

LEGISLATIVE DRAFT

SALT LAKE CITY ORDINANCE

No. _____ of 202__

(An ordinance amending various sections of the Salt Lake City Code
pertaining to off street parking regulations)

An ordinance amending various sections of the *Salt Lake City Code* pursuant to Petition
No. PLNPCM2017-00753 pertaining to off street parking regulations.

WHEREAS, the Salt Lake City Planning Commission held a public hearing on January 8,
2020 to consider a petition submitted by then-Mayor Jacqueline Biskupski (“Applicant”)
(Petition No. PLNPCM2017-00753) to amend portions of Chapters 18.80 (Buildings and
Construction: Parking Lot Construction); 20.56 (Subdivisions and Condominiums:
Condominiums); 21A.24 (Zoning: Residential Districts); 21A.26 (Zoning: Commercial
Districts); 21A.30 (Zoning: Downtown Districts); 21A.31 (Zoning: Gateway Districts); 21A.32
(Zoning: Special Purpose Districts); 21A.36 (Zoning: General Provisions); 21A.37 (Zoning:
Design Standards); 21A.38 (Zoning: Nonconforming Uses and Noncomplying Structures);
21A.40 (Zoning: Accessory Uses, Buildings and Structures); 21A.44 (Zoning: Off Street
Parking, Mobility and Loading); 21A.52 (Zoning: Special Exceptions); 21A.60 (Zoning: List of
Terms); and 21A.62 (Zoning: Definitions) of the *Salt Lake City Code* to modify regulations
pertaining to off street parking; and

WHEREAS, at its January 8, 2020 meeting, the planning commission voted in favor of
transmitting a positive recommendation to the Salt Lake City Council on said petition; and

WHEREAS, after a public hearing on this matter the city council has determined that
adopting this ordinance is in the city’s best interests.

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

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SECTION 1. Amending the text of Salt Lake City Code Section 18.80.020. That Section 18.80.080 of the *Salt Lake City Code* (Buildings and Construction: Parking Lot Construction: Permit; Required for Construction; Issuance Conditions) shall be, and hereby is amended to read as follows:

18.80.020: PERMIT; REQUIRED FOR CONSTRUCTION; ISSUANCE CONDITIONS:

No parking lot or parking area shall be constructed without first obtaining a permit authorizing such construction. No permit shall be issued without first securing the recommendations of the city transportation engineer ~~and the city planning commission~~, and no permit shall be issued until the applicant has complied with the provisions of this chapter.

SECTION 2. Amending the text of Salt Lake City Code Subsection 20.56.060.B. That Subsection 20.56.060.B of the *Salt Lake City Code* (Subdivisions and Condominiums: Condominiums: Condominium Conversion Process: Planning Official Duties and Responsibility) shall be, and hereby is amended to read as follows:

B. Planning Official Duties Aand Responsibility:

1. Coordination ~~Of~~ Review: The planning official shall review the application material submitted for accuracy and completeness and transmit the submittal to pertinent departments for review and comment.
2. Consistent ~~W~~with State Law: The planning official shall review the application and related documents to determine compliance with requirements of the Utah ~~e~~Condominium ~~o~~Ownership ~~a~~Act, of 1975 Title 57, Chapter 7 of the Utah Code, and applicable provisions of this chapter.
3. Previous Conditions: The planning official shall review applicable conditions on the use or building imposed by ordinances, variances, and conditional uses.
4. Site Improvements: The planning official shall review the proposed building and site plans and shall have the authority to require additional improvements to be made to the existing site including, but not limited to, landscaping, exterior repairs, and improvements to common areas. This review shall include an analysis of the parking, including internal circulation issues, such as surfacing and control curbs. The analysis shall also include the number of existing parking stalls, noting any deviation from current standards. Based upon this information, the planning official may require

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construction of additional parking stalls on the site, or may require reasonable alternative parking solutions as outlined in ~~s~~Section 21A.44.040, “Alternative Parking Requirements And Off Street Parking Reductions” 21A.44.050 “Alternatives to Minimum and Maximum Parking Calculations”, of this code. Any additional parking developed on site or alternative parking solutions may not increase the parking impacts on neighboring properties, and will not develop existing common areas used as open space or green space. Additionally, any remodeling proposal which increases the number of bedrooms would require compliance with existing parking requirements. The total number of parking stalls available to the owners of the project shall be disclosed on the condominium plat.

SECTION 3. Amending the text of Salt Lake City Code Subsection 21A.24.164.H. That

Subsection 21A.24.164.H of the *Salt Lake City Code* (Zoning: Residential Districts: R-MU-35 Residential/Mixed Use District: Parking Structures) shall be, and hereby is amended to read as follows:

~~H. Parking Structures: Parking structures not attached to the principal building shall maintain a forty five foot (45') minimum setback from a front or corner side yard property line or be located behind the primary structure.~~

SECTION 4. Amending the text of Salt Lake City Code Subsection 21A.24.168.H. That

Subsection 21A.24.168.H of the *Salt Lake City Code* (Zoning: Residential Districts: R-MU-45 Residential/Mixed Use District: Parking Structures) shall be, and hereby is amended to read as follows:

~~H. Parking Structures: Parking structures not attached to the principal building shall maintain a forty five foot (45') minimum setback from a front or corner side yard property line or be located behind the primary structure.~~

SECTION 5. Amending the text of Salt Lake City Code Subsection 21A.24.170.E. That

Subsection 21A.24.170.E of the *Salt Lake City Code* (Zoning: Residential Districts: R-MU Residential/Mixed Use District: Parking Structures) shall be, and hereby is amended to read as follows:

E. Minimum Yard Requirements:

1. Single-Family Detached Dwellings:

a. Front Yard: Fifteen feet (15').

b. Corner Side Yard: Ten feet (10').

c. Interior Side Yard:

(1) Corner lots: Four feet (4').

(2) Interior lots: Four feet (4') on one side and ten feet (10') on the other.

d. Rear Yard: Twenty five percent (25%) of the lot depth, but need not be more than twenty feet (20').

2. Single-Family Attached, Two-Family ~~A~~and Twin Home Dwellings:

a. Front Yard: Fifteen feet (15').

b. Corner Side Yard: Ten feet (10').

c. Interior Side Yard:

(1) Single-family attached: No yard is required, however if one is provided it shall not be less than four feet (4').

(2) Two-family:

(A) Interior lot: Four feet (4') on one side and ten feet (10') on the other.

(B) Corner lot: Four feet (4').

(3) Twin home: No yard is required along one side lot line. A ten foot (10') yard is required on the other.

d. Rear Yard: Twenty five percent (25%) of lot depth or twenty five feet (25'), whichever is less.

3. Multi-Family Dwellings ~~A~~and Any Other Residential Uses:

a. Front Yard: No setback is required.

b. Corner Side Yard: No setback is required.

- 119 c. Interior Side Yard: No setback is required.
- 120 d. Rear Yard: Twenty five percent (25%) of lot depth, but need not exceed thirty feet
121 (30').
- 122 4. Nonresidential Development:
- 123 a. Front Yard: No setback is required.
- 124 b. Corner Side Yard: No setback is required.
- 125 c. Interior Side Yard: No setback is required.
- 126 d. Rear Yard: Twenty five percent (25%) of lot depth, but need not exceed thirty feet
127 (30').
- 128 5. Existing Lots: Lots legally existing on the effective date hereof, April 12, 1995, shall
129 be considered legal conforming lots.
- 130 6. Minimum Lot Area Exemptions: For multiple-unit residential uses, nonresidential and
131 mixed uses, no minimum lot area is required. In addition, no front, corner side or
132 interior side yards or landscaped setbacks are required; except where interior side
133 yards are provided, they shall not be less than four feet (4').
- 134 7. Existing Buildings: For buildings legally existing on the effective date hereof,
135 required yards shall be no greater than the established setback line.
- 136 8. Maximum Setback: For single-family, two-family, and twin home dwellings, at least
137 twenty five percent (25%) of the building facade must be located within twenty five
138 feet (25') of the front lot line. For all other uses, at least twenty five percent (25%) of
139 the building facade must be located within fifteen feet (15') of the front lot line.
140 Exceptions to this requirement may be authorized as design review, subject to the
141 requirements of ~~e~~Chapter 21A.59 of this title, and the review and approval of the
142 ~~P~~planning ~~C~~ommission. The ~~P~~planning ~~D~~irector, in consultation with the
143 ~~T~~ransportation ~~D~~irector, may modify this requirement if the adjacent public
144 sidewalk is substandard and the resulting modification to the setback results in a more
145 efficient public sidewalk. The ~~P~~planning ~~D~~irector may waive this requirement for
146 any addition, expansion, or intensification, which increases the floor area
147 or parking requirement by less than fifty percent (50%) if the ~~P~~planning ~~D~~irector
148 finds the following:
- 149 a. The architecture of the addition is compatible with the architecture of the original
150 structure or the surrounding architecture.
- 151 b. The addition is not part of a series of incremental additions intended to subvert the
152 intent of the ordinance.

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Appeal of administrative decision is to the Planning Commission.

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

~~a. The parking is compatible with the architecture/design of the original structure or the surrounding architecture.~~

~~b. The parking is not part of a series of incremental additions intended to subvert the intent of the ordinance.~~

~~c. The horizontal landscaping is replaced with vertical screening in the form of berms, plant materials, architectural features, fencing and/or other forms of screening.~~

~~d. The landscaped setback is consistent with the surrounding neighborhood character.~~

~~e. The overall project is consistent with section 21A.59.050 of this title.~~

~~Appeal of administrative decision is to the Planning Commission.~~

SECTION 6. Amending the text of Salt Lake City Code Subsection 21A.26.020.F. That

Subsection 21A.26.020.F of the *Salt Lake City Code* (Zoning: Commercial Districts: CN

Neighborhood Commercial District: Minimum Yard Requirements) shall be, and hereby is

amended to read as follows:

F. Minimum Yard Requirements:

1. ~~Front Or~~ Corner Side Yard: A fifteen foot (15') minimum front or corner side yard shall be required. Exceptions to this requirement may be authorized as design review, subject to the requirements of ~~e~~Chapter 21A.59 of this title, and the review and approval of the ~~P~~lanning ~~C~~ommission.

2. Interior Side Yard: None required.

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3. Rear Yard: Ten feet (10').
4. Buffer Yards: Any lot abutting a lot in a Residential District shall conform to the buffer yard requirements of ~~e~~Chapter 21A.48 of this title.
5. Accessory Buildings ~~A~~nd Structures ~~I~~n Yards: Accessory buildings and structures may be located in a required yard subject to ~~s~~Section 21A.36.020, ~~t~~Table 21A.36.020.B of this title.
6. Maximum Setback: A maximum setback is required for at least sixty five percent (65%) of the building facade. The maximum setback is twenty five feet (25'). Exceptions to this requirement may be authorized through the design review process, subject to the requirements of ~~e~~Chapter 21A.59 of this title, and the review and approval of the ~~P~~planning ~~C~~ommission. The ~~P~~planning ~~D~~irector, in consultation with the ~~T~~ransportation ~~D~~irector, may modify this requirement if the adjacent public sidewalk is substandard and the resulting modification to the setback results in a more efficient public sidewalk. The ~~P~~planning ~~D~~irector may waive this requirement for any addition, expansion, or intensification, which increases the floor area or parking requirement by less than fifty percent (50%) if the ~~P~~planning ~~D~~irector finds the following:
- a. The architecture of the addition is compatible with the architecture of the original structure or the surrounding architecture.
 - b. The addition is not part of a series of incremental additions intended to subvert the intent of the ordinance.
- Appeal of administrative decision is to the ~~P~~planning ~~C~~ommission.
- ~~7. Parking Setback: Surface parking lots within an interior side yard shall maintain a thirty foot (30') landscape setback from the front property line or be located behind the primary structure. Parking structures shall maintain a forty five foot (45') minimum setback from a front or corner side yard property line or be located behind the primary structure. There are no minimum or maximum setback restrictions on underground parking. The Planning Director may modify or waive this requirement if the Planning Director finds the following:~~
- ~~a. The parking is compatible with the architecture/design of the original structure or the surrounding architecture.~~
 - ~~b. The parking is not part of a series of incremental additions intended to subvert the intent of the ordinance.~~
 - ~~c. The horizontal landscaping is replaced with vertical screening in the form of berms, plant materials, architectural features, fencing and/or other forms of screening.~~

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d. ~~The landscaped setback is consistent with the surrounding neighborhood character.~~

e. ~~The overall project is consistent with section 21A.59.050 of this title.~~

~~Appeal of administrative decision is to the Planning Commission.~~

SECTION 7. Amending the text of Salt Lake City Code Subsection 21A.26.025.F. That

Subsection 21A.26.025.F of the *Salt Lake City Code* (Zoning: Commercial Districts: SNB Small Neighborhood Business District: Yard Requirements) shall be, and hereby is amended to read as follows:

F. Yard Requirements:

1. Front ~~And~~ Corner Side Yard: Front and corner side yard setbacks shall be equal to the required yard areas of the abutting zoning district along the block face. When the property abuts more than one zone the more restrictive requirement shall apply.
2. Interior Side Yard: Interior side yard equal to the required yard areas of the abutting zoning district along the block face. When the property abuts more than one zone the more restrictive requirement shall apply.
3. Rear Yard: Rear yard setbacks shall be equal to the required yard areas of the abutting zoning district along the block face. When the property abuts more than one zoning district the more restrictive requirement shall apply.
4. Buffer Yards: Any lot abutting a lot in a Residential District shall conform to the buffer yard requirements of ~~e~~Chapter 21A.48, “Landscaping ~~A~~nd Buffers”, of this title.
5. Accessory Buildings ~~A~~nd Structures ~~I~~n Yards: Accessory buildings and structures may be located in a required yard subject to ~~s~~Section 21A.36.020, ~~t~~Table 21A.36.020.B, “Obstructions ~~I~~n Required Yards”, of this title.
6. ~~Parking In Required Yard Area: No parking is allowed within the front or corner side yard.~~

SECTION 8. Amending the text of Salt Lake City Code Subsection 21A.26.030.F. That

Subsection 21A.26.030.F of the *Salt Lake City Code* (Zoning: Commercial Districts: CB

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Community Business District: Minimum Yard Requirements) shall be, and hereby is amended to read as follows:

F. Minimum Yard Requirements:

1. ~~Front Or~~ Corner Side Yard: No minimum yard is required. If a front yard is provided, it shall comply with all provisions of this title applicable to front or corner side yards, including landscaping, fencing, and obstructions.
2. Interior Side Yard: None required.
3. Rear Yard: Ten feet (10').
4. Buffer Yards: Any lot abutting a lot in a Residential District shall conform to the buffer yard requirements of ~~e~~Chapter 21A.48 of this title.
5. Accessory Buildings ~~A~~nd Structures ~~I~~n Yards: Accessory buildings and structures may be located in a required yard subject to ~~s~~Section 21A.36.020, ~~t~~Table 21A.36.020B of this title.
6. Maximum Setback: A maximum setback is required for at least seventy five percent (75%) of the building facade. The maximum setback is fifteen feet (15'). Exceptions to this requirement may be authorized through the design review process, subject to the requirements of ~~e~~Chapter 21A.59 of this title, and the review and approval of the ~~P~~lanning ~~C~~ommission. The ~~P~~lanning ~~D~~irector, in consultation with the ~~T~~ransportation ~~D~~irector, may modify this requirement if the adjacent public sidewalk is substandard and the resulting modification to the setback results in a more efficient public sidewalk. The ~~P~~lanning ~~D~~irector may waive this requirement for any addition, expansion, or intensification, which increases the floor area or parking requirement by less than fifty percent (50%) if the ~~P~~lanning ~~D~~irector finds the following:
 - a. The architecture of the addition is compatible with the architecture of the original structure or the surrounding architecture.
 - b. The addition is not part of a series of incremental additions intended to subvert the intent of the ordinance.
7. ~~Parking Setback: Surface parking is prohibited in a front or corner side yard. Surface parking lots within an interior side yard shall maintain a twenty foot (20') landscape setback from the front property line or be located behind the primary structure. Parking structures shall maintain a thirty five foot (35') minimum setback from a front or corner side yard property line or be located behind the primary structure.~~

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~~There are no minimum or maximum setback restrictions on underground parking. The Planning Director may modify or waive this requirement if the Planning Director finds the following:~~

~~a. The parking is compatible with the architecture/design of the original structure or the surrounding architecture.~~

~~b. The parking is not part of a series of incremental additions intended to subvert the intent of the ordinance.~~

~~c. The horizontal landscaping is replaced with vertical screening in the form of berms, plant materials, architectural features, fencing and/or other forms of screening.~~

~~d. The landscaped setback is consistent with the surrounding neighborhood character.~~

~~e. The overall project is consistent with section 21A.59.050 of this title.~~

~~Appeal of administrative decision is to the Planning Commission.~~

SECTION 9. Amending the text of Salt Lake City Code Section 21A.26.078. That

Section 21A.26.078 of the *Salt Lake City Code* (Zoning: Commercial Districts: TSA Transit Station Area District) shall be, and hereby is amended to read as follows:

21A.26.078: TSA TRANSIT STATION AREA DISTRICT:

A. Purpose Statement: The purpose of the TSA Transit Station Area District is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, ~~M~~mixed U~~s~~e D~~istrict~~. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of ~~O~~verlay Z~~oning D~~istricts~~, and the neighborhood vision, not all station areas are required to have a core area and a transition area.~~

1. Core Area: The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable,

transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.

2. Transition Area: The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas typically serve the surrounding neighborhood and include a broad range of building forms that house a mix of compatible land uses. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods.

- B. Station Area Types: A station area typology is the use of characteristics, such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a common vision for development of a transit station area. Each typology recognizes the important difference among places and destinations and takes into account the local context of a station and its surroundings. Refer to the official Salt Lake City zoning map to determine the zoning of the land within each station area.

1. Urban Center Station (TSA-UC): An urban center station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use.
2. Urban Neighborhood Station (TSA-UN): An evolving and flexible development pattern defines an urban neighborhood station area. Urban neighborhoods consist of multilevel buildings that are generally lower scale than what is found in the urban center station area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape.
3. Mixed Use Employment Center Station (TSA-MUEC): A mixed use employment station is an area with a high concentration of jobs that attract people from the entire region. Buildings are often large scale in nature and may have large footprints. Land uses that support the employment centers such as retail sales and service and restaurants are located throughout the station area and should occupy ground floor space in multi-story buildings oriented to the pedestrian and transit user. A mix of housing types and sizes are appropriate to provide employees with the choice to live close to where they work. Building types should trend toward more flexible building types over time. Connectivity for all modes of travel is important due to the limited street network.
4. Special Purpose Station (TSA-SP): The special purpose station is typically centered on a specific land use or large scale regional activity. These areas are generally served

by a mix of transit options. Land uses such as restaurants and retail support the dominant land use and attract people to the area. A mix of housing types and sizes are appropriate in certain situations. Future development should be aimed at increasing the overall intensity and frequency of use in the station area by adding a mix of uses that can be arranged and designed to be compatible with the primary use.

C. Review Process: The review process for all new development and redevelopment within the Transit Station Area Zoning District is based on the development score which is generated by the “Transit Station Area Development Guidelines” hereby adopted by reference.

1. The following types of development are required to go through this review process:

- a. Any addition of one thousand (1,000) square feet or more that extend a street facing building facade or are located to the side of a building and are visible from a public space; or
- b. Additions that increase the height of an existing building or change the existing roofline;
- c. Additions to the rear of buildings that are not adjacent to a public street, trail or other public space are not required to obtain a development score but must comply with all other applicable regulations. Signs, fences, accessory structures and any other structure or addition not listed in this section are not required to obtain a development score.
- d. Single-family detached dwellings and two-family dwellings are not required to obtain a development score.

2. Application process steps:

- a. Presubmittal Conference: All applicants for development within the TSA Transit Station Area Zoning District are required to attend a presubmittal conference with the Planning Division. The purpose of the presubmittal conference is to notify the applicant of the goals of the station area plans, the standards in this section, and the review and approval process.
- b. Development Review Application: After a presubmittal conference, the developer can submit a development review application. This application and all submittal requirements will be used to determine the development score. The application shall include a score sheet on which the development guidelines and their assigned values are indicated and two (2) checklists: one for the applicant’s use and one for the Planning Division’s use.
- c. Public Noticing: A notice of application for a development review shall be provided in accordance with eChapter 21A.10 of this title.

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d. Application Review: Table 21A.26.078.C.2.d of this sSubsection C summarizes the application review process. All applications shall be processed as follows:

(1) Tier 1 Planning Commission Review: If a project is assigned a score less than 125 points, the project can only be approved by the Pplanning Ccommission through the design review process in eChapter 21A.59 of this title. Once the applicant receives written notice of their score, they will be given thirty (30) days to notify the Pplanning Ddivision of their intention to proceed with the project through the design review process or make necessary plan adjustments to increase their development score to the minimum level in order to go through an administrative review process.

(2) Tier 2 Administrative Review: The Pplanning Ddirector has the authority to approve a project scoring 125 points or more without holding a public hearing. The project shall be allowed to go through the standard building permit process. A public hearing is not required because the project incorporates adequate development guidelines or development incentives to be deemed compliant with the vision for the station area.

TABLE 21A.26.078.C.2.d
APPLICATION REVIEW

| Development Score | Review Process |
|--------------------|--|
| 0 - 124 points | Planning Ccommission design review process |
| 125 or more points | Administrative review |

D. Development Score: The purpose of the development score is to allow flexibility for designers while implementing the Ccity's vision of the applicable station area plans and the purpose of this zoning district. The development score measures the level of compatibility between a proposed project and the station area plan. A "station area plan" is a development, land use, urban design and place making policy document for the area around a specific transit station. The development score is based on the development guidelines and development incentives in the "Transit Station Area Development Guidelines" book, hereby adopted by reference. The "Transit Station Area Development Guidelines" shall be amended following the adopted procedures for zoning text amendments in eChapter 21A.50, "Amendments", of this title.

1. Formulating Fthe Score: The development score is formulated by calculating all of the development guideline values for a particular project. Each design guideline and incentive is given a value based on its importance. Some guidelines are considered more important and carry a higher value than others. All other applicable zoning regulations shall be complied with by all projects and are not calculated in the development score.
2. Project Review: A development score shall be assigned to all projects within the TSA Transit Station Area Zoning District after a complete development review application

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is submitted. The Planning Director shall provide, in writing, a copy of the review checklist and explanation of the outcome of the score to the applicant within thirty (30) days of submitting a complete application.

3. Appeals: The development score may be appealed. All appeals of the development score are heard by the Appeals Hearing Officer. In hearing the appeal, the Appeals Hearing Officer shall hold a public hearing in accordance with sSection 21A.10.030 of this title. In deciding the appeal, the Appeals Hearing Officer shall base its decision on its interpretation of the development guidelines and the development score.
4. Expiration: No development score shall be valid for a period longer than one year unless a building permit has been issued or complete building plans have been submitted to the Division of Building Services.

E. Development Standards:

1. Application: The dimensional requirements of this section apply to all new buildings and developments as well as additions to existing buildings. Additions that bring the property closer to compliance are allowed. The following development standards apply to the core and transition areas of all station types.
2. Building Height: The minimum and maximum building heights are found in tTable 21A.26.078.E.2, “Building Height Regulations”, of this sSubsection E.2. The following exceptions apply:
 - a. The minimum building height applies to all structures that are adjacent to a public or private street. The building shall meet the minimum building height for at least fifty percent (50%) of the width of the street facing building wall.
 - b. Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building. This is in addition to the height authorized elsewhere in this title.

TABLE 21A.26.078.E.2
BUILDING HEIGHT REGULATIONS

| | | Minimum Height ¹ | Maximum Height |
|---------------------|------------|-----------------------------|------------------|
| Urban center: | | | |
| | Core | 40’ | 90’ ² |
| | Transition | 25’ | 60’ |
| Urban neighborhood: | | | |

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| | | Minimum Height ¹ | Maximum Height |
|------------------------------|------------|-----------------------------|----------------|
| | Core | 25' | 75' |
| | Transition | 0' | 50' |
| Mixed use employment center: | | | |
| | Core | 25' | 75' |
| | Transition | 0' | 60' |
| Special purpose: | | | |
| | Core | 25' | 75' |
| | Transition | 0' | 60' |

Notes:

1. Minimum building heights apply to those properties with frontage on the street where fixed rail transit is located.
2. Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. The slope of the plane must have a minimum slope of a 2 feet rise over a 12 foot run. The additional height may include habitable space. The sloping planes must be clearly visible and create a sloped roof shape. The sloping planes shall not be hidden by a parapet wall.

3. Setbacks:

a. General Standards ~~F~~for Front/Corner Side Yards:

(1) All portions of the yard not occupied by building, driveways, walkways or other similar features must be landscaped or include an active outdoor use, such as outdoor dining, plazas, courtyards or other similar outdoor use. See ~~s~~Subsection F of this section for specific front yard design requirements.

~~(2) Parking is prohibited in the front and corner side yards.~~

~~(3 2)~~ Walls up to three feet (3') in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.

~~(4 3)~~ Awnings or canopies may be located within any portion of the yard and are not subject to the front or corner side yard restrictions in ~~s~~Subsection 21A.36.020.B, ~~t~~Table 21A.36.020.B of this title.

~~(5 4)~~ Balconies may project up to two feet (2') into the required yards and are not subject to the front or corner side yard restrictions in ~~s~~Subsection 21A.36.020.B, ~~t~~Table 21A.36.020.B of this title.

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(6 5) All front and corner side yard standards in ~~Table 21A.26.078.E.3.b~~ of this
 sSubsection E may be modified through the design review process of
 eChapter 21A.59 of this title, except that the front and corner side yard
 setback for 400 South shall not be reduced below the minimum.

b. Table 21A.26.078.E.3.b Setback Standards:

TABLE 21A.26.078.E.3.b
 SETBACK STANDARDS

| Property Frontage | Front/Corner Side Yard Setback | Interior Side Yard | Rear Yard |
|-------------------|---|--|-----------|
| 400 South | Minimum: 10', and at least 50% of the street facing building facade must be built to the minimum. | Minimum: None, except a 25' setback is required when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 Zoning District. The minimum shall increase 1' for every 1' increase in building height above 25' and is applied to the portion of the building over 25' in height. | |
| | Maximum setback: 20', but may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas. | | |
| | In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10'. This applies to new buildings and to additions that increase the gross building square footage by more than 50%. This standard does not require removal of existing buildings or portions thereof. | | |
| North Temple | Minimum: 5', and at least 50% of the street facing building facade must be built to the minimum. | | |
| | Maximum: 15', but may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas. | | |
| | In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be | | |

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| Property Frontage | Front/Corner Side Yard Setback | Interior Side Yard | Rear Yard |
|---|--|--------------------|-----------|
| | installed by the developer so there is a minimum width sidewalk of 10'. This applies to new buildings and to additions that increase the gross building square footage by more than 50%. This standard does not require removal of existing buildings or portions thereof. | | |
| 300 South, 500 South, 600 East | Minimum: Equal to the average setback of other principal buildings on the same block face. | | |
| Streets with right-of-way width of 50' or less with R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 Zoning District on either side of the street | Minimum: 25% of lot depth, up to 25'. For buildings taller than 25', setback shall increase 2' for every 1' of building height above 25' and is applied to the portion of the building over 25' in height. | | |
| All other streets | Minimum: None At least 50% of the street facing building facade shall be within 5' of the front or corner side property line. | | |

500

501 c. Special Setback Provisions ~~F~~for Properties Adjacent ~~T~~to Jordan River: For
502 properties that are adjacent to the Jordan River, the building setback from the
503 Jordan River shall be fifty feet (50'), measured from the annual high water level
504 as defined in ~~s~~Section 21A.34.130 of this title. For buildings over fifty feet (50')
505 in height, the setback shall increase one foot (1') for every foot in height over fifty
506 feet (50') up to a maximum of seventy five feet (75'). Portions of buildings over
507 fifty feet (50') in height may be stepped back to comply with this standard.

508 4. Minimum Lot Area ~~A~~and Lot Width Requirements:

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TABLE 21A.26.078.E.4
MINIMUM LOT AREA AND LOT WIDTH STANDARDS

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| Standard | Required Dimension |
|-------------------|--------------------|
| Minimum lot area | 2,500 square feet |
| Minimum lot width | 40 feet |

- a. The minimum lot area applies to all new subdivisions of land and shall not be used to calculate residential density.
- b. Any legally existing lot may be developed without having to comply with the minimum lot size or width requirements.
- c. Lots subdivided for single-family detached, single-family attached, and two-family residential dwellings are exempt from minimum lot width requirements.
- d. Lots subdivided for single-family attached dwellings are exempt from minimum lot area provided that:
 - (1) Parking for units shall be rear loaded and accessed from a common drive shared by all units in a particular development;
 - (2) Driveway access shall connect to the public street in a maximum of two (2) locations; and
 - (3) No garages shall face the primary street and front yard parking shall be strictly prohibited.
5. Open Space Area: Open space areas shall be provided at a rate of one square foot for every ten (10) square feet of land area included in the development, up to five thousand (5,000) square feet for core areas, and up to two thousand five hundred (2,500) square feet for transition areas. Open space areas includes landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space area amenities. All required open space areas shall be accessible to the users of the building(s).
6. Circulation ~~A~~and Connectivity: Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.
 - a. All parking lots shall comply with the standards in sSection 21A.44.020, “General Off Street Parking Regulations”, of this title.
 - b. Parking is prohibited between the street-facing building line and any front or corner side property line. This shall include any drive aisle that is not perpendicular to the front or corner side property line.

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c. Any new development shall provide a midblock walkway if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City. The following standards apply to the midblock walkway:

(1) The midblock walkway must be a minimum of ten feet (10') wide and include a minimum six foot (6') wide unobstructed path.

(2) The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway.

7. Accessory Structures: No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.

F. Design Standards:

1. Development shall comply with the design standards in Chapter 21A.37 of this title when applicable as specified in that chapter.

2. All developments required to obtain a review score by Subsection C of this section shall comply with the following additional design standards. These specific standards may be modified through the design review in Chapter 21A.59 of this title if the modifications meet the intent of the specific design standard requested to be modified:

a. EIFS and Stucco Limitation: Use of Exterior Insulation and Finishing System (EIFS) or traditional stucco is not allowed as a building material on the ground floor of street facing building facades. Use of EIFS and stucco is allowed for up to ten percent (10%) of the upper level street facing facades.

b. Front and Corner Side Yard Design Requirements:

(1) In yards greater than ten feet (10') in depth, one shade tree shall be planted for every thirty feet (30') of street frontage. For the purpose of this section, a shade tree is any tree that has a mature minimum tree canopy of thirty feet (30') and a mature height that is forty feet (40') or greater.

(2) At least fifty percent (50%) of the front or corner side yards shall be covered in live plant material. This can include raised planter boxes. This percentage can be reduced to thirty percent (30%) if the yard includes outdoor dining, patios, outdoor public space, or private yards for ground floor residential uses that cover at least fifty percent (50%) of the provided front or corner side yard.

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(3) At least thirty percent (30%) of the front or corner side yard shall be occupied by outdoor dining areas, patios, outdoor public space, or private yards for ground floor residential uses.

(4) Driveways necessary for vehicle access to the site are allowed regardless of compliance with the minimum percentages required by this subsection.

c. Entry Feature Requirements: All required building entries shall include at least one of the following features:

(1) An awning or canopy over the entrance that extends a minimum of five feet (5') from the street facing building facade;

(2) A recessed entrance that is recessed at least five feet (5') from the street facing facade;

(3) A covered porch that is at least five feet (5') in depth and at least forty (40) square feet in size; or

(4) A stoop that is at least two feet (2') above sidewalk level and that includes an awning or canopy that extends at least three feet (3') from the street facing building facade.

d. Ground Floor Use Requirement For 400 South A and North Temple Boulevard: When facing 400 South or North Temple Boulevard, the ground floor use area required by eChapter 21A.37 of this title shall be built to accommodate an allowed commercial, institutional, or public use. Live/work uses qualify as a commercial use for this subsection.

(1) Exception: Residential uses may be permitted within the required area in lieu of the required use, if the ground floor is designed so that it can be converted to an allowed commercial use in the future. To accommodate this conversion, the shell space of the ground floor shall be built to an occupancy standard required by the adopted B building C code that can accommodate conversion of the interior of the space to a future permitted commercial use.

(2) The following additional requirements shall apply to the ground floor space if used for residential uses:

(A) The shell space shall be at least twelve feet (12') in height;

(B) The street facing facade of each ground floor residential unit shall be at least sixty percent (60%) glass;

(C) Each ground floor unit shall have a direct entrance from the sidewalk to the unit;

(D) Each ground floor unit shall be ADA accessible; and

(E) Each ground floor unit shall include a porch, patio, stoop or other entrance feature that is a minimum depth of at least five feet (5').

G. ~~Multiple Buildings On Aa Single Parcel:~~ Multiple principal buildings on a single parcel are permitted provided each principal building meets the requirements of this chapter and each principal building obtained a separate development score. New principal buildings can be located toward the rear of a parcel provided there is an existing or additional new principal building that complies with the front yard building setbacks. If one principal building receives a development score lower than other principal buildings on the site, the project shall be processed based on the lowest development score obtained. Multiple single-family detached dwellings and two-family dwellings may be located on one lot and are not required to obtain a development score.

~~H. Parking: The purpose of this subsection is to provide locations for off street parking. All off street surface parking lots should be located so that they are compatible with pedestrian oriented streets. New uses and development or redevelopment within this district shall comply with the requirements of this subsection.~~

~~1. 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, and are subject to the additional requirements established for core or transition areas below.~~

~~2. Surface Parking In The Core Area: Surface parking lots in the core area are required to be located behind the principal building or to the side of a principal building.~~

~~a. Requirements: When located to the side of a building, the parking lot shall be:~~

~~(1) Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas or similar feature.~~

~~(2) 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.~~

~~(3) The parking lot shall be no wider than what is required for two (2) rows of parking and one (1) drive aisle as indicated in section 21A.44.020, table 21A.44.020 of this title.~~

~~b. One Driveway And Drive Aisle Per Street Frontage: Only one (1) driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner~~

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side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.

3. ~~Surface Parking In The Transition Area: Surface parking lots in the transition area are required to be located behind the principal building or to the side of a principal building.~~

a. ~~Requirements: When located to the side of a principal building, the parking lot shall be:~~

(1) ~~Set back so that no portion of the parking area other than the driveway is 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 space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas or similar feature.~~

(2) ~~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.~~

4. ~~Walkways Through Parking Lots: Parking lots with more than fifteen (15) spaces shall provide a pedestrian walkway through the parking lot to the primary building entrance or a sidewalk providing access to a primary building entrance. One (1) walkway must be provided for every three (3) drive aisles. Walkways shall be curb separated from the parking areas and a minimum of five feet (5') wide. Vehicles shall not overhang the walkway. Parking lot landscaping requirements in chapter 21A.48 of this title shall be included on the side of the walkway. Where the walkway crosses a drive aisle, a crosswalk that is clearly identified by a change in color, material, or similar technique shall be used.~~

5. ~~Other Applicable Standards: All other standards in chapter 21A.44, "Off Street Parking, Mobility And Loading", of this title shall apply.~~

II. ~~Conflicting Regulations: In cases where the regulations of this section conflict with another section of this zoning ordinance, this section shall take precedence except in situations where the conflict is related to the use of the property, in which case the more restrictive regulation takes precedence. In station areas within an overlay district, the overlay district shall take precedence.~~

II. ~~Developments Over Five Acres:~~

1. Intent: Large scale developments have the potential to function as a self-contained mixed use neighborhood and could have both positive and negative impacts on nearby properties. All developments over five (5) acres in size shall be designed and planned to include a series of blocks and a network of public or private streets that connects to the existing public streets in the area and to adjacent development and neighborhoods. Buildings should be oriented to this street network. Regulating block size is necessary to provide development sites that are oriented to the pedestrian while accommodating other modes of transportation. A street network is required to ensure adequate circulation for pedestrians, bicycles, automobiles and service vehicles through the site, to adjacent sites and the public streets.
2. Application: These standards are in addition to all other applicable standards. In situations where the standards in this section conflict with a standard in another section, the standard in this section shall take precedence. A separate development score is required for each new principal building in a development over five (5) acres.
 - a. Block Layout: The intent of regulating block size and dimension is to create a development pattern where all principal buildings have their primary facades facing a street, whether public or private. All developments over five (5) acres in size shall be designed to include a series of blocks based on the standards below:
 - (1) The maximum perimeter dimension of any block shall be one thousand six hundred feet (1,600'). The maximum length of any individual block face shall be four hundred forty feet (440').
 - (2) The maximum perimeter dimension of a block may be increased to two thousand four hundred (2,400) linear feet, and the maximum length of any block face increased to six hundred feet (600') provided a mid block pedestrian network is included. The mid block pedestrian network must be a minimum of twenty feet (20') wide and include pedestrian amenities such as lighting, benches, and other similar features. The mid block walkway shall connect to at least two (2) block faces or be extended to the property line to allow for future extension.
 - b. Connectivity To Public Streets, Sidewalks, And Bicycle Lanes: In order to ensure that the development will be fully integrated into the transit station area, that safe and efficient travelways are provided, and to limit the impact on the primary transit street and other adjacent streets, the internal circulation system, including private streets, drive aisles, sidewalks and bicycle lanes shall connect to the public street, sidewalks and bicycle lanes. All new streets shall be designed as a "complete street" defined as a street that provides dedicated space for pedestrians, bicyclists and automobiles.
 - c. Vehicle Access: Regulating access to private property from public streets is necessary for integrating private development and public spaces. Limiting the number of access points and spacing between access points reduces areas of

conflict between vehicles, pedestrians and bicycles. Maximum access widths promote a development pattern that is oriented to pedestrians and bicyclists while accommodating vehicles.

(1) Access points located on public streets intended for vehicles shall be spaced a minimum of one hundred feet (100') apart.

(2) No property shall have more than one (1) vehicle access point for every two hundred (200) linear feet of frontage on a public street.

(3) No access drive shall be greater than twenty four feet (24') wide.

(4) The location of all vehicle access points is subject to approval from the ~~T~~ransportation ~~D~~ivision of the ~~C~~ity. The standards of this section may be modified by the Transportation Division when, in the opinion of the ~~D~~irector of the ~~T~~ransportation ~~D~~ivision, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.

d. Internal Circulation: Internal circulation systems allow for vehicles, pedestrians and bicyclists to move safely and efficiently throughout a development site. A logical, simple and well designed internal circulation system that connects with adjacent circulation networks provides room for vehicles, safe walking paths for pedestrians through the parking lot and the site to the public way, and well marked routes for bicycles traveling from public spaces to bicycle parking areas within a site. All new developments over five (5) acres are required to submit an internal circulation network plan.

(1) Travel Lanes That Connect Parking Areas With ~~A~~a Public Street: All internal vehicle travel lanes that connect internal parking areas with a public street shall be designed to meet the minimum requirements in ~~s~~Section ~~21A.44.020~~ 21A.44.060.A.6 of this title.

(2) Design Speed: The internal circulation system shall be designed to move vehicles at speeds of twenty (20) miles per hour or less.

(3) Future Access ~~T~~o Adjacent Properties ~~A~~and Rights-Of-Way: All internal drive aisles, sidewalks, and paths shall be extended to property lines to allow for future cross access to adjacent properties when the adjacent property is undeveloped and to rights-of-way.

(4) Centerlines: The centerline of all internal streets shall be in line with the centerline of a street on the opposite side of an intersecting street unless the intersecting street is divided by a median. Offset streets shall be a minimum of two hundred feet (200') apart, measured from centerline to centerline.

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(5) Publicly Dedicated Streets: Any street that is to be publicly dedicated shall meet the City's minimum construction and design standards (including street lighting, park strip, street trees, etc.).

(6) Pedestrian Routes: Pedestrian routes that provide safe, comfortable, clear and direct access throughout the development shall be provided. Pedestrian paths shall be bordered by residential fronts, green space, active open space, or commercial storefronts.

(7) Bicycle Paths: A coordinated system of bicycle paths should be provided.

(8) Approval; Modification Of Standards: The internal circulation network is subject to approval from the Transportation Division of the City. The standards of this section may be modified by the Transportation Division when, in the opinion of the Director of the Transportation Division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.

e. Parking: Parking may be provided along any private street within a development over five (5) acres. The parking shall be counted toward the applicable off street parking standard when provided on private streets. All parking areas and spaces must comply with the parking lane widths identified in ~~Section 21A.44.020~~ 21A.44.060.A.6, ~~table 21A.44.020~~ of this title.

f. Open Space Area: In order to provide space for passive and active recreation, public and private gatherings, offset storm drainage due to nonpermeable surfaces and as an amenity to individual developments and their residents, employees and customers, usable open space areas are required for all new developments.

(1) Required: In the core and transition areas of all station areas, a minimum of ten percent (10%) of the site, up to fifteen thousand (15,000) square feet, shall be devoted to open space areas. "Usable open space area" is defined as landscaped areas, plazas, outdoor dining areas, terraces, rooftop gardens, stormwater retention areas, and any other similar type of area.

(2) Connectivity To Adjacent Open Space Area: When adjacent to public open space areas, parks, trails and pathways, open space areas on developments over five (5) acres in size are encouraged to provide access to the public open space area.

g. Landscaping: All areas not occupied by buildings, plazas, terraces, patios, parking areas, or other similar feature shall be landscaped. If a project is developed in phases, only those areas in a phase that is under construction shall be landscaped. Landscaping in future phases shall be installed as those phases develop. Areas in future phases may be used as community gardens or other active open space until such time as development of that phase begins.

SECTION 10. Amending the text of Salt Lake City Code Subsection 21A.30.020.D. That

Subsection 21A.30.020.D of the *Salt Lake City Code* (Zoning: Downtown Districts: D-1 Central Business District: D-1 District General Regulations) shall be, and hereby is amended to read as follows:

D. D-1 District General Regulations: The regulations established in this section apply to the D-1 District as a whole.

1. Minimum Lot Size: No minimum lot area or lot width is required, except in block corner areas as specified in sSubsection E.5 of this section.

2. Yard Requirements:

a. Front and corner side yards: No minimum yards are required, however, no yard shall exceed five feet (5') except as authorized through the design review process. Such design reviews shall be subject to the requirements of eChapter 21A.59 of this title. Where an entire block frontage is under one ownership, the setback for that block frontage shall not exceed twenty five feet (25'). Exceptions to this requirement may be authorized through the design review process, subject to the requirements of eChapter 21A.59 of this title.

b. Interior side and rear yards: None required.

~~3. Restrictions On Parking Lots And Structures: An excessive influence of at or above ground parking lots and structures can negatively impact the urban design objectives of the D-1 District. To control such impacts, the following regulations shall apply to at or above ground parking facilities:~~

~~a. Within block corner areas and on Main Street, parking lots and structures shall be located behind principal buildings.~~

~~b. Within the mid block areas, parking lots and structures shall only be located behind principal buildings or be at least seventy five feet (75') from front and corner side lot lines or parking structures are allowed to be located adjacent to the front or corner side lot lines only if they provide adequately sized retail goods/service establishments, office and/or restaurant space on the ground floor adjacent to the public sidewalk to encourage pedestrian activity. The facades of the ground floor shall be designed to be compatible and consistent with the associated retail or office portion of the building and other retail uses in the area. Levels of parking above the first level facing the front or corner side lot line shall have floors/facades that are horizontal, not sloped.~~

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~~e. Accessory parking structures built prior to the principal use, and commercial parking structures, shall be permitted as conditional uses with the approval of the Planning Commission pursuant to the provisions of chapter 21A.54 of this title.~~

~~d. No special restrictions shall apply to belowground parking facilities.~~

~~e. Parking lots, proposed as a principal use to facilitate a building demolition, are prohibited in the D-1 District.~~

43. Interior Plazas, Atriums ~~A~~and Galleries: Interior plazas, atriums and galleries shall be permitted throughout the D-1 Central Business District.

54. Location ~~O~~f Service Areas: All loading docks, refuse disposal areas and other service activities shall be located on block interiors away from view of any public street. Exceptions to this requirement may be approved through the site plan review process when a permit applicant demonstrates that it is not feasible to accommodate these activities on the block interior. If such activities are permitted adjacent to a public street, a visual screening design approved by the ~~Z~~oning ~~A~~administrator shall be required.

65. Landscape Requirements: All buildings constructed after April 12, 1995, shall conform to the special landscape requirements applicable to the D-1 Central Business District as contained in ~~e~~chapter 21A.48 of this title.

76. Mid Block Walkways: As part of the ~~C~~ity's plan for the downtown area, it is intended that mid block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the ~~C~~ity has formulated an official plan for their location and implementation, which is on file at the ~~P~~lanning ~~D~~ivision ~~O~~ffice. All buildings constructed after the effective date hereof within the D-1 Central Business District shall conform to this officially adopted plan for mid block walkways.

87. Landscape Requirements ~~F~~or Demolition Sites: Vacant lots, resulting from demolition activities where no replacement use is proposed, shall conform to ~~e~~chapter 21A.48 of this title, special landscape requirements applicable to the D-1 Central Business District.

SECTION 11. Amending the text of Salt Lake City Code Section 21A.30.030. That

Section 21A.30.030 of the *Salt Lake City Code* (Zoning: Downtown Districts: D-2 Downtown Support District) shall be, and hereby is amended to read as follows:

21A.30.030: D-2 DOWNTOWN SUPPORT DISTRICT:

- 870
- 871 A. Purpose Statement: The purpose of the D-2 Downtown Support Commercial District is to
- 872 provide an area that fosters the development of a sustainable urban neighborhood that
- 873 accommodates commercial, office, residential and other uses that relate to and support
- 874 the D-1 Central Business District. Development within the D-2 Downtown Support
- 875 Commercial District is intended to be less intensive than that of the D-1 Central Business
- 876 District, with high lot coverage and buildings placed close to the sidewalk. This district is
- 877 appropriate in areas where supported by applicable master plans. Design standards are
- 878 intended to promote pedestrian oriented development with a strong emphasis on a safe
- 879 and attractive streetscape.
- 880
- 881 B. Uses: Uses in the D-2 Downtown Support District, as specified in sSection 21A.33.050,
- 882 “Table Of Permitted Aand Conditional Uses For Downtown Districts”, of this title, are
- 883 permitted subject to the general provisions set forth in sSection 21A.30.010 of this
- 884 chapter and this section.
- 885
- 886 C. Lot Size Requirements: No minimum lot area or lot width shall be required.
- 887
- 888 D. Maximum Building Height: The maximum permitted building height shall not exceed
- 889 one hundred twenty feet (120’) subject to the following review process: Buildings over
- 890 sixty five feet (65’) in height are subject to design review according to the requirements
- 891 of eChapter 21A.59 of this title.
- 892
- 893 E. Minimum Yard Requirements:
- 894 1. Front Aand Corner Side Yard: There is no minimum setback. The maximum setback
- 895 is ten feet (10’).
- 896 2. Interior Side Yards: No minimum side yard is required except a minimum of fifteen
- 897 feet (15’) side yard is required when the side yard is adjacent to a single or two family
- 898 residential zoning district.
- 899 3. Rear Yard: No minimum rear yard is required except a minimum of twenty five feet
- 900 (25’) rear yard is required when the rear yard is adjacent to a single or two family
- 901 residential district.
- 902 4. Buffer Yards: Any lot abutting a lot in a residential district shall conform to the buffer
- 903 yard requirements of Chapter 21A.48 of this title.
- 904

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F. Landscape Yard Requirements: If a front or corner side yard is provided, such yard shall be maintained as a landscaped yard. The landscaped yard can take the form of outdoor dining, patio, courtyard or plaza, subject to site plan review approval.

~~G. Parking Lot Setbacks: If a front or corner side yard is provided surface parking is prohibited in those areas. Surface parking lots that are not located completely behind the primary structure shall maintain a twenty foot (20') landscaped yard from the front and corner side yard property lines.~~

HG. Mid-Block Walkways: Any new development shall provide a midblock walkway if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the city. The following standards apply to the midblock walkway:

1. The midblock walkway must be a minimum of ten feet (10') wide and include a minimum six foot (6') wide unobstructed path.
2. The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway.

HH. Ground Floor Uses: To activate the ground floor of structures, retail goods establishments, retail service establishments, public service portions of businesses, restaurants, taverns/brewpubs, bar establishments, art galleries, theaters or performing art facilities are required on the ground floor of structures facing State Street, Main Street, 800 South and 900 South.

HI. Existing Vehicle Sales ~~O~~r Lease Lots:

1. Vehicle Display Area: The parking provided in the vehicle display area will not be counted as off street parking when computing maximum parking requirements and is not considered to be a surface parking lot when determining required setbacks in this section.
2. Design Standards: Structures associated with accessory uses such as but not limited to repair shops or vehicle washing do not need to meet required design standards and may exceed the maximum front and corner side yard setbacks. Primary structures that contain sales floors and auto display areas must meet all design standards and setbacks.
3. Landscaping: A landscaped yard of at least ten feet (10') in depth is required along any portion of the street frontage of the property that is not occupied by a permanent structure. All other landscaping requirements in Chapter 21A.48 remain applicable.
4. Multiple Buildings: Vehicle sales or lease lots may have multiple buildings on a parcel subject to all buildings being associated with the use of the lot as vehicles sales or lease.

SECTION 12. Amending the text of Salt Lake City Code Section 21A.30.040. That

Section 21A.30.040 of the *Salt Lake City Code* (Zoning: Downtown Districts: D-3 Downtown Warehouse/Residential District) shall be, and hereby is amended to read as follows:

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

- A. Purpose Statement: The purpose of the D-3 Downtown Warehouse/Residential District is to provide for the reuse of existing warehouse buildings for multi-family and mixed use while also allowing for continued retail, office and warehouse use within the district. The reuse of existing buildings and the construction of new buildings are to be done as multi-family residential or mixed use developments containing retail or office uses on the lower floors and residential on the upper floors. This district is appropriate in areas where supported by applicable master plans. The standards are intended to create a unique and sustainable downtown neighborhood with a strong emphasis on urban design, adaptive reuse of existing buildings, alternative forms of transportation and pedestrian orientation.
- B. Uses: Uses in the D-3 Downtown Warehouse/Residential District as specified in ~~s~~Section 21A.33.050, “~~T~~able ~~O~~f Permitted ~~A~~nd Conditional Uses ~~F~~or Downtown Districts”, of this title, are permitted subject to the provisions of this chapter and other applicable provisions of this title.
- C. Controls Over Mixed Use: The concept of mixed use is central to the nature of the D-3 Downtown Warehouse/Residential District. To ensure that mixed use developments provide for on site compatibility as well as neighborhood compatibility, the change of land use type or an increase in floor area by twenty five percent (25%) of existing principal buildings and the construction of buildings for new uses after April 12, 1995, shall conform to the following provisions. Construction related to the rehabilitation including remodeling or modification of existing uses, or the change of use to a similar use, shall not be subject to these provisions:
 - 1. Buildings containing commercial/office uses located above the second story shall incorporate multi-family dwellings, boarding house, bed and breakfast, or hotel uses in the amount of at least fifty percent (50%) of the total floor area of the building;
 - 2. Commercial/office uses shall be permitted as the sole use in two-story buildings only; and
 - 3. Commercial/office uses in buildings of three (3) stories or more without multi-family dwellings shall be allowed only as a conditional use and then only when the applicant has demonstrated that the proposed location is not suitable for multi-family residential use.

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D. Lot Size Requirements: No minimum lot area or lot width shall be required.

E. Maximum Building Height: No building shall exceed seventy five feet (75'). Buildings taller than seventy five feet (75') but less than ninety feet (90') may be authorized through the design review process, provided the additional height is supported by the applicable master plan, the overall square footage of the buildings is greater than fifty percent (50%) residential use, and subject to the requirements of eChapter 21A.59 of this title.

~~F. Minimum Yard Requirements: None required, except for surface parking lots which are required to be set back from the front and corner side yard property lines fifteen feet (15').~~

~~G~~F. Mid Block Walkways: As a part of the Ccity's plan for the downtown area, it is intended that mid block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the Ccity has formulated an official plan for their location and implementation, which is on file at the Pplanning Ddivision Ooffice. All buildings constructed within the D-3 Downtown Warehouse/Residential District shall conform to this plan for mid block walkways.

~~H~~G. Minimum Open Space Area: All lots containing dwelling units shall provide common open space area in the amount of twenty percent (20%) of the lot area. This common open space area may take the form of ground level plazas, interior atriums, landscape areas, roof gardens and decks on top of buildings or other such forms of open space available for the common use by residents of the property.

SECTION 13. Amending the text of Salt Lake City Code Section 21A.30.045. That

Section 21A.30.045 of the *Salt Lake City Code* (Zoning: Downtown Districts: D-4 Downtown Secondary Central Business District) shall be, and hereby is amended to read as follows:

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

A. Purpose Statement: The purpose of the D-4 Downtown Secondary Central Business District is to foster an environment consistent with the area's function as a housing, entertainment, cultural, convention, business, and retail section of the Ccity that supports the D-1 Central Business District. Development is intended to support the regional venues in the district, such as the Salt Palace Convention Center, and to be less intense than in the D-1 Central Business District. This district is appropriate in areas where supported by applicable master plans. The standards are intended to achieve established objectives for urban and historic design, pedestrian amenities, and land use control, particularly in relation to retail commercial uses.

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B. Uses: Uses in the D-4 Downtown Secondary Central Business District as specified in sSection 21A.33.050, “Table Oof Permitted Aand Conditional Uses Ffor Downtown Districts”, of this title, are permitted subject to the general provisions set forth in sSection 21A.30.010 of this chapter. In addition, all conditional uses in the D-4 Downtown Secondary Central Business District shall be subject to design evaluation and approval by the Pplanning Ccommission.

C. D-4 Downtown Secondary Central Business District General Regulations:

1. Minimum Lot Size: No minimum lot area or lot width is required.

2. Yard Requirements:

a. Front Aand Corner Side Yards: No minimum yards are required, however, no yard shall exceed five feet (5’) except as authorized through the design review process. Such designs shall be subject to the requirements of eChapter 21A.59 of this title. Where an entire block frontage is under one ownership, the setback for that block frontage shall not exceed twenty five feet (25’). Exceptions to this requirement may be authorized through the design review process subject to the requirements of eChapter 21A.59 of this title.

b. Interior Side And Rear Yards: None required.

~~3. Restrictions On Parking Lots And Structures: An excessive influence of at or above ground parking lots and structures can negatively impact the urban design objectives of the D-4 District. To control such impacts, the following regulations shall apply to at or above ground parking facilities:~~

~~a. Within block corner areas, structures shall be located behind principal buildings, or at least seventy five feet (75’) from front and corner side lot lines.~~

~~b. Within the mid block areas, parking structures shall be located behind principal buildings, or at least thirty feet (30’) from front and corner side lot lines. A modification to this requirement may be granted as a conditional use, subject to conformance with the standards and procedures of chapter 21A.54 of this title. Parking structures shall meet the following:~~

~~(1) 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 floor shall be compatible and consistent with the associated retail or office portion of the building and other retail uses in the area.~~

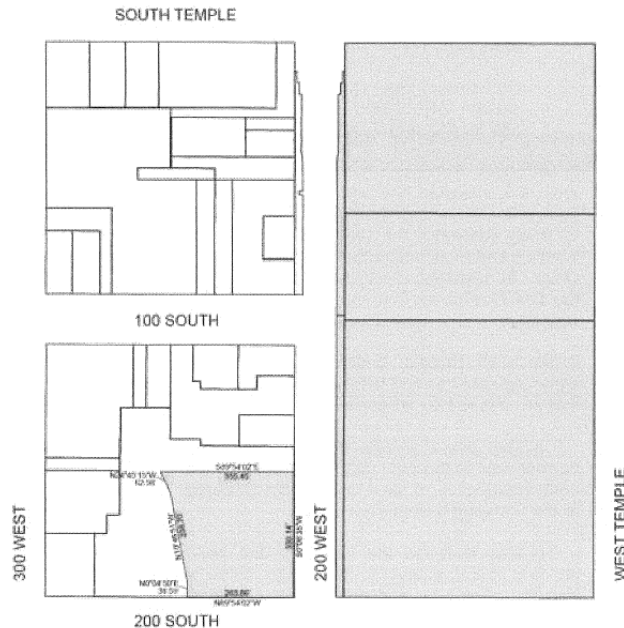
~~(2) Levels of parking above the first level facing the front or corner side lot line shall have floors/facades that are horizontal, not sloped.~~

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- 1048 ~~(3) Mid block surface parking lots shall have a fifteen foot (15') landscaped~~
1049 ~~setback.~~
- 1050 ~~e. Accessory parking structures built prior to the principal use, and~~
1051 ~~commercial parking structures, shall be permitted as conditional uses with the~~
1052 ~~approval of the Planning Commission pursuant to the provisions of chapter~~
1053 ~~21A.54 of this title.~~
- 1054 ~~d. No special restrictions shall apply to belowground parking facilities.~~
- 1055 ~~e. At grade (surface) parking facilities shall be set back behind the principal building~~
1056 ~~and shall be set back at least seventy five feet (75') from front and corner side lot~~
1057 ~~lines and landscaped in a way that minimizes visual impacts.~~
- 1058 43. Interior Plazas, Atriums ~~A~~and Galleries: Interior plazas, atriums and galleries shall be
1059 permitted throughout the D-4 Downtown Secondary Central Business District.
- 1060 54. Location ~~O~~of Service Areas: All loading docks, refuse disposal areas and other
1061 service activities shall be located on block interiors away from view of any public
1062 street. Exceptions to this requirement may be approved through the site plan review
1063 process when a permit applicant demonstrates that it is not feasible to accommodate
1064 these activities on the block interior. If such activities are permitted adjacent to a
1065 public street, a visual screening design approved by the ~~Z~~zoning ~~A~~administrator shall
1066 be required.
- 1067 65. Landscape Requirements: All buildings constructed after April 12, 1995, shall
1068 conform to the special landscape requirements applicable to the D-4 Downtown
1069 Secondary Central Business District as contained in ~~e~~Chapter 21A.48 of this title.
- 1070 76. Maximum Building Height: No building shall exceed seventy five feet (75').
1071 Buildings taller than seventy five feet (75') but less than one hundred twenty feet
1072 (120') may be authorized through the design review process, subject to the
1073 requirements of ~~e~~Chapter 21A.59 of this title. Additional height may be allowed as
1074 specified below:
- 1075 a. Additional Permitted Height Location: Additional height greater than one hundred
1076 twenty feet (120') but not more than three hundred seventy five feet (375') in
1077 height is permitted in the area bounded by:
- 1078 (1) The centerlines of South Temple, West Temple, 200 South, and 200 West
1079 Streets; and
- 1080 (2) Beginning at the Southeast Corner of Block 67, Plat 'A', Salt Lake City
1081 Survey, and running thence along the south line of said Block 67,
1082 N89°54'02"W 283.86 feet; thence N00°04'50"E 38.59 feet; thence
1083 N10°46'51"W 238.70 feet; thence N24°45'15"W 62.98 feet; thence

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S89°54'02"E 355.45 feet to the east line of said Block 67; thence along said east line S00°06'35"W 330.14 feet to the point of beginning. Contains 102,339 square feet, or 2.349 acres, more or less.



b. Additional Permitted Height Conditions: Buildings may exceed the one hundred twenty foot (120') height limit to a maximum height of three hundred seventy five feet (375'), provided they conform to the standards and procedures outlined in the design review process of eChapter 21A.59 of this title and the following requirements:

(1) Additional Setback: To minimize excessive building mass at higher elevations and preserve scenic views, some or all of the building mass shall be subject to additional setback, as determined appropriate through the design review process.

(2) Exception: The first fifty feet (50') of height shall not be set back from the street front more than five feet (5') except that setbacks greater than five feet (5') may be approved through the design review process.

(3) Ground Floor Uses: See sSubsection 21A.37.050_A and sSection 21A.37.060, ¶Table 21A.37.060, sSubsection D of this title for this requirement.

87. Mid Block Walkways: As a part of the Ccity's plan for the downtown area, it is intended that mid block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the Ccity has formulated an official plan for their location and implementation, which is on file at the Pplanning Ddivision Ooffice. All buildings constructed after the effective date

hereof within the D-4 Downtown Secondary Central Business District shall conform to this plan for mid block walkways.

98. Mid Block Streets: Developments constructing mid block streets, either privately owned with a public easement or publicly dedicated, that are desired by an applicable master plan:

a. May use a portion or all of the overhead and underground right-of-way of the new mid block street as part of their developable area irrespective of lot lines, subject to design review and approval of the ~~P~~planning ~~C~~ommission.

b. May increase the height of the building on the remaining abutting parcel, subject to the design review process in conformance with the standards and procedures of ~~e~~Chapter 21A.59 of this title.

SECTION 14. Amending the text of Salt Lake City Code Section 21A.31.010. That

Section 21A.31.010 of the *Salt Lake City Code* (Zoning: Gateway Districts: General Provisions) shall be, and hereby is amended to read as follows:

21A.31.010: GENERAL PROVISIONS:

A. Statement ~~O~~of Intent: The Gateway ~~D~~istricts ~~are~~ is intended to provide controlled and compatible settings for residential, commercial, and industrial developments, and implement the objectives of the adopted gateway development master plan through district regulations that reinforce the mixed use character of the area and encourage the development of urban neighborhoods containing supportive retail, service commercial, office, industrial uses and high density residential.

B. Uses: Uses in the Gateway ~~D~~istrict as specified in ~~s~~Section 21A.33.060, “Table ~~O~~of Permitted ~~A~~and Conditional Uses ~~I~~n ~~T~~he Gateway District”, of this title, are permitted subject to the general provisions set forth in this section.

C. Permitted Uses: The uses specified as permitted uses, in ~~s~~Section 21A.33.060, “Table ~~O~~of Permitted ~~A~~and Conditional Uses ~~I~~n ~~T~~he Gateway District”, of this title are permitted; provided, that they comply with all requirements of this chapter, the general standards set forth in ~~p~~Part IV of this title, and all other applicable requirements of this title.

D. Conditional Uses: The uses specified as conditional uses in ~~s~~Section 21A.33.060, “Table ~~O~~of Permitted ~~A~~and Conditional Uses ~~I~~n ~~T~~he Gateway District”, of this title, shall be permitted in the Gateway ~~D~~istrict provided they are approved pursuant to the standards and procedures for conditional uses set forth in ~~e~~Chapter 21A.54 of this title, and comply with all other applicable requirements of this title, including the urban design evaluation

and/or the design review process established in this chapter and eChapter 21A.59 of this title.

- E. Site Plan Review; Design Review: In certain districts, permitted uses and conditional uses have the potential for adverse impacts if located and oriented on lots without careful planning. Such impacts may interfere with the use and enjoyment of adjacent property and uses. Site plan review is a process designed to address such adverse impacts and minimize them where possible. The design may also be evaluated to address elements of urban design.

Site plan review, pursuant to eChapter 21A.58 of this title, for all of the Gateway Ddistricts, is required to protect the local economy, maintain safe traffic conditions, maintain the environment, and assure harmonious land-use relationships between commercial uses and more sensitive land uses in affected areas.

Design evaluation is necessary to implement the policies of the urban design plan as adopted by the Ccity Ccouncil. Design review shall apply to conditional uses in the Gateway Ddistrict. In the Gateway Ddistrict, the design review process is used to evaluate and resolve urban design.

- F. Mid Block Walkways: As a part of the Ccity's plan for the downtown area, it is intended that mid block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the Ccity has formulated an official plan for their location and implementation, which is on file at the Pplanning Ddivision Ooffice. All buildings constructed after the effective date hereof within the G-MU Gateway-Mixed Use District shall conform to this plan for mid block walkways.

- G. Location Oof Service Areas: All loading docks and other service activities shall be located on block interiors away from view of any public street. Exceptions to this requirement may be approved through the site plan review process when a permit applicant demonstrates that it is not feasible to accommodate these activities on the block interior. If such activities are permitted adjacent to a public street, a visual screening design approved by the Z zoning Aadministrator shall be required.

- ~~H. Restrictions On Parking Lots And Structures: The following regulations shall apply to surface or aboveground parking facilities:~~

~~1. Block Corner Areas: Within block corner areas, surface parking lots and structures shall be located behind principal buildings, or at least seventy five feet (75') from front and corner side lot lines.~~

~~2. Mid Block Areas: Within the mid block areas, parking structures shall be located behind principal buildings, or at least thirty feet (30') from front and corner side lot lines. A modification to this requirement may be granted as a conditional use, subject to conformance with the standards and procedures of chapter 21A.54 of this title. Parking structures shall meet the following:~~

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- ~~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.~~
- ~~c. Mid block surface parking lots shall have a fifteen foot (15') landscaped setback.~~
- ~~3. Accessory And Commercial Parking Structures: Accessory parking structures built prior to the principal use, and commercial parking structures, shall be permitted as conditional uses with the approval of the Planning Commission pursuant to the provisions of chapter 21A.54 of this title.~~
- ~~4. Belowground Parking Facilities: No special design and setback restrictions shall apply to belowground parking facilities.~~
- ~~5. Height Requirements: The minimum height for a parking structure shall be forty five feet (45'). The maximum height shall not exceed seventy five feet (75').~~
- ~~6. Site Plan Review: Parking structures shall be required to go through the site plan review process.~~
- ~~7. Landscape Requirements: Surface parking lots shall have a landscaped setback of at least twenty feet (20') and meet interior landscaped requirements as outlined in chapter 21A.48 of this title.~~
- ~~8. Design Review Approval: A modification to the restrictions on parking lots and structures provisions of this section may be granted through the design review process, subject to conformance with the standards and procedures of chapter 21A.59 of this title. Such conditional uses shall also be subject to urban design evaluation.~~

II. Impact Controls ~~A~~and General Restrictions:

1. Refuse Control: Refuse containers must be covered and shall be stored within completely enclosed buildings or screened in conformance with the requirements of ~~e~~Chapter 21A.48 of this title. For buildings existing as of April 12, 1995, this screening provision shall be required if the floor area or parking requirements are increased by twenty five percent (25%) or more by an expansion to the building or change in the type of land use.
2. Lighting: On site lighting, including parking lot lighting and illuminated signs, shall be located, directed or designed in a manner to prevent glare on adjacent properties.

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- 1216 H. Outdoor Sales, Display ~~A~~and Storage: “Sales and display (outdoor)” and “storage and
1217 display (outdoor)”, as defined in ~~e~~Chapter 21A.62 of this title, are allowed where
1218 specifically authorized in ~~s~~Section 21A.33.060, “Table ~~O~~f Permitted ~~A~~and Conditional
1219 Uses ~~I~~n ~~T~~he Gateway District”, of this title. These uses shall conform to the following:
- 1220 1. Outdoor sales and display and outdoor storage may also be permitted when part of an
1221 authorized temporary use as established in ~~e~~Chapter 21A.42 of this title;
- 1222 2. The outdoor permanent sales or display of merchandise shall not encroach into areas
1223 of required parking;
- 1224 3. The outdoor permanent sales or display of merchandise shall not be located in any
1225 required yard area within the lot;
- 1226 4. The outdoor sales or display of merchandise shall not include the use of banners,
1227 pennants or strings of pennants; and
- 1228 5. Outdoor storage shall be allowed only where specifically authorized in the applicable
1229 district regulation and shall be required to be fully screened with opaque fencing not
1230 to exceed eight feet (8’) in height.
- 1231 KJ. Off Street Parking ~~A~~and Loading: All uses in the Gateway ~~D~~istrict shall comply with
1232 the provisions governing off street parking and loading in ~~e~~Chapter 21A.44 of this title.
- 1233 LK. Environmental Performance Standards: All uses in the Gateway ~~D~~istrict shall conform
1234 to the environmental performance standards in ~~s~~Section 21A.36.180 of this title.
- 1235 ML. Wall ~~O~~or Fencing: All uses in the Gateway ~~D~~istrict shall comply with the provisions
1236 governing fences, walls and hedges in ~~s~~Section 21A.40.120 of this title.
- 1237 NM. Affordable Housing:
- 1238 1. Notwithstanding the minimum height requirements identified above, any buildings
1239 that have ten (10) or more residential units with at least twenty percent (20%) of the
1240 units as affordable shall be allowed to have a minimum building height of thirty feet
1241 (30’).
- 1242 2. Affordable housing units within a market rate development shall be integrated
1243 throughout the project in an architectural manner.
- 1244 ON. Accessory Uses, Buildings ~~A~~and Structures: Accessory uses and structures are permitted
1245 in the Gateway ~~D~~istrict subject to the requirements of this chapter, ~~e~~Chapter 21A.36,
1246 ~~s~~Subsection 21A.36.020.B, ~~s~~Section 21A.36.030, and ~~e~~Chapter 21A.40 of this title.
- 1247 PQ. Urban Design: The urban design standards are intended to foster the creation of a rich
1248 urban environment that accommodates growth and is compatible with existing buildings

and uses in the area. All general development and site plans shall be designed to complement the surrounding existing contiguous (historic) development. The following design standards will provide human scale through change, contrast, intricacy, color and materials where the lower levels of buildings face public streets and sidewalks. They will also spatially define the street space in order to concentrate pedestrian activity, create a clear urban character and promote visibility of commercial activities at the ground level. The standards will also encourage diversity through the use of building forms and materials, while respecting the patterns, styles and methods of construction traditionally used in the gateway area.

The following urban design standards will be reviewed as part of the site plan review process, with assistance from Planning Division staff as necessary:

1. Architectural Character and Materials:

- a. A differentiated base (on a building over 45 feet high) will provide human scale through change, contrast, and intricacy in facade form, color and/or material where the lower levels of the building face the sidewalk(s) and street(s). Scaling elements such as insets and projections serve to break up flat or monotonous facades, and respond to older nearby buildings. Therefore, all buildings in the Gateway Districts are subject to the following standards:

- (1) All buildings over forty five feet (45') in height shall be designed with a base that is differentiated from the remainder of the building. The base shall be between one and three (3) stories in height, be visible from pedestrian view, and appropriately scaled to the surrounding contiguous historic buildings. The base shall include fenestration that distinguishes the lower from upper floors. Insets and/or projections are encouraged.

- (2) All new buildings in the Gateway District shall have a minimum of seventy percent (70%) of the exterior material (excluding windows) be brick, masonry, textured or patterned concrete and/or cut stone. With the exception of minor building elements (e.g., soffit, fascia) the following materials are allowed only through the design review process: EIFS, tilt-up concrete panels, corrugated metal, vinyl and aluminum siding, and other materials.

- (3) All buildings which have been altered over seventy five percent (75%) on the exterior facade shall comply with the exterior material requirement for new construction. Buildings older than fifty (50) years are exempt from this requirement if alterations are consistent with the existing architecture.

- (4) Two-dimensional curtain wall veneer of glass, spandrel glass or metal as a primary building material is prohibited. The fenestration of all new construction shall be three-dimensional (e.g., recessed windows, protruding cornice, etc.).

- b. The climate in Salt Lake City is such that in the summer months shade is preferred, and in the winter months protection from snow is preferred. By providing the pedestrian with a sidewalk that is enjoyable to use year round, a pedestrian oriented neighborhood is encouraged. Therefore, new construction in the gateway area is subject to the following standards:

(1) Arcades are permitted in the Gateway ~~D~~district, but where an arcade extends over the public way, a revocable permit is required. Where an arcade is on private property facing the street, the maximum setback for the building shall be measured to the supporting beams for the arcade or the facade of the upper floors, not the facade of the arcade level.

(2) Awnings and/or marquees, with or without signage, are required over entry doors which are set back from the property line and may be allowed, under revocable permit, when an entry is at a property line.

(3) Awnings, with or without signage, are permitted over ground level windows. Where awnings extend out over the public way, a revocable permit is required.

2. Windows ~~A~~and Building Fenestration:

- a. Buildings whose exteriors are smooth, and do not provide any three-dimensional details or fenestration are not appropriate in the Gateway ~~D~~district. Recessed windows will eliminate flat, sterile elevations. Highly reflective materials are distracting, and focus attention away from the positive qualities of the Gateway ~~D~~district. Therefore, all buildings in the Gateway ~~D~~districts are subject to the following standards:

(1) Buildings with completely smooth exterior surfaces shall not be permitted, all new construction shall have three-dimensional details on the exterior that includes cornices, windowsills, headers and similar features.

(2) All windows shall be recessed from the exterior wall a minimum of three inches (3"). Bay windows, projecting windows, and balcony doors are exempt from this requirement.

(3) The reflectivity of the glass used in the windows shall be limited to eighteen percent (18%) as defined by the ASTA standard.

3. Entrance ~~A~~and Visual Access:

- a. The intent in the Gateway ~~D~~district is to encourage pedestrian activity between the public street/sidewalk and buildings. Sidewalks shall provide continuous, uninterrupted interest to the pedestrian by providing visual interest and/or amenities. The gateway environment will benefit with increased pedestrian

activity; this activity will only occur if opportunities are provided that make walking to a destination a preferred and an enjoyable pursuit. The use of blank building facade walls is discouraged. Therefore, all buildings in the gateway area are subject to the following standards:

(1) Minimum First Floor Glass: The first floor elevation facing a street of all new buildings or buildings in which the property owner is modifying the size of windows on the front facade within the Gateway ~~D~~district shall not have less than forty percent (40%) glass surfaces. All first floor glass shall be nonreflective. Display windows that are three-dimensional and are at least two feet (2') deep are permitted and may be counted toward the forty percent (40%) glass requirement. Exceptions to this requirement may be authorized through the design review process, subject to the requirements of ~~e~~Chapter 21A.59 of this title, and the review and approval of the ~~P~~planning ~~C~~commission. The ~~P~~planning ~~D~~irector may approve a modification to this requirement if the ~~P~~planning ~~D~~irector finds:

(A) The requirement would negatively impact the historic character of the building, or

(B) The requirement would negatively impact the structural stability of the building.

(C) The ground level of the building is occupied by residential uses, in which case the forty percent (40%) glass requirement may be reduced to twenty five percent (25%).

Appeal of administrative decision is to the ~~P~~planning ~~C~~commission.

(2) Facades: Provide at least one operable building entrance per elevation that faces a public street. Buildings that face multiple streets are only required to have one door on either street, if the facades for both streets meet the forty percent (40%) glass requirement.

(3) Maximum Length: The maximum length of any blank wall uninterrupted by windows, doors, art or architectural detailing at the first floor level shall be fifteen feet (15').

(4) Screening: All building equipment and service areas, including on-grade and roof mechanical equipment and transformers that are readily visible from the public right-of-way, shall be screened from public view. These elements shall be sited to minimize their visibility and impact, or enclosed as to appear to be an integral part of the architectural design of the building.

4. Building Lines ~~A~~and Front Area Requirements:

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- a. A continuity of building frontage adjacent and parallel to the street encourages a more active involvement between building uses and pedestrians. Leftover or ambiguous open space that has no apparent use or sense of place will not contribute positively to an active street life. Therefore, all buildings in the Gateway ~~D~~district are subject to the following standard:

- (1) The majority of the ground level facade of a building shall be placed parallel, and not at an angle, to the street.

5. Public Amenities ~~A~~and Public Art:

- a. Amenities and works of art enhance quality of life as well as visual interest. Public amenities and public art encourage pedestrian activity and contribute to the pedestrian experience. A cohesive, unified lighting and amenity policy will help give the Gateway ~~D~~district its own distinctive identity. Therefore, public amenities and public art are subject to the following standards:

- (1) Sidewalks and street lamps installed in the public right-of-way shall be of the type specified in the sidewalk/street lighting policy document.

- (2) Public art (which may include artists' work integrated into the design of the building and landscaping, sculpture, painting, murals, glass, mixed media or work by artisans), that is accessible or directly viewable to the general public shall be included in all projects requiring design review approval for a site or design standard. The plan to incorporate public art shall be reviewed by the Salt Lake Art Design Board.

6. Design Review Approval: A modification to the urban design provisions of this section may be granted through the design review process, subject to conformance with the standards and procedures of ~~e~~Chapter 21A.59 of this title.

~~Q~~P. Definitions: For the purposes of this section, the following terms shall have the following meanings:

AFFORDABLE HOUSING: Housing which persons of income below the County area median are able to afford. See definitions of moderate income, low income and very low income.

BLOCK FACE: Structures that appear on one of four (4) sides of a block, the structures along a street that are between two (2) other streets.

CONTIGUOUS: Next in sequence, touching or connected throughout an unbroken sequence.

FACADE: The front of a building, or any other "face" of a building on a street or courtyard given special architectural treatment.

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FENESTRATION: The arrangement, proportioning and design of windows and doors in a building, an opening in a surface.

LOW INCOME: Between fifty percent (50%) and eighty percent (80%) of the County area median income.

MASSING: The principal part or main body of matter, bulk.

MODERATE INCOME: Between eighty percent (80%) and one hundred twenty percent (120%) of the County area median income.

PROPORTION: The relation of one part to another or to the whole with respect to magnitude, quantity or degree.

PROPORTIONAL: Corresponding in size, degree or intensity, having the same or a constant ratio.

REMODEL: To alter the structure of, remake.

SCALE: A proportion between two (2) sets of dimensions.

STREETSCAPE: A general description of all structures along a street frontage that may include: multiple buildings, benches, works of art, and landscaping.

VERY LOW INCOME: At or below fifty percent (50%) of the County area median income.

SECTION 15. Amending the text of Salt Lake City Code Section 21A.31.020. That

Section 21A.31.020 of the *Salt Lake City Code* (Zoning: Gateway Districts: G-MU Gateway-Mixed Use District) shall be, and hereby is amended to read as follows:

21A.31.020: G-MU GATEWAY-MIXED USE DISTRICT:

- A. Purpose Statement: The G-MU Gateway-Mixed Use District is intended to implement the objectives of the adopted gateway development master plan and encourage the mixture of residential, commercial and assembly uses within an urban neighborhood atmosphere. The 200 South corridor is intended to encourage commercial development on an urban scale and the 500 West corridor is intended to be a primary residential corridor from North Temple to 400 South. Development in this district is intended to create an urban neighborhood that provides employment and economic development opportunities that are oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape. The standards are intended to achieve established objectives for urban and historic design, pedestrian amenities and land use regulation.

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- B. Uses: Uses in the G-MU Gateway-Mixed Use District as specified in ~~s~~Section 21A.33.060, “Table ~~O~~of Permitted ~~A~~and Conditional Uses ~~I~~n ~~T~~he Gateway District”, of this title are permitted subject to the general provisions set forth in ~~s~~Section 21A.31.010 of this chapter and this section.
- C. Planned Development Review: All new construction of principal buildings, uses, or additions that increase the floor area and/or parking requirement by twenty five percent (25%) in the G-MU Gateway-Mixed Use District may be approved only as a planned development in conformance with the provisions of ~~e~~Chapter 21A.55 of this title.
- D. Special Provisions:
1. Commercial Uses, 200 South: All buildings fronting 200 South shall have commercial uses that may include retail goods/service establishments, offices, restaurants, art galleries, motion picture theaters or performing arts facilities shall be provided on the first floor adjacent to the front or corner side lot line. The facades of such first floor shall be compatible and consistent with the associated retail or office portion of the building and other retail uses in the area.
 2. Residential Units, 500 West: Buildings fronting on 500 West shall be required to have residential units occupying a minimum of fifty percent (50%) of the structure’s gross square footage.
 3. Mid Block Street Development: Developments constructing mid block streets, either privately owned with a public easement or publicly dedicated, that are desired by an applicable master plan:
 - a. May use a portion or all of the overhead and underground right-of-way of the new mid block street as part of their developable area irrespective of lot lines, subject to design evaluation and approval of the ~~P~~lanning ~~C~~ommission.
 - b. May increase the height of the building on the remaining abutting parcel, subject to conformance with the standards and procedures of ~~e~~Chapter 21A.59, “Design Review”, of this title.
 4. Design Reviews: A modification to the special provisions of this section may be granted through the design review process, subject to conformance with the standards and procedures of ~~e~~Chapter 21A.59 of this title.
- E. Building Height: The minimum building height shall be forty five feet (45’) and the 200 South Street corridor shall have a minimum height of twenty five feet (25’). The maximum building height shall not exceed seventy five feet (75’) except buildings with nonflat roofs (e.g., pitched, shed, mansard, gabled or hipped roofs) may be allowed, up to a maximum of ninety feet (90’) (subject to subsection I of this section). The additional building height may incorporate habitable space, but not for parking structures.

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1. Design Review: A modification to the minimum building height or to the maximum building height (up to 120 feet) provisions of this section may be granted through the design review process, subject to conformance with the standards and procedures of eChapter 21A.59 of this title, and subject to compliance to the applicable master plan.

2. Height Exceptions: Spires, tower, or decorative noninhabitable elements shall have a maximum height of ninety feet (90') and with design review approval may exceed the maximum height, subject to conformance with the standards and procedures of eChapter 21A.59 of this title.

F. Minimum Lot Area ~~A~~and Lot Width: None required.

G. Minimum Yard Requirements: No minimum setback requirements. There is not a maximum front yard or corner side yard setback except that a minimum of twenty five percent (25%) of the length of the facade of a principal building shall be set back no farther than five feet (5') from the street right-of-way line. ~~Surface parking lots shall have a fifteen foot (15') landscape setback from the front property line.~~

H. Signs: Signs shall be allowed in the Gateway ~~D~~districts in accordance with provisions of eChapter 21A.46 of this title.

I. Affordable Housing: Notwithstanding the maximum height requirements identified above, any buildings that have at least ten (10) or more residential units with at least twenty percent (20%) of the units as affordable shall be allowed a maximum building height of ninety feet (90'). The affordable units shall be integrated throughout the project in an architectural manner.

SECTION 16. Amending the text of Salt Lake City Code Subsection 21A.32.130.E. That

Subsection 21A.32.130.E of the *Salt Lake City Code* (Zoning: Special Purpose Districts: MU

Mixed Use District: Minimum Yard Area Requirements) shall be, and hereby is amended to read

as follows:

E. Minimum Yard Area Requirements:

1. Single-Family Detached, Single-Family Attached, Two-Family, ~~A~~and Twin Home Dwellings:

a. Front Yard: Ten feet (10').

b. Corner Side Yard: Ten feet (10').

c. Interior Side Yard:

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- 1514 (1) Corner lots: Four feet (4').
- 1515 (2) Interior lots:
- 1516
- 1517 (A) Single-family attached: No yard is required, however if one is provided it
- 1518 shall not be less than four feet (4').
- 1519
- 1520 (B) Single-family detached, two-family and twin home dwellings: Four feet
- 1521 (4') on one side and ten (10) on the other.
- 1522 d. Rear Yard: Twenty five percent (25%) of the lot depth, but need not be more than
- 1523 twenty feet (20').
- 1524 2. Multi-Family Dwellings, Including Mixed Use Buildings With Less Than Twenty
- 1525 Five Percent Nonresidential Uses:
- 1526 a. Front Yard: Ten feet (10') minimum.
- 1527 b. Corner Side Yard: Ten feet (10').
- 1528 c. Interior Side Yard: Ten feet (10').
- 1529 d. Rear Yard: Twenty five percent (25%) of the lot depth, but need not exceed thirty
- 1530 feet (30'), however, if one hundred percent (100%) of the off street parking is
- 1531 provided within the principal building and/or underground, the minimum required
- 1532 rear yard shall be fifteen feet (15').
- 1533 3. Nonresidential Development, Including Mixed Uses With Greater Than Twenty Five
- 1534 Percent Nonresidential Uses:
- 1535 a. Front Yard: Ten feet (10') minimum.
- 1536 b. Corner Side Yard: Ten feet (10').
- 1537 c. Interior Side Yard: No setback is required.
- 1538 d. Rear Yard: Twenty five percent (25%) of lot depth, but need not exceed thirty feet
- 1539 (30').
- 1540 4. Legally Existing Lots: Lots legally existing on the effective date hereof, April 7,
- 1541 1998, shall be considered legal conforming lots.
- 1542 5. Additions: For additions to buildings legally existing on the effective date hereof,
- 1543 required yards shall be no greater than the established setback line.

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6. Maximum Setback: A maximum setback is required for at least seventy five percent (75%) of the building facade. The maximum setback is twenty feet (20'). Exceptions to this requirement may be authorized through the design review process, subject to the requirements of eChapter 21A.59 of this title, and the review and approval of the Planning Commission. The Planning Director, in consultation with the Transportation Director, may modify this requirement if the adjacent public sidewalk is substandard and the resulting modification to the setback results in a more efficient public sidewalk. The Planning Director may waive this requirement for any addition, expansion, or intensification, which increases the floor area or parking requirement by less than fifty percent (50%) if the Planning Director finds the following:

- a. The architecture of the addition is compatible with the architecture of the original structure or the surrounding architecture.
- b. The addition is not part of a series of incremental additions intended to subvert the intent of the ordinance.

Appeal of administrative decision is to the Planning Commission.

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

- ~~a. The parking is compatible with the architecture/design of the original structure or the surrounding architecture.~~
- ~~b. The parking is not part of a series of incremental additions intended to subvert the intent of the ordinance.~~
- ~~c. The horizontal landscaping is replaced with vertical screening in the form of berms, plant materials, architectural features, fencing and/or other forms of screening.~~
- ~~d. The landscaped setback is consistent with the surrounding neighborhood character.~~
- ~~e. The overall project is consistent with section 21A.59.050 of this title.~~

~~Appeal of administrative decision is to the Planning Commission.~~

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SECTION 17. Amending the text of Salt Lake City Code Subsection 21A.36.161.B.13.

That Subsection 21A.36.161.B.13 of the *Salt Lake City Code* (Zoning: General Provisions:

Mobile Food Courts: Qualifying Provisions) shall be, and hereby is amended to read as follows:

13. ~~Parking for a mobile food court is required at a ratio of two (2) stalls per mobile food business. This requirement may be waived by the Planning Commission as part of the conditional use process. No additional parking is required in the D-1, D-2, D-3, D-4, G-MU, CSHBD1, CSHBD2, R-MU, R-MU-35, R-MU-45, MU, G-MU and TSA~~ Zones. Hard surface paving at the vehicular entrance to the mobile food court, and for each individual mobile food business is required. Alternatives to asphalt and cement may be approved as part of the conditional use process if the applicant is able to demonstrate that the alternative will not result in the accumulation of mud or debris on the ~~C~~city right-of-way.

SECTION 18. Amending the text of Salt Lake City Code Subsection 21A.36.200.I. That

Subsection 21A.36.200.I of the *Salt Lake City Code* (Zoning: General Provisions: Qualifying

Provisions for an Urban Farm: Parking) shall be, and hereby is amended to read as follows:

- I. ~~Parking: Unless otherwise approved by the transportation division, parking for employees, and patrons of the urban farm shall be provided on site, at a rate of two (2) parking stalls per acre with a minimum of one ADA stall, unless within a single-family or two-family zoning district. Parking for an urban farm shall comply with the provisions governing off street parking and loading in Chapter 21A.44 of this title. All vehicular circulation, staging, and parking shall be on a hard surface.~~

SECTION 19. Amending the text of Salt Lake City Code Section 21A.37.050. That

Section 21A.37.050 of the *Salt Lake City Code* (Zoning: Design Standards: Design Standards

Defined) shall be, and hereby is amended to read as follows:

21A.37.050: DESIGN STANDARDS DEFINED:

The design standards in this chapter are defined as follows. Each design standard includes a specific definition of the standard and may include a graphic that is intended to help further explain the standard, however the definition supersedes any conflict between it and a graphic.

- A. Ground Floor Use ~~A~~and Visual Interest: This standard's purpose is to increase the amount of active uses and/or visual interest on the ground floor of a building. There are two (2) options for achieving this, one dealing solely with the amount of ground floor

use, and the other combining a lesser amount of ground floor use with increased visual interest in the building facade's design.

1. Ground Floor Use Only: This option requires that on the ground floor of a new principal building, a permitted or conditional use other than parking shall occupy a minimum portion of the length of any street facing building facade according to sSection 21A.37.060, ~~¶~~Table 21A.37.060 of this chapter. All portions of such ground floor spaces shall extend a minimum of twenty five feet (25') into the building. Parking may be located behind these spaces.

a. For single-family attached uses, the required use depth may be reduced to ten feet (10').

b. For single-family or two-family uses, garages occupying up to fifty percent (50%) of the width of the ground floor building facade are exempt from this requirement.

c. For all other uses, vehicle entry and exit ways necessary for access to parking are exempt from this requirement. Such accessways shall not exceed thirty feet (30') in width. Individual dwelling unit garages do not qualify for this exemption.

2. Ground Floor Use ~~A~~and Visual Interest: This option allows for some flexibility in the amount of required ground floor use, but in return requires additional design requirements for the purpose of creating increased visual interest and pedestrian activity where the lower levels of buildings face streets or sidewalks. An applicant utilizing this option must proceed through the design review process for review of the project for determination of the project's compliance with those standards, and in addition, whether it contributes to increased visual interest through a combination of increased building material variety, architectural features, facade changes, art, and colors; and, increased pedestrian activity through permeability between the building and the adjacent public realm using niches, bays, gateways, porches, colonnades, stairs or other similar features to facilitate pedestrian interaction with the building.

B. Building Materials:

1. Ground Floor Building Materials: Other than windows and doors, a minimum amount of the ground floor facade's wall area of any street facing facade shall be clad in durable materials according to sSection 21A.37.060, ~~¶~~Table 21A.37.060 of this chapter. Durable materials include stone, brick, masonry, textured or patterned concrete, and fiber cement board. Other materials may be used for the remainder of the ground floor facade adjacent to a street. Other materials proposed to satisfy the durable requirement may be approved at the discretion of the ~~P~~planning ~~D~~director if it is found that the proposed material is durable and is appropriate for the ground floor of a structure.

2. Upper Floor Building Materials: Floors above the ground floor level shall include durable materials on a minimum amount of any street facing building facade of those

additional floors according to sSection 21A.37.060, tTable 21A.37.060 of this chapter. Windows and doors are not included in that minimum amount. Durable materials include stone, brick, masonry, textured or patterned concrete, and fiber cement board. Other materials may be approved at the discretion of the Planning Director if it is found that the proposed material is durable and is appropriate for the upper floor of a structure.

C. Glass:

1. Ground Floor Glass: The ground floor building elevation of all new buildings facing a street, and all new ground floor additions facing a street, shall have a minimum amount of glass, or within a specified percentage range, between three feet (3') and eight feet (8') above grade according to sSection 21A.37.060, tTable 21A.37.060 of this chapter. All ground floor glass shall allow unhampered and unobstructed visibility into the building for a depth of at least five feet (5'), excluding any glass etching and window signs when installed and permitted in accordance with eChapter 21A.46, "Signs", of this title. The Planning Director may approve a modification to ground floor glass requirements if the Planning Director finds:

- a. The requirement would negatively affect the historic character of an existing building;
- b. The requirement would negatively affect the structural stability of an existing building; or
- c. The ground level of the building is occupied by residential uses that face the street, in which case the specified minimum glass requirement may be reduced by fifteen percent (15%).

2. Upper Floor Glass: Above the first floor of any multi-story building, the surface area of the facade of each floor facing a street must contain a minimum amount of glass according to sSection 21A.37.060, tTable 21A.37.060 of this chapter.

D. Building Entrances: At least one operable building entrance on the ground floor is required for every street facing facade. Additional operable building entrances shall be required, at a minimum, at each specified length of street facing building facade according to sSection 21A.37.060, tTable 21A.37.060 of this chapter. The center of each additional entrance shall be located within six feet (6') either direction of the specified location. Each ground floor nonresidential leasable space facing a street shall have an operable entrance facing that street and a walkway to the nearest sidewalk. Corner entrances, when facing a street and located at approximately a forty five degree (45°) angle to the two (2) adjacent building facades (chamfered corner), may count as an entrance for both of the adjacent facades.

E. Maximum Length Of Blank Wall: The maximum length of any blank wall uninterrupted by windows, doors, art or architectural detailing at the ground floor level along any street

facing facade shall be as specified according to sSection 21A.37.060, tTable 21A.37.060 of this chapter. Changes in plane, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable methods to create variety and scale. This shall include architectural features such as bay windows, recessed or projected entrances or windows, balconies, cornices, columns, or other similar architectural features. The architectural feature shall be either recessed a minimum of twelve inches (12”) or projected a minimum of twelve inches (12”).

F. Maximum Length ~~O~~f Street Facing Facades: No street facing building wall may be longer than specified along a street line according to sSection 21A.37.060, tTable 21A.37.060 of this chapter. A minimum of twenty feet (20’) is required between separate buildings when multiple buildings are placed on a single parcel according to sSubsection 21A.36.010.B, “One Principal Building Per Lot”, of this title. The space between buildings shall include a pedestrian walkway at least five feet (5’) wide.

G. Upper Floor Step Back:

1. For street facing facades the first full floor, and all additional floors, above thirty feet (30’) in height from average finished grade shall be stepped back a minimum horizontal distance from the front line of building, according to sSection 21A.37.060, tTable 21A.37.060 of this chapter. An alternative to this street facing facade step back requirement may be utilized for buildings limited to forty five feet (45’) or less in height by the zoning ordinance: those buildings may provide a four foot (4’) minimum depth canopy, roof structure, or balcony that extends from the face of the building toward the street at a height of between twelve feet (12’) and fifteen feet (15’) above the adjacent sidewalk. Such extension(s) shall extend horizontally parallel to the street for a minimum of fifty percent (50%) of the face of the building and may encroach into a setback as permitted per sSection 21A.36.020, tTable 21A.36.020.B, “Obstructions ~~I~~n Required Yards”, of this title.

2. For facades facing single- or two-family residential districts, a public trail or public open space the first full floor, and all additional floors, above thirty feet (30’) in height from average finished grade shall be stepped back a minimum horizontal distance from the corresponding required yard setback (building line) according to sSection 21A.37.060, tTable 21A.37.060 of this chapter.

H. Exterior Lighting: All exterior lighting shall be shielded and directed down to prevent light trespass onto adjacent properties. Exterior lighting shall not strobe, flash or flicker.

I. Parking Lot Lighting: If a parking lot/structure is adjacent to a residential zoning district or land use, any poles for the parking lot/structure security lighting are limited to sixteen feet (16’) in height and the globe must be shielded and the lighting directed down to minimize light encroachment onto adjacent residential properties or into upper level residential units in multi-story buildings. Lightproof fencing is required adjacent to residential properties.

- J. Screening ~~O~~of Mechanical Equipment: All mechanical equipment for a building shall be screened from public view and sited to minimize their visibility and impact. Examples of siting include on the roof, enclosed or otherwise integrated into the architectural design of the building, or in a rear or side yard area subject to yard location restrictions found in sSection 21A.36.020, tTable 21A.36.020_B, “Obstructions ~~I~~n Required Yards”, of this title.
- K. Screening ~~O~~of Service Areas: Service areas, loading docks, refuse containers and similar areas shall be fully screened from public view. All screening enclosures viewable from the street shall be either incorporated into the building architecture or shall incorporate building materials and detailing compatible with the building being served. All screening devices shall be a minimum of one foot (1’) higher than the object being screened, and in the case of fences and/or masonry walls the height shall not exceed eight feet (8’). Dumpsters must be located a minimum of twenty five feet (25’) from any building on an adjacent lot that contains a residential dwelling or be located inside of an enclosed building or structure.
- L. Ground Floor Residential Entrances ~~F~~or Single-Family Dwellings: For the zoning districts listed in sSection 21A.37.060, tTable 21A.37.060 of this chapter all attached single-family dwellings, townhomes, row houses, and other similar single-family housing types located on the ground floor shall have a primary entrance facing the street for each unit adjacent to a street. Units may have a primary entrance located on a courtyard, mid block walkway, or other similar area if the street facing facades also have a primary entrance.
- ~~M. Parking Garages Or Structures: The following standards shall apply to parking garages or structures whether stand alone or incorporated into a building:~~
- ~~1. Parking structures shall have an external skin designed to improve visual character when adjacent to a public street or other public space. Examples include heavy gauge metal screen, precast concrete panels; live green or landscaped walls, laminated or safety glass, decorative photovoltaic panels or match the building materials and character of the principal use. The planning director may approve other decorative materials not listed if the materials are in keeping with the decorative nature of the parking structure.~~
 - ~~2. The architectural design of the facades should express the internal function of the structure. Facade elements shall align to parking levels and there shall be no sloped surfaces visible from a public street, public trail or public open space.~~
 - ~~3. Internal circulation must be designed such that parking surfaces are level (or without any slopes) along all primary facades. All ramping between levels need to be placed along the secondary facade or to the center of the structure. Parking structures shall be designed to conceal the view of all parked cars and drive ramps from public spaces.~~

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- 1771 4. ~~Elevator and stairs shall be highlighted architecturally so visitors, internally and~~
1772 ~~externally, can easily access these entry points.~~
- 1773 5. ~~Signage and wayfinding shall be integrated with the architecture of the parking~~
1774 ~~structure and be architecturally compatible with the design. Public parking structures~~
1775 ~~entrances shall be clearly signed from public streets.~~
- 1776 6. ~~Interior garage lighting shall not produce glaring sources toward adjacent properties~~
1777 ~~while providing safe and adequate lighting levels. The use of sensor dimmable LEDs~~
1778 ~~and white stained ceilings are a good strategy to control light levels on site while~~
1779 ~~improving energy efficiency.~~
- 1780 7. ~~Where a driveway crosses a public sidewalk, the driveway shall be a different color,~~
1781 ~~texture, or paving material than the sidewalk to warn drivers of the possibility of~~
1782 ~~pedestrians in the area.~~
- 1783 8. ~~The street level facing facades of all parking structures shall be wrapped along all~~
1784 ~~street frontages with habitable space that is occupied by a use that is allowed in the~~
1785 ~~zone as a permitted or conditional use.~~
- 1786 9. ~~Parking structures shall be designed to minimize vehicle noise and odors on the~~
1787 ~~public realm. Venting and fan locations shall not be located next to public spaces and~~
1788 ~~shall be located as far as possible from adjacent residential land uses.~~
- 1789 MN. Residential Character ~~I~~n RB District:
- 1790 1. All roofs shall be pitched and of a hip or gable design except additions or expansions
1791 to existing buildings may be of the same roof design as the original building;
- 1792 2. The remodeling of residential buildings for retail or office use shall be allowed only if
1793 the residential character of the exterior is maintained;
- 1794 3. The front building elevation shall contain not more than fifty percent (50%) glass;
- 1795 4. Signs shall conform with special sign regulations of ~~e~~Chapter 21A.46, “Signs”, of this
1796 title;
- 1797 5. Building orientation shall be to the front or corner side yard; and
- 1798 6. Building additions shall consist of materials, color and exterior building design
1799 consistent with the existing structure, unless the entire structure is resurfaced.
- 1800 NO. Primary Entrance Design ~~I~~n SNB District: Primary entrance design shall consist of at
1801 least two (2) of the following design elements at the primary entrance, so that the primary
1802 entrance is architecturally prominent and clearly visible from the abutting street.

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1. Architectural details such as arches, friezes, tile work, canopies, or awnings.
2. Integral planters or wing walls that incorporate landscape or seating.
3. Enhanced exterior light fixtures such as wall sconces, light coves with concealed light sources, or decorative pedestal lights.
4. A repeating pattern of pilasters projecting from the facade wall by a minimum of eight inches (8”) or architectural or decorative columns.
5. Recessed entrances that include a minimum step back of two feet (2’) from the primary facade and that include glass on the sidewalls.

SECTION 20. Amending the text of Salt Lake City Code Section 21A.37.060. That

Section 21A.37.060 of the *Salt Lake City Code* (Zoning: Design Standards: Design Standards Required in Each Zoning District) shall be, and hereby is amended to read as follows:

21A.37.060: DESIGN STANDARDS REQUIRED IN EACH ZONING DISTRICT:

This section identifies each design standard and to which zoning districts the standard applies. If a box is checked, that standard is required. If a box is not checked, it is not required. If a specific dimension or detail of a design standard differs among zoning districts or differs from the definition, it will be indicated within the box. In cases when a dimension in this table conflicts with a dimension in the definition, the dimensions listed in the table supersede those in the definition.

TABLE 21A.37.060

A. Residential Districts:

| Standard (Code Section) | District | | | | | | | | |
|--|------------|------------|------------|------------|----|-----------------|-----------------|----------|----|
| | RMF- 30 | RMF- 35 | RMF- 45 | RMF- 75 | RB | R- MU- 35 | R- MU- 45 | R- MU | RO |
| Ground floor use (%) (21A.37.050_A_1) | | | | | | 75 | 75 | | |
| Ground floor use + visual interest (%) (21A.37.050_A_2) | | | | | | | | | |
| Building materials: ground floor (%) (21A.37.050_B_1) | | | | | | 80 | 80 | | |

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| Standard (Code Section) | District | | | | | | | | |
|--|------------|------------|------------|------------|----|-----------------|-----------------|----------|----|
| | RMF- 30 | RMF- 35 | RMF- 45 | RMF- 75 | RB | R- MU- 35 | R- MU- 45 | R- MU | RO |
| Building materials: upper floors (%) (21A.37.050_B_2) | | | | | | | | | |
| Glass: ground floor (%) (21A.37.050_C_1) | | | | | | 60 | 60 | 40 | |
| Glass: upper floors (%) (21A.37.050_C_2) | | | | | | | | | |
| Building entrances (feet) (21A.37.050_D) | | | | | | 75 | 75 | X | |
| Blank wall: maximum length (feet) (21A.37.050_E) | | | | | | 15 | 15 | 15 | |
| Street facing facade: maximum length (feet) (21A.37.050_F) | | | | | | | | | |
| Upper floor step back (feet) (21A.37.050_G) | | | | | | | 10 | | |
| Lighting: exterior (21A.37.050_H) | | | | | | | | | |
| Lighting: parking lot (21A.37.050_I) | | | | | X | | | X | |
| Screening of mechanical equipment (21A.37.050_J) | | | | | | X | X | X | |
| Screening of service areas (21A.37.050_K) | | | | | | X | X | X | |
| Ground floor residential entrances (21A.37.050_L) | | | | | | | | | |
| Parking garages or structures (21A.37.050_M) (21A.44.060.A.15.) | | | | | | | | | |
| Residential character in RB Residential/Business District (21A.37.050_N) | | | | | X | | | | |

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1828 B. Commercial Districts:

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| Standard (Code Section) | District | | | | | | | |
|---|-----------------|-----------|-----------|-----------|-----------|--------------|-----------|------------|
| | SNB | CN | CB | CS | CC | CSHBD | CG | TSA |
| Ground floor use (%) (21A.37.050A.1) | | | | | | | | 80 |
| Ground floor use + visual interest (%) (21A.37.050A.2) | | | | | | | | 60/25 |
| Building materials: ground floor (%) (21A.37.050B.1) | | | | | | | | 90 |
| Building materials: upper floors (%) (21A.37.050B.2) | | | | | | | | 60 |
| Glass: ground floor (%) (21A.37.050C.1) | 40 | 40 | 40 | | | 40 | | 60 |
| Glass: upper floors (%) (21A.37.050C.2) | | | | | | | | |
| Building entrances (feet) (21A.37.050D) | X | X | X | X | X | X | X | 40 |
| Blank wall: maximum length (feet) (21A.37.050E) | 15 | 15 | 15 | | | 15 | | 15 |
| Street facing facade: maximum length (feet) (21A.37.050F) | | | | | | | | 200 |
| Upper floor step back (feet) (21A.37.050G) | | | | | | 15 | | |
| Lighting: exterior (21A.37.050H) | X | | | | | X | | X |
| Lighting: parking lot (21A.37.050I) | X | X | X | X | X | X | X | X |
| Screening of mechanical equipment (21A.37.050J) | X | X | X | | | X | | X |
| Screening of service areas (21A.37.050K) | X | X | X | | | | | X |
| Ground floor residential entrances (21A.37.050L) | | | | | | | | X |
| Parking garages or structures (21A.37.050M) (21A.44.060.A.15) | | | | | | | | |

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| Standard (Code Section) | District | | | | | | | |
|--|----------|----|----|----|----|-------|----|-----|
| | SNB | CN | CB | CS | CC | CSHBD | CG | TSA |
| Primary entrance design SNB <u>Small Neighborhood Business</u> District (21A.37.050_O) | X | | | | | | | |

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C. Manufacturing Districts:

| Standard (Code Section) | District | |
|---|----------|-----|
| | M-1 | M-2 |
| Ground floor use (%) (21A.37.050_A_1) | | |
| Ground floor use + visual interest (%) (21A.37.050_A_2) | | |
| Building materials: ground floor (%) (21A.37.050_B_1) | | |
| Building materials: upper floors (%) (21A.37.050_B_2) | | |
| Glass: ground floor (%) (21A.37.050_C_1) | | |
| Glass: upper floors (%) (21A.37.050_C_2) | | |
| Building entrances (feet) (21A.37.050_D) | | |
| Blank wall: maximum length (feet) (21A.37.050_E) | | |
| Street facing facade: maximum length (feet) (21A.37.050_F) | | |
| Upper floor step back (feet) (21A.37.050_G) | | |
| Lighting: exterior (21A.37.050_H) | X | X |
| Lighting: parking lot (21A.37.050_I) | X | X |
| Screening of mechanical equipment (21A.37.050_J) | | |
| Screening of service areas (21A.37.050_K) | | |
| Ground floor residential entrances (21A.37.050_L) | | |
| Parking garages or structures (21A.37.050_M) (21A.44.060.A.15) | | |

1831

D. Downtown Districts:

| Standard (Code Section) | District | | | |
|---------------------------------------|----------|-----|-----|-----------------|
| | D-1 | D-2 | D-3 | D-4 |
| Ground floor use (%) (21A.37.050_A_1) | | 75 | | 75 ³ |

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| Standard (Code Section) | District | | | |
|---|--------------------|-------|-----------------|-----|
| | D-1 | D-2 | D-3 | D-4 |
| Ground floor use + visual interest (%) (21A.37.050.A.2) | | 60/25 | | |
| Building materials: ground floor (%) (21A.37.050.B.1) | | 80 | 70 ² | |
| Building materials: upper floors (%) (21A.37.050.B.2) | | 50 | 70 ² | |
| Glass: ground floor (%) (21A.37.050.C.1) | 40/60 ¹ | 40 | 40 | 40 |
| Glass: upper floors (%) (21A.37.050.C.2) | | 25 | | |
| Building entrances (feet) (21A.37.050.D) | | 50 | | |
| Blank wall: maximum length (feet) (21A.37.050.E) | | 15 | | |
| Street facing facade: maximum length (feet) (21A.37.050.F) | | 200 | | |
| Upper floor step back (feet) (21A.37.050.G) | | | | |
| Lighting: exterior (21A.37.050.H) | | X | | |
| Lighting: parking lot (21A.37.050.I) | | X | | |
| Screening of mechanical equipment (21A.37.050.J) | | X | | |
| Screening of service areas (21A.37.050.K) | | X | | |
| Ground floor residential entrances (21A.37.050.L) | | | | |
| Parking garages or structures (21A.37.050.M) (21A.44.060.A.15) | | X | | |

1833 Notes:

1834 1. Minimum requirement is 60 percent when project is within the Main Street retail core.

1835 2. In the D-3 Downtown Warehouse/Residential Zoning District this percentage applies to
1836 all sides of the building, not just the front or street facing facade.

1837 3. This percentage applies only as a requirement as noted in sSubsection 21A.30.045.C.7.b
1838 of this title for projects that are seeking conditional height.

1839
1840 E. Special Purpose Districts:

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| Standard (Code Section) | District | | | | | | | | | | | | | | | |
|--|----------|----|----|----|----------|----------|-----------|----|----------|---|----|----|-----|----|----|-----------|
| | RP | BP | FP | AG | AG- 2 | AG- 5 | AG- 20 | PL | PL- 2 | I | UI | OS | NOS | MH | EI | MU |
| Ground floor use (%) (21A.37.050.A.1) | | | | | | | | | | | | | | | | |
| Ground floor use + visual interest (%) (21A.37.050.A.2) | | | | | | | | | | | | | | | | |
| Building materials: ground floor (%) (21A.37.050.B.1) | | | | | | | | | | | | | | | | |
| Building materials: upper floors (%) (21A.37.050.B.2) | | | | | | | | | | | | | | | | |
| Glass: ground floor (%) (21A.37.050.C.1) | | | | | | | | | | | | | | | | 40- 70 |
| Glass: upper floors (%) (21A.37.050.C.2) | | | | | | | | | | | | | | | | |
| Building entrances (feet) (21A.37.050.D) | | | | | | | | | | | | | | | | X |
| Blank wall: maximum length (feet) (21A.37.050.E) | | | | | | | | | | | | | | | | 15 |
| Street facing facade: maximum length (feet) (21A.37.050.F) | | | | | | | | | | | | | | | | |
| Upper floor step back (feet) (21A.37.050.G) | | | | | | | | | | | | | | | | |
| Lighting: exterior (21A.37.050.H) | | | | | | | | | | X | X | | | | | X |
| Lighting: parking lot (21A.37.050.I) | | X | | | | | | | | | | | | | | X |
| Screening of mechanical equipment (21A.37.050.J) | | | | | | | | | | | | | | | | X |
| Screening of service areas (21A.37.050.K) | | | | | | | | | | | | | | | | X |

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| Standard (Code Section) | District | | | | | | | | | | | | | | | |
|---|----------|----|----|----|----------|----------|-----------|----|----------|---|----|----|-----|----|----|----|
| | RP | BP | FP | AG | AG- 2 | AG- 5 | AG- 20 | PL | PL- 2 | I | UI | OS | NOS | MH | EI | MU |
| Ground floor residential entrances (21A.37.050.L) | | | | | | | | | | | | | | | | |
| Parking garages or structures (21A.37.050M) (21A.44.060.A.15) | | | | | | | | | | | | | | | | |

SECTION 21. Amending the text of Salt Lake City Code Section 21A.38.070. That

Section 21A.38.070 of the *Salt Lake City Code* (Zoning: Nonconforming Uses and

Noncomplying Structures: Legal Conforming Single-Family Detached Dwellings, Two-Family

Dwellings, and Twin Homes) shall be, and hereby is amended to read as follows:

21A.38.070: LEGAL CONFORMING SINGLE-FAMILY DETACHED DWELLINGS, TWO-FAMILY DWELLINGS, AND TWIN HOMES:

Any legally existing single-family detached dwelling, two-family dwelling, or twin home located in a zoning district that does not allow these uses shall be considered legal conforming. Legal conforming status shall authorize replacement of the single-family detached dwelling, two-family dwelling, or twin home structure to the extent of the original footprint.

A. Alterations, Additions ~~Or~~ Extensions ~~Or~~ Replacement Structures Greater Than ~~The~~ Original Footprint: In zoning districts other than M-1 and M-2, which do not allow detached single-family dwelling units, two-family dwelling units or twin homes, any alterations, extensions/additions or the replacement of the structure may exceed the original footprint by twenty five percent (25%) of the existing structure subject to the following standards:

1. Any alterations, extensions/additions or the replacement structure shall not project into a required yard beyond any encroachment established by the structure being replaced.
2. Any alterations, additions or extensions beyond the original footprint which are noncomplying are subject to special exception standards of sSubsection 21A.52.030.A.15 of this title.

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- B. Off Street Parking: When replacing a legal conforming single-family detached dwelling, two-family dwelling or twin home, the number of new parking stalls provided shall be in accordance with the parking spaces required by Section 21A.44.040, equal to or more than the number of parking stalls being replaced. ~~The maximum number of outdoor parking stalls shall be four (4) parking stalls per dwelling unit.~~

SECTION 22. Amending the text of Salt Lake City Code Chapter 21A.44. That Chapter

21A.44 of the *Salt Lake City Code* (Zoning: Off Street Parking, Mobility and Loading) shall be,

and hereby is amended to read as follows:

21A.44.010: Purpose And Seope

21A.44.020: General Off Street Parking Regulations Applicability

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

21A.44.040: Alternative Parking Requirements And Off Street Parking Reductions Required Off Street Parking

21A.44.050: Transportation Demand Management Alternatives to Minimum and Maximum Parking Calculations

21A.44.060: Parking RestriCTIONS Within Required Yards Location and Design

21A.44.070: General Off Street Loading Requirements Areas

21A.44.080: Specific Off Street Loading Requirements Drive-Through Facilities and Vehicle Stacking Areas

21A.44.090: Modifications to Parking Areas

21A.44.100: Use and Maintenance

21A.44.110: Nonconforming Parking and Loading Facilities

21A.44.010: PURPOSE AND SCOPE:

A. ~~Purpose Statement: The regulations of this chapter are intended to promote the orderly use of land and buildings by identifying minimum and maximum standards for accessory parking and loading facilities that will promote safe and convenient vehicular transportation and movement of goods. These requirements are also intended to help lessen traffic congestion and promote public health and welfare through a cleaner environment by reducing the number of vehicle trips. Encouraging nonmotorized transportation and relating parking requirements to the local land use/transportation system are consistent with the objectives of this chapter.~~

B. ~~Intensification Of Use: When the intensity of any building, structure or premises is increased through the addition of dwelling units, gross floor area, seating capacity, or other units of measurement specified herein for required parking, additional parking shall be provided in the amount by which the requirements for the intensified use exceed those for the existing use.~~

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C. ~~Change In Use: When the use of an existing building or structure is changed to a different type of use, parking shall be provided in the amount required for such new use. However, if an existing building or structure was established prior to the effective date hereof, any increase in required parking shall be limited to the amount by which the new use exceeds the existing use except in the downtown D-1, D-2 and D-3 districts where a change of use shall not require additional parking or loading facilities.~~

D. ~~Existing Parking And Loading Facilities: If parking and loading facilities are below these requirements, they shall not be further reduced.~~

E. ~~Voluntary Provision Of Additional Parking And Loading Facilities: The voluntary establishment of off street parking spaces in excess of the maximum allowable parking specified in this title shall not be permitted unless established through the transportation demand management standards found in section 21A.44.050 of this chapter. Voluntary establishment of loading facilities in excess of the requirements of this title to serve any use shall be permitted provided that all regulations herein governing the location, design and operation of such facilities are satisfied.~~

F. ~~Damage Or Destruction: For any conforming or nonconforming use which is involuntarily damaged or destroyed by fire, collapse, explosion or other cause, and which is reconstructed, reestablished or repaired, off street parking or loading facilities in compliance with the requirements of this chapter need not be provided, except that parking or loading facilities equivalent to any maintained at the time of such damage or destruction shall be restored or continued in operation. It shall not be necessary to restore or maintain parking or loading facilities in excess of those required by this title for equivalent new uses or construction.~~

G. ~~Submission Of A Site Plan: Any application for a building permit shall include a site plan, drawn to scale and fully dimensioned, showing any off street parking or loading facilities to be provided in compliance with this title.~~

H. ~~Parking Lots With Noncomplying Setbacks: A parking lot existing prior to April 12, 1995, that is noncomplying with respect to landscaped setbacks, may be reconstructed, subject to the following requirements:~~

- ~~1. Compliance with subsection D of this section; and~~
- ~~2. Development shall be reviewed through the site plan review process to consider the feasibility of redesign of parking layout to provide required landscaped setbacks without a reduction in the number of existing parking spaces.~~

~~21A.44.020: GENERAL OFF STREET PARKING REGULATIONS:~~

A. ~~Location Of Parking Spaces: All parking spaces required to serve buildings or uses erected or established after the effective date hereof shall be located on the same lot as the building or use served, unless off site parking is approved as an alternative to the~~

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required parking spaces as specified in section 21A.44.040 of this chapter and allowed in the underlying zoning district.

~~B. Access: All off street parking facilities shall be designed with appropriate means of vehicular access to a street or alley in a manner which will least interfere with automobile, bicycle and pedestrian traffic movement. Parking lots in excess of five (5) spaces shall be designed to allow vehicles to enter and exit the lot in a forward direction. All vehicular access roads/driveways shall be maintained as hard surface.~~

~~C. Utilization Of Required Parking Spaces: Except as otherwise provided in this section, required off street parking facilities provided for uses listed in section 21A.44.030 of this chapter shall be solely for the parking of passenger automobiles of guests, patrons, occupants, or employees of such uses.~~

~~D. Parking For Persons With Disabilities: Any parking area to be used by the general public shall provide parking spaces designated and located to adequately accommodate persons with disabilities and these shall be clearly marked as such. Parking spaces for persons with disabilities shall be located in close proximity to the principal building. The designation of parking spaces for persons with disabilities shall constitute consent by the property owner to the enforcement of the restricted use of such spaces to motorists with disabilities by the city. Parking spaces for persons with disabilities shall conform to the standards of the Americans with disabilities act. The number of required parking spaces accessible to persons with disabilities shall be as follows:~~

| Required Minimum Total In Parking Lot Spaces | | Number Of Accessible Spaces |
|--|--|------------------------------------|
| —1 to 25 | | 1 |
| —26 to 50 | | 2 |
| —51 to 75 | | 3 |
| —76 to 100 | | 4 |
| —101 to 150 | | 5 |
| —151 to 200 | | 6 |
| —201 to 300 | | 7 |
| —301 to 400 | | 8 |
| —401 to 500 | | 9 |
| —501 to 1,000 | | 2 percent of total |
| —1,001 and over | | 20, plus 1 for each 100 over 1,000 |

~~E. Off Street Parking Dimensions:~~

~~1. The dimensions for parking spaces and associated aisles are established by the transportation division and are set forth in table 21A.44.020 of this section.~~

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2. The following modifications and additions to the dimensions set forth in table 21A.44.020 of this section shall apply:
- a. ~~Parking spaces located adjacent to walls or columns shall be one foot (1') wider to accommodate door opening clearance and vehicle maneuverability;~~
 - b. ~~Requests for parking angles other than those shown on table 21A.44.020 of this section (including parking angles between 0 degrees and 45 degrees, and between 75 degrees and 90 degrees) may be approved by the city transportation director;~~
 - c. ~~If a public alley is used as a parking aisle for single family dwellings, two family dwellings or twin homes, additional space shall be required on the lot to provide the full width of aisle as required on table 21A.44.020 of this section. The parking design for all other uses shall not require backing into an alley or right of way;~~
 - d. ~~The dimensions of parking spaces in a valet attended parking lot can be modified with approval of the city transportation director; and~~
 - e. ~~Parking spaces in an automated parking garage are exempt from the off street parking dimensions found in this subsection provided the design of the automated parking garage has been approved by the city transportation director.~~

**TABLE 21A.44.020
OFF STREET PARKING DIMENSIONS**

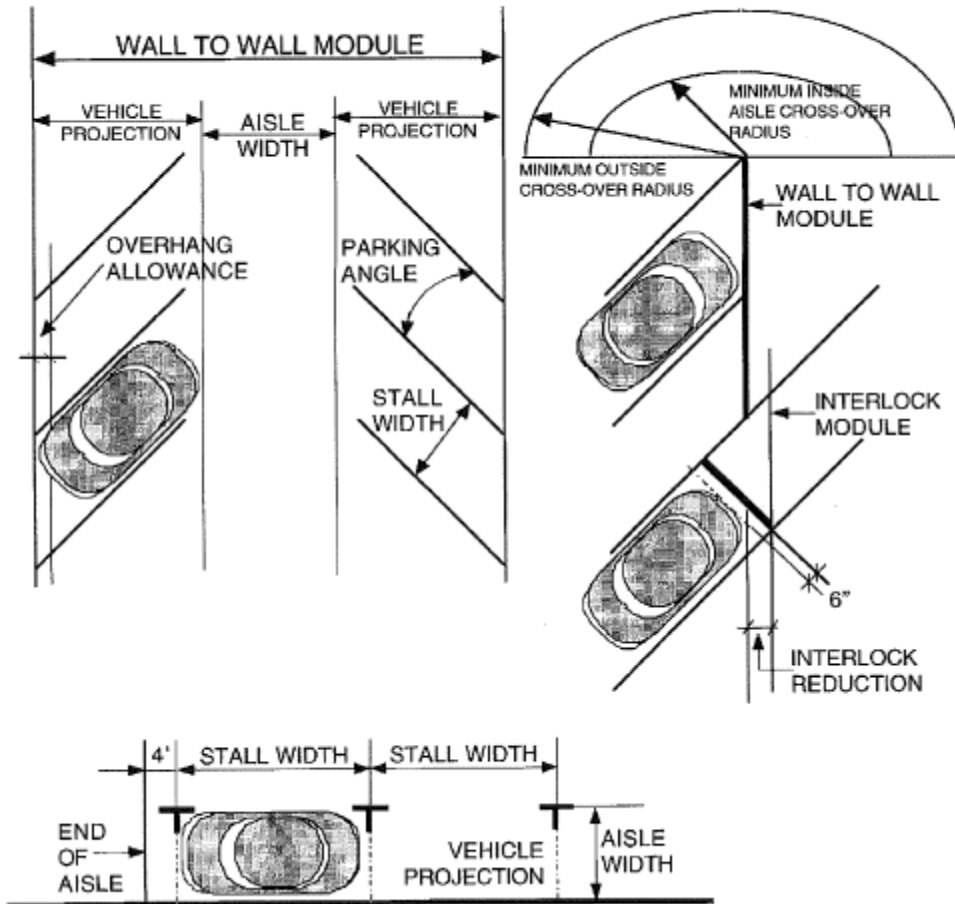
| Parking Angle | Stall Width | Vehicle Projection | Aisle Width | Wall To Wall Module Width | Interlock Reduction | Overhang Allowance |
|---------------|-------------|--------------------|-------------|---------------------------|---------------------|--------------------|
| 0 | 22'0" | 8'3" | 12'8" | 29'2" | 0'0" | 2'0" |
| 45 | 8'3" | 16'10" | 14'11" | 48'7" | 2'3" | 2'0" |
| 50 | 8'3" | 17'5" | 15'6" | 50'4" | 2'0" | 2'0" |
| 55 | 8'3" | 17'11" | 16'2" | 52'0" | 1'10" | 2'1" |
| 60 | 8'3" | 18'3" | 16'10" | 53'4" | 1'7" | 2'2" |
| 65 | 8'3" | 18'6" | 17'9" | 54'9" | 1'4" | 2'3" |
| 70 | 8'3" | 18'7" | 18'7" | 55'9" | 1'1" | 2'4" |
| 75 | 8'3" | 18'6" | 20'1" | 57'1" | 0'10" | 2'5" |
| 90 | 8'3" | 17'6" | 24'10" | 59'10" | 0'0" | 2'6" |
| 0 | 22'0" | 8'6" | 11'11" | 28'11" | 0'0" | 2'0" |
| 45 | 8'6" | 16'10" | 14'2" | 47'10" | 2'3" | 2'0" |
| 50 | 8'6" | 17'5" | 14'9" | 49'7" | 2'0" | 2'0" |
| 55 | 8'6" | 17'11" | 15'5" | 51'3" | 1'10" | 2'1" |
| 60 | 8'6" | 18'3" | 16'1" | 52'7" | 1'7" | 2'2" |

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| | | | | | | |
|----|-------|--------|--------|--------|-------|------|
| 65 | 8'6" | 18'6" | 17'0" | 54'0" | 1'4" | 2'3" |
| 70 | 8'6" | 18'7" | 17'10" | 55'0" | 1'1" | 2'4" |
| 75 | 8'6" | 18'6" | 19'4" | 56'4" | 0'10" | 2'5" |
| 90 | 8'6" | 17'6" | 24'1" | 59'1" | 0'0" | 2'6" |
| 0 | 22'0" | 8'9" | 10'8" | 28'2" | 0'0" | 2'0" |
| 45 | 8'9" | 16'10" | 13'5" | 47'1" | 2'3" | 2'0" |
| 50 | 8'9" | 17'5" | 14'0" | 48'10" | 2'0" | 2'0" |
| 55 | 8'9" | 17'11" | 14'8" | 50'6" | 1'10" | 2'1" |
| 60 | 8'9" | 18'3" | 15'4" | 51'10" | 1'7" | 2'2" |
| 65 | 8'9" | 18'6" | 16'3" | 53'3" | 1'4" | 2'3" |
| 70 | 8'9" | 18'7" | 17'1" | 54'3" | 1'1" | 2'4" |
| 75 | 8'9" | 18'6" | 18'7" | 55'7" | 0'10" | 2'5" |
| 90 | 8'9" | 17'6" | 23'4" | 58'4" | 0'0" | 2'6" |
| 0 | 22'0" | 9'0" | 9'5" | 27'5" | 0'0" | 2'0" |
| 45 | 9'0" | 16'10" | 12'6" | 46'4" | 2'3" | 2'0" |
| 50 | 9'0" | 17'5" | 13'3" | 48'1" | 2'0" | 2'0" |
| 55 | 9'0" | 17'11" | 13'11" | 49'9" | 1'10" | 2'1" |
| 60 | 9'0" | 18'3" | 14'7" | 51'1" | 1'7" | 2'2" |
| 65 | 9'0" | 18'6" | 15'6" | 52'6" | 1'4" | 2'3" |
| 70 | 9'0" | 18'7" | 16'4" | 53'6" | 1'1" | 2'4" |
| 75 | 9'0" | 18'6" | 17'10" | 54'10" | 0'10" | 2'5" |
| 90 | 9'0" | 17'6" | 22'7" | 57'7" | 0'0" | 2'6" |

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OFF STREET PARKING DIMENSIONS



[DELETED]

F. ~~Design And Maintenance: Parking lots shall be designed to ensure safe and easy ingress, egress and movement through the interior of the lot. The number of curb cuts onto major roads should be minimized. Shared access driveways between adjacent sites are encouraged. Parking lot islands should be provided on the interior of the parking lot to help direct traffic flow and to provide landscaped areas within such lots.~~

1. ~~Design Elements: Parking lots shall be designed in accordance with applicable city codes, ordinances and guidelines with respect to:~~

- ~~a. Minimum distances between curb cuts;~~
- ~~b. Proximity of curb cuts to intersections;~~
- ~~c. Provisions for shared driveways;~~
- ~~d. Location, quantity and design of landscaped islands; and~~
- ~~e. Design of parking lot interior circulation system.~~

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2. ~~Plan: The design of parking facilities shall be subject to the approval of the development review team and shall conform to the standards developed by the city transportation director.~~
3. ~~Landscaping And Screening: Landscaping and screening shall be provided in accordance with the requirements of chapter 21A.48 of this title.~~
4. ~~Lighting: Where a parking area or parking lot is illuminated, direct rays of light shall not shine into adjoining property or into a street.~~
5. ~~Signs: Accessory signs shall be permitted on parking areas in accordance with the provisions specified in chapter 21A.46 of this title.~~
6. ~~Parking Lot Surface: All open parking areas or lots shall be improved and maintained as hard surface.~~
7. ~~Driveway Standards: In addition to further restrictions elsewhere in this title or title 12, "Vehicles And Traffic", of this code, the following standards shall apply to driveways:~~
 - a. ~~Driveway Location:~~
 - (1) ~~Nonresidential Districts: For lots in nonresidential districts with a width of less than one hundred feet (100'), only one curb cut shall be allowed per street frontage. For lots in nonresidential districts with a width of one hundred feet (100') or greater, more than one curb cut shall be allowed per street frontage provided they are at least one hundred feet (100') apart.~~
 - (2) ~~Residential Districts: With the exception of legal shared driveways, driveways shall be at least six feet (6') from abutting property lines, twenty feet (20') from street corner property lines and five feet (5') from any public utility infrastructure such as power poles, fire hydrants and water meters. Except for entrance and exit driveways leading to properly located parking areas, no curb cuts or driveways are permitted.~~
 - b. ~~Driveway Widths: In front and corner side yards, driveway widths shall not exceed twenty two feet (22') in SR-1 and SR-3 residential districts or sixteen feet (16') in the MH district. In all other districts, the driveways in front and corner side yards shall have a minimum single lane driveway width of twelve feet (12') and shall not exceed thirty feet (30') in width.~~
 - c. ~~Shared Driveways: Shared driveways, where two (2) or more properties share one driveway access, may be permitted by the development review team.~~
 - d. ~~Circular Driveways: Circular driveways that connect to a driveway extending to a legal parking location shall be constructed of concrete, brick pavers, block or~~

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other hard surface material other than impermeable asphalt. The circular driveway shall be situated such that the street front edge is situated parallel to the property line and shall not be used for overnight parking. In residential districts, circular driveways shall be set back at least fifteen feet (15') from the front property line no wider than twelve feet (12') in width. In commercial districts, circular driveways shall be set back at least five feet (5') from the property line and no wider than twenty feet (20') in width.

e. ~~Driveway Surface: All driveways providing access to parking areas or lots shall be improved and maintained as hard surface.~~

f. ~~Exceptions: Exceptions to these standards may be approved by the development review team through the site plan review process, based on the slope of the roadway or lot and location of drive approaches serving abutting properties.~~

8. ~~Pedestrian Access: All surface parking lots for nonresidential uses shall provide a clear pedestrian pathway from the parking lot to the entry of the building and the public sidewalk. The pedestrian pathway should be clearly marked with pavement marking, landscaping, change in surface material, curb separation or grade separation.~~

9. ~~Vehicle And Equipment Storage: In CG, M-1, M-2 and EI zoning districts, vehicle and equipment storage without hard surfacing may be allowed as a special exception provided:~~

a. ~~The lot is used for long term vehicle storage, not for regular parking and/or maneuvering.~~

b. ~~The vehicles stored are large and/or on tracks that could destroy normal hard surfacing.~~

c. ~~The parking surface is compacted with six inches (6") of road base and other semihard material with long lasting dust control chemical applied annually.~~

d. ~~A hard surfaced wash bay is installed to wash wheels to prevent tracking of mud and sand onto the public way.~~

e. ~~A minimum of fifty feet (50') paved driveway from the public street property line is provided.~~

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

G. ~~Parking For Low Density Residential Districts: The following regulations shall apply to single family detached, single family attached and two family dwellings in the FP, FR-1/43,560, FR-2/21,700, FR-3/12,000, R-1/12,000, R-1/7,000, R-1/5,000, SR-1, SR-3 and R-2 districts:~~

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1. ~~Parking spaces satisfying the requirements of section 21A.44.030 of this chapter shall be located only in an interior side yard or a rear yard unless approved as a special exception in accordance with subsection 21A.44.060B of this chapter.~~

2. ~~The provisions of parking spaces elsewhere on the lot shall conform to the other applicable requirements of this chapter. Requirements for garages shall be as specified in chapter 21A.40 of this title.~~

3. ~~No park strip shall be used for parking.~~

4. ~~A maximum of four (4) outdoor parking spaces shall be permitted per lot. Recreational vehicle parking, where permitted, shall be included in this maximum.~~

H. ~~Legalization Of Converted Garages And Associated Front Yard Parking In Residential Zoning Districts: The intent of this section is to facilitate the legalization of attached garages that have been converted to living space without building permits and without replacing parking in a legal location on the lot. Attached garages converted prior to April 12, 1995, including the associated front yard parking, may be legalized subject to obtaining a building permit for all building modifications associated with converting the garage to living space. The building services division shall inspect the conversion for substantial life safety compliance. Additional requirements include the following:~~

1. ~~The driveway leading to the converted garage shall not be removed without replacing the same number of parking spaces in a location that is authorized by this title.~~

2. ~~The driveway shall not be wider than the original garage unless a permit is issued to extend a driveway into the side or rear yard for additional parking. No other portion of the front yard may be used for parking.~~

3. ~~Parking on the driveway in the front yard is restricted to passenger vehicles only.~~

I. ~~Short Term Parking Provisions For The D-1, D-2 Or D-3 District:~~

1. ~~Intent: The intent of this subsection is to establish short term parking requirements within the Main Street retail core area and to limit required parking increases resulting from a change in use.~~

2. ~~Applicability: The regulations of this subsection shall apply to parking structures or lots located within, or partially within, the Main Street retail core area, as defined in chapter 21A.30 of this title. These regulations shall also apply to parking structures or lots established to serve uses located wholly or partially within the area defined in chapter 21A.30 of this title. The regulations of this subsection shall apply to all uses in the D-1, D-2 and D-3 districts.~~

3. ~~Short Term Parking Requirements: That number of parking spaces required to serve retail goods or retail service establishments located within the Main Street retail core~~

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area shall be designated as short term parking spaces (i.e., for less than 1 day). These spaces shall be at the retail level (not necessarily the ground level) of a parking structure, or the spaces closest to the retail use shall be designated for short term parking.

4. ~~Change Of Use: Any legally established use in the D-1, D-2 or D-3 district may be changed to any other legal use without providing any additional off street parking, provided that the change of use does not require any expansion to the existing principal structure greater than one thousand (1,000) square feet.~~

J. ~~Recreational Vehicle Parking: The parking of recreational vehicles shall conform to the standards set forth below:~~

1. ~~Standards:~~

a. ~~Recreational vehicle parking spaces shall be in addition to, and not in lieu of, other required off street parking spaces.~~

b. ~~Recreational vehicle parking is prohibited in the front yard.~~

c. ~~Recreational vehicle parking is permitted in any enclosed structure conforming to building code and zoning requirements for the zoning district in which it is located.~~

d. ~~Recreational vehicle parking in side or rear yards may be permitted subject to the following conditions:~~

(1) ~~Recreational vehicle parking permitted for each residence shall be limited to one motor home or travel trailer and a total of two (2) recreational vehicles of any type;~~

(2) ~~Recreational vehicles may be parked in the rear yard only on an adequate hard surfaced pad with access provided by either a hard surfaced driveway, hard surfaced drive strips or an access drive constructed of turf block materials with an irrigation system; and~~

(3) ~~Recreational vehicle parking shall be allowed in side yards only if the rear yard cannot be accessed, and in a side yard other than the driveway side yard only if the driveway side yard cannot be used for such additional parking. The existence of a fence or other structure which is not part of a building shall not constitute a lack of rear yard access. Topographical factors, the existence of mature trees or the existence of properly permitted and constructed structures precluding rear yard parking is sufficient to establish a lack of rear yard access.~~

(4) ~~Side yard parking shall only be permitted subject to the following conditions:~~

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- (A) ~~The parking area for the recreational vehicle must be a hard surface of either concrete, asphalt, or turf block;~~
- (B) ~~The recreational vehicle parking space shall not interfere with access to other required parking for the structure;~~
- (C) ~~Access to the recreational vehicle parking from the existing driveway on the property shall have an access taper from the existing driveway and be hard surfaced;~~
- (D) ~~The access or transition area from the existing driveway to the recreational vehicle parking space shall not be used for any parking;~~
- (E) ~~The recreational vehicle parking space shall be screened from the front or street side at the setback line of the existing principal building with a six foot (6') high sightproof fence with a gate for access; and~~
- (F) ~~The recreational vehicle parking space shall be screened on the side yard with a six foot (6') high sightproof fence or equivalent vertical vegetation.~~
- (5) ~~No parked recreational vehicle shall be used for storage of goods, materials or equipment other than those which are customarily associated with the recreational vehicle.~~
- (6) ~~All recreational vehicles must be stored in a safe and secure manner. Any tie downs, tarpaulins or ropes must be secured from flapping in windy conditions.~~
- (7) ~~Recreational vehicles shall not be occupied as a dwelling while parked on the property.~~

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

~~A. Parking Requirements For Passenger Vehicles:~~

- ~~1. Minimum Number Of Spaces: The minimum number of off street parking spaces provided shall be in accordance with subsection G, "Minimum Off Street Parking Requirements", of this section unless otherwise specified elsewhere in this chapter.~~
- ~~2. Maximum Number Of Spaces: The maximum number of off street parking spaces provided shall be in accordance with subsection H, "Maximum Off Street Parking Allowance", of this section unless otherwise specified elsewhere in this chapter.~~
- ~~3. General Parking Calculation Regulations:~~

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- ~~a. Parking space requirements based on the number of employees or users shall be based on the maximum number of employees or users on the premises at any one time.~~
- ~~b. When determination of the number of off street parking spaces required by this title results in a requirement of a fractional space, any fraction of less than one-half (1/2) may be disregarded, while a fraction of one-half (1/2) or more, shall be counted as one parking space.~~
- ~~c. Parking spaces designed exclusively for motorcycles, scooters and other two (2) wheeled automobiles shall not count toward the required number of parking spaces.~~
- ~~d. Parking spaces intended for storage of business related vehicles, such as fleet vehicles or delivery vehicles in commercial, manufacturing and special purposes districts, shall not count toward the required number of parking spaces.~~
- ~~B. Determination Of Required Number Of Parking Spaces For Uses Not Specified Herein:~~
~~In the event this title does not specify the number of parking spaces for a specific use, the Zoning Administrator shall determine the number of spaces required. In making this determination, the Zoning Administrator shall consider the following criteria:~~
- ~~1. The number of parking spaces required for a use listed in table 21A.44.030 of this section that is the most similar to the proposed use in terms of the parked vehicles that are anticipated to be generated;~~
 - ~~2. The square footage to be occupied by the proposed use; and~~
 - ~~3. The number of employees and patrons that are anticipated for the proposed use.~~
- ~~C. Exemption From Calculation Of Required Parking Spaces: Nonresidential uses in buildings less than one thousand (1,000) square feet and located on a lot in the commercial districts or the D-2 and D-3 Downtown Districts shall be exempt from the requirement of providing off street parking. The exemption shall be applied to the land use on the lot requiring the fewest number of spaces. Only one exemption shall be allowed per lot.~~
- ~~D. Alternative Parking Requirements: An alternative means of meeting the parking requirements of this section can be used as outlined in section 21A.44.040 of this chapter.~~
- ~~E. Reductions To The Number Of Required Parking Spaces: The number of required parking spaces may be reduced as provided in section 21A.44.040 of this chapter.~~

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F. ~~Transportation Demand Management: For all uses requiring at least ten (10) parking spaces, the minimum and maximum parking requirements can be modified as outlined in section 21A.44.050 of this chapter.~~

G. ~~Minimum Off Street Parking Requirements:~~

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

TABLE 21A.44.030
SCHEDULE OF MINIMUM OFF STREET PARKING REQUIREMENTS³

| Residential: | | |
|-----------------------|--|--|
| | Bed and breakfast establishment | 1 parking space per room |
| | Community correctional facility | 1 parking space for each 4 residents and 1 parking space for every 2 support staff present during the busiest shift |
| | Eleemosynary facility | 1 parking space for each family, plus 1 parking space for every 4 individual bedrooms, plus 1 parking space for every 2 support staff present during the busiest shift |
| | Fraternity, sorority or dormitory | 1 parking space for each 2 residents, plus 1 parking space for each 3 full time employees. Note: The specific college or university may impose additional parking requirements |
| | Group home | 2 parking spaces per home and 1 parking space for every 2 support staff present during the busiest shift |
| | Multiple-family dwellings ¹ | 2 parking spaces for each dwelling unit containing 2 or more bedrooms - 1 parking space for 1 bedroom and efficiency dwelling - ^{1/2} 2 parking space for single room occupancy dwellings (600 square foot maximum) |
| | Rooming house | 1 parking space for each 2 persons for whom rooming accommodations are provided |
| | Single-family attached dwellings (row house and townhouse) and single-family detached dwellings ² | 2 parking spaces for each dwelling unit |
| | Two-family dwellings and twin home dwellings | 2 parking spaces for each dwelling unit |
| Institutional: | | |
| | Assisted living facility | 1 parking space for each 4 employees, plus 1 parking space for each 6 infirmary or nursing home beds, plus 1 parking space for each 4 rooming units, plus 1 parking space for each 3 dwelling units |
| | Auditorium; accessory to a church, school, university or other institution | 1 space for each 5 seats in the main auditorium or assembly hall |
| | Daycare, child and adult | 2 spaces per 1,000 square feet of usable floor area |

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| | | |
|--|---|---|
| | Funeral services | 1 space per 4 seats in parlor plus 1 space per 2 employees plus 1 space per vehicle used in connection with the business |
| | Homeless resource center | 1 parking space for every 10 beds |
| | Homeless shelter | 1 parking space for every 10 beds |
| | Hospital | 1.5 parking spaces per hospital bed |
| | Places of worship | 1 parking space per 1,000 square feet of seating or congregation area |
| | Schools: | |
| | K – 8th grades | 1 parking space for each 3 faculty members and other full time employees |
| | Senior high school | 1 parking space for each 3 faculty members, plus 1 parking space for each 3 full time employees, plus 1 parking space for each 10 students |
| | College/university, general | 1 parking space for each 3 faculty members, plus 1 parking space for each 3 full time employees, plus 1 parking space for each 10 students |
| | Vocational/trade school | 1 space per 1 employee plus 1 space for each 3 students based on the maximum number of students attending classes on the premises at any time |
| | Recreation, cultural, and entertainment: | |
| | Art gallery/museum/house museum | 1 space per 1,000 square feet of usable floor area |
| | Baseball or soccer field | 10 spaces per field |
| | Bowling alley | 2 spaces per lane plus 1 space for every 2 employees |
| | Club/lodge | 3 spaces per 1,000 square feet of usable floor area |
| | Dance/music studio | 1 space for every 1 employee |
| | Gym/health club/recreation facilities | 3 spaces per 1,000 square feet of usable floor area |
| | Library | 1 space per 1,000 square feet of usable floor area |
| | Sports arena/stadium | 1 space per 1,000 square feet of seating area |
| | Swimming pool, skating rink or natatorium | 1 space per 5 seats and 3 spaces per 1,000 square feet of usable floor area |
| | Tennis court | 2 spaces per court |
| | Theater, movie and live | 1 space per 4 seats |
| | Commercial/manufacturing: | |
| | Artisan food production | 2 spaces per 1,000 square feet of usable floor area |
| | Bus facility, intermodal transit passenger hub | 1 space per 2 employees plus 1 space per bus |
| | Commercial food preparation | 2 spaces per 1,000 square feet of usable floor area |
| | Durable goods, furniture, appliances, etc. | 1 space per 500 square feet of usable floor area |
| | General manufacturing | 1 space per 3 employees plus 1 space per company vehicle |
| | Hotel or motel | 1 parking space for each 2 separate rooms |

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| | |
|--|--|
| Radio/TV station | 3 spaces per 1,000 square feet of usable floor area |
| Warehouse | 2 spaces per 1,000 square feet of usable floor area for the first 10,000 square feet plus $\frac{1}{2}$ 2 space per 2,000 square feet for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates |
| Wholesale distribution | 1 space per 1,000 square feet of usable floor area for the first 10,000 square feet, plus $\frac{1}{2}$ 2 space per 2,000 square feet of floor area for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates |
| Retail goods and services ² | |
| Auto repair | 1 space per service bay plus 3 spaces per 1,000 square feet for office and retail areas |
| Car wash | 3 stacked spaces per bay or stall, plus 5 stacking spaces for automated facility |
| Drive-through facility | 5 stacking spaces on site per cashier, teller or similar employee transacting business directly with drive-through customers at any given time in addition to the parking required for that specific land use |
| Outdoor display of merchandise for sale | 1 parking space per 1,000 square feet of display area |
| Restaurants, taverns and bar establishments | 2 spaces per 1,000 square feet of usable floor area |
| Retail goods establishment | 2 spaces per 1,000 square feet of usable floor area |
| Retail service establishment | 2 spaces per 1,000 square feet of sales floor area |
| Retail shopping center over 55,000 square feet usable floor area | 2 spaces per 1,000 square feet of usable floor area |
| Office and related uses: | |
| Financial establishments | 2 spaces per 1,000 square feet of usable floor area |
| General office | 3 spaces per 1,000 square feet of usable floor area for the main floor plus $\frac{1}{4}$ 4 spaces per 1,000 square feet of usable floor area for each additional level, including the basement |
| Laboratory | 2 spaces per 1,000 square feet of usable floor area for the first 10,000 square feet plus $\frac{1}{2}$ 2 space per 2,000 square feet for the remaining space. Office area parking requirements shall be calculated separately based on office parking rates |
| Medical/dental offices | 5 spaces per 1,000 square feet of usable floor area |
| Miscellaneous: | |
| Kennels or public stables | 1 space per 2 employees |
| All other uses | 3 spaces per 1,000 square feet of usable floor area |

Notes:

1. Minimum parking requirements for affordable housing and senior housing: Buildings that have 10 or more residential units with at least 25 percent of the units as either affordable or senior housing shall be allowed to have a minimum of $\frac{1}{2}$ of a parking space provided for each dwelling unit.
2. For specific parking requirements for accessory dwelling units, see section 21A.40.200 of this title.

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3. Requirements for buildings with more than 1 use shall be calculated separately for individual primary use as required and then combined.

2. District Specific Minimum Requirements:

**TABLE OF DISTRICT SPECIFIC
MINIMUM OFF STREET PARKING REQUIREMENTS**

| District | Land Use | Minimum |
|----------------|----------------|--|
| D-1, D-2, D-4 | Residential | 1/ 2 space per dwelling unit |
| | Nonresidential | No spaces required up to 25,000 square feet usable floor area. 1 space per 1,000 usable square feet over 25,000 square feet thereafter |
| D-3, GMU | Residential | 1/ 2 space per dwelling unit. 1 space per single-family, two-family and twin home dwellings |
| | Nonresidential | No spaces required up to 10,000 square feet usable floor area. 1 space per 1,000 usable square feet over 10,000 square feet thereafter |
| TSA core | All uses | No spaces required |
| TSA transition | All uses | 50% of required in table 21A.44.030 of this section minimum requirements |
| FB-SC | All uses | No spaces required |
| FB-SE | All uses | 50% of required in table 21A.44.030 of this section minimum requirements |
| FB-UN | All uses | No spaces required |
| MU, R-MU | Residential | 1/ 2 space per multi-family dwelling unit. 1 space per single-family, two-family and twin home dwellings |
| R-MU-35 | Residential | 1 space per dwelling unit |
| R-MU-45 | Residential | 1 space per dwelling unit |
| CB | Residential | 1 space per dwelling unit |
| CN | Residential | 1 space per dwelling unit |
| SR-3 | Residential | 1 space per dwelling unit |

Note: Any use or district not listed in this “Table Of District Specific Minimum Off Street Parking Requirements”, of this section will refer to the minimum requirement in table 21A.44.030 of this section.

H. Maximum Off Street Parking Allowance:

1. Applicability: For zones not listed in the “Table Of District Specific Maximum Parking Allowance”, of this section the number of parking spaces allowed shall be twenty five percent (25%) greater than the minimum found in table 21A.44.030 of this section. Formula: $0.25 \times \text{Minimum} + \text{Minimum} = \text{Maximum}$.

2. District Specific Maximum Allowance:

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TABLE OF DISTRICT SPECIFIC MAXIMUM PARKING ALLOWANCE

| District | Land Use | Maximum |
|---------------------------|-----------------------------|---|
| D-1, D-2, D-4 | Residential | Equivalent to minimum |
| | Nonresidential ¹ | Up to 25 spaces for first 25,000 square feet. No more than 1 space per 1,000 square feet thereafter |
| D-3, G-MU | Residential | Equivalent to minimum |
| | Nonresidential | Up to 10 spaces for first 10,000 square feet. No more than 1 space per 1,000 square feet thereafter |
| TSA Core | Residential | 1 space per dwelling unit |
| | Nonresidential | 3 spaces for every 1,000 usable square feet |
| TSA Transition | Residential | 1 ¹ / ₂ spaces per dwelling unit |
| | Nonresidential | 3 spaces for every 1,000 usable square feet |
| FB-SC, FB-SE ² | All uses | The maximum parking allowance is equal to the minimum off street parking requirements found in this section |
| FB-UN | All uses | The maximum parking allowance is equal to the minimum off street parking requirements found in this section |
| M-1, M-2, BP, Airport | All uses | No maximum for any property located west of the centerline of Redwood Road |

Qualifying provisions:

1. An office use to accommodate government prosecutorial and civil legal services on a parcel located within 500 feet of a parcel on which a State courthouse is located may have a maximum of 2.7 parking spaces per 1,000 square feet of usable floor area, but not more than 300 spaces for a building of any size.
2. Parking in excess of the maximum allowed may be granted as a special exception subject to the special exception standards in chapter 21A.52 of this title. The maximum parking requirement does not apply to parking structures or garages that serve multiple parcels or uses or structures that provide off site parking.

Note: With the exception of the zones listed in the “Table Of District Specific Maximum Parking Allowance”, of this section, single family and two family residential uses are limited to 4 outdoor off street parking spaces, including parking for recreational vehicles as identified in subsection 21A.44.020G of this chapter.

21A.44.040: ALTERNATIVE PARKING REQUIREMENTS AND OFF STREET PARKING REDUCTIONS:

A. Purpose And Scope: The number of required off street parking spaces may be met via alternative means or reduced in some circumstances. Alternatives and reductions help prevent land from being devoted unnecessarily to parking spaces when other parking solutions respond better to the parking needs of the use of the property, the enjoyment of neighboring property rights and the general neighborhood compatibility. These options are intended to allow satisfying a portion of parking requirements by means other than on site parking or by reducing the number of required parking spaces when there is

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documentation that actual parking demand is less than the number required by section 21A.44.030, table 21A.44.030 of this chapter.

B. Permitted Parking Alternatives And Reductions:

1. Shared Parking: Where multiple uses share the same off street parking facilities, reduced total demand for parking spaces may result due to differences in parking demand for each use during the course of the day. The following schedule of shared parking is provided indicating how shared parking for certain uses can be used to reduce the total parking required for shared parking facilities:

**TABLE 21A.44.040B
SCHEDULE OF SHARED PARKING**

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

- a. Determining The Total Requirements For Shared Parking Facilities: For each applicable general land use category, calculate the number of spaces required for a use if it were the only use (refer to section 21A.44.030, table 21A.44.030 of this chapter). Use those figures for each land use to calculate the number of spaces required for each time period for each use (6 time periods per use). For each time period, add the number of spaces required for all applicable land uses to obtain a grand total for each of the six (6) time periods. Select the time period with the highest total parking requirement and use that total as the shared parking requirement.

- b. Location For Shared Parking: Shared parking spaces must be within five hundred feet (500') of the primary entrance of all uses served unless remote parking shuttle bus service is provided.

- c. Agreement For Shared Parking: A shared parking plan will be enforced through written agreement among all owners of record. An attested copy of the agreement between the owners of record must be submitted to the Zoning Administrator and

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it must be recorded by the applicant in a form established by the City Attorney. If building permits are required for the development, recordation of the agreement must take place before building permit issuance for any use utilizing the shared parking. A shared parking agreement may be revoked only if all required off street parking spaces will be provided in accordance with section 21A.44.030 of this chapter.

2. Off Site Valet Parking: The zoning administrator may approve valet parking as a means of satisfying otherwise applicable off street parking requirements as required by section 21A.44.030 of this chapter if:
 - a. Adequate assurances are provided attesting to the continued operation of the valet parking, such as a long term contract with a provider or a contract for lease of off site parking spaces;
 - b. The design of the valet parking does not cause customers who do not use the valet services to park off the premises or cause queuing in the right of way; and
 - c. The valet parking service is conspicuously posted outside the establishment and near the main entrance.
3. Modification Of Parking Geometries: The zoning administrator may authorize parking geometry configurations other than those normally required by city code or policy if such parking geometries have been approved, and the reasons therefor explained in writing, by the city transportation director. In no case shall parking geometry modifications be allowed if they would in any way impact spaces designated for person with disabilities.
4. Use Of Excess Parking In Park And Ride Lots: Park and ride lots that are not used to capacity may be used for a new development's required parking provided that the lot is within one thousand feet (1,000') of the development and the applicant can demonstrate to the zoning administrator's satisfaction that the lot is underutilized and that use of the excess parking spaces will not interfere with the park and ride use of the lot. An agreement between the property owners of the development and the park and ride lot is required and a copy of the agreement shall be submitted to the zoning administrator and recorded by the applicant in a form established by the city attorney.
5. Off Site Parking Facilities: Off site parking facilities under shared ownership or through a lease agreement may, in districts where they are specifically allowed as permitted or conditional uses, be used to satisfy the requirements of this title for off street parking, subject to the following requirements:
 - a. The maximum distance between the proposed use and the closest point of the off site parking facility shall not exceed one thousand feet (1,000'). However, in the D-1 district, such distance shall not exceed one thousand two hundred feet (1,200').

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- b. ~~Projects requiring off site, shared, and/or alternative parking in areas of the city where a UI zoning district abuts a D-1 district, the following apply:~~
- ~~(1) For a project located within a UI district, the area available for off site, shared, and/or alternative parking shall not exceed five hundred feet (500') within the UI district unless the D-1 district is located within one thousand two hundred feet (1,200'), in which case the area available for off site, shared, and/or alternative parking may extend up to one thousand two hundred feet (1,200') from the project in the direction of the D-1 district;~~
 - ~~(2) For a project located within a D-1 district, the area available for off site, shared, and/or alternative parking shall not exceed one thousand two hundred feet (1,200'); however, if the UI district is located within one thousand two hundred feet (1,200'), the area available for off site, shared, and/or alternative parking shall not extend into the UI district more than five hundred feet (500');~~
 - ~~(3) The maximum distance between the proposed use and the off site, shared, and/or alternative parking shall be measured radially from the closest property line of the proposed use to the closest property line of the off site, shared, and/or alternative parking;~~
 - ~~(4) Parking spaces shall not be counted more than once in off site, shared, and/or alternative parking plans for different facilities, except where different plans comply with off site, shared, and/or alternative parking regulations due to hours of operation, days of usage, or other reasons.~~
- e. ~~Off site parking to support uses in the CB, CN, RB, MU, R-MU, R-MU-35 and R-MU-45 zones or a legal nonconforming use in a residential zone need not comply with the maximum five hundred foot (500') distance limitation, provided the applicant can demonstrate that a viable plan to transport patrons or employees has been developed. Such plans include, but are not limited to, valet parking or a shuttle system. After July 31, 2008, no new off site parking facilities may be created in any residential zoning district, except in the RB, RO, R-MU, R-MU-35 and R-MU-45 zoning districts. The zoning administrator has the authority to make discretionary decisions concerning the provisions of section 21A.44.030, table 21A.44.030 of this chapter when actual data is presented which supports a change in the parking requirement. The zoning administrator may require a traffic and/or parking impact study in such matters.~~
- d. ~~Off site parking facilities shall be under the same ownership or leasehold interest as the lot occupied by the building or use to which the parking facilities are accessory. Private possession of off street parking facilities may be either by deed or by long term lease. The deed or lease shall require the owner and/or heirs, successors or assigns to maintain the required number of parking facilities through contract for the duration of five (5) years. The city shall be notified when~~

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the contract is terminated. If for any reason the lease is terminated during the five (5) year minimum contractual period, the lessee shall either replace the parking being lost through the terminated lease, or obtain approval for alternative parking requirements. Pursuant to obtaining a building permit or conditional use approval, documentation of the off site parking facility shall be recorded against both the principal use property and the property to be used for off site parking.

6. ~~On Street Parking: In all zoning districts other than single or two-family residential districts, credit for on street parking shall be allowed to satisfy some or all off street parking required in section 21A.44.030 of this chapter. For single and two-family uses, regardless of the underlying zoning district, on street parking cannot be used to satisfy required off street parking. On street parking cannot be used to satisfy ADA required parking. Such credit shall require site plan review approval and shall meet the following requirements:~~

a. ~~Parking must be permitted without time restrictions along the streets to be used;~~

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

c. ~~Prior to approving any requests for on street parking, the zoning administrator, in consultation with the city transportation director, shall determine that the proposed on street parking will not materially adversely impact traffic movements and related public street functions; and~~

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

7. ~~Parking Exemptions For Proximity To Mass Transit: For any new multi-family residential, commercial, office or industrial development within one-fourth (1/4) mile of a fixed transit station, the minimum number of parking spaces required according to section 21A.44.030 of this chapter can be reduced by fifty percent (50%).~~

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

a. ~~Applicability: Any business located in the CB, CN, RB, MU, R-MU, R-MU-35 and R-MU-45 zoning districts and classified in section 21A.44.030, table 21A.44.030 of this chapter as “recreational, cultural or entertainment” or as “retail goods and services” may be granted a partial exemption from the off street parking requirements to the extent authorized below and provided the requirements of this subsection are met.~~

b. ~~Pedestrian Friendly Amenities: For any business that has pedestrian friendly amenities, such as bike racks, baby buggy parking areas, benches or other similar pedestrian oriented amenities, which are located within one hundred feet (100’) of the entrance to the business, either on public or private property, the first two~~

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thousand five hundred (2,500) square feet of the building area shall be excluded from parking calculations and exempt from parking requirements. Any such pedestrian-oriented amenities must be permanently affixed to the property and shall be installed and maintained at the property owner or business owner's expense. Any pedestrian-oriented amenities to be located on public property may only be installed pursuant to authorization granted by the city, and upon proof of adequate insurance coverage to protect the city from liability.

~~c. Time Limited: For any business which meets the criteria set forth in subsection B8b of this section, and which also has time limited on street parking of two (2) hours or less within one hundred feet (100') of the entrance to the business, an additional one thousand (1,000) square feet of the building area shall be excluded from parking calculations and exempt from parking requirements. Any request to change unlimited on street parking to time limited on street parking must be reviewed and approved by the city transportation director.~~

~~d. Angular Parking: For any business which meets the criteria set forth in subsection B8b of this section and which also has angular parking spaces which provide traffic calming and provide shorter unprotected crossing distances by narrowing the roadway within one hundred feet (100') of the entrance to the business, an additional one thousand (1,000) square feet of building area shall be excluded from parking calculations and exempt from parking requirements. Any request to create angular on street parking spaces where such parking does not now exist, must be reviewed and approved by the city transportation director.~~

~~e. Exemptions: For any business which meets the criteria set forth in subsections B8b, B8c and B8d of this section, the first five thousand (5,000) square feet of building area shall be excluded from parking calculations and exempt from parking requirements.~~

~~C. Transportation Demand Management: A reduction in the number of required parking spaces can be permitted through the transportation demand management regulations found in section 21A.44.050 of this chapter.~~

~~D. Other Eligible Alternatives: Any alternative to off street parking spaces not outlined in this section may be considered. Such alternatives shall be processed as special exceptions in accordance with the provisions of chapter 21A.52 of this title and as follows:~~

~~1. Application: In addition to the materials required by chapter 21A.52 of this title, the applicant for an alternative parking requirement must also submit:~~

~~a. A written statement specifying the alternative parking requirement requested and the rationale supporting the application;~~

~~b. A professionally prepared parking study for alternative parking requirements requested for unique nonresidential uses and intensified parking reuse; and~~

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- ~~c. A site plan of the entire alternative parking property drawn to scale at a minimum of one inch equals thirty feet (1" = 30') showing the proposed parking plan.~~
- ~~2. Notice And Hearing: As a special exception, all requests for alternative parking requirements shall require a public notice and a public hearing in conformance with the requirements of chapter 21A.10 of this title.~~
- ~~3. City Internal Review:~~
- ~~a. The zoning administrator shall obtain comments regarding the application from all interested city departments or divisions.~~
- ~~b. The city transportation director may, if it is determined that the proposal may have an adverse material impact on traffic, require the applicant to submit a professionally prepared traffic impact study prior to the hearing on the application.~~
- ~~c. The city transportation director may require a professionally prepared parking study, where deemed appropriate, for applications for unique residential populations and single room occupancy residential uses.~~
- ~~4. General Standards And Considerations For Alternative Parking Requirements: Requests for alternative parking requirements shall be granted in accordance with the standards and considerations for special exceptions in section 21A.52.060 of this title. In addition, an application for an alternative parking requirement shall be granted only if the following findings are determined:~~
- ~~a. That the proposed parking plan will satisfy the anticipated parking demand for the use, up to the maximum number specified in section 21A.44.030, table 21A.44.030 of this chapter;~~
- ~~b. That the proposed parking plan will be at least as effective in maintaining traffic circulation patterns and promoting quality urban design as would strict compliance with the otherwise applicable off street parking standards;~~
- ~~c. That the proposed parking plan does not have a materially adverse impact on adjacent or neighboring properties;~~
- ~~d. That the proposed parking plan includes mitigation strategies for any potential impact on adjacent or neighboring properties; and~~
- ~~e. That the proposed alternative parking requirement is consistent with applicable city master plans and is in the best interest of the city.~~

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21A.44.050: TRANSPORTATION DEMAND MANAGEMENT:

A. Purpose: The purposes of the following provisions relating to transportation demand management are to:

1. ~~Enable Salt Lake City to reduce vehicle miles traveled in the City, thereby reducing the use of gasoline, the use of other fossil fuels, and greenhouse gas emissions;~~
2. ~~Improve public health;~~
3. ~~Reduce air, water, and noise pollution associated with motorized vehicular transportation;~~
4. ~~Promote alternative modes of transportation, such as bicycling and walking;~~
5. ~~Lessen congestion on the streets and roads of the City;~~
6. ~~Promote road safety and reduce the number of accidents;~~
7. ~~Provide opportunities for residents, institutions, and businesses of the City to save fuel costs related to driving;~~
8. ~~Encourage compact development patterns and reduce sprawl development;~~
9. ~~Reduce the amount of surface parking lots in the City by facilitating other modes of transportation;~~
10. ~~Reduce road and parking facility construction and maintenance costs; and~~
11. ~~Support community economic development objectives.~~

B. ~~Generally Applicable Transportation Demand Management Standards:~~

1. ~~Applicability: The following standards shall be applicable to all new buildings that exceed five thousand (5,000) square feet in floor area or a major expansion of an existing building. For this subsection, a “major expansion” is defined as any alteration or modification to a building that increases the building’s gross floor area by twenty five percent (25%) or five thousand (5,000) square feet, whichever is less.~~
2. ~~Electric Vehicle Parking: The following standards shall only apply to multi-family uses. At least one (1) parking space dedicated to electric vehicles shall be provided for every twenty five (25) parking spaces provided. Electric vehicle parking spaces shall count toward the required number of parking spaces. The electric vehicle parking space shall be:~~
 - a. ~~Located in the same lot as the principal use;~~

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- b. ~~Located as close to a primary building entrance as possible;~~
 - c. ~~Signed in a clear and conspicuous manner, such as special pavement marking or signage, indicating exclusive availability to electric vehicles; and~~
 - d. ~~Outfitted with a standard electric vehicle charging station.~~
3. ~~Number Of Required Bicycle Parking Spaces:~~
- a. ~~Applicability: The following regulations apply to all uses except for single and two-family residential uses and nonresidential uses having one thousand (1,000) square feet or less.~~
 - b. ~~Fractional Spaces: When determination of the number of bicycle spaces required by this title results in a requirement of a fractional space, any fraction of less than one-half (1/2) may be disregarded, while a fraction of one-half (1/2) or more, shall be counted as one (1) bicycle parking space.~~
 - c. ~~Calculation Of Required Bicycle Parking Spaces: The calculation of the number of required bicycle spaces shall be based on the minimum number of motorized vehicle spaces as required by section 21A.44.030, table 21A.44.030 of this chapter. If more vehicular parking is provided beyond the minimum, then the calculation shall be based on what has been provided.~~
 - (1) ~~Residential And Commercial Uses: The number of bicycle parking spaces provided for any residential or commercial use shall be five percent (5%) of the vehicular parking spaces required for such use. At least two (2) bicycle parking spaces are required.~~
 - (2) ~~Office Uses: The number of bicycle parking spaces provided for any office use shall be ten percent (10%) of the vehicular parking spaces required for such use. At least five (5) bicycle parking spaces are required and at least twenty five percent (25%) of the required bicycle parking spaces shall be in the form of bicycle lockers or another means of secure, protected bicycle storage.~~
 - (3) ~~Educational Uses: The number of bicycle parking spaces provided for any educational use shall be one and one-half (1 1/2) bicycle parking spaces for every twenty (20) students and one (1) space for every ten (10) employees. At least ten (10) bicycle parking spaces are required.~~
 - (4) ~~Manufacturing Uses: The number of bicycle parking spaces provided for any manufacturing use shall be two percent (2%) of the vehicular parking spaces required for such use. At least two (2) bicycle parking spaces are required and at least one (1) of the required bicycle parking spaces shall be in the form of bicycle lockers or other means of secure, protected bicycle storage.~~

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(5) ~~All Other Uses: The number of bicycle parking spaces provided for any other use shall be five percent (5%) of the vehicular parking spaces required for such use. At least two (2) bicycle parking spaces are required.~~

d. ~~Existing Bicycle Parking Spaces: Permanent bicycle parking spaces, such as City installed bicycle racks or bike corrals, that are in existence at the time of development and within fifty feet (50') of the primary entrance to the principal building can be used for a maximum of two (2) required bicycle parking spaces. A single bicycle rack can only be used by one (1) development.~~

4. ~~Bicycle Parking Location Standards: Bicycle parking spaces shall be:~~

- a. ~~Located on the same lot as the principal use;~~
- b. ~~Located to prevent damage to bicycles by cars;~~
- c. ~~Located in a convenient, highly visible, active, well lighted area;~~
- d. ~~Located so as not to interfere with pedestrian movements;~~
- e. ~~Located no more than fifty feet (50') from the primary entrance of each principal building;~~
- f. ~~Distributed to serve all buildings and primary entrances if the development has multiple buildings on one (1) or more lots;~~
- g. ~~Connected to the right of way, sidewalk or bicycle lane by a path that is clearly separated from the parking lot and drive lanes; and~~
- h. ~~Located within the building if it is not possible to meet the location standards above.~~

5. ~~Bicycle Rack Design Standards: All bicycle racks provided shall be:~~

- a. ~~Designed to be consistent with the surroundings in color and design and incorporated, whenever possible, into buildings or street furniture design;~~
- b. ~~Designed to allow each bicycle to be supported by its frame;~~
- c. ~~Designed to allow the frame and front wheel of each bicycle to be secured against theft;~~
- d. ~~Designed to avoid damage to the bicycles;~~
- e. ~~Designed to resist rust or corrosion, or removal by vandalism; and~~

- f. ~~Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles.~~

C. ~~Transportation Demand Management Parking Incentives:~~

1. ~~Purpose: The following parking incentives are intended to encourage the use of transportation demand management strategies not regulated elsewhere in this subsection. These additional strategies are available to applicants who want to modify the amount of off street parking required by either decreasing the number of spaces below the minimum requirement or increasing the number of spaces beyond the maximum requirement.~~
2. ~~Applicability: The regulations of this subsection shall only apply to applicants intending to provide transportation demand management elements beyond the required strategies in exchange for modification to the number of required parking spaces. These incentives are available to all new residential and nonresidential uses requiring at least five (5) parking spaces according to section 21A.44.030, table 21A.44.030 of this chapter.~~
3. ~~Modification Of The Number Of Required Parking Spaces:~~
 - a. ~~Reduction Of The Number Of Required Parking Spaces: The minimum number of off street parking spaces, as determined by section 21A.44.030, table 21A.44.030 of this chapter, can be reduced to seventy five percent (75%) of the minimum requirement provided the applicant fulfills at least two (2) of the minor transportation demand management strategies listed in this subsection. This modification shall only apply to the minimum established in section 21A.44.030, table 21A.44.030 of this chapter prior to any other permitted parking reductions.~~
 - b. ~~Increase Of The Maximum Number Of Allowable Parking Spaces: The minimum number of off street parking spaces, as determined by subsection 21A.44.030G of this chapter, can be increased to double the minimum requirement under section 21A.44.030, table 21A.44.030 and “Table Of District Specific Minimum Off Street Parking Requirements”, of this chapter provided the applicant fulfills at least one (1) of the major transportation demand management strategies and one (1) of the minor transportation demand management strategies listed in this subsection.~~
4. ~~Eligible Transportation Demand Management Strategies: The strategies are available for use as part of the parking modification incentive process. Strategies not listed here, but demonstrated to meet the intent of this section, may be approved by the Planning Director.~~
 - a. ~~Major transportation demand management strategies:~~

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- (1) ~~At least fifty percent (50%) of the required bicycle parking provided in the form of secured long term bicycle parking located in the interior of a building and made available to residents, employees or patrons of the development.~~
- (2) ~~A facility for bicycle or pedestrian commuters that offer at least one (1) unisex shower and five (5) lockers for storage for use by employees of a nonresidential development.~~
- (3) ~~A full service bus stop sited to serve the development's employees or residents, either of new construction or with improvements, such as additional lighting, security features, benches or shelter, to an existing stop. A full service bus stop includes, but is not limited to, full ADA accessibility, a paved pathway to the right-of-way, trash cans, lighting, a bench and a shaded, sheltered waiting area. The applicant must work with Utah Transit Authority to establish and verify the long term viability of the proposed or existing bus stop.~~
- (4) ~~An on-site business center or satellite office facility, within a residential development, designed to facilitate telecommuting.~~
- (5) ~~An on-premises daycare in a nonresidential or mixed use development.~~
- (6) ~~An on-premises gym or workout facility for residents or employees with at least four hundred (400) square feet of space dedicated to workout equipment.~~
- (7) ~~An on-premises restaurant, cafeteria or lunchroom that provides meals for purchase by employees, residents or patrons of the development.~~
- b. ~~Minor transportation demand management strategies:~~
- (1) ~~Permanently sheltered, covered or secure facilities for the required bicycle parking.~~
- (2) ~~Participation or investment in an approved motor vehicle sharing program, including at least one (1) dedicated parking space for a shared vehicle.~~
- (3) ~~Participation in, investment in or sponsorship of an approved bicycle sharing program.~~
- (4) ~~At least ten percent (10%) of the required parking in the form of dedicated parking spaces for employees participating in a car pool or vanpool program, located as close as possible to the main entrance.~~
- (5) ~~Unbundled parking provisions, where off street parking can be purchased or rented by residents or tenants independently of a residential unit or nonresidential space within a development.~~

21A.44.060: PARKING RESTRICTIONS WITHIN REQUIRED YARDS:

A. ~~Regulations, Form Of Restrictions: Within the various chapters of this title, there are regulations that restrict the use of certain yards for off street parking. These regulations can take the form of restrictions against parking in required yards, landscape yard restrictions, or landscape buffer restrictions.~~

B. ~~Front Yard Parking: Parking in a required front yard shall be permitted subject to the following requirements:~~

- ~~1. The lot contains an existing residential building.~~
- ~~2. No other off street parking exists on the site.~~
- ~~3. No provided side yard is greater than 8 feet. If greater than 8 feet, no tree over 6 inches in caliper is present in the side yard that would necessitate the removal of the tree to locate a parking stall in the side yard or rear yard.~~
- ~~4. The rear yard is not accessible through a side yard in as provided in Subsection B.3 and does not have frontage on a public street or public alley and the property does not have access rights across an adjacent private street or alley.~~
- ~~5. The front yard parking complies with the following standards:~~
 - ~~a. The front yard parking is limited to no wider than 10 feet in width and is a minimum depth of 20 feet.~~
 - ~~b. The front yard parking is accessed by an approved drive approach.~~
 - ~~c. The location of the front yard parking is placed within 10 feet of a side lot line or for corner properties, may also be within 10 feet of a rear lot line and is consistent with the location of other driveways on the block face.~~

C. ~~Drive-Through Lane Restrictions: In zoning districts where uses with drive-through facilities are allowed and where no front or corner side yard setback is required, the drive-through lanes shall not be located between the front or corner side lot line and any walls of the principal structure.~~

D. ~~Parking Restrictions Within Yards: To make the use of this title more convenient, table 21A.44.060 of this section has been compiled to provide a comprehensive listing of those districts where restrictions exist on the location of parking in yards.~~

**TABLE 21A.44.060
PARKING RESTRICTIONS WITHIN YARDS**

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| Zoning Districts | | Front Yard | Corner Side Yard | Interior Side Yard | Rear Yard |
|------------------------|--|---|---|---|--|
| Residential districts: | | | | | |
| | Single-/two-family residential districts: FR-1 to SR-1 and R-2 | Parking not permitted between front lot line and the front line of the principal building | Parking not permitted between front lot line and the front line of the principal building | Parking permitted. In the FR-districts parking not permitted within 6 feet of interior side lot line | Parking permitted |
| | SR-3 | Parking not permitted | Parking not permitted | Parking permitted | Parking permitted |
| | RMF-30 | Parking not permitted | Parking not permitted | Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district | Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district |
| | RMF-35 | Parking not permitted | Parking not permitted | Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots | Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district |
| | RMF-45 | Parking not permitted | Parking not permitted | Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots | Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district |
| | RMF-75 | Parking not permitted | Parking not permitted | Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots | Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district |
| | RB | Parking not permitted | Parking not permitted | Parking permitted | Parking permitted |
| | R-MU-35 | Parking not permitted | Parking not permitted | Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots | Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district |

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| | | | | |
|--|--|--|---|--|
| R-MU-45 | Parking not permitted | Parking not permitted | Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots | Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district |
| R-MU | Parking not permitted | Parking not permitted | Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district | Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district |
| RO | Parking not permitted | Parking not permitted | Parking not permitted within 10 feet of the side lot line when abutting a single- or two-family district. Parking not permitted within 1 of the side yards of interior lots, except for single-family attached lots | Parking not permitted within 10 feet of the rear lot line when abutting a single- or two-family district |
| Commercial, manufacturing, gateway and downtown districts: | | | | |
| CN | Parking not permitted | Parking not permitted | Parking not permitted within 7 feet of the side lot line when abutting residential district | Parking not permitted within 7 feet of the rear lot line when abutting residential district |
| SNB | Parking not permitted | Parking not permitted | Parking not permitted within 7 feet of the side lot line when abutting residential district | Parking not permitted within 7 feet of the rear lot line when abutting residential district |
| CB | Parking not permitted | Parking not permitted | Parking not permitted within 7 feet of the side lot line when abutting residential district | Parking not permitted within 7 feet of the rear lot line when abutting residential district |
| CS | Parking not permitted within 15 feet of front lot line | Parking not permitted within 15 feet of corner side lot line | Parking not permitted within 15 feet of the side lot line when abutting residential district | Parking not permitted within 15 feet of the rear lot line when abutting residential district |
| CC | Parking not permitted within 15 feet of front lot line | Parking not permitted within 15 feet of front lot line | Parking not permitted within 7 feet of the side lot line when abutting residential district | Parking not permitted within 7 feet of the rear lot line when |

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| | | | | | |
|------------------|---|---|--|--|-------------------------------|
| | | | | | abutting residential district |
| CSHBD | Parking not permitted between front property line and front building line | Parking not permitted between corner side property line and corner side building line | If yard is provided, parking not permitted within 7 feet of side lot line when abutting residential district | If yard is provided, parking not permitted within 7 feet of rear lot line when abutting residential district | |
| CG | Parking not permitted within 10 feet of front lot line | Parking not permitted within 10 feet of side lot line | Parking not permitted within 15 feet of the side lot line when abutting residential district | Parking not permitted within 15 feet of the rear lot line when abutting residential district | |
| TSA | See section 21A.26.078 of this title | | | | |
| M-1 | Parking not permitted | Parking not permitted | Parking not permitted within 15 feet of the side lot line when abutting residential district | Parking not permitted within 15 feet of the rear lot line when abutting residential district | |
| M-2 | Parking not permitted within 15 feet of front lot line | Parking not permitted within 15 feet of corner side lot line | Parking not permitted within 50 feet of the side lot line when abutting residential district | Parking not permitted within 50 feet of the rear lot line when abutting residential district | |
| D-1 | Parking restrictions within yards for the D-1 zone are found in section 21A.30.020, “D-1 Central Business District”, of this title | | | | |
| D-2 | Parking not permitted | Parking not permitted | Parking permitted | Parking permitted | |
| D-3 ¹ | Parking not permitted | Parking not permitted | Parking permitted | Parking permitted | |
| D-4 | In block corner areas, structure and surface parking permitted only behind a principal building; in mid-block areas, surface parking permitted only behind a principal building and parking structures must have retail goods/service establishments, offices or restaurants on ground floor along the street; no restrictions on underground parking | | Parking permitted | Parking permitted | |
| G-MU | In block corner areas, structure and surface parking permitted only behind a principal building; in mid-block areas, surface parking permitted only behind a principal building and parking structures must have | | Parking permitted | Parking permitted | |

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| | | | | |
|----------------------------|-----------------------|--|--|--|
| | | retail goods/service establishments, offices or restaurants on ground floor along the street; no restrictions on underground parking | | |
| Special purpose districts: | | | | |
| RP | Parking not permitted | Parking not permitted | Parking not permitted within 8 feet of the side lot line or within 30 feet of the side lot line when abutting residential district | Parking not permitted within 8 feet of any rear lot line or within 30 feet of the rear lot line when abutting residential district |
| BP | Parking not permitted | Parking not permitted | Parking not permitted within 30 feet of the side lot line when abutting residential district. Parking not permitted within 8 feet of any side lot line | Parking not permitted within 30 feet of the rear lot line when abutting residential district. Parking not permitted within 8 feet of any rear lot line |
| FP | Parking not permitted | Parking not permitted | Parking not permitted within 6 feet of side lot line | Parking permitted |
| AG | Parking not permitted | Parking not permitted | Parking permitted | Parking permitted |
| AG-2 | Parking not permitted | Parking not permitted | Parking permitted | Parking permitted |
| AG-5 | Parking not permitted | Parking not permitted | Parking permitted | Parking permitted |
| AG-20 | Parking not permitted | Parking not permitted | Parking permitted | Parking permitted |
| A | Parking permitted | Parking permitted | Parking permitted | Parking permitted |
| PL | Parking not permitted | Parking not permitted | Parking permitted. Parking not permitted within 10 | Parking permitted. Parking not permitted |

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| | | | | | |
|------|--|--|---|--|--|
| | | | | feet if it abuts a residential district | within 10 feet if it abuts a residential district |
| PL-2 | Parking not permitted | Parking not permitted | Parking not permitted | Parking permitted. Parking not permitted within 10 feet if it abuts a residential district | Parking permitted. Parking not permitted within 10 feet if it abuts a residential district |
| I | Parking not permitted | Parking not permitted | Parking not permitted | Parking not permitted within 15 feet of the side lot line when abutting residential district | Parking not permitted within 15 feet of the rear lot line when abutting residential district |
| UI2 | Parking not permitted within 15 feet of the front lot line | Parking not permitted within 15 feet of a corner side lot line | Parking not permitted within 15 feet of lot line when abutting single- and two-family districts | Parking not permitted within 10 feet of the rear lot line or within 15 feet of lot line when abutting single- and two-family districts | Parking not permitted within 10 feet of the rear lot line or within 15 feet of lot line when abutting single- and two-family districts |
| OS | Parking not permitted | Parking not permitted | Parking not permitted | Parking not permitted within 10 feet of the side lot line | Parking not permitted within 10 feet of the rear lot line |
| MH | Parking not permitted | Parking not permitted | Parking not permitted | Parking permitted | Parking permitted |
| EI | Parking not permitted within 10 feet of the front lot line | Parking not permitted within 30 feet of the corner side lot line | Parking not permitted within 30 feet of the side lot line | Parking not permitted within 20 feet of the rear lot line | Parking not permitted within 20 feet of the rear lot line |
| MU | Parking not permitted | Parking not permitted | Parking permitted within 1 side yard only | Parking permitted | Parking permitted |

Notes:

1. Minimum open space of 20 percent lot area may impact parking location.

2. ~~Hospitals in the UI zone: Parking is not permitted within 30 feet of a front and corner side yard, or within 10 feet of an interior side and rear yard.~~

21A.44.070: GENERAL OFF STREET LOADING REQUIREMENTS:

- A. ~~Location: All required loading berths and maneuvering areas shall be located on the same lot as the use served. All motor vehicle loading berths which abut a residential district or an intervening alley, separating a residential district from a business, commercial or industrial district, shall be screened according to the standards contained in chapter 21A.48 of this title.~~

No permitted or required loading berth shall be located within thirty feet (30') of the nearest point of intersection of any two (2) streets. No loading berth shall be located in a required front yard.

- B. ~~Access: Each required off street loading berth shall be designed with appropriate means of vehicular access to a street or alley in a manner which will eliminate or minimize conflicts with traffic movement, and shall be subject to approval by the development review team and the city transportation director. Maneuvering and backing space to the loading dock shall be accommodated on site when possible.~~

- C. ~~Utilization Of Off Street Loading Areas: Space allocated to any off street loading use shall not be used to satisfy the space requirements for any off street parking.~~

- D. ~~Size: Unless otherwise specified, a required off street loading berth shall be at least ten feet (10') in width by at least thirty five feet (35') in length for short berths, and twelve feet (12') in width by at least fifty feet (50') in length for long berths exclusive of aisle and maneuvering space. Maneuvering aprons of appropriate width and orientation shall be provided and will be subject to approval by the development review team and the city transportation director.~~

- E. ~~Vertical Clearance: All loading areas shall have a vertical clearance of at least fourteen feet (14').~~

- F. ~~Design And Maintenance:~~

1. ~~Design Of Loading Areas: All loading areas shall be oriented away from adjacent residential or other incompatible uses.~~

2. ~~Plan: The design of loading areas shall be subject to the approval of the development review team and the city transportation director.~~

3. ~~Landscaping And Screening: Landscaping and screening shall be provided in accordance with the requirements of chapter 21A.48 of this title.~~

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4. ~~Lighting: Any lighting used to illuminate loading areas shall be down lit away from residential properties and public streets in such a way as not to create a nuisance.~~
5. ~~Cleaning And Maintenance: Except in the industrial (M-1 and M-2), general commercial (CG) and downtown (D) districts, no cleaning or maintenance of loading areas utilizing motorized equipment may be performed between ten o'clock (10:00) P.M. and seven o'clock (7:00) A.M. each day, except for snow removal.~~
6. ~~Signs: Accessory signs shall be permitted on loading areas in accordance with the provisions specified in chapter 21A.46 of this title.~~
7. ~~Loading Area Surface: Loading area surfaces shall be hard surfaced and drained to dispose of all surface water and to provide effective drainage without allowing the water to cross the sidewalk or driveway.~~

21A.44.080: SPECIFIC OFF STREET LOADING REQUIREMENTS:

Off street loading facilities for new developments shall be provided at the rate specified for a particular use in table 21A.44.080 of this section. The zoning administrator may waive any off street loading requirement with a recommendation of the development review team.

**TABLE 21A.44.080
SCHEDULE OF OFF STREET LOADING REQUIREMENTS**

| Use | Usable Floor Area ¹ (Square Feet) | Number Of Berths And Size ^{2,3} |
|--|---|--|
| Hotels, institutions and institutional living | 50,000—100,000 | —1 short |
| | Each additional 100,000 | —1 short |
| Industrial uses | 5,000 – 10,000 | —1 short |
| | 10,001 – 40,000 | —1 long |
| | 40,001 – 100,000 | —2 long |
| | Each additional 100,000 | —1 long |
| Multi-family | 100,000 – 200,000 | —1 short |
| | Each additional 200,000 | —1 short |
| Office uses | 50,000—100,000 | —1 short |
| | Each additional 100,000 up to 500,000 | —1 short |
| | Each additional 500,000 | —1 short |
| Retail/commercial | 25,000 – 40,000 | —1 short |
| | 40,000 – 100,000 | —1 long |

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| | | |
|--|-------------------------|----------|
| | Each additional 100,000 | — 1 long |
|--|-------------------------|----------|

Notes:

1. Usable floor area refers to buildings or structures on premises.
2. Loading dock requirement is cumulative.
3. Berth (loading dock) dimensions:
Short: 10 feet wide x 35 feet deep.
Long: 12 feet wide x 50 feet deep.

21A.44.010: PURPOSE:

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

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

21A.44.020: APPLICABILITY:

- A. Amounts of Parking, Loading, and Drive-Through Facilities Required: The standards of this chapter are intended to establish: minimum and maximum amounts of vehicle parking; minimum required bicycle parking, minimum required loading facilities, and minimum capacity of drive-through facilities and shall apply to projects involving the activities listed below. In some instances, other standards of this chapter provide alternatives for required compliance. Certain exemptions are

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intended to encourage utilization of existing structures and preserve desirable characteristics of locations built prior to parking requirements.

1. New Development: Unless otherwise exempted by Section 21A.44.020.A.4, the standards in this chapter shall apply to all development and land uses upon adoption of this ordinance.
2. Expansion of Use or Structure: The number of off street parking and loading spaces for the expansion of a use or structure shall comply with the requirements of Table 21A.44.040-A, "Minimum and Maximum Off Street Parking" and the standards of this chapter when:
 - a. One or more additional dwelling units is created; or
 - b. The addition to or expansion of one or more structures or uses that, when considered together with any other expansions during the previous two-year period, would increase the total usable floor area of the structure(s) by more than twenty- five percent (25%); or
 - c. The addition to or expansion of one (1) or more structures or uses that requires conditional use permit approval.
3. Change of Use:
 - a. Except when located within an Urban Center or Transit Context, or as stated in Subsection b 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 required beyond what is existing.
4. Exemptions from Parking Requirements: The following shall be exempt from providing the minimum parking required by Table 21A.44.040-A, "Minimum and Maximum Off Street Parking", but shall comply with maximum parking allowed and location and design standards in Section 21A.44.060 if parking is provided:
 - a. Lots created prior to April 12,1995 that are less than five thousand (5,000) square feet in lot area, except those being used for single-family, two-family, and twin home dwelling uses;
 - b. Expansions or enlargements that increase the square footage of usable

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

- B. Location and Design: Section 21A.44.060, “Parking Location and Design“, shall apply to all vehicle parking, bicycle parking, loading, and drive-through facilities, regardless of whether the project is subject to the requirements for additional parking spaces or other facilities pursuant to Subsection 21A.44.020.A above. Parking garages are subject to design standards found in Subsection 21A.44.060.A.16 and specific requirements of other zoning districts found in Subsection 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.
3. Parking spaces designed or designated exclusively for motorcycles, scooters, and other two wheeled vehicles shall not count toward the number of minimum required or maximum allowed off street parking spaces.
4. Parking spaces intended for storage of business vehicles, such as fleet vehicles, delivery vehicles, or vehicles on display associated with sales or rental shall not count toward the number of minimum required or maximum allowed off street parking spaces unless otherwise stated in Table 21A.44.040-A, “Minimum and Maximum Off Street Parking“.
5. Parking spaces designed or designated exclusively for recreational vehicles shall not count toward the number of minimum required or maximum allowed off street parking spaces.
6. When calculations of the number of required off street parking spaces for vehicles result in a fractional number, any fraction of 0.5 or larger shall be rounded up to the next higher whole number. Calculations for more than one use in a project shall be calculated for each individual use and may be rounded individually and added, or added then rounded as determined by the applicant.
7. Lots containing more than one (1) use may provide parking and loading based

on the shared parking calculations in Subsection 21A.44.050.B, “Shared Parking”.

B. Unlisted Uses: For uses not listed in Table 21A.44.040-A, “Minimum and Maximum Off Street Parking” the planning director is authorized to do any of the following:

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

21A.44.040: REQUIRED OFF STREET PARKING:

A. Minimum and Maximum Parking Spaces Required:

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

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

Context Approach:

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

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

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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

| <u>Land Use</u> | <u>Minimum Parking Requirement</u> | | | | <u>Maximum Parking Allowed</u> |
|---|--|---|---------------------------------------|---|--------------------------------|
| | <u>General Context</u> | <u>Neighborhood Center Context</u> | <u>Urban Center Context</u> | <u>Transit Context</u> | |
| | <u>All zoning districts not listed in another context area</u> | <u>RB, SNB, CB, CN, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE, SSSC Overlay</u> | <u>D-2, MU, TSA-T, CSHBD1, CSHBD2</u> | <u>D-1, D-3 D-4, G-MU, TSA-C, UI, FB-UN2, FB-UN3, FB-SC, R-MU</u> | |
| <u>Vehicle Stacking and Drive-Through Facilities:</u> See Subsection 21A.44.040.A.6 | | | | | |
| <u>Outdoor Sales/Display/Leasing/Auction Areas:</u> See Subsection 21A.44.040.A.7 | | | | | |
| <u>RESIDENTIAL USES</u> | | | | | |
| <u>Household Living</u> | | | | | |
| <u>Artists' loft/studio</u> | <u>1.5 spaces per DU</u> | <u>1 space per DU</u> | <u>0.5 spaces per DU</u> | <u>No Minimum</u> | <u>No Maximum</u> |
| <u>Manufactured home</u> | | | | | |
| <u>Mobile home</u> | | | | | |

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| <u>Single-family (attached)</u> | <u>2 spaces per DU</u> | <u>1 space per DU</u> | | <u>No Minimum</u> | <u>All Contexts: 4 spaces, not including recreational vehicle parking spaces</u> |
| <u>Single-family (detached)</u> | | | | | |
| <u>Single-family cottage development building form</u> | <u>1 space per DU</u> | | | | |
| <u>Twin home</u> | <u>2 spaces per DU</u> | | | | |
| <u>Two-family</u> | | | | | |
| <u>Multi-family</u> | <u>Studio and 1 bedrooms: 1 space per DU, 2+ bedrooms 1.25 space per DU</u> | <u>Studio and 1+ bedrooms: 1 space per DU</u> | <u>Studio: No Minimum 1 bedroom: 0.5 space per DU 2+ bedrooms: 1 space per DU</u> | <u>No Minimum</u> | <u>All Contexts: Studio & 1 Bedroom: 2 spaces per DU 2+ bedrooms: 3 spaces per DU</u> |
| <u>Group Living</u> | | | | | |
| <u>Assisted living facility</u> | <u>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</u> | | <u>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</u> | <u>No Minimum</u> | <u>No Maximum</u> |
| <u>Nursing care facility</u> | | | | | |

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| <u>Congregate Care Facility (large)</u> | <u>1 space for each family, plus 1 space for every 4 individual bedrooms, plus 1 space for every 2 support staff present</u> | | | <u>No Minimum</u> | <u>All Contexts: 1 space per bedroom plus 1 space for each support staff present</u> |
| <u>Congregate Care Facility (small)</u> | <u>3 spaces per facility and 1 space for every 2 support staff present</u> | | | <u>No Minimum</u> | |
| <u>Eleemosynary facility</u> | <u>1 space per 4 persons design capacity; See Table Note A</u> | <u>1 space per 6 persons design capacity; See Table Note A</u> | <u>1 space per 4 persons design capacity; See Table Note A</u> | <u>No Minimum</u> | <u>All Contexts: 1 space per 3 persons design capacity; See Table Note A</u> |
| <u>Group home</u> | | | | | |
| <u>Residential support</u> | | | | | |
| <u>Dormitory, fraternity, sorority</u> | <u>1 space per 2 persons design capacity</u> | <u>1 space per 3 persons design capacity</u> | <u>1 space per 4 persons design capacity</u> | <u>No Minimum</u> | <u>All Contexts: 1 space per 1 persons design capacity</u> |
| <u>Rooming (boarding) house</u> | <u>1 space per 2 guest rooms</u> | <u>1 space per 3 guest rooms</u> | <u>1 space per 4 guest rooms</u> | <u>No Minimum</u> | <u>No Maximum</u> |
| <u>Shared housing</u> | <u>0.5 spaces per unit</u> | | <u>0.25 spaces per unit</u> | <u>No Minimum</u> | <u>No Maximum</u> |
| <u>PUBLIC, INSTITUTIONAL, AND CIVIC USES</u> | | | | | |
| <u>Community and Cultural Facilities</u> | | | | | |
| <u>Art gallery</u> | <u>1 space per 1,000 sq. ft.</u> | | <u>0.5 spaces per 1,000 sq. ft.</u> | <u>No Minimum</u> | <u>All Contexts: 2 spaces per 1,000 sq. ft.</u> |
| <u>Studio, Art</u> | | | | | |
| <u>Exhibition hall</u> | | | | | |
| <u>Museum</u> | | | | | |
| <u>Crematorium</u> | | | | | |

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| <u>Daycare center, adult</u> | <u>2 spaces per 1,000 sq. ft.</u> | | <u>1 space per 1,000 sq. ft.</u> | <u>No Minimum</u> | <u>No Maximum</u> |
| <u>Daycare center, child</u> | | | | | |
| <u>Homeless resource center</u> | | | | | |
| <u>Library</u> | | | | | |
| <u>Community correctional facility,</u> | <u>3 spaces per 1,000 sq. ft.</u> | <u>2.5 spaces per 1,000 sq. ft.</u> | | | |
| <u>Community recreation center</u> | | | | | |
| <u>Jail</u> | | | | | |
| <u>Government facility</u> | <u>3 spaces per 1,000 sq. ft. of office area</u> | | <u>1 space per 1,000 sq. ft. of office area</u> | <u>No Minimum</u> | <u>No Maximum</u> |
| <u>Social service mission and charity dining hall</u> | | | | | |
| <u>Municipal service use, including city utility use and police and fire station</u> | <u>2 spaces per 1,000 sq. ft. of office area, plus 1 space per service vehicle</u> | | <u>1 space per 1,000 sq. ft. of office area, plus 1 space per service vehicle</u> | <u>No Minimum</u> | <u>No Maximum</u> |
| <u>Club/lodge</u> | <u>1 space per 6 seats in main assembly area</u> | <u>1 space per 8 seats in main assembly area</u> | <u>1 space per 10 seats in main assembly area</u> | <u>No Minimum</u> | <u>All Contexts: 1 space per 4 seats in main assembly area</u> |
| <u>Meeting hall of membership organization</u> | | | | | |
| <u>Convent/monastery</u> | <u>1 space per 4 persons design capacity</u> | <u>1 space per 6 persons design capacity</u> | <u>1 space per 8 persons design</u> | <u>No Minimum</u> | <u>No Maximum</u> |

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| | | | capacity | | |
| Funeral home | 1 space per 4 seats in main assembly area | 1 space per 5 seats in main assembly area | 1 space per 6 seats in main assembly area | No Minimum | Urban Center and Transit Center Context: 2 spaces per 4 seats in main assembly areas Neighborhood Center and General Context: No maximum |
| Place of worship | 1 space per 6 seats or 1 space per 300 sq. ft., whichever is less | 1 space per 8 seats or 1 space per 400 sq. ft., whichever is less | 1 space per 10 seats or 1 space per 500 sq. ft., whichever is less | No Minimum | All Contexts: 1 space per 3.5 seats or 1 space per 200 sq. ft., whichever is greater |
| | | | | | |
| Fairground | See Table Note B | | | | No Maximum |
| Philanthropic use | See Table Note B | | | | All Contexts: 2 spaces per 1,000 sq. ft. of office, plus 1 space per 6 seats in assembly areas |
| Zoological park | See Table Note B | | | | |
| Ambulance service | | | | | |

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| <u>Cemetery</u> | <u>No Minimum</u> | | | <u>No Maximum</u> |
| <u>Plazas</u> | | | | |
| <u>Park</u> | | | | |
| <u>Open space</u> | | | | |
| <u>Educational Facilities</u> | | | | |
| <u>College and university</u> | <u>2 spaces per 1,000 sq. ft. office, research, and library area, plus 1 space per 6 seats in assembly areas</u> | <u>1 space per 1,000 sq. ft. office, research, and library area, plus 1 space per 10 seats in assembly areas</u> | | <u>No Minimum</u> <u>All Contexts: 4 spaces per 1,000 sq. ft.</u> |
| <u>K - 12 private</u> | <u>Elementary or Middle: 1 space per 20 students design capacity</u> <u>High Schools: 1 space per 8 students design capacity</u> | | | |
| <u>K - 12 public</u> | | | | |
| <u>Dance/music studio</u> | <u>3 spaces per 1,000 sq. ft.</u> | <u>2.5 spaces per 1,000 sq. ft.</u> | <u>1 space per 1,000 sq. ft.</u> | |
| <u>Music conservatory</u> | | | | |
| <u>Professional and vocational</u> | | | | |
| <u>Professional and vocational (with outdoor activities)</u> | | | | |
| <u>Seminary and religious institute</u> | | | | |
| <u>Healthcare Facilities</u> | | | | |
| <u>Clinic (medical, dental)</u> | <u>4 spaces per 1,000 sq. ft.</u> | <u>1 space per 1,000 sq. ft.</u> | | <u>All Contexts: 6 spaces per 1,000 sq. ft.</u> |

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| <u>Blood donation center</u> | <u>3 spaces per 1,000 sq. ft.</u> | <u>1 space per 1,000 sq. ft.</u> | <u>No Minimum</u> | <u>Transit and Urban Center Context: 3 spaces per 1,000 sq. ft</u> <u>Neighborhood Center and General Context: 6 spaces per 1,000 sq. ft.</u> |
| <u>Hospital</u> | <u>1 space per 3 patient beds design capacity</u> | <u>1 space per 2 patient beds design capacity</u> | | <u>All Contexts: 1 space per 2 patient beds design capacity</u> |
| <u>Hospital, including accessory lodging facility</u> | | | | |
| <u>COMMERCIAL USES</u> | | | | |
| <u>Agricultural and Animal Uses</u> | | | | |
| <u>Greenhouse</u> | <u>2 spaces per 1,000 sq. ft.</u> | <u>1 space per 1,000 sq. ft.</u> | <u>No Minimum</u> | <u>Transit and Urban Center Context: 2 spaces per 1,000 sq. ft</u> <u>Neighborhood Center and</u> |
| <u>Kennel</u> | | | | |
| <u>Pound</u> | | | | |
| <u>Veterinary office</u> | | | | |
| <u>Cremation service, animal</u> | <u>1 space per 1,000 sq. ft.</u> | | | |
| <u>Kennel on lots of 5 acres or larger</u> | | | | |
| <u>Poultry farm or processing plant</u> | | | | <u>General Context: No Maximum</u> |
| <u>Raising of furbearing animals</u> | | | | |
| <u>Slaughterhouse</u> | | | | |

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| <u>Agricultural use</u> | <u>No Minimum</u> | | | | |
| <u>Community garden</u> | | | | | |
| <u>Farmer’s market</u> | | | | | |
| <u>Grain elevator</u> | | | | | |
| <u>Pet cemetery</u> | | | | | |
| <u>Stable</u> | | | | | |
| <u>Stockyard</u> | | | | | |
| <u>Urban farm</u> | | | | | |
| <u>Botanical garden</u> | <u>See Table Note B</u> | | | | |
| <u>Recreation and Entertainment</u> | | | | | |
| <u>Auditorium</u> | <u>1 space per 4 seats in assembly areas</u> | <u>1 space per 6 seats in assembly areas</u> | <u>1 space per 8 seats in assembly areas</u> | <u>No Minimum</u> | <u>All Contexts: 1 space per 3 seats in assembly areas</u> |
| <u>Theater, live performance</u> | | | | | |
| <u>Theater, movie</u> | | | | | |
| <u>Amphitheater</u> | <u>See Table Note B</u> | | | | |
| <u>Athletic Field</u> | | | | | |
| <u>Stadium</u> | | | | | |
| <u>Tennis court (principal use)</u> | <u>2 spaces per court</u> | | <u>No Minimum</u> | | <u>Transit and Urban Center</u> |
| <u>Bowling</u> | <u>2 spaces per lane</u> | | | | <u>Context: 2 spaces per court or lane</u> <u>Neighborhood Center and General Context: No Maximum</u> |

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| <u>Convention center</u> | <u>1 space per 1,000 sq. ft.</u> | | <u>No Minimum</u> | <u>All Contexts:</u> <u>3 spaces per</u> <u>1,000 sq. ft.</u> | |
| <u>Swimming pool, skating rink or natatorium</u> | | | | | |
| <u>Health and fitness facility</u> | <u>2 spaces per 1,000 sq. ft.</u> | | | <u>All Contexts:</u> <u>4 spaces per</u> <u>1,000 sq. ft.</u> | |
| <u>Performing arts production facility</u> | | | | | |
| <u>Reception center</u> | | | | | |
| <u>Recreation (indoor)</u> | <u>3 spaces per 1,000 sq. ft.</u> | <u>2 spaces per 1,000 sq. ft.</u> | | | |
| <u>Recreational vehicle park (minimum 1 acre)</u> | <u>1 space per designated camping or RV spot</u> | | | <u>No Maximum</u> | |
| <u>Amusement park</u> | <u>See Table Note B</u> | | | | |
| <u>Recreation (outdoor)</u> | <u>See Table Note B</u> | | | | |
| <u>Food and Beverage Services</u> | | | | | |
| <u>Brewpub</u> | <u>Indoor tasting/seating area: 2 spaces per 1,000 sq. ft.;</u> | <u>Indoor tasting/seating area: 2 spaces per 1,000</u> | <u>No Minimum</u> | <u>Transit, Urban Center, and Neighborhood Center</u> | |
| <u>Restaurant</u> | <u>Outdoor tasting/seating area: 2 spaces per 1,000 sq. ft.</u> | <u>per 1,000</u> | | <u>Context: 5</u> | |

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| <u>Tavern</u> | | <u>sq. ft.:</u> <u>Outdoor</u> <u>tasting/</u> <u>seating</u> <u>area:</u> <u>1 space</u> <u>per 1,000</u> <u>sq. ft.</u> | | <u>spaces per</u> <u>1,000 sq. ft</u> <u>indoor</u> <u>tasting/seating</u> <u>area</u> <u>General</u> <u>Context: 7</u> <u>spaces per</u> <u>1,000 sq. ft.</u> <u>indoor</u> <u>tasting/seating</u> <u>area</u> <u>All Contexts:</u> <u>Outdoor</u> <u>tasting/</u> <u>seating area:</u> <u>4 spaces per</u> <u>1,000 sq. ft.</u> |
| <u>Office, Business, and Professional Services</u> | | | | |
| <u>Check cashing/payday</u> <u>loan business</u> | <u>2 spaces per 1,000 sq. ft.</u> | | | <u>General</u> <u>Context:</u> <u>4 spaces per</u> <u>1,000</u> <u>Neighborhood</u> <u>Center</u> <u>Context:</u> |
| <u>Dental laboratory/</u> <u>research facility</u> | | | | |
| <u>Financial institution</u> | | | | |
| <u>Research and</u> <u>laboratory facilities</u> | | | | |

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| <u>Office (excluding medical and dental clinic and office)</u> | <u>3 spaces per 1,000 sq. ft.</u> | <u>2 spaces per 1,000 sq. ft.</u> | <u>1 space per 1,000 sq. ft.</u> | <u>No Minimum</u> | <u>3 spaces per 1,000</u> <u>Urban Center and Transit Center Contexts:</u> <u>2 spaces per 1,000</u> |
| <u>Retail Sales & Services</u> | | | | | |
| <u>Photo finishing lab</u> | <u>No Minimum</u> | | <u>1 space per 1,000 sq. ft.</u> | <u>No Minimum</u> | <u>Transit and Urban Center Contexts: 2 spaces per 1,000 sq. ft.</u> <u>Neighborhood Center and General Context: 3 spaces per 1,000 sq. ft.</u> |
| <u>Electronic repair shop</u> | | | | | |
| <u>Furniture repair shop</u> | | | | | |
| <u>Upholstery shop</u> | | | | | |
| <u>Radio, television station</u> | <u>3 spaces per 1,000 sq. ft.</u> | <u>2 spaces per 1,000 sq. ft.</u> | <u>1 space per 1,000 sq. ft.</u> | <u>No Minimum</u> | |
| <u>Store, Convenience</u> | <u>3 spaces per 1,000 sq. ft.</u> | <u>2 spaces per 1,000 sq. ft.</u> | <u>1.5 spaces per 1,000 sq. ft.</u> | <u>No Minimum</u> | <u>Transit and Urban Center Contexts: 2 spaces per 1,000 sq. ft.</u> <u>Neighborhood Center: 3 spaces per 1,000 sq. ft.</u> <u>General Context: 5 spaces per 1,000 sq. ft.</u> |

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| <u>Auction, Indoor</u> | <u>2 spaces per 1,000 sq. ft.</u> | <u>1.5 spaces per 1,000 sq. ft.</u> | | | <u>Transit Context: 2</u> |
| <u>Store, Department</u> | | | | | |
| <u>Fashion oriented development</u> | | | | | <u>spaces per 1,000 sq. ft.</u> |
| <u>Flea market (indoor)</u> | | | | | <u>Urban Center and Neighborhood Center Context: 3</u> |
| <u>Flea market (outdoor)</u> | | | | | |
| <u>Store, Mass merchandising</u> | | | | | |
| <u>Store, Pawn shop</u> | | | | | <u>spaces per 1,000 sq. ft.</u> |
| <u>Store, Specialty</u> | | | | | <u>General Context: 4</u> <u>spaces per 1,000 sq. ft.</u> |
| <u>Retail goods establishment</u> | | | | | |
| <u>Retail service establishment</u> | | | | | |
| <u>Store, Superstore and hypermarket</u> | | | | | |
| <u>Store, Warehouse club</u> | | | | | |

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| <u>Retail shopping center over 55,000 sq. ft. usable floor area</u> | <u>Up to 100,000 sq. ft. : 2. spaces per 1,000 sq. ft. .</u> <u>Above 100,000 sq. ft. : sq. ft. 1.5 spaces per 1,000 sq. ft.</u> | | <u>Up to 100,000 sq. ft. : 1.5 spaces per 1,000 sq. ft. .</u> <u>Above 100,000 sq. ft. : 1.25 spaces per 1,000 sq. ft.</u> | <u>Transit and Urban Center Contexts: up to 100,000 sq. ft.: 2 spaces per 1,000 sq. ft., above 100,000 sq. ft.: 1.75 spaces per 1,000 sq. ft.</u> <u>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.</u> |
| <u>Plant and garden shop with outdoor retail sales area</u> | <u>2 spaces per 1,000 sq. ft.</u> | <u>1.5 spaces per 1,000 sq. ft.</u> | <u>1 space per 1,000 sq. ft.</u> | <u>Transit and Urban Center Contexts: 1.5 spaces per 1,000 sq. ft.</u> <u>Neighborhood Center: 2 spaces per 1,000 sq. ft.</u> <u>General Context: 3</u> |

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| | | | | | <u>spaces per 1,000 sq. ft.</u> |
| <u>Lodging Facilities</u> | | | | | |
| <u>Bed and breakfast</u> | <u>1 space per guest bedroom</u> | <u>0.5 spaces per guest bedroom</u> | <u>No Minimum</u> | <u>All Contexts: 1.25 spaces per guest bedroom</u> | |
| <u>Hotel/motel</u> | | | | <u>All Contexts: 1.5 spaces per guest bedroom</u> | |
| <u>Vehicles and Equipment</u> | | | | | |
| <u>Vehicle Auction</u> | <u>2 spaces per 1,000 sq. ft. of office area plus 1 space per service bay</u> | <u>1 space per 1,000 sq. ft. of office area plus 1 space per service bay</u> | <u>No Minimum</u> | <u>No Maximum</u> | |
| <u>Automobile part sales</u> | <u>2 spaces per 1,000 sq. ft. of</u> | <u>1 space per 1,000 sq. ft. of indoor sales/leas ing/</u> | | <u>All Contexts: 3 spaces per 1,000 sq. ft. of indoor</u> | |
| <u>Automobile and truck repair sales/rental and service</u> | | | | | |
| <u>Boat/recreational vehicle sales and service (indoor)</u> | | | | | |
| <u>Equipment rental (indoor and/or outdoor)</u> | | | | | |
| | <u>2 spaces per 1,000 sq. ft. of</u> | | | | |

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| <u>Equipment, heavy (rental, sales, service)</u> | <u>indoor sales/leasing/office area plus 1 space per service bay</u> | <u>office area plus 1 space per service bay</u> | <u>No Minimum</u> | <u>sales/leasing/ office area, plus 1 space per service bay</u> |
| <u>Manufactured/mobile home sales and service</u> | | | | |
| <u>Recreational vehicle (RV) sales and service</u> | | | | |
| <u>Truck repair sales and rental (large)</u> | | | | |

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| <u>Car wash</u> | <u>No Minimum</u> | | | | <u>Transit and Urban Center Contexts: 1 space per 1,000 sq. ft.</u> |
| <u>Car wash as accessory use to gas station or convenience store that sells gas</u> | | | | | <u>Neighborhood Center: 2 spaces per 1,000 sq. ft.</u> <u>General Context: 5 spaces per 1,000 sq. ft.</u> |
| <u>Gas station</u> | <u>2 spaces per 1,000 sq. ft.</u> | <u>2 spaces per 1,000 sq. ft.</u> | <u>No Minimum</u> | | <u>General Context: 5 spaces per 1,000 sq. ft.</u> <u>Neighborhood Center Context: 3 spaces per 1,000 sq. ft.</u> <u>Urban Center Context: 1 space per 1,000 sq. ft.</u> |
| <u>Bus line yard and repair facility</u> | <u>1 space per 1,000 sq. ft. , plus 1 space per commercial fleet vehicle</u> | | | <u>No Minimum</u> | <u>No Maximum</u> |
| <u>Impound lot</u> | | | | | |
| <u>Limousine service</u> | | | | | |
| <u>Taxicab facility</u> | | | | | |

LEGISLATIVE DRAFT

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| <u>Tire distribution retail/wholesale</u> | | | | |
| <u>Adult Entertainment Establishments</u> | | | | |
| <u>Sexually oriented business</u> | <u>3 spaces per 1,000 sq. ft.</u> | <u>1 space per 1,000 sq. ft.</u> | <u>No Minimum</u> | <u>All Contexts: 5 spaces per 1,000 sq. ft.</u> |
| <u>TRANSPORTATION USES</u> | | | | |
| <u>Airport</u> | <u>Determined by Airport Authority</u> | | | <u>No Maximum</u> |
| <u>Heliport</u> | | | | |
| <u>Bus line station/terminal</u> | <u>No Minimum</u> | | | <u>Urban Center and Transit Contexts: 2 spaces per 1,000 sq. ft.</u> |
| <u>Intermodal transit passenger hub</u> | | | | |
| <u>Railroad, passenger station</u> | | | | |
| <u>Transportation terminal, including bus, rail and trucking</u> | | | | <u>Neighborhood Center and General Context: 1 space per 150 average daily passenger boardings</u> |
| <u>Railroad, repair shop</u> | <u>1 space per 1,000 sq. ft. , plus 1 space per fleet vehicle generally stored on-site</u> | | <u>No Minimum</u> | <u>No Maximum</u> |
| <u>Truck freight terminal</u> | | | | |
| <u>Railroad, freight terminal facility</u> | <u>No Minimum</u> | | | |
| <u>INDUSTRIAL USES</u> | | | | |
| <u>Manufacturing and Processing</u> | | | | |

LEGISLATIVE DRAFT

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| <u>Artisan food production</u> | <u>1 space per 1,000 sq. ft. of production area, plus 2 spaces per 1,000 sq. ft. of office/retail</u> | <u>0.5 spaces per 1,000 sq. ft. of production area, plus 1.5 spaces per 1,000 sq. ft. of office/retail</u> | <u>No Minimum</u> | <u>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</u> |
| <u>Bakery, commercial</u> | | | | <u>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</u> |
| <u>Automobile salvage and recycling (outdoor)</u> | <u>1 space per 1,000 sq. ft. of office</u> | <u>0.5 space per 1,000 sq. ft. of office</u> | <u>No Minimum</u> | <u>All Contexts: 7 spaces per 1,000 sq. ft. of office/retail</u> |
| <u>Processing center (outdoor)</u> | | | | |
| <u>Automobile salvage and recycling (indoor)</u> | | | | |
| <u>Blacksmith shop</u> | | | | |
| <u>Bottling plant</u> | | | | |
| <u>Brewery/Small Brewery</u> | | | | |

LEGISLATIVE DRAFT

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| <u>Chemical manufacturing and/or storage</u> | <u>1 space per 1,000 sq. ft.</u> | <u>No Minimum</u> | <u>No Maximum</u> |
| <u>Commercial food preparation</u> | | | |
| <u>Distillery</u> | | | |
| <u>Drop forge industry</u> | | | |
| <u>Explosive manufacturing and storage</u> | | | |
| <u>Food processing</u> | | | |
| <u>Heavy manufacturing</u> | | | |
| <u>Incinerator, medical waste/hazardous waste</u> | | | |
| <u>Industrial assembly</u> | | | |
| <u>Jewelry fabrication</u> | | | |
| <u>Laundry, commercial</u> | | | |
| <u>Light manufacturing</u> | | | |
| <u>Manufacturing and processing, food</u> | | | |
| <u>Paint manufacturing</u> | | | |
| <u>Printing plant</u> | | | |
| <u>Processing center (indoor)</u> | | | |
| <u>Recycling</u> | | | |
| <u>Sign painting/fabrication</u> | | | |

LEGISLATIVE DRAFT

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| <u>Studio, motion picture</u> | | <u>No Minimum</u> | |
| <u>Welding shop</u> | | | |
| <u>Winery</u> | | | |
| <u>Woodworking mill</u> | | | |
| <u>Collection station</u> | <u>No Minimum</u> | | |
| <u>Concrete and/or asphalt manufacturing</u> | | | |
| <u>Extractive industry</u> | | | |
| <u>Manufacturing, concrete or asphalt</u> | | | |
| <u>Refinery, petroleum products</u> | | | |
| <u>Storage and Warehousing</u> | | | |
| <u>Air cargo terminals and package delivery facility</u> | <u>No Minimum</u> | | <u>No Maximum</u> |
| <u>Building materials distribution</u> | | | |
| <u>Flammable liquids or gases, heating fuel distribution and storage</u> | <u>No Minimum</u> | <u>No Minimum</u> | <u>No Maximum</u> |
| <u>Package delivery facility</u> | | | |
| <u>Warehouse</u> | | | |
| <u>Warehouse, accessory to retail and wholesale business (maximum 5,000 square foot floor plate)</u> | | | |

LEGISLATIVE DRAFT

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| <u>Wholesale distribution</u> | | | | |
| <u>Storage, self</u> | <u>2 spaces per 1,000 sq. ft. of office area, plus 1 space per 30 storage units</u> | <u>2 spaces per 1,000 sq. ft. of office</u> | | <u>All Contexts: 1 space for every 15 storage units</u> |
| <u>Contractor's yard/office</u> | <u>2 spaces per 1,000 sq. ft. of office area</u> | | | <u>All Contexts: 3 spaces per 1,000 sq. ft. of office area</u> |
| <u>Rock, sand and gravel storage and distribution</u> | <u>No Minimum</u> | | | <u>No Maximum</u> |
| <u>Storage (outdoor)</u> | | | | |
| <u>Storage and display (outdoor)</u> | | | | |
| <u>Storage, public (outdoor)</u> | | | | |
| <u>PUBLIC AND SEMI-PUBLIC UTILITY USES</u> | | | | |
| <u>Utility: Building or structure</u> | | | | |
| <u>Antenna, communication tower</u> | | | | |
| <u>Antenna, communication tower, exceeding the maximum building height in the zone</u> | | | | |
| <u>Large wind energy system</u> | | | | |
| <u>Solar array</u> | | | | |

LEGISLATIVE DRAFT

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| <u>Utility: Electric generation facility</u> | <u>No Minimum</u> | | <u>No Maximum</u> |
| <u>Utility: Sewage treatment plant</u> | | | |
| <u>Utility: Solid waste transfer station</u> | | | |
| <u>Utility: Transmission wire, line, pipe or pole</u> | | | |
| <u>Wireless telecommunications facility</u> | | | |
| <u>ACCESSORY USES</u> | | | |
| <u>Accessory Dwelling Unit</u> | <u>See Section 21A.40.200: <i>Accessory Dwelling Units</i></u> | | |
| <u>Accessory guest and servant’s quarter</u> | <u>1 space per DU</u> | <u>No Minimum</u> | |
| <u>Living quarter for caretaker or security guard</u> | | | <u>All Contexts: 4 spaces per DU</u> |
| <u>Retail, sales and service accessory use when located within a principal building</u> | | | <u>2 spaces per 1,000</u> |
| <u>Retail, sales and service accessory use when located within a principal building and operated primarily for the convenience of employees</u> | <u>No Minimum</u> | | <u>Neighborhood Center: 3 spaces per 1,000 sq. ft.</u> <u>General Context: 4 spaces per</u> |

LEGISLATIVE DRAFT

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| | | <u>1,000 sq. ft.</u> |
| <u>Warehouse, accessory</u> | | |
| <u>Accessory use, except those that are otherwise specifically regulated elsewhere in this title</u> | | <u>No Maximum</u> |
| <u>Heliport, accessory</u> | | |
| <u>Reverse vending machine</u> | | |
| <u>Storage, accessory (outdoor)</u> | | |
| <u>TEMPORARY USES</u> | | |
| <u>Mobile food business (operation in public right-of-way)</u> | | |
| <u>Mobile food business (operation on private property)</u> | | |
| <u>Mobile food court</u> | <u>No minimum, unless required by temporary use permit or as determined by the Zoning Administrator</u> | <u>No Maximum</u> |
| <u>Vending cart, private property</u> | | |
| <u>Vending cart, public property</u> | | |

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 the transportation director based on considerations of factors such as estimated facility use, vehicle traffic to the facility, transit use to the facility, potential traffic congestion, and likelihood of overflow parking in surrounding neighborhoods.

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

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

C. Accessible Parking:

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

TABLE 21A.44.040-B: ACCESSIBLE PARKING REQUIRED:

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

D. Bicycle Parking:

1. Applicability: The following regulations apply to all uses except for single-family, two-family, and twin home residential uses and nonresidential uses having less than one thousand square feet (1,000 sq. ft.) of usable floor area.
2. Calculation of Minimum Required Bicycle Parking Spaces: 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. For the purpose of calculating bicycle parking, all fractions shall be rounded up to the closest whole number to ensure that a minimum of one bicycle parking space is provided whenever the bicycle parking regulations are applicable.

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)

| <u>Use</u> | <u>General Context</u> | <u>Neighborhood Center Context</u> | <u>Urban Center Context</u> | <u>Transit Context</u> |
|------------|--|---|---------------------------------------|---|
| | <u>All zoning districts not listed in another context area</u> | <u>RB, SNB, CB, CN, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE, SSSC Overlay</u> | <u>D-2, MU, TSA-T, CSHBD1, CSHBD2</u> | <u>D-1, D-3, D-4, G-MU, TSA-C, UI, FB-UN2, FB- UN3, FB-SC, R-MU</u> |

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| <u>Residential Uses</u> | <u>1 per 5 units</u> | <u>1 per 4 units</u> | <u>1 per 3 units</u> | <u>1 per 2 units</u> |
|--|-----------------------------|----------------------------|----------------------------|----------------------------|
| <u>Public, Institutional, and Civic Uses</u> | <u>1 per 10,000 sq. ft.</u> | <u>1 per 5,000 sq. ft.</u> | <u>1 per 5,000 sq. ft.</u> | <u>1 per 3,000 sq. ft.</u> |
| <u>Commercial Uses</u> | <u>1 per 10,000 sq. ft.</u> | <u>1 per 5,000 sq. ft.</u> | <u>1 per 4,000 sq. ft.</u> | <u>1 per 2,000 sq. ft.</u> |
| <u>Industrial Uses</u> | <u>1 per 15,000 sq. ft.</u> | <u>1 per 8,000 sq. ft.</u> | <u>1 per 5,000 sq. ft.</u> | <u>1 per 3,000 sq. ft.</u> |
| *For all uses: In determining the minimum number of bicycle parking spaces required, fractional spaces are rounded to the nearest whole number, with one-half counted as an additional space | | | | |

3. Building Expansions or Changes of Use: Building expansions or changes of use that require additional vehicle parking spaces pursuant to Section 21A.44.020 and Section 21A.44.040 shall provide additional bicycle parking spaces based on the calculations in Table 21A.44.040-C, “Minimum Bicycle Parking Requirements”, for the entire use.
4. Secure/Enclosed Bicycle Parking: Each one (1) bicycle parking space that is within a secure/enclosed bicycle parking facility may be used to satisfy the requirement of two (2) required bicycle parking spaces.
5. Existing Public Bicycle Parking Facilities: Permanent public bicycle racks or bike corrals located within fifty feet (50’) of the primary entrance to the principal building may be used to satisfy up to two (2) required bicycle parking spaces.
6. Accessory and Temporary Uses: No bicycle parking spaces are required for accessory or temporary uses.

21A.44.050: ALTERNATIVES TO MINIMUM AND MAXIMUM PARKING CALCULATIONS:

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

- A. Limitations on Adjustments to Minimum Required Parking: With the exception of reductions available for Affordable and Senior Housing, the adjustments listed in Subsections 21A.44.050.B through 21A.44.050.G may be used in any combination,

but shall not be combined to reduce the minimum required parking established in Table 21A.44.040-A, “Minimum and Maximum Off Street Parking“, by more than forty percent (40%).

B. Shared Parking:

1. Shared Parking for Two or More Uses:

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

b. The minimum number of off street parking spaces shall be the sum of the parking requirements for the uses divided by the factor shown in Table 21A.44.050-A, “Shared Parking Reduction Factors”, for that combination of uses.

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

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

TABLE 21A.44.050-A: SHARED PARKING REDUCTION FACTORS:

| <u>Property Use</u> | <u>Multi-Family Residential</u> | <u>Public, Institutional, or Civic</u> | <u>Food and Beverage, Recreation and Entertainment, or Lodging</u> | <u>Retail Sales</u> | <u>Other Non-Residential</u> |
|--|---------------------------------|--|--|---------------------|------------------------------|
| <u>Multi-Family Residential</u> <u>[1]</u> | | | | | |
| <u>Public, Institutional and Civic</u> | <u>1.1</u> | | | | |
| <u>Food and Beverage, Recreation and Entertainment, or Lodging</u> | <u>1.1</u> | <u>1.2</u> | | | |
| <u>Retail Sales</u> | <u>1.2</u> | <u>1.3</u> | <u>1.3</u> | | |
| <u>Other Non-Residential</u> | <u>1.3</u> | <u>1.5</u> | <u>1.7</u> | <u>1.2</u> | |
| <u>[1] Applies to multi-family residential, assisted living facility (large), group home (large), and residential support (large) uses</u> | | | | | |

2. Documentation Required:

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

threats to pedestrian, bicycle, or vehicle safety, the property owners involved in the shared parking arrangement may be held in violation of this chapter.

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

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

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.

For a development that meets any of the scenarios above, an additional reduction of up to fifteen percent (15%) may be allowed when the development is located within one-quarter mile (when measured radially in a straight line from the subject property line) of a bus stop that is serviced by the same route at least every fifteen (15) minutes during daytime hours, Monday - Saturday.

The reductions for affordable and senior housing can be combined with any other allowed reductions for a combined total not to exceed 80%.

E. Car Pool and Carshare Parking:

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

3. For parking lots of any size, each off street parking space designated and signed for the exclusive use of a carshare vehicle shall count as four (4) spaces toward the satisfaction of minimum off street vehicle parking requirements.

F. 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.

G. Parking Study Demonstrating Different Parking Needs:

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

impact on adjacent or neighboring properties;

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

e. That the proposed alternative parking plan is consistent with applicable city plans and policies.

21A.44.060: PARKING LOCATION AND DESIGN:

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

A. Generally:

1. Parking Located on Same Lot as Use or Building Served: All parking spaces required to serve buildings or uses erected or established after the effective date of this ordinance shall be located on the same lot as the building or use served, unless otherwise allowed pursuant to Subsection 21A.44.060.A.4, “Off-Site Parking Permitted”.
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.
3. Parking Location and Setbacks: All parking shall comply with the parking restrictions within yards pursuant to Table 21A.44.060-A, “Parking Location and Setback Requirements”.

TABLE 21A.44.060-A: PARKING LOCATION AND SETBACK REQUIREMENTS:

N = parking prohibited between lot line and front line of the principal building

| <u>Zoning District</u> | <u>Front Lot Line</u> | <u>Corner Side Lot Line</u> | <u>Interior Side Lot Line</u> | <u>Rear Lot Line</u> |
|---|-----------------------|-----------------------------|-------------------------------|----------------------|
| <u>GENERAL CONTEXT</u> | | | | |
| <u>Residential (FR Districts, RB, RMF, RO)</u> | | | | |

LEGISLATIVE DRAFT

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| <u>FR</u> | <u>N</u> | <u>6 ft.</u> | <u>0 ft.</u> |
| <u>R-1, R-2, SR-1, SR-2</u> | <u>Parking in driveways that comply with all applicable city standards is exempt from this restriction.</u> | <u>0 ft.</u> | |
| <u>RMF-30</u> | <u>N</u> | <u>0 ft.; or 10 ft. when abutting any 1-2 family residential district</u> | |
| <u>RMF-35, RMF-45, RMF-75, RO</u> | | <u>0 ft.; or 10 ft. when abutting any 1-2 family residential district. Limited to 1 side yard except for single-family attached lots.</u> | |
| | | | |
| <u>Commercial and Manufacturing (CC, CS, CG, M-1, M-2, SNB)</u> | | | |
| <u>CC</u> | <u>15 ft.</u> | <u>0 ft.; or 7 ft. when abutting any residential district</u> | |
| <u>CS</u> | | <u>0 ft.; or 15 ft. when abutting any residential district</u> | |
| <u>CG</u> | <u>10 ft.</u> | | |
| <u>M-1</u> | <u>15 ft.</u> | <u>0 ft.; or 50 ft. when abutting any residential district</u> | |
| <u>M-2</u> | | | |
| <u>Special Purpose Districts</u> | | | |
| <u>A</u> | <u>0 ft.</u> | <u>0 ft.</u> | |
| <u>AG, AG-2, AG-5, AG-20</u> | <u>N</u> | | |
| <u>BP</u> | | | |
| | | <u>8 ft.; or 30 ft. when abutting any residential district</u> | |

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| <u>EI</u> | <u>10 ft.</u> | <u>30 ft.</u> | <u>30 ft.</u> | <u>20 ft.</u> |
| <u>FP</u> | <u>20 ft.</u> | | <u>6 ft.</u> | <u>0 ft.</u> |
| <u>I</u> | | | <u>0 ft.; or 15 ft. when abutting any residential district</u> | |
| <u>MH</u> | | | <u>0 ft.</u> | |
| <u>OS</u> | | | <u>10 ft.</u> | |
| <u>PL</u> | <u>30 ft.</u> | | <u>0 ft.; or 10 ft. when abutting any residential district</u> | |
| <u>PL-2</u> | | | | |
| <u>RP</u> | <u>30 ft.</u> | <u>8 ft.; or 30 ft. when abutting any residential district</u> | | |
| <u>NEIGHBORHOOD CENTER CONTEXT</u> | | | | |
| <u>CB , CN, SNB</u> | <u>N</u> | | <u>0 ft.; or 7 ft. when abutting any 1-2 family residential district</u> | |
| <u>R-MU-35, R-MU-45</u> | <u>Surface Parking: N</u> <u>Parking Structures: 45’ or located behind principal building</u> | | <u>Limited to 1 side yard, 0 ft.; or 10 ft. when abutting any 1-2 family residential district</u> | <u>0 ft.; or 10 ft. when abutting any 1-2 family residential district</u> |
| <u>RB, SR-3, FB-UN1, FB-SE</u> | <u>N</u> | | <u>0 ft.</u> | |
| <u>URBAN CENTER CONTEXT</u> | | | | |
| <u>CSHBD1</u> | <u>N</u> | | <u>0 ft.; or 7 ft. when abutting any residential district</u> | |
| <u>CSHBD2</u> | | | <u>0 ft.; or 7 ft. when abutting any 1-2 family residential district</u> | |
| <u>D-2</u> | <u>Surface Parking: 20 ft.</u> <u>Parking Structures: N</u> | | <u>0 ft.</u> | |

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| <u>MU</u> | <u>Surface Parking: 25 ft. or located behind principal structure</u> <u>Parking Structures: 45 ft. or located behind principal structure</u> | <u>0 ft.; limited to 1 side yard</u> | <u>0 ft.</u> |
| <u>TSA-T</u> | <u>See Subsection 21A.44.060.B.2</u> | <u>0 ft.</u> | |
| <u>TRANSIT CONTEXT</u> | | | |
| <u>D-1</u> | <u>See Subsection 21A.44.060.B.1</u> | | |
| <u>D-3</u> | | | |
| <u>D-4</u> | <u>See Subsection 21A.44.060.B.1</u> | <u>0 ft.</u> | |
| <u>G-MU</u> | | | |
| <u>FB-UN2, FB-UN3, FB-SC</u> | <u>N</u> | | |
| <u>TSA-C</u> | <u>See Subsection 21A.44.060.B.2</u> | | |
| <u>R-MU</u> | <u>Surface Parking: 30 ft.</u> <u>Parking Structures: 45 ft. or located behind principal structure</u> | <u>0 ft.; or 10 ft. when abutting any 1-2 family residential district</u> <u>Surface parking at least 30 ft. from front lot line.</u> | <u>0 ft.; or 10 ft. when abutting any 1-2 family residential district</u> |
| <u>UI</u> | <u>0 ft; Hospitals: 30 ft.</u> | <u>0 ft.; or 15 ft. when abutting any 1-2 family residential district;</u> <u>Hospitals: 10 ft.</u> | <u>0 ft.; or 15 ft. when abutting any 1-2 family residential district;</u> <u>Hospitals: 10 ft.</u> |

4. Off-Site Parking Permitted: When allowed as either a permitted or conditional use per Chapter 21A.33, “Land Use Tables”, off-site parking facilities may be

used to satisfy the requirements of this chapter and shall comply with the following standards:

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

Table 21A.44.060-B: Maximum Distances for Off-Site Parking:

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

- b. Documentation Required:

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

5. Circulation Plan Required: Any application for a building permit shall include a site plan, drawn to scale, and fully dimensioned, showing any off street parking or loading facilities to be provided in compliance with this title. A tabulation of the number of

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

6. 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 this code: *Vehicles and Traffic* and the Off Street Parking Standards Manual to the maximum degree practicable, with respect to:

(a) Minimum distances between curb cuts;

(b) Proximity of curb cuts to intersections;

(c) Provisions for shared driveways;

(d) Location, quantity and design of landscaped islands; and

(e) Design of parking lot interior circulation system.

(2) Notwithstanding the provisions of Subsection 21A.44.060.A.6.a(1) above, relocation of a driveway for a single-family, two-family, or twin home residence in any zoning district shall only be required when the residence is replaced, and shall not be required when the residence is expanded or renovated in compliance with the city code.

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

(1) To the maximum extent practicable, all off street parking facilities shall be designed with vehicular access to a street or alley that will least interfere with automobile, bicycle, and pedestrian traffic movement.

(2) Parking facilities in excess of five (5) spaces that access a public street shall be designed to allow vehicles to enter and exit the lot in a forward direction.

(3) Parking facilities on lots with less than one hundred feet (100') of street frontage shall have only one (1) curb cut, and lots with one hundred feet (100') of street frontage or more shall be limited to two (2) curb cuts, unless the transportation director determines that additional curb cuts are necessary to ensure pedestrian, bicycle, and vehicle safety or to comply with the fire code. Public safety uses shall be exempt from limitations on curb cuts.

(4) All vehicular access roads/driveways shall be surfaced as required in

accordance with Subsection 21A.44.060.A.8, “Surface Materials”.

c. Driveway Standards: All driveways shall comply with the following standards:

(1) Driveway Location in Residential Zoning Districts: With the exception of legal shared driveways, driveways shall be at least twenty feet (20’) from street corner property lines and five feet (5’) from any public utility infrastructure such as power poles, fire hydrants, and water meters. Except for entrance and exit driveways leading to approved parking areas, no curb cuts or driveways are permitted.

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

TABLE 21A.44.060-C: MINIMUM AND MAXIMUM DRIVEWAY WIDTH:

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

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

(4) Driveway Surface: All driveways providing access to parking facilities shall be improved and maintained pursuant to the standards in the Off Street Parking Standards Manual.

7. Minimum Dimensional Standards: All parking spaces shall comply with the dimensional standards in the Off Street Parking Standards Manual.
8. Surface Materials: All parking spaces shall comply with the standards for surfacing of access, driving, and parking surfacing in the Off Street Parking Standards Manual.
9. Grading and Stormwater Management: All surface parking areas shall comply with city grading and stormwater management standards and shall be reviewed for best management practices by Salt Lake City Department of Public Utilities. Refer to the Salt Lake City Stormwater Master Plan, Storm Drainage Manual, and Green Infrastructure Toolbox for additional information.
10. Sight Distance Triangles: All driveways and intersections shall comply with the sight distance triangle standards as defined in the Off Street Parking Standards Manual.
11. Landscaping and Screening: All parking areas and facilities shall comply with the landscaping and screening standards in Chapter 21A.48, "Landscaping and Buffers".
12. Lighting: Where a parking area or parking lot is illuminated, the light source shall be shielded so that the light source is not directly visible from any abutting property or abutting private or public street.
13. Signs: All signs in parking areas or related to parking facilities shall comply with Chapter 21A.46, "Signs", and applicable provisions of the Manual on Uniform Traffic Control Devices (MUTCD).
14. Pedestrian Walkways:
 - a. Surface parking lots with between twenty-five (25) and one hundred (100) parking spaces shall provide a pedestrian walkway or sidewalk through the parking lot to the primary entrance of the principal building. Pedestrian walkways shall be identified by a change in color, material, surface texture, or grade elevation from surrounding driving surfaces.
 - b. Parking lots with more than one hundred (100) parking spaces shall provide:
 - (1) One (1) or more grade-separated pedestrian walkway(s), at least five feet (5') in width, and located in an area that is not a driving surface, leading from the farthest 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.

15. Parking Garages: The following standards shall apply to all above-ground parking garages except those located in the FB zones subject to Subsection 21A.27.030.C.4, whether freestanding or incorporated into a building:

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

16. Tandem Parking: Where more than one (1) parking space is required to be provided

for a residential dwelling unit, the parking spaces may be designed as tandem parking spaces, provided that:

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

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

B. Zone Specific Location and Design Standards:

1. D-1, D-3, D-4, and G-MU Zoning Districts: The following regulations shall apply to surface or above-ground parking facilities. No special design and setback restrictions shall apply to below-ground parking facilities.

a. Block Corner Areas:

(1) Within the D-1 zoning district, above-ground parking facilities located within the block corner areas and on Main Street, shall be located behind principal buildings and:

- a. All above-ground parking facilities that front a street shall contain uses other than parking along the entire length of the building façade and along all stories or levels of the building.
- b. Vehicle access to parking shall be located to the side of the building or as far from the street corner as possible unless further restricted by this title.

(2) Within the D-3, D-4, or G-MU zoning districts, above-ground parking facilities shall be located behind principal buildings, or at least seventy-five feet (75') from front and corner side lot lines, and shall be landscaped to minimize visual impacts.

b. Mid-Block Areas:

(1) Within the D-1 zoning district, above-ground parking facilities shall be located behind the front line of principal buildings or shall be located at least

seventy- five feet (75') from front and corner side lot lines. 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.

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 Transit Station Area District: New uses and development or redevelopment within the TSA Transit Station Area District shall comply with the following standards.

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

b. Surface Parking in the Core Area: Surface parking lots in the core area are required to be located behind or to the side of the principal building.

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

(a) Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The area between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas, or similar features;

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

(c) No wider than what is required for two (2) rows of parking and one (1)

drive aisle as provided in the Off Street Parking Standards Manual.

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

c. Surface Parking in the Transition Area:

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

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

- (a) Set back so that no portion of the parking area (other than the driveway) shall be closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five feet (5') of a property line adjacent to a street, the parking lot shall be set back a minimum of eight feet (8'). The space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas, or similar features; and
- (b) Screened with a landscaped hedge or wall that is at least thirty-six inches (36") above grade and no taller than forty-two inches (42") above grade. Landscaped berms are not permitted.

- d. Off street parking for police services are exempt from landscape setback dimensions when off street parking is necessary for a police substation located in an existing building. This exemption permits parking for emergency vehicles when the landscape setback also fulfills any requirement for open space area on the property. The extent of the exemption shall be the minimum necessary to accommodate the necessary parking. If the police substation use vacates the space, the landscaping that was removed, if any, shall be restored in a manner that complies with the applicable regulations in place at the time the use ceases.

C. Recreational Vehicle Parking:

1. Generally:

- a. Recreational vehicle parking spaces shall be in addition to, and not in lieu of, required off street vehicle parking spaces.
- b. Recreational vehicles shall not be used for storage of goods, materials, or

equipment other than those that are customarily associated with the recreational vehicle.

- c. All recreational vehicles shall be stored in a safe and secure manner. Any tie downs, tarpaulins, or ropes shall be secured from flapping in windy conditions.
 - d. Recreational vehicles shall not be occupied as a dwelling while parked on the property.
 - e. Recreational vehicle parking is permitted in any enclosed structure conforming to building code and zoning requirements for the zoning district in which it is located.
 - f. Recreational vehicle parking outside of an approved enclosed structure shall be permitted for each residence and shall be limited to one motor home or travel trailer and a total of two (2) recreational vehicles of any type.
 - g. Recreational vehicle parking outside of an enclosed structure shall comply with the standards in this section.
- 2. Front Yard Parking: Recreational vehicle parking is prohibited in any required or provided front yard.
 - 3. Rear Yard Parking: Recreational vehicles may be parked in the rear yard when they are on a hard surfaced pad compliant with surfacing standards in the Off Street Parking Standards Manual and with access provided by either a hard surfaced driveway, hard surfaced drive strips or an access drive constructed of turf block materials with an irrigation system.
 - 4. Side Yard Parking: Recreational vehicle parking in side yards shall be allowed only when topographical factors, the existence of mature trees, or the existence of properly permitted and constructed structures prohibit access to the rear yard. The existence of a fence or other structure that is not part of a building shall not constitute a lack of rear yard access. Any recreational vehicle parking area in a side yard shall:
 - a. Be on a hard surface compliant with the Off Street Parking Standards Manual;
 - b. Be accessed via a driveway compliant with driveway standards of this chapter;
 - c. Not obstruct access to other required parking for the use.

21A.44.070: OFF STREET LOADING AREAS:

A. Number and Size of Loading Areas Required:

- 1. Unless otherwise specified, a required off street loading berth shall be at least ten feet

(10') in width by at least thirty-five feet (35') in length for short berths, and twelve feet (12') in width by at least fifty feet (50') in length for long berths, exclusive of aisle and maneuvering space. Maneuvering aprons of appropriate width and orientation shall be provided and shall be subject to approval by the transportation director.

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

| <u>TABLE 21A.44.070-A: OFF STREET LOADING REQUIREMENTS:</u> | | |
|--|--|---|
| <u>Use</u> | <u>Gross Floor Area (Square Feet)</u> | <u>Number and Size of Berths</u> |
| <u>Hotels, Institutions, and Institutional Living</u> | <u>50,000 - 100,000</u> | <u>1 short</u> |
| | <u>Each additional 100,000</u> | <u>1 short</u> |
| <u>Office/Commercial</u> | <u>50,000 - 100,000</u> | <u>1 short</u> |
| | <u>Each additional 100,000 up to 500,000</u> | <u>1 short</u> |
| <u>Retail</u> | <u>50,000 - 100,000</u> | <u>1 long</u> |
| | <u>Each additional 100,000</u> | <u>1 long</u> |
| <u>Industrial</u> | <u>25,001 - 50,000</u> | <u>1 long</u> |
| | <u>50,001 - 100,000</u> | <u>2 long</u> |
| | <u>Each additional 100,000</u> | <u>1 long</u> |
| | <u># of Dwelling Units (Per Building)</u> | <u>Number and Size of Berths</u> |
| | <u>80-200</u> | <u>1 short</u> |

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| <u>Multi- Family Residential</u> | <u>Greater than 200</u> | <u>1 additional short</u> |
|----------------------------------|-------------------------|---------------------------|

B. Location and Design of Loading Areas:

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

21A.44.080: DRIVE-THROUGH FACILITIES AND VEHICLE STACKING AREAS:

- A. Number of Stacking Spaces Required: The following standards apply for all uses with vehicle stacking and/or drive-through facilities.

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

| TABLE 21A.44.080-A: REQUIRED VEHICLE STACKING SPACES: | | | | |
|--|--|---|---|---|
| | <u>General Context</u> | <u>Neighborhood Center Context</u> | <u>Urban Center Context</u> | <u>Transit Context</u> |
| <u>Use</u> | <u>All zoning districts not listed in another context area</u> | <u>RB, SNB, CB, CN, R-MU-35, R-MU-45, SR- 3, FB-UN1, FB- SE, SSSC Overlay</u> | <u>D-2, MU, TSA-T, CSHBD1, CSHBD2</u> | <u>D-1, D-3, D-4, G-MU, TSA- C, UI, FB- UN2, FB- UN3, FB-SC, R-MU</u> |
| <u>Car Wash, Self-Service</u> | <u>3 spaces per bay or stall</u> | | <u>2 spaces per bay or stall</u> | |
| <u>Car Wash, Automated</u> | <u>4 spaces per lane or stall</u> | | <u>3 spaces per lane or stall</u> | |
| <u>Food and Beverage Service Uses</u> | <u>5 spaces per service lane</u> | | <u>4 spaces per service lane</u> | |
| <u>Other Uses</u> | <u>3 spaces per service lane</u> | | <u>3 spaces per service lane</u> | |

B. Location and Design of Drive-Through Facilities:

1. In zoning districts where uses with drive-through facilities are allowed and where no front or corner side yard setback is required, the drive-through lanes shall not be located between the front or corner side lot line and any walls of the principal building.
2. Drive-through lanes shall be arranged to avoid conflicts with site access points, access to parking or loading spaces, and internal circulation routes, to the maximum extent practicable.
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 this code.
6. When a drive through use adjoins any residential use or any residential zoning district, a minimum six foot (6') high masonry wall shall be erected and maintained along such property line.
7. Drive through facility will not result in adverse impacts upon the vicinity after giving consideration to the hours of operation, noise and light generation, traffic circulation, and the site plan.

21A.44.090: MODIFICATIONS TO PARKING AREAS:

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

A. Administrative Modifications: The planning director or transportation director may approve the following types of modifications provided that the director determines that the adjustment will not create adverse impacts on pedestrian, bicycle, or vehicle safety and that the adjustment is required to accommodate an unusual site feature (such as shape, topography, utilities, or access point constraints) and that the need for the adjustment has not been created by the actions of the applicant.

1. Modification to dimensions or geometries of parking, loading, or stacking space, aisles, or maneuvering areas otherwise required by this chapter, other city regulations, or the Off Street Parking Standards Manual; provided that those modifications are consistent with federal and state laws regarding persons with disabilities, including but not limited to the Americans with Disabilities Act.
2. Modifications to bicycle parking or loading berth location or design standards.
3. Front Yard Parking: 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:
 - a. The lot contains an existing residential building.
 - b. No other off-street parking exists on the site.
 - c. No provided side yard is greater than 8 feet. If greater than 8 feet, no tree over 6 inches in caliper is present in the side yard that would necessitate the removal of the tree to locate a parking stall in the side yard or rear yard.
 - d. The rear yard is not accessible through a side yard in as provided in

Subsection A.3.c and does not have frontage on a public street or public alley and the property does not have access rights across an adjacent private street or alley.

e. The front yard parking complies with the following standards:

(1) The front yard parking is limited to no wider than 10 feet in width and is a minimum depth of 20 feet.

(2) The front yard parking is accessed by an approved drive approach.

(3) The location of the front yard parking is placed within 10 feet of a side lot line or for corner properties, may also be within 10 feet of a rear lot line and is consistent with the location of other driveways on the block face.

4. Vehicle and Equipment Storage Without Hard Surfacing:

a. The property is located in a CG, M-1, M-2, or EI zoning district.

b. The lot is used for long-term vehicle storage, not for regular parking and/or maneuvering.

c. The storage areas are not located within any required front yard or corner side yard.

d. The storage area surface is compacted with 6 inches of road base or other similar material with dust control measures in place.

e. A mechanism, such as a wash bay, gravel guard, or rumble strip is used to remove mud, sand, dirt, and gravel from the vehicle with a minimum of 50 feet of paved driveway between the mechanism and a public street. The mechanism used is subject to approval by the transportation director or designee provided it is a commonly used device that is effective at removing debris from vehicle tires.

21A.44.100: USE AND MAINTENANCE:

A. Use of Parking Areas: 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.

B. Maintenance:

1. Space allocated to any off street loading berth or related access or maneuvering area shall not be used to satisfy the parking space requirements for any off street parking.

2. Except in the M-1, M-2, CG, and D districts, no cleaning or maintenance of loading areas using motorized equipment may be performed between ten o’clock (10:00) P.M. and seven o’clock (7:00) A.M. each day, except for snow removal.

21A.44.110: NONCONFORMING PARKING AND LOADING FACILITIES:

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

- A. Continuation of Nonconforming Parking and Loading Facilities: Any parking spaces, loading facilities, or access to public rights-of-way that were lawfully existing or created prior to the effective date of this ordinance, but that have since become nonconforming with the provisions of this chapter through the actions of the city or any governmental entity, shall be allowed to continue, but any expansion of the use or structure, or change of use, after the adoption date of this ordinance shall comply with the provisions of this Chapter 21A.44, “Off Street Parking, Mobility, and Loading”.
- B. Nonconformity Due to Governmental Acquisition: Where a lot, tract, or parcel is occupied by a lawful structure or use, and where the acquisition of right-of-way by eminent domain, dedication, or purchase by a city, county, state, or federal agency creates noncompliance of the parking, loading, or drive-through facilities with any requirement of this chapter, the parking, loading, or drive-through facility shall be deemed lawful and conforming. This designation shall apply only to noncompliance resulting directly from the acquisition of right-of-way.
- C. Damage or Destruction: Reconstruction, reestablishment, or repair of any nonconforming parking, loading, or drive-through area involuntarily damaged or destroyed by fire, collapse, explosion or other natural cause is not required to comply with the standards of this chapter. The parking and loading facilities may be restored or continued as they existed prior to the damage or destruction, or in a manner that reduces any nonconformity that existed prior to the damage or destruction.
- D. Legalization of Garages Converted to Residential Use: Garages attached to single-family and two-family residential structures converted to residential uses before April 12, 1995, and any associated front yard parking, may be legalized by complying with the following requirements:
 - 1. The property owner shall obtain a building permit for all building modifications associated with converting the garage to residential use and the city shall inspect the conversion for substantial compliance with adopted life safety regulations.
 - 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.

SECTION 23. Amending the Text of *Salt Lake City Code* Section 21A.60.020. That Section

21A.60.020 of the *Salt Lake City Code* (Zoning: List of Terms: List of Defined Terms), shall be and

hereby is amended to read as follows:

21A.60.020: LIST OF DEFINED TERMS:

A-frame sign. See eChapter 21A.46 of this title.

Abutting.

Access taper.

Accessory building or structure.

Accessory lot.

Accessory structure.

Accessory use.

Accessory use (on accessory lot).

Adaptive reuse of a landmark building.

Administrative decision.

Agricultural use.

Air circulation system. See sSection 21A.34.040 of this title.

Airport. See also sSection 21A.34.040 of this title.

Airport elevation. See sSection 21A.34.040 of this title.

Airport hazard. See sSection 21A.34.040 of this title.

Airport master plan. See sSection 21A.34.040 of this title.

Airport reference point. See sSection 21A.34.040 of this title.

Alcohol, bar establishment.

Alcohol, bar establishment (indoor).

Alcohol, bar establishment (more than 2,500 square feet in floor area). See Alcohol, bar establishment.

Alcohol, bar establishment (outdoor).

Alcohol, bar establishment (2,500 square feet or less in floor area). See Alcohol, bar establishment.

Alcohol, brewpub.

Alcohol, brewpub (indoor).

Alcohol, brewpub (more than 2,500 square feet in floor area). See Alcohol, brewpub.

Alcohol, brewpub (outdoor).

Alcohol, brewpub (2,500 square feet or less in floor area). See Alcohol, brewpub.

Alcohol, distillery.

Alcohol, liquor store.

Alcohol related establishment.

Alcohol, tavern.

Alcohol, tavern (indoor).

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| 4165 | Alcohol, tavern (more than 2,500 square feet in floor area). See Alcohol, tavern. |
| 4166 | Alcohol, tavern (outdoor). |
| 4167 | Alcohol, tavern (2,500 square feet or less in floor area). See Alcohol, tavern. |
| 4168 | Alcohol, winery. |
| 4169 | Alley. |
| 4170 | Alteration. |
| 4171 | Alteration, sign. See eChapter 21A.46 of this title. |
| 4172 | Alternative parking property. |
| 4173 | Ambulance service. |
| 4174 | Ambulance service (indoor). |
| 4175 | Ambulance service (outdoor). |
| 4176 | Amphitheater, formal. |
| 4177 | Amphitheater, informal. |
| 4178 | Amusement park. |
| 4179 | Ancillary mechanical equipment. |
| 4180 | Animal, cremation service. |
| 4181 | Animal, kennel. |
| 4182 | Animal, kennel on lots of five acres or larger. |
| 4183 | Animal, pet cemetery. |
| 4184 | Animal, pound. |
| 4185 | Animal, raising of furbearing animals. |
| 4186 | Animal rendering. |
| 4187 | Animal, stable (private). |
| 4188 | Animal, stable (public). |
| 4189 | Animal, stockyard. |
| 4190 | Animal, veterinary office. |
| 4191 | Animated sign. See eChapter 21A.46 of this title. |
| 4192 | Antenna. |
| 4193 | Antenna, communication tower. |
| 4194 | Antenna, communication tower, exceeding the maximum building height in the zone. See |
| 4195 | Antenna, communication tower. |
| 4196 | Antenna, low power radio service. |
| 4197 | Antenna, low power radio service - monopole with antennas and antenna support structures |
| 4198 | greater than two feet in width. |
| 4199 | Antenna, low power radio service - monopole with antennas and antenna support structures |
| 4200 | less than two feet in width. |
| 4201 | Antenna, roof mounted. |
| 4202 | Antenna, satellite dish. |
| 4203 | Antenna, stealth. |
| 4204 | Antenna, TV. |
| 4205 | Antenna, wall mounted. |
| 4206 | Antenna, whip. |
| 4207 | Apartment. |
| 4208 | Appeals Hearing Officer. |
| 4209 | Aquatic resource. |
| 4210 | Arcade. |

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| 4211 | Architecturally incompatible. |
| 4212 | Art gallery. |
| 4213 | Artisan food production. |
| 4214 | Artists' loft/studio. |
| 4215 | Auction (indoor). |
| 4216 | Auction (outdoor). |
| 4217 | Auditorium. |
| 4218 | Automatic amusement device. |
| 4219 | Automobile. |
| 4220 | Awning. See eChapter 21A.46 of this title. |
| 4221 | Awning sign. See eChapter 21A.46 of this title. |
| 4222 | BMP. |
| 4223 | Backflow preventer. |
| 4224 | Backlit awning sign. See eChapter 21A.46 of this title. |
| 4225 | Bakery, commercial. |
| 4226 | Balloon. See eChapter 21A.46 of this title. |
| 4227 | Banner, public event. See eChapter 21A.46 of this title. |
| 4228 | Banner, secured. See eChapter 21A.46 of this title. |
| 4229 | Banner, unsecured. See eChapter 21A.46 of this title. |
| 4230 | Base zoning district. |
| 4231 | Basement. |
| 4232 | Bed and breakfast. |
| 4233 | Bed and breakfast inn. |
| 4234 | Bed and breakfast manor. |
| 4235 | Bench sign. See eChapter 21A.46 of this title. |
| 4236 | Best Management Practice (BMP) (applies only to eChapter 21A.48 of this title). |
| 4237 | Billboard. See sSubsection 21A.46.160.B of this title. |
| 4238 | Billboard bank. See sSubsection 21A.46.160.B of this title. |
| 4239 | Billboard credit. See sSubsection 21A.46.160.B of this title. |
| 4240 | Billboard (outdoor advertising sign). See eChapter 21A.46 of this title. |
| 4241 | Billboard owner. See sSubsection 21A.46.160.B of this title. |
| 4242 | Biodetention. |
| 4243 | Blacksmith shop. |
| 4244 | Block. |
| 4245 | Block corner. |
| 4246 | Block face. |
| 4247 | Blood donation center. |
| 4248 | Boarding house. |
| 4249 | Botanical garden. |
| 4250 | Bottling plant. |
| 4251 | Brewery. |
| 4252 | Buffer yard. |
| 4253 | Buildable area. |
| 4254 | Building. |
| 4255 | Building, accessory. |
| 4256 | Building connection. |

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| 4257 | Building coverage. |
| 4258 | Building face. See eChapter 21A.46 of this title. |
| 4259 | Building, front line of. |
| 4260 | Building height - in the FR-1, FR-2, FR-3, FP, R-1/5,000, R-1/7,000, R-1/12,000, R-2, SR-1 |
| 4261 | and SR-3 Districts. |
| 4262 | Building height - outside FR, FP, R-1, R-2 and SR Districts. |
| 4263 | Building line. |
| 4264 | Building materials distribution. |
| 4265 | Building official. |
| 4266 | Building or house numbers sign. See eChapter 21A.46 of this title. |
| 4267 | Building plaque sign. See eChapter 21A.46 of this title. |
| 4268 | Building, principal. |
| 4269 | Building, public. |
| 4270 | Building security sign. See eChapter 21A.46 of this title. |
| 4271 | Building sign. See eChapter 21A.46 of this title. |
| 4272 | Bulk. |
| 4273 | Bulk material storage. |
| 4274 | Bus line station/terminal. |
| 4275 | Bus line yard and repair facility. |
| 4276 | Business. |
| 4277 | Business, mobile. |
| 4278 | Business park. |
| 4279 | Caliper. See sSubsection 21A.48.135.D of this title. |
| 4280 | Canopy. See eChapter 21A.46 of this title. |
| 4281 | Canopy, drive-through. See eChapter 21A.46 of this title. |
| 4282 | Canopy, drive-through, sign. See eChapter 21A.46 of this title. |
| 4283 | Canopy sign. See eChapter 21A.46 of this title. |
| 4284 | Car pool. |
| 4285 | <u>Carshare.</u> |
| 4286 | Car wash. |
| 4287 | Car wash as accessory use to gas station or convenience store that sells gas. |
| 4288 | Carpet cleaning. |
| 4289 | Carport. |
| 4290 | Cemetery. |
| 4291 | Certificate of appropriateness. |
| 4292 | Certificate of occupancy. |
| 4293 | Certificate, zoning. |
| 4294 | Change of use. |
| 4295 | Character Conservation District feasibility study. |
| 4296 | Character defining features. |
| 4297 | Charity dining hall. |
| 4298 | Check cashing/payday loan business. |
| 4299 | Chemical manufacturing and storage. |
| 4300 | City Council. |
| 4301 | City Forester. |
| 4302 | Clearance (of a sign). See eChapter 21A.46 of this title. |

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| 4303 | Clinic (medical/dental). |
| 4304 | Cold frame. |
| 4305 | Commercial Districts. |
| 4306 | Commercial food preparation. |
| 4307 | Commercial service establishment. |
| 4308 | Commercial vehicle. |
| 4309 | Commercial video arcade. |
| 4310 | Common areas, space and facilities. |
| 4311 | Communication tower. |
| 4312 | Community correctional facility. |
| 4313 | Community correctional facility, large. |
| 4314 | Community correctional facility, small. |
| 4315 | Community garden. |
| 4316 | Community recreation center. |
| 4317 | Compatibility. |
| 4318 | Compatible design. |
| 4319 | Compatible land use. |
| 4320 | Complete demolition. |
| 4321 | Composting. |
| 4322 | Concept development plan. |
| 4323 | Concrete and/or asphalt manufacturing. |
| 4324 | Conditional use. |
| 4325 | Condominium - condominium project and condominium unit. |
| 4326 | Condominium Ownership Act of 1975. See title 20, eChapter 20.56 of this Code. |
| 4327 | Condominium Ownership Act of 1975 or Act. |
| 4328 | Condominium unit. |
| 4329 | Consensus. |
| 4330 | Construction period. |
| 4331 | Construction sign. See eChapter 21A.46 of this title. |
| 4332 | Contractor's yard/office. |
| 4333 | Convent/monastery. |
| 4334 | Convention center. |
| 4335 | Conversion. |
| 4336 | Corner building. |
| 4337 | Corner lot. |
| 4338 | Corner side yard. |
| 4339 | Crematorium. |
| 4340 | Critical root zone. |
| 4341 | dbh. See sSubsection 21A.48.135.D of this title. |
| 4342 | Daycare. |
| 4343 | Daycare center, adult. |
| 4344 | Daycare center, child. |
| 4345 | Daycare, nonregistered home. |
| 4346 | Daycare, registered home daycare or preschool. |
| 4347 | Decibel. |
| 4348 | Dental laboratory/research facility. |

- 4349 Design capacity.
- 4350 Design review.
- 4351 Development.
- 4352 Development entry sign. See eChapter 21A.46 of this title.
- 4353 Development pattern.
- 4354 Diameter at breast height. See sSubsection 21A.48.135.D of this title.
- 4355 Directional or informational sign (private). See eChapter 21A.46 of this title.
- 4356 Directory sign. See eChapter 21A.46 of this title.
- 4357 Disabled.
- 4358 District plan and design standards.
- 4359 Dormer.
- 4360 Drive-through facility.
- 4361 Drop forge industry.
- 4362 Dwell time. See sSubsection 21A.46.160.B of this title.
- 4363 Dwelling.
- 4364 Dwelling, accessory guest and servants' quarters.
- 4365 Dwelling, accessory unit.
- 4366 Dwelling, assisted living facility (large).
- 4367 Dwelling, assisted living facility (limited capacity).
- 4368 Dwelling, assisted living facility (small).
- 4369 Dwelling, fraternity, sorority.
- 4370 Dwelling, group home (large).
- 4371 Dwelling, group home (small).
- 4372 Dwelling, group home (small), when located above or below first story office, retail, or
- 4373 commercial use, or on the first story where the unit is not located adjacent to street
- 4374 frontage. See Dwelling, group home (small).
- 4375 Dwelling, living quarters for caretaker or security guard.
- 4376 Dwelling, living quarters for caretaker or security guard, limited to uses on lots one acre in
- 4377 size or larger and accessory to a principal use allowed by the zoning district. See
- 4378 Dwelling, living quarters for caretaker or security guard.
- 4379 Dwelling, manufactured home.
- 4380 Dwelling, mobile home.
- 4381 Dwelling, modular home.
- 4382 Dwelling, multi-family.
- 4383 Dwelling, residential support (large).
- 4384 Dwelling, residential support (small).
- 4385 Dwelling, rooming (boarding) house.
- 4386 Dwelling, single-family.
- 4387 Dwelling, single-family attached.
- 4388 Dwelling, single room occupancy.
- 4389 Dwelling, twin home and two-family.
- 4390 Dwelling, two-family.
- 4391 Dwelling unit.
- 4392 ET or ETo.
- 4393 ETAF.
- 4394 Ecological restoration project.

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| 4395 | Electronic billboard. See s <u>Subsection</u> 21A.46.160 <u>B</u> of this title. |
| 4396 | Electronic changeable copy sign. See e <u>Chapter</u> 21A.46 of this title. |
| 4397 | Electronic sign. See s <u>Subsection</u> 21A.46.160 <u>B</u> of this title. |
| 4398 | Eleemosynary facility. |
| 4399 | Elevation area. |
| 4400 | Elevation area, first floor. |
| 4401 | Emergency medical service facility. |
| 4402 | End of life care. |
| 4403 | Equipment rental (indoor and/or outdoor). |
| 4404 | Equipment rental, sales, and service, heavy. |
| 4405 | Evapotranspiration (ET) rate. |
| 4406 | Evergreen. |
| 4407 | Excess dwelling units. |
| 4408 | Exhibition hall. |
| 4409 | Existing billboard. See s <u>Subsection</u> 21A.46.160 <u>B</u> of this title. |
| 4410 | Existing/established subdivision. |
| 4411 | Explosive manufacturing and storage. |
| 4412 | Externally illuminated sign. See e <u>Chapter</u> 21A.46 of this title. |
| 4413 | Extractive industry. |
| 4414 | FAA. See s <u>Section</u> 21A.34.040 of this title. |
| 4415 | Fairground. |
| 4416 | Family. |
| 4417 | Farmers' market. |
| 4418 | Fee schedule. |
| 4419 | Fence. |
| 4420 | Fence, electric security. |
| 4421 | Fence, opaque or solid. |
| 4422 | Fence, open. |
| 4423 | Financial institution. |
| 4424 | Financial institution, with drive-through facility. |
| 4425 | Fixed dimensional standards. |
| 4426 | Flag, corporate. See e <u>Chapter</u> 21A.46 of this title. |
| 4427 | Flag lot. |
| 4428 | Flag, official. See e <u>Chapter</u> 21A.46 of this title. |
| 4429 | Flag, pennant. See e <u>Chapter</u> 21A.46 of this title. |
| 4430 | Flammable liquids or gases, heating fuel distribution and storage. |
| 4431 | Flat sign. See e <u>Chapter</u> 21A.46 of this title. |
| 4432 | Flea market (indoor). |
| 4433 | Flea market (outdoor). |
| 4434 | Floor. |
| 4435 | Floor area, gross. |
| 4436 | Floor area, usable. |
| 4437 | Food processing. |
| 4438 | Foot-candle. See s <u>Subsection</u> 21A.46.160 <u>B</u> of this title. |
| 4439 | Freestanding sign. See e <u>Chapter</u> 21A.46 of this title. |
| 4440 | Front yard. See <u>Yard</u> , front. |

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| 4441 | Fuel center. |
| 4442 | Fugitive dust. |
| 4443 | Funeral home or mortuary. |
| 4444 | Garage. |
| 4445 | Garage, attached. |
| 4446 | Garage/yard sale sign. See eChapter 21A.46 of this title. |
| 4447 | Gas price sign. See eChapter 21A.46 of this title. |
| 4448 | Gas pump sign. See eChapter 21A.46 of this title. |
| 4449 | Gas station. |
| 4450 | Gateway. See sSubsection 21A.46.160.B of this title. |
| 4451 | General Plan. |
| 4452 | Golf course. |
| 4453 | Government facility requiring special design features for security purposes. |
| 4454 | Government office. |
| 4455 | Government sign. See eChapter 21A.46 of this title. |
| 4456 | Governmental facility. |
| 4457 | Grade, established. |
| 4458 | Grade, finished. |
| 4459 | Grade, natural. |
| 4460 | Grain elevator. |
| 4461 | Greenhouse. |
| 4462 | Gross floor area. |
| 4463 | Ground cover. |
| 4464 | Guest. |
| 4465 | Hard surfaced. |
| 4466 | Hazardous waste processing or storage. |
| 4467 | Health and fitness facility. |
| 4468 | Health hazard. |
| 4469 | Heavy manufacturing. |
| 4470 | Height. See sSection 21A.34.040 of this title. |
| 4471 | Height, exterior wall. |
| 4472 | Height (of a sign). See eChapter 21A.46 of this title. |
| 4473 | Height, sign face. See eChapter 21A.46 of this title. |
| 4474 | Heliport. |
| 4475 | Heliport, accessory. See Heliport. |
| 4476 | Historic buildings or sites. |
| 4477 | Historic Landmark Commission. |
| 4478 | Historic site. |
| 4479 | Historical marker. See eChapter 21A.46 of this title. |
| 4480 | Home occupation. |
| 4481 | Homeless resource center. |
| 4482 | Homeless shelter. |
| 4483 | Hoop house. |
| 4484 | Hospice. |
| 4485 | Hospital, including accessory lodging facility. |
| 4486 | Hotel/motel. |

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| 4487 | House museum in landmark site. |
| 4488 | Hunting club, duck. |
| 4489 | Hydrozones. |
| 4490 | Illegal sign. See eChapter 21A.46 of this title. |
| 4491 | Illuminance. See sSubsection 21A.46.160.B of this title. |
| 4492 | Impact mitigation report. |
| 4493 | Impact statement. |
| 4494 | Impound lot. |
| 4495 | Incinerator, medical waste/hazardous waste. |
| 4496 | Incompatible use. See sSection 21A.34.040 of this title. |
| 4497 | Industrial assembly. |
| 4498 | Infill. |
| 4499 | Inland port. |
| 4500 | Inland port land use application. |
| 4501 | Inland port use. |
| 4502 | Institution. |
| 4503 | Interior side yard. |
| 4504 | Interior sign. See eChapter 21A.46 of this title. |
| 4505 | Intermodal transit passenger hub. |
| 4506 | Internally illuminated sign. See eChapter 21A.46 of this title. |
| 4507 | Interpretation. |
| 4508 | Interpretation, use. |
| 4509 | Irrigation audit. |
| 4510 | Jail. |
| 4511 | Jewelry fabrication. |
| 4512 | Kiosk. See eChapter 21A.46 of this title. |
| 4513 | Laboratory, medical, dental, optical. |
| 4514 | Laboratory, testing. |
| 4515 | Land use. |
| 4516 | Land Use Appeal Authority. |
| 4517 | Land use applicant. |
| 4518 | Land use application. |
| 4519 | Land Use Authority. |
| 4520 | Land use type (similar land use type). |
| 4521 | Landfill. |
| 4522 | Landfill, commercial. |
| 4523 | Landfill, construction debris. |
| 4524 | Landfill, end use plan. |
| 4525 | Landfill, Municipal. |
| 4526 | Landmark site. |
| 4527 | Landscape area. |
| 4528 | Landscape BMPs manual. |
| 4529 | Landscape buffer. |
| 4530 | Landscape plan. |
| 4531 | Landscape yard. |
| 4532 | Landscaping. |

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| 4533 | Lattice tower. |
| 4534 | Laundry, commercial. |
| 4535 | Legal conforming. |
| 4536 | Letter sign. See e <u>Chapter</u> 21A.46 of this title. |
| 4537 | Library. |
| 4538 | Light manufacturing. |
| 4539 | Limousine service. |
| 4540 | Limousine service (large). |
| 4541 | Limousine service (small). |
| 4542 | Locally grown. |
| 4543 | Lodging house. |
| 4544 | Logo. See e <u>Chapter</u> 21A.46 of this title. |
| 4545 | Lot. |
| 4546 | Lot area. |
| 4547 | Lot area, net. |
| 4548 | Lot assemblage. |
| 4549 | Lot, corner. |
| 4550 | Lot depth. |
| 4551 | Lot, flag. |
| 4552 | Lot, interior. |
| 4553 | Lot line, corner side. |
| 4554 | Lot line, front. |
| 4555 | Lot line, interior side. |
| 4556 | Lot line, rear. |
| 4557 | Lot width. |
| 4558 | Low volume irrigation. |
| 4559 | Major streets. |
| 4560 | Manufactured home. |
| 4561 | Manufactured/mobile home sales and service. |
| 4562 | Manufacturing, heavy. |
| 4563 | Manufacturing, light. |
| 4564 | Marquee. See e <u>Chapter</u> 21A.46 of this title. |
| 4565 | Marquee sign. See e <u>Chapter</u> 21A.46 of this title. |
| 4566 | Master plan. |
| 4567 | Maximum extent practicable. See s <u>Subsection</u> 21A.48.135_D of this title. |
| 4568 | Meeting hall of membership organization. |
| 4569 | Memorial sign. See e <u>Chapter</u> 21A.46 of this title. |
| 4570 | Mid block area. |
| 4571 | Mixed use development. |
| 4572 | Mobile food business. |
| 4573 | Mobile food court. |
| 4574 | Mobile food trailer. |
| 4575 | Mobile food truck. |
| 4576 | Monument sign. See e <u>Chapter</u> 21A.46 of this title. |
| 4577 | Motel/hotel. |
| 4578 | Motion. See s <u>Subsection</u> 21A.46.160_B of this title. |

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| 4579 | Mulch. |
| 4580 | Municipal service uses, including City utility uses and police and fire stations. |
| 4581 | Museum. |
| 4582 | Nameplate sign. See e <u>Chapter</u> 21A.46 of this title. |
| 4583 | Natural open space. |
| 4584 | Natural resource. |
| 4585 | Neighborhood identification sign. See e <u>Chapter</u> 21A.46 of this title. |
| 4586 | Neon public parking sign. See e <u>Chapter</u> 21A.46 of this title. |
| 4587 | New billboard. See s <u>ubsection</u> 21A.46.160 <u>B</u> of this title. |
| 4588 | New construction. |
| 4589 | New development sign. See e <u>Chapter</u> 21A.46 of this title. |
| 4590 | Noncomplying lot. |
| 4591 | Noncomplying structure. |
| 4592 | Nonconforming billboard. See s <u>ubsection</u> 21A.46.160 <u>B</u> of this title. |
| 4593 | Nonconforming sign. See e <u>Chapter</u> 21A.46 of this title. |
| 4594 | Nonconforming use. See also s <u>ection</u> 21A.34.040 of this title. |
| 4595 | Nonconformity. |
| 4596 | Nonprecision instrument runway. See s <u>ection</u> 21A.34.040 of this title. |
| 4597 | Nursing care facility. |
| 4598 | Oasis. |
| 4599 | Obstruction. |
| 4600 | Off premises sign. See e <u>Chapter</u> 21A.46 of this title. |
| 4601 | Off-site. |
| 4602 | Off street parking. |
| 4603 | Office. |
| 4604 | Office, accessory use supporting an institutional use. |
| 4605 | Office and/or reception center in landmark site. |
| 4606 | Office, excluding medical and dental clinic and office. |
| 4607 | Office, publishing company. |
| 4608 | Office, research related. |
| 4609 | Office, single practitioner medical, dental, and health. |
| 4610 | On premises sign. See e <u>Chapter</u> 21A.46 of this title. |
| 4611 | Open air mall. See e <u>Chapter</u> 21A.46 of this title. |
| 4612 | Open space. |
| 4613 | Open space area. |
| 4614 | Open space on lots less than four acres in size. |
| 4615 | Outdoor advertising sign. See e <u>Chapter</u> 21A.46 of this title. |
| 4616 | Outdoor dining. |
| 4617 | Outdoor television monitor. |
| 4618 | Overlay district. |
| 4619 | Overspray. |
| 4620 | Owner occupant. |
| 4621 | Package delivery facility. |
| 4622 | Paint manufacturing. |
| 4623 | Parcel. |
| 4624 | Park. |

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| 4625 | <u>Park and ride lot.</u> |
| 4626 | Park banner sign. See eChapter 21A.46 of this title. |
| 4627 | Park strip. |
| 4628 | Park strip landscaping. |
| 4629 | Parking, commercial. |
| 4630 | Parking facility, shared. |
| 4631 | <u>Parking garage.</u> |
| 4632 | Parking garage, automated. |
| 4633 | Parking, intensified reuse. |
| 4634 | Parking, leased. |
| 4635 | Parking, leased - alternative parking. |
| 4636 | Parking lot. |
| 4637 | Parking, off-site. |
| 4638 | Parking, off site (to support nonconforming uses in a Residential Zone or uses in the CN or |
| 4639 | CB Zones). |
| 4640 | Parking, park and ride lot. |
| 4641 | Parking, park and ride lot shared with existing use. |
| 4642 | Parking, shared. |
| 4643 | Parking space. |
| 4644 | Parking study. |
| 4645 | Parking study - alternative parking. |
| 4646 | Parking, tandem. |
| 4647 | Parking, unbundled. |
| 4648 | Patio. |
| 4649 | Pedestrian connection. |
| 4650 | Perennial. |
| 4651 | Performance standards. |
| 4652 | Performing arts production facility. |
| 4653 | Person. See also sSection 21A.34.040 of this title. |
| 4654 | Persons with disabilities. |
| 4655 | Philanthropic use. |
| 4656 | Pitched roof. |
| 4657 | Place of worship. |
| 4658 | Place of worship on lot less than four acres in size. |
| 4659 | Planned development. |
| 4660 | Planning Ccommission. |
| 4661 | <u>Planning director.</u> |
| 4662 | Planning official. |
| 4663 | Planting season. |
| 4664 | Plaza. |
| 4665 | Pole sign. See eChapter 21A.46 of this title. |
| 4666 | Political sign. See eChapter 21A.46 of this title. |
| 4667 | Portable sign. See eChapter 21A.46 of this title. |
| 4668 | Poultry farm or processing plant. |
| 4669 | Precision instrument runway. See sSection 21A.34.040 of this title. |
| 4670 | Premises. See eChapter 21A.46 of this title. |

- 4671 Prepared food, takeout.
- 4672 Primary entrance.
- 4673 Primary surface. See sSection 21A.34.040 of this title.
- 4674 Printing plant.
- 4675 Projecting building sign. See eChapter 21A.46 of this title.
- 4676 Projecting business storefront sign. See eChapter 21A.46 of this title.
- 4677 Projecting parking entry sign. See eChapter 21A.46 of this title.
- 4678 Public safety sign. See eChapter 21A.46 of this title.
- 4679 Public transportation, employer sponsored.
- 4680 Quality of life.
- 4681 Radio, television station.
- 4682 Railroad, freight terminal facility.
- 4683 Railroad, passenger station.
- 4684 Railroad, repair shop.
- 4685 Rainwater harvesting.
- 4686 Real estate sign. See eChapter 21A.46 of this title.
- 4687 Rear yard.
- 4688 Reception center.
- 4689 Record of survey map.
- 4690 Recreation (indoor).
- 4691 Recreation (outdoor).
- 4692 Recreation vehicle park.
- 4693 Recreational (playground) equipment.
- 4694 Recycling collection station.
- 4695 Recycling container.
- 4696 Recycling processing center (indoor).
- 4697 Recycling processing center (outdoor).
- 4698 Refinery, petroleum products.
- 4699 Relocatable office building.
- 4700 Research and development facility.
- 4701 Research facility, medical.
- 4702 Research facility, medical/dental.
- 4703 Residential ~~D~~districts.
- 4704 Residential structure.
- 4705 Restaurant.
- 4706 Restaurant, with drive-through facility.
- 4707 Restaurant, with or without drive-through facility.
- 4708 Retail goods establishment.
- 4709 Retail goods establishment, plant and garden shop with outdoor retail sales area.
- 4710 Retail goods establishment, with drive-through facility.
- 4711 Retail goods establishment, with or without drive-through facility.
- 4712 Retail, sales and service accessory use when located within a principal building.
- 4713 Retail, sales and service accessory use when located within a principal building and operated
primarily for the convenience of employees.
- 4715 Retail service establishment.
- 4716 Retail service establishment, electronic repair shop.

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| 4717 | Retail service establishment, furniture repair shop. |
| 4718 | Retail service establishment, upholstery shop. |
| 4719 | Retail service establishment, with drive-through facility. |
| 4720 | Retaining wall. |
| 4721 | Reuse water. |
| 4722 | Reverse vending machine. |
| 4723 | Rock, sand and gravel storage and distribution. |
| 4724 | Roof sign. See eChapter 21A.46 of this title. |
| 4725 | Runway. See sSection 21A.34.040 of this title. |
| 4726 | Sales and display (outdoor). |
| 4727 | Salt Lake City landscape BMPs for water resource efficiency and protection. |
| 4728 | Salt Lake City plant list and hydrozone schedule. |
| 4729 | School, college or university. |
| 4730 | School, K - 12 private. |
| 4731 | School, K - 12 public. |
| 4732 | School, medical/nursing. |
| 4733 | School, music conservatory. |
| 4734 | School, professional and vocational. |
| 4735 | School, professional and vocational (with outdoor activities). |
| 4736 | School, professional and vocational (without outdoor activities). |
| 4737 | School, seminary and religious institute. |
| 4738 | Schools, public or private. |
| 4739 | Seasonal farm stand. |
| 4740 | Seasonal item sales. |
| 4741 | Setback. |
| 4742 | Sexually oriented business. |
| 4743 | Shopping center. |
| 4744 | Shopping center identification sign. See eChapter 21A.46 of this title. |
| 4745 | Shopping center pad site. |
| 4746 | Side yard. |
| 4747 | Sight distance triangle. |
| 4748 | Sign. See eChapter 21A.46 of this title. |
| 4749 | Sign face. See eChapter 21A.46 of this title. |
| 4750 | Sign face area. See eChapter 21A.46 of this title. |
| 4751 | Sign graphics. See eChapter 21A.46 of this title. |
| 4752 | Sign maintenance. See eChapter 21A.46 of this title. |
| 4753 | Sign master plan agreement. See eChapter 21A.46 of this title. |
| 4754 | Sign painting/fabrication. |
| 4755 | Sign painting/fabrication (indoor). |
| 4756 | Sign structure or support. See eChapter 21A.46 of this title. |
| 4757 | Single-family dwelling. |
| 4758 | Site development permit. |
| 4759 | Site plan. |
| 4760 | Sketch plan review. |
| 4761 | Slaughterhouse. |
| 4762 | Sludge. |

4763 Small brewery.
 4764 Smoke or smoking.
 4765 Snipe sign. See eChapter 21A.46 of this title.
 4766 Snow cone and shaved ice hut.
 4767 Social service mission.
 4768 Social service mission and charity dining hall.
 4769 Soil amendment.
 4770 Solar array.
 4771 Solar energy collection system, small.
 4772 Sound attenuation. See sSection 21A.34.040 of this title.
 4773 Special event sign. See eChapter 21A.46 of this title.
 4774 Special gateway. See sSubsection 21A.46.160B of this title.
 4775 Special purpose districts.
 4776 Specimen tree. See sSubsection 21A.48.135D of this title.
 4777 Spot zoning.
 4778 Stabilizing.
 4779 Stable.
 4780 Stadium. See also eChapter 21A.46 of this title.
 4781 Storage, accessory (outdoor).
 4782 Storage and display (outdoor).
 4783 Storage (outdoor).
 4784 Storage, public (outdoor).
 4785 Storage, self.
 4786 Store, convenience.
 4787 Store, conventional department.
 4788 Store, fashion oriented department.
 4789 Store, mass merchandising.
 4790 Store, pawnshop.
 4791 Store, specialty.
 4792 Store, specialty fashion department.
 4793 Store, superstore and hypermarket.
 4794 Store, warehouse club.
 4795 Storefront. See eChapter 21A.46 of this title.
 4796 Story (floor).
 4797 Story, half.
 4798 Street.
 4799 Street frontage.
 4800 Street trees.
 4801 Streetscape.
 4802 Structural alteration.
 4803 Structural soil.
 4804 Structure. See also sSection 21A.34.040 of this title.
 4805 Structure, accessory.
 4806 Studio, art.
 4807 Studio, motion picture.
 4808 Subdivision.

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| 4809 | TV antenna. |
| 4810 | Taxicab facility. |
| 4811 | Temporarily irrigated area. |
| 4812 | Temporary embellishment. See s <u>Subsection</u> 21A.46.160 <u>.B</u> of this title. |
| 4813 | Temporary sign. See e <u>Chapter</u> 21A.46 of this title. |
| 4814 | Temporary use. |
| 4815 | Theater, live performance. |
| 4816 | Theater, live performance or movie. |
| 4817 | Theater, movie. |
| 4818 | Tier 2 water target. |
| 4819 | Tire distribution retail/wholesale. |
| 4820 | Transportation terminal, including bus, rail and trucking. |
| 4821 | Treasured landscape. |
| 4822 | Tree. See s <u>Section</u> 21A.34.040 of this title. |
| 4823 | Tree protection fencing. See s <u>Subsection</u> 21A.48.135 <u>.D</u> of this title. |
| 4824 | Tree protection zone. See s <u>Subsection</u> 21A.48.135 <u>.D</u> of this title. |
| 4825 | Trellis. |
| 4826 | Truck freight terminal. |
| 4827 | Truck stop. |
| 4828 | Trucking, repair, storage, etc., associated with extractive industries. |
| 4829 | Turf. |
| 4830 | Twirl time. See s <u>Subsection</u> 21A.46.160 <u>.B</u> of this title. |
| 4831 | Two-family dwelling. |
| 4832 | Undevelopable area. |
| 4833 | Unique residential population. |
| 4834 | Unit. |
| 4835 | Unit legalization, implied permit. |
| 4836 | Unit legalization permit. |
| 4837 | Unit legalization, substantial compliance with Life and Safety Codes. |
| 4838 | Urban agriculture. |
| 4839 | Urban farm. |
| 4840 | Use, principal. |
| 4841 | Use, unique nonresidential. |
| 4842 | Used or occupied. |
| 4843 | Utility, building or structure. |
| 4844 | Utility, electric generation facility. |
| 4845 | Utility runway. See s <u>Section</u> 21A.34.040 of this title. |
| 4846 | Utility, sewage treatment plant. |
| 4847 | Utility, solid waste transfer station. |
| 4848 | Utility, transmission wire, line, pipe or pole. |
| 4849 | Vacant lot. |
| 4850 | Vanpool. |
| 4851 | Vanpool, employer sponsored. |
| 4852 | Variance. |
| 4853 | Vegetation. |
| 4854 | <u>Vehicle.</u> |

- 4855 Vehicle, auction.
- 4856 Vehicle, automobile and truck repair.
- 4857 Vehicle, automobile and truck sales and rental (including large truck).
- 4858 Vehicle, automobile part sales.
- 4859 Vehicle, automobile rental agency.
- 4860 Vehicle, automobile repair, major.
- 4861 Vehicle, automobile repair, minor.
- 4862 Vehicle, automobile sales/rental and service.
- 4863 Vehicle, automobile sales/rental and service (indoor).
- 4864 Vehicle, automobile salvage and recycling (indoor).
- 4865 Vehicle, automobile salvage and recycling (outdoor).
- 4866 Vehicle, boat/recreational vehicle sales and service.
- 4867 Vehicle, boat/recreational vehicle sales and service (indoor).
- 4868 Vehicle, electric.
- 4869 Vehicle, recreational.
- 4870 Vehicle, recreational vehicle (RV) sales and service.
- 4871 Vehicle, truck repair (large).
- 4872 Vehicle, truck sales and rental (large).
- 4873 Vehicular sign. See eChapter 21A.46 of this title.
- 4874 Vending cart.
- 4875 Vending machine sign. See eChapter 21A.46 of this title.
- 4876 Vertical clearance.
- 4877 Vintage sign. See eChapter 21A.46 of this title.
- 4878 Visible. See eChapter 21A.46 of this title.
- 4879 Visual runway. See sSection 21A.34.040 of this title.
- 4880 Wall sign. See eChapter 21A.46 of this title.
- 4881 Warehouse.
- 4882 Warehouse, accessory.
- 4883 Warehouse, accessory to retail and wholesale business (maximum 5,000 square foot floor
- 4884 plate).
- 4885 Water body/waterway.
- 4886 Water budget.
- 4887 Water feature.
- 4888 Welding shop.
- 4889 Wholesale distribution.
- 4890 Wind energy system, large.
- 4891 Wind energy system, small.
- 4892 Window sign. See eChapter 21A.46 of this title.
- 4893 Wireless telecommunications facility.
- 4894 Woodworking mill.
- 4895 Yard.
- 4896 Yard, corner side.
- 4897 Yard, front.
- 4898 Yard, interior side.
- 4899 Yard, rear.
- 4900 Yard, side.

4901 Zoning Administrator.
4902 Zoning districts.
4903 Zoning lot.
4904 Zoning map.
4905 Zoological park.
4906

4907 SECTION 24. Amending the Text of *Salt Lake City Code* Section 21A.62.040. That Section
4908 21A.62.040 of the *Salt Lake City Code* (Zoning: Definitions: Definitions of Terms), shall be and
4909 hereby is amended as follows:

4910 a. Amending the definition of “Automobile.” That the definition of “Automobile” shall
4911 be amended to read as follows:

4912 AUTOMOBILE: ~~Any vehicle propelled by its own motor and operating on ordinary~~
4913 ~~roads. As used herein, the term includes passenger cars, light trucks (1 ton or less),~~
4914 ~~motorcycles, recreation vehicles and the like. A self-propelled vehicle with wheels~~
4915 ~~that can legally operate within a public right-of-way. The term includes but is not~~
4916 ~~limited to passenger cars, light trucks, and recreational vehicles.~~

4917
4918 b. Amending the definition of “Alternative parking property.” That the definition of
4919 “Alternative parking property” shall be amended to read as follows:

4920 ALTERNATIVE PARKING PROPERTY: The property for which an alternative
4921 parking requirement is proposed, pursuant to ~~s~~Section 21A.44.040 21A.44.050 of this
4922 title.

4923
4924
4925 c. Amending the definition of “Biodetention.” That the definition of “Biodetention”
4926 shall be amended to read as follows:

4927 BIODETENTION: ~~A low impact development term, also sometimes called a rain~~
4928 ~~garden, biofilter or porous landscape detention, that is based on on-site retention of~~
4929 ~~stormwater through the use of vegetated depressions engineered to collect, store, and~~
4930 ~~infiltrate runoff. A low impact development term also sometimes called a rain garden,~~
4931 ~~biofilter or porous landscape detention that achieves on-site retention of stormwater~~
4932 ~~through the use of vegetated depressions engineered to collect, store, and facilitate~~
4933 ~~runoff infiltration.~~

4934

- d. Amending the definition of “Car pool.” That the definition of “Car pool” shall be amended to read as follows:

~~CAR POOL: A mode of transportation where two (2) or more persons share a car ride to or from work. 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.~~

- e. Adding the definition of “Carshare.” That Section 21A.62.040 shall be amended to add the definition of “Carshare”, which shall read as follows:

CARSHARE: 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.

- f. Amending the definition of “Change of use.” That the definition of “Change of use” shall be amended to read as follows:

~~CHANGE OF USE: The replacement of an existing use by a new use, or a change in the nature of an existing use which does not increase the size, occupancy, or site requirements. 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.~~
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.

- g. Amending the definition of “Commercial vehicle.” That the definition of “Commercial vehicle” shall be amended to read as follows:

~~COMMERCIAL VEHICLE: A vehicle which exceeds one ton capacity and taxis. This shall include, but not be limited to, the following: buses, dump trucks, limousines, roll back tow trucks, stake body trucks, step vans, taxis, tow trucks and tractor trailers. 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.

h. Adding the definition of “Design capacity.” That Section 21A.62.040 shall be

amended to add the definition of “Design capacity”, which shall read as follows:

DESIGN CAPACITY: The maximum occupancy of a building or structure based on the fire and/or building code, whichever allows occupancy by a larger group of people.

i. Amending the definition of “Development.” That the definition of “Development”

shall be amended to read as follows:

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”:

1A. The construction of any principal building or structure;

2B. 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;

3C. Alteration of a shore or bank of a pond, river, stream, lake or other waterway;

4D. Commencement of drilling (except to obtain soil samples), the driving of piles, or excavation on a parcel of land;

5E. Demolition of a structure;

6F. 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

7G. 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”:

5000 1A. Work by a highway or road agency or railroad company for the maintenance
5001 of a road or railroad track, if the work is carried out on land within the
5002 boundaries of the right-of-way;

5003 2B. Utility installations as stated in sSubsection 21A.02.050B of this title;

5004 3C. Landscaping for residential uses; and

5005 4D. Work involving the maintenance of existing landscaped areas and existing
5006 rights-of-way such as setbacks and other planting areas.

5007
5008 j. Amending the definition of “Floor area, gross.” That the definition of “Floor area,
5009 gross” shall be amended to read as follows:

5010 FLOOR AREA, GROSS: “~~Gross floor area~~” (for determining size of establishment)
5011 means

5012 A. ~~For determining size of establishment~~, the sum of the gross horizontal area of all
5013 floors of the building measured from the exterior face of the exterior walls or
5014 from the centerline of walls separating two (2) buildings. The floor area of a
5015 building shall include basement floor area, penthouses, attic space having
5016 headroom of seven feet (7’) or more, interior balconies and mezzanines, enclosed
5017 porches, and floor area devoted to accessory uses. Space devoted to open air off
5018 street parking or loading shall not be included in floor area.

5019
5020 B. The floor area of structures devoted to bulk storage of materials including, but not
5021 limited to, grain elevators and petroleum storage tanks, shall be determined on the
5022 basis of height in feet (i.e., 10 feet in height shall equal 1 floor).

5023
5024
5025 k. Amending the definition of “Floor area, usable.” That the definition of “Floor area,
5026 usable” shall be amended to read as follows:

5027 FLOOR AREA, USABLE: “~~Usable floor area~~” (for determining off street parking
5028 and loading requirements) ~~means~~, the sum of the gross horizontal areas of all floors of
5029 the building, as measured from the outside of the exterior walls, devoted to the
5030 principal use, including accessory storage areas located within selling or working
5031 space such as counters, racks, or closets, and any floor area devoted to retailing
5032 activities, to the production or processing of goods or to business or professional
5033 offices. Floor area for the purposes of measurement for off street parking spaces shall
5034 not include:

5035
5036 A. Floor area devoted primarily to mechanical equipment or unfinished storage
5037 areas;

B. Floor area devoted to off street parking or loading facilities, including aisles, ramps, and maneuvering space.

- l. Amending the definition of “Garage.” That the definition of “Garage” shall be amended to read as follows:

~~GARAGE: A building, or portion thereof, used to store or keep a motor vehicle. An accessory building or portion of a building designed or used for the storage of vehicles used by the occupants of the principle building.~~

- m. Amending the definition of “Garage, attached.” That the definition of “Garage, attached” shall be amended to read as follows:

~~GARAGE, ATTACHED: “Attached garage” means an accessory building which 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 dwelling. ~~Where the accessory building is attached to a dwelling in this manner, it~~ An attached garage shall be considered part of the principal building dwelling and shall be subject to all yard requirements of the principal main building.

- n. Amending the definition of “Hard surfaced.” That the definition of “Hard surfaced” shall be amended to read as follows:

~~HARD SURFACED: A concrete, asphalt, surface, brick, stone or turf block, or other surface approved by the city engineer that is suitable for vehicle traffic.~~

- o. Amending the definition of “Off site.” That the definition of “Off site” shall be amended to read as follows:

~~OFF-SITE: A lot that is separate from the lot on which the principal use is located.~~

- p. Amending the definition of “Off street parking.” That the definition of “Off street parking” shall be amended to read as follows:

5071 OFF STREET PARKING: ~~Parking provided on private or public property, excluding~~
 5072 ~~public rights-of-way~~ A site or portion of a site devoted to the parking of automobiles
 5073 in an area that is not a public or private street or other public right-of-way, including
 5074 parking spaces, aisles, driveways, and associated landscaped areas.
 5075
 5076

- 5077 q. Amending the definition of “Outdoor dining.” That the definition of “Outdoor dining”
 5078 shall be amended to read as follows:

5079 OUTDOOR DINING: A dining area with seats and/or table(s) located outdoors of a
 5080 restaurant, brewpub, bar establishment, tavern, market, deli, ~~and~~ or other retail sales
 5081 establishment that sells food and/or drinks, and which is either: a) located entirely
 5082 outside the walls of the building of the subject business, or b) enclosed on two (2)
 5083 sides or less by the walls of the building with or without a solid roof cover, or c)
 5084 enclosed on three (3) sides by the walls of the building without a solid roof cover.
 5085

- 5086 r. Adding the definition of “Park and ride lot.” That Section 21A.62.040 shall be
 5087 amended to add the definition of “Park and ride lot”, which shall read as follows:

5088 PARK AND RIDE LOT: An area or structure intended to accommodate parked
 5089 vehicles for the general public, where commuters park their vehicles and continue
 5090 travel to another destination via public transit, carpool, vanpool, or bicycle. Parking
 5091 lot may be shared with other uses or stand alone.
 5092

- 5093 s. Adding the definition of “Parking garage.” That Section 21A.62.040 shall be
 5094 amended to add the definition of “Parking garage”, which shall read as follows:
 5095

5096 PARKING GARAGE: A structure or part of a structure used primarily for the
 5097 housing, parking, or storage of automobiles.
 5098

- 5099 t. Amending the definition of “Parking, intensified reuse.” That the definition of
 5100 “Parking, intensified reuse” shall be amended to read as follows:

5101 PARKING, INTENSIFIED REUSE: “Intensified reuse parking” means the change of
 5102 the use of a building or structure, the past or present use of which may or may not be
 5103 legally nonconforming as to parking, to a use which would require a greater number
 5104 of parking stalls available on site which would otherwise be required pursuant to
 5105 ~~s~~Section 21A.44.030, table 21A.44.030 21A.44.040 of this title. Intensified parking
 5106 reuse shall not include residential uses in ~~R~~residential Z~~oning~~ D~~istricts~~ other than
 5107 single room occupancy residential uses and unique residential populations.

- 5108
- 5109 u. Amending the definition of “Parking, intensified reuse.” That the definition of
- 5110 “Parking, intensified reuse” shall be amended to read as follows:
- 5111 PARKING LOT: ~~A paved, open area on a lot~~ An area on the surface of the land used
- 5112 for the parking of more than four (4) automobiles ~~whether free, for compensation, or~~
- 5113 ~~as an accommodation for clients and customers.~~ Areas designated for the display of
- 5114 new and used vehicles for sale are not included in this definition.
- 5115
- 5116
- 5117 v. Amending the definition of “Parking, off site” That the definition of “Parking, off
- 5118 site” shall be amended to read as follows:
- 5119 PARKING, OFF-SITE: ~~The use of a lot for required parking that is separate from the~~
- 5120 ~~lot of the principal use.~~ An off-street parking area intended to serve one or more uses
- 5121 and that is located on a different parcel or lot than the use(s) it is intended to serve.
- 5122
- 5123
- 5124 w. Deleting the definition of “Parking, off site (to support nonconforming uses in a
- 5125 residential zone or uses in the CN or CB zones).” That Section 21A.62.040 shall be
- 5126 amended to delete the definition of “Parking, off site (to support nonconforming uses
- 5127 in a residential zone or uses in the CN or CB zones)”:
- 5128 ~~PARKING, OFF SITE (TO SUPPORT NONCONFORMING USES IN A~~
- 5129 ~~RESIDENTIAL ZONE OR USES IN THE CN OR CB ZONES):~~ ~~See definition of~~
- 5130 ~~Parking, Off Site.~~
- 5131
- 5132 x. Deleting the definition of “Parking, park and ride lot.” That Section 21A.62.040 shall
- 5133 be amended to delete the definition of “Parking, park and ride lot”:
- 5134 ~~PARKING, PARK AND RIDE LOT: The use of a lot for parking as an adjunct to~~
- 5135 ~~mass transit.~~
- 5136
- 5137 y. Deleting the definition of “Parking, park and ride lot shared with existing use.” That
- 5138 Section 21A.62.040 shall be amended to delete the definition of “Parking, park and
- 5139 ride lot shared with existing use”:

~~PARKING, PARK AND RIDE LOT SHARED WITH EXISTING USE: See definition of Parking, Park And Ride Lot.~~

- z. Amending the definition of “Parking, shared” That the definition of “Parking, shared” shall be amended to read as follows:

~~PARKING, SHARED: “Shared parking” means off street parking facilities on one lot shared by multiple uses because the total demand for parking spaces is reduced due to the differences in parking demand for each use during specific periods of the day. Joint use of a parking lot or area for more than one principal use.~~

- aa. Amending the definition of “Parking space” That the definition of “Parking space” shall be amended to read as follows:

~~PARKING SPACE: Space within a parking area of certain dimensions as defined in eChapter 21A.44 of this title, exclusive of access drives, aisles, ramps, columns, for the storage of one vehicle passenger automobile or commercial vehicle under two (2) ton capacity.~~

- bb. Amending the definition of “Parking study” That the definition of “Parking study” shall be amended to read as follows:

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

- cc. Amending the definition of “Parking, tandem” That the definition of “Parking, tandem” shall be amended to read as follows:

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

5176 dd. Adding the definition of “Planning director.” That Section 21A.62.040 shall be
5177 amended to add the definition of “Planning director”, which shall read as follows:

5178 PLANNING DIRECTOR: The director of the Salt Lake City Planning Division, or
5179 his/her designee.

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5182 ee. Deleting the definition of “Planning official.” That Section 21A.62.040 shall be
5183 amended to delete the definition of “Planning official”:

5184 ~~PLANNING OFFICIAL: The director of the planning division of the department of~~
5185 ~~community and neighborhoods, or his/her designee.~~

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5187 ff. Adding the definition of “Primary entrance.” That Section 21A.62.040 shall be
5188 amended to add the definition of “Primary entrance”, which shall read as follows:

5189 PRIMARY ENTRANCE: The entrance to a building, parcel, or development most
5190 used by the public for day-to-day ingress and egress.

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5193 gg. Amending the definition of “Street” That the definition of “Street” shall be amended
5194 to read as follows:

5195 STREET: A vehicular way which may also serve for all or part of its width as a way
5196 for pedestrian traffic, whether called street, highway, thoroughfare, parkway,
5197 throughway, road, avenue, boulevard, lane, place, alley, mall or otherwise designated.

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5200 hh. Amending the definition of “Vanpool” That the definition of “Vanpool” shall be
5201 amended to read as follows:

5202 ~~VANPOOL: A mode of transportation where two (2) or more persons~~ group of
5203 seven (7) to fifteen (15) commuters, including the driver, who share a the ride in
5204 a van to or and from work or other destination on a regularly scheduled basis.

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5207 ii. Adding the definition of “Vehicle.” That Section 21A.62.040 shall be amended to add
5208 the definition of “Vehicle”, which shall read as follows:

VEHICLE: 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.

jj. Amending the definition of “Vehicle, electric” That the definition of “Vehicle, electric” shall be amended to read as follows:

VEHICLE, ELECTRIC: ~~An electric vehicle is a passenger~~ 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.

kk. Adding the definition of “Vehicle, recreational.” That Section 21A.62.040 shall be amended to add the definition of “Vehicle, recreational”, which shall read as follows:

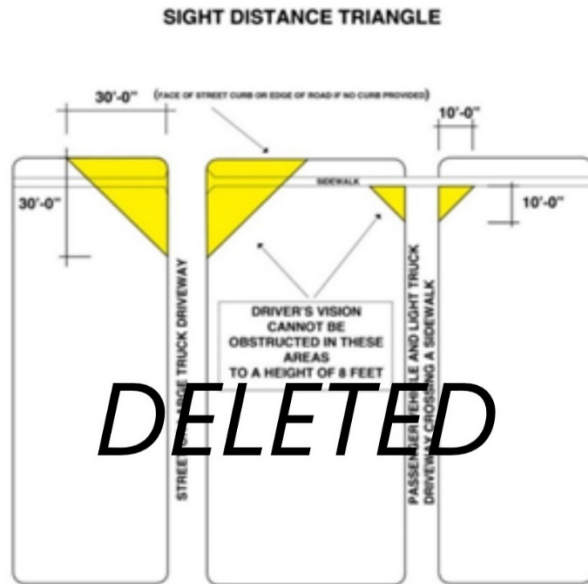
VEHICLE, RECREATIONAL: Any motorized vehicle and/or associated non-motorized equipment used for camping, traveling, boating, or other leisure activities including, but not limited to campers, boats, travel trailers, motor homes, snow mobiles, wave runners, and other vehicles designed for traveling on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

SECTION 257. Replacing Illustration I in Salt Lake City Code Section

21A.62.050. That Section 21A.62.050 of the *Salt Lake City Code* (Zoning: Definitions:

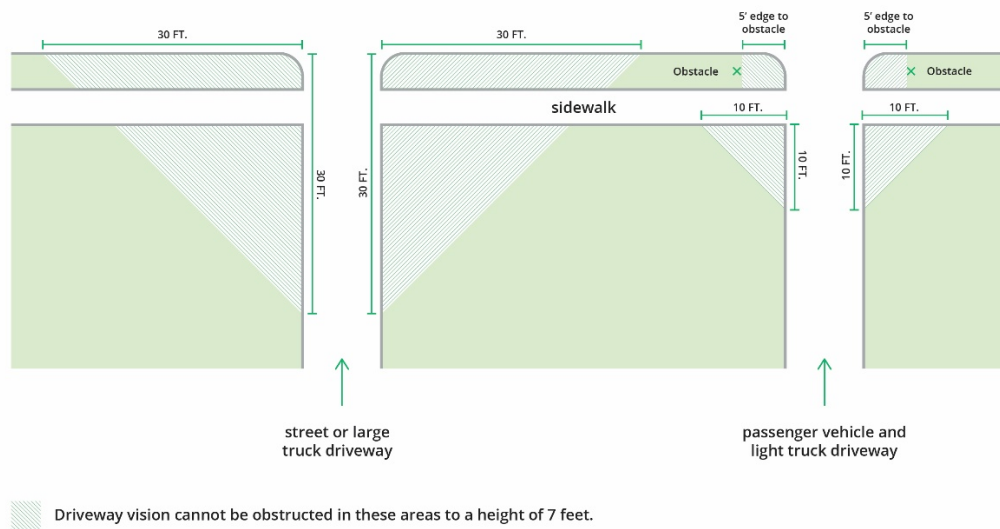
Illustrations of Selected Definitions) shall be, and hereby is amended to replace Illustration I as follows:

ILLUSTRATION I SIGHT DISTANCE TRIANGLE



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SIGHT DISTANCE TRIANGLE



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LEGISLATIVE DRAFT

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SECTION 26. Effective Date. This Ordinance shall become effective four months from
the date of its adoption; however, a land use applicant wishing to have the provisions of this
Ordinance apply to a land use application sooner may elect to have the provisions herein apply
following its first publication.

Passed by the City Council of Salt Lake City, Utah, this _____ day of _____,
202_.

CHAIRPERSON
ATTEST AND COUNTERSIGN:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER
(SEAL)

Bill No. _____ of 202_.
Published: _____.

Ordinance amending parking regulations (legislative)