

Chapter 6

OFF-STREET PARKING REQUIREMENTS

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6.1. OFF-STREET PARKING REQUIRED.

1. At the time any building or structure is erected or enlarged or increased in capacity or any use is established or re-established, there shall be provided off-street parking spaces for automobiles in accordance with the following requirements; nonetheless, sufficient parking shall be provided off street to avoid the necessity of parking on a public street except for certain areas designated by East Carbon City where off-street parking requirements cannot be met due to encroachment of earlier development and redevelopment and there are other programs in effect to mitigate the parking situation; or as may be required and established by conditional use permit.

6.2. SIZE OF PARKING SPACE.

The minimum dimensions of each off-street parking space, exclusive of access drives or aisles, shall be at least 9 feet by 18 feet for perpendicular and diagonal, and ninety-degree spaces and 9 feet by 22 feet for parallel spaces. The size of the parking stalls may be increased special circumstances, ADA requirements,

frequent use, loading, location and end of aisle, etc.

6.3. ACCESS TO INDIVIDUAL PARKING SPACE.

Except for single-family and two-family dwellings, direct access to each parking space shall be from a private driveway and not from a public street. All parking spaces shall have independent access not blocked by another parking space or other obstacle. The private driveway leading into the parking lot shall not be used for parking.

6.4. NUMBER OF OFF STREET PARKING SPACES REQUIRED

When calculating the floor area of a building to establish parking requirements, reasonable reductions for hallways, closets and storage space, restrooms, kitchens and mechanical equipment may be deducted to obtain the net useable floor space. For all uses see the tables below for required parking spaces.

- 1. ALL OTHER USES NOT LISTED AND AMENDMENTS TO THE REQUIREMENTS BELOW: as determined by conditional use permit based on nearest comparable standards.
- 2. Sufficient parking should be provided to assure:
 - a. maximum utilization of the facilities on site will not unduly impose on neighbors rights in the vicinity:
 - b. that in the future if there is a change of use that the parking is adequately related to the site so that a new use has a reasonable chance to provide satisfactory parking
- 3. Where precise applicable parking standards are not known or have proven unsatisfactory in other instances, the analysis of the parking requirements of the site and its proposed use is to assure a reasonable number of parking spaces that

cannot become an excuse for failure of the use on the site to perform its function properly.

4. It shall be the responsibility of the reviewing body to prepare its analysis of parking requirements in writing and make copies available to the property owner(s)/lessee(s) and other parties of interest, as well as the City Council.
5. No parking on sidewalks or designated pedestrian paths.
6. Parking for disabled individuals shall be provided in accordance with all applicable ADA requirements.
7. On street parking may be used for overflow parking only. Use of on-street parking to assist in meeting minimum parking standards herein may be considered by the Planning and Zoning Commission.
7. On street parking shall not be used for storage of vehicles, trailers, boats, equipment, etc.
8. On street parking may be used for overflow parking only. Use of on-street parking to assist in meeting minimum parking standards herein may be considered by the Planning and Zoning Commission.
9. On street parking shall not be used for storage of vehicles, trailers, boats, equipment, etc.

| Use | # of Parking Spaces |
|---|---|
| BUSINESS OR PROFESSIONAL OFFICE | 1 parking space for each on duty employee plus 1 additional space per 300 square feet of net floor space |
| CHURCHES WITH FIXED SEATING | 1 parking space for each 3.5 fixed seats, or one parking space for each 7 feet of linear pew in the main chapel, whichever is greater. |
| CHURCHES WITHOUT FIXED SEATS, SPORTS ARENAS, AUDITORIUMS, THEATERS, ASSEMBLY HALLS, MEETING ROOMS | 1 parking space for each 3 seats of maximum seating capacity |
| DWELLINGS | 2 parking spaces for each dwelling unit. Alternate parking capacity requirements may be considered and approved by the Planning and Zoning Commission. |
| STUDENT HOUSING | All student housing projects shall have at least 1 parking space per occupancy unit. An occupancy unit shall be defined as a bedroom having 100 square feet or less of floor space area. A bedroom having more than 100 square feet of floor space area shall count as 2 occupancy units. |
| FURNITURE AND APPLIANCE STORES | 1 parking space for each on duty employee and 1 additional space for every 600 square feet of floor area |
| HOSPITALS AND CLINICS | 1 parking space for each on duty employee and 2 parking spaces for each bed and/or examining room |
| HOTELS, MOTELS | 1 parking space for each on duty employee for the highest employment shift plus 1 one space for each living or sleeping unit, plus parking space for all accessory uses as herein specified. |

| Use | # of Parking Spaces |
|--|--|
| <p>NURSING HOMES: four parking spaces, plus 1 space for each 5 beds.</p> | <p>1 parking space for each on duty employee for the highest employment shift plus 1 space for each 3 beds</p> |
| <p>RESTAURANTS, TAVERNS, PRIVATE CLUBS, AND ALL OTHER SIMILAR DINING AND/OR DRINKING ESTABLISHMENTS</p> <p>In addition, drive-up facilities shall provide sufficient stacking area for cars in a drive through lane in such a way as not to overhang or back up on public property or street. A parallel lane shall bypass the drive-up lane</p> | <p>1 parking space for each on duty employee for the highest employment shift plus 1 parking space for each 2 seats or 1 parking space for each 200 square feet of net useable floor area, whichever is greater</p> |
| <p>RETAIL STORES except furniture and appliance stores</p> <p>In addition, convenience stores which sell gasoline shall provide sufficient stacking area for cars in drive through lanes in such a way as not to overhang or back up on public property and streets. A parallel lane shall bypass the drive-up lane.</p> <p>The stacking area may be considered to help fulfill the basic parking requirements.</p> | <p>1 parking space for each on duty employee for the highest employment shift plus 1 parking space for each 200 square feet of retail net useable floor space.</p> |
| <p>SHOPPING CENTER OR OTHER GROUPS OF USES NOT LISTED ABOVE</p> | <p>1 parking space for each 200 square feet of total net useable floor space, or as determined by conditional use permit.</p> |
| <p>WHOLESALE ESTABLISHMENTS, WAREHOUSES, MANUFACTURING ESTABLISHMENTS AND ALL INDUSTRIAL USES</p> | <p>as determined by conditional use permit or by planned unit development requirements, if applicable, or by Planning Commission but in no case fewer than 4 customer spaces and 1 space for each employee projected for the highest employment shift.</p> |

6.5 ACCESS REQUIREMENTS

1. Adequate ingress and egress to and from all uses shall be provided by a driveway or drive approach in the public right-of-way as follows:
 1. **RESIDENTIAL LOTS.** For each residential lot a minimum of 1 access driveway which shall be a maximum of 25 feet wide at the top back of curb, or as specifically approved by the East Carbon City Zoning Administrator and City Engineer, to include end of taper or end of radius, except lots with a frontage greater than 100 feet have the option to provide 2 access driveways each up to 25 feet wide, or as specifically approved by the East Carbon City Zoning Administrator and City Engineer, for circular driveways and other special type circulation and parking. Driveways shall not exceed 40% of the total front yard lineal footage. Driveways shall not be closer than 3 feet to side yard at the curb line. The entire taper or radius shall fall within the right of way and not encroach into the frontage of the neighboring property.
 2. **OTHER THAN RESIDENTIAL LOTS.** Access shall be provided to meet the following requirements:
 1. Not more than 2 driveways shall be used for frontage greater than 100 feet unless specifically approved by the Zoning Administrator and City Engineer.
 2. No two of said driveways shall be closer to each other than 12 feet, and no driveway at the back of curb shall be closer to a side property line than 3 feet.

3. Each driveway shall be not more than 35 feet wide at the top back of curb, or as specifically approved by the East Carbon City Zoning Administrator and City Engineer, measured at right angles to the center line of the driveway, to include end of taper or end of radius, except as increased by conditional use permit. The entire flare of any return radius shall fall within the public right-of-way and not encroach into the frontage of the neighboring property.
4. No driveway shall be closer than 50 feet to the point of intersection of two property lines at any corner as measured along the property line or as specifically approved by the East Carbon City Zoning Administrator and City Engineer.
5. On a street where there are no curbs or gutters, all driveways shall be well marked and protection provided the entire length of the frontage exclusive of the driveways as per approved plans.
6. Open sight distance from the intersection of street pavement edge and driveway center line shall be at least 50 feet in each direction for residential and other driveways.

4. PUBLIC RIGHTS-OF-WAY AND EASEMENTS.

1. Public rights-of-way and easements are reserved for specific uses including:
 - a. public access;
 - b. pedestrian traffic;

- c. vehicular traffic;
 - d. traffic control and devices;
 - e. traffic paint striping;
 - f. street and pedestrian lighting;
 - g. water and sewer utilities;
 - h. fire hydrants;
 - i. electrical distribution utility;
 - j. telephone, natural gas, cable television utilities;
 - k. storm drainage utilities;
 - l. irrigation systems;
 - m. public signage;
 - n. public snow removal/storage;
 - o. curb and gutter;
 - p. pavement;
 - q. public parking;
 - r. mail boxes and mail drops;
 - s. loading and unloading;
 - t. approved landscaping and trees;
 - u. public benches;
 - v. bicycle and pedestrian routes;
 - w. ATV routes;
 - x. parade routes;
 - y. emergency services access and routes;
2. Public rights-of-way and easements do not allow:
 - a. sports equipment placement;
 - b. private snow storage;
 - c. parking inhibiting public services and maintenance;
 - d. obstacles having a negative impact on sight distances impacting public safety;
 - e. vegetation and trees that damage public infrastructure (sidewalk, curb, gutter);
 - f. long-term parking of vehicles, boats, trailers, garbage containers;
 - g. cleaning out of cement or other delivery trucks;
 - h. blockages of water flows in gutters, ditches and pipes;
 - i. unauthorized overshot style driveway approaches.

3. Other uses affecting a public right-of-way or easement may be considered by conditional use permit.

6.6 ON-SITE TRAFFIC MANAGEMENT REQUIREMENTS

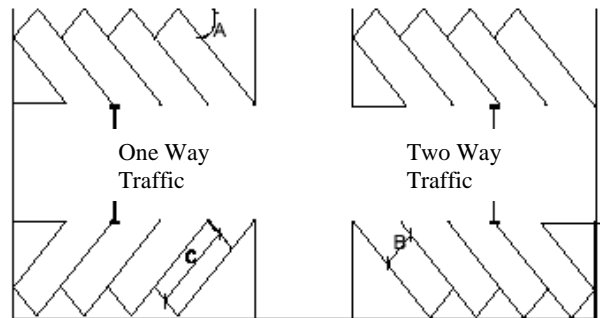
1. Dead end aisles of parking must have additional backup area such as a hammerhead of adequate size to provide sufficient radius for backup provided at the end of the aisle.
2. Backing space shall be provided for parking areas which are composed of four (4) or more spaces so that cars need not back into a public street or alley. Public sidewalks shall not be permitted to be used as part of the required backing area.
3. Acute angle parking, one (1) degree to eighty-nine (89) degrees, shall be designed for one (1) way traffic only.
4. Separate exits shall be provided for acute angle and one (1) way parallel parking of four (4) or more spaces so that cars need not exit by backing onto a street or alley.
5. All off-street parking stalls shall be designed in accordance with the dimensions and specifications set forth in Table 1 and Table 2, below.
6. A traffic control circulation plan shall be provided that includes road access placement of stop signs directional signs and speed limit signs.

TABLE 1

| A (Angle) | B (Width of Stalls) | C (Length of Stalls) | D (Width of Aisle) |
|--------------|------------------------|-------------------------|-----------------------|
| 0° | 10' | 22' | 20 (12**) |
| 30° | 9' | 18' | 20 (15**) |
| 45° | 9' | 18' | 20 (15**) |
| 60° | 9' | 18' | 20** |
| 90° | 9' | 18' | 24' |

*One way traffic only

TABLE 2



6.7 MAINTENANCE OF PARKING LOTS

1. Every parcel of land used as a public or private parking lot shall be developed and maintained in accordance with the following requirements. Existing undeveloped, unimproved or unmaintained parking lots shall become compliant with the following requirements upon any change in use, occupancy or ownership of the parking lot.
 1. HARD SURFACING
 1. Each off-street parking lot shall be surfaced with an asphalt or concrete pavement and permanently maintained, unless approved otherwise by conditional use permit.
 2. The parking area shall be so graded as to dispose of all surface water. Surface water shall not be drained onto adjacent private property.
 3. If such water is to be carried to adjacent streets, it shall not cause

conflict with pedestrian or vehicular traffic. Said water shall be collected, detained, channeled and/or piped to existing gutters ditches or storm drains in the public right-of-way or easements and shall not overwhelm existing drainage systems, streets, irrigation ditches or alleys. Drainage sumps are optional and shall not affect building foundations, create subsidence or increase ground water levels.

4. For parking lots less than 1/4 acre in size, runoff need not be calculated; however, drainage will still be collected and discharged into existing drainage ways. For parking lots greater than 1/4 acre in size up to one acre in size surface runoff shall be calculated based a 50 year storm using local precipitation data. For parking lots that exceed one acre in size the surface runoff shall be calculated based on a 100 year storm using local precipitation data.
2. **SCREENING.** The sides and rear of any off-street parking lot which adjoin an area which is to remain primarily residential, having no nexus to the parking lot, shall be screened from such area residential by a masonry wall, chain link fence with slats or other solid visual barrier fence not less than 4 nor more than 6 feet in height. A landscaped buffer may be permissible as a substitute to a fence through conditional use permit authorization.
3. **LANDSCAPING.** Each parking lot shall be reasonably landscaped to

minimum landscaping standards in compliance with a plan approved by the Planning Commission and such landscaping shall be permanently maintained.

4. **LIGHTING.** Lighting shall be used to illuminate any parking lot, to increase sight distance and increase security and shall be installed to reflect the light away from adjoining residential premises and street traffic.

6.8 LOCATION OF OFF-STREET PARKING

1. Off-premise parking in lieu of required on site parking is allowed only by conditional use permit.
2. Parking stalls in the street right of way may be used to satisfy the onsite parking requirement with the approval of the planning commission.
3. No parking on sidewalks. No parking in the park or planting strip between the sidewalk and curb, unless it is a pre-existing condition in front of an existing developed lot.