

ORDINANCE NO. 2015-_____

AN ORDINANCE OF THE CITY OF SOUTH SALT LAKE CITY COUNCIL AMENDING CHAPTER 17.27, OF THE SOUTH SALT LAKE MUNICIPAL CODE, AMENDING PARKING REQUIREMENTS IN THE TRANSIT ORIENTED DEVELOPMENT OVERLAY-CORE DISTRICT AND TRANSIT ORIENTED DEVELOPMENT OVERLAY DISTRICT

WHEREAS: the City Council is authorized by law to enact ordinances for the protection of the health, safety and welfare; and

WHEREAS: the City is authorized by law to enact ordinances establishing regulations for land use; and

WHEREAS: the City Council finds that certain changes are desirous in order to implement the General Plan of the City; and

WHEREAS: The City Council finds that these changes implement the City's General Plan goal for regulating land uses based on compatibility with surrounding uses, residential areas, and economic feasibility; and

WHEREAS: The City Council finds that these changes implement the City's General Plan goal to maintain residential, business, and industrial areas that are vibrant and where the health and safety of all are protected; and

WHEREAS: The City Council finds that these changes implement the City's General Plan goal to promote strict development and design standards that will result in desirable, modern and attractive houses; and

WHEREAS: The City Council received a positive recommendation from the South Salt Lake Planning Commission;

BE IT ORDAINED, therefore, by the City Council of the City of South Salt Lake that Chapter 17.03 of the City of South Salt Lake Code is amended as follows:

17.27 – Parking, Access and Circulation Requirements

17.27.010. Purpose.

Off-street parking areas and access management are an integral part of all land use categories in the City of South Salt Lake. Vehicle and bicycle parking, access, loading and circulation requirements are established to reduce street congestion, traffic hazards, vehicle and pedestrian interaction and to develop standards for organized off-street parking. The regulations in this section are intended to complement design and use standards found elsewhere in this title.

17.27.020. General Provisions

A. Parking Area Development. The minimum off-street parking spaces with adequate provisions for ingress and egress shall be provided at the time when one or more of the following improvements occur. A Parking Development Plan application shall be submitted to the Land Use Authority for review and approval. For structure additions or expansions, parking will be reviewed by the Land Use Authority and a separate Parking Development Plan application shall not be required. Items listed under 17.27.040 shall be submitted with the Parking Development Plan application.

1. New site development.
2. Parking areas, driveways or drive lanes are expanded to include additional property or land area that was not included when the development was originally approved.
3. A building permit is issued for an addition or expansion of a commercial property that would increase the number of stalls required for the land use.
4. A building permit is issued for an addition to a single family residence that increases the floor area of the residence by fifty percent (50%) or more. This standard does not apply to expansion or addition of accessory buildings on residential properties. The Land Use Authority may modify this requirement where it is not feasible, due to site constraints, to provide additional residential parking.
5. A conditional use permit is issued and/or a change of use occurs requiring additional parking demand. The Land Use Authority shall make parking improvements a condition of approval.
6. Change of use to a more intensive use of a building through the addition of dwelling units, gross floor area, or seating capacity. 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.
7. The intensity of an existing commercial use exceeds the number of existing parking spaces on the site.
8. Shared parking is proposed by two or more land uses that have different parking patterns and peak parking demand hours.
9. Existing hard surfacing is removed from the parking area and replaced with new hard surfacing as per section 17.27.040 (B).

B. Existing Parking and Loading Areas. If existing nonconforming parking and loading facilities are below the requirements as established in this chapter, they shall not be further reduced.

C. Floor Area. For the purposes of parking requirements, floor area shall be defined as the gross footage of the building measured from the exterior corners. Parking ratios more than one-half (1/2) will be rounded upward to the next highest whole number. Ratios less than one-half will be disregarded.

D. Shared Parking. Property owners and developers are encouraged to work out shared parking agreements with adjacent users wherever possible according to the provisions for shared parking contained 17.27.060(F).

E. Continued Obligation to Provide Parking Spaces. Compliance with this chapter is a continuing obligation so long as the use continues. It shall be unlawful for any owner of any building or for any person responsible for providing parking to discontinue, eliminate or reduce a required parking area without providing some other approved vehicle parking area which meets the requirements of this chapter, unless approval of the Land Use Authority is obtained for the change in parking area.

F. Nonconforming Parking Areas. Any use of property which on the effective date of this chapter is nonconforming as to the regulations relating to off-street parking facilities may continue in the same manner as if the parking facilities were conforming. Such existing parking facilities shall not be further reduced except when a less intensive use replaces the existing use of the property. Any reconstruction, alteration or other change in use shall be subject to the provisions of this chapter.

G. Parking for Persons with Disabilities. Parking spaces for persons with disabilities shall meet the ADA and Uniform Federal Accessibility Standards and shall be provided in off-street parking lot areas and shall count towards fulfilling the minimum automobile required parking. The number, location, and identification of ADA or accessible parking spaces required shall be determined by the most current building code adopted by the City. Additional space shall be provided on the drive side of the vehicle for wheel chair access or stalls shall be widened to accommodate such access.

H. Storage. All areas designated for off-street parking, maneuvering, loading or site landscaping shall not be used for outdoor storage of materials repair, dismantling or inventory. This does not include outside temporary display areas as described in Title 17.17. Required parking, vehicle stacking spaces, and off-street loading spaces shall be reserved exclusively for their designed purpose.

I. Nonconforming, Unused or Abandoned Drive Approaches. When the requirements listed in subsection A are met, nonconforming, unused or abandoned curb cuts and other drive approaches serving property within any land use district shall be reviewed for continued functionality by the City Engineer or designee and brought into compliance with the then-current access management requirements for the type of street access.

J. Shared Drive Approaches. Shared driveways between and among parcels are encouraged and allowed if the parties execute and record an easement in a form approved by the City to ensure access in perpetuity for both parcels.

K. Establishment of Parking Ratios in Redevelopment or Master Planned Areas. Parking ratios different than what has been established in this chapter may be approved by the Land Use Authority for redevelopment or master planned areas of the City.

L. Business Parking in a Residential Land Use District. Businesses shall be prohibited from parking vehicles in areas of the City that are designated on the adopted zoning map as residential when the business customer is not on site.

17.27.030. Residential Parking Requirements and Regulations

A. Vehicles must be Parked on a Hard Surface. All approved areas utilized for the parking of operable passenger vehicles shall be paved with a hard surface of concrete or asphalt material as defined in 17.03.

B. Trailer and Recreational Vehicle Parking Surface. All approved areas utilized for the parking of trailers and recreational vehicles shall be accessed off of an approved driveway and paved with a hard surface of concrete or asphalt material as defined in 17.03. Drive strips may be allowed for trailer and recreational vehicle parking.

1. Hard Surface Exceptions:

a. A four (4) inch base consisting of three quarter (3/4) inch gravel with underlying weed barrier may be used for the parking of recreational vehicles. A perimeter material shall be used that can withstand vehicle loads and to keep the gravel contained within the parking area.

b. Concrete Pavers. Pavers shall have a six (6) inch aggregate base material. Pavers shall meet manufacturer's installation and compression strength specifications for appropriate weight loads.

c. Other materials may be acceptable if they meet manufacturer's installation and compression strength specifications for appropriate weight loads.

d. Approved surface materials for trailer parking shall extend from the hitch to the rear tire. Surfacing materials for recreational vehicle parking shall extend the length of both axles.

C. Restricted Parking. Parking is restricted to hard surfaced parking in front yard areas.

D. Commercial Vehicle Parking. The following vehicles shall be prohibited from parking in a land use district where residential uses are allowed except for commercial vehicles making deliveries, pickups, or engaged in active construction activities:

1. Commercial truck, trailer or construction vehicles exceeding one (1) ton in capacity. See Title 17.17 regarding vehicle use for home occupations.

2. Truck-tractor

3. Semi-trailer

17.27.040. Parking Lot Design Criteria.

A. Parking Plans. Parking Development Plans for any proposed parking area or facility shall be submitted to the Land Use Authority at the time of application for design review or building permit approval. For parking lot areas which are not associated with new building construction or redevelopment, the property owner or agent shall submit a Parking Development Plan to the City for review and approval. Work shall not commence on parking lot improvements until the City has approved such improvements and issued a permit. The plan shall indicate the following proposed improvements with accurate measurements, including, but not limited to:

1. Parcel size and dimensions
2. Building layout
3. Curb cuts for ingress and egress
4. Parking dimensions and configuration
5. Striping and traffic control markings
6. Landscaping as required in 17.25 and other relevant sections
7. Lighting
8. Drainage calculations and facilities for on-site detention and introduction into the storm sewer
9. Traffic or parking study if requested by the City or other government agency
10. Any necessary agreements with adjacent property owners for shared parking, ingress and egress, drainage or utilities
11. Prior approvals from other government agencies which require approval for ingress or egress

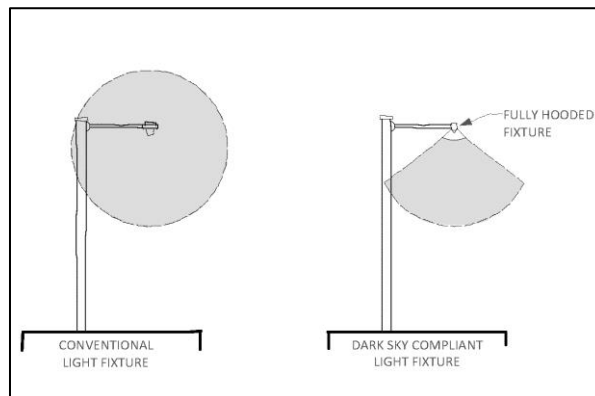
B. Parking Area Surfacing. Every parcel of land used for a vehicle parking area or facility in a commercial or light industrial land use district shall be paved with impervious asphalt or concrete surfacing.

1. Exceptions. The City Engineer or designee may review and approve proposals for alternative paving materials. Alternative paving materials, when installed according to manufacturer's specifications, shall provide suitable, all-weather, load-bearing surface to support passenger cars and light-duty trucks. Alternative paving surfaces shall be equal to or better than traditional forms of hard surfacing materials in terms of public safety, performance, strength quality and durability. Alternative paving surfaces for driveways or parking lots serving large commercial vehicles or fire trucks must be designed to accommodate increased vehicle weights. Alternative paving materials over City easements will not be repaired or maintained by the City.
2. The City may approve such alternative paving materials to achieve aesthetic and environmental objectives, such as appearance, increased water percolation, reduced runoff, reduced glare, and reduced parking lot heat islands. Such materials may be approved upon finding that the alternative paving will provide public aesthetic and environmental benefits.

C. Parking Area Lighting. Plans shall include a lighting plan showing the following item when a site is redeveloped or lighting is added to an existing parking area:

1. Location and description of each outdoor lighting fixture, aiming angle and mounting heights.

2. Description of the outdoor light fixture including specifications of lamp optics and cutoff angles.
3. A schedule providing for the reduction of on-site lighting during the hours when the facility is not in operation while still providing for levels necessary for security purposes.
4. All new and replacement lighting shall have directional shields or control devices to reflect light trespass away from adjacent uses and roadways.
5. To control light trespass onto adjacent properties or streets, the maximum illumination, when measured at the property line at a height of five feet and facing the light fixture(s), shall be no greater than 0.5 footcandles.
6. All parking lot lighting shall use a down lit fixture in order to encourage the practice of “dark sky” friendly practices.



D. Curb. The perimeter of all paved surfaces shall be finished with a six (6) inch high curbing with handicap ramps where necessary. Bumper curbs shall be installed where appropriate to keep property and vehicles from being damaged and to prevent vehicles from over-hanging sidewalks. Where such curbs serve as a wheel stop for parking spaces, not less than thirty six inches (36”) shall be provided in the planting area as overhang clearance for tree locations. Curbs shall be designed to allow storm water to enter landscaped areas.



E. Landscaping. Parking lot landscaping shall meet the requirements as found in 17.25.

F. Drainage. Parking lots shall be graded and drained to detain and dispose of all surface water as required by the City. The introduction of storm water into the storm sewer system shall meet minimum retention requirements as approved by the City.

G. Reciprocal Access. Reciprocal access shall be designed into commercial development when it is practical to do so. Some cases may exist where grading differences or building locations make reciprocal access between developments impractical

H. Parking for Development Phases. When a development is built in phases, each phase shall include the minimum number of parking stalls, necessary driveways, and access points required for the uses proposed in that phase of construction unless otherwise approved by the Land Use Authority.

I. Parking Consolidation. Parking facilities need not be located in one consolidated area of a particular site but may be separated by landscaping or building elements for reasonable safe pedestrian access to the building. However, all parking shall be located conveniently to the entrances to all buildings.

J. Parking Area Location. Location of parking shall be determined not only from its visual relationship to a building and site but also to promote safe and convenient pedestrian and vehicular circulation patterns. Location may also be determined by the arrangement of customer parking, employee parking, service area parking and circulation patterns on adjoining properties. Combined entrances, access, circulation, service, loading, and parking areas may be required. In addition, parking areas and facilities may be determined by land use and design standards as found in 17.15 and 17.23.

K. Nonconforming Driveways. Existing, nonconforming driveways and parking lots shall be reconstructed or removed upon development of a new building or other substantial site improvement as described in 17.27.020 (b).

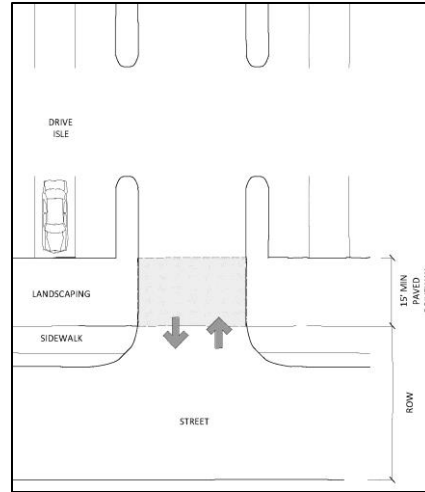
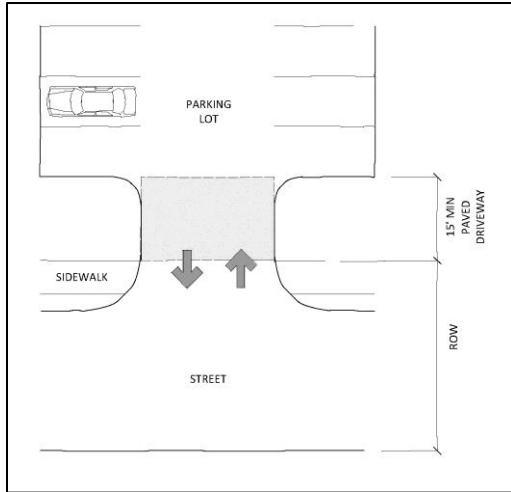
L. Parking Lot Screening and Buffering. See standards as found in 17.25.020 and 17.21.

M. Sight Obstructions. No object shall be situated to interfere with the required sight distance of intersections as determined by the City Engineer or designee using standards as found in the American Association of State Highway and Transportation Officials (A.A.S.H.T.O.) Guidebook.

17.27.050. Access Management.

A. Ingress and Egress

1. All parking areas shall be designed to provide ingress and egress from a public street. Development shall not include parking that would require that a vehicle back onto a public right-of-way. Single-family developments are exempt from this requirement.
2. All off-street parking lot areas shall have access to a public street by means of a paved driveway. There shall be a minimum of fifteen (15) feet of driveway length required between the public right-of-way to the nearest parking stall. No parking shall be located within this area. This requirement may be modified by the City Engineer or designee where a more effective parking plan is designed.
3. Stalls located at the end of a dead end drive aisle shall have a minimum of a five (5) foot back-up area.



3. Parking lots shall be designed to include the necessary dimensions and circulation for the on-site maneuvering of fire and refuse trucks as determined by the City Engineer and Fire Marshal or designees. Fire access shall be continuously maintained for all driveway access and parking areas. A minimum of twenty (20) feet of unobstructed driveway, circulation lane, or other access way and turn-around may be required for this purpose.

4. Upon the issuance of a building permit or Parking Development Plan permit, any unused or abandoned drive approaches or portions thereof shall be restored to the original curb and gutter section by the removal of the drive approach and replacement with curb and gutter as approved by the City Engineer or designee.

B. Driveway Access and Separation.

1. Residential Driveways.

a. Single Family Residential Driveways Located on Local Streets.

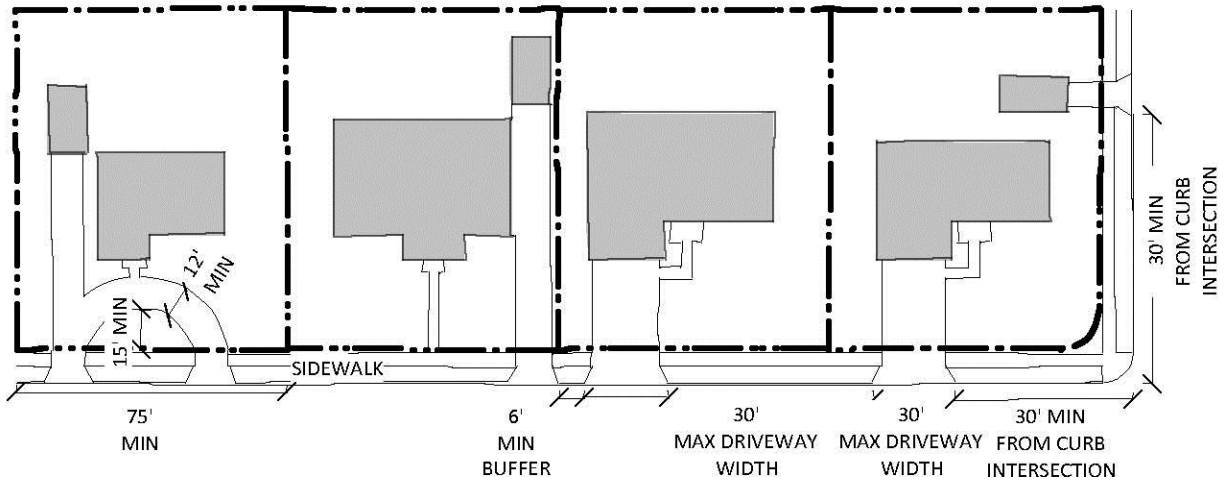
i. Each parcel shall have one permitted driveway with a maximum width of thirty (30) feet as measured at the flare of the driveway. A second driveway may be allowed for those residences located on a corner lot to access a garage or carport parking areas in the rear yard.

ii. Circular driveways may be allowed in required front yard areas and a second drive leading from the circular driveway to a garage or carport may be allowed. Such driveways shall not be greater than twelve (12) feet in width. Areas that are not hard surfaced shall be landscaped. To qualify for a circular driveway any lot shall be a minimum of seventy-five (75) feet in width. There shall be an area in landscaping at least fifteen (15) feet in depth from the front property line to the closest edge of the drive.

iii. Driveways on neighboring lots shall be separated by a minimum of six (6) feet as measured at the flare of the adjacent driveways.

iv. For corner lots, no driveway shall be located closer than thirty (30) feet at the point of curb intersections.

v. Clear view areas shall be unobstructed as found in the Site Requirements of 17.25.



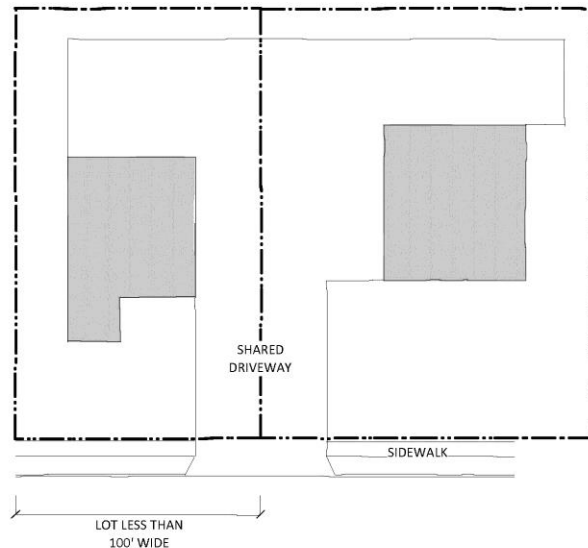
2. Multi Family, Commercial and Industrial Driveways

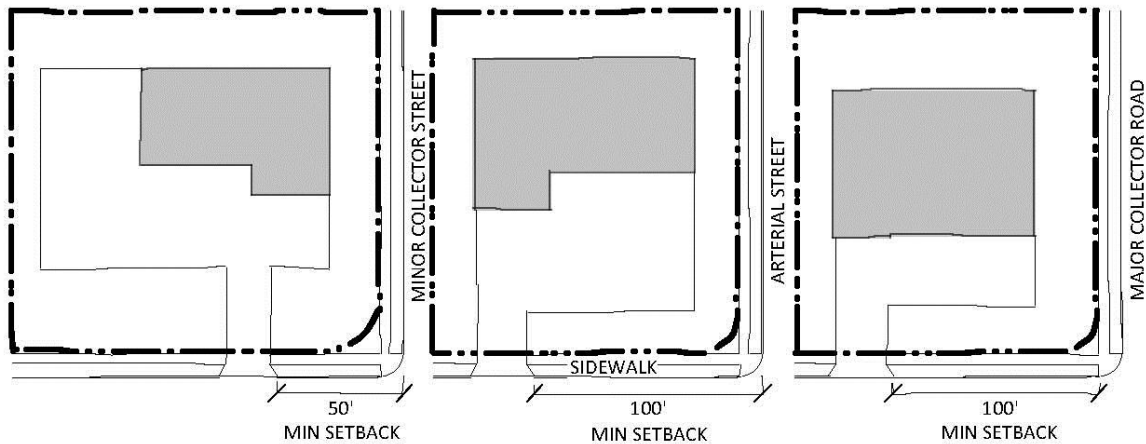
a. Parcels with less than one hundred (100) feet of frontage on arterial or collector streets shall be required to share a common drive approach in order to reduce the number of entrances on the street and to support efficient travel of vehicles. This requirement may be waived by the City Engineer or designee when adjacent property owners are unwilling to provide shared access or for infill developments where it is infeasible due to site constraints to share a common driveway.

b. Parcels that have frontage greater than one hundred (100) feet may have one drive approach per street frontage. The City Engineer or designee may grant a second drive approach to mitigate congestion and traffic hazards capacity and promote more efficient traffic circulation in the parking area. Where a second drive approach is granted such approaches shall be separated by a minimum hundred (100) feet. No two way drive approach shall be greater in width than fifty (50) feet as measured from the flares on each approach.

c. Driveways adjacent to intersections on corner lots shall meet the following minimum distance requirements as measured from the flare of the drive approach to the point of the corner intersection.

- i. Major/Minor Arterial - 100 feet.
- ii. Major Collector – 100 feet.
- iii. Minor Collector – 50 feet.





- d. Driveways on neighboring commercial lots shall be separated a minimum of twenty (20) feet and no driveway shall be located closer to a property line than seven (7) feet unless jointly shared by adjoining properties. These requirements may be modified by the Land Use Authority, with a recommendation from the City Engineer or Designee, when site constraints limit the minimum separation requirements.
- e. The City Engineer or designee may approve a modification to the separation requirements from an intersection based upon a site visit and review of relevant factors, including, but not limited to:

- i. Safety
- ii. Alternative access points and potential for reciprocal or shared accesses
- iii. Sight lines
- iv. Impact on traffic flow

3. Curb Openings. In establishing permissible curb opening and sidewalk or driveway crossing for access to private property, such curb openings or driveways shall not be authorized where they are unnecessary or where they would interfere with the movement of vehicular traffic, with public improvements, or with the rights of the public in the adjacent street or alley.

17.27.060. Parking Space Requirements.

A. Specific Parking Requirements for Each Land Use. Off-street parking shall be provided for land uses as indicated in the following matrix.

- 1. Uses Not Specifically Listed.** Parking for uses not specifically listed in the matrix shall be provided in the same ratio as the use most closely approximating the use characteristics of the unlisted use, as determined by the Land Use Authority.
- 2. On-Street Parking.** Available on-street parking may be calculated towards the overall parking requirement at a ratio of up to fifty (50%) percent of the overall required parking calculations of a commercial or industrial use. The use shall be adjacent to and along the same side of a public street as the on-street parking. On-street parking that may be included in the calculation shall only include parking on the frontage of the property or building frontage associated with the land use. For corner

lots, both street frontages maybe used to calculate required parking. Clear view and site distance areas shall be established and marked to prevent vehicles from being parked in view areas.

3. Matrix of Parking Requirements by Land Use Category. Land uses are grouped into categories that have comparable parking requirements. The following matrices indicate the required parking for land uses in the City.

Parking Requirements by Land Use Category		
Residential	Land Use	Number of Stalls Required
	Single Family Dwelling	2 Spaces per Dwelling Unit. 1 space shall be located in an enclosed garage
	Multi-Unit Dwelling (Duplex and Group Homes)	2 spaces per dwelling unit
	Multi-Unit Dwelling (Apartments, Condominiums, Three Units and Greater)	
	Studio	1.5 spaces per unit
	One Bedroom Unit	1.5 spaces per unit
	Two Bedroom Unit	2 spaces per unit
	Three or More Bedroom Unit	2.5 spaces per unit
	Guest Parking	.5 spaces per unit
	Assisted Living	.50 spaces per bedroom plus 1space per employee ¹
	Senior or Elderly Housing	1 space per dwelling unit plus 1 space per employee ¹
	Homeless Shelter	.25 spaces per bed plus 1 space per employee ¹
	Nursing Homes and Convalescent Facilities	.50 spaces per bedroom plus 1 space per employee
	Permanent Supportive Housing	1 space per dwelling unit plus 1 space per employee ¹
	Hotel/Motel	1 space per unit plus 1 space per 200 square feet of office, meeting, assembly, conference or banquet space
	Bicycle Parking for Multi-Family Residential Uses	

1. Employee parking for uses indicated in this section shall be determined as per the number of employees working on the largest shift.

Parking Requirements by Land use Category			
Commercial	Land Use	Number of Stalls Required	Number of Public Bicycle Parking Stalls Required¹
	Auto Repair, Service, Auto Body ²	1 space per employee, 1 space per 200 square feet of office and 1 space per 500 square feet of shop area	N/A
	Auto, Boat, Recreational Vehicle, Trailer Dealership	1 space for every 20 vehicles displayed	N/A

		with a maximum of 15 spaces. A minimum of three employee parking spaces provided. Off-street customer and employee parking spaces shall be identified.	
	Bowling Center	2 spaces per lane	1 per 50 Stalls
	Dance Hall	1 space per 100 square feet	1 per 25 Stalls
	Dance Studio	1 per 5 students plus 1 per employee	1 per 15 Stalls
	Data Processing or Telemarketing	1 space per employee	1 per 25 employees
	Day Care Center	1 space per 5 students plus unloading area	N/A
	Day Spa or Personal Care Services	1 space per 250 square feet	1 per 15 Stalls
	General Retail	4 spaces per 1,000 Square Feet	1 per 15 Stalls
	Grocery Store	4 spaces per 1,000 Square Feet	1 per 15 Stalls
	Hospital	1 space per every 2 beds	1 per 50 Stalls
	Medical and Health Care Clinic	5 spaces per 1,000 square feet	1 per 25 Stalls
	Laundromat	1 space per 3 machines	1 per 15 Stalls
	Mortuary, Funeral Home	1 space per 100 square feet of assembly area plus one per employee	N/A
	Movie Theater	1 space for every 3 seats	1 per 30 Stalls
	Office	4 spaces per 1,000 Square Feet (5.0)	1 per 20 Stalls
	Recreation Center	1 space per 300 square feet	1 per 25 Stalls
	Restaurant, Fast Food	1 space per 100 square feet of floor area	1 per 20 Stalls
	Restaurant, Sit Down	1 space per 3 seats plus .50 space per employee	1 per 25 Stalls
	Tavern, Bar, Private Club	3.5 spaces per 1,000 square feet	N/A
	Temporary Uses	1 space for every 3 patrons to the event	N/A
	Commercial uses located in the Transit Oriented Development Overlay District and Commercial Neighborhood District shall provide 1 bicycle parking stall per 15 vehicle parking spaces. This section shall supersede those ratios established in the above matrix.		

1. For uses that have fewer stalls than is required for bicycle parking shall not be required to install such parking.

2. Employee parking for all uses listed in this section shall be determined as per the number of employees working on the largest shift.

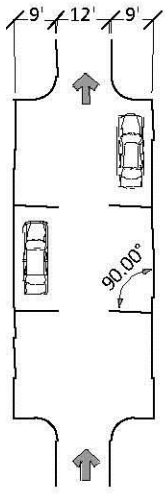
Parking Requirements by Land use Category		
Industrial	Land Use	Number of Stalls Required
	Light Industry	1 space per 500 Square Feet
	Manufacturing	1 space per employee on highest shift
	Warehouse and Indoor Storage	1 space per 1,000 square feet
	Mini Storage Units	1 space per employee, 2 spaces per care taker, 3 spaces conveniently located at the registration area.
Bicycle Parking for Industrial Uses		1 per 50 Parking Spaces

Parking Requirements by Land Use Category		
Public Uses	Land Use	Number of Stalls Required
	Public, Private, Charter School (Elementary, Middle and Junior High)	1 space per teacher and staff plus 1 space per 2 classrooms
	Public, Private, Charter School (High School)	1 space per teacher and staff plus 1 space per 10 students
	Vocational, Professional, Trade School	1 space per 3 classroom seats
	Religious Centers, Public Assembly	1 space per 4 seats in the auditorium or place of worship or assembly
	Library	4 spaces per 1,000 square feet
	Museum	2 spaces per 1,000 annual visitors
Bicycle Parking for Public Uses		1 Per 25 Parking Spaces

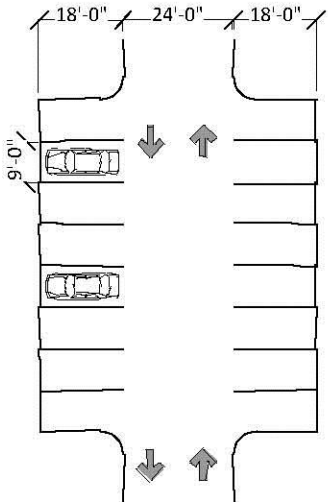
B. Parking Space Configuration. The following table and illustration indicates the minimum parking configurations.

Parking Space Dimension Table ¹					
Angle of Parking	Stall Width	Stall Depth	Curb Length Per Vehicle	Minimum Drive Aisle Width (one Way)	Minimum Drive Aisle Width (Two Way)
Parallel along the Curb – 0 degree	9 ft.	23 ft.	23 ft.	12 ft.	24 ft.
45 degree	9 ft.	18 ft.	12.6 ft.	15 ft.	22 ft.
60 degree	9 ft.	18 ft.	10.4 ft.	18 ft.	24 ft.
90 degree	9 ft.	18 ft.	9 ft.	24 ft.	24 ft.

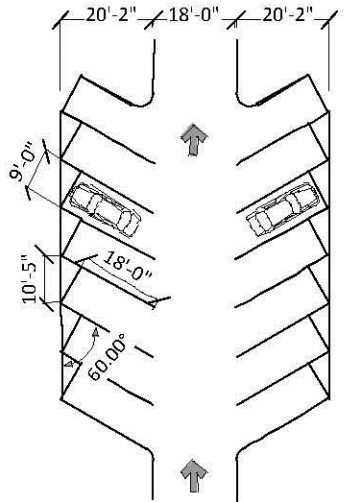
1. Driveway widths may be increased when required by the City Fire Marshal or City Engineer.



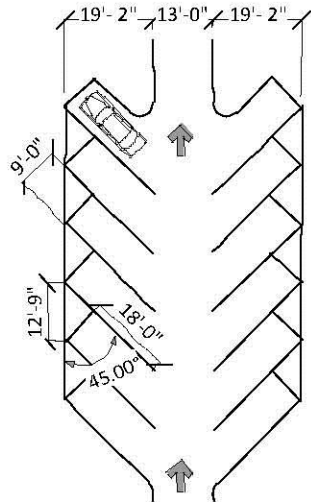
PARALLEL PARKING



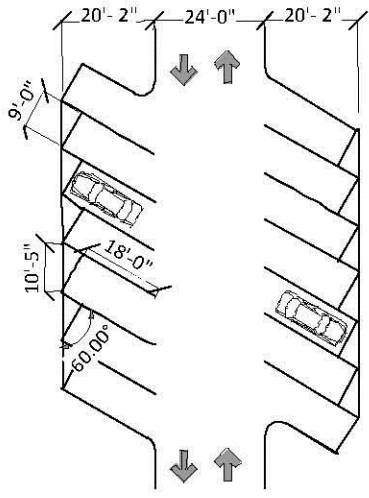
90 DEGREE PARKING



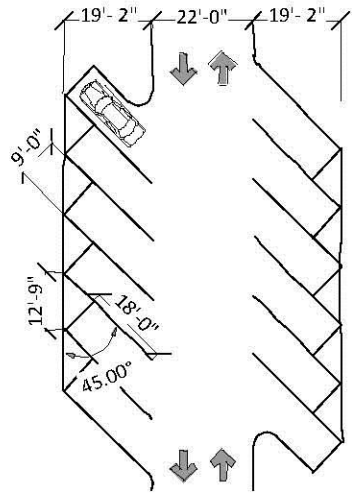
60 DEGREE PARKING



45 DEGREE PARKING



60 DEGREE PARKING
TWO WAY



45 DEGREE PARKING
TWO WAY

C. Vehicle Stacking Capacity in Drive-thru Lanes. The following table shall be used for determining stacking capacity for commercial uses:

Vehicle Stacking Capacity in Drive-Thru Lanes		
Use	Minimum Stack	Measured From
Automated Teller Machine (ATM)	3 per machine	Teller Machine
Car Wash, Automated	3 per lane	Wash Bay Entrance
Dry Cleaner	2 per lane	Drive Up Window
Financial Institution with Teller Lane	3 per lane	Teller or Drive Up Window
Pharmacy	3 per lane	Drive Up Window
Restaurant with Drive-thru	5 per lane	Order Box

D. Tandem Parking. Tandem parking spaces shall only be counted as required parking spaces where approved by the land use authority in the following instances

1. Single family dwellings with garages.
2. Multi-family dwellings with garages where both spaces are under the same lease agreement.
3. Where valet parking services are approved by the Land Use Authority.

E. Alternative Parking Plan. The Land Use Authority may approve a modification in the number of off-street parking spaces required for a land use in accordance with the ratios established in this chapter. This section applies to all land uses established in the parking matrix.

1. Requirements.

- a. Parking Development Plan as required under 17.27.040.
- b. Parking study produced by licensed transportation engineer with a detailed description of the proposed use, hours of operation, anticipated parking demand.
- c. A parking study may be waived by the Land Use Authority for the following:
 - i. Developments that require twenty (20) or fewer parking spaces.
 - ii. Modification requested does not reduce or exceed the overall number of required parking spaces by ten (10%) percent for commercial or industrial development or five (5%) percent for multi-family development.

2. Review Standards. The Land Use Authority may take into account the following items when evaluating a reduction in the number of parking stalls required for a land use.

- a. The site is located within a quarter mile of a light rail system.
- b. The proposed site has a walkable design and is located in an area of the City where pedestrian connectivity has been established
- c. Car or van pooling programs are available
- d. Bike parking facilities are available
- e. Reliable data collected from uses or combinations of uses located in the City that are the same or comparable with the proposed use supports a reduction. Comparability will be determined by density,

scale, bulk, area, type of business activity, location, and parameters of the use that may be estimated to establish the proposed parking requirements.

f. Transit subsidies available to tenants or employees

g. Additional evidence or data provided by the property owner or applicant which provides substantial evidence that a reduction in the overall number of required spaces will not have a detrimental effect on parking for the use or traffic in business area.

3. Modification.

a. The maximum reduction in parking stalls shall be no more than fifteen (15%) percent for commercial uses, twenty (20%) percent for industrial uses and ten (10%) percent for multi-family uses from the minimum number of required stalls as established in the Land Use Parking Matrix.

b. Reduction in the percentage of stalls may vary depending upon the review standards as listed in this section.

4. Transit Oriented Development Modification.

a. Residential Parking in the Transit Oriented Development Core District

i. Site Plan Approval Required. Parking quantities, design, and layout shall be approved through the development application process and meet the standards of the current parking chapter with the following exception:

ii. The standard requirement for residential parking is 1.5 stalls per unit. The land use authority may consider increases or reductions to standards outlined in the accompanying table, up to 20% of the standard requirement.

iii. Dedicated visitor parking. Developers shall clearly indicate the location of dedicated visitor parking through directional signage, marked stalls, or other means to be determined in site plan review.

iv. Parking Spillover Management Plan. For developments requiring a conditional use permit, the land use authority may require a parking spillover management plan for peak demand periods.

Eligible Parking Rate Reductions	
Amenity	Recommended Reduction (Stalls/Unit)
Care Share (limit 1 car/100 units)	0.05
Unbundled Parking (100%)	0.1
Bike Share	0.05
Bike Lockers/Storage	0.05
Development Supplied Transit Passes	0.15
Senior Housing	0.2
Student Housing (<.25 miles from campus)	0.1

b. Commercial Parking

i. Commercial use transit oriented developments may receive up to a twenty-five (25) percent reduction in parking when located within the Transit Oriented Development-Core Overlay District. Uses within the Transit Oriented Development Overlay District may receive up to a

twenty (20) percent reduction. For a development to qualify for the parking reduction it must meet, at a minimum, one additional requirement as follows:

ii. Development consists of two or more land uses that have different parking patterns and peak parking demand hours. Regulations for shared parking shall be followed as found in subsection (F) of this section except for the following provisions specific to TOD areas: For mixed use developments, no one use may consist of less than twenty (20) percent of the building square footage. Mixed use buildings that contain residential uses shall be a minimum fifty (50) percent of the building square footage.

iii. Provisions are made that increase light rail ridership through the use of transit passes or other transit incentives.

iv. Provisions are made for long term bicycle storage for residential tenants or business employees. Long term storage shall consist of facilities such as lockers, indoor parking areas or other secure areas designated for parking.

v. Alternative proposals approved by the land use authority that will encourage and provide for increased transit ridership.

5. Excessive Parking. Commercial developments shall not have parking in excess of that required by this Chapter without prior approval of the Land Use Authority. If more parking spaces are requested, written justification of the specific need for more parking spaces than the provisions of this Chapter allows may be required. The Land Use Authority may require a parking and/or traffic impact analysis by a licensed traffic engineer when the request exceeds twenty (20) stalls or an increase of ten percent (10%).

F. Shared Parking. Flexibility through shared parking may be allowed when two or more land uses have different parking patterns and peak parking demand hours. These uses shall be able to use the same off-street parking areas throughout the day to reduce the total demand for parking spaces. The following schedule of shared parking is provided to indicate how shared parking for certain uses might be used to reduce the total parking required. Refer to the appendix for an illustrative shared parking table.

Schedule of Shared Parking						
General Use Classification	Weekday			Weekend ¹		
	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
Residential	100%	50%	80%	100%	75%	75%
Office	5%	100%	20%	5%	20%	10%
Retail / Commercial ²	5%	80%	100%	5%	100%	90%
Hotel	100%	65%	100%	100%	65%	100%
Light Industrial	10%	100%	10%	10%	50%	10%
Entertainment ³	10%	50%	100%	10%	50%	100%
Places of Worship	5%	30%	50%	5%	100%	75%
Community Centers	5%	75%	85%	5%	100%	100%

1. For shared parking purposes weekend shall begin on Friday at 6:00 p.m.
2. Provision shall be made between shared uses for typical design day for commercial uses to ensure sufficient parking.
3. Percentage of shared parking reduction for entertainment uses may be increased by the land use authority depending on the intensity use and compatibility with shared parking uses.

1. Requirements. In order to qualify for approval of shared parking, applications shall contain the following:

- a. Location and identity of each use that will share the parking area.
- b. Total parking requirement for each use.
- c. The projected hours of operation of each use and the hours during which the peak parking demand will be experienced.
- d. The number of proposed parking spaces.
- e. A site plan showing that the furthest parking stall is no greater than five hundred (500) feet from the nearest entrance of each use intended to share the parking.
- f. A site plan showing that the proposed shared parking area will comply with all standards required by this chapter for parking area development.
- g. Pedestrian circulation plan that shows connections and walkways between parking areas and land uses.
- h. No one (1) single use may be less than ten (10%) of the overall building square footage.

2. Other uses. If one (1) or all of the land uses intended to share parking facilities does not conform to the general land use classifications in the shared parking matrix, an applicant may submit data to specify the principal operating hours of the uses. The Land Use Authority may also take this information into account in determining the appropriate shared parking accommodation, if any, for such uses.

3. Alternative procedure. An applicant may also submit a request that the Land Use Authority authorize a greater reduction in the total number of required parking spaces that are allowed in this chapter for two (2) or more uses where the applicant believes that the shared parking matrix does not adequately account for circumstances unique to the particular property or properties in question. The application shall include, at a minimum, a parking study produced by licensed transportation engineer with a detailed description of the proposed uses, their hours of operation, their anticipated peak parking demand, and anticipated hours that such peak parking demand would occur. Based upon information demonstrating that the peak parking demand for the uses in question would not coincide, the land use authority may authorize a greater parking reduction than is authorized by the shared parking matrix. The land use authority may impose reasonable conditions to mitigate potential negative effects of the additional parking reduction.

4. Shared Parking Among Lots Under Different Ownership. When a shared parking reduction is to be applied to uses on several lots under different ownership, the following shall be provided:

- a. A plan that provides for interconnected lots;
- b. Recorded easements that provide, at a minimum, for:
 - i. Cross-access for both vehicles and pedestrians among the parking areas and connections;
 - ii. Allocation of maintenance responsibilities;
- c. Parking for all uses shall be located within five hundred (500) feet from the nearest entrance of each use intended to share the parking. This distance may be extended by the land use authority where the intent of the ordinance is served and parking is still accessible to the use served.
- d. Shared parking among lots under different ownership may be approved by the land use authority following submittal of a Parking Development Plan application.

5. Preservation of Open Area. The City may require that an open or landscaped area be preserved and not developed if it believes that there exists a significant risk that shared parking needs may change over time. After a project involving shared parking is fully occupied and well established, if it appears that a surplus of parking exists, the property owner or developer may petition for additional development using the reserved area.

6. Recording of Approved Plans. A copy of an approved Shared or Alternative Parking Plan shall be submitted to the County Recorder's Office, by the City, for recording.

17.27.070. Loading Areas.

A. Building with loading docks and areas shall meet the following requirements:

1. All loading and unloading shall be performed on site. Such on-site loading areas shall be in addition to required off-street parking and shall not be located within driveways or drive aisles.
2. All loading docks and areas shall be located so that no vehicle shall be parked or require maneuvering within the public right-of-way. Maneuvering and backing space to the loading dock shall be accommodated on site where feasible.
3. Public rights-of-ways shall not be used for loading or unloading.
4. Each loading area shall not be less than thirty-five (35) feet in length and twelve (12) feet in width. Where loading areas are enclosed or covered they shall have an overhead clearance of not less than fourteen (14) feet.
5. Space allocated to off-street loading areas shall not be used to fulfill the stall requirements for off-street parking.
6. Off-street loading areas shall not block use of required parking spaces areas or the site or adjacent sites.
7. Loading areas surfaces shall be hard surfaced and drained to dispose of surface water.

B. Standing and Passenger Loading Areas. Daycares, schools, hotels and places for public assembly shall provide at least one safe off-street passenger loading area that is adequately signed and striped. Such passenger loading areas shall be located at the point of primary pedestrian access from the parking lot area to the adjacent building, or buildings, and shall be designed in such a manner that vehicles waiting in the loading area do not impede vehicular circulation in the parking area.

17.27.080. Temporary Event Parking. Temporary parking lot areas may be approved by the City for special events if the following conditions are met:

- A. Compacted road base, gravel or recycled asphalt is provided.
- B. Signage is provided which designates the temporary parking area.
- C. Parking is limited in duration by the City and shall not exceed thirty (30) days.

17.27.090. Bicycle Parking Standards. All new development or change of use shall install parking for bicycles as required in the land use parking matrix. See the appendix for best practices when locating bicycle parking areas. Required bicycle parking areas shall comply with the following standards:

- A. Bicycle parking shall be provided with racks that allow the frame and one wheel to be locked to the rack with a high security, U-shaped or chain/cable lock.
- B. Racks shall be clearly visible and accessible, yet should not interfere with pedestrian traffic or other site furnishings.
- C. Parking areas shall be well-lit for theft protection, personal security and accident prevention.
- D. Location of bicycle parking shall be separated from vehicle parking and roads with space and physical barriers in order to prevent potential damage to parked bikes or vehicles. Bicycle parking shall not be located on sidewalks or in areas that obstruct pedestrian traffic flow.
- E. Parking areas shall be located within one hundred (100) feet of the primary building entrance.
- F. Where feasible, the use of existing overhangs or covered areas are encouraged to provide weather protection for bicycle parking areas.

17.27.100. Off-Site Parking. Requirements for off-site parking:

A. Off-site parking areas shall be under the same ownership or leasehold interest as the area occupied by the primary use to which the parking areas are accessory. Such off-site parking areas shall be located within three hundred (300) feet of the primary use as measured at the closest property lines. Private possession of off street parking areas may be either by deed or by long term lease, or easement. The deed, lease, or easement shall require the owner and/or heirs, successors or assigns to maintain the required number of parking spaces for a minimum duration of at least five (5) years. After five years such agreements shall be renewed with the Land Use Authority. The city shall be notified when a lease or easement is terminated. If for any reason the lease or easement is terminated during the five (5) year minimum contractual period, the lessee shall either replace the parking being lost through the terminated lease or easement, or obtain approval for alternative parking requirements as found in this chapter. A business license may be suspended until such time that a new lease is secured for off-site parking. Following approval of a building permit or conditional use permit, the lease or easement shall be recorded, making reference to and appearing on the record of title to both the primary use property and the property to be used for off-site parking. Off-site parking areas shall include, at a minimum, one pedestrian connection to the primary use. Such connections shall be approved by the Land Use Authority for use of off-site parking areas. A pedestrian connection shall be installed prior to use of an off-site parking area if one does not exist.

17.27.110. Parking Lot Maintenance.

- A. Designated parking lot areas shall be continually maintained so as to properly function for the intended vehicle parking use.
- B. When surfacing materials are removed, changes are made to the grade, or changes that would require a review by the City, the property owner or agent shall submit a Parking Development plan as outlined in section D, and obtain a permit from the City to ensure that the replaced surfacing and drainage meets current City regulations.
- C. Parking lot striping for stalls and pedestrian crossings shall be maintained on a regular basis so that striping is visible.
- D. Slurry seals, seal coating, overlays, patching or crack sealing does not require a permit for maintenance unless such work changes the grade or retention areas of the site.

DATED this _____ day of _____, 2015.

BY THE CITY COUNCIL:

Irvin H. Jones Jr., Council Chair

ATTEST:

Craig D. Burton, City Recorder

City Council Vote as Recorded:

Snow	_____
Gold	_____
Rapp	_____
Beverly	_____
Turner	_____
Jones	_____
Rutter	_____

Transmitted to the Mayor's office on this _____ day of _____ 2015.

Craig D. Burton, City Recorder

MAYOR'S ACTION: _____

Dated this _____ day of _____, 2015.

Cherie Wood, Mayor

ATTEST:

Craig D. Burton, City Recorder