

Jim Spung

Planning Commissioners,

In preparation for our discussion at the Planning Commission meeting, please review the attached draft Section 13.04.060: *Parking and Loading*, and come prepared with any questions or comments you have. We reviewed some of these concepts and ideas already through a PowerPoint presentation, but having the draft language will help provide a more thorough framework for discussion. I'm looking forward to our conversation.

Best,

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13.04.060 Parking and Loading

Commentary:

This section consolidates off-street parking standards from several sections of the current LDC. This draft includes a new table of minimum vehicle parking requirements that corresponds to the table of allowed uses presented in Installment 2 (ensuring that each proposed land use type has an associated off-street parking requirement). In the new table, the current minimum parking requirement for each use is listed (if one exists) in the middle column for comparison against the new proposed requirement. Some existing parking requirements include a broad range of land use types (e.g. “commercial retail sales and services”). In these cases, city staff used their judgment to assign a current parking standard to the proposed land use type most closely related to it.

Additionally the current code does not specify parking standards for many uses, as can be seen in the table below. City staff has suggested new standards for all use types, based generally on local and national research. We were not overly aggressive with the suggested new minimums in this draft (knowing that the city is very auto-dependent). The current standards column will be removed prior to adoption. These standards are for review and discussion purposes, revisions and modifications may be warranted throughout the public involvement process.

Several other new and revised sections are included in this draft, including parking adjustments, electric vehicle (EV) parking, use of vehicle parking areas, vehicle parking layout and design, bicycle parking, and off-street loading areas.

A. Purpose³¹⁷

This section is intended to provide off-street parking and loading facilities in proportion to the generalized parking, loading, and transportation demands of different land uses. This section is also intended to help protect the public health, safety, and general welfare by:

1. Providing for safe and convenient interaction between vehicles, bicycles, pedestrians, and other modes of travel;
2. Providing necessary access for service and emergency vehicles;
3. Providing flexible methods of responding to the transportation and access demands of various land uses in different areas of the city;
4. Establishing context-sensitive parking standards to reflect the current and future built environment;
5. Avoiding and mitigating traffic congestion and adverse impacts on residential neighborhoods;
6. Encouraging active transportation options and enhanced pedestrian safety;
7. Encouraging emission free vehicles;
8. Avoiding and mitigating the adverse visual and environmental impacts of large concentrations of exposed parking.
9. Reducing storm water runoff, reducing heat island effect from large expanses of pavement, improving water quality, and minimizing dust pollution;

B. Applicability³¹⁸

³¹⁷ Replaces first paragraph of current 13.24.010. This purpose statement provides more clarity for why parking and loading is regulated in Taylorsville.

³¹⁸ New.

The standards of this section shall apply to all development that meets the applicability thresholds established in §13.04.020: *Applicability*.

C. Calculations³¹⁹

1. Generally

- a. All parking and loading requirements that are based on square footage shall be calculated on the basis of gross floor area of the subject use, unless otherwise specified.³²⁰
- b. When measurements of the minimum number of required parking spaces for vehicles or bicycles result in a fractional number, any fraction of 0.5 or larger shall be rounded up to the next higher whole number.
- c. When measurements of the maximum number of required parking spaces for vehicles or bicycles result in a fractional number, that number shall be rounded down to the next lowest whole number.
- d. The following types of parking spaces shall not count towards the maximum parking requirement:
 - (1) Designated accessible parking (ADA parking);
 - (2) Parking spaces intended for storage of business vehicles, such as fleet vehicles, delivery vehicles, or vehicles on display associated with sales or rental; and
 - (3) Structured parking, underground parking, and parking within, above, or beneath the building(s) it serves.
 - (4) Lots containing more than one use shall provide parking and loading based on the shared parking calculations in §13.04.060F.2: *Shared and Off-Site Parking*.

2. Reduction of Existing Parking

Off-street parking or loading spaces existing on the effective date of this LDC shall not be modified in a way that would bring the property out of conformance with this §13.04.060: *Parking and Loading*, or in a manner that would increase the degree of existing nonconformity with these standards.

3. Unlisted Uses³²¹

For uses not listed in §13.04.060D: *Minimum Vehicle Parking Spaces*, the Director is authorized to establish a minimum and maximum parking requirement pursuant to §13.03.030E: *Classification of New and Unlisted Uses*.

D. Minimum Vehicle Parking Spaces

Each development or land use subject to this section shall provide at least the minimum number of off-street vehicle parking spaces required below, as those amounts may be modified by §13.04.060F: *Parking Adjustments*.

³¹⁹ New, unless otherwise noted.

³²⁰ From current 13.24.080(A).

³²¹ Replaces language in 13.24.080(A).

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DU = dwelling unit sq. ft. = square feet GFA = gross floor area	Minimum Number of Vehicle Parking Spaces Required CURRENT	Minimum Number of Vehicle Parking Spaces Required PROPOSED
Residential Uses		
Household Living		
Dwelling, single-family (detached)	4 per DU (2 in garage and 2 on paved surface)	4 per DU (2 in garage and 2 on paved surface)
Dwelling, single-family (attached)		
Dwelling, duplex		
Dwelling, triplex (NEW)		1-3 bedrooms = 2 per DU 4+ bedrooms = 0.75 per bedroom
Dwelling, fourplex (NEW)		
Dwelling, multifamily	1 bedroom = 1.5 per DU 2 bedrooms = 2 per DU 3+ bedrooms = 2.5 per DU guest = 0.25 per DU Note: There shall be no less than 1.5 covered parking spaces (1.0 carports, 0.5 garages) per DU	studio = 1 per DU 1 bedroom = 1.5 per DU 2 bedrooms = 1.75 per DU 3+ bedrooms = 0.75 per bedroom Guest = 1 per 5 DU For uses with over 10 DUs, at least 50 percent of required spaces shall be covered.
Dwelling, live/work (NEW)	--	3 per DU
Dwelling, manufactured home (HUD)	2 per DU plus 1 visitor space	2 per DU
Dwelling, mobile home		2 per DU
Manufactured home development		2 per DU
		Guest = 1 per 5 DU
Senior independent living (NEW)	1 per DU (The completed parking ratio may be reduced to 1 per DU for any congregate care facility, provided that adequate space is created and landscaped that can be converted to additional parking stalls to comply with the minimum. The area that is held in reserve for additional parking shall not be located within a required landscape setback area and shall not be used in the calculations for any required landscaping or open space coverage percentage.)	studio/efficiency = 0.5 per DU 1 bedroom = 0.75 per DU 2 bedrooms = 1 per DU 3+ bedrooms = 1.5 per DU Guest = 1 per 3 DU For uses over 10 DUs, at least 50 percent of required spaces shall be covered.
Group Living		
Assisted living facility	0.5 per bed, plus 10 percent for support staff/physicians, plus a bus only parking stall to meet the dimensions of a handicap parking stall	0.33 per bed
Continuing care retirement facility		0.5 per DU, plus 0.25 per bed
Homeless shelter	--	1 per 1,000 sq. ft. GFA
Fraternity or sorority house	--	1 per bed
Group care home FHA, small (NEW)	0.5 per bed ³²²	

³²² From "rehab center."

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Group care home FHA, large (NEW)		Per underlying residential standard, plus: 1 stall per on-site staff member; and additional parking as required per §13.06.080B: Reasonable <i>Accommodation</i>
Student housing or dormitory (NEW)	--	0.5 per bed
Supportive housing, small	0.5 per bed ³²³	0.5 per bed
Supportive housing, large		
Public, Institutional, and Civic Uses		
Community and Cultural Facilities		
Arts or cultural center	--	1 per 400 sq. ft. GFA
Cemetery or interment facility	determined by the planning commission	no requirement
Club or lodge	1 per 285 sq. ft. GFA	1 per 300 sq. ft. GFA
Crematorium	determined by the planning commission	1 per 1,000 sq. ft. GFA
Day care center, adult	1 per 250 sq. ft. of activity or assembly area.	1 per 300 sq. ft. GFA
Day care center, child	Childcare facilities providing care or instruction to 10 or more individuals at any one time shall also provide a designated passenger loading/unloading zone	
Events center, large	--	1 per 100 sq. ft. GFA or 1 per 4 fixed seats; whichever is more
Events center, small	--	
Funeral home or mortuary	--	1 per 400 sq. ft. GFA
Jail or detention facility	--	1 per 350 sq. ft. GFA
Park or open space, active	determined by the planning commission	no requirement
Park or open space, passive (NEW)		no requirement
Public service facility	--	director determination
Religious assembly	1 per 4 seats	1 per 4 fixed seats
Educational and Healthcare Facilities		
Hospital	2 per bed	1 per 2 patient beds, based on maximum design capacity; plus 1 per 300 sq. ft. office and administrative area
Medical Office or Clinic	1 per 200 sq. ft. GFA	1 per 300 sq. ft. GFA

³²³ From "rehab center."

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School, college or university	--	1 per 500 sq. ft. office, research, and library area; plus 1 per 6 seats in assembly areas
School, public or private	Elementary or middle school = 1 per teacher/staff, plus 1 per classroom	Elementary or middle school = 1 per 3 seats in main auditorium or 3 spaces per classroom, whichever is greater
School, charter	High school = 1 per teacher/staff, plus 1 per non-bussed students	High school = 1 per 3 seats in main auditorium or 6 spaces per classroom, whichever is greater
School, vocational or trade	1 per instructor, plus 4 visitor spaces, and 4 queuing spaces; plus one visitor space per 5 students or portion thereof allowed beyond the first 20 students. Drop Off Area: An on-site drop off area shall be provided.	1 per 400 sq. ft. GFA
Commercial Uses		
Animal Uses		
Kennel, commercial	--	1 per 500 sq. ft. GFA
Pet grooming	--	1 per 500 sq. ft. GFA
Veterinary hospital or clinic	1 per 200 sq. ft. GFA	1 per 500 sq. ft. GFA
Entertainment and Recreation		
Amenity center (NEW)	--	1 per 250 sq. ft. GFA
Recreation facility, indoor	Bowling = 5 per lane Movie theater/concert hall = 1 per 4 seats Skating rink = 1 per 333 sq. ft. GFA of skating area Other = determined by the planning commission	Bowling or similar use = 2 per lane Theaters, auditoriums, gymnasiums, fieldhouse, or similar use = 1 per 4 seats Health club, fitness facility, or similar use = 1 per 250 sq. ft. GFA Other uses: Director Determination

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Recreation facility, outdoor	determined by the planning commission	Stadiums, outdoor theaters, or similar uses = 1 per 4 seats in assembly areas Playing fields = 40 per field. If fixed seating is provided, 1 space per 4 seats Golf course = 4 per hole Miniature golf or driving range = 3 per hole; or 1.5 per driving bay Sports courts = 4 per court; or if fixed seating is provided, 1 per 4 seats
Sexually oriented business	--	1 per 350 sq. ft. GFA
Food, Beverage, and Lodging		
Bar or dance club	1 per 285 sq. ft. GFA	Indoor seating area = 1 per 200 sq. ft. GFA Outdoor seating area = 1 per 350 sq. ft. GFA
Bed and breakfast	1 per guestroom plus 1 per owner/employee	1 per guestroom
Catering establishment (NEW)	--	1 per 1,000 sq. ft. GFA
Hotel, full service	1.0 per guestroom; plus 1 per 200 sq. ft. of assembly, conference space, banquet, sit down restaurant facility, and office space	1 per guestroom, plus 1 per 300 sq. ft. of meeting space; or if fixed seating is provided, 1 per 4 seats
Hotel, limited service (NEW)		
Residence hotel (NEW)		
Restaurant	1 per 100 sq. ft. GFA	Indoor seating area = 1 per 150 sq. ft. GFA Outdoor seating area = 1 per 350 sq. ft.
Short-term rental	--	per underlying residential use
Office, Business, Professional, and Personal Services		
Bank or financial institution	1 per 200 sq. ft. GFA	1 per 400 sq. ft. GFA
Nondepository institution		
Fitness center, small	determined by the planning commission	1 per 250 sq. ft. GFA
Fitness center, large		
Office	Professional = 1 per 200 sq. ft. GFA Call center = 1 per 166 sq. ft. GFA	1 per 300 sq. ft. GFA
Personal service, small (NEW)	1 per 200 sq. ft. GFA	1 per 400 sq. ft. GFA
Personal service, large (NEW)		
Body art studio	Exceptions: Reduction may be allowed by the planning commission for retail businesses and shopping centers over 80,000 square feet	

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Retail Sales		
Alcohol sales, off-premise consumption	1 per 200 sq. ft. GFA	1 per 350 sq. ft. GFA
Tobacco specialty business	Exceptions: Reduction may be allowed by the planning commission for retail businesses and shopping centers over 80,000 square feet	1 per 500 sq. ft. GFA
Pawn shop		1 per 500 sq. ft. GFA
Retail sales, small (NEW)		1 per 500 sq. ft. GFA
Retail sales, medium (NEW)		1 per 400 sq. ft. GFA
Retail sales, large (NEW)		1 per 350 sq. ft. GFA
Retail sales, big box (NEW)		1 per 500 sq. ft. GFA
Transportation, Vehicles, and Equipment		
Equipment sales or rental	1 per 200 sq. ft. GFA Exceptions: Reduction may be allowed by the planning commission for retail businesses and shopping centers over 80,000 square feet	1 per 400 sq. ft. GFA
Parking facility, private	--	no requirement
Parking facility, public	--	
Vehicle fuel station	--	0.75 per fuel or charging bay
Vehicle repair, major	1 per 200 sq. ft. GFA	1 per 300 sq. ft. of indoor sales/leasing/office area; plus 1 per service bay
Vehicle repair, minor		
Vehicle sales or leasing	determined by the planning commission	
Vehicle wash	--	1 per 400 sq. ft. GFA retail, office, waiting area; plus 1 per detailing bay
Industrial Uses		
Manufacturing and Processing		
Food production or processing	--	1 per 1,000 square feet processing area; plus 1 per 500 square feet retail area
Manufacturing, low-impact	1 per 1,000 sq. ft. GFA	1 per 1,500 sq. ft. GFA
Storage and Warehousing		
Contractor's office (NEW)	--	1 per 300 sq. ft. office area; plus 1 per 1,500 sq. ft. warehouse/wholesaling area
Storage, self-service	1 per 1,000 sq. ft. GFA	1 per 300 sq. ft. office area; plus 1 per 30 storage units
Warehouse or wholesale facility	1 per 1,000 sq. ft. GFA	1 per 1,500 sq. ft. warehouse/wholesaling area; plus 1 per 300 sq. ft. office area
Utilities and Communication		
Wireless telecommunication facility	--	no requirement
Public utility station	--	

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Solar energy system	--	
Wind conversion	--	
Accessory Uses		
Accessory dwelling unit, detached (NEW)	--	1 space in addition to required parking for underlying residential use
Accessory dwelling unit, internal	1 space, in addition to required parking for underlying residential use	
Accessory structures	--	no requirement
Drive-through	--	no requirement
Farm animals	--	no requirement
Guesthouse	1 space, in addition to required parking for underlying residential use	no requirement
Home occupation	2 spaces (min. 360 sq. ft. of paved hard surface area) shall be provided for clients, customers, or patrons of the home occupation business in addition to required residential parking. The director may waive the additional parking for home occupations located in PUDs, manufactured home parks, condominium developments, and apartment complexes.	Per §13.03.060C.7: <i>Home Occupation</i>
Household pets	--	no requirement
Outdoor retail and display	1 per 200 sq. ft. GFA	If outdoor sales and display area is less than 20 percent of the size of the indoor use, then no additional parking is required. If outdoor sales and display area is 20 percent or more of the size of the indoor use, then the outdoor sales and display areas that exceed 20 percent of the indoor areas shall provide additional parking at the same rate as the underlying land use.
Outdoor storage (NEW)	--	no requirement
Swimming pool	--	
Temporary Uses		
Construction support activities	Determined on a case-by-case basis at time of temporary use permit	Determined on a case-by-case basis at time of temporary use permit
Mobile food vending		
Portable storage container		
Real estate sales or model home		
Seasonal sales		
Special event		

1. Director Determination

For uses in §13.04.060D: *Minimum Vehicle Parking Spaces*, that require a Director's determination, or for uses not expressly listed in §13.04.060D: *Minimum Vehicle Parking Spaces*, the Director is authorized to:

- a. Apply the minimum off-street parking space requirement specified in §13.04.060D: *Minimum Vehicle Parking Spaces*, for the listed use that is deemed most similar to the proposed use; or
- b. Establish the minimum off-street parking space requirement by reference to standards in parking resources published by the Institute of Traffic Engineers (ITE), Urban Land Institute, the International Council of Shopping Centers, the American Planning Association, or other acceptable source of parking demand data for uses and/or combinations of uses of comparable activities, scale, bulk, area, and location; or
- c. Establish the minimum off-street parking space requirement based on local or national best practices; or
- d. Establish the minimum off-street parking space requirement based on a demand study submitted by the applicant. Such a study shall be prepared according to 13.04.060F.7: *Parking Demand Study*.

2. Master Site Plan

Off-street parking requirements for developments that require master site plan review in accordance with §13.06.050C: *Master Site Plan*, shall be determined by the decision-making body after review of a parking demand study prepared according to 13.04.060F.7: *Parking Demand Study*.

E. Maximum Vehicle Parking Spaces

Commentary:

These standards replace current 13.24.030(E): *Excessive Parking*, and 13.37.002(I)(11) from the Taylorsville Design Standards Manual related to overparking. These proposed maximum parking standards are intended to strengthen current policy through objective standards. The aim is to reduce stormwater runoff, minimize urban heat island effect, minimize negative impacts associated with large expanses of vacant parking areas, and encourage the efficient use of land. Rather than propose a maximum standard for each use type, this draft establishes a maximum percentage threshold above the minimum parking requirements (no more than a specified percent of the minimum parking required).

An alternative approached is to craft specific standards that would require any parking provided over a certain amount to satisfy certain criteria (e.g., be surfaced with permeable pavers, additional landscaping, or provide some other benefit to minimize the environmental impacts of the extra pavement).

1. Residential Uses

In no case shall any use listed under the residential use category provide more than 150 percent of the minimum number of off-street parking spaces required by §13.04.060D: *Minimum Vehicle Parking Spaces*, unless otherwise allowed in this LDC. This maximum shall not apply to legally established dwelling units in a Residential zoning district, as established in §13.02.020: *Zoning Districts Established*.

2. Nonresidential Uses

In no case shall any nonresidential use provide more than 125 percent of the minimum number of off-street parking spaces required by §13.04.060D: *Minimum Vehicle Parking Spaces*, unless otherwise allowed by this LDC.

3. Mixed-Use Development

For mixed-use development (development including both residential and nonresidential uses on the same lot), the maximum vehicle parking allowance shall be the cumulative sum of the calculations of paragraphs (1) and (2) above, unless otherwise allowed by this LDC.

F. Parking Adjustments³²⁴

1. Generally

- a. The decision-making body may approve parking adjustments that result in a cumulative adjustment not to exceed 33 percent of the minimum or maximum vehicle parking spaces required by §13.04.060D: *Minimum Vehicle Parking Spaces*, and §13.04.060E: *Maximum Vehicle Parking Spaces*, in accordance with the following standards.
- b. Projects that incorporate affordable housing in accordance with 13.04.060F.5: *Affordable Housing*, may provide parking adjustments that exceed 33 percent of the minimum or maximum vehicle parking spaces required by §13.04.060D: *Minimum Vehicle Parking Spaces*, and §13.04.060E: *Maximum Vehicle Parking Spaces*.
- c. The minimum number of required accessible, EV, and bicycle parking spaces shall not be reduced through parking adjustments.

2. Shared and Off-Site Parking³²⁵

- a. Where a minimum number of parking spaces is required by §13.04.060D: *Minimum Vehicle Parking Spaces*, the owners of two or more properties may join together to provide the required parking spaces for their respective uses. Upon request by the owners and after review of the request, the decision-making body may authorize the shared use of parking facilities subject to the following:
 - (1) Any property using shared parking facilities for residential uses shall be located within 300 feet (measured along a legal pedestrian route) of the entrance to each residential building for which the shared and/or off-site parking is provided.
 - (2) Any property using shared parking facilities for non-residential uses shall be located within 500 feet (measured along a legal pedestrian route) of the entrance to each non-residential building for which the shared and/or off-site parking is provided.
 - (3) The parking for the specific uses occurs at alternating time periods; and
 - (4) The required parking is determined based on parking demand for the peak parking period, as determined by a parking demand study, pursuant to §13.04.060F.7: *Parking Demand Study*, approved by the decision-making body.
- b. The owners of record involved in the joint use of shared parking facilities shall submit written documentation of the continued availability of the shared parking arrangement to the decision-making body for review. The decision-making body may approve the shared parking arrangement if the decision-making body determines that the

³²⁴ Replaces current 13.24.030. Current standards require Planning Commission review and approval for any increase or decrease in parking standards. These new standards authorize the decision-making body to approve adjustments and identify several scenarios where reductions or increases may be warranted and include objective criteria by which decision are made.

³²⁵ Replaces current 13.24.030(A)(1); 13.24.030(C); and 13.37.002(I)(12). Reworded for clarity and consistency.

documentation demonstrates the continued availability of the shared parking facility for a reasonable period of time. No development permits or business licenses shall be issued until the decision-making body has approved the shared parking documentation.

- c. If the shared parking arrangement is later terminated or modified and the decision-making body determines that the termination or modification has resulted in traffic congestion, overflow parking in residential neighborhoods, or threats to pedestrian, bicycle, or motor vehicle safety, the property owners involved in the shared parking arrangement may be held in violation of this LDC.

3. **Transit Adjustment**

Except for single-family detached dwelling uses, the minimum number of required off-street parking spaces required in §13.04.060D: *Minimum Vehicle Parking Spaces*, shall be reduced by 10 percent for developments where the primary building entrance is located within one-quarter mile (1,320 feet) of a fixed transit station platform, measured along the most direct ADA compliant pedestrian route. The resulting minimum parking requirement shall be used when calculating the maximum vehicle parking allowed.

4. **Motorcycle Adjustment**

For every four motorcycle parking spaces provided, the number of standard vehicle spaces may be reduced by one, provided that each motorcycle parking space is at least four and one-half feet wide and at least eight feet long and is clearly posted or marked as a motorcycle parking space. The motorcycle parking reduction may not be used to reduce the minimum number of standard vehicle parking spaces by more than five percent.

5. **Affordable Housing**

- a. The minimum number of off-street parking spaces required in §13.04.060D: *Minimum Vehicle Parking Spaces*, for affordable dwelling units may be reduced according to the factors below. To qualify, at least 25 percent of the total number of dwelling units in the project must be income-restricted for a period of at least 25 years.

Percent of the Salt Lake County Median Family Income (AMI)	Parking Reduction Factor
at or below 30% AMI (Very Low-Income)	2.0
between 30-50% AMI (Low-Income)	1.6
between 50-80% AMI (Moderate-Income)	1.3
between 80-100% AMI	1.1

- b. To calculate the revised minimum parking requirement, calculate the minimum off-street parking requirement for the affordable units per §13.04.060D: *Minimum Vehicle Parking Spaces*, then divide that sum by the parking reduction factor in the same row as the target AMI provided in the table above.

6. Senior Housing

The minimum number of required off-street parking spaces required in §13.04.060D: *Minimum Vehicle Parking Spaces*, shall be reduced by 15 percent for senior residential units that are age-restricted for purchase or occupancy by persons 65 years of age or older, for a period of at least 25 years. To qualify for this reduction, at least 25 percent of the total number of dwelling units in the project must be age-restricted.

7. Parking Demand Study

The decision-making body may apply the off-street parking standards on the basis of a parking demand study submitted by the applicant. Such a study shall estimate parking demand for the proposed use based on the recommendations of the Institute of Traffic Engineers (ITE), Urban Land Institute (ULI), the International Council of Shopping Centers (ICSC), the American Planning Association (APA), or other acceptable source of parking demand data for uses and/or combinations of uses of comparable activities, scale, bulk, area, and location. If the decision-making body determines the information and assumptions used in the study are reasonable and that the study accurately reflects anticipated off-street vehicle parking demand for the proposed development, use, or combination of uses, the decision-making body may authorize a reduction or increase in required off-street vehicle parking spaces based on that study.

8. Adjustments to Parking Maximums

No use shall provide off-street parking spaces in an amount exceeding the maximum established in §13.04.060E: *Maximum Vehicle Parking Spaces*, unless approved by the decision-making body based on the following:

- a. The proposed development has unique or unusual characteristics that typically do not apply to comparable uses, such as high sales volume per floor area or low parking turnover, that create a parking demand that exceeds the maximum ratio; and
- b. The applicant submits a demand study pursuant to §13.04.060F.7: *Parking Demand Study*, demonstrating the above; or
- c. Parking spaces provided above the maximum required are within an approved structured parking facility in accordance with §13.04.060J.2: *Structured Parking*; or
- d. Parking spaces provided above the maximum required are constructed with approved pervious surfaces; or
- e. Parking spaces provided above the maximum required are equipped with Level 2 Charge Stations or DC Fast Chargers, in accordance with §13.04.060H: *Electric Vehicle (EV) Parking*.

G. Accessible Parking³²⁶

All areas of newly designed or newly constructed buildings and facilities required to be accessible under federal and state law shall comply with the standards set forth in the International Building Code (IBC) as adopted in the City of Taylorsville Code of Ordinances and the American with Disabilities Act (ADA), as amended.

H. Electric Vehicle (EV) Parking³²⁷

³²⁶ Replaces current 13.24.070.

³²⁷ New standards to support an adequate supply of electric vehicle charging stations. Reference new definitions for EV-installed, EV-capable, EV-ready, Level 2 charge stations, and DC Fast chargers.

All multifamily, mixed-use, and nonresidential development where vehicle parking is required pursuant to §13.04.060D: *Minimum Vehicle Parking Spaces*, shall comply with the following standards.

1. Required EV Parking Spaces

Total Off-Street Vehicle Parking Spaces Provided	Minimum Number of EV Spaces Required
0-25	no requirement
26-50	1 EV Ready Parking Space
51-300	5% of spaces equipped with Level 2 Charge Stations or DC Fast Chargers
300+	15 Level 2 Charge Stations or DC Fast Chargers

- a. Each EV parking space provided shall be counted towards the minimum off-street parking requirements for the project but shall not count against any limit on the maximum number of off-street parking spaces permitted.
- b. Electrical vehicle charging spaces may not be limited to a specific vehicle manufacturer to count toward the number of required parking spaces.

2. Adjustment of EV Parking Requirements

When the cost of installing EV parking spaces required by Subsection (1) exceeds 10 percent of the total project cost, the applicant may submit to the decision-making body a cost estimate for the total project and for the EV installations required and may request a reduction in the EV parking requirements, and the decision-making body may approve an adjustment in the required numbers or types of EV parking facilities to limit installation costs to no more than 10 percent of the total project costs.

3. Dimensions and Design

- a. All EV parking spaces shall meet the minimum dimensional standards of §13.04.060J.3: *Parking Dimensional Standards*, except that the minimum width of an EV space shall be 10 feet.
- b. EV charging equipment shall be designed and located to not impede pedestrian or vehicle travel or create hazards within the public right-of-way.
- c. Charging equipment shall be protected by curbing, wheel stops, bollards, or similar devices to prevent damage.
- d. Charging cords shall be retractable or have a hanging or storage location outside of pedestrian pathways.
- e. Cords connecting chargers to vehicles shall not cross driveways, sidewalks, or loading areas.
- f. EV parking spaces with an installed EV charging station shall be signed to reserve the parking space for EV users.
- g. All EV charging stations shall include an emergency power shutoff located in a location easily accessible by emergency responders.

I. Use of Parking Areas³²⁸

³²⁸ New.

1. Exclusive Use

Required vehicle and bicycle parking spaces shall be maintained and used exclusively for the tenants, occupants, and patrons of the buildings or uses on the site and may not be rented or leased to the general public or to those who are not tenants, occupants, or patrons of the buildings or uses where the parking is located unless:

- a. Otherwise allowed under the shared parking standards pursuant to §13.04.060F.2: *Shared and Off-Site Parking*; or
- b. The proposed use is allowed pursuant to §13.03.040: *Table of Uses*.

2. Storage, Occupancy, or Similar Uses

Vehicle parking spaces, including both required and excess parking spaces, shall not be used as storage areas, unless storage within said areas is allowed pursuant to §13.03.040: *Table of Uses*.

3. Inoperable or Lapsed Registration

The parking of vehicles or trailers without current state registration or in an inoperable condition shall not be parked in off-street vehicle parking spaces unless:

- a. The vehicle or trailer is associated with a licensed facility where vehicle repair is authorized pursuant to §13.03.040: *Table of Uses*; or
- b. The vehicle or trailer is located within an approved outdoor storage area in accordance with §13.03.040: *Table of Uses*; or
- c. The vehicle or trailer is within a completely enclosed building and is not visible from public view.

4. Recreational Vehicles and Trailers³²⁹

A recreational vehicle or trailer may be parked on a residential lot or parcel with a primary residential dwelling, subject to the following standards:

- a. A maximum of one recreational vehicle or trailer is allowed per dwelling unit. Recreational vehicles or trailers parked behind the front wall of the primary dwelling or within an enclosed structure shall not be counted toward this maximum.³³⁰
- b. Recreational vehicles and trailers shall not be parked in required off-street parking spaces required by §13.04.060D: *Minimum Vehicle Parking Spaces*;
- c. All recreational vehicles and trailers shall be parked on an approved surface in accordance with §13.04.060J.1: *Surface Parking*. Properties approved to have large farm animals in accordance with §13.03.060C.5: *Farm Animals*, may park animal transport trailers on a gravel or hard surface within the rear setback area.
- d. The maximum body length of an enclosed trailer is 20 feet. The maximum body length of an open trailer is 16 feet. For purposes of this standard, trailer length does not include the trailer tongue. This standard does not apply to trailers parked behind the front wall of the primary dwelling and screened with a six-foot high solid fence or wall or trailers that are parked within an enclosed structure.

³²⁹ Replaces current 13.24.040(D). Standards related to trailers are new, that topic is not addressed in the current code.

NOTE: The city is considering carrying forward standards related to the overall size envelope of vehicles allowed in residential zones. These standards apply to commercial vehicles in the current code, but could be modified to also include RVs (e.g., vehicles must fit within an imaginary box 10 feet tall and 25 feet long).

³³⁰ Reworded to exempt vehicles and trailers within an enclosed structure. Changed limit from one per dwelling to one per lot or parcel.

- e. Auto transport trailers designed to transport more than one vehicle or that exceed the body length requirements in paragraph (d) above are prohibited and shall not be parked on-site.
- f. Recreational vehicles or trailers shall not be parked in a manner that encroaches into required "sight visibility triangle" as defined in §---.

[image]

5. **Commercial Vehicles**³³¹

A commercial vehicle or trailer may be parked on a residential lot or parcel with a primary residential dwelling, subject to the following standards:

- a. The commercial vehicle shall not exceed a 10,000-pound gross vehicle weight rating or have more than two axles. Semi-tractors, semi-trailers, semi-trucks, tow trucks, tanker trucks, box vans, delivery vans, and similar vehicles are prohibited and shall not be parked on-site or within a public right-of-way.
- b. A maximum of one commercial vehicle is allowed per lot or parcel. Commercial vehicles parked within an enclosed structure shall not be counted toward this maximum.³³²
- c. Unless it is physically impossible due to topography or property boundaries, the commercial vehicle shall be parked behind the front wall of the primary dwelling and screened with a solid six-foot high fence or wall.
- d. All commercial vehicles shall be parked on an approved surface in accordance with §13.04.060J.1: *Surface Parking*, and shall not encroach or overhang on any sidewalk or pedestrian way.
- e. Overnight parking of a commercial vehicle within a public right-of-way is prohibited;
- f. Commercial vehicles shall not be parked in a manner that encroaches into required "sight visibility triangle" as defined in §---.

[images]

6. **Prohibited Parking**³³³

No parking shall occur in any alley, drive aisle, service or delivery area (other than for a minimal period of time needed for the delivery of goods and materials), or other location designed for through traffic unless:

- a. Such area was identified as parking on the original approved site plan; or
- b. The original approved site plan has been modified to allow for the area to be used for parking and such parking complies with the requirements of this LDC.

J. **Vehicle Parking Layout and Design**

1. **Surface Parking**

a. **Single-Family, Duplex, Triplex, Fourplex, and Manufactured Home Dwelling Uses**

- (1) Vehicle parking shall only be allowed on a hard surface pursuant to §13.04.060J.5: *Surface Materials*.³³⁴

³³¹ Replaces current 13.24.040(E). The current standards include specific standards based on commercial vehicle length and height. This draft replaces those standards with a general limitation that commercial vehicles may not exceed 10,000 pounds gross vehicle weight. Expanded the list of prohibited commercial vehicles beyond semis. Did not carry forward the standard prohibiting storage of a commercial vehicle exceeding 72 hours, this is difficult to enforce.

³³² Reworded to exempt vehicles within an enclosed structure. Changed limit from one per dwelling to one per lot or parcel.

³³³ From current 13.24.030(F).

³³⁴ From current 13.24.040(A). Replaces current 13.25.010(B).

- (2) The maximum area of hard surface for the purpose of parking vehicles on a residential lot shall not exceed:
 - (A) 20 percent of the front yard area. The hard surface area extending the width of the garage door between the garage and the right-of-way is exempt from this calculation;
 - (B) 35 percent of the rear yard; and
 - (C) One of the two side yards.
- (3) Properties with a circular driveway shall comply with the standards in §---.³³⁵

[insert illustration here]

b. All Other Uses

- (1) Vehicle parking shall only be allowed on a hard surface pursuant to §13.04.060J.5: *Surface Materials*.
- (2) Vehicle parking in the front yard (areas located between the primary building façade and the adjacent street frontage) is only allowed when:³³⁶
 - (A) The property is not located within the MU-S, MU-M, or MU-L zoning district;
 - (B) The property has frontage along an arterial street, as identified in the Taylorsville General Plan;
 - (C) The vehicle parking stall(s) and drive aisle(s) located between the primary building façade and the front property line do not exceed 60 feet in depth; and
 - (D) The landscape and screening requirements established in §13.04.070H: *Parking Lot Landscaping*, are satisfied; or
 - (E) A master site plan with an alternate layout has been approved, in accordance with §13.06.050C: *Master Site Plan*.

[insert illustration here]

c. Below-Grade Parking Standards

- (1) Below-grade vehicle parking shall be constructed in accordance with §13.02.100D: *FPO – Floodplain Overlay*.
- (2) Below-grade vehicle parking is permitted to property lines; but shall be designed to satisfy the landscape requirements established in §13.04.070: *Landscaping, Buffering, and Fences*.
- (3) Except for vehicle entrances and exits serving the parking area, below-grade vehicle parking shall not be visible from the public right-of-way.

2. Structured Parking³³⁷

a. Location

- (1) Unless ground-level retail is provided in accordance with paragraph (b) below, parking structures shall be located an additional 10 feet beyond the minimum

³³⁵ From current 13.20.050(C) and 13.24.040(B). Updated language to be clearer.

³³⁶ Expands current 13.37.002(I)(1), (2), and (3); and 13.23.260(E)(12)(a) and (b). This draft replaces more permissive language in the Design Standards Manual and would no longer require the Planning Commission to approve alternatives, except in the case of a Master Site Plan review.

³³⁷ Replaces current 13.24.090; 13.37.003(F); and 13.23.260(E)(12)(c). Did not carry forward 13.24.090(C) related to parking stall size alternatives in a parking structure – these are no longer relevant because the minimum parking stall size has

setback or build-to-range required in the underlying zoning district to allow for additional landscape screening.³³⁸

- (2) Parking structures shall not be located between the front building façade and the adjacent street frontage.
- (3) Parking structures shall meet the minimum building height requirements of the underlying zoning district.

b. Ground-Level Land Use

The ground-level of parking structures in the MU-S, MU-M, and MU-L zoning districts shall include a minimum 20-foot space behind the street-facing parking structure façade to accommodate occupancy by a retail, office, civic, or other nonresidential use allowed in §13.03.040: *Table of Uses*. This space shall include standard retail floor to ceiling heights and structural bay spacing. The decision-making body may modify or reduce this requirement based on a market study at the time of development.

c. Exterior Design³³⁹

- (1) The maximum frontage of a parking structure along any one block face shall be 200 feet.
- (2) The façade(s) of a parking structures that front on a public or private street shall comply with the building design standards established in §13.04.080: *Site and Building Design*.
- (3) Vehicle ramps within the parking structure shall not be visible from public or private streets.
- (4) Steel parking garages and steel guard cables on parking structure façades are prohibited.
- (5) In the MU-S, MU-M, and MU-L zoning districts, all parking garages shall be constructed with flat parking decks and include structural alterations to allow for re-use of all or portions of the structure when parking demand wanes.

3. Parking Dimensional Standards³⁴⁰

All on-site parking and maneuvering areas shall be constructed according to the following dimensional standards:

- a. All parking aisles shall terminate with a bump-out for turnaround maneuverability.
- b. Unobstructed, direct, and convenient access for vehicles to and from the public or private street, as applicable, shall be provided for all off-street parking spaces and shall be designed to allow vehicles to enter and exit in forward drive.
- c. Parking spaces and drive aisles shall comply with the following dimensional standards. The letters (A through E) in the figure below correspond with the dimensions in the table below:³⁴¹

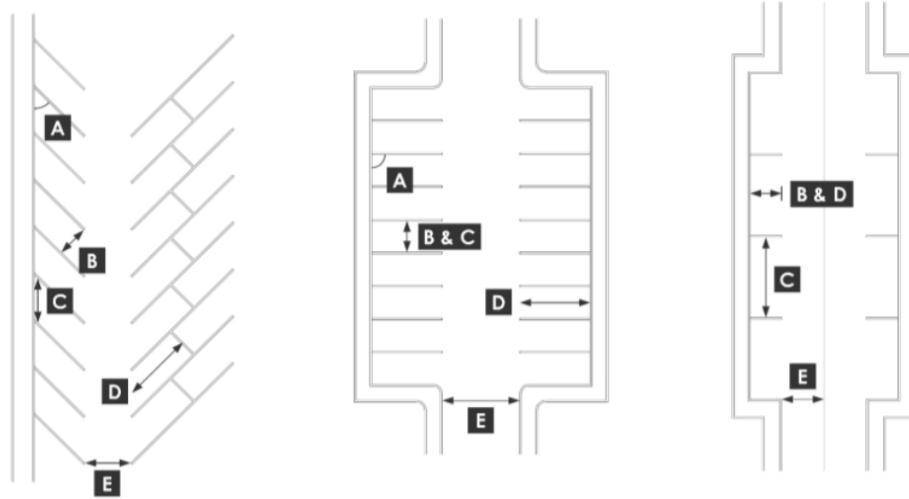
already been reduced from 9' x 20' to 9' x 18'. Did not carry forward current 13.23.220(H)(1) requiring projects exceeding five stories in the Research and Development (RD) zoning district to provide structured parking.

³³⁸ Replaces current 13.24.090(A) and 13.24.090(E). Updated to require additional setback for landscape buffer when ground-level retail isn't present.

³³⁹ Expands current 13.24.090(D).

³⁴⁰ Replaces current 13.24.100. Did not carry forward compact parking standards in current 13.24.020(D). Did not carry forward minimum garage size in current 13.24.020(B)(3)(e).

³⁴¹ Replaces current 13.24.020(B)(1) and 13.24.050(D). Increased width of parallel space from 8 feet to 8.5 feet. Updated aisle widths according to one-way or two-way travel, current code requires 24-foot width regardless.



Parking Angle A	Stall Width B	Curb Length C	Stall Depth D	One-Way Aisle Width [2] E	Two-Way Aisle Width E
0° (parallel)	8' 6"	22' 0" [1]	n/a	12' 0"	24' 0"
30°	9' 0"	18' 0"	18' 0"	18' 0"	24' 0"
45°	9' 0"	12' 5"	18' 0"	18' 0"	24' 0"
60°	9' 0"	10' 5"	18' 0"	18' 0"	24' 0"
90° ³⁴²	9' 0"	9' 0"	18' 0"	20' 0"	24' 0"

Notes:

[1] End spaces may be a minimum of 20 feet in length where no obstruction exists.

[2] Additional width may be required to comply with applicable Fire Codes.

- d. The final decision-making body may approve alternative standards based on a professionally recognized source of parking design, pursuant to the minor modification process outlined in §13.06.080A: *Minor Modification*.
- e. Fire lanes shall be provided as required by applicable Fire Code(s). Parking, queuing, stacking, and drive-through lanes shall not conflict with fire lanes or required emergency access.³⁴³

4. Stormwater Drainage

- a. Stormwater drainage plans for off-street vehicle parking areas shall be reviewed and approved by the city.
- b. Surface water drainage shall not flow across a sidewalk or pedestrian way.
- c. For all parking lots containing 10 or more vehicle parking spaces, at least one of the following best management practices shall be used to improve stormwater infiltration and water quality:

³⁴² Updated length of parking stalls from 20 feet to 18 feet. Did not carry forward provisions allowing for reduced length in current 13.24.020(B)(3).

³⁴³ Replaces current 13.24.140.

- (1) Treatments such as bioretention basins, vegetated swales, and/or culvert outfalls designed to the specifications of the City's Engineering Department shall be installed; or
 - (2) Permeable pavement materials shall be installed in non-fire lane areas covering at least 25 percent of the total parking lot area; or
 - (3) Other combinations of best management practices for stormwater infiltration and water quality subject to approval by the Community Development and Engineering Departments.
5. **Surface Materials**
- a. Except as stated in paragraph (4) above, or an exception is provided elsewhere in this LDC, all areas used for vehicle driving and parking shall be on an improved surface of concrete, asphalt, pavers, or other approved material. The perimeter of paved surfaces shall be finished with six-inch concrete curbing with accessible ramps where necessary, unless an alternative design allowing for adequate stormwater management is approved.³⁴⁴
 - b. All new driveway aprons onto a street shall be surfaced with concrete. Enlargement or modification of an existing driveway shall require the driveway apron to be surfaced with concrete.
 - c. Except for single-family attached, single-family detached, duplex, triplex, fourplex, and manufactured home residential uses, all off-street parking spaces shall be striped or otherwise designated to clearly mark each parking space.³⁴⁵
6. **Parking Area Landscaping**
All development shall comply with §13.04.070: *Landscaping*.
7. **Parking Area Lighting**
All development shall comply with §13.04.090: *Exterior Lighting*.

K. **Bicycle Parking**³⁴⁶

1. **Purpose**
Bicycle parking is required to encourage the use of bicycles and ensure that new bicycle facilities are designed to be attractive, safe, and convenient to use.
2. **Applicability**³⁴⁷
 - a. The following standards shall apply to all development, except for single-family attached, single-family detached, duplex, triplex, fourplex, and manufactured home residential uses.
 - b. Building expansions or changes of use that require additional vehicle parking spaces pursuant to §13.04.060B: *Applicability*, shall comply with this section.

³⁴⁴ Replaces current 13.24.050(E), (F), and (G).

³⁴⁵ From current 13.24.050(H). Exemptions for specific land uses are new.

³⁴⁶ Replaces current 13.24.200(F).

³⁴⁷ Replaces current 13.24.200(F)(1). Updated language to apply to all development, except for those listed. Current code requires bicycle parking for projects with over eight dwelling units per acre and any remodels/expansions of more than 50 percent.

3. Minimum Bicycle Parking Spaces³⁴⁸**a. Generally**

Development subject to this section shall provide a minimum of six bicycle parking spaces or the number of bicycle parking spaces required in the table below, whichever is more. Percentages are based on the total number of vehicle parking spaces required to serve the primary land use, pursuant to §13.04.060D: *Minimum Vehicle Parking Spaces*.

Land Use	Mixed-Use (MU) Zoning Districts	All Other Zoning Districts
Residential and Group Living uses	20%	10%
Public, Institutional, and Civic Uses	15%	5%
Commercial Uses	10%	5%
Industrial Uses	5%	2%

4. Mixed-Use Developments³⁴⁹

Developments with both nonresidential and residential uses shall provide the cumulative required number of bicycle parking spaces as calculated for the respective nonresidential and residential requirements.

5. Bicycle Parking Reduction³⁵⁰

The decision-making body may reduce the required number of bicycle parking spaces if:

- Unique or unusual characteristics exist on a development site that would preclude safe travel of bicycles to and from the site; or
- Existing bicycle parking facilities are located within the public right-of-way and within 100 feet of the building's main entrance, provided that a minimum of four bicycle parking spaces are provided on-site.

6. Bicycle Parking Layout and Design³⁵¹

- Bicycle parking shall be located on the same lot as the principal use.
- Bicycle parking spaces shall not be located fully or partially within a public right-of-way without prior approval of the city.
- Bicycle parking shall be located within 50 feet of the main entrance of each primary building on-site and shall not be located farther than the closest motor vehicle parking space, excluding accessible (ADA) vehicle parking spaces. For long-term employee parking, indoor bicycle lockers are encouraged.
- Bicycle parking spaces must be at least six feet long, two feet wide, and provide a minimum of seven feet of overhead clearance.
- A minimum five-foot aisle for bicycle maneuvering shall be maintained beside or between each row of bicycle parking.

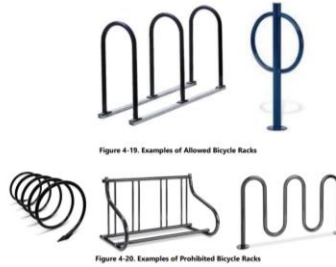
³⁴⁸ Replaces current 13.24.200(F)(2). Current code requires bicycle parking be provided at a rate of 5 percent of the vehicle parking. This draft refines that further to require more bicycle parking in some scenarios.

³⁴⁹ New.

³⁵⁰ New.

³⁵¹ Replaces current 13.24.200(F)(3), (4), and (5).

- f. Bicycle racks shall be located on improved non-permeable surfaces and shall be anchored to the ground.
- g. Areas designated for bicycle parking shall be clearly marked and reserved for bicycle parking only. Bicycle racks shall provide two points of contact with the bicycle frame such as an inverted “U” or a post and ring. Wave, schoolyard, wheel well, bollard and spiral racks are prohibited.



[update image]

L. Off-Street Loading and Service Areas³⁵²

1. Number and Size of Loading Berths Required

- a. The decision-making body may approve a variation from the required loading berth requirements, if warranted by the building use.
- b. Unless otherwise specified, a required off street loading berth shall be at least 10 feet in width by at least 35 feet in length for short berths, and 12 feet in width by at 50 feet 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 City Engineer.
- c. All loading areas shall have a vertical clearance of at least 14 feet.
- d. For non-residential uses, the number and size of loading berths shall be provided pursuant to the table below:

Gross Floor Area (Square Feet)	Minimum Number and Size of Loading Berths
Less than 20,000	None
20,000 – 49,999	1 short
50,000 – 99,999	1 short and 1 long
100,000+	2 long, plus 1 additional long for every 100,000 sq. ft. beyond the first 100,000 sq. ft.

- e. For multifamily residential uses, the number and size of loading berths shall be provided pursuant to the table below:³⁵³

³⁵² Replaces current 13.24.060. Updated standards to require a small or large loading area dependent on the size and use of the building it serves, rather than requiring a loading area for every building over 10,000 square feet. Reworded and expanded some standards for more clarity and consistency.

³⁵³ New.

Title 13: Land Development Code

Chapter 13.04 Development Standards

13.04.060 Parking and Loading

# of Dwelling Units (Per Building)	Minimum Number and Size of Loading Berths
Less than 40	None
40 – 150	1 short
151 – 300	2 short
300+	2 short , plus 1 additional short per 200 units beyond the first 200 units

2. Location and Design of Loading and Service Areas

- a. All required loading berths shall be located on the same lot as the use(s) served.
- b. Loading and service areas are prohibited in the front yard area and shall not face toward any street and must be screened from view of public and private streets and rights-of-way.
- c. Loading areas shall not be located closer than 30 feet from the edge of the dock to any residential zoning district.
- d. Streets or rights-of-way shall not be used for loading and unloading purposes, unless otherwise authorized in this LDC.
- e. Alleys may be used for loading or unloading materials or merchandise for periods not to exceed 30 consecutive minutes, so long as sufficient width of the roadway is available for free movement of vehicular traffic access to abutting property is maintained.³⁵⁴
- f. Each required loading berth shall be located and designed to:
 - (1) Allow all required vehicle maneuvering and backing movements on-site; and
 - (2) Minimize conflicts with pedestrian, bicycle, and traffic movement or encroachments into any pedestrian walkway, bicycle lane, public right-of-way, and fire lane.
- g. Landscaping and screening of all loading berths and service areas shall comply with the requirements of §13.04.070: *Landscaping, Buffering, and Fences*.
- h. Exterior lighting of all loading berths and service areas shall comply with the requirements of §13.04.090: *Exterior Lighting*.

³⁵⁴ New.