

## CHAPTER 12-24 OFF STREET PARKING AND LOADING

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### 12-24-101. Purpose and Objectives.

The purpose of this Chapter is to reduce street congestion and traffic hazards in the City by requiring adequate, attractively designed facilities for off-street parking and loading as an integral part of every use of land within the City.

### 12-24-102. General.

At the time of site plan approval, modification of any structure or conditional use approval, the developer shall demonstrate that the minimum off-street parking and loading requirements of this chapter are met. All required off-street parking and loading facilities shall be maintained so long as any use requiring such facilities continues.

### 12-24-103. Parking Design Standards.

All off-street parking facilities shall be built in conformity with the following standards:

- (a) Carports. Carports shall have minimum inside dimensions of 9 feet by 20 feet.
- (b) Garages. Garages shall have minimum inside dimensions of 10 feet by 20 feet with a minimum door width of 8 feet.
- (c) Spaces, Multiple Dwellings. Multiple dwelling residential developments shall have parking spaces with minimum inside dimensions of 9 feet by 18 feet.
- (d) Spaces, Commercial/Industrial/Airport. Development in commercial, industrial and airport zones shall have parking spaces measuring at least 9 feet by 18 feet. Consistent with other provisions of this Chapter, parking and loading spaces for tractor trailers or trucks shall have dimensions that exceed the general 9 feet by 18 feet standard set forth above and shall meet design criteria required to accommodate the particular use and traffic patterns of the development.

(e) Disabled Parking. Stalls for persons with disabilities shall meet current applicable state and federal requirements.

(f) Backing Space. Backing space shall be provided for all parking areas so that cars will not back onto a public street or interfere with traffic. Public sidewalks or walkways shall not be used as a part of the required backing area.

(g) Driveway. When used for access to a parking area having 6 or more parking spaces, a driveway shall be at least 12 feet wide for one-way traffic or 22 feet wide for two-way traffic. Said driveway shall provide paved access to a public street. When used for access to less than 6 parking spaces, a driveway shall be at least 12 feet wide for one-way or two-way traffic. See Appendix "24-A" diagram for parking space design standards.

(h) Access. Subject to the minimum standards set forth herein, every parking stall shall be designed to permit reasonable ingress and egress by standard-sized vehicles.

(i) Parallel and Angle Parking. See Appendix "24-A" for specific size, layout and design requirements.

(j) Recreational Vehicles. In multiple-unit developments, recreational vehicle parking shall be allowed only in approved off-street parking areas designated for that use on an approved site plan.

(k) All parking areas and spaces, driveways and backing spaces shall be subject to the requirements of Appendix "24-A", the City's Design Standards and Construction Specifications and the requirements of the SDMFSA.

#### **12-24-104. Street Access.**

Access between a public street and off-street parking facilities shall be provided as follows:

(a) Two-way. For two-way traffic, a maximum of one driveway for each 150 feet of frontage on an arterial or collector street.<sup>1</sup> Such driveway shall not be less than 30 feet in width, nor more than 40 feet in width.

(b) One-way. For one-way traffic, a maximum of one driveway for each 150 feet of frontage on an arterial or collector street. Such driveway shall not be less than 15 feet nor more than 20 feet in width. The distance between one-way driveways shall be at least 12 feet, measured from the closest exterior boundary of the driveways. If separated by a landscaped median area, the median separating the one-way driveways shall be at least ten (10) feet in width.

(c) Proximity to Intersection. In commercial, industrial and airport zones, no driveway shall be closer than 40 feet to an intersection of two streets, measured from the corner of the property line. In a residential zone, such minimum distance shall be 20 feet.

(d) Development Standards. Height, location, structural specifications, maximum and minimum curbs, radii permitted, and maximum roadway approach angles to the

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<sup>1</sup> Arterial and collector streets are designated in the City's General Plan

center line of the street shall be as required in the City's current design standards and development specifications.

- (e) All street access driveways shall be subject to the requirements of Appendix "24-A", the City's Design Standards and Construction Specifications and the requirements of the SDMFSA.

**12-24-105. Residential Zones and Uses – Parking Areas, Development and Maintenance.**

(a) Driveway – Single Family and Two-family Homes. For all single-family and two-family residences in any zone a driveway connecting from the street or other entry way to an enclosed garage, covered carport or other authorized area used for the parking of motor vehicles shall be paved with an asphaltic or concrete surface that meets the City's current design standards and construction specifications. The City may require specific design features where deemed necessary based on vehicular or pedestrian traffic patterns, parking, loading, storage or other safety-related conditions.

(b) Recreational Vehicle and Trailer Parking – Single Family Homes and Two-Family Homes. For all single-family and two-family homes, where there is compliant side-yard setback space, the side yard or a portion of the yard adjacent to the driveway on the opposite side of the home may be used for the parking of usable and fully operational recreational vehicles and trailers. Said area shall be covered with a solid (asphaltic or concrete) surface, gravel, road base of similar material. The use of non-solid surfaces shall require use and maintenance of a functional weed barrier or annual chemical treatment that will ensure the maintenance of said area is free of weeds and other vegetative materials.

(c) Multi-Family Homes. For all multi-family residences (for purposes of this section: triplex, 4-plex and multi-unit developments) a driveway connecting to an enclosed garage, covered carport or other authorized area used for the parking of motor vehicles shall be paved with an asphaltic or concrete surface that meets the City's current design standards and construction specifications. The City may require specific design features where deemed necessary based on vehicular or pedestrian traffic patterns, parking, loading, storage or other safety-related conditions. For all such uses, the parking of recreational vehicles and trailers is prohibited except when kept in a side yard behind the front line of the residence, and maintained on a pad that meets the requirements of Section 105(B) above.

**12-24-106. Commercial, Industrial and Mixed-Use Zones – Parking Areas, Development and Maintenance.**

Every parcel of land in a commercial, industrial or mixed-use zone used as a public or private parking area, including commercial parking lots and non-enclosed open-air sales lots for automobiles, farm equipment, and similar sales shall be developed and maintained in accordance with the following requirements:

(a) Landscaping and Irrigation. The development shall comply with the provisions of Chapters 25 and 26 of this Title.

(b) Surfacing. Every parcel of land used as a parking area or driveway shall be paved with an asphaltic or concrete surfacing that meets the City's current design standards and construction specifications. The City may require bumper guards, painted parking space lines or

similar design features where deemed necessary based on vehicular or pedestrian traffic patterns, parking, loading, storage or other safety-related conditions.

(c) Lighting. Parking areas shall be adequately illuminated with lighting arranged and designed to ensure that light will reflect away from any adjoining premises. Lighting arrangement and design shall be subject to the review and approval of the Planning Commission. Where applicable, lighting shall comply with the requirements of a specific zone.

**12-24-107. Alternatives to On-Site Parking.**

In circumstances where on-site parking is demonstrably impracticable due to the size, location or other factors affecting the site, off-site parking may be approved in accordance with the following provisions:

(a) Consolidation of Parcels. If the proposed parking area and the development are on adjoining lots or parcels owned by the same entity, the City may require that the lots or parcels be consolidated as a single lot on an approved plat.

(b) Easement. If the proposed parking area for a development, building, structure, or improvement is located on separate lots and not under common ownership, a perpetual easement or cross-access agreement shall be executed and filed in the office of the Davis County Recorder. Said instrument shall be submitted for review and approval by the City Attorney and City Council and shall expressly provide that the property, building or other improvement served by the easement/agreement will have the perpetual and unconditional right of access for parking, vehicular travel and pedestrian purposes; the City may also impose such requirements as are deemed appropriate to provide for the safety of persons and property using the property burdened by the easement/agreement.

(c) Shared Parking Areas – Commercial and Residential Uses – Time. Shared parking areas between commercial and residential users may be approved in very limited circumstances and only where the developer demonstrates to the City’s satisfaction, by clear and convincing evidence, that (i) due to the anticipated times of parking activity in the commercial and residential uses, the shared parking uses will not interfere with each other; (ii) that the nature of the commercial and residential uses are compatible (e.g., commercial businesses will be closed during evening and night-time hours and not require use of parking spaces, etc.); and (iii) at all times, the required minimum parking spaces for each proposed use will be available. In any event, no more than 25% of the proposed parking spaces shall be shared. The owner(s) of all affected property(ies) shall prepare and submit to the City Attorney and City Council, for their review and approval, recordable instruments that will ensure that the required number of parking spaces will always be available to users of the development(s); said instruments may, at the discretion of the City, include without limitation, restrictive covenants governing the times of parking and times of business operations, development agreements, easements or cross-access agreements, conditions, covenants and restrictions, and similar instruments.

**12-24-108. Location.**

Off-street parking facilities shall be located as hereinafter specified. Where distances are described, such distance shall be the shortest distance measured from the nearest point on the building that a parking facility is required to serve.

(a) Dwellings. For any single-family dwelling, parking facilities shall be located on the same lot or building site as the dwelling. For multiple family dwellings the parking facilities shall be located on the same lot or building site; unless however, due to topographical or similar limitations or conditions unique to the lot or building site, demonstrated by the developer or owner by clear and convincing evidence, a portion of the parking may be located on adjacent property as provided by Section 12-24-106, above.

(b) Other Buildings and Uses. For hospitals, clinics, health care facilities, care facilities such as assisted living or independent living centers, retirement centers, and schools, all parking facilities shall be located on the same lot as the building(s) they are required to serve.

(c) Other. For uses other than those specified above, parking facilities shall be located not more than 200 feet from the building(s) they will serve. All parking areas are to be located, constructed and accessed with a paved, direct vehicular and pedestrian access-way to the development, building, structure or improvement; said parking facilities shall not cross a public street.

(d) Encroachments on Single Family Dwelling Lots. Off-street parking that serves any commercial or industrial use shall not be permitted on the lot or premises of any single-family dwelling.

(e) Mixed Occupancies in the Building. Except as expressly provided herein for shared use parking, in the case of mixed uses in a development, in a building or on a lot, the minimum requirements for off-street parking facilities for one use shall not be considered as providing required parking facilities for any other use, and the minimum parking requirements for each use shall be met.

**12-24-109. Stormwater Conveyance; Required Improvements and Maintenance.**

Every lot or parcel used as a public or private parking area shall be paved with asphaltic cement or concrete and be so graded and drained as to dispose of all storm and surface water. Storm and surface water drainage shall not cross over a sidewalk and shall comply in all respects with the Federal, State and City's storm water ordinances and regulations. All paved parking areas shall be regularly maintained in a safe and serviceable condition.

**12-24-110. Parking Spaces Required – Minimum Number.**

For purposes of this Section (and as applicable other related provisions of this Title) "floor area" in the case of offices and commercial uses, shall mean the floor area used or intended to be used by owners and tenants, or for service to the public as customers, patrons, clients, or patients, including areas occupied by fixtures and equipment used for display or sales of merchandise. "Floor area" shall not include areas used principally for non-public purposes, such as storage, incidental repair, processing, packaging or merchandise. For developments, buildings and structures that include office space and/or public access space, said space shall comply with the individual definitions and requirements below; and for space designated as non-public the standard for warehouses shall apply.

Parking on public or private streets shall not be counted in the calculation of required minimum parking spaces.

For purposes of this Chapter a "+" following the minimum number of required parking spaces indicates the number of spaces required may be increased, as determined by the Director or Planning Commission, utilizing the criteria and standards of this Chapter.

Except as otherwise provided in this Title, the minimum number of off-street parking spaces for various uses will be as follows:

(a) Banks, Business or Professional Offices; Offices Where Customer Services or Sales are Provided on Premise. The greater of 1 space for each 200 square feet of gross floor area or 1 space per employee.

(b) Bowling Alleys. 4 spaces for each lane.

(c) Car Wash and Fast Lube-type Services. 3 spaces for each bay. This standard may be met by sequential spaces immediately approaching each bay or by traditional parking as specified in Appendix "24-A".

(d) Churches, Places of Assembly and Accessory Uses. The greater of 1 space for each 5 seats in the chapel or assembly area, or if there is no fixed seat assembly area, then 1 space for each one hundred square feet of floor space used for assembly purposes.

(e) Disability Parking facilities as required by current federal and state requirements.

(f) Dwellings, Multiple Family (3 or more units in the development).

(1) 1 bedroom - 1.5 spaces per unit.

(2) 2 bedrooms - 2 spaces per unit.

(3) 3 bedrooms - 2.5+ spaces per unit.

(4) More than 3 bedrooms - 2.5+ spaces per unit.

(5) At least one (1) of the required parking spaces for each unit shall be a covered (carport) or enclosed (garage) parking space, specifically designated or reserved for the respective dwelling unit.

(6) In addition to the foregoing minimum standards, visitor parking spaces shall be provided at the ratio of 0.25 spaces per unit; said spaces shall be clearly marked and reserved as visitor spaces and shall distributed throughout the project for convenient access from all units.

(7) For multi-family developments located at or contiguous to the UTA FrontRunner Station (approximately 900 South 800 West) in the S-1 Zone, the above parking minimums may be reduced by 0.25 spaces per unit.

(g) Dwelling, Single Family and Two Family. 2 covered parking spaces for each dwelling unit.

(h) Food Establishments for On-premise Sale and Consumption of Food and Beverages. The greater of 1 parking space for each 4 seats, including stools, benches, and

booths, or 1 space for each 100 square feet of floor area. In addition, there shall be 1 space for each employee on duty during a shift.

(i) Food Establishments for the Sale of Food and Beverages intended primarily for off-premise consumption. 1 parking space for each 100 square feet of gross floor area.

(j) Hospitals and inpatient health care facilities. 2 parking spaces for each bed. For long-term care facilities, the number of spaces may be less than 2 spaces per bed based on clear and convincing evidence provided by the developer and as determined by the Planning Commission.

(k) Libraries. One parking space for each 250 square feet of gross floor area.

(l) Lodging Facilities. 1+ space for each sleeping unit or dwelling.

(m) Manufacturing Uses, Light Industrial, Business Parks, Research and Testing Laboratories, Creameries, Bottling Establishments, Bakeries, Canneries, Printing and Engraving Shops, etc. Not less than 1 parking space for each 800 square feet of gross floor area. Additional employee parking may be required as a result of site plan review based on the number of anticipated employees to be on-site.

(n) Medical and Dental Clinics or Offices. 1 parking space for each 200 square feet of gross floor area.

(o) Museums and Similar Non-Assembly Cultural Facilities. 1 + space for each 500 square feet of gross floor area.

(p) Mortuaries. 1 parking space for each 50 square feet of floor area of assembly rooms used for services.

(q) Motor Vehicle and Machinery Repair. 3 exterior parking spaces for each stall, bay or workstation.

(r) Offices not Providing Customer Services or Sales on the Premises. 1 parking space for each 300 square feet of gross floor area.

(s) Restaurants. (See food establishments).

(t) Retail Stores, Including Shopping Centers, Except as Otherwise Specified Herein. 1+ parking space for each 200 square feet of gross floor area.

(u) Rooming and Boarding Housing, Lodging Houses, Clubs, School Housing and similar facilities having sleeping rooms. 1 parking space for each tenant or resident.

(v) Salons/Aesthetic Services. For all aesthetic/cosmetic care or service establishments (such as barber shops, beauty salons, nail salons, massage studios, and similar uses), 2 spaces per chair or piece of service furniture (e.g., massage table or similar).

(w) Schools, Private, Vocational, etc. 1 parking space for each employee and 1 space for each 3 students of driving age. Public schools governed by this standard except as otherwise provided by law.

(x) Stadiums, Sports Arenas, Auditoriums (including school auditoriums) and Other Places of Public Assembly and Dance Halls, Clubs and fraternal-type Lodges having no Sleeping Quarters. The greater of 1 parking space for every 5 seats or 1 parking space for each 100 square feet of gross floor area used for assembly and not containing fixed seats.

(y) Swimming Pools, Commercial and Public. 1 parking space for each 5 persons based upon capacity load.

(z) Theaters. 1 parking space for each 4 seats up to 800 seats, plus 1 parking space for each 6 seats over 800 seats.

(aa) Transportation Terminals and Facilities. Adequate number of parking spaces based on clear and convincing evidence provided by the developer, and as determined by the Planning Commission.

(bb) Warehouse and Wholesale Storage Building (Dead Storage of High-volume Distribution). 1+ parking space for each employee per shift, based on the shift with the maximum number of scheduled employees.

(cc) Uses Not Listed. The parking requirements for uses not listed above shall require the developer to submit clear and convincing data showing the nature of the use, the anticipated density of persons and vehicles using the facility, etc. Based on this information, the number of parking spaces shall be determined by the Planning Commission, using as general guidelines industry standards or the highest density parking requirements of the various uses described above.

#### **12-24-111. Off-Street Loading – Commercial and Industrial Uses.**

The following provisions shall apply to off-street loading:

(a) Amount Required. For every building or part thereof having a gross floor area of 10,000 square feet or more, which is to be occupied by a commercial or industrial use, to or from which delivery of materials or merchandise are regularly made by motor vehicles, there shall be provided and maintained, on the same lot with such building, at least one off-street loading space. If the building has more than 10,000 square feet, an additional loading space shall be required for each 20,000 square feet of floor area.

(b) Dimensions. Each loading space shall be not less than 14 feet in width, 25 feet in length, and 15 feet in height. If deliveries are to be made by tractor-trailer type vehicles, the minimum length shall be 65 feet. No loading space shall extend into a public right of way or sidewalk.

(c) Location. Loading spaces shall be developed in a manner and location that minimizes visual and auditory exposure to public streets and residential uses. Loading areas shall be shielded with completely opaque fencing or similar facilities to mitigate the visual impact of such uses. Loading spaces may occupy any required side or rear yard or court, provided however that no loading space shall be located closer than 30 feet from the nearest boundary of any lot in a residential zone.



**12-24-112. Parking and Storage of Commercial or Industrial Vehicles - Residential Zones.**

Trucks, equipment, trailers and other vehicles used for commercial, industrial or construction purposes that collectively exceed 16,000 pounds GVWR shall not be parked or stored on any street, lot or parcel in a residential zone; provided however that said equipment may be used only during hours permitted by the City's noise ordinance where required to perform permitted construction of improvements on a street, lot or parcel.

**12-24-113. Parking of Fleet Vehicles in I-1 Zone and AP Zone.**

(a) For purposes of this Section, "fleet vehicles" shall mean motor vehicles owned or leased by any person or entity that are used in the regular operation of a duly authorized permitted or conditional use in the I-1 Zone or the AP Zone. Personal automobiles and pick-up trucks are not considered fleet vehicles.

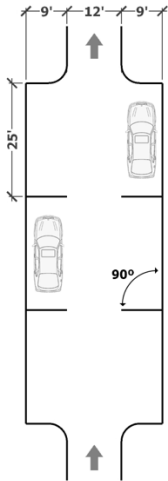
(b) All fleet vehicles shall:

- (1) Be properly licensed, inspected and street operable;
- (2) Be parked or stored on the paved surface of an approved off-street parking area designated for such purpose on the site plan;
- (3) Have a gross vehicle weight rating of less than 33,000 pounds; and
- (4) Be used in the regular operations of a duly authorized permitted or conditional use in the I-1 Zone or the AP Zone

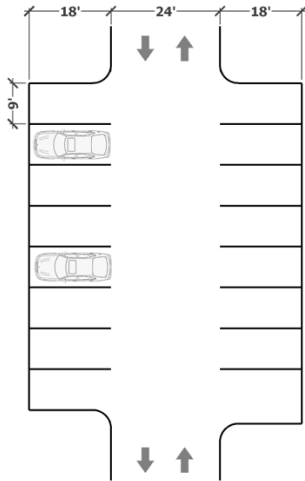
A maximum of twenty (20) fleet vehicles may be parked on the site in a designated paved off-street parking area; said area shall comply with the provisions of Section 12-24-105 of this Ordinance. Parking stalls used for parking fleet vehicles shall be in addition to the City's other requirements for off-street parking on the site.

APPENDIX "24-A"

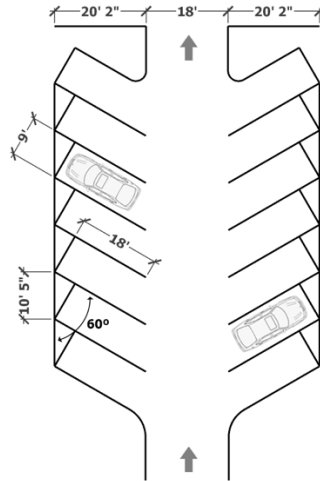
Parallel and Angle Parking Size, Layout and Design Requirements



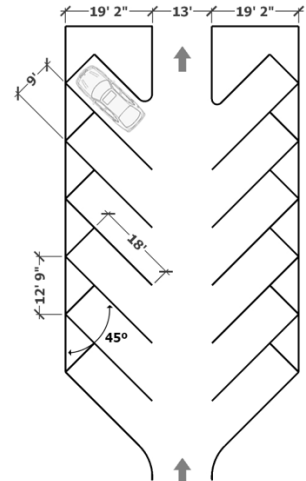
PARALLEL PARKING



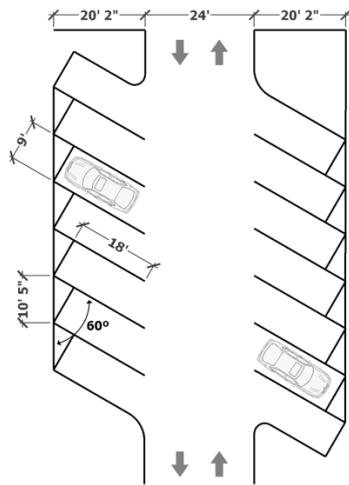
90 DEGREE PARKING



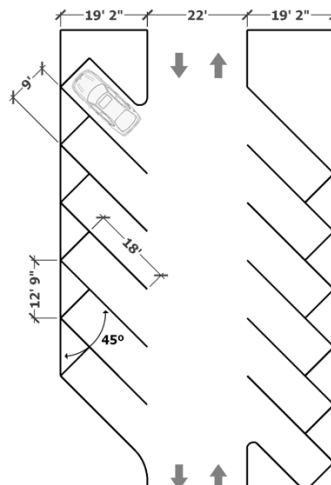
60 DEGREE PARKING



45 DEGREE PARKING



60 DEGREE PARKING TWO WAY



45 DEGREE PARKING TWO WAY