



# MU PARKING

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## Chapter 21A.44 - Off Street Parking, Mobility & Loading

Chapter 21A.44 regulates new development and redevelopment projects by requiring parking and loading facilities based on the use of the property and its location within the city.

### WHAT DETERMINES PARKING SPACE REQUIREMENTS?



The number of parking spaces required for a property depends on its **specific use** (like single-family homes, apartments, restaurants, retail stores, etc.) and the **parking context**, which is determined by the zoning district the property is located in.

**There are four different parking contexts; each one is briefly described below:**

#### General Context

More auto-dependent in scale and parking needs, with very little transit access.

Properties in the General Context have the **highest minimum parking requirements**.



#### Neighborhood Center

Areas with small to moderate-scale shopping, gathering, or activity spaces.

These areas are generally located within residential neighborhoods where visitors may be walking from their homes or where there are high frequency (every 15 minutes) bus routes thereby reducing parking demand.



#### Urban Center

Dense, pedestrian-oriented development within more intensely developed urban centers, where pedestrian activity is high and there is a moderate level of transit access. The parking demand in this context is higher than in the Neighborhood Center Context, but lower than areas with good transit service.



#### 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 best transit service, and the **lowest parking demand**, and so generally have no minimum parking requirements.



**New Developments:** Must provide at least the minimum and no more than the maximum number of parking spaces listed in [Table 21A.44.040-A](#) of the zoning ordinance, "Minimum and Maximum Off-Street Parking."

**Special Modifications:** The minimum and maximum parking requirements may be adjusted for things that can reduce or increase the actual parking needs for a property, like sharing parking stalls among businesses with different peak demand times, affordable and senior housing with lower car ownership, or being close to a TRAX station.






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Below are some examples of uses and how many parking spaces are required for that use within each parking context:

Land Use	Parking Context				Max. Parking
	General	Neighborhood	Urban	Transit	
 Multi-family	Minimum Parking Required				All Contexts:
	<b>Studio and 1 bedrooms:</b> 1 space per DU  <b>2+ bedrooms:</b> 1.25 space per DU	<b>Studio and 1+ bedrooms:</b> 1 space per DU	<b>Studio:</b> No Min. <b>1 bedroom:</b> 0.5 space per DU <b>2+ bedrooms:</b> 1 space per DU	No Minimum	<b>Studio &amp; 1 Bedroom:</b> 2 spaces per DU <b>2+ bedrooms:</b> 3 spaces per DU
 Restaurant / Tavern / Brewery	2 spaces per 1,000 sq. ft. of seating area			No Minimum	<b>Neighborhood, Urban, and Transit:</b> 5 spaces per 1,000 sq. ft. seating area <b>General:</b> 7 spaces per 1,000 sq. ft. seating area <b>All Contexts - Outdoor Seating Area:</b> 4 spaces per 1,000 sq. ft.
 Office <i>excludes medical and dental clinic and office</i>	3 spaces per 1,000 sq. ft.	2 spaces per 1,000 sq. ft.	1 space per 1,000 sq. ft.	No Minimum	<b>General:</b> 4 spaces per 1,000 sq. ft. <b>Neighborhood:</b> 3 spaces per 1,000 sq. ft. <b>Urban &amp; Transit:</b> 2 spaces per 1,000 sq. ft.

DU= dwelling unit | sq. ft.= square feet

## WHAT CHANGES ARE PROPOSED TO CHAPTER 21A.44?



### Sections to be Removed:

**Parking Location & Setback Table** (21A.44.060.A): The regulations in this table are duplicative and already regulated with the required yard areas/setback in the base zoning district and by buffer requirements in the Landscaping Chapter.

**References** to specific zoning districts that are being consolidated.

### Sections to be Moved:

**Parking Garage Design Standards** moved and consolidated in 21A.37 so all regulations are in the same place.

**Drive-Through Standards** moved from 21A.40 (Accessory Uses, Buildings and Structures) and consolidated into 21A.44 so all regulations are in the same place.

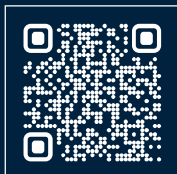
**Comments and Questions:** please contact us at [MUconsolidation@slcgov.com](mailto:MUconsolidation@slcgov.com)



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## Assigning MU Zones to a Parking Context:

The table below lists the current parking and proposed parking context for districts that are being consolidated into MU districts. Parking context for zones not included in the MU zoning consolidation will remain the same and therefore are not included in the table. Developments more than  $\frac{3}{4}$  mile from a rail station will use the **"General Context,"** from  $\frac{1}{2}$  to  $\frac{3}{4}$  mile the **"Neighborhood Center Context,"** from  $\frac{1}{2}$  to  $\frac{1}{4}$  mile the **"Urban Center Context,"** and within  $\frac{1}{4}$  mile the **"Transit Context".**

General	Neighborhood	Urban	Transit
Current			
CC, CG, CS, RO	CB, CN, FB-SE, RB, R-MU-35, R-MU-45, SNB, SSSC Overlay	CSHBD1, CSHBD2, MU, TSA-T,	FB-UN2 FB-SC, MU-8, MU-11, R-MU, TSA-C
Proposed			
MU-5, MU-6, MU-8, MU-11  <i>Located more than <math>\frac{3}{4}</math> mile from fixed-rail transit.</i>	MU-5, MU-6, MU-8, MU-11  <i>Located between <math>\frac{1}{2}</math> mile and <math>\frac{3}{4}</math> mile from fixed-rail transit;</i>  MU-2, MU-3	MU-5, MU-6, MU-8, MU-11  <i>Located between <math>\frac{1}{2}</math> mile and <math>\frac{1}{4}</math> mile from fixed-rail transit.</i>	MU-5, MU-6, MU-8, MU-11  <i>Located within <math>\frac{1}{4}</math> mile of fixed-rail transit.</i>

**Note:** Distance to fixed-rail transit shall be measured radially in a straight line from the closest point of the subject property line to the closest point of a fixed-rail transit station platform.

### Highlights

- For most MU zones, parking regulations will depend on a property's distance to a fixed rail station. This approach considers the varying parking needs across different areas of the city, some of which are near transit while others are not.
- Basing requirements on transit distance avoids excessive parking near transit stops and insufficient parking in areas without transit access.
- The zoning requirements for districts merging into MU-2 and MU-3 zones will stay the same. They will remain as Neighborhood Center Context and won't depend on distance to rail stations, since all these districts are already in the neighborhood context.

**Map of Proposed Parking Context:** The following map highlights only those properties that are impacted by the zoning consolidation and represents approximately where each parking context would apply based on distance to a fixed rail stop.

