

## CHAPTER 4

**OFF STREET PARKING AND LOADING**

## SECTION:

- 9-4-1: Off Street Parking And Loading Spaces Required
- 9-4-2: Off Street Parking Regulations
- 9-4-2-1: Parking Spaces Required
- 9-4-3: Off Street Loading Regulations
- 9-4-4: Downtown Parking Exemption Overlay
- 9-4-5: On Street Parking Credit

9-4-1: **OFF STREET PARKING AND LOADING SPACES REQUIRED:** Off street parking and loading spaces conforming to the provisions of this chapter shall be provided in all districts when a building is constructed, erected or enlarged; when the capacity of a building or structure is increased; or when the use of the building or structure is changed and such change creates a fifteen percent (15%) increase in parking required under this chapter. (Ord. 299-08, 12-2-2008)

9-4-2: **OFF STREET PARKING REGULATIONS:**

- A. Parking Plan Required: When a building or structure is constructed, erected or enlarged; when the capacity of a building or structure is increased; or when the use of a building or structure is changed and such change creates an increase of fifteen percent (15%) or more in off street parking space requirements, a parking plan shall be submitted to and approved by the planning and zoning commission and city engineer. The plan shall show all parking spaces and their dimensions, access aisles, and entrances and exits to the site. If the project falls within the design review overlay, the parking plan may be combined with the site or landscape plan required in the design review standards and guidelines. The parking plan shall be evaluated in accordance with the design review standards and guidelines and conform to the following standards:

1. Each required off street parking space shall be at least nine feet (9') in width and at least eighteen feet (18') in length, exclusive of access drive and aisles. Up to twenty five percent (25%) of the spaces may be allocated for compact cars with a minimum stall width of eight feet (8') and length of fifteen feet (15'). Spaces for compact cars shall be signed or otherwise designated and shall be located in rows separate from parking for larger vehicles.

2. All aisles designed for two-way circulation and all aisles designed to serve ninety degree (90°) parking shall be at least twenty two feet (22') in width. Aisles designed for one-way circulation shall be thirteen feet (13') wide when serving thirty degree (30°) parking, fifteen feet (15') wide when serving forty five degree (45°) parking, and eighteen feet (18') wide when serving sixty degree (60°) parking.

3. No parking areas shall be designed to require the use of the public right of way to travel from one portion of the lot to another.

4. All parking areas containing three (3) or more parking spaces shall be hard surfaced with asphalt, concrete, pavers or similar material. Pervious material is highly encouraged.

5. All lighting for parking areas shall conform to the Driggs commercial design standards and guidelines.

6. No off street parking area, except those designed for single-family homes, shall be designed or constructed to create a situation in which vehicles back into the public right of way.

7. No access point from a parking area to any street shall be within twenty feet (20') of a local street intersection or alley. No access point shall be within forty feet (40') of an intersection with a collector street or sixty feet (60') of an intersection with an arterial street.

B. Location:

1. Required off street parking shall be located within three hundred feet (300'), as measured by accessible pedestrian paths or walking distance, of the primary entrance of the building.

2. Except for single-family uses, required off street parking shall not be permitted within the required street setback. Such setback areas shall be dedicated to landscaping and driveways. Single-family structures shall be allowed one parking place within the setback area per dwelling, in order to meet the parking requirement.

C. Common Parking Facilities For Joint And Mixed Uses: Joint or mixed use of parking facilities shall be permitted as follows:

1. Mixed Uses: Developments that contain a mix of uses may reduce the amount of required parking to the amount needed to satisfy the peak demand as calculated using section 9-4-2-1, table 3.1 of this chapter, where percentages are applied to the minimum parking requirements from section 9-4-2-1, table 3.2 of this chapter and columns summed to determine peak demand, as shown in the "example" following section 9-4-2-1, table 3.1 of this chapter.

2. Joint Uses: The joint use of off street parking facilities is allowed, provided:

a. The applicant, utilizing section 9-4-2-1, tables 3.1 and 3.2 of this chapter, shows that the minimum parking requirements for all users of the joint parking facility will be met;

b. The parking facility for joint use is not further than three hundred feet (300'), as measured by accessible pedestrian paths or walking distance, from the primary entrances of each use; and

c. The parties concerned shall submit a written agreement for such joint use, approved by the city attorney as to form and content, and such agreement, when approved, shall be recorded in the county recorder's office. (Ord. 299-08, 12-2-2008)

9-4-2-1: **PARKING SPACES REQUIRED:**

TABLE 3.1: SHARED PARKING - PEAK DEMAND TABLE

Land Use	Weekday		Weekend		Midnight – 6:00 A.M.
	9:00 A.M. – 4:00 P.M.	6:00 P.M. – Midnight	9:00 A.M. – 4:00 P.M.	6:00 P.M. – Midnight	
Office/industrial	100%	10%	19%	5%	5%
Retail	60%	90%	100%	70%	5%
Restaurant	50%	100%	100%	100%	10%
Entertainment	40%	100%	100%	100%	10%
Residential	25%	75%	75%	75%	100%

Example shared parking calculation for mixed use project:

Use:	General Office	Retail	Restaurant	Residential - Studio	Residential - 2 Bedroom
NFA:	7738	4697	800	4	4
Required spaces:	19	14	6	4	6

The required spaces are multiplied by the percentage from table 3.1 of this section. The columns are each totaled, with the largest total becoming the minimum spaces requirement.

Land Use	Weekday		Weekend		Midnight – 6:00 A.M.
	9:00 A.M. – 4:00 P.M.	6:00 P.M. – Midnight	9:00 A.M. – 4:00 P.M.	6:00 P.M. – Midnight	
Office	19	2	4	1	1
Retail	8	13	14	10	1
Restaurant	3	6	6	6	1
Residential	3	8	8	8	10
Totals:	33	29	32	25	12

The required parking in this example is reduced from 50 spaces to 33 spaces.

The following table specifies minimum required and maximum allowed number of parking spaces for individual uses (see subsection 9-4-2C of this chapter for mixed use and shared parking provisions). Where a parking calculation results in a fraction, the requirement shall be rounded to the nearest whole number. (Ord. 299-08, 12-2-2008)

TABLE 3.2: MINIMUM AND MAXIMUM PARKING SPACE RATIOS

(NFA = Net floor area)

Use	Minimum Spaces	Maximum Spaces	Per
Institutional/community:			
Civic, social, fraternal organizations	1	2	4 persons at capacity
Daycare, preschool	3	5	1,000 sq. ft. NFA
Hospital	2	4	1,000 sq. ft. NFA
K-8 grade schools (private)	1	2	Classroom

Use	Minimum Spaces	Maximum Spaces	Per
Medical and dental clinics	3	5	1,000 sq. ft. NFA
Religious facilities	1	2	4 seats or 8 feet of bench
Manufacturing:			
All manufacturing	1.5	3	1,000 sq. ft. NFA
Office:			
Administrative office	2	4	1,000 sq. ft. NFA
General office	2.5	4	1,000 sq. ft. NFA
Personal services	3	5	1,000 sq. ft. NFA
Professional office with services	3	5	1,000 sq. ft. NFA
Public assembly:			
Ball courts	2	4	Court
Bowling alley	2.5	5	Alley
Indoor recreation facilities	2.5	5	1,000 sq. ft. NFA
Theaters, sports arenas and auditoriums	1	2	4 seats or 8 feet of bench
Residential:			
Accessory dwelling unit	1	n/a	Unit
Hotel meeting area/restaurant	1.25	2.5	1,000 sq. ft. NFA
Motels and hotels - sleeping rooms	0.8	1.25	Sleeping room
Multi-family dwellings	1.5	3	Unit
Multi-family dwellings for the elderly	0.7	1.5	Unit
Nursing homes	0.25	1	Bed
Single-family dwellings	2	n/a	Unit
Studio apartment	1	n/a	Unit

Use	Minimum Spaces	Maximum Spaces	Per
<b>Retail trade:</b>			
Building materials, hardware	1.5	3	1,000 sq. ft. NFA
Eating and drinking	8	10	1,000 sq. ft. NFA
Food (grocery)	3	5	1,000 sq. ft. NFA
Furniture, home furnishings	1.5	3	1,000 sq. ft. NFA
General retail	3	4	1,000 sq. ft. NFA
Motor vehicle, boat, aircraft - sales	1.5	3	1,000 sq. ft. NFA
Motor vehicle, boat, aircraft with service	2	4	1,000 sq. ft. NFA
Temporary or seasonal vendor	2	n/a	Employee
<b>Wholesale trade:</b>			
Wholesale trade and warehousing	1.5	3	1,000 sq. ft. NFA

(Ord. 299-08, 12-2-2008; amd. Ord. 304-09, 4-21-2009; Ord. 310-10, 3-3-2010)

Other uses not included in this table: For all uses not specifically identified in table 3.2 of this section, the parking requirements shall be determined by the planning and zoning administrator. (Ord. 299-08, 12-2-2008)

9-4-3: **OFF STREET LOADING REGULATIONS:** In addition to off street parking required herein, all commercial and manufacturing uses shall provide adequate off street loading and unloading areas. As a minimum, any building with over ten thousand (10,000) square feet of net floor area (NFA) shall provide one off street loading space which shall not measure less than forty feet by twelve feet (40' x 12') and shall have an unobstructed height of fourteen feet six inches (14'6"). A development consisting of multiple buildings with total net floor areas (NFA) exceeding ten thousand (10,000) square feet may share one loading space for every fifteen thousand (15,000) square feet NFA. Such loading space shall be made permanently available for loading and unloading and shall be surfaced with concrete, asphalt or pavers. (Ord. 299-08, 12-2-2008)

9-4-4:       **DOWNTOWN PARKING EXEMPTION OVERLAY:** The purpose of this section is to recognize the historical pattern of development in the downtown area of the city and to accommodate the need for new development in the downtown area. Except for new residential uses, additional off street parking will not be required for new uses within the downtown parking exemption overlay. (Ord. 299-08, 12-2-2008)

9-4-5:       **ON STREET PARKING CREDIT:** The required minimum number of off street parking spaces for a particular building, development or land use may be reduced by 0.75 spaces for each existing on street parking space located in a right of way along the frontage of such building, development or land use subject to the requirement, and may be reduced by one space for each new on street parking space created by the developer. (Ord. 299-08, 12-2-2008)