

## Chapter 17.38: Parking Regulations

### §17.38.010. Purpose

The purpose of this chapter is to establish standards for the development of parking facilities, access to private and public property, and ensure public health and safety with facilities which safely accommodate vehicles, bicycles, and pedestrians.

### §17.38.020. General

#### A. Applicability

1. New Development: The off-street parking standards of this chapter apply to any new development and to any new use established.
2. Expansions and Alterations: The off-street parking standards of this chapter apply when an existing structure or use is expanded or enlarged. Additional off-street parking spaces shall be required only to serve the enlarged or expanded area, not the entire building or use. The decision-making body may require increases in parking for non-conformation parking areas when found necessary to ensure adequate off-street parking.

#### **Explanation 17.38.020: Implementation of Parking Requirements When A Business Changes Use In An Existing Building**

1. A business is required to provide, and has provided 10 parking spaces when it vacates. The new business on the site requires 15 parking spaces. The new business is required to provide 5 more parking spaces.
2. A business has 8 parking spaces. The current code requires 10 spaces. The business vacates and a new business opens requiring 15 spaces. The new business only needs to provide 5 parking spaces. It is not required to resolve the deficiency of legally existing non-conforming parking spaces. Only a total of 13 parking spaces need be provided.

3. Change of Use: Off-street parking shall be required for any change of use or change of operation that would result in a requirement for more parking than the existing use. Additional parking shall be required only in proportion to the extent of the change, not for the entire building or use.
4. Areas for deliveries and loading shall be required as a part of the site plan review to ensure that loading and deliveries do not constrain fire access, street safety, or use public streets for deliveries.

#### B. No Reduction Below Minimums

Existing parking spaces shall not be reduced below the minimum requirements in this chapter. Any change in use that increases applicable off-street parking requirements will be deemed a violation of the Land Development Code unless parking is provided in accordance with the provisions of this chapter.

### §17.38.030. Off-Street Parking Schedules

#### A. Off-Street Parking Requirements

The “Off-Street Parking Schedule” Table 17.38.030 lists the minimum off-street parking requirement for each use category defined in the Land Development Code. These requirements apply unless an Alternative Parking Plan is reviewed and approved in accordance with 17.38.100.

**Table 17.38.030: Parking By Land Use Category**

Category	Specific Uses	Number of Spaces Required
Land use with unique parking characteristics refer to the subsection following this table.		
<b>Residential Uses</b>		
Group Living	Structures which exceed the maximum occupancy established by the base zoning district and do provide care, training, or treatment on site.	Refer to §17.38.030(B): Unique Characteristics
	Structures which exceed the maximum occupancy established by the base zoning district and do not provide care, training, or treatment on site.	1 space per occupant plus 1 guest parking space per 6 spaces
Household Living	Multi-dwelling structures	2 per dwelling unit plus 0.25 guest parking spaces per dwelling unit with a minimum of one guest parking space
	Single family dwelling	2 per dwelling unit
<b>Institutional Uses</b>		
College		Refer to “Unique Characteristics” following this table
Community Services		Refer to “Unique Characteristics” following this table
Daycare	Excluding daycare in a residence	1 per 500 square feet
Hospital		1 space per two beds
Parks and Open Areas		Refer to “Unique Characteristics” following this table
Religious Institutions		1 per 4 persons of maximum capacity <sup>98</sup>
Safety Service		Refer to “Unique Characteristics” following this table
Schools		Refer to “Unique Characteristics” following this table
Utilities, Basic	Excluding park’n’ride facilities <sup>99</sup>	None
<b>Commercial Uses</b>		
Office or administrative area		1 per 300 square feet
Office	Medical	1 per 200 square feet
	All Other Office	1 per 300 square feet
Indoor sales, service or display area		1 per 500 square feet
Outdoor sales, service or display area		1 per 750 square feet
Parking, Commercial	Must meet design/landscaping standards	N/A
Recreation and Entertainment, Outdoor		Refer to “Unique Characteristics” following this table
Retail Sales and Service	Bank or Financial Service	1 per 250 square feet, plus stacking spaces per Table 17.38.079
	Car Wash	Stacking spaces per Table 17.38.070
	Health Club	1 per 200 square feet

<sup>98</sup> Parking may be increased for Stake Centers or other religious institutions that are found by the Director of Public Works to generate vehicle traffic in higher volumes than typical religious institutions.

<sup>99</sup> Park’n’ride facilities shall be developed in conformance with parking design and landscaping requirements.

## 17.38: Parking Regulations

Category	Specific Uses	Number of Spaces Required
Retail Sales and Service (Continued)	Hotel, motel or other transient lodging	1 per guest room, plus required spaces for associated uses
	Restaurant, General	1 per 150 square feet of dining area
	Restaurant, Fast-Food	1 per 75 square feet of customer service and dining area or 1 per 150 square feet, whichever is greater, plus stacking spaces per Table 17.38.070
	Retail Sales and Service not specifically listed	1 per 250 square feet
	Theater	1 per 4 seats
Self-Service Storage	Site design and landscaping of paved areas required	None <sup>100</sup>
Vehicle and Equipment Sales	Parking based on the sum of parking requirements for components	
Vehicle Repair		5 per service bay
Vehicle Service, Limited		6 per service bay
Video Sales/Rental		1 per 200 square feet
<b>Industrial Uses</b>		
Industrial Services	Parking based on the sum of parking requirements for components	
Indoor storage, warehouse, equipment service, manufacturing		1 per 2,500 square feet
Manufacturing and Production	Parking based on the sum of parking requirements for components	
Telemarketing, teleservices		1 per employee per shift plus 15%
Warehouse and Freight Movement	Parking based on the sum of parking requirements for components	
Waste-Related Use	Refer to "Unique Characteristics" following this table	
Wholesale Sales	Refer to "Unique Characteristics" following this table	
<b>Other Uses</b>		
Agriculture		None
Aviation, Surface Passenger Terminals	Refer to "Unique Characteristics" following this table	
Detention Facilities	Refer to "Unique Characteristics" following this table	
Mining	Refer to "Unique Characteristics" following this table	
Telecommunications Facilities	Offices and studios	1 per 300 square feet
	Transmission facilities	1 space or as specified in permit
Rail Lines and Utility Corridors	Refer to "Unique Characteristics" following this table	

### B. Off-Street Parking For Land Uses With Unique Parking Requirements

Off-street parking for land uses with unique parking requirements and uses which have widely varying parking demand characteristics, make it impossible to specify a single

<sup>100</sup> If office areas are provided, parking must be established for the office use; no use conversion to other than storage shall be permitted without appropriate parking being provided in numbers of spaces, design of the parking facility and landscaping.

off-street parking standard. Uses found by the Director of Community Development to have unique parking requirements shall comply with the provisions of this subsection.

1. A developer proposing to develop or expand a land use with unique parking requirements shall submit a parking study that provides justification for the number of off-street parking spaces proposed.
2. The Director of Community Development and City Engineer shall review this study and any other traffic engineering and planning data relevant to the establishment of an appropriate off-street parking standard for the proposed use.
3. A parking study shall include estimates of parking demand based on recommendations of the Institute of Traffic Engineers (ITE), or other acceptable estimates as approved by the Department of Public Works, and should include other reliable data collected from uses or combinations of uses that are the same as or comparable with the proposed use. Comparability will be determined by density, scale, bulk, area, type of activity, location, or parameters of the use that may be estimated to parking requirements.
4. The study shall document the source of data used, and methods used to develop the recommendations. After reviewing the parking study, the Director of Community Development and City Engineer shall establish a minimum off-street parking standard for the proposed use.
5. Appeals of the administrative decision may be made to the Board of Adjustment in accordance with the procedures of Chapter 17.57.

#### **§17.38.040. Rules for Computing Requirements**

The following rules apply when computing off-street parking and loading requirements:

##### **A. Multiple Uses**

Lots containing more than one use shall provide parking in an amount equal to the total of the requirements for all uses. The decision-makers may award a reduction of not more than fifteen percent when it can be found that the uses within the business share general customer traffic.

##### **B. Fractions**

When measurements of the number of required spaces result in fractions, any fraction of one-half or less will be disregarded and any fraction of more than one-half will be rounded upward to the next highest whole number.

##### **C. Area Measurements**

Unless otherwise specifically noted, all square footage-based parking and loading standards are to be computed on the basis of gross floor area.

##### **D. Occupancy-Based Standards**

For the purpose of computing parking requirements based on employees, students, residents or occupants, calculations shall be based on the largest number of persons working on any single shift, the maximum enrollment or the maximum fire-rated capacity, whichever is applicable and whichever results in the greater number of spaces.

##### **E. Unlisted Uses**

Upon receiving a development application for a use not specifically listed in an off-street parking schedule, the Director of Community Development shall apply the off-street parking standard specified for the listed use that is deemed most similar to the proposed use or require a parking study in accordance with this chapter.

#### **§17.38.050. Parking for Residences With Occupancy By Co-Housing**

##### **A. Multi family dwelling units used for co-housing on or after June 1, 1998**

When a dwelling unit, whether single family dwelling or multi family dwelling, is to be occupied on a co-housing basis, the property owner shall provide one conforming

## 17.38: Parking Regulations

parking space per occupant of the dwelling unit. Occupancy of the dwelling or dwellings shall be limited by the number of conforming parking spaces provided. The Director of Community Development may require verification of a parking enforcement program, the use of parking permits, or other parking management programs in order to maintain compliance with this requirement.

**B. Dwelling units used for co-housing prior to June 1, 1998**

A dwelling unit used for co-housing prior to June 1, 1998 shall be required to conform to the provisions of this chapter by August 1, 2001. Conformance may be obtained by providing onsite or offsite parking spaces assigned to the dwelling unit(s), obtaining a right-of-way parking permit in conformance with the Logan Municipal Code, or other methods as approved by the Director of Community Development and Director of Public Works.

**§17.38.060. Maximum Number of Parking Spaces**

The number of parking spaces specified in this chapter shall not be exceeded by an amount of more than twenty-five percent of the minimum without design review approval pursuant to the procedures in Chapter 17.50.

**§17.38.070. Vehicle Stacking Capacity in Drive-Through Lanes**

Based on specific site requirements and business operations, the following table shall be used as a guide for the recommended stacking capacity:

**Table 17.38.040: Minimum Stacking Lanes, Number of Vehicles**

Activity Type	Minimum Stack	Measured From
Bank teller lane	3 per lane	Teller or Window
Automated teller machine	3 per machine	Teller
Restaurant drive-through	8	Order Box <sup>101</sup>
Car wash stall, automatic	6	Entrance
Car wash stall, self-service	1	Entrance
Other	Determined by City Engineer based on Traffic Study	
Convenience store drive-thru	Prohibited	
Gasoline pump island	30 feet from each end of pump island	

**A. Standards for Design and Layout Apply To All Drive Through Facilities**

Required stacking spaces are subject to the following design and layout standards:

- Stacking space shall be a minimum of 8 feet by 16 feet in size,
- Stacking spaces shall not impede on- or off-site traffic movements or movements into or out of off-street parking spaces,
- Stacking spaces shall be separated from other internal driveways with raised medians, as deemed necessary by the City Engineer for traffic movement and safety.

**§17.38.080. Residential Parking**

**A. Onsite**

Except as specifically stated in this chapter, required off-street parking spaces shall be located on the same lot as the primary use.

<sup>101</sup> Stacking for at least 4 vehicles shall be provided between the order box and pick-up window.

**B. Residential Zoning Districts**

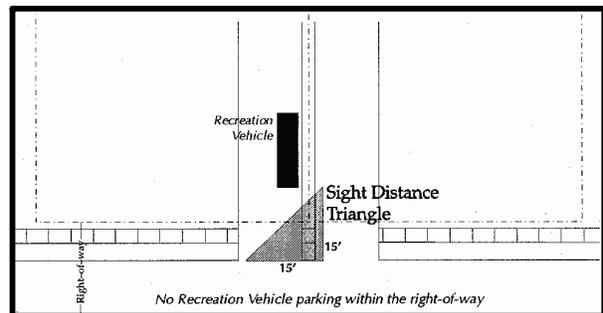
1. Parking shall not be located within the front or side setbacks,
2. Within the MFM, MFH, MFV, and MH districts, and for attached dwelling units in the SFR district, parking (not located within an attached garage) shall be separated from the dwellings by a landscape area. No parking shall be located between the street and the structure.
3. If there are no conforming locations on a lot for parking in residential districts, a parking pad may be situated in the side setback, provided that it is no closer than three feet to the adjoining property line. No carport, canopy, or cover shall be permitted.

**C. No Heavy Vehicle Storage in Residential Districts**

The parking or storage of any commercial truck or truck trailer is prohibited in the SFL, SFT, SFR, MFM, MFH and MFV except when located outside of required setbacks and public rights-of-way, or located within a residential garage. This prohibition does not apply to vehicles making deliveries or pick-ups.

**D. Parking of Recreation Vehicles in Front Setback**

No recreation vehicle shall be parked within the public right-of-way, or if there is an adjoining driveway, no recreation vehicle shall be parked in a sight distance triangle of fifteen feet from the curb in front of a residence.



**Figure 17.38.080.D: Recreation Vehicle Sight Distance Triangle Established**

**§17.38.090. Commercial and Industrial Parking****A. Onsite Parking required**

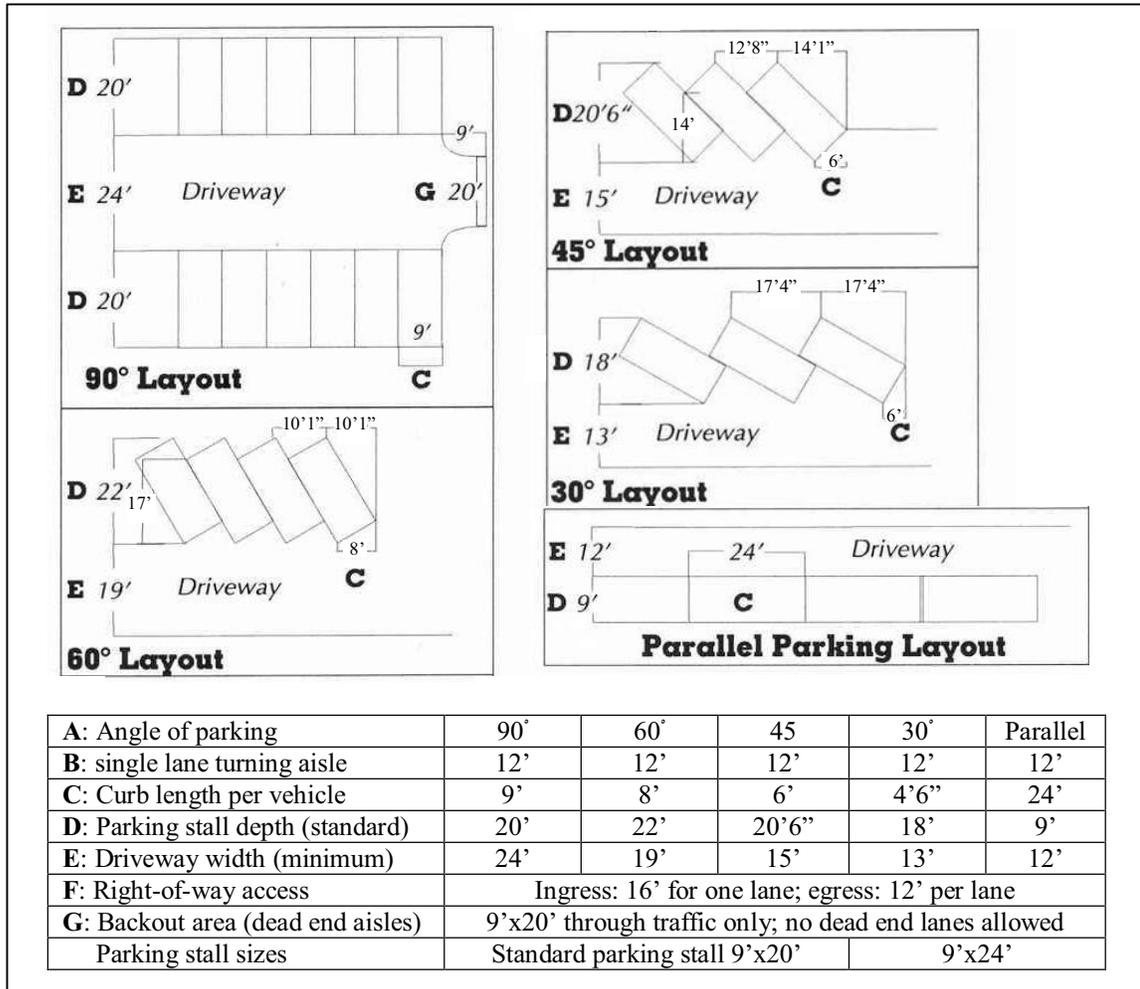
A commercial and industrial development shall be required to provide adequate parking onsite except as noted:

1. Within the Central Commercial district in Downtown Logan where there is no physical location for onsite parking, businesses may provide parking at offsite locations in conformance with this chapter, or businesses may contribute a proportional share of the cost of developing offsite parking.
2. Businesses in any zone may contract or lease offsite parking or obtain parking easements at locations conforming to the requirements of this chapter.
3. If a right-of-way parking permit has been obtained in conformance with the Logan Municipal Code, the parking identified in the permit shall count or be part of the parking requirements of this chapter.

**B. Location of Parking**

When parking is located between the building and the street, landscaped separations between the right-of-way and the parking shall be required in conformance with Chapter 17.39 as shown in Figure 17.39.120.

1. Within commercial districts, the decision-makers may reduce setback requirements if parking is not located between the building and the right-of-way.



**Figure 17.38.090: Parking Lot Specifications and Dimensions**

2. Within industrial districts, no parking shall be permitted in the front setback on properties fronting arterial roads, major collectors, or minor collectors.
  3. No parking shall be permitted facing the 1400 West (Cache Valley Highway) right-of-way.
- C. Driveway Widths  
Maximum driveway width in commercial and industrial zones shall be fifty-two feet.
- D. Parking Lot Design  
Parking lots and parking spaces shall be designed and maintained in conformance with the standards shown in Figure 17.38.090.D.
- E. Bicycle Parking  
Parking for bicycles shall be provided as follows:
1. Multiple dwelling structures:
    - a. Storage areas capable of securing and holding two bicycles per each dwelling unit shall be provided. Bike racks are acceptable.
    - b. Student housing shall provide at least one bicycle parking space with a fixed mount capable of providing locking storage for each two bedrooms or occupants.
  2. Commercial businesses: One bicycle parking space with a fixed mount capable of accommodating locking bicycle storage shall be provided for each five parking

spaces with a minimum of two. Parking lots with more than 50 parking spaces shall provide bicycle parking on a ratio of one lockable space per ten parking spaces.

**§17.38.100. Alternative Parking Plan**

An Alternative Parking Plan is a proposal to meet vehicle parking needs by means other than providing parking spaces on-site in accordance with the ratios established in this chapter. Proponents who wish to provide fewer off-street parking spaces than required shall secure approval of an Alternative Parking Plan, in accordance with the standards of this section.

**A. Procedures**

1. **Plan Contents.** Alternative Parking Plans shall be submitted in a form established by the Director of Community Development. At a minimum, such plans shall detail the type of alternative proposed and the rationale for such a proposal. Plans shall be prepared by a professional appropriately licensed by the State of Utah.
2. **Review and Approval**
  - a. **Small Facilities:** The Director of Community Development is authorized to review and act on Alternative Parking Plans if the plan proposes a reduction of 5 or fewer off-street parking spaces.
  - b. **Large Facilities:** Alternative Parking Plans that propose a reduction of 6 or more off-street parking spaces require review and action by the decision-maker.
3. **Recordation of Approved Plans:** A copy of an approved Alternative Parking Plan shall be submitted to the County Recorder's office for recordation. An Alternative Parking Plan may be amended by following the same procedure required for the original approval.

**B. Transportation Management Program**

The Director of Community Development may authorize a reduction in the number of required off-street parking spaces for developments or uses that institute and commit to maintaining a Transportation Management Program, in accordance with the standards of this section.

1. **Required Study:** The applicant shall submit a study that clearly indicates the types of transportation management activities and measures proposed.
2. **Posting and Distribution of Information:** The distribution and posting of information from transit agencies and other sources of alternative transportation shall be a minimum requirement of this subsection.
3. **Transportation Management Activities:** There is no limitation on the types of transportation management activities for which reductions may be granted from otherwise required off-street parking ratios. The following measures will serve as a guide to eligible transportation management activities.
  - a. **Transportation Coordinator:** The appointment of a Transportation Coordinator with responsibility for disseminating information on ride-sharing and other transportation options may be cause for a reduction in otherwise applicable off-street parking requirements. In addition to acting as liaisons, Transportation Coordinators shall be available to attend meetings and training sessions with the City or transit providers.
  - b. **Off-Peak Work Hours:** Employers that institute off-peak work schedules, allowing employees to arrive at times other than the peak commute periods as defined by the City Engineer, may be eligible for a reduction in otherwise applicable off-street parking requirements.

## 17.38: Parking Regulations

- c. **Preferential Parking:** The provision of specially marked spaces for each registered car pool and van pool may be cause for a reduction in otherwise applicable off-street parking requirements.
  - d. **Financial Incentives:** The provision of cash or in-kind financial incentives for employees commuting by car pool, van pool and alternative transit may be cause for a reduction in otherwise applicable parking requirements.
- C. **Off-Site Parking**  
Required parking may be located off-site, if approved as a part of an Alternative Parking Plan and in compliance with all of the following standards:
- 1. **Ineligible Activities:** Off-site parking may not be used to satisfy the off-street parking standards for residential uses (except for guest parking), restaurants, convenience stores or other convenience-oriented uses. Required parking spaces reserved for persons with disabilities may not be located off-site.
  - 2. **Location:** Off-site parking may be located within a 300-foot radius from the use served. Off-site parking spaces may not be separated from the use served by a street right-of-way with a width of more than 80 feet, unless a grade-separated pedestrian walkway or other traffic control or safety device is provided.
- D. **Agreement for Off-Site Parking**  
Off-site parking requires a written agreement that shall run with the land and which shall be recorded. A signed, notarized copy of the agreement between the owners of record shall be submitted to the Director of Community Development for review and approval. Recordation of the agreement shall take place prior to the issuance of a building permit for any use to be served by the off-site parking area. An off-site parking agreement may be revoked only if required off-street parking spaces are provided in conformance with the provisions of this chapter.
- E. **Shared Parking**  
Developments or uses with different operating hours or peak business periods may share off-street parking spaces if approved as part of an Alternative Parking Plan and if the shared parking complies with all of the following standards.
- 1. **Location:** Shared parking spaces shall be located within a 300-foot radius of all uses served,
  - 2. **Shared Parking Study:** A parking study prepared by a professional appropriately licensed by the State of Utah shall be submitted to the Director of Community Development that clearly demonstrates the feasibility of shared parking. At a minimum, the study shall address the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces.
  - 3. **Agreement for Shared Parking:** A shared parking agreement shall be enforced through written agreement among all owners of record. A signed, notarized copy of the agreement between the owners of record shall be submitted to the Director of Community Development for approval prior to recordation. Recordation of the agreement shall take place prior to the issuance of a building permit for any use to be served by the off-site parking area. A shared parking agreement may be revoked only if required off-street parking spaces can be otherwise provided, in conformance with the provisions of this chapter.

**§17.38.110. Parking for Persons With Disabilities**

Off-street parking for persons with disabilities shall be provided in accordance with the Americans with Disabilities Act (ADA) and the Uniform Federal Accessibility Standards.

**§17.38.120. Use of Required Parking Spaces****A. Use of Parking Areas**

Required off-street parking areas shall be used solely for the parking of licensed, motor vehicles in operating condition. Required spaces may not be used for the storage of vehicles, boats, motor homes, campers, mobile homes, or building materials.

**B. Use of Parking Areas For Temporary Events and Sales**

1. A portion of a parking lot that allows at least seventy-five percent of the remaining legal parking spaces to be used for parking in conformance with the standards of this chapter may be set aside for purposes of a temporary event, such as a “tent sale,” “sidewalk/parking lot sale,” or other permitted activity. These events may not exceed seven consecutive days in length and may not occur more than once each calendar quarter.
2. The property owner and operator of the licensed business at the location are jointly responsible for ensuring that events blocking parking lots do not result in unsafe traffic or circulation conditions and ensures that there is adequate fire and emergency vehicle access. The Police Chief, Fire Chief or their designee may order the event cancelled and removed without hearing or notice if found that the arrangement of the temporary event or sale interferes with safe flow of traffic or emergency vehicle access to a site.
3. The property owner, business licensed at the site, and entity responsible for the event are jointly responsible for ensuring there is adequate parking at the event site. The use of public right-of-way for event parking is prohibited. Parking arrangements may be made for use of adjoining or nearby parking areas within a 300 foot radius, but a copy of the agreements shall be in writing and filed with the Director of Community Development at least 2 working days prior to the event.

**C. Long-Term Vendors Located in Parking Lots**

1. Temporary long-term use of a parking lot for a vendor (example and not limited to: Christmas trees, fireworks, snow cone sales, ice cream sales, seasonal food sales) that will be located in the parking lot for more than seven consecutive days may be permitted by the Director of Community Development provided that a copy of a written agreement for use of the parking area is submitted to the Director prior to the establishment of the use.
2. A site plan showing the location of the facility and an indication of the total number of existing spaces in the parking lot and parking to be removed by the vendor shall be submitted to the Director.
3. Depending on the design of the parking area and location of the long-term vendor, the Director may require parking spaces in the area of the vendor to be re-striped for purposes of providing parking or accommodating safe traffic flows.
4. In no case shall a long-term vendor be permitted to remove more than five percent of the subject property’s parking spaces from general usage.

**D. Temporary Vendors on Undeveloped Sites**

The use of undeveloped sites for parking or sales by temporary vendors shall be prohibited. Temporary vendors may utilize undeveloped portions of appropriately zoned properties provided that the property owner creates an approved right-of-way access, a paved surface for the area, parking needed by the vendor, and landscaping. The Director of Community Development may approve the design and landscaping for temporary vending.

**E. Shopping Cart Corrals**

Cart corrals or similar facilities shall not be permitted to replace required parking. New development shall identify cart corral or collection areas on the site plan.