

CHAPTER 4. OFF-STREET PARKING REQUIREMENTS

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7-4-1 Purpose and Scope.

(1) Purpose. The purpose of this Chapter is to ensure the provision and maintenance of off-street parking and loading facilities in proportion to the parking and loading demand of the associated land uses. The requirements of this Chapter are intended to provide functional, efficient and attractive parking and loading facilities, to protect public safety, and to mitigate adverse land use impacts.

(2) Scope. This Chapter is applicable to all new and existing development requiring vehicular access under the provisions of this Title. The requirements of this Chapter shall not be construed to prohibit or limit other applicable provisions of this Title, the Tooele City Code, or other laws.

(Ord. 2019-12, 05-15-2019)

7-4-2 Parking to be Provided.

(1) Parking Required. Every land use established under the authority of this Title shall provide parking as required by this Chapter. Each person who establishes any such land use shall provide the required parking. The establishment of a land use shall include any change in use and any increase in the capacity or intensity of an existing use.

(2) Continual Obligation to Provide Parking. Provision of parking as required by this Chapter shall be a continual obligation so long as the associated use exists, including during times of vacancy. It shall be unlawful for any property owner, land use operator, or person responsible for providing parking to discontinue or dispense with required parking facilities without providing alternate parking which meets the requirements of this Chapter.

(3) Alteration Where Parking Insufficient. A building, structure, or use which lacks sufficient parking as required by this Chapter may not be altered, enlarged, or changed in a manner that affects their parking calculation unless additional parking for the alteration, enlargement, or change is supplied that meets the requirements of this Chapter.

(Ord. 2019-12, 05-15-2019)

7-4-3. Parking Calculation.

The following provisions shall be used to calculate the total number of parking spaces required by this chapter:

(1) Fractional Numbers. Any fractional parking space requirement resulting from a parking calculation shall be rounded up to the next whole number, subject to Section 7-4-5(2) of this Chapter.

(2) More Than One Use on Lot. If a lot or parcel contains more than one use, parking spaces shall be provided in an amount equal to the total of the requirements for each use unless shared parking is approved pursuant to this Chapter.

(3) Square Foot Basis. Parking requirements based on square footage shall be calculated using gross floor area unless otherwise provided in this Chapter.

(4) Employee Basis. Parking requirements based on the number of employees shall be calculated using the largest number of persons working on any shift, including owners and managers.

(5) Capacity Basis. Parking requirements based on the number of seats, beds, or other capacity determinations shall be calculated using the maximum capacity for those units of measure.

(6) Director Determinations. If a use listed in Table 7-4-1 identifies the calculation of its parking requirement to be a determination of the Director, or for a use not otherwise listed in Table 7-4-1, the Director of the Community Development Department shall determine the appropriate parking calculation by:

(a) first, applying the parking requirements for a use deemed most similar to the use proposed; or then

(b) second, applying an established standard specific to that use from a professional publication such as the Institute of Traffic Engineers; or then

(c) third, requiring a parking study be provided by the applicant to provide guidance for the Director to determine the appropriate parking calculation requirement. The Director shall not be under any obligation or requirement to agree or follow the recommendations of the submitted parking study.

(7) ADA-Accessible Parking Spaces. Parking spaces compliant with ADA regulations shall be provided as required by the current building codes adopted by the City and any other standards officially adopted by the City. Accessible spaces shall be counted towards the fulfillment of the on-site parking requirement for each use.

(8) Parking Space Calculations. Standard parking spaces shall be provided as set forth in Section 7-4-4. Formulas and calculations shown in that Section represent both the maximum and minimum parking requirements subject to the provisions of Section 7-4-5. Uses and terms listed in Section 7-4-4 shall have no effect on the permissibility or definition of uses.

(Ord. 2019-12, 05-15-2019)

7-4-4. Number of Parking Spaces.

The number of required off-street parking spaces

shall be calculated according to Table 7-4-1, subject to Section 7-4-5 herein.

(Ord. 2019-12, 05-15-2019)

Table 7-4-1 – Parking Space Requirement Calculations.

Land Use		Parking Requirement
Accessory Uses		As determined by the Director
Auditoriums		1 space for every 3 seats
Bar, Tavern, and Private Club		1 space for every 3 seats or 1 space per 100 square feet of floor area (excluding kitchen, storage, etc.) whichever is more
Beauty Shop	First patron station	2 spaces
	Each additional station (excluding wash stations)	1 space
Churches and Places of Worship		1 space for every 3 seats in the primary assembly area
Commercial Center		1 space per 300 square feet
Commercial Day Care / Pre-School Center		1 space for every employee, plus 4 visitor spaces ¹
Convalescent Care Facility		1 space for every 4 patient beds, plus 1 space per employee
Dwelling ²	Single-Family	2 spaces per dwelling unit
	Two-Family	2 spaces per dwelling unit
Dwelling, Multi-Family ^{2,4}	Apartments	2 spaces per dwelling unit
	Townhouse/Condominium	2 spaces per dwelling unit
Dwelling, Visitor Parking ³		1 space for every 4 dwelling units
Educational Facility	Public Use	As determined by the Director
	Private Use	As determined by the Director
Funeral Homes and Mortuaries		1 space for every 3 seats
Health Care Facility		1 space for every 2 patient beds, plus 1 parking space for each employee
Health Care Provider		3 spaces for each doctor, dentist, therapist, or other provider, plus 1 space for each employee
Hotel		1 space for each living or sleeping unit, plus 1 space for each employee
Industrial Uses		1 space per employee, adequate spaces for company owned vehicles, plus 4 visitor spaces
Manufacturing Uses		1 space per employee, adequate spaces for company owned vehicles, plus 4 visitor spaces
Motel		1 space for every living or sleeping unit, plus 1 space per employee
Nursing homes		1 space for every 4 patient beds, plus 1 space per employee
Office	Business	1 space per 200 square feet
	Professional	1 space per 200 square feet
Personal Services		1 space per 300 square feet
Public Use		As determined by the Director
Residential Facility for Elderly Persons	Bedroom for 1 or 2 Persons	1 space per bedroom, plus 1 space per employee
	Bedroom for 3 or 4 Persons	2 space per bedroom, plus 1 space per employee

Land Use		Parking Requirement
Residential Facility for Persons with a Disability	Bedroom for 1 or 2 Persons	1 space per bedroom, plus 1 space per employee
	Bedroom for 3 or 4 Persons	2 space per bedroom, plus 1 space per employee
Restaurant		1 space for every 3 seats or 1 space per 100 square feet of floor area (excluding kitchen, storage, etc.) whichever is more
Retail	General	1 space per 300 square feet
	Appliance Stores	1 space per 600 square feet
	Furniture Stores	1 space per 600 square feet
Sports Arenas		1 space for every 3 seats
Theaters, Assembly Halls and Meeting Rooms		1 space for every 3 seats
Uses not listed		As determined by the Director
Warehouse Uses		1 space per employee, adequate spaces for company owned vehicles, plus 4 visitor spaces
Wholesale Uses		1 space per employee, adequate spaces for company owned vehicles, plus 4 visitor spaces

- 1 With adequate drop off and pick up areas as determined by the Director.
 - 2 As specified in Sections 7-11a-13 and 7-11a-13.1 and Table 7-11a-13.1 of this Title.
 - 3 In developments of three-family, four-family, or multi-family dwelling units.
 - 4 For Multi-Family Dwelling Units Directly Associated with Residential Support Programs See Section 7-11a-2.
- (Ord. 2022-31, 08-17-2022) (Ord. 2021-35, 09-15-2021) (Ord. 2019-12, 05-15-2019)

7-4-5 Parking Calculation Ranges.

(1) Purpose of Parking Calculation Ranges. The number of parking spaces required under Section 7-4-4 may be adjusted in accordance with the provisions in this section. The purpose of adjustments is to provide flexibility to those requirements in recognition that many factors can be unique to various potential uses of land in the city, to adapt to specific circumstances, reduce potential environmental impacts, and conserve resources.

(2) Natural Adjustment Range. Where permitted, a Natural Adjustment Range allows for parking to be freely modified to increase or decrease the amount of parking spaces provided without necessity of requesting a formal modification as outlined in this Section. The calculation of the Natural Adjustment Range shall be based on the true calculation from Table 7-4-1 without rounding allowed under Section 7-4-3(1) of this Chapter. In all situations where the Natural Adjustment Range results in a partial or fractional parking requirement, the requirement shall be rounded up to the next whole number.

(a) Residential Uses.

(i) Single-Family and Two-Family Residential Uses. No Natural Adjustment shall be allowed and the parking calculations established in Table 7-4-1 shall represent the minimum requirements.

(ii) Multi-Family Residential Uses. Multi-family residential developments where the parking calculations established in Table 7-4-1 result in a requirement of 100 parking spaces or less, exclusive of required visitor parking, shall have no Natural

Adjustment allowed and the parking calculations established in Table 7-4-1 shall represent the minimum requirements. Multi-family residential developments where the parking calculations established in Table 7-4-1 result in a requirement of 101 parking spaces or more, exclusive of required visitor parking, may apply a maximum 8% Natural Adjustment Range.

(iii) Visitor Parking. Visitor parking calculations shall not be eligible for Natural Adjustment and the calculations established in Table 7-4-1 shall represent the minimum requirements.

(b) Non-Residential Uses. The parking requirement calculations from Table 7-4-1 shall represent both the minimum and maximum parking requirement. Non-residential developments may apply a maximum 15% Natural Adjustment Range.

(3) Deviations Beyond the Natural Adjustment Range. In cases where parking in amounts beyond the allowances of the Natural Adjustment Range may be appropriate, the Planning Commission may approve a request for a modification, by way of a parking study, to increase or reduce parking requirements based on findings found in Subsection (4) by not more than an additional 10% of the calculation from Section 7-4-4. (Ord. 2019-12, 05-15-2019)

7-4-6. Parking Studies.

In any instance where a parking study is required, a parking study shall be prepared and submitted by the applicant for review. Parking studies shall be prepared by a professional engineer licensed to work in the State of Utah and reviewed as a part of the land use

application.

(1) The study shall provide:

(a) planning and traffic engineering data, including estimates of parking demand based on the most current recommendations from the Institute of Transportation Engineers;

(b) data collected from uses or combinations of uses that are the same or highly comparable to the proposed application as indicated and justified by density, scale, bulk, area, type of activity, and location;

(c) the source of data used to develop the study's recommendations;

(d) a recommendation for parking requirement standard or calculations applicable to the site for which the study is being prepared based on site specific factors, data, circumstances, and conditions compared against study-collected data; and

(e) the name and qualifications of the person(s) preparing the study.

(2) City staff shall review the study and make a recommendation to the Planning Commission concerning the validity of the parking study, the appropriateness of the conclusions reached, and the appropriate standard and minimum number of parking spaces that should be required.

(3) The Planning Commission shall determine the appropriate standard and required minimum number of parking spaces required after:

(a) considering the recommendations of the parking study and City staff; and

(b) making the findings required under Subsection (3)(d), according to the type of application.

(4) Findings Required. The Planning Commission may approve a deviation from strict compliance for the number of parking spaces required or the standard of calculation to be used only after making the findings of this subsection.

(a) For commercial, retail, office, and mixed-use developments, the Planning Commission must find that:

(i) adequate parking will be provided;

(ii) the total number of spaces that would otherwise be required for each individual establishment in the development is overly burdensome or underestimates the actual parking needed for the site specific factors of the application;

(iii) the estimated trade-offs between businesses which are open when others are closed will not over burden the parking proposed;

(iv) there is an adequate availability of shared parking for all associated uses;

(v) site- or use-specific conditions or factors do not provide for compliance with the parking calculation used or parking requirements outlined in Section 7-4-4;

(vi) any potential for future expansion or addition to the development will have or will provide adequate parking for that expansion or addition; and

(vii) ADA-compliant parking requirements are not proposed for adjustment; or

(b) For multi-family developments, the Planning Commission must find that:

(i) adequate parking will be provided;

(ii) the size of housing units, considered by the number of bedrooms and required visitor parking, does not support or necessitates more than the calculated parking requirements of this Chapter;

(iii) the size of project does not reflect the calculated parking requirements of this Chapter, necessitating more or fewer spaces;

(iv) the specific parking proposed to be dedicated for use by visitors is appropriate;

(v) any potential for future expansion or addition to the development will have or will provide adequate parking for that expansion or addition;

(vi) ADA-compliant parking requirements are not proposed for adjustment; and

(vii) restrictive covenants specific to the development make provisions to control parking such that parking for the development will not impact neighboring properties or public rights-of-way.

(Ord. 2019-12, 05-15-2019)

7-4-7. Parking Location.

(1) On-Site Parking. Except as allowed in Subsection (2), all required parking shall be located on the same lot or parcel as the use to which it is associated. On-site parking shall be made available without charge for the use of or providing of the parking. In the case of a multi-tenant non-residential development in which multiple parcels are covered by the tenant uses and their associated parking, the parking shall be considered on-site for all of those tenant uses.

(2) Off-Site Parking. Where practical difficulties exist in providing on-site parking or if public safety would be better served by locating parking on a separate lot or parcel, the Planning Commission may authorize such off-site parking subject to the following conditions:

(a) no other practical alternative exists for providing on-site parking such that any of the following shall deem a request for off-site parking ineligible for approval:

(i) the hardship causing the need for off-site parking is self-imposed;

(ii) the hardship causing or resulting from the provision of off-site parking is financial in nature;

(b) providing off-site parking does not affect or reduce the amount of parking required or provided;

(c) required ADA-compliant parking spaces shall not be located in an off-site parking area;

(d) off-site parking areas shall be located in the same or a more intensive zone which applies to the property where the use served is located;

(e) the shortest practical and safe walking path is conveniently usable without causing unreasonable:

(i) hazard to pedestrians;

(ii) hazard to vehicular traffic;

(iii) traffic congestion;

(iv) interference with safe and convenient access or use of other parking areas in the vicinity;

(v) detriment to the appropriate, convenient and reasonable use of any business in the vicinity; or

(vi) detriment to any residential neighborhood;

(f) no off-site parking space shall be located more than 600 feet from a public entrance of the use served, measured along the route of the shortest practical and safe walking path;

(g) off-site parking shall not be separated from the principal use by a street right-of-way of a collector or arterial class;

(h) off-site parking separated by from the principal use by a local class street has adequate and convenient crosswalk facilities to serve the practical and safe walking path;

(i) availability of each off-site parking area shall be assured by an agreement reviewed and accepted by the City which requires at least the following:

(i) all parking spaces shall be available perpetually to all uses utilizing the parking;

(ii) all parking spaces shall be available without charge; and

(iii) provisions exist for the perpetual maintenance and upkeep, including but not limited to snow removal, striping, and signage, of the practical and safe walking path by private parties to the agreement; and

(3) Vacant Lots and Open Land. Vacant lots and open land areas shall not be used as parking areas, except as allowed for a temporary use or special event.

(4) Parking of Recreational Vehicles in Residential Zones. Personal recreational vehicles, including but not limited to trailers, boats and watercraft, travel trailers, utility trailers, and motor homes parked in residential zones shall be parked on a hard surfaced area behind the front wall plane of the primary structure on the same property. Parking for such vehicles within residential developments approved with off-street recreational vehicle parking areas shall be allowed within those recreational vehicle parking areas only.

(Ord. 2019-12, 05-15-2019)

7-4-8. Access Requirements.

For purposes of this Chapter, a drive approach shall be that portion of the ingress and egress to and from a driveway from the front of the curb to the property line. Adequate ingress and egress to and from all uses shall be provided as follows:

(1) One- and Two-Family Residential Lots. Access to one- and two-family residential lots shall be provided in compliance with the following requirements:

(a) Not more than two drive approaches shall be allowed for any residential lot.

(b) The width of a drive approach shall not be

greater than 30 feet or more than one-third of the lot frontage in which the drive approach is constructed, whichever is less. A drive approach from a cul-de-sac or curved lot with a frontage of less than 50 feet at the property line may exceed one-third of that frontage, but shall not be more than 50% of the frontage at the property line.

(c) A lot may have a singular 30-foot drive approach or two drive approaches that total 30 feet wide. A drive approach shall have a minimum width of ten feet. Two drive approaches on the same lot must have a minimum of 12 feet between them.

(d) A drive approach shall be measured from the bottom of the flares, at its widest point. The flare shall not be greater than three feet long.

(2) Other Residential Uses. Access to residential lots other than one- and two-family residential lots shall be provided in compliance with the following requirements:

(a) Access to each parking space shall be from a private driveway and not from a public street.

(b) Not more than one drive approach shall be used for each 100 feet or fraction thereof of frontage on any street.

(c) No two of said drive approaches shall be closer to each other than 50 feet, and no drive approach shall be closer to a side property line than ten feet.

(d) No drive approaches shall be located within 50 feet of an intersection of two streets, measured from the existing or planned terminus of the curve return.

(3) Non-Residential Uses. Access to non-residential uses shall be provided in compliance with the following requirements:

(a) Each drive approach shall not be more than 40 feet wide, measured at right angles to the centerline of the drive approach, measured curb-face to curb-face, exclusive of tapered areas. Upon the recommendation of the City Engineer, the Planning Commission may extend a commercial drive approach to 50 feet wide.

(b) Divided or one-way access and egress driveways shall maintain a minimum of a 12-foot wide travel lane, per lane, measured curb-face to curb-face, exclusive of tapered areas.

(c) Driveways for two-way access and egress shall maintain a minimum of a 24-foot width measured curb-face to curb-face, exclusive of tapered areas.

(d) Not more than one drive approach shall be used for each 100 feet or fraction thereof of frontage on any street except that a use on its own property with less than 100 feet of frontage or which cannot meet the spacing between existing drive approaches on adjacent properties may be approved by the Planning Commission for one drive access of not more than 30 feet in width according to Chapter 11 of this Title.

(e) No two of said drive approaches shall be closer to each other than 50 feet, and no drive approach shall be closer to a side property line than ten feet.

(4) General Standards for All Uses. All access to

properties shall be provided to meet the following general requirements:

(a) Where practical, adjacent properties are to share accesses. Unless a driveway access is shared by two or more properties, no drive approach shall be closer than ten feet to the point of intersection of two property lines at any corner as measured along the property line, and no driveway shall extend across such extended property line.

(b) Driveways or drive approaches shall not be located where sharp curves, steep grades, restricted sight distances or any other feature or characteristics of the road or driveway or drive approach by itself or in combination impairs safe traffic operation. The relocation of highway signs, signals, lighting or other traffic control devices necessitated by a drive approach shall be relocated by Tooele City or its agent at the permittee's expense.

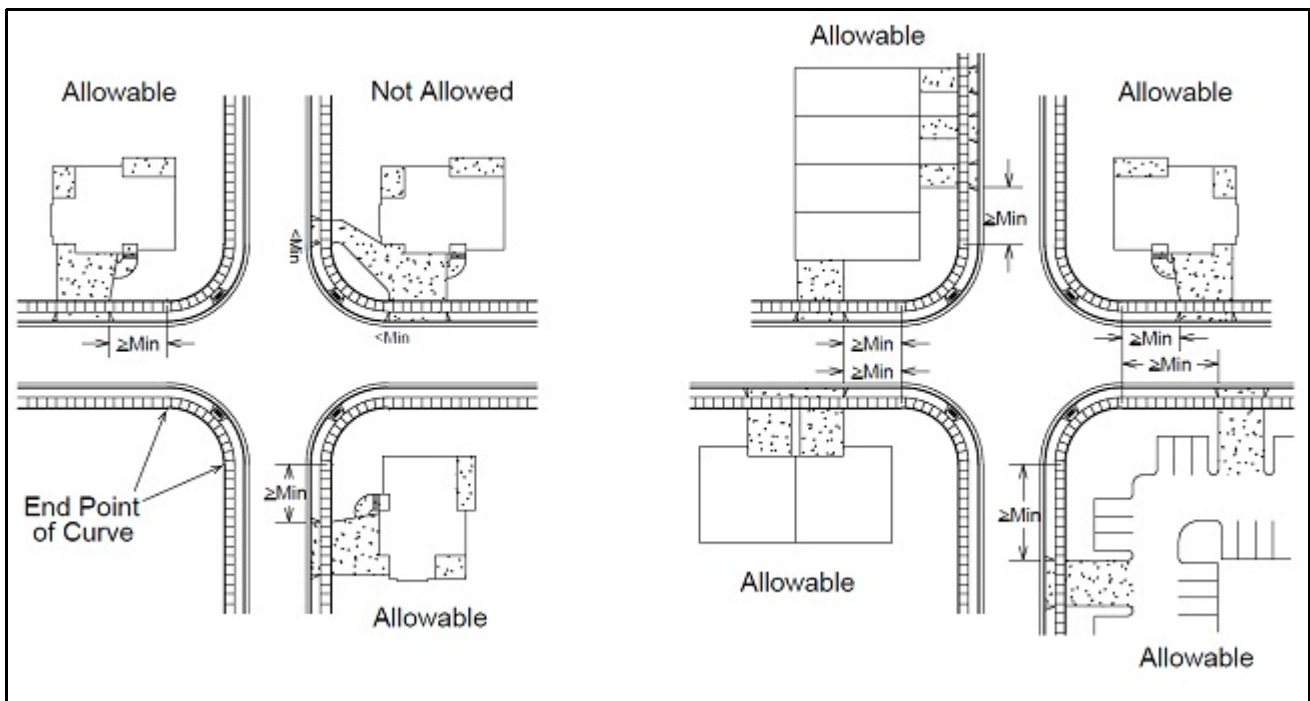
(c) Driveways or drive approaches which provide access and egress to and from a street controlled by the Utah Department of Transportation (UDOT) must be reviewed and approved by UDOT and shall be sized according to applicable UDOT standards.

(d) Spacing and location of drive approaches for residential uses in relation to an intersection of two streets shall be as follows:

(i) a driveway serving an individual dwelling unit, regardless of unit type or configuration, shall be located at least ten feet from the intersecting streets, measured from the existing or planned end point of the intersection curve along the back of the sidewalk to the closest point of the driveway. Figure 7-4-1 demonstrates typical applications of this provision.

(ii) a driveway providing access to a collective parking area serving multiple dwelling units, regardless of unit type or configuration, shall be located at least 30 feet from the intersecting streets, measured from the existing or planned end point of the intersection curve along the back of the sidewalk to the closest point of the driveway. Figure 7-4-1 demonstrates typical applications of this provision. (Ord. 2020-45, 11-18-2020) (Ord. 2020-02, 02-19-2020) (Ord. 2019-12, 05-15-2019)

Figure 7-4-1 - Drive Approach Locations.



7-4-9. Parking Lots.

Every parcel of land containing a public or private parking lot shall be developed and maintained in accordance with the following requirements:

(1) Each off street parking lot shall be surfaced with a bituminous surface course, Portland cement concrete or other approved surface to provide a dustless

surface. The Planning Commission, following a recommendation from the City Engineer, must approve any surface that is not bituminous surface course or Portland cement concrete.

(2) The sides and rear of any off-street parking lot which face or abut a residential district shall be adequately screened from such district by a masonry

wall or solid visual barrier fence not less than three or more than six feet in height as measured from the high side.

(3) Landscaping.

(a) Each parking lot shall be landscaped and permanently maintained. All landscaping is strongly encouraged to be low or no water use design and varieties. There shall be no natural turf, seed, or sod used for landscaping within parking lot areas. Artificial turf shall be utilized in areas where a sod-like appearance is desired. Trees and shrubs within parking lot areas shall utilize drip-style irrigation systems.

(b) Landscaping area within the parking lot shall also be eligible for calculation into the required site landscaping requirement.

(c) At least 5% of the total area used for parking and related activities shall be landscaped by planting new or preserving existing trees or shrubs.

(d) For the purpose of identifying areas in and around a parking lot that are eligible for consideration, Figure 7-4-2 identifies areas anticipated for consideration.

(e) Landscaping end caps not less than eight feet in width, exclusive of curbing, and extending the entire length of the parking stall it borders, shall be provided at each end of single and double parking rows. Landscape end caps shall be outlined with curbing to ensure the viability of the landscaping and separation between parking and landscaping. These end caps shall include one tree for each single row end cap and two trees for double row end caps.

(f) Landscaped Islands. Landscaping islands shall be provided in all parking areas as follows:

(i) Parking areas containing less than 75 parking spaces shall not be required to provide landscaped islands that break up rows of parking.

(ii) Parking areas containing less than 75 parking spaces which are part of a phased development that will result in the expansion of the parking for the development to be more than 75 parking spaces shall be required to provide landscaped islands as described in Subsection (f)(iii) herein.

(iii) When required, the maximum number of parking spaces in a row without separation by a landscaping island shall be 15. Landscaping islands shall include 1 tree for single row islands and 2 trees for double row islands. Tree requirement may be waived where pedestrian walkways are provided within the landscape islands.

(g) Where landscaping islands are proposed to run the length of parking rows:

(i) those areas shall include plantings and ground covers with at least one tree per four parking stalls that front upon that landscaping;

(ii) trees shall be evenly spaced through the landscaping area;

(iii) landscaping areas may be broken up by pedestrian pathways that cross the landscaping area only when that pathway is a segment of an established and identified pedestrian pathway beyond the

landscaping area and through the parking area

(iv) pedestrian pathways running the length of the landscaping island shall be not less than five feet in width;

(v) pedestrian pathways running the length of the landscaping island may be included in the calculation of landscaping only when landscaping of at least three feet in width is provided between the walkway and the parking spaces it borders.

(4) Lighting used to illuminate any parking lot shall be arranged to reflect the light away from adjacent properties, uses and streets.

(5) Alignment. Parking lots which include multiple drive aisles that access parking spaces, or adjacent parking lots that connect, function, or have the ability to function as a single parking lot shall be designed such that drive aisles align across connecting drive aisles. Drive aisles which intersect on an angle to the connecting drive aisle shall connect only as a three leg intersection which does not interfere with traffic movements of nearby drive aisle intersections at the discretion of the City Engineer. Accesses to a parking lot from an adjacent right-of-way shall align with parking lot drive aisles or end at the first interesting drive aisle in a perpendicular intersection. Alignment requirements of this Subsection are generally displayed in Figure 7-4-2.

(6) Where not otherwise authorized by this Title, when in the best interests of the community as determined by the Planning Commission, the Commission may grant a Conditional Use Permit for the exclusive use as a parking lot on a parcel of land in residential districts, provided that in all cases the following conditions are met:

(a) The lot is to be used only for parking of passenger automobiles of employees, customers, or guests of the person or firm controlling and operating the lot, who shall be responsible for its maintenance and upkeep.

(b) No charges shall be made for parking on the lot.

(c) The lot shall not be used for sales, repair work, or servicing of any kind, but shall be used for parking of vehicles only.

(d) Entrances to and exits from the lot shall be located so as to do the least harm to the residential district in an aesthetic context.

(e) No advertising sign shall be located on the lot.

(f) All parking is to be kept back of the setback building lines by a barrier which will prevent the use of the premises in front of the setback lines for the parking of automobiles.

(g) The parking lot and that portion of the driveway behind the building line is to be adequately screened from the street and from adjoining property in a residential district by a hedge or sight-obscuring fence or wall not less than three feet, nor more than six feet in height, which is to be located behind the building setback line. All lighting is to be arranged so there will

be no glare therefrom annoying to the occupants of an adjoining property in a residential district. The surface of the parking lot is to be smoothly graded, hard-surfaced and adequately drained.

(h) Drainage shall be disposed of upon the premises of the parking lot, as per the requirement set by the city engineer.

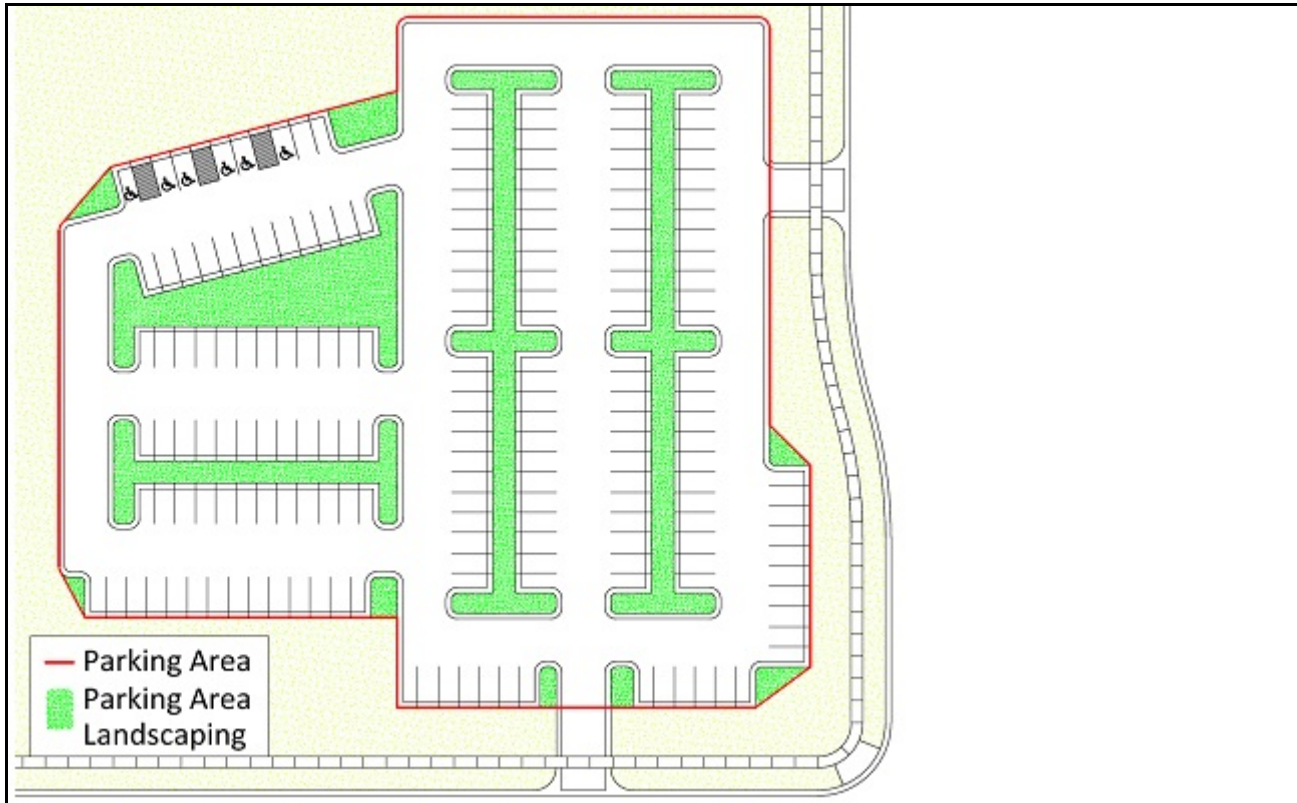
(i) No private or public garage or parking lot for more than five motor vehicles shall have an entrance or exit in any district within 150 feet of the entrance or

exit of a public school, church, playground, or other public or semi-public institution or facility.

(j) There may be imposed such other conditions as may be deemed necessary by the Planning Commission to address findings of identified impacts on the residential district.

(Ord. 2024-07, 04-03-2024) (Ord. 2023-22, 06-07-2023) (Ord. 2021-39, 11-17-2021) (Ord. 2020-02, 02-19-2020) (Ord. 2019-12, 05-15-2019)

Figure 7-4-2 – Parking Area Landscaping.



7-4-10. Parking Dimensions.

Minimum parking space and related dimensions shall be as set forth in this Section.

(1) Standard parking spaces shall be a minimum of nine feet wide by 20 feet deep.

(2) Where a front overhang over a sidewalk is proposed or provided, and the sidewalk is a minimum of six feet in width, parking spaces may be reduced to 18 feet deep. In the instance where the sidewalk is less than six feet in width, parking stalls shall be at least 20 feet deep and contain wheel stops to prevent vehicles from overhanging the sidewalk.

(3) Where a front overhang over a landscape area is proposed or provided, parking spaces may be reduced to 18 feet deep.

(4) Driving aisles between or along parking stalls

within a parking area shall be not less than 24 feet wide for two-way traffic or not less than 16 feet in width for one-way traffic, subject to Section 7-4-10.

(5) Carports shall have a minimum inside dimension of nine feet wide by 20 feet deep for each parking space.

(6) Garages shall have a minimum inside dimension of ten feet wide by 22 feet deep and a minimum door width of eight feet for each parking space contained therein, unless a greater requirement is established elsewhere in this Title.

(7) ADA-accessible parking spaces shall be provided and designed according to the provisions and requirements of the adopted building and fire code.

(8) Angled parking spaces shall be sized based on the angle of parking spaces shown in this Section, Table

7-4-2 and Figure 7-4-3. Parking spaces positioned nose-to-nose shall be at least 20 feet deep each.

(9) Parallel parking spaces shall be a minimum of eight feet wide by 22 feet deep.

(10) Loading spaces shall be a minimum of ten feet wide by 25 feet deep.

(11) Stacking and queuing spaces shall be a minimum of ten feet wide by 20 feet deep.

(12) Sites containing 50 or more parking spaces may provide compact parking spaces for a portion of the required parking for the site. Compact parking, when proposed, shall adhere to the following:

(a) Compact parking spaces may be utilized to provide up to:

(i) a maximum of 5% of the total parking requirement for the site; or

(ii) a maximum of 10% of the total parking requirement for the site when combined with the following:

(A) a landscaped plaza area near the primary entrance to the building associated with

compact parking spaces that is equal in area to 15% of the total building square footage;

(B) pedestrian amenities, such as but not limited to benches, throughout the plaza; and

(C) pedestrian pathways from the primary entrance to and through the plaza which connect to street sidewalks and neighboring sites or uses; and

(b) All compact parking spaces shall:

(i) measure no less than eight feet wide and 16 feet deep;

(ii) be clearly identified and shown on a site plan approved by the Planning Commission; and

(iii) be marked on the surface as "Compact" and maintained.

(c) Under no circumstances shall ADA-accessible parking spaces qualify or be sized as compact spaces.

(Ord. 2020-02, 02-19-2020) (Ord. 2019-12, 05-15-2019)

Figure 7-4-3 – Angled Parking Layout.

Parking Stalls with Front Overhang

Parking Stalls without Front Overhang

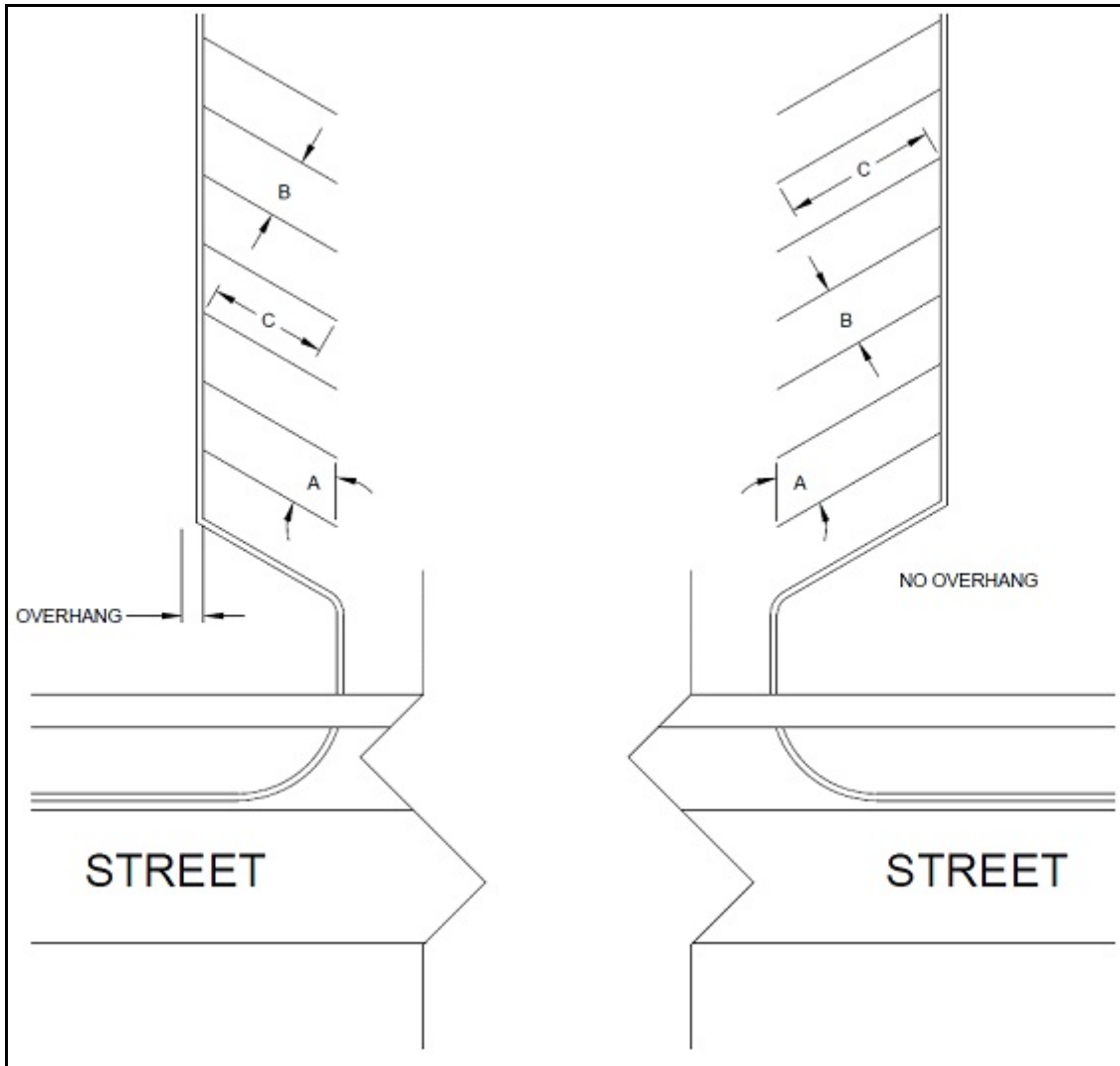


Table 7-4-2 – Angled Parking Dimensions.

Parking Stalls with Front Overhang		
Parking Angle	Stall Width	Stall Depth
A	B	C
90°	9 Feet	18 Feet
60°	9 Feet	18 Feet
45°	9 Feet	18 Feet

Parking Stalls without Front Overhang		
Parking Angle	Stall Width	Stall Depth
A	B	C
90°	9 Feet	20 Feet
60°	9 Feet	20 Feet
45°	9 Feet	20 Feet

7-4-11. Public Safety Aisles.

Every lot or parcel that includes a parking area with internal vehicular aisles for access to parking spaces shall provide public safety access and facilitation aisles. Those public safety aisles shall be provided as required in this Section regardless of whether the aisle accommodates one- or two-way traffic.

(1) Multi-Family Residential. Public safety aisles within multi-family residential developments shall be provided where a building is constructed greater than two stories and either:

- (a) the drive aisle provides the closest access to one or more sides of the building; or,
- (b) covered parking is located between the drive aisle and the building.

(2) Non-Residential Uses. Public safety aisles shall be provided as where a vehicle drive aisle is the closest drive aisle to one or more sides of a building that:

- (a) is taller than 30 feet;
- (b) is greater than 20,000 square feet of total floor area;
- (c) contains or is proposed to contain uses utilizing or handling hazardous or potentially hazardous

materials;

(d) is located more than 100 feet from the closest right-of-way; or,

(e) is located more than 100 feet from closest fire hydrant.

(3) Drive Aisle Widths. All vehicle drive aisles within a parking area shall be not less 24 feet in width, measured curb face to curb face or edge of driving surface to edge of driving surface where no curb exists. Where public safety aisles are required by this section, those aisles shall not be less than 30 feet in width, measured in the same manner. At no time shall any vehicle drive aisle be allowed in violation of the International Fire Code or other fire code adopted by Tooele City or the State of Utah. In instances where parallel parking is proposed along a vehicle drive aisle within a parking area, the Tooele City Fire Chief shall maintain the ability to require additional minimum width reasonably necessary to ensure emergency response in conjunction with the parallel parking. (Ord. 2022-03, 01-19-2022) (Ord. 2020-02, 02-19-2020) (Ord. 2019-12, 05-15-2019)