
Dental laboratory/ research facility					
Financial institution					
Research and laboratory facilities					
Office (excluding medical and dental clinic and office)	3 spaces per 1,000 sq. ft.	2 spaces per 1,000 sq. ft.			Neighborhood Center Context: 3 spaces per 1,000 Urban Center and Transit Center Contexts: 2 spaces per 1,000
Personal Services					

²⁸ The current minimum parking requirement for these use types is 2 spaces per 1,000 square feet of usable floor area and the maximum is 2.5 spaces per 1,000 square feet of useable floor area. This is significantly lower than national trends (between 7 and 10 spaces per 1,000 square feet). Indoor and outdoor seating areas are treated differently, as outdoor seating is seasonal and typically has fewer patrons than indoor seating. This may also incentivize developers to incorporate more outdoor seating options, which tends to enhance the pedestrian and user experience.

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

21A.44.040 Required Off Street Parking^{14F}

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Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6						
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7						
Photo finishing lab	No Minimum	No Minimum	1 space per 1,000 sq. ft.	No Minimum	Transit and Urban Center Contexts: 2 spaces per 1,000 sq. ft. Neighborhood Center and General Context: 3 spaces per 1,000 sq. ft.	
Electronic repair shop						
Furniture repair shop						
Upholstery shop						
Radio, television station	3 spaces per 1,000 sq. ft.	2 spaces per 1,000 sq. ft.	1 space per 1,000 sq. ft.			
Retail Sales²⁹						
Store, Convenience	3 spaces per 1,000 sq. ft.	2 spaces per 1,000 sq. ft.	1.5 spaces per 1,000 sq. ft.	No Minimum	Transit and Urban Center Contexts: 2 spaces per 1,000 sq. ft. Neighborhood Center: 3 spaces per 1,000 sq. ft. General Context: 5 spaces per 1,000 sq. ft.	
Auction, Indoor	2 spaces per 1,000 sq. ft.	1.5 spaces per 1,000 sq. ft.	1 space per 1,000 sq. ft.			Transit and Urban Center Contexts: 2 spaces per 1,000 sq. ft. Neighborhood Center: 3 spaces per 1,000 sq. ft. General Context: 4 spaces per 1,000 sq. ft.
Store, Department						
Fashion oriented development						
Flea market (indoor)						
Flea market (outdoor)						
Store, Mass merchandising						
Store, Pawn shop						
Store, Specialty						
Retail goods establishment						
Store, Superstore and hypermarket						
Store, Warehouse club						

²⁹ This table does not include "durable goods, furniture, appliances, etc." from 21A.44.030.G(1) as this is not a use type listed in 21A.33.

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21A.44.040 Required Off Street Parking^{14F}

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Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Retail shopping center over 55,000 sq. ft. usable floor area	Up to 100,000 sq. ft. : 2. spaces per 1,000 sq. ft. . Above 100,000 sq. ft. : sq. ft. 1.5 spaces per 1,000 sq. ft.		Up to 100,000 sq. ft. : 1.5 spaces per 1,000 sq. ft. . Above 100,000 sq. ft. : 1.25 spaces per 1,000 sq. ft.		Transit and Urban Center Contexts: up to 100,000 sq. ft.: 1.5 spaces per 1,000 sq. ft., above 100,000 sq. ft.: 1.25 spaces per 1,000 sq. ft. Neighborhood Center and General Context: Up to 100,000 sq. ft.: 3 spaces per 1,000 sq. ft., above 100,000 sq. ft.: 2.5 spaces per 1,000 sq. ft.
Plant and garden shop with outdoor retail sales area	2 spaces per 1,000 sq. ft.	1.5 spaces per 1,000 sq. ft.	1 space per 1,000 sq. ft.		Transit and Urban Center Contexts: 1.5 spaces per 1,000 sq. ft. Neighborhood Center: 2 spaces per 1,000 sq. ft. General Context: 3 spaces per 1,000 sq. ft.
Lodging Facilities					
Bed and breakfast	1 space per guest bedroom		0.5 spaces per guest bedroom	No Minimum	All Contexts: 1.25 spaces per guest bedroom
Hotel/motel					All Contexts: 1.5 spaces per guest bedroom
Vehicles and Equipment					
Vehicle Auction	2 spaces per 1,000 sq. ft. of office area plus 1 space per service bay		1 space per 1,000 sq. ft. of office area plus 1 space per service bay	No Minimum	No Maximum
Automobile part sales				No Minimum	All Contexts:

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

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

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

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21A.44.040 Required Off Street Parking^{14F}

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Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Processing center (indoor)	No Minimum				
Recycling					
Sign painting/ fabrication					
Studio, motion picture					
Welding shop					
Winery					
Woodworking mill					
Collection station					
Concrete and/or asphalt manufacturing					
Extractive industry					
Manufacturing, concrete or asphalt					
Refinery, petroleum products					
Storage and Warehousing					
Air cargo terminals and package delivery facility	1 space per 1,000 sq. ft. , plus 1 space per fleet vehicle generally stored on-site				No Maximum
Building materials distribution					
Flammable liquids or gases, heating fuel distribution and storage					
Package delivery facility					
Warehouse					
Warehouse, accessory to retail and wholesale business (maximum 5,000 square foot floor plate)					
Wholesale distribution					
Storage, self	2 spaces per 1,000 sq. ft. of office area, plus 1 space per 30 storage units	2 spaces per 1,000 sq. ft. of office			1 space for every 15 storage units
Contractor's yard/office	2 spaces per 1,000 sq. ft. of office area				3 spaces per 1,000 sq. ft. of office area
Rock, sand and gravel storage and distribution	No Minimum				No Maximum
Storage (outdoor)					
Storage and display (outdoor)					
Storage, public (outdoor)					
Public and Semi-Public Utility Uses					

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A Minimum and Maximum Parking Spaces Required^{15F}

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Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Utility: Building or structure	No Minimum				No Maximum
Antenna, communication tower					
Antenna, communication tower, exceeding the maximum building height in the zone					
Large wind energy system					
Solar array					
Utility: Electric generation facility					
Utility: Sewage treatment plant					
Utility: Solid waste transfer station					
Utility: Transmission wire, line, pipe or pole					
Wireless telecommunications facility					
Accessory Uses					
Accessory Dwelling Unit	See Section 21A.40.200: <i>Accessory Dwelling Units</i>				
Accessory guest and servant's quarter	1 space per DU			No Minimum	All Contexts: 4 spaces per DU
Living quarter for caretaker or security guard					2 spaces per 1,000
Retail, sales and service accessory use when located within a principal building	No Minimum				Neighborhood Center: 3 spaces per 1,000 sq. ft.
Retail, sales and service accessory use when located within a principal building and operated primarily for the convenience of employees					General Context: 4 spaces per 1,000 sq. ft.
Warehouse, accessory	0.5 spaces per 1,000 sq. ft. of warehouse/wholesale		No Minimum		No Maximum
Accessory use, except those that are otherwise specifically regulated elsewhere in this title	No Minimum				
Heliport, accessory					
Reverse vending machine					
Storage, accessory (outdoor)					

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B Electric Vehicle Parking^{29F}

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

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Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6 Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Temporary Uses					
Mobile food business (operation in public right-of-way)	No minimum, unless required by temporary use permit or as determined by the Zoning Administrator				No Maximum
Mobile food business (operation on private property)					
Mobile food court					
Vending cart, private property					
Vending cart, public property					
Farm stand, seasonal					
Table Notes: A. Facilities that are (a) occupied by persons who's right to live together is protected by the federal Fair Housing Act, and that (b) occupy a building originally constructed for another residential use shall have the same parking requirements as the residential use for which the building was constructed. B. Parking requirements to be determined by Transportation Director based on considerations of factors such as estimated facility use, vehicle traffic to the facility, transit use to the facility, potential traffic congestion, and likelihood of overflow parking in surrounding neighborhoods.					

B. Electric Vehicle Parking³⁰

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

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

³⁰ From current 21A.44.050.B(2). Reworded for grammatical consistency. Added language clarifying that these standards are calculated based on "on-site" parking provided, and not off-site.

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

21A.44.040 Required Off Street Parking^{14F}

C Accessible Parking^{30F}

C. Accessible Parking³¹

1. The number and design of accessible parking spaces shall be pursuant to the International Building Code (IBC) as adopted in the Salt Lake City Code and the Americans with Disabilities Act (ADA), as amended.
2. Parking areas with four (4) or fewer vehicle parking spaces are not required to identify an accessible parking space; however, if parking is provided, a minimum of one (1) parking space shall comply with the ADA standard dimensions.³²
3. The number of required accessible spaces shall be based on the total number of vehicle spaces provided to serve the principal uses, as shown below in *Table 21A.44.040-B: Accessible Parking Required*

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

D. Bicycle Parking³⁴

1. Applicability

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

2. Calculation of Minimum Required Bicycle Parking Spaces³¹

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

³¹ Replaces current 21A.44.020.D. Simplified language and table.

³² New.

³³ Table revised for clarity.

³¹ New- now calculated per unit or floor area, rather than as a percentage of total parking provided.

³⁴ From current 21A.44.050.B(3). Text on fractional spaces deleted because now covered by a general chapter standard.

Table 21A.44.040-C: Minimum Bicycle Parking Requirements* (Calculation of Bicycle Parking Spaces to be Provided per Residential Unit or Based on Usable Floor Area)				
Use	General Context	Neighborhood Center Context	Urban Center Context	Transit Context
		All zoning districts not listed in another context area	RB, SNB, CB, CN, CSHBD2, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE	D-2, D-3, MU, R-MU, TSA-T, CSHBD1
Residential Uses	1 per 5 units	1 per 4 units	1 per 3 units	1 per 2 units
Public, Institutional, and Civic Uses	1 per 10,000 sq. ft.	1 per 5,000 sq. ft.	1 per 5,000 sq. ft.	1 per 3,000 sq. ft.
Commercial Uses	1 per 20,000 sq. ft.	1 per 5,000 sq. ft.	1 per 4,000 sq. ft.	1 per 2,000 sq. ft.
Industrial Uses	No requirement	No requirement	No requirement	No Requirement
*For all uses: In determining the minimum number of bicycle parking spaces required, fractional spaces are rounded to the nearest whole number, with one-half counted as an additional space				

3. Building Expansions or Changes of Use

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

4. Secure/Enclosed Bicycle Parking

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

5. Existing Public Bicycle Parking Facilities

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

6. Accessory and Temporary Uses³⁵

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

21A.44.050 Alternatives to Minimum and Maximum Parking Calculations

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

³⁵ New, to reflect current practice.

A. Limitations on Adjustments to Minimum Required Parking³⁶

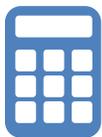
The adjustments listed in sections 21A.44.050.B through 21A.44.050.H may be used in any combination, but shall not be combined to reduce the minimum required parking established in Table 21A.44.040-A: *Minimum and Maximum Off Street Parking* by more than forty percent (40%).

B. Shared Parking³⁷

1. Shared Parking for Two or More Uses

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

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



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

³⁶ New.

³⁷ Replaces current 21A.44.040.B1 and Note 3 in Table 21A.44.030: *Schedule of Minimum Off Street Parking Requirements*. This new approach establishes reduction factors based on the land uses rather than the hours of operation (which is difficult to enforce and administer). The current distance requirement of 500 feet has been increased to 1,000 feet to reflect national trends and Salt Lake City's large block sizes.

Table 21A.44.050-A: Shared Parking Reduction Factors³⁸					
Property Use	Multi-Family Residential	Public, Institutional, or Civic	Food and Beverage, Recreation and Entertainment, or Lodging	Retail Sales	Other Non-Residential
Multi-Family Residential [1]					
Public, Institutional and Civic	1.1				
Food and Beverage, Recreation and Entertainment, or Lodging	1.1	1.2			
Retail Sales	1.2	1.3	1.3		
Other Non-Residential	1.3	1.5	1.7	1.2	

[1] Applies to multi-family residential, assisted living facility (large), group home (large), and residential support (large) uses

2. Documentation Required³⁹

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

C. Proximity to Transit⁴⁰

Required parking for a development located within one-quarter mile (when measured radially in a straight line from the subject property line) of a fixed transit station platform in the General Context and Neighborhood Center Context areas may be reduced by up to twenty-five percent (25%). This

³⁸ Replaces current 21A.44.040B Schedule of Shared Parking Table.

³⁹ Replaces current 21A.44.040.B1(c). Approval authority was previously “zoning administrator.” More general standards on required documentation will simplify administration and avoid continued monitoring of cooperation agreements over time. Current language requiring an agreement to be approved prior to issuance of a building permit is revised to require approval prior to zoning or use approval.

⁴⁰ From current 21A.44.040.B(7). Removed the word “new” and updated measurement technique from “based on walking distance” to “measured radially in a straight line.” Adjustment was limited to the two lower density context areas and reduced from 50% to 25% because Table 21A.44.040-A: *Minimum and Maximum Off Street Parking* now includes reductions for higher density transit served areas.

shall not apply to single and two-family uses including: single-family (attached or detached), twin homes, twin home and two-family, two-family).

D. Affordable and Senior Housing (Multi-family Structures)⁴¹

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

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

E. Car Pool and Carshare Parking⁴²

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

F. On-Street Parking⁴³

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

1. On-street parking may not be used to meet the minimum off street parking requirements for single-family, single-family attached, two-family, or twin homes;
2. On-street parking that is subject to residential parking permit restrictions shall not be used to meet any off street minimum parking requirements for any use;
3. Each on-street parking space may only be counted once toward reducing the parking requirements of the abutting lot, regardless of the number of individual buildings or tenants on the lot.⁴⁴

⁴¹ From notes to current Table 21A.44.030. Adjustment was reduced from 50% to 25% because new Table 21A.44.040-A already includes reductions and tailoring of minimum parking requirements. Eligibility text has been clarified.

⁴² New.

⁴³ Replaces current 21A.44.040.B6, revised as noted. These standards provide more detail for when on-street parking is allowed.

⁴⁴ New.

4. No development or use granted a parking reduction for abutting on-street parking shall be considered nonconforming if the on-street parking is later removed by City or other jurisdictional action and the remaining off- street parking does not meet the minimum off street parking requirements of this chapter.

G. Valet Parking Services

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

1. The design of the valet parking does not cause customers who do not use the valet services to park off the premises or cause queuing in the right-of-way;
2. The availability of valet parking service is clearly posted outside the establishment and near the main entrance; and
3. The applicant provides adequate written assurances for the continued operation of the valet parking, and a written agreement to notify future owners and tenants of the property of the duty to continue to provide off-site valet parking.

H. Parking Study Demonstrating Different Parking Needs⁴⁵

1. The Transportation Director, in consultation with the Planning Director, may authorize a change in the amount of off street parking spaces. The authorization shall be based on the applicant submitting a parking study that demonstrates a different off street parking demand for the proposed development, use, or combination of uses than calculated from Table 21A.44.040-A: *Minimum and Maximum Off Street Parking*, and subject to the overall limits on parking adjustments in Section 21A.44.050.A above.
2. The Directors shall determine whether the information and assumptions used in the study are reasonable and whether the study accurately reflects anticipated off street parking demand for the proposed development, use, or combination of uses.
3. Considerations for an alternative parking requirement (parking provided below the minimum required or exceeding the maximum allowed) shall be granted only if the following findings are determined:
 - a. That the proposed parking plan will satisfy the anticipated parking demand for the use;
 - b. That the proposed parking plan will be at least as effective in maintaining traffic circulation patterns, reducing the visibility of parking areas and facilities as would strict compliance with the otherwise applicable off street parking standards;
 - c. That the proposed parking plan does not have a materially adverse impact on adjacent or neighboring properties;
 - d. That the proposed parking plan includes mitigation strategies for any potential impact on adjacent or neighboring properties; and
 - e. That the proposed alternative parking plan is consistent with applicable City plans and policies.

⁴⁵ From current 21A.44.040.D.

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21A.44.060 Parking Location and Design⁴⁶

All required parking areas shall be located and designed in accordance with the standards in this Chapter 21A.44: *Off Street Parking, Mobility, and Loading* and the standards in the Off-Street Parking Standards Manual.⁴⁷ Modifications to the standards of this section 21A.44.060 may be granted through the design review process, subject to conformance with the standards and procedures of Chapter 21A.59: Design Review.⁴⁸

A. Generally⁴⁹

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

All parking spaces required to serve buildings or uses erected or established after the effective date of this ordinance shall be located on the same lot as the building or use served, unless otherwise allowed pursuant to section 21A.44.060.A.5 *Off-Site Parking Permitted*.⁵⁰

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

For parking lots with one hundred (100) or more parking spaces in the General Context and Neighborhood Center Context areas, parking lot islands or biodetention areas shall be provided on the interior of the parking lot to help direct traffic flow and to provide landscaped areas within such lots.⁵¹

3. Park Strip Parking

No park strip shall be used for parking.⁵²

4. Parking Location and Setbacks

All parking shall comply with the parking restrictions within yards pursuant to Table 21A.44.060-A: *Parking Location and Setback Requirements*.⁵³

⁴⁶ The standards of this section should be updated and given graphics as part of a separate project later. Standards should be implemented based on context, rather than zoning classification where possible.

⁴⁷ New. Some of the technical and design-related content has been relocated into an Off-Street Parking Standards Manual.

⁴⁸ From current 21A.44.010.F.2. References to Development Review Team (DRT) deleted because it is not an approval body. Reference to standards developed by Transportation Director replaced in later sections by reference to all adopted City standards.

⁴⁹ Current 21A.44.020.G(1) and (2) were incorporated into Table 21A.44.060, and G.3 has been moved to the general applicability standards in 21A.44.060.A..

⁵⁰ From current 21A.44.020.A. Revised for clarity.

⁵¹ From current 21A.44.020.F. Reference to biodetention areas added to allow vegetated areas to be installed lower than the parking surface to serve as stormwater treatment features. New language limiting this standard to the General Context and Neighborhood Center Context areas; these provisions typically don't work well in an urban environment.

⁵² From current 21A.44.020.G(3). LDR district-specific requirement now applies citywide.

⁵³ From current 21A.44.060. Revised to make reference to the parking yard restrictions clearer.

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Table 21A.44.060-A: Parking Location and Setback Requirements⁵⁴				
N = parking prohibited between lot line and front line of building				
Zoning District	Front Lot Line	Corner Side Lot Line	Interior Side Lot Line	Rear Lot Line
General Context				
Residential (FR Districts, RB, RMF, RO)				
FR	N		6 ft.	0 ft.
R-1, R-2, SR-1, SR-2	Parking in driveways that comply with all applicable City standards is exempt from this restriction.		0 ft.	
RMF-30	N		0 ft.; or 10 ft. when abutting any 1-2 family residential district	
RMF-35, RMF-45, RMF-75, RO	N		; 0 ft.; or 10 ft. when abutting any 1-2 family residential district. Limited to 1 side yard except for single-family attached lots.	
Commercial and Manufacturing (CC, CS, CG, M-1, M-2, SNB)				
CC	15 ft.		0 ft.; or 7 ft. when abutting any residential district	
CS	10 ft.		0 ft.; or 15 ft. when abutting any residential district	
CG	15 ft.		0 ft.; or 50 ft. when abutting any residential district	
M-1	15 ft.		0 ft.; or 50 ft. when abutting any residential district	
M-2	15 ft.		0 ft.; or 50 ft. when abutting any residential district	
Special Purpose Districts				
A	0 ft.		0 ft.	
AG, AG-2, AG-5, AG-20	N			
BP	N		8 ft.; or 30 ft. when abutting any residential district	
EI	10 ft.	30 ft.	30 ft.	20 ft.
FP	20 ft.		6 ft.	0 ft.
I	20 ft.		0 ft.; or 15 ft. when abutting any residential district	
MH	20 ft.		0 ft.	
OS	30 ft.		10 ft.	
PL	30 ft.		0 ft.; or 10 ft. when abutting any residential district	
PL-2	20 ft.			
RP	30 ft.		8 ft.; or 30 ft. when abutting any residential district	
Neighborhood Center Context				
CB, CN, CSHBD2, SNB	N ⁵⁵		0 ft.; or 7 ft. when abutting any 1-2 family residential district	

⁵⁴ From current Table 21A.44.060, reorganized to reflect the different parking contexts.

⁵⁵ Revised to apply from building to lot line (not just in required yards) in CB and CN districts.

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Table 21A.44.060-A: Parking Location and Setback Requirements⁵⁴				
N = parking prohibited between lot line and front line of building				
Zoning District	Front Lot Line	Corner Side Lot Line	Interior Side Lot Line	Rear Lot Line
R-MU-35, R-MU-45			Limited to 1 side yard, 0 ft.; or 10 ft. when abutting any 1-2 family residential district	0 ft.; or 10 ft. when abutting any 1-2 family residential district
RB, SR-3, FB-UN1, FB-SE		N ⁵⁶		0 ft.
Urban Center Context				
D-2		N		
D-3		See section 21A.44.060.B.1 ⁵⁷		0 ft.
MU		N	0 ft.; limited to 1 side yard	0 ft.
R-MU ⁵⁸		Surface Parking: 30 ft. Parking Garages: 45 ft.	0 ft.; or 10 ft. when abutting any 1-2 family residential district Surface parking at least 30 ft. from front lot line. Parking garages at least 45 ft. from front lot line	0 ft.; or 10 ft. when abutting any 1-2 family residential district
TSA-T		See section 21A.44.060.B.2		0 ft.
CSHBD1		N		0 ft.; or 7 ft. when abutting any residential district
Transit Context				
D-1		See section 21A.44.060.B.1		
D-4		See section 21A.44.060.B.1 ⁵⁹		0 ft.
FB-UN2, FB-SC		N ⁶⁰		0 ft.
TSA-C		See section 21A.44.060.B.2		0 ft.
G-MU		See section 21A.44.060.B.1 ⁶¹		0 ft.
UI		0 ft; Hospitals: 30 ft.	0 ft.; or 15 ft. when abutting any 1-2 family residential district; Hospitals: 10 ft.	0 ft.; or 15 ft. when abutting any 1-2 family residential district; Hospitals: 10 ft.

5. Off-Site Parking Permitted⁶²

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

⁵⁶ Revised to apply from building to lot line (not just in required yards) in the FB districts.

⁵⁷ Combined desing standards from other similar downtown zones. Will need to update reference once section is finalized.

⁵⁸ Revised to include provisions from section 21A.24.170.E that address surface parking and parking structures.

⁵⁹ Standards replaced by cross-reference to reduce potential inconsistencies.

⁶⁰ Revised to apply from building to lot line (not just in required yards) in the FB zone district.

⁶¹ Standards replaced by cross-reference to reduce potential inconsistencies.

⁶² From current 21A.44.050.B.5. Special provisions regarding distance of off site parking for properties in the UI district near the D-1 district, and for properties in the D-1 district near the UI district, were deleted as they are no longer necessary.

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a. **Maximum Distance of Off-Site Parking**

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

Context	Maximum Distance to Off-Site Parking
Neighborhood Center	600 ft. ⁶³
General	
Legal Nonconforming Use in Residential District	
Urban Center	1,200 ft.
Transit	1,000 ft.

b. **Documentation Required⁶⁴**

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

6. **Circulation Plan Required⁶⁵**

Any application for a building permit shall include a site plan, drawn to scale, and fully dimensioned, showing any off street parking or loading facilities to be provided in compliance with this title. A tabulation of the number of off street vehicle and bicycle parking, loading, and stacking spaces required by this chapter shall appear in a conspicuous place on the plan.

7. **Driveways and Access**

a. **Compliance with Other Adopted Regulations**

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

⁶³ Revised from 500 ft. to 600 ft. and switched to "contexts" from zoning district.

⁶⁴ New.

⁶⁵ From current 21A.44.010.G. New standard to require applicants to provide tabulated numbers on their site plan.

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- (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.⁶⁶
- (2) Notwithstanding the provisions of 21A.44.060.A.7.a.(1) above, relocation of a driveway for a single-family, two-family, or twin home residence in any zoning district shall only be required when the residence is replaced, and shall not be required when the residence is expanded or renovated in compliance with the City code.⁶⁷
- b. **Access Standards⁶⁸**
- Access to all parking facilities shall comply with the following standards:
- (1) To the maximum extent practicable, all off street parking facilities shall be designed with vehicular access to a street or alley that will least interfere with automobile, bicycle, and pedestrian traffic movement.
 - (2) Parking facilities in excess of five (5) spaces that access a public street shall be designed to allow vehicles to enter and exit the lot in a forward direction.
 - (3) Parking facilities on lots with less than one hundred feet (100') of street frontage shall have only one (1) curb cut, and lots with one hundred feet (100') of street frontage or more shall be limited to two (2) curb cuts, unless the Transportation Director determines that additional curb cuts are necessary to ensure pedestrian, bicycle, and vehicle safety or to comply with the fire code. Public safety uses shall be exempt from limitations on curb cuts.
 - (4) All vehicular access roads/driveways shall be surfaced as required in accordance with section 21A.44.060.A.9 *Surface Materials*.
- c. **Driveway Standards⁶⁹**
- All driveways shall comply with the following standards:
- (1) **Driveway Location in Residential Zoning Districts⁷⁰**
With the exception of legal shared driveways, driveways shall be at least twenty feet (20') from street corner property lines and five feet (5') from any public utility infrastructure such as power poles, fire hydrants, and water meters. Except for entrance and exit driveways leading to approved parking areas, no curb cuts or driveways are permitted.

⁶⁶ From current 21A.44.020.F.1. Revised to make reference to the Off-Street Parking Standards Manual and other advisory plans.

⁶⁷ New.

⁶⁸ From current 21A.44.020.B. Revised to add clarity and organization, and introduce new standard to limit the number of curb cut requirements based on the street frontage of lots and provide exemptions for public safety uses.

⁶⁹ From current 21A.44.020.F(7). Introductory text revised for consistency. Location standards for nonresidential districts and regulations on circular driveways were deleted as they are no longer necessary. Provisions on exceptions consolidated into section 21A.44.020.

⁷⁰ From current 21A.44.020F(7)(a)(2). Did not carry forward standard requiring abutting residential driveways to be at least 6 ft. apart (since each must be at least 3 ft. from the side property line).

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(2) Driveway Widths

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

Zoning District	Minimum Driveway Width (in front and corner side yard)	Maximum Driveway Width* (in front and corner side yard)
SR-1, SR-2 and SR-3	8 ft.	22 ft.
MH	8 ft.	16 ft.
Other Residential Zoning Districts	8 ft. ⁷²	30 ft. ⁷³
M-1 and M-2	12 ft. single lane and 24 ft. for two-way	50 ft.
Other Non-Residential Zoning Districts	12 ft. single lane and 24 ft. for two-way	30 ft.
* Maximum width is for all driveways combined when more than one driveway is provided		

(3) Shared Driveways⁷⁴

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

(4) Driveway Surface

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

8. Minimum Dimensional Standards⁷⁵

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

9. Surface Materials⁷⁶

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

10. Grading and Stormwater Management⁷⁷

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

⁷¹ New table to summarize the requirements for driveway widths in front and corner side yards.

⁷³ 12 ft. limit on single lane driveways deleted.

⁷⁴ Reference to development review team replaced by director of transportation, and criteria for decision-making added.

⁷⁵ Relocated current 21A.44.020.E to the Off-Street Parking Standards Manual.

⁷⁶ Reference from current 21A.44.020.F6.

⁷⁷ New.

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11. Sight Distance Triangles⁷⁸

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

12. Landscaping and Screening⁷⁹

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

13. Lighting⁸⁰

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

14. Signs⁸¹

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

15. Pedestrian Walkways⁸²

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

16. Parking Garages⁸³

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

- a. Each façade or a parking garage adjacent to a public street or public space shall have an external skin designed to conceal the view of all parked cars. Examples include heavy

⁷⁸ New standard to clarify current practice.

⁷⁹ From current 21A.44.020.F(3), reworded for consistency.

⁸⁰ From current 21A.44.020.F(4), revised to clarify that light source may not be directly visible.

⁸¹ From current 21A.44.020.F(5)

⁸² Pedestrian pathway requirements from current 21A.44.020.F(8) were replaced with standards from 21A.26.078.H.4 (which only applied to the TSA District) for greater clarity, and these standards now apply citywide. Requirement for grade separated walkways now limited to lots with more than 100 spaces, and requirement for additional landscaping along parking lot walkways was deleted.

⁸³ From current 21A.37.050.M. Revised to clarify application to aboveground garages, to simplify text, to avoid overlap with building code standards, and to replace subjective criteria such as "compatible" with more objective standards.

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gauge metal screen, precast concrete panels, live green or landscaped walls, laminated or safety glass, or decorative photovoltaic panels.

- b. No horizontal length of the parking garage façade shall extend longer than 40 feet without the inclusion of architectural elements such as decorative grillwork, louvers, translucent screens, alternating building materials, and other external features to avoid visual monotony. Facade elements shall align with parking levels.
- c. Internal circulation shall allow parking surfaces to be level (without any slope) along each parking garage facade adjacent to a public street or public space. All ramps between levels shall be located along building facades that are not adjacent to a public street or public space, or shall be located internally so that they are not visible from adjacent public streets or public spaces.
- d. The location of elevators and stairs shall be highlighted through the use of architectural features or changes in façade colors, textures, or materials so that visitors can easily identify these entry points.
- e. Interior parking garage lighting shall not produce glaring sources toward adjacent properties while providing safe and adequate lighting levels. The use of sensor dimmable LEDs and white stained ceilings are recommended to control light levels on-site while improving energy efficiency.
- f. In the Urban Center Context and Transit Context areas, the street-level facades of all parking garages shall be designed to meet applicable building code standards for habitable space to allow at least one (1) permitted or conditional use, other than parking, to be located where the parking garage is located.⁸⁴
- g. Vent and fan locations shall not be located on parking garage facades facing public streets or public spaces, or adjacent to residential uses, to the greatest extent practicable.⁸⁵

17. Tandem Parking⁸⁶

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

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

18. Cross-Access between Adjacent Uses⁸⁷

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

⁸⁴ Revised to apply only in the Urban Center and Transit context, and to require space designed for (rather than occupied by) non-parking uses.

⁸⁵ Revised to avoid standards such as "minimize" and "as far as possible", which are often in conflict with other planning and design goals or building code standards.

⁸⁶ New.

⁸⁷ New provision.

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

21A.44.060 Parking Location and Design^{45F}

B Zone Specific Location and Design Standards

B. Zone Specific Location and Design Standards

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

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

a. Block Corner Areas

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

b. Mid-Block Areas

- (1) Within the D-1 zoning district, above-ground parking facilities shall be located behind the front line of principal buildings or shall be located at least seventy-five feet (75') from front and corner side lot lines;
 - a. Parking lots proposed as a principal use to facilitate a building demolition are prohibited.
- (2) Within the D-3, D-4, or G-MU zoning districts, parking facilities shall be located behind principal buildings, or at least thirty feet (30') from front and corner side lot lines.
- (3) Parking garages shall meet the following:
 - a. Retail goods/service establishments, offices and/or restaurants shall be provided on the first floor adjacent to the front or corner side lot line. The facades of such first floors shall be compatible and consistent with the associated retail or office portion of the building and other retail uses in the area.
 - b. Levels of parking above the first level facing the front or corner side lot line shall have floors and/or facades that are horizontal, not sloped.

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

21A.44.060 Parking Location and Design^{45F}

B Zone Specific Location and Design Standards

c. **Landscape Requirements**

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

2. **TSA Zoning District**⁸⁸

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

a. **Surface Parking on Corner Properties**

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

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

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

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

- (a) Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The area between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas, or similar features;
- (b) Screened with a landscaped hedge or wall that is at least thirty-six inches (36") above grade and no taller than forty-two inches (42") above grade. Landscaping berms are not permitted; and
- (c) No wider than what is required for two (2) rows of parking and one (1) drive aisle as provided in the Off-Street Parking Standards Manual.⁸⁹

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

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

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

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

- (a) Set back so that no portion of the parking area (other than the driveway) shall be closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five feet (5') of a property line adjacent to a street, the parking lot shall be set back a minimum of eight feet (8'). The

⁸⁸ From current 21A.26.078.H. Introduction revised for conciseness. Provisions on walkways in parking lots in current 21A.26.078.H(4) relocated to section 21A.44.060.A.15 and expanded from TSA to apply as a general standard for all zoning districts.

⁸⁹ Revised to make reference to the Off-Street Parking Standards Manual.

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

21A.44.060 Parking Location and Design^{45F}

C Recreational Vehicle Parking^{89F}

space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas, or similar features; and

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

C. Recreational Vehicle Parking⁹⁰

1. Generally

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

2. Front Yard Parking

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

3. Rear Yard Parking

Recreational vehicles may be parked in the rear yard when they are on a hard surfaced pad compliant with surfacing standards in the Off-Street Parking Standards Manual and with access provided by either a hard surfaced driveway, hard surfaced drive strips or an access drive constructed of turf block materials with an irrigation system.

4. Side Yard Parking⁹¹

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

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

⁹⁰ From current 21A.44.020.J, reorganized for clarity. Removed requirement of "sight-proof fence".

⁹¹ Did not carry forward restriction of parking on the tapered portion of the driveway leading to a recreational vehicle parking area.

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

21A.44.070 Off Street Loading Areas

A Number and Size of Loading Areas Required

21A.44.070 Off Street Loading Areas

A. Number and Size of Loading Areas Required

1. Unless otherwise specified, a required off street loading berth shall be at least ten feet (10') in width by at least thirty-five feet (35') in length for short berths, and twelve feet (12') in width by at least fifty feet (50') in length for long berths, exclusive of aisle and maneuvering space. Maneuvering aprons of appropriate width and orientation shall be provided and shall be subject to approval by the Transportation Director.⁹²
2. All loading areas shall have a vertical clearance of at least fourteen feet (14').⁹³
3. Off street loading facilities for new developments or for expansion of an existing development shall be provided at the rate specified for a particular use, or if multiple uses, at the rate of the uses combined, in Table 21A.44.070-A: *Off Street Loading Requirements*.⁹⁴ Regardless of the combination of uses, all buildings with a gross floor area over 50,000 square feet shall have a minimum of 1 short berth.

Table 21A.44.070-A: Off Street Loading Requirements ⁹⁵		
Use	Gross Floor Area (Square Feet)	Number and Size of Berths
Hotels, Institutions, and Institutional Living	50,000 - 100,000	1 short
	Each additional 100,000	1 short
Office/Commercial ⁹⁶	50,000 - 100,000	1 short
	Each additional 100,000 up to 500,000	1 short
Retail ⁹⁷	50,000 - 100,000	1 long
	Each additional 100,000	1 long
Industrial ⁹⁸	25,001 - 50,000	1 long
	50,001 - 100,000	2 long
	Each additional 100,000	1 long
Multi- Family Residential ⁸⁶	# of Dwelling Units (Per Building)	Number and Size of Berths
	40-150	1 short

⁹² From current 21A.44.070.D.

⁹³ From current 21A.44.070.E.

⁹⁴ From current 21A.44.080. Standards now also apply to expansions of existing development. Administrative modification provision moved to section 21A.44.90.A.

⁹⁵ Building size thresholds at which loading berths will be required have been modified to reflect the uses of more frequent deliveries by smaller trucks that do not require large spaces to load or unload without blocking traffic or parking areas. Modified requirements for multi-family uses to be based on number of dwelling units.

⁹⁶ Commercial uses now subject to office use standard; requirement for additional loading berths for facilities over 500,000 sq. ft. deleted as unnecessary.

⁹⁷ Threshold increased from 25,000 to 50,000 sq. ft.

⁹⁸ Threshold increased from 5,000 to 25,000 sq. ft.

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

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

B Location and Design of Loading Areas^{98F}

	151-300	2 short
	Greater than 300	1 additional short per 200 units

B. Location and Design of Loading Areas⁹⁹

1. All required loading berths shall be located on the same development site as the use(s) served.
2. No loading berth shall be located within thirty feet (30') of the nearest point of intersection of any two (2) streets.
3. No loading berth shall be located in a required front yard.¹⁰⁰
4. Each required loading berth shall be located and designed to:
 - a. Allow all required vehicle maneuvering and backing movements on-site;
 - b. Minimize conflicts with pedestrian, bicycle, and traffic movement or encroachments into any pedestrian walkway, bicycle lane, public right-of-way, and fire lane; and
 - c. Avoid the need to back into a public street while leaving the site to the maximum extent practicable, as determined by the Planning Director and the Transportation Director.¹⁰¹
5. Landscaping and screening of all loading berths shall be provided to comply with the requirements of Chapter 21A.48: *Landscaping and Buffers*.
6. Where a loading berth is illuminated, the light source shall be shielded so that the light source is not directly visible from any abutting property or abutting private or public street.¹⁰²
7. All signs in loading areas shall comply with Chapter 21A.46: *Signs*, and applicable provisions of the Manual on Uniform Traffic Control Devices.
8. All required loading berths shall comply with the surfacing standards of the Off-Street Parking Standards Manual.

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

A. Number of Stacking Spaces Required¹⁰³

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

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

⁹⁹ Standards revised to replace subjective text such as "oriented away from" with more objective criteria, and to avoid overlaps with other portions of Chapter 21A.44.

¹⁰⁰ From current 21A.44.070.A

¹⁰¹ From current 21A.44.070.B; revised to prohibit encroachments into the public right-of-way.

¹⁰² Standard revised for clarity and consistency within Chapter 21A.44.

¹⁰³ From current 21A.44.030.G.

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

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

B Location and Design of Drive-Through Facilities^{108F}

Table 21A.44.080-A: Required Vehicle Stacking Spaces¹⁰⁴

Use	General Context	Neighborhood Center Context	Urban Center Context	Transit Context
		All zoning districts not listed in another context area	RB, SNB, CB, CN, CSHBD2, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE	D-2, D-3, MU, R-MU, TSA-T, CSHBD1
Car Wash, Self-Service	3 spaces per bay or stall		2 spaces per bay or stall ¹⁰⁵	
Car Wash, Automated ¹⁰⁶	4 spaces per lane or stall		3 spaces per lane or stall	
Food and Beverage Service Uses	5 spaces per service lane		4 spaces per service lane ¹⁰⁷	
Other Uses ¹⁰⁸	3 spaces per service lane		3 spaces per service lane	

B. Location and Design of Drive-Through Facilities¹⁰⁹

1. In zoning districts where uses with drive-through facilities are allowed and where no front or corner side yard setback is required, the drive-through lanes shall not be located between the front or corner side lot line and any walls of the principal building.
2. Drive-through lanes shall be arranged to avoid conflicts with site access points, access to parking or loading spaces, and internal circulation routes, to the maximum extent practicable.
3. In the General Context zoning districts, a by-pass lane, driveway, or other circulation area around a drive-through facility stacking lane shall be provided for all uses other than automated car washes, financial institutions and restaurant/retail uses.
4. All required stacking spaces shall measure nine (9) feet by twenty (20) feet and shall be counted from the point of service, or final service window.
5. Air quality: Drive through facilities shall post idle-free signs pursuant to Chapter 12.58 of the city code.
6. When a drive through use adjoins any residential use or any residential zoning district, a minimum six foot (6') high masonry wall shall be erected and maintained along such property line.
7. Drive through facility will not result in adverse impacts upon the vicinity after giving consideration to the hours of operation, noise and light generation, traffic circulation, and the site plan.

¹⁰⁴ New table.

¹⁰⁵ Revised from current standard of 3.

¹⁰⁶ Revised from current standard of 5.

¹⁰⁷ Reduced from current standard of 5.

¹⁰⁸ Reduced from current standard of 5.

¹⁰⁹ From current 21A.44.060.C. Standards 2 and 3 are new; standard 4 reflects current practice.

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

21A.44.090 Modifications to Parking Areas^{109F}

A Administrative Modifications^{110F}

21A.44.090 Modifications to Parking Areas¹¹⁰

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

A. Administrative Modifications¹¹¹

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

1. Modification to dimensions or geometries of parking, loading, or stacking space, aisles, or maneuvering areas otherwise required by this chapter, other City regulations, or the Off-Street Parking Standards Manual; provided that those modifications are consistent with federal and state laws regarding persons with disabilities, including but not limited to the Americans with Disabilities Act.¹¹²
2. Modifications to bicycle parking or loading berth location or design standards.

B. Special Exceptions

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

1. Exceptions Permitted

a. Front Yard Parking Exception¹¹³

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

- (1) The rear or side yards cannot be reasonably accessed by vehicles, specifically;
 - (a) Clearance for a driveway could not be provided in the side yard on either side of the building that is free from obstructions that cannot reasonably be avoided, such as utilities, window-wells, a specimen tree, a direct elevation change of three feet (3') or greater, or retaining walls three feet (3') high or greater; and

¹¹⁰ All provisions for adjustments from parking standards have been consolidated into this section, with changes as noted. Introductory text is new. This section replaces current 21A.44.030.F and 21A.44.050. Many of the items currently listed as TDM strategies are now included in calculated or discretionary adjustments in other sections of the chapter.

¹¹¹ From current 21A.44.040.B(3).

¹¹² Reworded to apply to all dimensional standards covered by this chapter.

¹¹³ From current 21A.44.060.B. Standard (3) is new. Standard (5) was revised to replace 20 ft. setback with public right-of-way standard.

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

21A.44.100 Use and Maintenance

A Use of Parking Areas^{115F}

- (b) There is not a right-of-way or alley adjacent to the property with established rights for access, where:
 - a. The travel distance to the property line is less than one hundred feet (100') from an improved street and the right-of-way or alley has at least a minimum twelve foot (12') clearance that is, or could be paved; or
 - b. The travel distance to the property line is more than one hundred feet (100') from an improved street and the right-of-way or alley has an existing minimum twelve foot (12') wide paved surface.
- (2) It is not feasible to build an attached garage that conforms to yard area and setback requirements;
- (3) Parking is limited to an area that is surfaced in compliance with the Off-Street Parking Standards Manual;
- (4) The parking area is limited to nine feet (9') wide by twenty feet (20') deep;
- (5) Vehicles using the parking area will not project across any sidewalk or into the public right-of-way; and
- (6) Parking is restricted to passenger vehicles only.

b. **Vehicle and Equipment Storage Surfacing Exception**¹¹⁴

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

- (1) The lot is used for long-term vehicle storage, not for regular parking and/or maneuvering;
- (2) The vehicles or equipment stored are large and/or are built on tracks that could destroy normal hard surfacing;
- (3) The parking surface is compacted with six inches (6") of road base and other semi-hard material with long lasting dust control chemical applied annually;
- (4) A hard-surfaced cleaning station is installed to prevent tracking of mud and sand onto the public right-of-way; and
- (5) Any vehicles or equipment that contain oil are stored with pans, drains, or other means to ensure that any leaking oil will not enter the soil.¹¹⁵

21A.44.100 Use and Maintenance

A. Use of Parking Areas¹¹⁶

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

¹¹⁴ From current 21A.44.020.F(9).

¹¹⁵ Replaces current criteria requiring 50 ft. of paved driveway from public street.

¹¹⁶ Provisions for approval of excess parking in park-n-ride lots deleted as no longer necessary.

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

21A.44.110 Nonconforming Parking and Loading Facilities

B Maintenance

B. Maintenance

1. Space allocated to any off street loading berth or related access or maneuvering area shall not be used to satisfy the parking space requirements for any off street parking.¹¹⁷
2. Except in the M-1, M-2, CG, and D districts, no cleaning or maintenance of loading areas using motorized equipment may be performed between ten o'clock (10:00) P.M. and seven o'clock (7:00) A.M. each day, except for snow removal.¹¹⁸

21A.44.110 Nonconforming Parking and Loading Facilities

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

A. Continuation of Nonconforming Parking and Loading Facilities¹¹⁹

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

B. Nonconformity Due to Governmental Acquisition¹²⁰

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

C. Damage or Destruction¹²¹

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

¹¹⁷ From current 21A.44.070.C.

¹¹⁸ From current 21A.44.070.F(4).

¹¹⁹ New.

¹²⁰ New. This provides an outlet for a site that is made non-conforming by an act of eminent domain or other right-of-way expansion.

¹²¹ From current 21A.44.010.F, re-worded for clarity and grammatical consistency.

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

21A.44.110 Nonconforming Parking and Loading Facilities

D Legalization of Garages Converted to Residential Use^{121F}

D. Legalization of Garages Converted to Residential Use¹²²

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

1. The property owner shall obtain a building permit for all building modifications associated with converting the garage to residential use and the City shall inspect the conversion for substantial compliance with adopted life safety regulations.
2. The driveway leading to the converted garage shall not be removed without replacing the same number of parking spaces (up to the minimum required by this chapter) in a location authorized by this chapter.
3. Parking on the driveway in the front yard is restricted to passenger vehicles only.

¹²² From current 21A.44.020.H, re-worded for clarity and grammatical consistency. Did not carry forward 21A.44.202.H(2) regarding driveway width.

Definitions

AUTOMOBILE¹²³

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

BIODETENTION¹²⁴

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

CAR POOL¹²⁵

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

CARSHARE¹²⁹

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

CHANGE OF USE¹²⁶

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

COMMERCIAL VEHICLE

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

DESIGN CAPACITY¹²⁷

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

DEVELOPMENT

- A. The carrying out of any building activity, the making of any material change in the use or appearance of any structure or land, or the dividing of land into parcels by any person. The following activities or uses shall be taken for the purposes of these regulations to involve "development":
1. The construction of any principal building or structure;
 2. Increase in the intensity of use of land, such as an increase in the number of dwelling units or an increase in nonresidential use intensity that requires additional parking;
 3. Alteration of a shore or bank of a pond, river, stream, lake or other waterway;

¹²³ Revised for clarity.

¹²⁴ Revised for clarity.

¹²⁵ New.

¹²⁶ Revised to apply more generally.

¹²⁷ New.

0 Definitions

4. Commencement of drilling (except to obtain soil samples), the driving of piles, or excavation on a parcel of land;
 5. Demolition of a structure;
 6. Clearing of land as an adjunct of construction, including clearing or removal of vegetation and including any significant disturbance of vegetation or soil manipulation; and
 7. Deposit of refuse, solid or liquid waste, or fill on a parcel of land.
- B. The following operations or uses shall not be taken for the purpose of these regulations to involve "development":
1. Work by a highway or road agency or railroad company for the maintenance of a road or railroad track, if the work is carried out on land within the boundaries of the right of way;
 2. Utility installations as stated in subsection 21A.02.050.B of this title;
 3. Landscaping for residential uses; and
 4. Work involving the maintenance of existing landscaped areas and existing rights of way such as setbacks and other planting areas.

FLOOR AREA, GROSS¹³⁸

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

FLOOR AREA, USABLE¹³⁸

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

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

GARAGE¹²⁸

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

¹²⁸ New.

0 Definitions

GARAGE, ATTACHED¹²⁹

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

HARD SURFACED¹³⁸

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

OFF STREET PARKING¹³⁸

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

OFF-SITE¹³⁸

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

OUTDOOR DINING¹³⁸

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

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

PARKING GARAGE¹³⁰

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

PARKING LOT¹³¹

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

PARKING, OFF-SITE¹³²

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

PARK AND RIDE LOT¹³⁸

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

PARKING, SHARED¹³³

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

¹²⁹ Revised for clarity.

¹³⁰ New.

¹³¹ Revised for clarity.

¹³² New.

¹³³ New.

0 Definitions

PARKING SPACE¹³⁸

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

PARKING STUDY¹³⁴

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

PARKING, TANDEM¹³⁸

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

PLANNING DIRECTOR¹⁴⁴

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

PRIMARY ENTRANCE¹³⁵

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

STREET¹⁴⁴

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

VANPOOL

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

VEHICLE¹³⁸

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

VEHICLE, ELECTRIC¹³⁶

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

VEHICLE, RECREATIONAL¹³⁸

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

¹³⁴ Revised for internal consistency.

¹³⁵ New.

¹³⁶ This definition is taken from 5.05.030. We propose adding language clarifying that devices moved by human power are not considered vehicles.