

15-06-05 Off-Street Parking Standards

A. **Purpose.** These regulations are established to reduce street congestion and traffic hazards in Sandy City by incorporating adequate, attractively designed facilities for off-street parking as an integral part of every use of land in the City. These regulations are intended to complement any performance standards relating to development of parking lots as may be contained in other chapters of this Code.

B. General Provisions

1. General. There shall be provided at the time of erection of any main building or at the time any main building is enlarged or increased in capacity, minimum off-street parking space with adequate provision for ingress and egress by standard-sized vehicles in accordance with the requirements herein.
2. Parking Space Size. All parking spaces shall be 9 feet wide by 20 feet long, including those spaces located within a parking structure, as designated on diagram in Chapter 15-18-5(b)(7). The only exception to this standard shall be:
 - a. Where cars overhang landscape areas which are at least 15 feet wide along street frontages and at least 5 feet wide along side or rear property lines.
 - b. Where cars overhang an overly large sidewalk area adjacent to a building which is at least 6 feet wide.

In the two cases above, only the parking space depth can be decreased to 18 feet.

3. Floor Area Defined. Floor area in the case of offices, and most commercial uses, shall mean the floor area used or intended to be used by 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. It shall not include areas used principally for non-public purposes, such as storage, incidental repair, processing, packaging or merchandise.
4. Alternative to On-Site Parking. For any new use, structure, or building other than a dwelling, in any commercial or RM District required off-street parking which cannot be provided on the premises due to the size or location may be provided on other appropriately zoned property not more than 300 feet walking distance from the nearest point of the parcel. Where parking is provided on other than the site concerned, a document recorded at the County Recorder's office shall be filed with the Community Development Department and signed by the owners of the alternate site stipulating to the permanent reservation of use of the site for said parking.

Parking facilities need not be located in one consolidated area of a particular site, but may be separated by landscaping providing for reasonable access to the building.

5. Temporary Off-Site Event Parking. Temporary off-site parking for events may be allowed after review and approval of a parking and access management plan by the Planning Commission at a public meeting. Temporary parking is parking established for a fixed period of time with the intent to discontinue such parking upon the expiration of the time period. An occasional event with an expected attendance of less than five hundred (500) persons or if the event does not occur more than once a year shall not be subject to the requirements of this Section.

The applicant will be responsible to make provisions for on- and off-site parking, safe pedestrian routes to and from the off-site parking, transportation to and from off-site parking locations beyond a 5,000 foot (approximately 15 minutes) walking route, entry and exiting methods, temporary or permanent traffic control methods, and restricting parking in identified areas.

The parking and access management plan must be approved prior to the issuance of a temporary use permit, business license or certificate of occupancy required for the event, project, or use. Upon approval, the parking and access management plan shall be available for public inspection. All approved updates of a parking and access management plan shall be available for public inspection.

The applicant may be responsible to post a guarantee for improvements and implementation of various components of the parking and access management plan.

The parking and access management plan shall be submitted with the application for the project or use and shall:

- a. Determine the total number of parking spaces required based upon the land use category less any anticipated mass transit use projection, which may be limited to 15% of the total number of required parking spaces unless greater mass transit use is demonstrated.
- b. Establish the minimum number of on-site spaces that are required. Specify the number of those on-site spaces that will be reserved for or utilized by employees, VIPs, buses, media, etc.
- c. Establish the minimum number of off-site spaces, if any, that are required within a 1,650 foot (approximately 5 minutes) walking route of the site.
- d. Establish the minimum number of off-site parking spaces, if any, that are required within a 5,000 foot (approximately 15 minutes) walking route of the site.
- e. Establish the minimum number of off-site parking spaces, if any, that are required beyond the 5,000 foot (approximately 15 minutes) walking route of the site.
- f. Identify all off-site parking sites potentially available to be used for c, d and e above. Identify methods that the applicant will provide for safe pedestrian routes to and from the parking sites satisfying criteria c and d, above, e.g. wider sidewalks, trails, bridges, permanent or temporary traffic control devices, individuals directing traffic, etc. and methods to provide transportation to and from those sites satisfying criterion e, above, e.g. Trax, UTA buses, shuttle buses, etc. and provide a timeline for the implementation of the identified methods. Each potential off-site parking location shall conform to the parking area development and maintenance requirements in this Section.
- g. Identify neighborhoods and other areas that will specifically not be allowed to be part of the calculation of available parking spaces or will be subject to parking restrictions during the event. Identify measures that the applicant will implement to prevent parking within restricted areas, e.g. signage, security personnel, proposed new parking regulations, etc. and provide a timeline for the implementation of the identified methods.
- h. Identify pedestrian exit times and volumes to on-site and off-site parking areas. Identify methods that the applicant will implement to manage the projected volume expeditiously and safely, e.g. wider sidewalks, temporary or permanent traffic control methods, etc. and provide a timeline for the implementation of the identified methods.
- i. Include a traffic study presenting traffic counts, times and circulation patterns for a

geographic area encompassing all potential off-site parking sites if required by the City Transportation Engineer. If required, the traffic study shall also present the projected impact of the event on existing traffic counts, times and circulation patterns.

- j. Identify the methods the applicant will implement, on vacant or unimproved lots, to control the dust and debris.
- k. Identify any permits or approvals necessary from other transportation agencies with jurisdiction over roads or streets affected by the temporary or permanent traffic control measures identified in criteria g, h, and i above.
- l. Specify a date by which the applicant must provide the Planning Commission with evidence of availability of off-site parking spaces, safe pedestrian routes, transportation services, measures to prevent parking in restricted areas, and measures to manage entry and exit times and volumes of pedestrians and vehicles.
- m. Indicate the time period for which the parking and access management plan will be in effect.
- n. Be updated on a yearly basis or as otherwise required by the Planning Commission after the project or event has commenced operation. The Planning Commission shall hold at least one public meeting prior to the approval of any updated parking and access management plan.

C. Special Access And Parking Provisions

- 1. Driveways and off-street stacking lanes for automobiles awaiting entrance to drive-in businesses shall be provided.
- 2. In cases where parking other than herein required may be appropriate, the Planning Commission may increase or reduce requirements based upon actual usage of employees and customers, but in no case shall the requirements be increased or reduced by more than 25 percent.
- 3. At the time of site plan review for each development, a precise parking plan shall be submitted showing all parking spaces, the overall circulation system, an analysis of the parking demand for the specific land uses proposed and other justification as necessary for requesting reductions in parking space requirements.
- 4. No parking shall occur in any alley, driveway, service driveway, traffic aisle (either public or ways open to the public), delivery area (other than for a minimal period of time needed for the delivery of goods and materials to a specific tenant) or other location designed for through traffic unless said area has been specifically designated on the original approved site plan or as it may be specifically modified by written approval of the City Transportation Engineer, for parking spaces, and be designed in accordance with the parking designs specific in this chapter.

D. Shared Parking Provision

- 1. Proposal. Notwithstanding any other parking requirements provided in this Chapter, when land uses occupy the same lot or adjacent lots, the total number of off-street parking spaces required for each use may be combined and shared.

A proposal for sharing of off-street parking shall be presented to the Community Development Department. If the proposal involves the accommodation of more than 10 parking spaces (total accumulated spaces required for all involved uses), the Director shall present the proposal to the Planning Commission for site plan review.

2. Requirements. In order to qualify for approval for shared parking, applicants shall present the following:
 - a. The location and identity of each use that will share the facility;
 - b. The total parking requirement for each use;
 - c. The projected hours of operation of each use and the hours during which peak parking demand will be experienced;
 - d. The number and size of proposed parking spaces;
 - e. A site plan that provides for a distance of no greater than 500 feet from the nearest entrance of each use to the nearest edge of the parking facility;
 - f. A site plan that demonstrates that the proposed shared parking facility will comply with all standards required by this Code for parking lot development.

E. Parking Space Requirements

1. Specific Requirement for Each Land Use. Off-street parking shall be provided for land uses as described below. Requirements based upon floor area shall be calculated as described above. Parking for uses not specifically listed below shall be provided in the same ratio as the use most nearly approximating the characteristics of the unlisted use, as determined by the Planning Commission. Land uses are grouped into categories that have comparable parking requirements.
2. Table of Parking Requirements by Land Use Category.

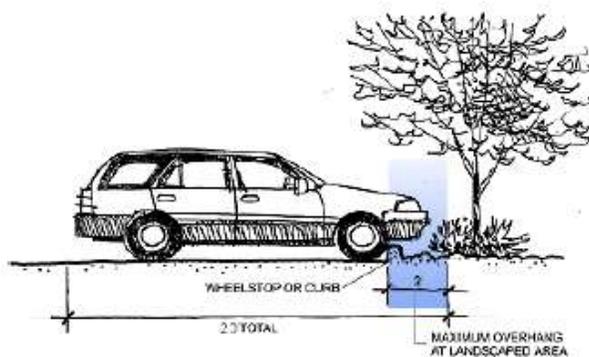
	Land Use Categories	Space Requirements
Residential	Dwelling, Duplex	2 spaces per dwelling unit
	Dwelling, Multiple-Unit (Tri-plex, Four-Plex, and Five-Plex)	2 spaces per dwelling unit
	Dwelling, Multiple-Unit (Apartment)	
	- one-bedroom unit	1.5 spaces per unit
	- two-bedroom unit	2.0 spaces per unit
	- three or more bedroom unit	2.5 spaces per unit
	- guest parking	0.25 spaces per unit
		NOTE: There shall be no less than 1.5 covered parking spaces (1.0 carports, 0.5 garages) per unit.
	Dwelling, Single Family	2 spaces per dwelling unit
	Assisted Living Center, Nursing Home, Convalescent Home and other similar uses as determined by the Planning Commission upon review.	0.5 spaces per bed, plus 10% for support staff/physicians, plus a bus only parking stall to meet dimensions of a handicap stall

Senior or Elderly Housing	1 space per unit (The completed parking ratio may be reduced to one space per unit for any congregate care facility, provided that adequate space is created and landscaped that can be converted to additional parking stalls to comply with the minimum standards as set forth for Planned Unit Developments. The area that is held in reserve for additional parking shall not be located within a required landscape setback area, and shall not be used in the calculations for any required landscaping or open space coverage percentage.)
Exceptions: Lodging House	1 space per guest room

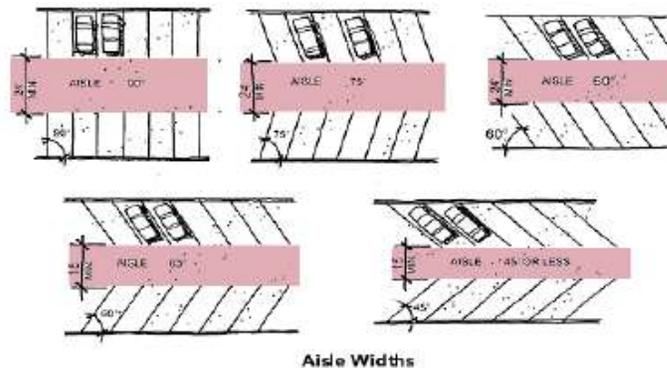
	Land Use Categories	Space Requirements
Retail Commercial	Automotive Repair	5 spaces per 1,000 square feet
	Commercial Retail Sales and Services	
	Heavy Commercial	
	Commercial Center, Community	
	Commercial Center, Convenience	
	Commercial Center, Neighborhood	
	Commercial Center, Regional	
	Liquor Sales	
Exceptions: Reduction may be allowed by the Planning Commission for retail businesses with exceptionally large show room floor space per volume of sales; e.g., furniture store at a ratio of 3 spaces per 1,000 sq. ft.		
Commercial Services, Offices	Bar, Tavern, Club	3.5 spaces per 1,000 sq ft
	Business or Financial Services	3.5 spaces per 1,000 sq ft
	Dance Hall, Discotheque	3.5 spaces per 1,000 sq ft
	Day Care, Group	One space for each instructor (plus drop-off space)
	Veterinary Office	4 spaces for each practitioner
	Medical and Health Care	5 spaces per 1,000 square feet OR 4 spaces for each practitioner plus 1 space per employee (including practitioner) at highest shift, whichever is greater. For the purpose of the parking ratio. Employees include nursing staff, receptionist, rehabilitation specialists, and dental assistants. Site Plan shall be reviewed to verify compliance with this standard upon application of business license. License shall be denied if adequate parking is unavailable.
	Motel, Hotel	1 space per rental unit, and 1 space for each 200 sq. ft. of assembly, banquet, or sit-down restaurant facility
Recreation, Indoor	Bowling Alley	5 spaces per lane
	Movie Theater	1 space per 4 seats
	Skating Rink	3 spaces per 1,000 sq. ft. of skating area.
Restaurants	Restaurant - Supper only	1 space per 2 seats
	Family Restaurant	1 space per 4 seats
	Restaurant - Drive-in (All fast food outlets with large proportion of take-out and drive-in service.)	10 spaces per 1,000 sq. ft. of service area

	Land Use Categories	Space Requirements
Public Uses	Hospital	2 spaces per bed
	Rehabilitation Center	.5 space per bed
	School, Private or Quasi-Public	
	School, Public	
	Elementary and Middle School	1 space per teacher and staff plus 1 space per 2 classrooms.
	Senior High School	1 space per teacher and staff plus 1 space per 5 non-bussed students.
	Religious or Cultural Activity	1 space per 4 seats
	Theater or Concert Hall	1 space per 4 seats
	Recreation, Outdoor	Planning Commission review
	Industry	Industry, Light
Industry, Medium		1 space per 1,000 sq ft of gross floor area
Industrial (or Research) Park		Requirement may be substituted by provision of 1 space per employee at highest shift, with approval of Planning Commission
Exception: Warehouse, Wholesale Storage		0.5 spaces per 1,000 sq ft of storage space
Special Review	Athletic, Tennis or Health Club	Off-street parking shall be determined by the Planning Commission at Site Plan Review.
	Auto, Truck, R.V. and Equipment Sales and Storage	
	Cemetery, Columbarium, Mausoleum	

3. Parking Stall Dimensions. The following diagrams illustrate recommended dimensions for parking stalls.



Reduction for Planter Overhangs



F. Parking Structure Design Standards

1. Setbacks. The parking structure shall comply with the minimum requirements, including all height adjustments, of the underlying zone.
2. Maximum Height. The parking structure shall comply with all height requirements, including the stepping back of the additional stories, of the underlying zone.
3. Parking Stall Size Requirements.
 - a. **Retail/Hotel Projects**. Retail/Hotel type developments are characterized by constant traffic flow and parking space ingress/egress, and generally have a higher daily traffic count than a single/multiple user office building. Because of such, all parking stall and aisles shall conform to the parking stall design standards. There shall be no reduction in the minimum aisle width or parking stall depth for a parking structure constructed for a retail or lodging land use.
 - b. **Office Building Project**. Office building type developments are characterized by non-constant traffic flow and parking space ingress/egress, and generally have two time periods of activity. The balance of the day is characterized by a very low activity level, and evening hours are normally not occupied. Because of such, the minimum parking stall depth for 90 degree parking may be reduced from twenty [20] feet to eighteen [18] feet upon review and approval of the Planning Commission. The minimum travel aisle way shall not be reduced in any circumstance. All other parking stall dimensions for angled parking, including stall width, shall not be reduced.
4. Parking Structure Appearance Requirements. Parking structures shall be designed as to complement adjacent non-parking structures, and to blend in with the local man-made or natural environment. If adjacent to an existing or future office building and the facility is adjacent to a right-of-way, the parking structure shall be designed as to appear as an office building with simulated window openings and doors, unless otherwise approved by the Planning Commission. Exterior elements shall use at least one of the following materials: embossed concrete, polished masonry, colored glass, and brick. Stucco shall not cover more than 25% of the hard vertical surface area. Stucco may only be used if approved by the Planning Commission after determination that the material blends with the adjacent man-made or natural environment, and is used in an architecturally pleasing manner (such as quoins, pediments, etc).
5. Landscaping. The parking structure shall landscape the base of the facility with additional trees and shrubs, along with other materials that will de-emphasize the use of the facility as a parking structure. It is strongly encouraged, but not required, to landscape the top level with additional trees, grass, and other pedestrian friendly elements (such as benches and/or tables)