

Chapter 19. 01 PARKING AND MOBILITY STANDARDS

19.01.1 General Provisions **New**

19.01.1.1 Organization **New**

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19.01.1.2 Purpose

- A. The purpose of this chapter is to reduce street congestion and traffic hazards in the City by incorporating efficient, attractive facilities for off-street parking, loading, bicycle parking, and internal automobile and pedestrian circulation as an integral part of every use of land.

19.01.1.3 Applicability

- A. At the time any building or structure is erected, enlarged, increased in capacity, any change of land use occurs, or any new land use is established, off-street parking, loading, and bicycle parking shall be provided in accordance with the requirements in this chapter.
 - A. Plans Required to Obtain Building Permit. All applications for a building permit shall be accompanied by a site plan showing a parking layout that complies with the provisions of this chapter that shows ingress and egress, loading areas, internal automobile, bicycle and pedestrian circulation, and landscaping. The plan shall be reviewed and approved by the planning department consistent with the provisions of this chapter. Parking requirements may be calculated separately for each business or land use in a building.
 - B. In the event that use changes and parking becomes inadequate, the City may at its sole discretion require a revised site plan provide the required parking.

19.01.2 Vehicle Parking Requirements

19.01.2.1 Parking Design Specifications

A. All on-site parking facilities required by this section shall comply with the minimum requirements for parking and maneuvering space specified in this section, as well as the landscape standards specified in **Section 19.77.XX**

A. Minimum Parking Space Dimensions:

1. Standard Parking Space: nine feet (9') in width by eighteen feet (18') in length.
2. Parallel Parking Space: eight feet (8') in width by twenty-two feet (22') in length.
3. Compact Parking Space: eight feet (8') in width by sixteen feet (16') in length.
4. Stacking Space: nine feet (9') in width by twenty feet (20') in length.
5. Parking stalls adjacent to a column or wall must have an additional two feet of width to accommodate ingress/egress from the vehicle.

B. Access and maneuverability

1. Off-street parking spaces shall be accessed from private roadways and not from public streets.
2. A minimum six (6) foot wide pedestrian path from the right-of-way to the entrance(s) of the building shall be provided. Pedestrian paths must be protected from vehicular traffic by grade separation, bollards, landscaping, planters, or other similar methods. Pedestrian paths that cross internal traffic shall be raised and clearly striped as pedestrian priority areas.
3. Vehicular cross access to adjacent commercial parking lots shall be provided.

C. Surfacing

1. Required parking and associated access drives, and required internal walkways shall be surfaced with an asphaltic or concrete/cement or other binder pavement, so as to provide a durable and dustless surface.
2. Surfaces shall be so graded and drained as to dispose of all surface water accumulated within the area, and shall be so arranged and marked as to provide the orderly and safe loading or unloading and parking and storage of vehicles.
3. Any parking area surface exceeding the number of minimum parking spaces by 10%, as established in this ordinance, shall use pervious pavement and incorporate low impact storm water retention practices per the parking lot Landscaping throughout the parking lot.

D. Maintenance.

1. Every public or private parking area, including commercial parking lots and open-air sales lots, shall be maintained in accordance with the requirements set out in this chapter.
- E. Parking Structures or Podiums. In any town center or village center identified in the General Plan where a proposed use shall demand a parking lot of 200 or more spaces, a parking structure or podium is required to accommodate at least 50% of the parking demand. Parking structures or podiums shall incorporate commercial uses fronting on the street for at least 75% of the linear footage facing any public right-of-way. Any other part of the façade facing a public right-of-way shall incorporate decorative front facades facing the street to minimize the visual impact and provide screening of the use.
- F. Electric Vehicle Charging Spaces.
1. For parking lots with eight (8) or more spaces, a 15% minimum of all spaces in a parking area shall be capable of electric vehicle charging.
 2. The minimum size of electric vehicle charging spaces shall be nine (9) feet by eighteen (18) feet.
 3. Charging cords shall be retractable or have a place to hang the connector and cord sufficiently above the pedestrian surface. Any cords connecting the charger to a vehicle shall be configured so that they do not cross a driveway, sidewalk, or passenger unloading areas.
 4. Electric vehicle charging stations may count toward a minimum parking requirement provided that the electrical vehicle charging station is not limited in function to a singular vehicle manufacturer.
- G. Lighting.
1. Lighting used to illuminate any off-street parking area shall utilize dark sky compliant full cut off luminaires to direct light downward and away from adjoining premises and from street traffic. No light source (light bulb, fluorescent tube, or other direct source of light used to illuminate a parking area) shall be visible beyond the property line of any off-street parking area and shall not exceed 0.5 foot candles at the property line.
 2. No display area or parking lot light poles shall be located within 20 feet of the public street. Parking lot lighting adjacent to residential uses shall utilize full cut off luminaires.
- H. Accessible Parking Spaces. For all parking areas, the accessible parking spaces required to satisfy the Americans with Disabilities Act shall be provided within the total number of stalls required above.
- I. Compact Spaces. Up to twenty percent (20%) of the total required spaces may be provided as compact spaces.

19.01.2.2 Single-Family and Duplex Residential Design Specifications

- A. Access. A driveway shall be provided for vehicular access from the street or right-of-way to the required parking spaces of any dwelling.
 - A. Driveways accessing a public street in excess of sixty-six (66) feet in width shall include a means to prevent backing out onto such roadways, such as a circular drive or a perpendicular paved area to the driveway that enables the driver to turn the vehicle around, so that the vehicle can access the street without backing out onto the street. If such driveways are required, the requirement for front yard landscaping in [Section 19.77.XX](#) is waived for the driveway area.
 - B. Width. Residential driveways shall not exceed thirty (30) feet in width, although a lots with two driveways shall have one of the driveways restricted to twelve (12) feet and such driveways shall be separated by a minimum of twenty (20) feet.
 - C. Surfacing. The driveway shall be constructed of a durable, hard surface such as: concrete (including permeable concrete), asphalt (including permeable asphalt), brick, pavers, stone, or block. The number, location, and width of driveways shall comply with the specifications set forth in [MKC 14.12.110](#) and [MKC 14.36.060](#). Driveways over one hundred fifty feet in length are subject to approval by the fire marshal.
 - D. Landscaping. The area within the front yard of any single household or duplex dwelling not occupied by a driveway or parking surface set forth above shall be landscaped in compliance with the applicable provisions the regulating landscaping ordinance [19.77.xx](#).
 - E. Private Vehicle Parking and Storage.
 - 1. Vehicles shall be parked or stored on a paved surface in compliance with this chapter, a private vehicle may be located in the front yard, side yard, or rear yard of a dwelling.
 - 2. If a vehicle is parked or stored on any other type of surface, private vehicles must be behind the front line of the dwelling and screened from view from public streets or neighboring properties with a six-foot, tall (minimum) opaque fence.
 - F. Recreational Vehicles (RVs).
 - 1. Residential Driveways in a Front Yard.
 - a. Recreational vehicles may not be parked within a front setback of a residence unless they are parked on a hard surfaced residential driveway as defined in this chapter.
 - b. Recreational vehicles parked on driveways must be at least ten (10) feet back from the edge of the street or the public right-of-way, whichever is greater.

- c. Recreational vehicles parked on a driveway in the front yard must be licensed, operable and parked perpendicular to the street.
 - 2. Side or Rear Yards.
 - a. Recreational vehicles may be parked or stored on a parking pad in a side or rear yard. A parking pad for a recreational vehicle shall extend the full length and width of the vehicle or trailer. Parking pads shall be constructed of a hard surface as defined in this chapter, or of six inches of compacted gravel and must be kept weed free.
 - 3. Recreational vehicles shall not be stored in excess of 24 hours in the public right of way, including any portions of the public right of way that are not improved.
- G. Commercial vehicles. Commercial vehicles shall not be parked or stored on single household or duplex residential property, except in the following circumstances:
 - 1. Commercial vehicles may be parked on a property in conjunction with lawfully permitted construction, maintenance, or site development activities so long as said activities are diligently pursued.
 - 2. One commercial vehicle may be parked behind the front line of the dwelling and, screened from view from public streets or neighboring properties with a six-foot tall (minimum) opaque fence or gate.
 - 3. One commercial vehicle may be parked in the front yard or side yard of a dwelling, in the R-1 or R-2 zones upon issuance of a permit by the City, as long as all of the following criteria are met:
 - a. No other commercial vehicle is parked or stored on the property.
 - b. The operator of the vehicle is required to be on call 24 hours a day to use the vehicle in response to an emergency;
 - c. The commercial vehicle is parked on a paved surface in compliance with this chapter; and
 - d. The commercial vehicle is parked entirely on private property, not parked on or over the street or sidewalk; and
 - e. The commercial vehicle does not exceed Class 5 (two-axle, six tire single unit trucks) in Federal Highway Administration vehicle classification.

19.01.2.3 Minimum Parking Requirements:

- A. Unless otherwise specified by this Ordinance, each development or land use listed in [Table 19.80.1 Minimum Vehicle Parking Requirements](#) shall provide the minimum number of on-site parking and stacking spaces in accordance with [Table 19.80.1 Minimum Vehicle Parking Requirements](#)

- A. Unless stated otherwise in this Chapter, parking calculations are based on gross square footage.
- B. When the computation of the required vehicle parking spaces results in a fraction, the requirement is rounded to the nearest whole interval. Fractions less than one-half are rounded to the next lowest whole number.
- C. Unlisted Uses. For uses not expressly listed in **Table 19.80.1 Minimum Vehicle Parking Requirements**, the Planning Director or their designee shall have the authority to make the following determinations, in conjunction with a site plan application based on the following considerations:
 1. A use that is listed in **Table 19.80.1 Minimum Vehicle Parking Requirements** is deemed similar to the proposed use, in which case the similar use requirement may be applied; or
 2. A new established parking minimum requirement may be determined for an unlisted use by referencing standards in parking resources published by the National Parking Association, American Planning Association, Institute of Traffic Engineers (ITE), Urban Land Institute, International Conference of Shopping Centers, or through a parking study commissioned by the City and performed by a professional engineer.

Table 19.80.01

Table 19.80.1 Minimum Vehicle Parking Requirements		
Use	Minimum Requirement	Notes
<i>RESIDENTIAL USES</i>		
Group Home Housing	A minimum of 2 parking spaces plus 1 parking space for every 5 residents	
Mobile Home Park	2 spaces per unit	
Single, Household Dwelling, Duplex, Triplex and Quadplex	2 spaces per unit	One space must be covered parking Existing dwellings that lack one covered space as of March 12, 2018 are exempt from a covered parking requirement.
Accessory Dwelling Units	1 stall per unit	
Multi-Household Dwelling (5 or more units)	0.75 spaces per studio unit 1 space per one bedroom unit	

Table 19.80.1 Minimum Vehicle Parking Requirements		
Use	Minimum Requirement	Notes
	1.5 spaces per two-bedroom unit 2 spaces per unit for units with three or more bedrooms 0.25 spaces per unit for visitor parking	
Affordable Housing ¹	0.50 spaces per studio unit 0.75 space per one bedroom unit 1 space per unit with two or more bedrooms 0.15 spaces per unit for visitor parking	
Senior (55+) Housing	0.5 spaces per unit	
<i>INSTITUTIONAL USES</i>		
Religious assembly, auditoriums, and other places of public assembly	1 space per 300 square feet in the primary seating area	
Day care, Preschool and Nursery Schools	1 space per 400 square feet of gross floor area	If drop-off facilities are present, a minimum of 3 stacking spaces shall be provided
Primary Schools and Middle Schools	1 parking space per classroom	If drop-off facilities are present, a minimum of 3 stacking spaces shall be provided
High School	1 space per classroom plus 1 space per 5 non-bussed students	If drop-off facilities are present, a minimum of 3 stacking spaces shall be provided
Trade School, College, or University	1 space per classroom plus 1 space per 4 students	
Homeless Resource Center	1 space per 15 beds	
Hospitals	1.5 spaces per bed in the total facility	
Nursing Homes	1 space per 4 beds	
Detention Facility/Jail	2 spaces per 3 employees and 1 space per each service vehicle stored on site.	Parking for non-standard size vehicles such as busses is required if such vehicles are to be stored outdoors in parking areas.

Table 19.80.1 Minimum Vehicle Parking Requirements		
Use	Minimum Requirement	Notes
<i>ENTERTAINMENT AND RECREATION USES</i>		
Amusement Center	1 space per 150 square feet	
Dance Halls, Concert Halls, Club Licensees	1 space for each 150 square feet	
Movie Theater	1 space per 10 seats	
Stadiums	1 space per 1,000 square feet of seating area	
Gym or Fitness Studio	1 per 250 square feet	
Soccer, Baseball, or Football field	20 spaces per field area	
Tennis, Pickleball Handball and Racquetball facility	1 space per court	
Swimming Pools (Commercial and Public)	1 space per 1,000 square feet of usable area	
<i>COMMERCIAL USES</i>		
Automobile Fueling Station	1 space per 300 square feet plus 2 stacking spaces per fueling pump	Fueling pumps may not be located within twenty-four (24) of a property line or street or thirty (30) of a residential zone boundary line. Stacking spaces may not infringe on vehicular access ways. Canopies over fuel pump islands shall be set back not less than ten (10) feet from any street property line and not less than ten (10) feet from any residential zone boundary.
Auto Repair or Service	2 spaces for each service bay	If towing service is provided, sufficient area shall be located on-site for temporary storage of vehicles and the tow truck.
Auto Sales	1 customer parking space per 400 square feet of gross floor area in the automobile sales area or 4	

Table 19.80.1 Minimum Vehicle Parking Requirements		
Use	Minimum Requirement	Notes
	parking spaces, whichever requirement is greater.	
Banks	1 per 400 square feet	If drive through windows, or automobile use Automated Teller Machines (ATM) are provided, a minimum of 3 stacking spaces shall be provided
Hotels and Motels	1 space per room	
Professional Offices	1 space per 400 square feet for the first 20,000 square feet plus 1 space per 1000 square feet excess of 20,000 square feet.	
Medical, Dental, Veterinary Offices	1 space per 300 square feet	
Mortuary or Funeral Home	1 per 300 square feet	
Restaurants without drive through window	1 space per 150 square feet of seating area	
Restaurant with a drive through window	1 space per 150 square feet of seating area plus 4 stacking spaces from place of order and 4 stacking spaces from pick up window.	Stacking spaces may not infringe on vehicular access ways. A traffic study is required to verify that the minimum stacking spaces are sufficient, which is applicable to a change of use.
Retail Sales and Shopping Centers	1 space per 300 square feet of gross floor area for the first 20,000 square feet plus 1 space per 1000 square feet of gross floor area in excess of 20,000 square feet.	
Personal Service	1 per 300 square feet	
<i>INDUSTRIAL</i>		
Manufacturing and Industrial Uses	1 space per 3 employees plus 1 space per company vehicle	
Industrial Flex Center	1 space per 1,000 square feet up to 40,000 square feet, plus 1	

Table 19.80.1 Minimum Vehicle Parking Requirements		
Use	Minimum Requirement	Notes
	space for each 2,000 square feet over 40,000 square feet	
Warehousing	1 space per 2000 square feet of gross floor area for the first 20,000 square feet plus 1 space per 3000 square feet of gross floor area in excess of 20,000 square feet.	
Self-Storage / Mini warehouse	1 per 50 units, plus 1 per 400 square feet of office area, plus 2 vehicle stacking spaces for security gate. Aisles suitable for temporary loading and unloading may be counted as required parking stalls	

1. "Affordable housing", as used in this table, is defined as a development that is the recipient of a low income housing tax credit or other public financing and in which all units in the project provide affordable housing to a target population with a household income less than or equal to 80 percent of Salt Lake County's area median income for a time period of at least 30 years.

19.01.2.4 Vehicle Parking Reductions and Alternative Parking Plans:

- A. Parking and Stacking Study. A reduction in the number of required parking and/or stacking spaces may be requested at time of the Site Plan submittal by the applicant or based on local experience, the Planning Director may determine that the parking and/or stacking requirements are insufficient in this chapter, an additional study may be required. A reduction or increase in stacking and or parking requirements may be approved by the Planning Director or their designee pursuant to the following criteria:
1. The parking study shall be commissioned by the City and paid for by the applicant.
 2. The parking study demonstrates that the parking demand for the site is less than the requirement found in **Table 19.80.1 Minimum Vehicle Parking Requirements** or general patronage of the use exceeds the minimum requirements in the table
 3. The parking and/or stacking study demonstrates that the proposed alternative will not exacerbate an existing deficiency in parking or stacking;
 4. The parking study demonstrates that the proposed alternative will not result in parking spillover into adjacent neighborhoods or streets.
 5. Any proposed stacking spaces are sufficient for the use and will not result in blockage of rights-of way, internal parking, or circulations spaces.
 6. When a parking study includes examples of the parking ratios of existing multifamily developments, these examples shall closely match the proposed project in terms of transit infrastructure and targeted resident demographics, including, but not limited to age, income levels and rental rates. For multi-family projects demand shall be based on the number bedrooms.
 7. Evidence of similar uses in similar contexts or other industry standard indicating a lesser number will equally or better meet the intent of this Chapter due any of the following:
 - i. The likelihood that patrons or tenants have reduced car ownership or drive less;
 - ii. The availability and practicality of walking, bicycling or transit access supporting the use; or
 - iii. Other transportation demand management plans proposed by the applicant.

- B. Transit Proximity Reduction.
1. The minimum number of required parking spaces may be reduced up to twenty percent (20%) for commercial and institutional sites that are located within one quarter of a mile walking distance to a transit platform.
 2. The applicant must demonstrate that units are allocated as permanent affordable housing, either through deed restriction, covenant, or other means of legal documentation deemed acceptable by the City Attorney.
- C. Valet Parking Program. A valet parking program is a parking plan which has personnel retained to assist parking at a drop-off area and exclusively controls the parking of vehicles into valet spaces until they are returned to a pick-up area. A valet parking program may reduce the required parking of a use up to ninety (90) percent of the required parking minimum if the valet program meets the following requirements:
1. A valet parking plan is provided providing the following:
 - a. A document detailing the location of valet parking lots, pick up and drop off areas, stacking spaces, and egress/ingress information.
 - b. A document detailing the hours of operation, staffing required, a minimum lease time period of 5 years, and any other applicable operational procedure information.
 2. A parking study per the requirements of this chapter showing that the proposed valet program provides sufficient parking for the use at peak times.
 3. A minimum of 8% of the required parking are reserved for self-parking.
 4. Valet parking lots, when located on a major street with a minimum width of sixty-six (66) feet, are required to be located on the same side of the street as the use they are serving. Valet parking lots may be provided on the opposite side of the use being served, of a minor street, a street with a width less than sixty-six (66) feet.
- D. Shared Parking. Shared use of required nonresidential parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Shared use of required nonresidential parking spaces is allowed if following documentation is submitted in writing with the site plan application:
1. Names and addresses of the property owners that are engaging in a shared parking agreement.
 2. A parking study per the requirement of this chapter demonstrating the shared spaces are sufficient for each use at peak times. The parking study must include a breakdown of uses, comparing the peak times of weekday night, day, evening, and weekend day and evening hours per [Table 19.80.1](#)

3. A map of shared parking areas along with number of parking spaces to be shared.
4. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.
5. In determining the total requirements for shared parking facilities, the Planning Director or designee or Planning Commission shall use **Table 19.80.1** according to the following guidelines:
6. For each applicable general land use category, calculate the number of spaces required for a use as if it were the only use (refer to the schedule of minimum off-street parking requirements).
7. Use the figures for each individual land use to calculate the number of spaces required for that use for each time period specified in the table (six time periods per use).
8. For each time period, add the number of spaces required for all applicable land uses to obtain a grand total for each of the six time periods.
9. Select the time period with the highest total parking requirement and use that as the total number of parking spaces required for the site on a shared parking basis.

For uses not listed in **Table 19.80.1**, or in otherwise unique circumstances the Planning Director or their designee shall determine the required parking for the six time periods. These determinations shall be made in accordance to by National Parking Association, International Council of Shopping Centers (ICSC) American Planning Association, Urban Land Institute (ULI), Institute of Traffic Engineers (ITE) or other reputable sources of parking data.

Table 19.80.1: Shared Parking Percentage Requirements						
General Land Use Category	Weekdays			Weekends		
	12:00 a.m. - 7:00 a.m.	7:00 a.m. - 6:00 p.m.	6:00 p.m. - 12:00 a.m.	12:00 a.m. - 7:00 a.m.	7:00 a.m. - 6:00 p.m.	6:00 p.m. - 12:00 a.m.
Office and Industrial	5%	100%	5%	0%	5%	0%
Retail	5%	100%	80%	5%	100%	60%
Restaurant	50%	70%	100%	70%	50%	100%
Hotel	100%	65%	100%	100%	65%	100%
Residential	100%	50%	80%	100%	75%	75%

Table 19.80.1: Shared Parking Percentage Requirements						
General Land Use Category	Weekdays			Weekends		
	12:00 a.m. - 7:00 a.m.	7:00 a.m. - 6:00 p.m.	6:00 p.m. - 12:00 a.m.	12:00 a.m. - 7:00 a.m.	7:00 a.m. - 6:00 p.m.	6:00 p.m. - 12:00 a.m.
Theater/entertainment	5%	20%	100%	5%	50%	100%
Place of worship	0%	30%	50%	0%	100%	75%

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E. Community Parking Credits.

1. If community parking be available either on a public street, public property or on property provided by deed, lease, or easement by a public entity or private landowner for community parking, which parking is within 300 feet as measured from the closest property lines of a particular land use, credits may be given toward the parking requirement for said land use.
2. In cases where multiple businesses or land uses qualify to use the same parking spaces for community parking credits, the credits shall be pro-rated for each land use. In calculating the pro-rated community parking credits, the Planning Director or designee shall consider such factors as:
 - a. The amount of frontage a property has on the street;
 - b. The total number of parking stalls required for a given land use; and
 - c. The potential for future development in the immediate vicinity creating further demand for parking spaces. The Planning Director or designee may also use **Table 19.80.1 Minimum Vehicle Parking Requirements** for land uses in different general categories to consider shared community parking.
3. If community parking is provided by deed, 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 City. 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.
4. 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 city 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.

- F. Street Parking Credits. When a striped public parking spaces are present along the street frontage of a site, those spaces may contribute to the minimum parking requirement per the following criteria:

1. Striped on-street parking spaces must be directly along the frontage of a given site. Parking spaces on the opposite side of the street may not contribute to the required parking.

2. Striped on street spaces may contribute up to fifty percent (50%) of the parking minimum requirement.

In the case that street parking is constructed as an improvement in conjunction with an approved site plan, the striped on street spaces may contribute up to seventy-five percent (75%) of the parking minimum requirement.

G. Enhancements Reduction. For sites providing enhancements, a reduction of up to fifteen percent (15%) may be granted by the Planning Director or their designee at the time of site planning if the site provides one or more of the following:

1. Permeable pavement is used for a minimum of fifty percent (50%) of the site's paved areas.

2. A paved plaza between the primary structure and the right of way that is a minimum of fifteen percent (15%) of the site square footage. The plaza must provide seating and shade trees.

3. Enhanced screening of parking areas to adjacent residential or institutional uses. Such enhancements include use of a brick, stone, or similar wall in conjunction with evergreen screening shrubs planted 3' on center.

4. Low Impact Development (LID) standards meeting the criteria of Section 19.77.XX.

H. Provisional Parking. Provisional parking is defined as an area or areas within a parking lot where parking spaces which are shown on the approved parking plan are landscaped rather than paved. The following conditions apply to provisional parking areas:

1. Provisional parking spaces must be shown on the site plan as complying with the parking stall size requirements of this chapter as well as the maneuverability and aisle requirements of planning commission policy.

19.01.3 Off-Street Loading Requirements

19.01.3.1 Loading Space Design Requirements

- A. Minimum Dimensions: Each loading space shall not be less than ten (10) feet in width, twenty-five (25) feet in length, and fourteen (14) feet in height.
- B. Loading spaces must be located on the same property that they are intended to serve.
- C. For industrial and commercial uses, a loading space may occupy any required yard or court only if it is enclosed by a brick or stone wall not less than six feet in height.
- D. Loading spaces for Multi-dwelling units must be located in an easily accessible area that will eliminate deliveries and moving vehicles from frequently blocking the right-of-way or other major internal access drives.

19.01.3.2 Off Street Loading Requirements

- A. Each development or land use listed in **Table 19.80.2 Minimum Off Street Loading Requirements** shall provide the minimum number of on-site loading spaces in accordance with **Table 19.80.2 Minimum Off Street Loading Requirements**.
- B. When the computation of the required loading spaces results in a fraction, the requirement is rounded to the nearest whole interval. Fractions less than one-half are rounded to the next lowest whole number.
- C. Reductions of up to one hundred (100) percent of the loading space requirement may be considered at time of site planning by the Planning Director or designee. Such request shall be considered according to the following criteria:
 - 1. The required number of loading spaces are not necessary due to the nature of proposed use;
 - 2. A reduction of the requirement will not result in frequent delivery traffic blocking the right-of-way or high traffic internal circulation areas.

Table 19. 80.1 Minimum Off Street Loading Requirements

Table 19.80.2: Minimum Off Street Loading Requirements	
Use	Minimum Requirement
Multi-Household dwelling with 15 or more units	1 loading space per 100 units, maximum of 3
Commercial and industrial uses with no docking facility up to 10,000 gross square feet	1 space

19.01.4 Bicycle Parking Requirements

19.01.4.1 Bicycle Parking Design Standards

- A. Bicycle parking spaces shall be:
1. Located on the same lot as the principal use;
 2. Located and designed to prevent damage to bicycles by cars;
 3. Located so as not to interfere with pedestrian movements;
 4. Located in a highly visible, well-lighted area that is located near entrance(s) to the building;
 5. Located to provide safe access from the spaces to the public right-of-way or bicycle lane;
 6. Designed with racks to accommodate a range of bicycle shapes and sizes, and to allow the frame and wheel(s) of each bicycle to be supported and secured against theft without interfering with adjacent bicycles;
 7. Racks shall be anchored to resist removal by vandalism and resistant to rust or corrosion.
 8. Bicycle parking spaces which meet the above requirements may be located within the building.
 9. The proposed bicycle parking spaces shall be clearly shown on the site plan indicating location and type.

19.01.4.2 Bicycle Parking Requirements

- B. Bicycle parking facilities shall be provided for any new commercial, office, manufacturing, industrial, multi-family residential, recreational, public and/or quasi-public use for which automobile parking is required; or for modification or change of any use listed above that results in the need for additional automobile parking facilities and is required for all principal uses as outlined in Table 19.80.3 Bicycle Parking Requirements

Table 19. 80.2 Bicycle Parking Requirements

Table 19.80.3: Bicycle Parking Requirements	
Use	Minimum Requirement
Residential, Multi-Household	2 spaces per 4 dwelling units, not to exceed 50 spaces

Table 19.80.3: Bicycle Parking Requirements	
Use	Minimum Requirement
Office	2 publicly available spaces per establishment or 1 space per 15,000 square feet, whichever is greater
Restaurant	4 publicly available spaces per establishment
Retail	2 publicly available spaces per establishment
Private Education Facilities	1 space per classroom

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